

Spaces for People Programme Evaluation

Appendices and Technical Annexes 2022

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To find out more, please contact: SpacesForPeople@sustrans.org.uk

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We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

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Appendix A: Evaluation framework

Table 1: Evaluation framework

Outcomes	Sub-outcomes	Indicators
1. Protect public health through the provision of temporary infrastructure for walking, wheeling, and cycling	1.1 Increased use of active travel (walking, wheeling, and cycling)	<ul style="list-style-type: none"> • Number of trips by mode • Number of trips by mode during peak hours • Number of trips by user characteristics
	1.2 Mode shift – increased use of active travel (walking, wheeling, and cycling) over private motorised or public transport for everyday journeys	<ul style="list-style-type: none"> • Number of people using new mode / changing mode • Number of trips by user characteristics
	1.3 Facilitate safe physical distancing during active travel	<ul style="list-style-type: none"> • Number of safe physically distant trips recorded • Number of physical distancing breaches recorded
	1.4 Facilitate safe use of infrastructure for active travel (user perception)	<ul style="list-style-type: none"> • Users report perceived safety when using infrastructure • Users and/or the public agree that project enables safe physical distancing during active travel • If possible, breakdown of perceived safety by user characteristics
	1.5 Facilitate safe physical distancing in public space	<ul style="list-style-type: none"> • Number of individuals using public space in line with physical distancing requirements

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Outcomes	Sub-outcomes	Indicators
1. Protect public health through the provision of temporary infrastructure for walking, wheeling, and cycling (continued)	1.6 Facilitate safe use of public space (user perception)	<ul style="list-style-type: none"> • Users report perceived safety when using public space • Users and/or the public agree that project enables safe physical distancing in public space • If possible, breakdown of perceived safety by user characteristics
	1.7 Increase physical activity (through walking, wheeling, and cycling)	<ul style="list-style-type: none"> • Number of users reporting increased physical activity due to project
	1.8 Reduce congestion on public transport to support safe physical distancing	<ul style="list-style-type: none"> • Number of trips switched from public transport to walking, wheeling, and cycling
2. Increased provision of infrastructure that supports safe active travel for essential journeys	N/A	Number of projects delivered in/around: <ul style="list-style-type: none"> • Hospitals or health services • Shops, pharmacies and schools • Locations recommended for exercise (eg neighbourhoods and parks) • Permitted access to retail or food & drink establishments
3. Demonstrate that rapid delivery of infrastructure for walking, wheeling, and cycling is possible	N/A	Number of projects completed within: <ul style="list-style-type: none"> • 3 months • 6 months • 12 months <ul style="list-style-type: none"> • Number of projects carrying out an equalities impact assessment • Number of projects monitoring equalities impacts and mitigations
4. Support the case for permanent infrastructure for walking, wheeling, and cycling	N/A	<ul style="list-style-type: none"> • Level of user or stakeholder support for projects to be made permanent • Level of user or stakeholder support for projects to be made permanent among groups with different characteristics

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Appendix B: List of 'other' interventions

Table 2: List of 'other' interventions

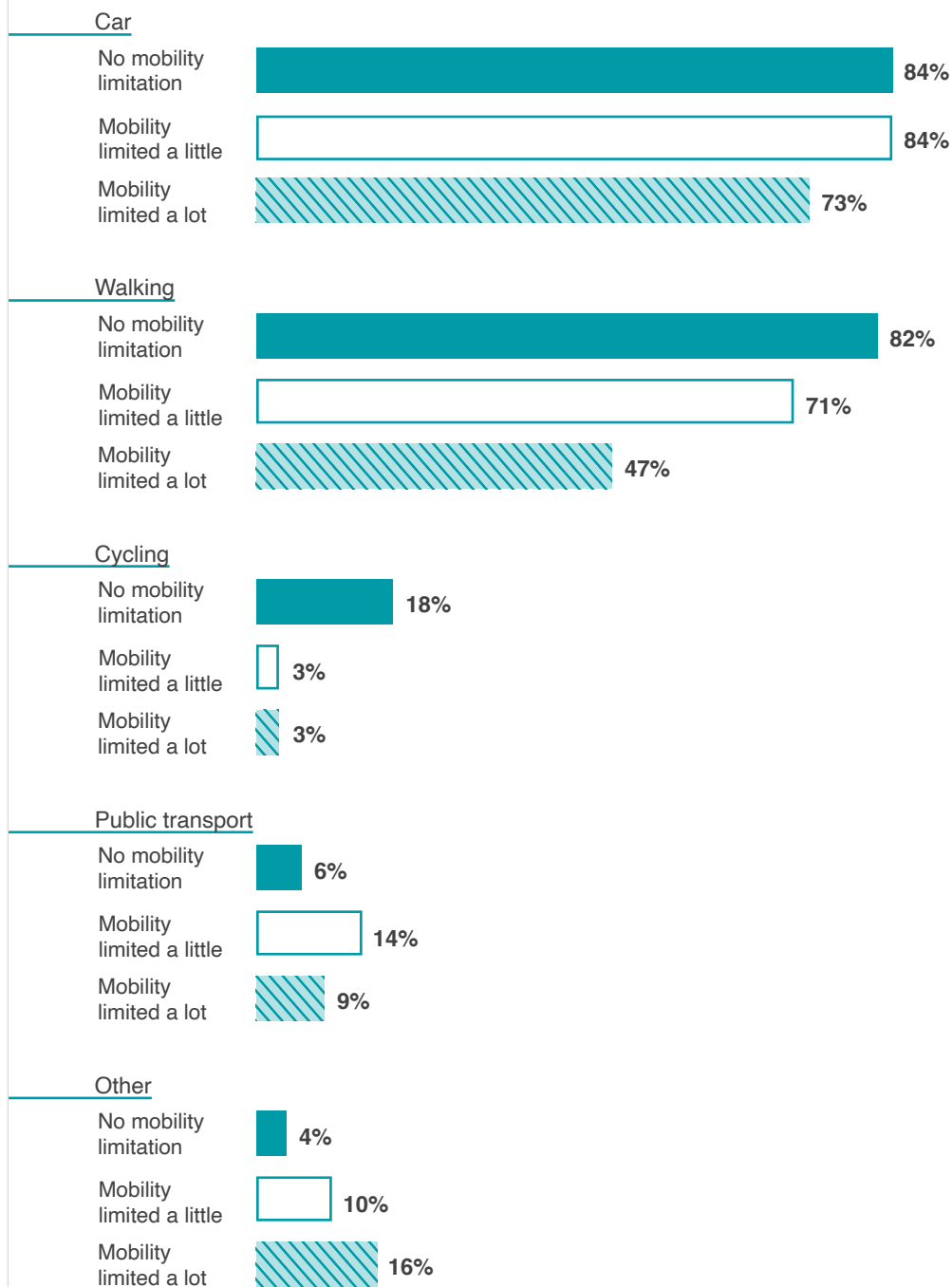
Other
Access hub
Bollard/barrier removal
Bus stances altered to alight only and boarding only
Community/employer cycle repair stands
Contactless pedestrian crossing
Cycle hire
Disabled parking (added/moved)
Give space/physical distancing/shared use signage
Green Circular upgrades
Improved path access
Increased business space
Installation barriers/bollards
Installation of ramp access/dropped kerbs
Installation of path lighting
Loading bay for COVID-19 supplies for carers/NHS/health visitors
Measures to prevent illegal parking
Modal filter
New walking path
Off-road cycle track
Contraflow bus/cycle lane
One-way system
Parking removal/restrictions
Parklets/outside seating/planters
Relocation of taxi rank to make room for active travel measure
Repair of damaged surfaces
Restricted vehicle access
School Exclusion Zone
Shared use path
Step off space & Park & Stride
Traffic calming measures

Appendix C: Outcome 1, sub-outcome 1.1

Additional demographic breakdowns relating to Spaces for People survey responses on current use of different modes of transport are presented here. The data is referenced in the main report in the introduction to outcome 1: sub-outcome 1.1.

Our survey found that respondents with limited mobility, respondents from ethnic minorities and those in the lowest income brackets reported higher use of public transport.

Figure 1: Current use of different modes of transport by mobility



All respondents: 1,512 Mobility: Yes, limited a lot = 110, Yes, limited a little = 203, No = 1,199

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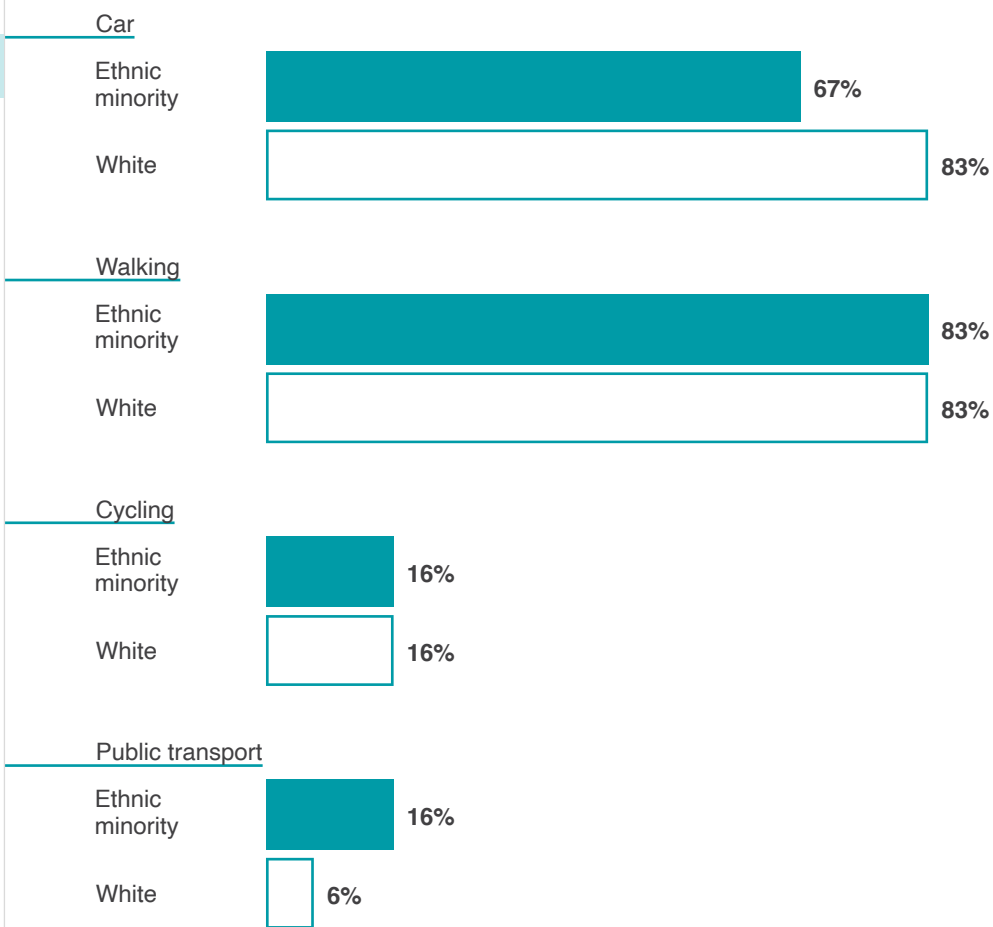
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Figure 2: Current use of different modes of transport by ethnicity



