# Spaces for People Equalities Report



**Published 13 September 2022**

Photo: Jonathan Bewley

# Executive summary

Spaces for People is the Scottish Government's temporary active travel infrastructure programme, administered by Sustrans Scotland. It was launched in May 2020 in response to the COVID-19 crisis. The programme allocated £33m to 34 partners and funded more than 1,300 measures to enable safe active travel during the pandemic. Given the scale of the Spaces for People programme, this report aims to understand how the programme has impacted different demographic groups. The Spaces for People programme drew attention to the importance of completing an Equality Impact Assessment (EqIA) for temporary infrastructure, and the need to consult with a range of stakeholders about infrastructure design. An EqIA is required for implementing infrastructure, whether temporary or permanent.

This report draws on attitudinal surveys and other data from across Scotland to better understand the impact of Spaces for People interventions with regard to the following categories:

- Disability
- Age
- Gender
- Deprivation.

## Disability

Findings from attitudinal surveys:

- **53% of disabled people felt positively about the Spaces for People measures**, 33% felt negatively and 14% felt neutral. These proportions were similar for individuals who do not have a disability.

- **51% of disabled people supported Spaces for People measures being made permanent**, while 46% did not support measures remaining.

- **48% of disabled people felt Spaces for People measures were helpful for physical distancing**, and 36% felt the measures were unhelpful for this purpose.

- **35% of disabled respondents felt safer walking, wheeling and cycling**; however, disabled people were mostly (42%) neutral in how safe they felt the measures have made active travel.

A small focus group provided more information about the views and experiences of disabled people. While the survey results showed a mix of views amongst disabled people, all three participants in the focus group felt negatively about their experience with Spaces for People measures.

- Participants felt that the measures made it harder to access services because of a reduction in parking spaces and the implementation of road closures.

- There was a shared feeling among participants that the consultation undertaken had been inadequate.

- Participants raised multiple concerns about cycling infrastructure which they felt made it more difficult to park and provided a barrier to pedestrians.

## Income deprivation

- **24% of the interventions were installed within Scotland's most deprived locations.** This means that there were proportionately more measures installed in the most deprived areas compared to other areas.

- **57% of people living in low-income households supported** making the measures permanent.

- **66% of people living in low-income households found Spaces for People measures helpful.** This proportion was higher than for those living in middle-income households and similar to those living in higher-income households.

## Gender

- Feelings about the measures was similar for both women and men, with **72% of women and 74% of men feeling positively about the measures.**

- **68% of women** compared to **75% of men supported** making measures permanent.

- **Around half of both women and men (54% and 56%) reported feeling safer walking and cycling** because of the Spaces for People measures, with around a third (30% and 27% respectively) feeling neutral.

## Age

- **77% of 16–24-year-olds felt positively about the measures,** compared to 65% of people aged 65 and over.

- Most of the people **in all age groups** supported measures being made permanent.

- **More people in all age groups felt the measures were helpful rather than unhelpful,** although the proportion feeling the measures were helpful reduced as age increased.

- **85% of 16 to 24-year-olds felt safer walking and cycling due to the measures.** The proportion reporting feeling safer decreased as age increased, with the number of neutral responses increasing.

# Programme overview

Spaces for People was the Scottish Government's active travel temporary infrastructure programme that ran between May 2020 and March 2022. Funded by Transport Scotland and administered by Sustrans Scotland, the programme was an emergency response to protect public health during the COVID-19 pandemic. Spaces for People offered financial and other support to statutory bodies (partners) for projects intended to make it safer for people who chose to walk, wheel or cycle for essential trips and exercise during the COVID-19 pandemic.

Thirty-five partners were granted funding through the programme.[1] Partners reported 1,298 Spaces for People measures to Sustrans, including:

- 203 footpath widenings
- 83 street closures
- 90 cycle lane changes
- 228 cycle parking provisions
- 169 vegetation cutback sites
- 373 speed reduction measures
- 31 crossing upgrades
- 121 other interventions.

## Programme outcomes

In order to measure the impact of the programme, the following outcomes were agreed in collaboration with the Society of Chief Officers of Transportation (SCOTS):

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

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

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

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

The full evaluation framework is shown in Appendix A.

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1. One partner's intervention was cancelled and, consequently, this report evaluates the impact of the measures put in place by 34 partners.

# Context

The emergency nature of the Spaces for People programme meant that infrastructure was installed within a shorter timeframe than would have been the case for conventional active travel infrastructure. The aim of the rapid rollout was to provide quick solutions to support physical distancing guidance. A fifth (20%) of all measures were installed within the first three months of the programme, with just over a third (35%) installed within the first six months. However, in several programme locations the speed of installation has been associated with criticism of the level of consultation, quality of infrastructure and the process of ensuring that the infrastructure is inclusive for everyone.

Public and media reaction to the measures differed between local authorities across Scotland. A review of online media articles containing the term Spaces for People from April 2020 to Dec 2021 identified that more than half of the coverage – 56% of 158 articles studied – of the coverage was negative, with 41% of articles covering one specific region. Around one in ten (12%) articles referenced the impact on disabled people. Given the heated public discourse and the media focus on particular locations, this report aims to understand how Spaces for People measures impacted vulnerable community members across Scotland.