All respondents: 1,205 Ethnic minority = 58, White = 1,147

Figure 3: Current use of different modes of transport by household income



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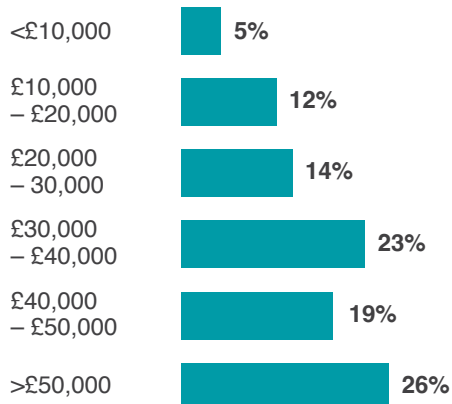
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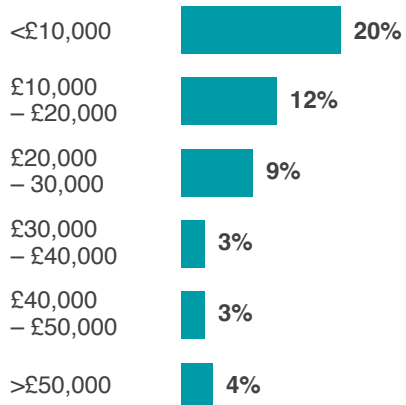
Walking



Cycling



Public transport



All respondents: 1,216 Household income: <£10,000 = 119, £10,000–£20,000 = 267, £20,000–£30,000 = 250, £30,000–£40,000 = 157, £40,000–£50,000 = 154, £50,000+ = 269

Appendix D: Outcome 1, sub-outcome 1.2

Additional demographic breakdowns relating to Spaces for People survey responses on mode shift are presented here.

Table 3: Reported change in transport mode use by gender

Mode	Women				Men			
	More now		Less now		More now		Less now	
	%	N	%	N	%	N	%	N
Car	15%	105	38%	270	13%	67	33%	168
Walking	42%	261	12%	75	37%	157	7%	30
Cycling	31%	64	12%	25	31%	75	8%	19
Public transport	6%	20	62%	210	7%	16	59%	145

Table 4: Reported change in transport mode use by ethnicity

Mode	Ethnic minority				White			
	More now		Less now		More now		Less now	
	%	N	%	N	%	N	%	N
Car	–	7	–	7	14%	159	37%	427
Walking	42%	14	–	1	40%	397	10%	100
Cycling	–	3	–	2	31%	133	10%	44
Public transport	–	6	40%	10	5%	30	61%	333

Table 5: Reported increase in mode use by age

Mode	16-24		25-34		35-44		45-54		55-64		65+	
	%	N	%	N	%	N	%	N	%	N	%	N
Car	–	2	23%	17	10%	13	9%	17	10%	29	14%	61
Walking	50%	14	50%	32	44%	42	54%	89	39%	92	31%	110
Cycling	–	5	35%	18	23%	17	36%	40	28%	31	28%	20
Public transport	–	2	–	3	–	3	–	2	–	6	–	8

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Table 6: Reported decrease in transport mode use by age

Mode	16-24		25-34		35-44		45-54		55-64		65+	
	%	N	%	N	%	N	%	N	%	N	%	N
Car	–	4	31%	23	29%	36	44%	85	41%	116	38%	163
Walking	–	0	–	1	–	9	7%	12	10%	23	15%	52
Cycling	–	3	–	5	–	9	10%	11	10%	11	–	6
Public transport	46%	11	75%	38	67%	40	61%	50	56%	65	65%	125

Table 7: Reported change in transport mode use by mobility (percentage)

Mode	Mobility limited a lot		Mobility limited a little		Mobility not limited	
	More now	Less now	More now	Less now	More now	Less now
Cars	25%	40%	11%	41%	11%	37%
Walking	23%	44%	22%	16%	44%	7%
Cycling	–	–	–	–	29%	9%
Public transport	–	55%	–	65%	4%	62%

Table 8: Reported change in transport mode use by mobility (number)

Mode	Mobility limited a lot		Mobility limited a little		Mobility not limited	
	More now	Less now	More now	Less now	More now	Less now
Cars	19	31	15	55	97	325
Walking	15	29	25	18	323	49
Cycling	2	1	6	8	106	35
Public transport	1	11	4	47	18	256

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Table 9: Reported increase in transport mode use by household income (percentage)

Mode	Up to £10,000	£10,000 – £20,000	£20,000 – £30,000	£30,000 – £40,000	£40,000 – £50,000	Over £50,000
Car	21%	11%	8%	10%	10%	9%
Walking	30%	30%	35%	50%	47%	56%
Cycling	–	–	31%	27%	38%	32%
Public transport	–	–	–	–	–	–

Table 10: Reported increase in transport mode use by household income (number)

Mode	Up to £10,000	£10,000 – £20,000	£20,000 – £30,000	£30,000 – £40,000	£40,000 – £50,000	Over £50,000
Car	11	15	17	12	12	18
Walking	14	37	54	46	46	90
Cycling	4	6	19	15	20	36
Public transport	2	3	6	2	2	4

Table 11: Reported decrease in transport mode use by household income (percentage)

Mode	Up to £10,000	£10,000– £20,000	£20,000– £30,000	£30,000– £40,000	£40,000– £50,000	Over £50,000
Car	29%	41%	35%	45%	34%	43%
Walking	21%	17%	10%	–	–	–
Cycling	–	–	–	–	–	11%
Public transport	43%	66%	62%	59%	60%	69%

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Mode	Up to £10,000	£10,000–£20,000	£20,000–£30,000	£30,000–£40,000	£40,000–£50,000	Over £50,000
Car	15	56	66	53	41	83
Walking	10	21	15	6	4	5
Cycling	2	4	9	2	3	12
Public transport	10	38	53	34	30	57

Appendix E: Outcome 1, sub-outcome 1.4

Additional demographic breakdowns relating to survey responses on perceptions of safety when using Spaces for People infrastructure are presented here. Perceptions of safety by gender and age are presented in the main report. Results in relation to whether the measures made it easier to physically distance by age and income bracket are also presented in the main report.

Table 13: Perception of safety while travelling by mobility

Mobility	More safe		Neutral		Less safe	
	%	N	%	N	%	N
Mobility not limited	42%	664	39%	615	18%	286
Mobility limited a little	36%	88	41%	102	23%	56
Mobility limited a lot	34%	40	43%	50	23%	27

Table 14: Perception of safety while travelling by ethnicity

Ethnicity	More safe		Neutral		Less safe	
	%	N	%	N	%	N
Ethnic minority	35%	32	48%	44	17%	16
White	36%	576	42%	677	21%	342

Table 15: Perception of whether the measures made it easier to physically distance by gender

Gender	Agree		Neutral		Disagree	
	%	N	%	N	%	N
Women	46%	139	16%	49	38%	113
Men	54%	159	12%	36	33%	97

Appendix F: Outcome 1, sub-outcome 1.6

Additional demographic breakdowns relating to survey responses on perceptions of safety when using public space are presented here. Perceptions of safety in the local area by gender, age and mobility are presented in the main report.

Table 16: Perception of safety in local area by ethnicity

Ethnicity	More safe		Neutral		Less safe	
	%	N	%	N	%	N
Ethnic minority	38%	32	46%	39	16%	14
White	38%	595	41%	643	22%	344

Table 17: Perception of safety in local area by household income

Income bracket	More safe		Neutral		Less safe	
	%	N	%	N	%	N
Up to £10,000	41%	36	49%	43	9%	8
£10,000–£20,000	32%	66	58%	120	11%	22
£20,000–£30,000	28%	54	62%	119	10%	20
£30,000–£40,000	29%	33	62%	69	9%	10
£40,000–£50,000	32%	35	51%	57	17%	19
£50,000+	37%	68	52%	96	11%	21

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Appendix G: Outcome 1, sub-outcome 1.7

Additional demographic breakdowns relating to survey responses on increased physical activity are presented here. Reports of increased physical activity by gender, age, ethnicity and mobility are presented in the main report.

Table 18: Increase in exercise because of temporary measures by household income

Income bracket	Yes		No	
	%	N	%	N
Up to £10,000	15%	14	85%	79
£10,000–£20,000	13%	26	87%	178
£20,000–£30,000	11%	20	89%	167
£30,000–£40,000	18%	20	82%	94
£40,000–£50,000	19%	20	81%	88
£50,000+	21%	40	79%	151

Appendix H: Outcome 2

Additional demographic breakdowns relating to survey responses on how helpful the measures were when making essential journeys are shown here.

Table 19: Helpfulness of measures when making essential journeys by gender

Helpfulness	Women		Men	
	%	N	%	N
Helpful	54%	489	53%	371
Neutral	17%	154	16%	110
Unhelpful	30%	271	32%	222

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Helpfulness	Ethnic minority		White	
	%	N	%	N
Helpful	53%	41	54%	819
Neutral	17%	13	16%	248
Unhelpful	30%	23	30%	457

Appendix I: Outcome 4

Additional demographic breakdowns relating to survey responses on whether Spaces for People measures should be made permanent are presented here.

Table 21: Support for measures being made permanent by gender

Support	Women		Men	
	%	N	%	N
Yes	68%	1,039	75%	1,092
Not sure	5%	72	3%	40
No	27%	421	23%	329

Table 22: Support for measures being made permanent by ethnicity

Support	Ethnic minority		White	
	%	N	%	N
Yes	69%	24	53%	752
Not sure		0	2%	24
No	31%	53	45%	647

Table 23: Support for measures being made permanent by age

Support	16–24		25–34		35–44		45–54		55–64		65+	
	%	N	%	N	%	N	%	N	%	N	%	N
Yes	77%	67	77%	229	81%	555	75%	535	65%	422	59%	368
Not sure	–	2	4%	12	5%	36	5%	38	3%	20	2%	13
No	21%	18	19%	55	13%	90	20%	142	31%	203	39%	243

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Table 24: Support for measures being made permanent by mobility

Support	Mobility limited a little		Mobility limited a lot		Mobility not limited	
	%	N	%	N	%	N
Yes	50%	90	53%	46	54%	669
Not sure	–	6	–	1	1%	18
No	47%	84	45%	39	45%	563

Table 25: Support for measures being made permanent by household income

Support	Up to £10,000		£10,000 – 15,000		£15,000 – 20,000		£20,000 – 25,000		£25,000 – 30,000		£30,000 – 40,000		£40,000 – 50,000		£50,000 +	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Yes	58%	44	55%	53	58%	40	53%	41	42%	37	55%	54	56%	53	60%	96
No	42%	32	45%	44	42%	29	47%	36	58%	51	45%	45	44%	41	40%	65

Methods

This section presents information on the monitoring tools used for the programme evaluation, organised by outcome.

The evaluation is based on data collected by project partners, Sustrans Places for Everyone¹ project staff and Sustrans Research and Monitoring Unit (RMU) using a variety of methods. The evaluation aimed to measure the outcomes achieved drawing on all the data gathered.

The evaluation used a meta-analysis approach. Different partners used different monitoring methods and tools. For each outcome/sub-outcome, all the relevant data gathered by different partners was considered to assess impacts. In some cases, where the same research tools and/or similar research questions had been used, it was possible to aggregate the data gathered by different partners.

Notes on data

Survey results are not sampled or weighted.

The smallest sample size used in the analysis and presented in this report, and the main report is 25. The smallest subgroup presented in this report is eight.

The terminology used for demographic data was not consistent across partners, particularly regarding gender. For consistency, in this report gender responses have been mapped to 'women', 'men', 'I identify in another way' and 'prefer not to say'.

Where age groups were inconsistent between surveys, information is provided on how they were mapped to fit with the main analysis.

Ethnic minority groups include Black, Black Scottish, Black British, Asian, Asian Scottish, Asian British, other minority Scottish/British including Traveller, multiple and other (not specified).

A number of surveys collected information on the respondents' awareness of temporary measures in their area. However, responses and comments indicated that this variable was unreliable. Because of this, we do not know if respondents were aware of the measures. This report therefore includes all valid responses and does not remove respondents who reported that they were unaware of the measures.

¹ Places for Everyone is the Transport Scotland-funded active travel infrastructure programme administered by Sustrans Scotland.

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Table 26 outlines the type of data collected by each partner. It has not been possible to use all data provided by partners. Some partners provided data that was not suitable for meta-analysis or aggregation.

Table 26: Monitoring data provided to Sustrans RMU by partners (local authority unless stated otherwise)

Partner	Type of data
Aberdeen City	On-street perception survey, Space to Move perception survey, Commonplace
Aberdeenshire	Citizens' Panel perception survey, Space to Move perception survey
Angus	TACTRAN perception survey
Argyll and Bute	Counts
City of Edinburgh	Space to Move perception survey, counts, Commonplace
Clackmannanshire	Postal perception survey
Nan h-Eileanan Siar	Postal perception survey, Space to Move perception survey
Dumfries and Galloway	Counts, speed surveys, Space to Move perception survey, Commonplace
Dundee City	Counts, Space to Move perception survey, TACTRAN perception survey, Commonplace
East Ayrshire	Counts, perception survey, School Streets evaluation, Space to Move perception survey
East Lothian	Speed surveys, Space to Move perception survey, Commonplace
East Renfrewshire	Counts, Commonplace
Falkirk	No suitable data available
Fife	Counts, online perception survey, Space to Move perception survey
Glasgow City	Counts, Space to Move perception survey, Commonplace, online survey, school surveys (teachers and pupils)
Inverclyde	No suitable data available

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Partner	Type of data
Midlothian	No suitable data available
Moray	No suitable data available
NHS Grampian	No suitable data available
NHS Lanarkshire	Workplace travel survey
NHS Lothian	No suitable data available
North Ayrshire	Counts, Commonplace
North Lanarkshire	Space to Move perception survey
Perth and Kinross	Counts, Space to Move perception survey, TACTRAN perception survey
Renfrewshire	Space to Move perception survey
Scottish Borders	Speed surveys
SEPA	Measures not delivered
Shetland Islands	No suitable data available
South Ayrshire	Commonplace
South Lanarkshire	Counts, Speed surveys
Stirling	Counts, Speed surveys, Space to Move perception survey, TACTRAN perception survey
TACTRAN	Perception survey
Highland	Counts, business perception survey, speed surveys, Space to Move perception survey
West Dunbartonshire	Commonplace
West Lothian	Counts, speed surveys

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Table 27: Perception surveys

Survey	Partner covered	Survey type	Timeframe of survey
Citizens' Panel Aberdeenshire	Aberdeenshire	Online	Autumn 2021
Commonplace	Dumfries & Galloway, Dundee City, East Lothian, East Renfrewshire	Online	Varied by location, May 2020–July 2021
Aberdeen City on-street survey	Aberdeen City	On-street	December 2020
Fife survey	Fife	Postal, online	Summer 2021
Glasgow online survey	Glasgow	Online	Spring 2021
Glasgow teacher and pupil survey	Glasgow	Online	Spring 2021
Inverness business survey	Highland	Online	Autumn 2020
RMU postal survey	Clackmannanshire	Postal	May 2021
RMU postal survey	Nan h-Eileanan Siar	Postal	March 2021
School Streets survey	East Ayrshire	Online	May 2021
Space to Move survey	Multiple locations	Online	September 2020–December 2021
Stirling survey	Stirling	Online	Winter 2021
TACTRAN	Angus, Dundee City, Perth & Kinross, Stirling	Telephone	April 2021
Workplace travel survey	NHS Lanarkshire	Online	November–December 2020

Outcome 1: Protect public health through the provision of temporary infrastructure for walking, wheeling, and cycling

Counter analysis

The purpose of this analysis was to assess if there had been a change in the number of people walking, cycling and using motorised vehicles since the introduction of Spaces for People measures. Data was gathered using video manual counts (VMC), traffic speed and volume surveys (TSV) and

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automatic counters and analysed to calculate the percentage change in mode use between two periods, pre-intervention and post-intervention.

Control sites were included in the analysis to provide a comparison. Data was recorded over similar pre-intervention and post-intervention time periods at these sites. The sites offer comparability in terms of external variables such as time of year and the impact of lockdown changes; however, the control sites were not planned at the start of the programme and may differ from the intervention locations in terms of location and road-type.

Average percentage changes from pre-intervention to post-intervention time periods for Spaces for People and control sites were calculated by mode: walking, cycling, and motorised vehicles. Table 28 outlines the number of local authorities, Spaces for People and control sites included in each mode analysis.

Table 28: Sources of site data used in main analysis

Transport mode	Number of local authorities	Number of Spaces for People sites	Number of control sites
Walking	10	24	34
Cycling	14	79	74
Motor vehicle	7	25	13

Additional analysis on the volume of pedestrians and vehicles during peak hours is presented in the main report. Unfortunately, insufficient hourly cycle data was available to allow robust analysis. The peak hour periods used in the analysis were 07:00–09:00 and 16:00–19:00. Given the variation in peak hours around schools, school street sites and controls were removed from the peak hour analysis. Table 29 outlines the number of local authorities, Spaces for People sites and control sites included in the analysis for each mode of transport.

Table 29: Sources of site data for peak hour analysis

Transport mode	Number of local authorities	Number of Spaces for People sites	Number of control sites
Walking	10	17	32
Cycling	N/A	N/A	N/A
Vehicles	7	8	12

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Aberdeen City on-street survey

A total of 956 users of the Aberdeen City Spaces for People measures provided responses to an on-street perception survey conducted on the 18 and 19 of December 2020. The survey focused on six locations across the city:

- The city centre
- Union square
- The beach
- George street
- Rosemount
- The parks.

The age and gender breakdown of survey respondents is shown in Table 30 and Table 31.

Table 30: Aberdeen City on-street survey age demographic data

Survey age group	Mapped age group	Percentage of respondents	Number of respondents
16–25	16–24	8%	78
26–35	25–34	42%	402
36–45	35–44	27%	258
46–55	45–54	13%	125
56–65	55–64	1%	13
Over 65	65+	8%	80

The Aberdeen City survey age groups are slightly different to those used by other surveys, and were mapped onto the closest equivalent used in analysis.