This report focuses on four demographic characteristics: disability, deprivation, gender and age. Race, and pregnancy and maternity were also considered because of the related higher risk of developing severe illness from COVID-19.[2,3] However, it was not possible to carry out analysis in relation to these characteristics due to insufficient data.

2.  https://www.nhs.uk/conditions/coronavirus-covid-19/people-at-higher-risk/pregnancy-and-coronavirus

3.  https://www.gov.uk/government/publications/final-report-on-progress-to-address-covid-19-health-inequalities/appendix-e-is-ethnicity-a-risk-factor-for-infection-or-mortality-from-covid-19

# Impact

## Equality Impact Assessment

An Equality Impact Assessment (EqIA) is a process through which planned policies or infrastructure are tested to assess whether they have an adverse effect on people with protected characteristics and other groups, and, if so, how this could be mitigated. Protected characteristics are defined in the Equality Act 2010 as follows: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. Many EqIAs also consider socioeconomic disadvantage. In the case of Spaces for People, an EqIA aims to understand the impacts and effects on different groups to make infrastructure safe and inclusive for all.

Spaces for People highlighted the importance of completing EqIAs for temporary infrastructure, and the need to consult with a range of stakeholders when planning and designing infrastructure.

Our review found that not all partners completed an EqIA as part of the Spaces for People programme. We carried out an analysis of 44 EqIAs from 11 local authorities. The review identified variation in the thoroughness and quality of EqIAs. Five local authorities (10 intervention locations) collected information on who they consulted with as part of the EqIA process. Of these, three sites recorded consultation with Access Panels, with an additional site recording consultations with "Disability Groups". EqIAs generally assessed the Spaces for People measures to be beneficial for the majority of protected characteristic groups.

Only one EqIA noted a negative impact on a protected characteristic group. For other potential impacts identified, many provided a breakdown and action plan on how to mitigate the impact. A number of EqIAs noted "temporary in nature" as the mitigating factor.

## Disability

Sustrans and Transport Scotland aims to fund infrastructure that is useable by everyone. The objective of Spaces for People was to protect public health, while also ensuring that essential services were accessible. Disabled people are less likely than non-disabled people to drive. They are less likely to possess a driving licence then those who are not disabled (51% compared to 75%) and less likely to have a car available to their household than non-disabled people (52% compared to 77%).[4]

Our research found that more disabled people than non-disabled people reported using public transport (12% compared to 6%), reflecting the

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4. https://www.transport.gov.scot/publication/disability-and-transport-findings-from-the-scottish-household-survey/car-travel

findings of the 2019 Scottish Household Survey (11% compared to 7%).[5] Government guidance during the pandemic encouraged people to only use public transport when essential, which affected the ability of many disabled people to access local services and amenities.

For this report, both quantitative and qualitative research was conducted to better understand the experiences of disabled people with regard to Spaces for People measures. The majority of disabled people who completed our surveys felt generally neutral or positive about the measures. However, all the participants in our focus group felt negatively towards the measures.

## Survey findings

Survey respondents were asked: "Are your day-to-day activities limited because of a health issue or disability which has lasted or is expected to last at least 12 months?" The question was optional and had three possible responses: "Yes – limited a lot", "Yes – limited a little", or "No". Our analysis was based on these responses, grouping 'limited a lot' and 'limited a little' where it wasn't otherwise specified.

**Mode of transport**

Analysis was completed to determine the mode of transport used by respondents since Spaces for People measures have been implemented.[6] Survey results showed a difference in mode use between respondents with a disability and respondents without a disability.

Fewer disabled respondents (63%, 196) than non-disabled respondents (82%, 986) reported walking. Among those with a disability, 47% (52) of those "limited a lot" said they walked, rising to 71% (144) of those "limited a little".

Just 3% (10) of disabled respondents cycled, compared with 18% (218) of non-disabled respondents.

Public transport use was higher among disabled respondents (12%, 39) than non-disabled respondents (6%, 74).

Disabled respondents reported lower car use (80%, 250) than non-disabled respondents (84%, 1,002). For those who reported that their day-to-day activities were "limited a lot", car use dropped to 73% (80). Car use includes use both as passenger and driver.

Disabled respondents reported higher use of "other" (12%, 38) modes of transport than non-disabled respondents; however, it is not possible to determine from the survey data what modes these were.

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5.  https://www.transport.gov.scot/publication/disability-and-transport-findings-from-the-scottish-household-survey/method-of-travel/#s1

6.  Data collected from four surveys across seven local authorities.

## Opinion of Spaces for People

There was very little difference between disabled respondents' and non-disabled respondents' overall views on Spaces for People measures.[7] Just over half (53%, 59) of disabled respondents and non-disabled respondents (55%, 360) felt generally positive about the Space for People measures. A third of disabled (33%, 37) and non-disabled (32%, 210) respondents felt negatively about the measures. The remaining respondents (14% and 13% respectively) felt neutral about the measures.