Table 31: Aberdeen City on-street survey gender demographic data

Gender	Percentage respondents (n)
Men	49% (491)
Women	51% (465)

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Table 32: Aberdeen City on-street survey data used in the analysis

Analysis used for	Survey question	Possible answers
Current modes of transport outcome 1: sub-outcome 1	How did you get to [current location]?	<ul style="list-style-type: none"> • Foot • Cycle • Bus • Taxi • Car/van passenger • Car/van driver • Motorbike • Other
Do you feel safer because of these measures? outcome 1: sub-outcome 4	I feel safer walking and cycling in city due to new measures.	<ul style="list-style-type: none"> • Totally agree • Generally agree • Neither agree or disagree • Generally disagree • Totally disagree • No opinion

Aberdeenshire – Citizens’ Panel

This survey was conducted online in Autumn 2021 and received 468 responses. No demographic information is shown for this survey.

Table 33: Aberdeenshire Citizens’ Panel survey data used in the analysis

Analysis used for	Survey question	Relevant answers
Have the measures made it easier to physically distance?	Do you think these measures have been helpful for social distancing during the COVID-19 pandemic?	<ul style="list-style-type: none"> • Very helpful • Somewhat helpful • Not helpful at all • Don’t know
The measures reduce traffic	What, if anything, do you like about the [SfP Measure]? Please select ALL that apply	It means there is less traffic on the roads
The measures improve air quality	What, if anything, do you like about the [SfP Measure]? Please select ALL that apply	Improves air quality
The measures make parking harder	What, if anything, do you dislike about the [SfP Measure]? Please select ALL that apply	Unable to park to access shops

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Commonplace

Ten local authorities provided Commonplace data for the project. Commonplace is an online citizen engagement platform used to collect views from the general public. In the context of the Spaces for People report, Commonplace data was used in the analysis for three main purposes:

- To assess the barriers and aids supported/requested by residents
- To assess public support for measures being made permanent
- To assess how safe respondents felt while travelling around their local area.

Table 34: Commonplace data collected in different local authorities

Local authority	Barrier/aid	Support for measures being made permanent	Perception of safety	Data collection period
Aberdeen City	Y			Jun–Aug 2020
East Renfrewshire	Y	Y		Multiple periods, May–March 2022
City of Edinburgh	Y			May–Jun 2020
Glasgow City	Y			Jun–Jul 2020
South Ayrshire	Y			Jul–Dec 2020
North Ayrshire	Y			Jun–Aug 2020
Dumfries and Galloway	Y	Y		Jul–Aug 2020
West Dunbartonshire	Y			Unknown
East Lothian	Y	Y	Y	May–Aug 2020, additional sessions in 2020 and 2021
Dundee City	Y	Y	Y	Unknown–Jul 2021

Four local authorities (Dumfries & Galloway, Dundee City, East Lothian, and East Renfrewshire) used a Commonplace survey to ask specific questions in relation to perceptions of safety and support for measures

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being made permanent. The 2,043 responses collected across these locations are included in outcome 1 and 4 analyses.

The age and gender breakdown of the respondents to the Commonplace survey is shown in Tables 35 and 36.

Table 35: Commonplace survey age demographic data

Age	Percentage of respondents	Number of respondents
16–24	3%	41
25–34	9%	140
35–44	28%	451
45–54	25%	405
55–65	21%	337
65+	12%	197
Child	0%	3
Prefer not to say	2%	38

Table 36: Commonplace survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Women	46%	727
Men	51%	797
I identify in another way	0%	1
Prefer not to say	3%	42

The Commonplace survey data was used in the following analyses (Table 37).

Table 37: Commonplace survey data used in the analysis

Analysis used for	Survey questions	Relevant answers
Do you feel safer walking and cycling because of the measures? outcome 1: sub-outcome 4	If you walk/cycle, how have you felt while travelling around your local area in recent weeks?	<ul style="list-style-type: none">• I don't feel my safety level has changed• Less safe than before• Safer than before
Support for measures being made permanent outcome 4	Should the measures be made permanent?	<ul style="list-style-type: none">• Yes• No• Not sure

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Fife survey

Fife Council sent out a survey to residents which received 483 responses. Responses were collected online and by post.

The age and gender breakdown of survey respondents is shown in Table 38 and Table 39.

Table 38: Fife survey age demographic data

Age	Percentage of respondents	Number of respondents
16–24	5%	24
25–34	9%	41
35–44	10%	48
45–54	16%	76
55–64	21%	99
65+	39%	188

Table 39: Fife survey gender demographic data

Gender	Percentage of respondents	Number of respondents
I identify in another way	1%	6
Men	36%	172
Women	63%	298

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Table 40: Fife survey data used in the analysis

Analysis used for	Survey question	Relevant answers	Notes
Current modes of transport outcome 1: sub-outcome 1	<p>How have you made these essential journeys over the last month:</p> <ul style="list-style-type: none"> • Non essential shopping and going out • Going to work • Education or school run • Visiting friends and family • Healthcare (such as hospital, GP, pharmacy) • Exercise • Essential shopping 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	<p>If participants selected a mode for any of the options it was counted as an instance of modal use.</p>
Current modes of transport: school Additional data: outcome 1: sub-outcome 1	<p>How have you made these essential journeys over the last month:</p> <ul style="list-style-type: none"> • Education or school run 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	
Current modes of transport: work Additional data: outcome 1: sub-outcome 1	<p>How have you made these essential journeys over the last month:</p> <ul style="list-style-type: none"> • Going to work 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	
Reported mode shift outcome 1: sub-outcome 2	<p>How do you travel now compared to how you used to travel before the coronavirus period?</p> <ul style="list-style-type: none"> • Walking/ wheelchair/ mobility scooter • Cycling • Public transport • Car • Other 	<ul style="list-style-type: none"> • More now • About the same • Less now • I don't use it 	

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Analysis used for	Survey question	Relevant answers	Notes
<p>Do you exercise more because of the measures?</p> <p>outcome 1: sub-outcome 7</p>	Do you engage in more exercise because of the changes made to your streets?	<ul style="list-style-type: none"> • Yes • No 	
<p>Do you feel safer travelling because of the measures?</p> <p>outcome 1: sub-outcome 4</p>	Compared to before the temporary infrastructure measures were put in your local area, how safe do you feel now while travelling through your local area?	<ul style="list-style-type: none"> • Much more safe than before • More safe than before • Neutral • Less safe than before • Much less safe than before 	
<p>Do you feel safer in your local area because of the measures?</p> <p>outcome 1: sub-outcome 6</p>	Compared to before the temporary infrastructure measures were put in your local area, how safe do you feel now while spending time in your local area?	<ul style="list-style-type: none"> • Much more safe than before • More safe than before • Neutral • Less safe than before • Much less safe than before 	

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Analysis used for	Survey question	Relevant answers	Notes
How helpful are the measures for making essential journeys? outcome 2	<p>How helpful are the temporary measures in your area in making you physically distance while carrying out these essential journeys?</p> <ul style="list-style-type: none">• Healthcare (eg hospital, GP, pharmacy)• Exercise• Essential shopping• Nonessential shopping and going out• Going to work• Education or school run• Visiting friends and family	<ul style="list-style-type: none">• Helpful• Neutral• Not helpful	<p>If more 'helpful' answers than 'not helpful' answers were selected, the response was counted as 'helpful' overall.</p> <p>If 'helpful' and 'not helpful' answers were the same or if there were more 'neutral' options selected, the response was counted as 'neutral'.</p> <p>If more 'not helpful' answers than 'helpful' answers were selected, the response was counted as 'not helpful'.</p>
Should the measures be made permanent? outcome 4	<p>In your opinion, should any of the Spaces for People measures in your area become permanent?</p>	<ul style="list-style-type: none">• Yes – as they are• Yes – with some adjustments/ improvements• No – they should be removed	

Glasgow online survey

This survey was distributed to residents of Glasgow online and received 86 responses; however, only 49 respondents completed the whole survey.

The age and gender breakdown of survey respondents is shown in Table 41 and Table 42.

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Table 41: Glasgow online survey age demographic data

Age	Mapped age group	Percentage of respondents	Number of respondents
13–15	Not used	2%	2
16–24	16–24	6%	5
25–34	25–34	24%	20
35–44	35–44	29%	24
45–54	45–54	19%	16
55–64	55–64	11%	9
65–74	65+	7%	6
Prefer not to say	Prefer not to say	1%	1

Table 42: Glasgow online survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Women	51%	41
Men	48%	39
Prefer not to say	1%	1

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Table 43: Glasgow online survey data used in the analysis

Analysis used for	Survey question	Answers	Notes
Reported mode shift outcome 1: sub-outcome 2	How do you travel now compared to how you used to travel before the coronavirus period? <ul style="list-style-type: none"> • Walking/ wheelchair/ mobility scooter • Cycling • Public transport • Car • Other 	<ul style="list-style-type: none"> • More now • About the same • Less now • I don't use it 	
Do you engage in more exercise because of the changes made to your streets? outcome 1: sub-outcome 7	Do you engage in more exercise because of the changes made to your streets?	<ul style="list-style-type: none"> • Yes • No 	
Have the measures helped you to physically distance? outcome 1: sub-outcome 5	Over the past one year (i.e. COVID-19 period), how helpful have the temporary measures in your area been in making you physically distance while making these journeys? <ul style="list-style-type: none"> • Healthcare • Exercise • Essential shopping • Exercise • Nonessential shopping and going out • Going to work • Education or school run • Visiting friends and family 	<ul style="list-style-type: none"> • Helpful • Neutral • Not helpful • N/A 	If more 'helpful' answers than 'not helpful' answers were selected, the response was counted as 'helpful' overall. If 'helpful' and 'not helpful' answers were the same or if there were more 'neutral' options selected, the response was counted as 'neutral'. If more 'not helpful' answers than 'helpful' answers were selected, the response was counted as 'not helpful'.

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Glasgow school pupils survey

This survey was shared with secondary school pupils at one school and had 253 respondents.

The gender breakdown of survey respondents is shown in Table 44. The pupils were not included in age specific analyses.