**Figure 1:** Opinion of Spaces for People measures by disability

Positive    Neutral    Negative

| | | |
|---|---|---|
| 53% | 14% | 33% | Disabled |
| 55% | 13% | 32% | Non-disabled |
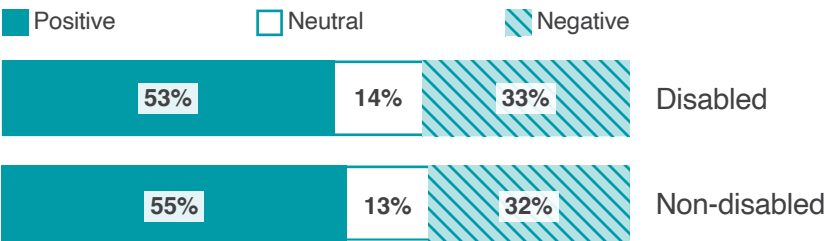
## Support for measures being made permanent

Disabled respondents were marginally less likely than those without a disability to want the measures to remain, with 51% (136) of disabled respondents saying the measures should become permanent, compared to 54% (669) of non-disabled respondents.[8]

**Figure 2:** Support for measures being made permanent by disability

Support    Not sure    Oppose

| | | |
|---|---|---|
| 51% | 3% | 46% | Disabled |
| 54% | 1% | 45% | Non-disabled |
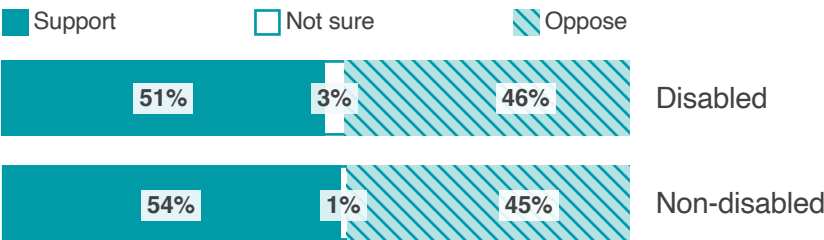
## Helpfulness of measures

48% (143) of disabled respondents felt the Spaces for People measures were helpful, while around a third (36%, 108) did not find them helpful. Disabled respondents were less likely to feel that the Spaces for People measures were helpful compared to non-disabled respondents.[9]

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7.   Data collected from two surveys across 16 local authorities.
8.   Data collected from four surveys across 16 local authorities.
9.   Data collected from three surveys across three local authorities.

**Figure 3:** **Helpfulness of measures by disability**

■ Helpful ☐ Neutral ▨ Unhelpful

| | | |
|---|---|---|
| 48% | 15% | 36% | Disabled
| 54% | 16% | 29% | Non-disabled
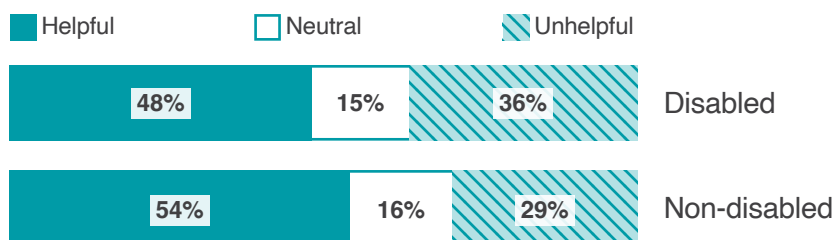
## Feeling of safety

Most commonly, disabled respondents reported feeling neutral (42%, 152) about the impact of new measures on safety. However, respondents wi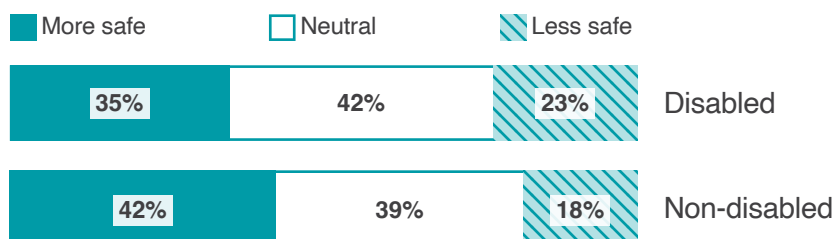th a disability (35%, 128) were less likely than those without a disability (42%, 664) to say they felt "more safe" walking, wheeling or cycling because of the measures, and more likely (23%, 83) than non-disabled respondents (18%, 286) to say they felt "less safe".[10]

**Figure 4:** **Feeling of safety by disability**

■ More safe ☐ Neutral ▨ Less safe

| | | |
|---|---|---|
| 35% | 42% | 23% | Disabled
| 42% | 39% | 18% | Non-disabled

## Qualitative research

A focus group further explored how disabled people felt towards Spaces for People measures. The focus group consisted of three participants from two local authorities.

> "We have to look at the functionality of all society,
> not just individuals who are healthy."[11]

To supplement the focus group, qualitative analysis was undertaken of comments received through surveys covering eight local authorities, and the Commonplace platform, used in twelve local authorities.

> "The need for people of all abilities to move around the city safely
> is crucial and the needs of pedestrians are paramount."

Further text analysis was completed on comments left on the Commonplace platform. The Commonplace platform was used

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10. Data was collected from five surveys across 17 local authorities.

11. All quotes in this section are from focus group participants.

by 12 local authorities to understand barriers and solutions to active travel during the COVID-19 pandemic. Over 9,000 comments were recorded on the platform.

This section presents the findings from our focus group; where supplementary data is used this is highlighted.

The three participants in the focus group were unanimous in their negative view of Spaces for People. There was general agreement that Spaces for People measures did not support the needs of disabled people and adversely affected their ability to use space and access amenities.

> "Most, if not all, of the Spaces for People measures
> should be abandoned and the situation restored to,
> more or less, what it was before the pandemic started."

The participants felt that the Spaces for People process did not take into consideration the needs of disabled people at any stage – consultation, design or implementation.

> "…we are suffering the unintended consequences of badly
> thought-out measures that were introduced too quickly."

The participants highlighted a number of concerns relating to Spaces for People measures. The key issues raised are summarised below.

**Consultation and EqIAs**

Focus group participants, in general, were critical of the consultation undertaken for Spaces for People interventions.

Participants were members of local Access Panels. Their experiences varied by location. Participants reported a feeling of "consultation fatigue" in one area due to the high number of requests for Access Panel input within a short time period. This resulted in the Access Panel providing standardised replies to many requests and not contributing to a number of consultations.

> "We started to suffer seriously from consultation fatigue…
> we could not answer them all."

In another location, a participant reported that the Access Panel was not consulted on EqIAs and felt that the knowledge and experience of the panel was not valued in the consultation process.

The participants felt that EqIAs are not always undertaken for transport projects and that, when they are completed, disabled people's views are not properly taken into consideration. It was generally felt that EqIAs are a 'tick-box exercise' used to advocate for a project, and can be made to support any point of view.

> "It seems to be, if you know how to do it, that you can always produce an EqIA to support the viewpoint you're seeking to advocate."

Respondents also thought that EqIAs do not properly take into account the impact on older or disabled people. Participants felt that when an EqIA does highlight problems for certain groups, this does not prevent the project from going forward.

> "There will be a nod to why something isn't suitable for certain protected groups and then it appears anyway."

Participants also commented on the wider consultation process for Spaces for People, which they felt did not take community views into consideration. For example, they felt that only positive views about the new infrastructure were heard, and that there was no space for criticism. They shared their disappointment about the amount of engagement with the community, highlighting that much of the consultation took place online. There was a shared feeling among focus group participants that the quality of the wider community consultation had been poor.

> "The consultants just didn't listen to the feedback from the community."

**Impact on driving**

There was a shared view among focus group participants that the Spaces for People measures had made it harder to drive to locations they needed to access. There were several reasons given for this.

Participants said that the narrowing of roads had increased congestion and made it more difficult to pass other vehicles.

Participants also said that road closures impacted their ability to access areas and amenities. They felt that road closures do not take into account the needs of disabled people, and that little thought is given to this impact.

> "We're [Local Authority] closing roads around another thing so that 'everybody' can get there, and then, okay, now there's another place I can't go anymore."

Participants noted that the introduction of cycle lanes made it harder to park near their final destinations. One participant highlighted that they were unable to comment on the effectiveness of Spaces for People measures while spending time in an area due to the difficulty in driving there. They also stated that they do not have the option to be dropped off/picked up as they drive an adapted car.

> "Maybe there are places in [my local area] where they are beneficial, but I can't get to any of them to tell you about that, because there's a cycle lane everywhere, I can't park my car."

The 20mph speed limits were also mentioned as a cause of frustration in the focus group. While participants were mixed in their support of this intervention type, they agreed that non-compliance made the measure ineffective. One participant felt that the majority of car users ignored the speed restrictions.

**Shared space**

Shared space – where people walking, wheeling and cycling use the same space – was a reported issue in the focus group. Concerns regarding the impact of shared space on disabled people were also raised in the survey and Commonplace responses. Seven shared use paths were introduced under the Spaces for People programme; however, street closures could include the creation of Pedestrian & Cycle (Shared Space) Zones which might be understood as being similar to a shared use path.

Increased numbers of active travel users may have heightened the concerns of focus group participants and survey respondents in relation to existing shared use spaces. Transport Scotland reported a 10% increase in walking and 20% increase in cycling between June 2019 and June 2020.[12]

> "I think Spaces for People has probably made the issue [shared space conflict] more difficult."

Focus group participants highlighted shared space and shared pathways as a concern for disabled people. It was also noted that this concern pre-dated Spaces for People projects. However, participants felt that Spaces for People had worsened the situation. One reason put forward was that the increase in cycle lanes has brought more people to areas with existing shared use paths.

**Cycling infrastructure**

There were multiple concerns raised about cycle lanes by focus group participants from one local authority area. The participant from the other location (where only one cycle lane was installed under the programme) did not have strong feelings about cycle lanes.

Participants were concerned that cycle lanes pose difficulties for disabled pedestrians – for example, making it more difficult for people to cross the street and making it more challenging to reach their bus stop or parked car.

12. https://www.transport.gov.scot/publication/covid-19-transport-trend-data-14-20-june-2021

> "Cycle lanes have a negative impact on disabled people,
> who find it difficult to get on to the pavement."

Participants also highlighted that some bollards installed for cycle lanes blocked access to dropped kerbs. This in turn make the dropped kerb unusable for many disabled people and provided inaccessible crossing points.

> "Bollards installed for the cycle lanes were put across dropped kerbs."

Participants reported the impact of cycle lanes on their ability to drive. They highlighted that cycle lanes reduced the availably of appropriate parking, and made it more difficult for disabled people to park near their destinations, therefore making those destinations less accessible to them. In addition to parking concerns, participants said that cycle lanes have reduced the amount of usable space on the roads.