Table 44: Glasgow school pupils survey gender demographic data

Gender	Percentage of respondents	Number of respondents
I identify in another way	6%	14
Women	52%	118
Men	42%	96

Table 45: Glasgow school pupils data used in the analysis

Analysis	Survey question	Answers	Notes
<p>Current modes of transport: school</p> <p>Additional data outcome 1: sub-outcome 1</p>	<p>How many days a week do you use the following modes of transport to get to school?</p> <ul style="list-style-type: none"> • Walk • Driven (car) • Cycle • Bus • Park & Stride • Taxi • Scooter/skate • Other 	<ul style="list-style-type: none"> • Every day • 4 • 3 • 2 • 1 	<p>Counted as a use if indicated at least once a week.</p>
<p>Reported mode shift</p> <p>outcome 1: sub-outcome 2</p>	<p>How do you travel now compared to how you used to travel before the coronavirus period?</p> <ul style="list-style-type: none"> • Walking/ wheelchair/ mobility scooter • Cycling • Public transport • Car • Other 	<ul style="list-style-type: none"> • More now • About the same • Less now • I don't use it 	

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Glasgow school teachers survey

This survey was shared with teachers at one Glasgow school and received 32 responses.

Table 46: Glasgow school teachers survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Men	41%	13
Women	59%	19

Table 47: Glasgow school teachers survey age demographic data

Age	Percentage of respondents	Number of respondents
16–24	16%	5
25–34	22%	7
35–44	28%	9
45–54	22%	7
55–64	13%	4

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Table 48: Glasgow school teachers survey data used in the analysis

Analysis	Survey question	Answers	Notes
Current modes of transport: work Additional data: outcome 1: sub-outcome 1	How many days a week do you use the following modes of transport to get to work? <ul style="list-style-type: none"> • Walk • Drive (on my own) • Drive (car share) • Cycle • Bus • Park & Stride • Train • Other 	<ul style="list-style-type: none"> • Every day • 4 • 3 • 2 • 1 	Counted as a use if indicated at least once a week.
Do you exercise more now because of the measures? outcome 1: sub-outcome 7	Do you engage in more exercise because of the changes made to your streets?	<ul style="list-style-type: none"> • Yes • No 	
Reported mode Shift outcome 1: sub-outcome 2	How do you travel now compared to how you used to travel before the coronavirus period? <ul style="list-style-type: none"> • Walking/ wheelchair/ mobility scooter • Cycling • Public transport • Car • Other 	<ul style="list-style-type: none"> • More now • About the same • Less now • I don't use it 	

Inverness business survey

The Highland Council and the Sustrans RMU issued an attitudinal survey to 40 businesses in Inverness between 23 September and 14 October 2020. Postcards were sent to all businesses in Inverness city centre with a link to the online survey. Demographic information was not collected for this survey.

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Table 49: Inverness business survey data used in the analysis

Analysis used for	Survey question	Relevant answers
Current modes of transport: Work Additional data: outcome 1: sub-outcome 1	How are you currently travelling to/from work?	<ul style="list-style-type: none">• Walk• Car/van• Bus• Cycle• Other

NHS Lanarkshire survey

This survey was sent to employees at NHS Lanarkshire and received 640 responses.

The age and gender breakdown of survey respondents is shown in Table 50 and Table 51.

Table 50: NHS Lanarkshire survey age demographic data

Survey age group	Mapped age group	Percentage of respondents	Number of respondents
Under 20	16–24	0%	1
21–24	16–24	2%	13
25–34	25–34	16%	101
35–44	35–44	26%	162
45–54	45–54	31%	199
55–64	55–64	24%	152
65+	65+	1%	6

We have assumed 16 to be the lowest age of respondents to the survey.

Table 51: NHS Lanarkshire survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Men	14%	91
Women	81%	515
I prefer not to say	4%	26

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Table 52: NHS Lanarkshire survey data used for analysis

Analysis	Survey question	Relevant answers	Notes
<p>Current modes of transport: Work</p> <p>Additional data: outcome 1: sub-outcome 1</p>	<p>What was/is your main mode of travel to and from work?</p> <ul style="list-style-type: none"> • Car (drive alone) • Car (shared) • Motorcycle/ motorised scooter • Bus • Park & Ride • Taxi • Train • Walk • Cycle • E-bike • Wheelchair/ mobility scooter • Other mobility assistance • I use multiple modes • Not applicable – I work from home • Other 	Currently	Respondents could choose multiple modes as 'currently' so all choices were counted.
<p>Travel modes pre-lockdown and currently</p> <p>outcome 1: sub-outcome 1</p>	<p>What was/is your main mode of travel to and from work?</p> <ul style="list-style-type: none"> • Car (drive alone) • Car (shared) • Motorcycle/ motorised scooter • Bus • Park & Ride • Taxi • Train • Walk • Cycle • E-bike • Wheelchair/ mobility scooter • Other mobility assistance • I use multiple modes • Not applicable – I work from home • Other 	Currently, pre-lockdown	The percentage using cars, public transport, walking and cycling BEFORE COVID-19 restrictions and CURRENTLY is compared.

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Space to Move

Space to Move is an online platform set up by Sustrans to map COVID-19 specific temporary infrastructure projects across the UK. The mapping facility was used in 15 Scottish local authority areas. The survey received 798 responses in total. The number of responses from each local authority is shown in Table 53.

The age and gender breakdown of survey respondents is shown in Table 54 and Table 55. (The demographic questions were optional and not answered by everyone.)

Table 53: Space to Move responses by local authority area

Local authority area	Number of responses
Aberdeen City	20
Aberdeenshire	10
City of Edinburgh	302
Dumfries and Galloway	111
Dundee City	7
East Ayrshire	184
East Lothian	23
Fife	14
Glasgow City	92
Highland	9
Na h-Eileanan Siar	10
North Lanarkshire	3
Perth and Kinross	4
Renfrewshire	5
Stirling	4
Total	798

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Table 54: Space to Move survey age demographic data

Survey age group	Mapped age group	Percentage of respondents	Number of respondents
16–24	16–24	3%	18
25–34	25–34	16%	92
35–44	35–44	29%	161
45–54	45–54	30%	168
55–64	55–64	14%	80
65–74	65+	4%	23
75+	65+	2%	10
Prefer not to say	Prefer not to say	2%	9

Table 55: Space to Move survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Women	49%	276
Men	49%	276
I identify in another way	0%	1
Prefer not to say	1%	7

Table 56: Space to Move survey data used in the analysis

Analysis	Survey Questions	Relevant Answers
<p>Have the measures made it easier to socially distance?</p> <p>outcome 1: sub-outcome 5</p>	<p>These changes have helped me to maintain physical distancing while walking, cycling or wheeling.</p>	<ul style="list-style-type: none"> • Strongly agree • Agree • Neutral • Disagree • Strongly disagree
<p>Do you feel safer in your local area because of the measures?</p> <p>outcome 1: sub-outcome 6</p>	<p>I feel safer because of these changes.</p>	<ul style="list-style-type: none"> • Strongly agree • Agree • Neutral • Disagree • Strongly disagree
<p>Have the measures been helpful for making essential journeys?</p> <p>outcome 2</p>	<p>These changes have been helpful for me to make essential journeys [eg to shops, to work] or to exercise.</p>	<ul style="list-style-type: none"> • Strongly agree • Agree • Neutral • Disagree • Strongly disagree

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TACTRAN survey

TACTRAN is the statutory Regional Transport Partnership covering Angus, Dundee City, Perth & Kinross and Stirling local authorities. TACTRAN commissioned Systra to carry out an online attitudinal survey, comprised of ten waves carried out between September 2020 and April 2021. For this report wave 10 has been used. The survey received 300 responses across the four TACTRAN local authorities.

The age and gender breakdown of survey respondents is shown in Table 57 and Table 58.

Table 57: TACTRAN survey age demographic data

Age	Percentage of respondents	Number of respondents
16–24	3%	9
25–34	6%	17
35–44	13%	38
45–54	20%	60
55–64	26%	79
65–74	27%	81
75+	5%	16

Table 58: TACTRAN survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Women	52%	156
Men	48%	144

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Table 59: TACTRAN survey data used in the analysis

Analysis	Survey question	Relevant answers	Notes
<p>Current modes of Transport</p> <p>outcome 1: sub-outcome 1</p>	<p>In the past seven days, when undertaking trips for</p> <ul style="list-style-type: none"> going to work education/school/college going to drop off or accompany a child to school or nursery making a work/business related trip going shopping going to visit friends/family taking part in indoor leisure activities, outdoor leisure activities or exercise another reason eg Dr appointments <p>what are the different ways you have travelled?</p>	<ul style="list-style-type: none"> Car/van as driver Car/van as passenger Train Bus, minibus or coach Motorcycle, scooter or moped Taxi or minicab Bicycle Walking (including with mobility assistance) Other (please specify) 	<p>Respondents could choose multiple answers for each trip type. If they indicated using a mode of transport on any trip mode it was counted as a use.</p>
<p>Current modes of transport: school</p> <p>Additional data: outcome 1: sub-outcome 1</p>	<p>In the past seven days, when undertaking trips for going to education/ school/ college, what are the different ways you have travelled?</p>	<ul style="list-style-type: none"> Car/van as driver Car/van as passenger Train Bus, minibus or coach Motorcycle, scooter or moped Taxi or minicab Bicycle Walking (including with mobility assistance) Other (please specify) 	

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Analysis	Survey question	Relevant answers	Notes
<p>Current modes of transport: work</p> <p>Additional data: outcome 1: sub-outcome 1</p>	<p>In the past seven days, when undertaking trips for going to work, what are the different ways you have travelled?</p>	<ul style="list-style-type: none"> • Car/van as driver • Car/van as passenger • Train • Bus, minibus or coach • Motorcycle, scooter or moped • Taxi or minicab • Bicycle • Walking (including with mobility assistance) • Other (please specify) 	
<p>Travel modes pre-lockdown and currently</p> <p>outcome 1: sub-outcome 1</p>	<p>Thinking about before COVID-19 travel restrictions and guidance, when undertaking trips for... what are the different ways you have travelled?</p> <p>AND</p> <p>In the past seven days, when undertaking trips for... what are the different ways you have travelled?</p>	<ul style="list-style-type: none"> • Car/van as driver • Car/van as passenger • Train • Bus, minibus or coach • Motorcycle, scooter or moped • Taxi or minicab • Bicycle • Walking (including with mobility assistance) • Other (please specify) 	<p>The percentage using cars, public transport, walking and cycling BEFORE COVID-19 restrictions and CURRENTLY is compared.</p>