> "Blue Badge holders are not allowed to park
> on cycle lanes and felt excluded."

One participant, who cycles, reported that the increased cycling infrastructure in their area did not make it easier for them to cycle. They said that cycle lanes were not wide enough for an adapted cycle or included sections with gutters which made them unsuitable for a tricycle. Additionally, they felt that cycle lanes are incomplete, and skip the most difficult parts of the road to navigate, such as junctions.

The focus group also briefly discussed cycle parking, although not with specific reference to cycle parking infrastructure introduced under the Spaces for People programme. One participant stated that cycle parking should be moved away from entrances as it is used by the fittest in society. Another participant disagreed, arguing that parking for adapted cycles in particular should be kept near entrances.

**Footpaths**

Commonplace comments that related to accessibility and wheelchair users highlighted pavement width as one of the main barriers to enabling physical distancing.

> "I try to walk along this footpath with my child in a wheelchair
> and if we meet someone travelling in the opposite direction
> it is impossible to pass and socially distance."

> "It is often not exactly clear where to walk especially for older
> people and blind people and disabled or slow people."

There was a consensus within the focus group that footpath widening brought in under Spaces for People was generally not beneficial. There were several reasons provided for this view:

- Measures only focused on narrow pavements and did not address cluttered pavements

- Widened pavements could not be used because of the kerb

- Pavements are wide enough already

- There was a perception that the aim of pavement widening is to prevent vehicles using the road

- Widened footpaths resulted in the footpath being used by more people and therefore did not give space for physical distancing.

## Income deprivation

While income deprivation is not included as a protected characteristic under the Equality Act 2010, people with low household incomes are a key group when considering access for everyone. Higher levels of deprivation are associated with lower levels of car access. Half (52%) of households in the most deprived areas of Scotland have no access to a car compared with a quarter (24%) in the rest of Scotland.[13] Those on lower incomes are more likely to use the bus than those on higher incomes, with 51% of those with household incomes up to £10,000 using the bus in a week, compared with 27% of those with household incomes over £50,000.[14] Government guidance during the pandemic encouraged people to only use public transport when essential, which affected the ability of many people from low income households to access local services and amenities.

### SIMD

The Scottish Index of Multiple Deprivation (SIMD) is a relative measure of deprivation that divides Scotland into 6,976 'data zone' areas. If an area is identified as 'deprived', this can relate to people having a low income, but it can also mean they have access to fewer other resources or opportunities. SIMD looks at the extent to which an area is deprived across seven domains: income, employment, education, health, access to services, crime, and housing.[15] Data zones are then ranked from most deprived (ranked 1) to least deprived (ranked 6,976). Our analysis showed that a quarter (24%) of Spaces for People measures were located in the 20% most deprived areas of Scotland (SIMD Quintile 1).

13. https://www.gov.scot/publications/scotlands-people-results-2015-scottish-household-survey/pages/8

14. https://www.transport.gov.scot/publication/draft-fairer-scotland-duty-assessment-a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030

15. https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020

**Figure 5:** Interventions installed by SIMD quintile

Quintile 5
(least deprived): **20%**

Quintile 1
(most deprived): **24%**

Quintile 4: **18%**

Quintile 2: **16%**

Quintile 3: **22%**

## Mode of transport

Analysis was completed to determine the mode of transport used by respondents since the implementation of Spaces for People measures.[16]

16. Data collected from four surveys across seven local authorities.

**Figure 6:** Mode of transport by household income

**Walking**

| Income | Percentage |
|---|---|
| Up to £10,000 | 76% |
| £10,000–£20,000 | 75% |
| £20,000–£30,000 | 76% |
| £30,000–£40,000 | 83% |
| £40,000–£50,000 | 79% |
| £50,000+ | 80% |

**Cycling**

| Income | Percentage |
|---|---|
| Up to £10,000 | 5% |
| £10,000–£20,000 | 12% |
| £20,000–£30,000 | 14% |
| £30,000–£40,000 | 23% |
| £40,000–£50,000 | 19% |
| £50,000+ | 26% |

**Public transport**

| Income | Percentage |
|---|---|
| Up to £10,000 | 20% |
| £10,000–£20,000 | 12% |
| £20,000–£30,000 | 9% |
| £30,000–£40,000 | 3% |
| £40,000–£50,000 | 3% |
| £50,000+ | 4% |

**Car**

| Income | Percentage |
|---|---|
| Up to £10,000 | 64% |
| £10,000–£20,000 | 77% |
| £20,000–£30,000 | 88% |
| £30,000–£40,000 | 91% |
| £40,000–£50,000 | 91% |
| £50,000+ | 88% |
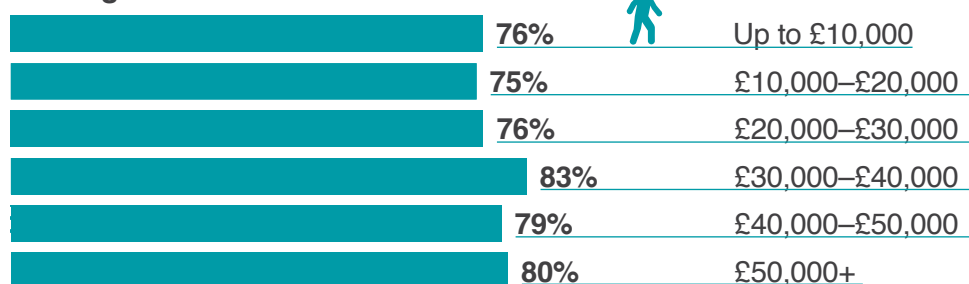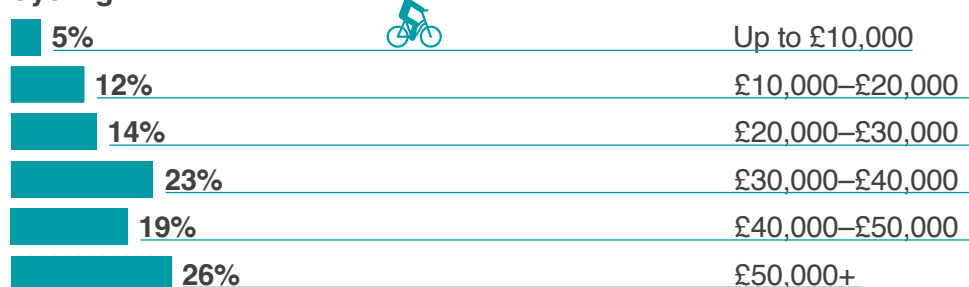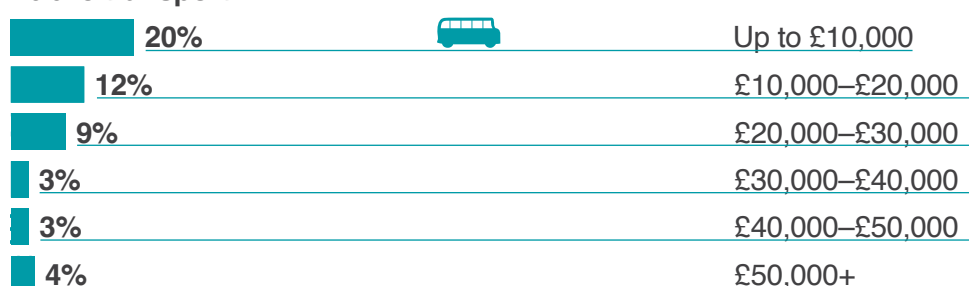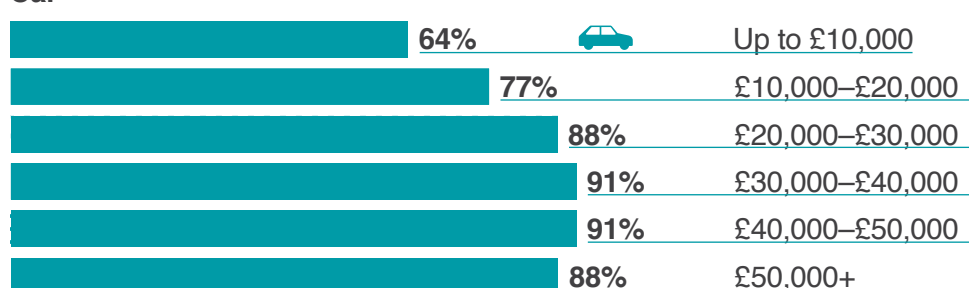
The number of respondents who reported walking as a mode of transport was high across all income groups ranging between 75% and 83%. Walking levels were highest among respondents living in households with 'mid-range' incomes between £30,000 and £40,000.

A quarter (26%, 69) of those with household incomes of £50,000 or more reported cycling, compared to 5% (6) of those in households with incomes of less than £10,000.
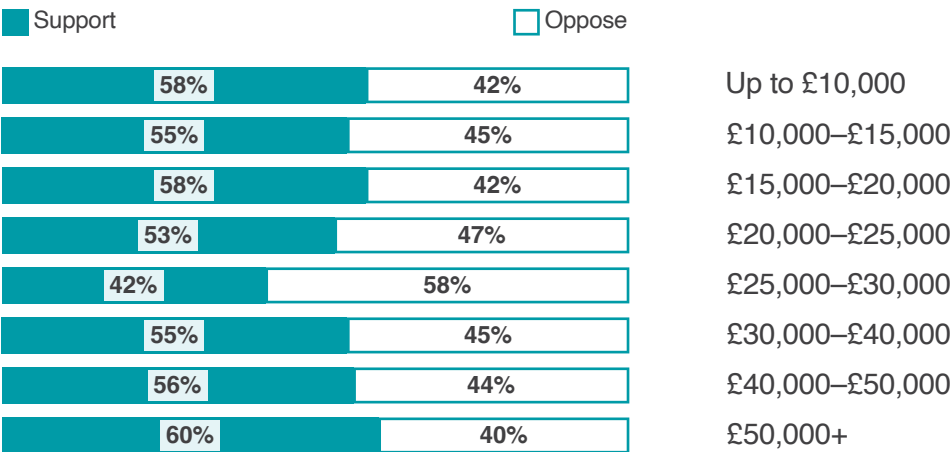
Those in households with incomes of less than £10,000 reported the highest use of public transport (20%, 24). The lowest reported rate was among those whose household incomes are between £30,000 and £50,000, with 3% (9) of such respondents saying they use public transport.