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Analysis	Survey question	Relevant answers	Notes
<p>Reported mode shift</p> <p>outcome 1:</p> <p>sub-outcome 2</p>	<p>Thinking about before COVID-19 travel restrictions and guidance, when undertaking trips for going to</p> <ul style="list-style-type: none"> going to work, education/school/college going to drop off or accompany a child to school or nursery making a work/business related trip going shopping; going to visit friends/family taking part in indoor leisure activities, outdoor leisure activities or exercise another reason eg Dr appointments <p>what are the different ways you travelled?</p>	<ul style="list-style-type: none"> Car/van as driver Car/van as passenger Train Bus, minibus or coach Motorcycle, scooter or moped Taxi or minicab Bicycle Walking (including with mobility assistance) Other (please specify) 	
<p>Do you feel safer travelling because of the measures?</p> <p>outcome 1:</p> <p>sub-outcome 4</p>	<ul style="list-style-type: none"> I feel safer walking I feel safer cycling 	Agree	
<p>There is less traffic</p> <p>outcome 4</p>	It means there is less traffic on the roads	Agree	
<p>There is better air quality</p> <p>outcome 4</p>	It improves air quality	Agree	
<p>It is harder to park</p> <p>outcome 4</p>	Unable to park to access shops	Agree	

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Stirling survey

This online survey was sent to residents in Stirling and received 1,083 responses. The survey did not collect any demographic information.

Table 60: Stirling survey data used for analysis

Analysis	Survey questions	Relevant answers	Notes
Do you feel safer because of the measures? outcome 1: sub-outcome 6	Have the measures made you feel safer spending time in your local area?	<ul style="list-style-type: none"> • Much more safe • More safe • No change • Less safe • Much less safe 	

Sustrans RMU postal surveys

Postal surveys sent to residents in Nan h-Eileanan Siar and Clackmannanshire by Sustrans RMU formed part of the Spaces for People evaluation. The surveys sought to gather information about how the temporary measures impacted travel behaviour, and physical and mental wellbeing as well as opinions on whether the interventions should be made permanent.

The postal survey in Nan h-Eileanan Siar (March 2021) received 210 responses. The postal survey in Clackmannanshire (May 2021) received 578 responses. The survey was sent to residents who lived within 500 metres of a Spaces for People intervention.

Figure 4: Age of respondents to Nan h-Eileanan Siar postal survey (n=207) compared to general population

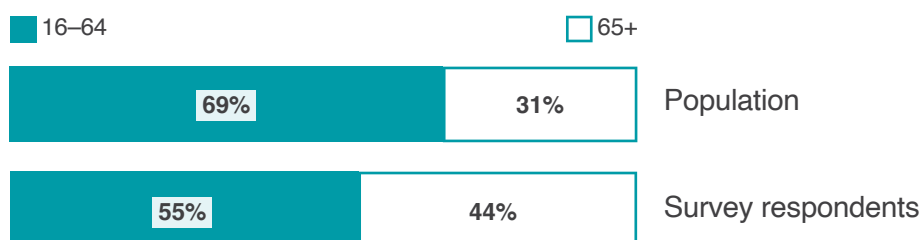
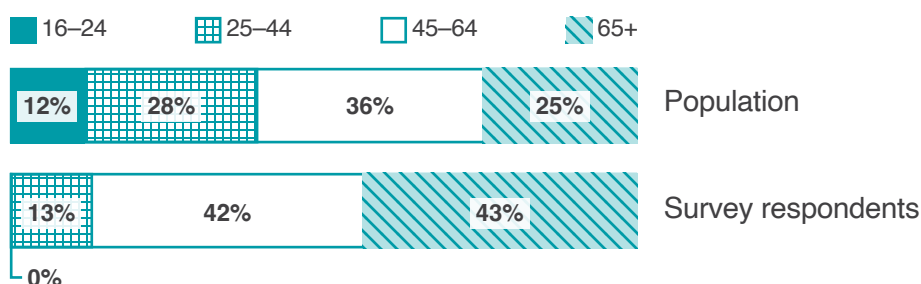


Figure 5: Age of respondents to Clackmannanshire postal survey (n=578) compared to general population



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Table 61: Postal survey gender demographic data

Gender	Respondents Clackmannanshire		Respondents Nan h-Eileanan Siar	
	%	N	%	N
Women	57%	330	55%	113
Men	42%	241	45%	93
I identify in another way	0%	1	0%	1
Not answered	1%	6	0%	0

Table 62: Postal survey data used in the analysis

Analysis	Survey question	Relevant answers	Notes
Current modes of transport outcome 1: sub-outcome 1	How have you made these essential journeys over the last month <ul style="list-style-type: none"> • Nonessential shopping and going out • Going to work • Education or school run • Visiting friends and family • Healthcare (such as hospital, GP, pharmacy) • Exercise • Essential shopping] 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	If respondents selected a mode for any of the options it was counted as a use.
What modes of transport do you use to get to school/place of education Additional data: outcome 1: sub-outcome 1	How have you made these essential journeys over the last month: <ul style="list-style-type: none"> • Education or school run 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	

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Analysis	Survey question	Relevant answers	Notes
<p>What modes of transport do you use to get to work</p> <p>Additional data: outcome 1: sub-outcome 1</p>	<p>How have you made these essential journeys over the last month:</p> <ul style="list-style-type: none"> • Going to work 	<ul style="list-style-type: none"> • Walking • Cycling • Public transport • Car • Other • N/A 	
<p>Reported mode shift</p> <p>outcome 1: sub-outcome 2</p>	<p>How do you travel now compared to how you used to travel before the coronavirus period?</p> <ul style="list-style-type: none"> • Walking/ Wheelchair/ mobility scooter • Cycling • Public transport • Car • Other 	<ul style="list-style-type: none"> • More now • About the same • Less now • I don't use it 	
<p>Do you exercise more because of the measures?</p> <p>outcome 1: sub-outcome 7</p>	<p>Do you engage in more exercise because of the changes made to your streets?</p>	<ul style="list-style-type: none"> • Yes • No 	
<p>Do you feel safer travelling because of the measures?</p> <p>outcome 1: sub-outcome 4</p>	<p>Compared to before the temporary infrastructure measures were put in your local area, how safe do you feel now while travelling through your local area.</p>	<ul style="list-style-type: none"> • Much more safe than before • More safe than before • Neutral • Less safe than before • Much less safe than before 	

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Analysis	Survey question	Relevant answers	Notes
<p>Do you feel safer in your local area because of the measures?</p> <p>outcome 1: sub-outcome 6</p>	<p>Compared to before the temporary infrastructure measures were put in your local area, how safe do you feel now while spending time in your local area.</p>	<ul style="list-style-type: none"> • Much more safe than before • More safe than before • Neutral • Less safe than before • Much less safe than before 	
<p>How helpful are the measures for making essential journeys?</p> <p>outcome 2</p>	<p>How helpful are the temporary measures in your area in making you physically distance while carrying out these essential journeys?</p> <ul style="list-style-type: none"> • Healthcare (eg hospital, GP, pharmacy) • Exercise • Essential shopping • Nonessential shopping and going out • Going to work • Education or school run • Visiting friends and family 	<ul style="list-style-type: none"> • Helpful • Neutral • Not helpful 	<p>If more 'helpful' answers than 'not helpful' answers were selected, the response was counted as 'helpful' overall. If 'helpful' and 'not helpful' answers were the same or if there were more 'neutral' options selected, the response was counted as 'neutral'. If more 'not helpful' answers than 'helpful' answers were selected, the response was counted as 'not helpful'.</p>
<p>Should the measures be made permanent?</p> <p>outcome 4</p>	<p>In your opinion, should any of the Spaces for People measures in your area become permanent?</p>	<ul style="list-style-type: none"> • Yes – as they are • Yes – with some adjustments/ improvements • No – they should be removed 	

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Speed surveys

In order to understand the impact of reduced speed limits, some partners carried out traffic, speed and volume (TSV) surveys. These surveys measure the speeds and volume of traffic on specific roads.

Seven local authorities are included in the speed analysis, covering 236 speed survey locations, in:

- Dumfries and Galloway
- East Lothian
- Highland
- Scottish Borders
- South Lanarkshire
- Stirling
- West Lothian.

Video interaction analysis

Video recordings were taken at nine sites in one local authority to assess the interactions of pedestrians and cyclists in Spaces for People intervention locations. These sites included six pavement widening measures and three street closures. Footage was taken over three one-hour intervals – for example, one hour in the morning (eg 08:00–09:00), one hour late morning (eg 11:00–12:00) or early afternoon (eg 13:00–14:00), and one hour in the evening (eg 18:00–19:00)² – usually on the same day. Six of the sites included video recordings from both before and after the Spaces for People measures were installed.

Interactions were coded 1–8 in relation to physical distancing and whether there was a breach of space:

- 1 (green): safe use of space, normal behaviour (2 metre distancing), includes:
 - People slowing down or changing direction to avoid coming within two metres of another person (without having to leave the pavement)
- 2–5 (amber): generally unsafe, breach of space, includes:
 - People entering a live carriageway (road) to avoid coming within two metres of another person
 - People (not from the same group) being within two metres of another person

2. Precise times for the recordings varied across the nine sites

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- People slowing down or changing direction to avoid coming within one metre of another person (without having to leave the pavement)
- 6–8 (red): serious breach of space, includes:
 - People entering a live carriageway (road) to avoid coming within one metre of another person
 - People (not from the same group) being within one metre of another person

Pavement width GIS analysis

OS MasterMap Topography Layer data was used to analyse the proximity of Spaces for People footway widening interventions to existing pavements of varying width. Data was used to derive pavement widths which were then analysed according to their proximity to lines drawn by the Spaces for People team. These lines represented footway widening interventions carried out by partners.