Car use (as passenger or driver) rose as household income increased up to £30,000–£40,000, and then declined slightly within the highest household income bands. Sixty-four per cent (76) of those with household incomes of less than £10,000 used a car compared with 91% of those in households with incomes of £30,000–£50,000 (283).

## Support for measures being made permanent

Support for measures being made permanent was similar across income levels, with respondents generally more likely to support rather than oppose permanent measures. The only group of respondents that diverged from this trend were those in the £25,000–£30,000 income band, in which 42% (37) of respondents supported Spaces for People measures being made permanent and 58% (51) opposed this.[17]

**Figure 7:** Support for measures being made permanent by income



| | Support | Oppose | |
|---|---|---|---|
| | 58% | 42% | Up to £10,000 |
| | 55% | 45% | £10,000–£15,000 |
| | 58% | 42% | £15,000–£20,000 |
| | 53% | 47% | £20,000–£25,000 |
| | 42% | 58% | £25,000–£30,000 |
| | 55% | 45% | £30,000–£40,000 |
| | 56% | 44% | £40,000–£50,000 |
| | 60% | 40% | £50,000+ |

## Helpfulness of measures

More people from lower income households found the measures helpful for making essential journeys than those from higher income households. Two-thirds (66%, 183) of people with a household income of less than £20,000 found the measures useful. In all household income brackets respondents generally felt that the Spaces for People measures were helpful rather than unhelpful.[18]

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17. Data collected from four surveys across seven local authorities.

18. Data collected from three surveys across three local authorities.

**Figure 8:** Helpfulness of measures by income

Helpful  Neutral  Unhelpful

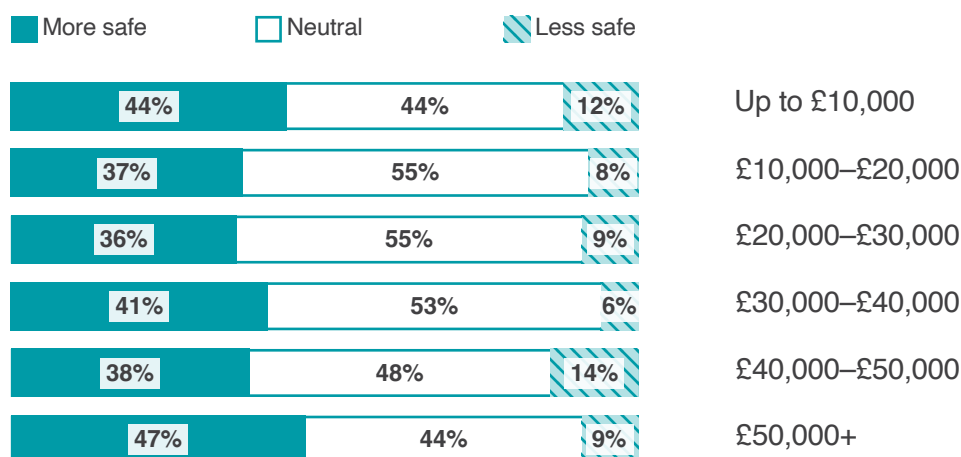| Income | Helpful | Neutral | Unhelpful |
|--------|---------|---------|-----------|
| Up to £10,000 | 64% | 20% | 16% |
| £10,000–£20,000 | 67% | 19% | 14% |
| £20,000–£30,000 | 56% | 19% | 26% |
| £30,000–£40,000 | 59% | 14% | 27% |
| £40,000–£50,000 | 56% | 14% | 30% |
| £50,000+ | 56% | 17% | 26% |
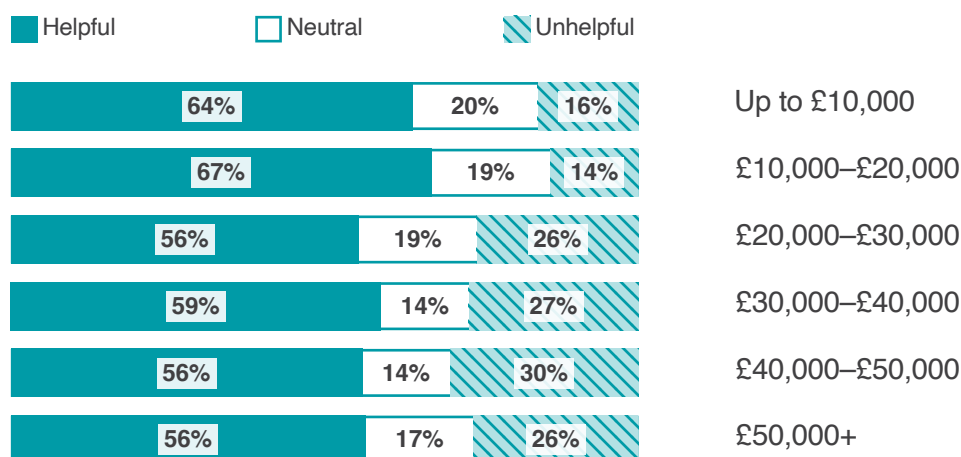
## Feeling of safety

People in the lowest (44%, 48) and highest (47%, 113) income brackets generally felt safer walking, wheeling and cycling because of the Spaces for People measures. However, the lowest income bracket (up to £10,000) also had the second highest proportion of "less safe" responses at 12% (13); the £40,000–£50,000 income band had the highest proportion of such responses (14%, 19).[19]