The output of this analysis is the lengths and percentages of Spaces for People footway widening interventions within 20 metres of pavement widths deemed as 'suitable' and 'unsuitable' for this type of intervention. A suitable pavement width is defined as narrower than 2.9 metres whereas an unsuitable pavement width is defined as wider than 2.9 metres.

Two datasets were used to undertake this analysis, as presented in Table 63.

Table 63: GIS data sources

Dataset	Description
OS MasterMap Topography Layer	The OS MasterMap Topography Layer is a detailed, current and accurate dataset representing detailed building, road, path, railway, woodland, natural and heritage features across Great Britain. Further information on the attributes and tags of the OS MasterMap Topography Layer dataset can be found in the OS MasterMap Topography Layer User Guide, available online.
Spaces for People Interventions	In 2021, the Spaces for People team plotted the locations of interventions carried out by partners under the Spaces for People scheme. Interventions were plotted using partner end-of-project reports.

To calculate pavement widths, pavements and paved areas across Scotland were extracted from the OS MasterMap Topography Layer, applying a filter to extract man-made 'Roadside' and 'Path' structures.

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Topographic area features in the OS MasterMap Topography Layer which satisfied any of the following conditions were extracted:

- “descriptiveGroup” = ‘Roadside’ AND “Make” = ‘Manmade’
- “descriptiveGroup” = ‘Path’

This resulted in a dataset containing polygons representing all designated pavements and paved areas in Scotland.

The following analysis was undertaken on the dataset using geoprocessing tools to highlight the designated pavements and paved areas which were more than 2.9 metres wide:

1. Dissolve – The ArcGIS Pro ‘Dissolve’ tool was used to combine adjacent, touching features, so that the full width of a given pavement could be calculated.
2. Negative Buffer – The ArcGIS Pro ‘Buffer’ tool was used with a negative value, to identify those pavements which were above a given value. In this instance, a buffer of –1.45 metres was applied to the dataset, which removed any pavements of narrower than 2.9 metres.
3. Positive Buffer – The ArcGIS Pro ‘Buffer’ tool was used with a positive value, to reverse the effects of the negative buffer in step 2 (above) and return the pavements wider than 2.9 metres back to their original extent.

This produced a dataset of ‘unsuitable’ pavements for footway widening interventions. To identify those pavements which were less than 2.9 metres wide, and therefore ‘suitable’ for footway widening interventions, the ArcGIS Pro ‘Erase’ tool was used to erase the identified pavements which were more than 2.9 metres wide from the original dataset. To clear geoprocessing artefacts from the analysis results, all pavement polygons less than 1.5 metres² were removed.

An example of the resulting datasets is shown in Figure 6.

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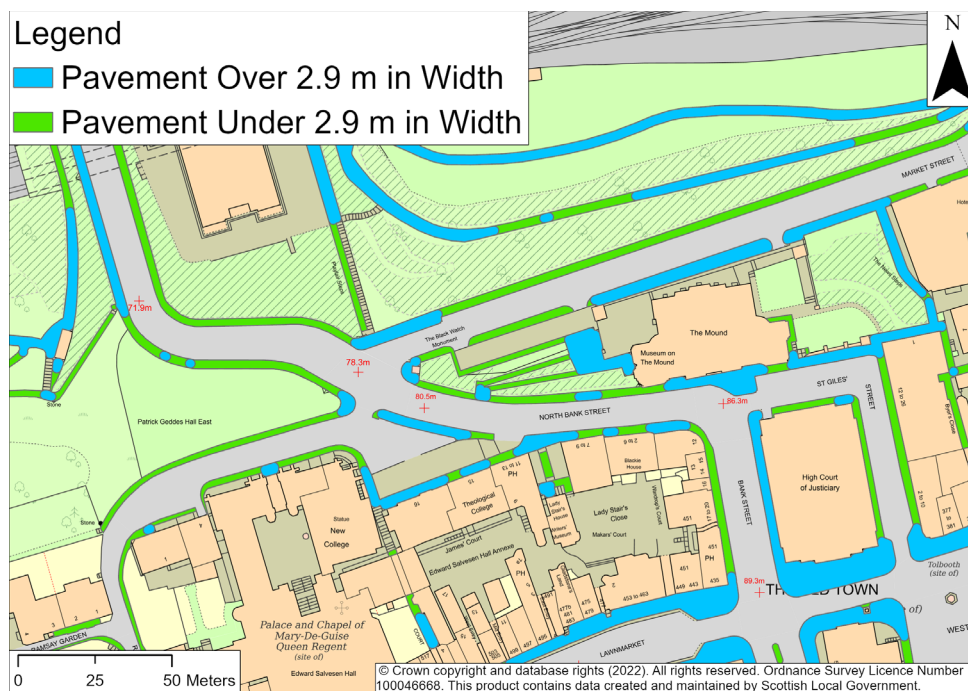
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Figure 6: OS MasterMap Topographic Layer derived pavement widths



To calculate the proportions and lengths of footway widening interventions in relation to their proximity to pavements:

The relevant interventions from the line layer of the Spaces for People dataset were extracted by querying the “Measure” attribute for ‘Pavement Widening’ measures. This resulted in 183 interventions being analysed.

There are several limitations to this analysis which should be noted when considering the validity of the results:

- The side of the road on which the pavement widening scheme occurred could not be ascertained in some instances using the Spaces for People Interventions dataset. As this analysis uses a search distance to assume which pavements were affected by the intervention, it cannot be guaranteed that the search distance correctly identified affected pavements in all instances.
- A trade-off exists when looking at results as the distance value increases. With a smaller distance value, it can be argued that the results are more accurate as only pavements within close proximity of interventions are considered. However, as the distance value increases, more pavements which may be relevant to the intervention but undetected by smaller distance values due to inconsistencies between the Spaces for People dataset and the OS MasterMap Topography Layer are considered in the analysis. This is demonstrated in Image 2.
- The analysis considered interventions as being made up of 0.5 metre sections (some sections may have been smaller than this as interventions which are not perfectly divisible by 0.5 metres may have produced remainders). Therefore, the precision of the final analysis figures is limited to a scale of 0.5 metres.

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Increased provision of infrastructure that supports safe active travel for essential journeys

Spatial analysis

To analyse the potential impact of Spaces for People projects on essential journeys the Sustrans GIS team undertook spatial analysis to determine the proximity of Spaces for People projects to healthcare, essential retail, education and outdoor exercise amenities. The estimated population living near the Spaces for People projects was also considered.

The team used spatial analysis to determine the number of essential amenities and populations within a 10-minute walk of Spaces for People interventions. OpenRouteService was used to produce isochrones (areas of equal travel time) for each Spaces for People project area. OpenRouteService is a routing service developed by the Heidelberg Institute for Geoinformation Technology which calculates the area that is reachable within a certain time based on a street network around a given location. OpenRouteService uses OpenStreetMap (OSM) for street network data.

The team produced an isochrone area for each Spaces for People intervention representing an area that could be reached within a 10-minute walk from the project location. The 'foot-walking' OpenRouteService profile was used to calculate the isochrones. This considers paths and routes on the OSM which are deemed safe for walking and assumes an average walking speed of 5kphr. Further details are available on the OpenRouteService github website.

Following this, the team undertook spatial analysis using the isochrones to identify the number of amenities within a 10-minute walk of each Spaces for People intervention. Population estimates were also calculated by establishing the data zone population weighted centroids which lay within each project isochrone.

This data was then aggregated to provide summary statistics for the whole Spaces for People programme. At regional level, each amenity and demographic factor is only counted once, regardless of the number of projects which were within a 10-minute walking distance from that factor. For example, a park within a 10-minute walking distance of five City of Edinburgh projects would only be counted as one greenspace in the summary statistics.

The OSM data used in this analysis is largely created by individual mappers within local communities. Although OSM maintains quality assurance tools and processes, the accuracy of OSM data used cannot be guaranteed.

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Data sources

The datasets in Table 64 were used to represent healthcare, essential retail, education and outdoor exercise amenities, and demographic factors. Further information on the attributes and tags of the OSM dataset referenced in Table 64 can be found in the OSM documentation available online.

Table 64: Data sources used to represent amenities and demographic factors

Theme	Dataset	Description
Healthcare	Hospitals	<p>The Public Health Scotland Hospital Codes: Current NHS Hospitals in Scotland dataset was used to establish the location of all hospital facilities within Scotland. Last updated by Public Health Scotland on 11/06/21, this dataset provides a listing of all NHS hospitals across Scotland including hospital codes and full postal addresses.</p> <p>The OSM Nominatim tool was used to search OSM data by hospital postcodes (geocoding) to plot the location of each hospital included in the listing.</p>
	GP surgeries	<p>The Public Health Scotland GP Workforce & Practice Populations: Practice Details dataset was used to establish the location of all GP surgeries within Scotland. Last updated by Public Health Scotland on 01/04/21, this dataset provides a listing of all GP surgeries across Scotland including practice addresses and Health Boards.</p> <p>The OSM Nominatim tool was used to geocode the GP surgery postcodes to plot the location of each GP surgery included in the listing.</p>
	Dental practices	<p>The Public Health Scotland Dental Practices and Patient Registrations: Dental Practices December 2020 dataset was used to establish the location of all NHS dental practices within Scotland. Last updated by Public Health Scotland on 31/12/20, this dataset provides a listing of all NHS dental practices in Scotland including practice addresses.</p> <p>The OSM Nominatim tool was used to geocode the dental practice postcodes to plot the location of each dental practice included in the listing.</p>
	Chemists and pharmacies	<p>Chemists and pharmacies as listed on OSM were extracted using the Overpass Turbo tool by extracting data labelled with the 'chemist' or 'pharmacy' tag in the 'shop' attribute.</p>

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Theme	Dataset	Description
Essential retail	Supermarkets	Supermarkets as listed on OSM were extracted using the Overpass Turbo tool by extracting data labelled with the 'supermarket' or 'convenience' tag in the 'shop' attribute. The Overpass Turbo query which was used to extract this data is supplied below.
Education	Schools	The Scottish Government Scottish School Roll and Locations dataset was used to establish the location of all schools within Scotland. Last updated on 02/07/21, this dataset provides the current geocoded location, contact address, roll numbers, teacher numbers, denomination, and proportion of pupils from minority and ethnic groups for each primary, secondary and special school in Scotland.
	University facilities	University facilities as listed on OSM were extracted using the Overpass Turbo tool by extracting data labelled with the 'university' tag in the 'amenities' attribute. All polygons representing university facilities were subsequently dissolved where boundaries were shared. The Overpass Turbo query which was used to extract this data is supplied below.
Outdoor exercise	Greenspaces	The Ordnance Survey OS Open Greenspace dataset was used to establish the location of greenspaces which would represent areas suitable for outdoor exercise. This dataset is maintained by Ordnance Survey and depicts the location and extent of spaces such as parks and sports facilities that are likely to be accessible by the public, including: <ul style="list-style-type: none"> • Public parks and gardens • Play spaces • Golf courses • Sports areas or playing fields • Churchyard or burial grounds • Allotments or community growing spaces Further information can be found by consulting the Technical Specification of this dataset.

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Theme	Dataset	Description
Demographics	Population estimates	<p>The National Records of Scotland Mid-2019 Population Estimates Scotland dataset was used to represent the Small Area Population Estimates (SAPE) at data zone level. This dataset contains the mid-2019 population estimates of the Scottish population at data zone level, as calculated by updating the mid-2018 population estimates. Further details on the methodology used to produce these population estimates is provided in the Methodology Guide of this dataset.</p> <p>The Scottish Government Data Zone Centroids 2011 were used as the population weighted centroids in this analysis.</p>

Essential journeys survey analysis

Data from Clackmannanshire and Nan h-Eileanan Siar postal surveys, Aberdeenshire Citizens' Panel survey, Fife residential survey and survey responses from Space to Move was used for the essential journeys analysis. Methods for each survey are available under outcome 1.

School Streets case study methodology

The monitoring tools used for Catrine Primary School and St Sophia's Primary School were:

- perception survey
- video manual counts (VMC)
- traffic speed and volume surveys (TSV).

School Streets timed restrictions were implemented at Catrine Primary School and St Sophia's Primary School in East Ayrshire on Monday 19 April 2021.

The monitoring timeframe for Catrine Primary School is shown in Table 65.

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Table 65: Catrine Primary School monitoring timeframe

Monitoring tool used	Data collection dates	
	Pre-intervention	Post-intervention ³
Video manual counts (VMC)	25–27 August 2020	4, 5 and 7 May 2021
Traffic speed and volume surveys (TSV)	24–30 August 2020	4, 5 and 7–10 May 2021
Perception survey	N/A	4–17 May 2021

The monitoring timeframe for St Sophia's Primary School is shown in Table 66.

Table 66: St Sophia's Primary School monitoring timeframe

Monitoring tool used	Data collection dates	
	Pre-intervention	Post-intervention ⁴
Video manual counts (VMC)	25–27 August 2020	4, 5 and 7 May 2021
Traffic speed and volume surveys (TSV)	24–30 August 2020	4, 5 and 7–10 May 2021
Perception survey	N/A	4–17 May 2021

Perception survey

- The online survey was distributed by including a link to the survey on the East Ayrshire council website and by sending a link to parents of school children and teachers at the two schools.
- Washington Direct Mail (WDM) was commissioned to print and post a paper version of the survey to local residents in and around Catrine (156 addresses) and St Sophia's primary schools (144 addresses).
- The survey was sent out to parents and teachers at the relevant schools and residents who live near School Streets projects. In total, 133 responses were collected, either online or on paper. Respondents to this survey were specifically asked about the school streets closure; however, the survey did not gather information on respondents' awareness that this measure was part of the Spaces for People programme or on their experience of other Spaces for People measures in their local area.

3. 6 May was a teacher in-service day and so omitted from the analysis

4. 6 May was a teacher in-service day and so omitted from the analysis.

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The age and gender breakdown of survey respondents is shown in Table 67 and Table 68.

Table 67: East Ayrshire survey age demographic data

Age	Percentage of respondents	Number of respondents
16–24	2%	3
25–34	20%	26
35–44	22%	28
45–54	24%	31
55–64	9%	11
65–74	18%	23
Prefer not to say	4%	5

Table 68: East Ayrshire survey gender demographic data

Gender	Percentage of respondents	Number of respondents
Women	80%	99
Men	18%	22
Prefer not to say	2%	3

Table 69: East Ayrshire survey data used in the analysis

Analysis	Survey question	Relevant answers	Notes
Current modes of transport: school Additional data: outcome 1: sub-outcome 1	How did you and your child(ren) travel to this school most recently?	<ul style="list-style-type: none">• Bus• Driven/car• Walk• Cycle• Scooter/skate• Other• Park & Ride• Taxi	

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Analysis	Survey question	Relevant answers	Notes
Travel modes pre-lockdown and currently outcome 1: sub-outcome 1	<p>How did you and your child(ren) travel to this school most recently?</p> <p>How did you and your child(ren) travel to this school before the School Streets road closure? If you travelled in more than one way, please tick the way you travelled the furthest distance</p>	<ul style="list-style-type: none"> • Bus • Driven/car • Walk • Cycle • Scooter/skate • Other • Park & Ride • Taxi 	<p>The percentage using cars, public transport, walking and cycling BEFORE COVID-19 restrictions and CURRENTLY is compared.</p>
Overall traffic outcome 4	<p>What are the advantages of School Streets road closures in your opinion?</p>	<p>Less congestion</p>	
Overall air quality outcome 4	<p>What are the advantages of School Streets road closures in your opinion?</p>	<p>Better air quality</p>	
Overall parking outcome 4	<p>What are the disadvantages of School Streets road closures in your opinion?</p>	<p>I have to park my car further away from school for drop-off/pick-up</p>	

Video manual counts and video observation

- CTS Traffic and Transportation (CTS) were commissioned to set up and remove the monitoring equipment (video cameras) both before and after the school streets closures were in place (pre- and post-intervention). CTS performed active travel and vehicle counts using the recorded video footage. Active travel counts include pedestrians, cyclists, people wheeling, scooting and skating, wheelchair users, joggers, prams and any other active mode. Video manual counts were recorded between 08:00 and 10:00, and 14:00 and 16:00 over three days both pre- and post-intervention. CTS sent the data to Sustrans RMU in the requested format.
- Sustrans RMU checked and analysed the data using Microsoft Excel.

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- For qualitative video observations, CTS sent the required footage to Sustrans RMU. Sustrans RMU viewed the footage to observe whether parking restrictions were being adhered to; whether interventions allowed for more social distancing; and whether conflict between different modes occurred.

Traffic speed and volume survey methodology

- CTS Traffic and Transportation set up and removed the monitoring equipment (pneumatic tubes) for traffic speed and volume (TSV) surveys. Surveys were conducted between 08:45 and 09:30, and 14:30 and 15:15 over 6 or 7 days both pre- and post-intervention. CTS processed and sent the data to Sustrans RMU.
- Sustrans RMU checked and analysed the data and produced reports presenting the most relevant speed and volume data.

Demonstrate that rapid delivery of infrastructure for walking, wheeling, and cycling is possible

End-of-project returns

In March 2022, Sustrans issued templates to all partners to collect up-to-date information on Spaces for People projects. Partners provided information via these templates on type of intervention, installation and removal dates, plans to make measures permanent, locations of interventions and cancelled interventions.

All partners reported the date of implementation for Spaces for People interventions in their end-of-project returns. Of the 1,298 interventions reported by partners, 37 did not have an installation date.

Support the case for permanent infrastructure for walking, wheeling and cycling

Partner permanence data

All Spaces for People partners provided information on plans for permanence in their end-of-project reports. This included data on their intentions regarding transitioning temporary measures into permanent measures. Partners were asked “Are there any plans to make this intervention permanent?” The plans reported by partners may depend on future consultations or other factors, and so do not guarantee that measures will become permanent. Of the 1,298 interventions reported by partners, the intention to be made permanent was recorded as unknown for 244 of them.

Perception surveys

Data from Clackmannanshire and Nan h-Eileanan Siar postal surveys, Aberdeenshire Citizens’ Panel survey, Fife residential survey, Stirling online survey, the Commonplace platform and survey responses from Space to Move was used to assess the level of support for permanent infrastructure. Methods for each survey are available under outcome 1.

Limitations

COVID-19 impact

The COVID-19 pandemic has impacted the delivery of the Spaces for People programme monitoring in the following ways:

- Face-to-face data collection was, in the main, not possible due to the risk of COVID-19 transmission. This means that gathering survey data from people at the infrastructure sites has generally not been possible, leading to a reliance on online or postal surveys as the main source of user opinion.
- The rapid rollout of the Spaces for People programme, because of the urgency of the pandemic, meant the collection of baseline data was not always possible. Even in cases where the infrastructure was delivered months after the start of the programme, the emergency nature of the funding application meant that funding had not always been set aside for baseline data collection.
- The COVID-19 pandemic also impacted the delivery of measures, for example, difficulty sourcing materials lead to shifting timelines, which in turn impacted monitoring. Baseline data gathered in July, for instance, is not reliably comparable with post-intervention data gathered in November.

Varied information sources

This impact report brings together data from a number of Spaces for People programme partners. This data was gathered using different methods and under different circumstances. While the analysis provided combines this data in as coherent and logical manner as possible, some data and research findings collected could not be included due to incompatibility and/or lack of relevance to the programme outcomes.