**Figure 9:** Feeling of safety by household income

More safe  Neutral  Less safe

| Income | More safe | Neutral | Less safe |
|--------|-----------|---------|-----------|
| Up to £10,000 | 44% | 44% | 12% |
| £10,000–£20,000 | 37% | 55% | 8% |
| £20,000–£30,000 | 36% | 55% | 9% |
| £30,000–£40,000 | 41% | 53% | 6% |
| £40,000–£50,000 | 38% | 48% | 14% |
| £50,000+ | 47% | 44% | 9% |

# Gender

This section discusses responses only from those who identify as women and men as there were very few responses from those who said they identify in another way. Analysis was completed to determine whether men and women had different opinions and experiences in relation to the Spaces for People measures.

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19. Data collected from four surveys across seven local authorities.

## Mode of transport

Analysis was completed to determine the mode of transport used by respondents since the implementation of Spaces for People measures.[20]

Cycling levels differed between men and women, with 40% (540) of women saying they cycle compared to 50% (554) of men.

Men and women both reported high levels of walking: 88% (1,197) of women and 85% (939) of men reported walking as a mode of transport.

There was also a similar reported use of public transport, with 17% (238) of women and 18% (200) of men reporting using public transport as a mode of transport.

Car use (as either a passenger or driver) was reported by 88% (1,202) of women. This was a lower rate than reported by men (92%, 1007).

## Opinion of Spaces for People

Similar proportions of women (72%, 640) and men (74%, 619) reported feeling positively about Spaces for People measures.[21]

**Figure 10:** Opinion of Spaces for People by gender



Positive   Neutral   Negative

| Women | 72% | 12% | 16% |
| Men | 74% | 12% | 14% |
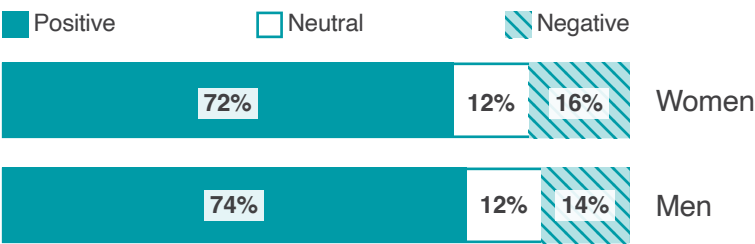
## Support for measures being made permanent

Men were more likely than women to say that the measures should remain. Two-thirds (68%, 1,039) of women supported the Spaces for People measures being made permanent, compared to three-quarters (75%, 1,092) of men.[22]

## Helpfulness of measures

The views of women and men on how helpful they found Spaces for People to support walking, wheeling and cycling for essential journeys were similar, with 54% (489) of women and 53% (371) of men saying the Spaces for People measures had been helpful. Around a third of women (30%, 271) and men (32%, 222) found the measures unhelpful.[23]

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20. Data was collected from five surveys across eight local authorities.

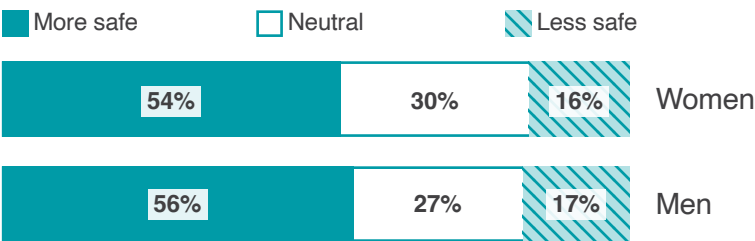21. Data collected from three surveys across 16 local authorities.

22. Data collected from five surveys across 17 local authorities.

23. Data collected from four surveys across 16 local authorities.

## Feeling of safety

Both women and men responded similarly when asked if they felt "more safe" walking, wheeling or cycling as a result of the Spaces for People measures, with 54% (1,020) of women and 56% (913) of men reporting feeling safer.[24]

**Figure 11:** Feeling of safety by gender



Legend: More safe | Neutral | Less safe

| More safe | Neutral | Less safe | |
|---|---|---|---|
| 54% | 30% | 16% | Women |
| 56% | 27% | 17% | Men |

# Age

Those aged 65 and older are considered at higher risk of COVID-19 infection, hospitalisation and mortality. Not only are older adults more clinically vulnerable to COVID-19, they are also more likely to be inactive during lockdown periods. Inactivity is defined as undertaking less than 30 minutes of physical activity per week. A report by Public Health England reported that 32% of older people were inactive between March and May 2020, increasing from 27% in the corresponding period in 2019.[25]

## Mode of transport

Analysis was completed to determine the mode of transport used by respondents since the implementation of Spaces for People measures.[26]

All (100%, 78) those under 16 and almost all (98%, 202) of 16–24-year-olds reported walking as a mode of transport. A high proportion of respondents in all age groups reported walking, with the lowest rate (77%, 295) recorded for 55–64-year-olds.

Cycling was most common amongst those under 16 (94%, 73) and 16–24-year-olds (77%, 160) and decreased in prevalence as age increased. Those aged 65+ reported the lowest levels of cycling with 17% (114) saying they had cycled recently.

16–24-year-olds reported higher levels of public transport use (39%, 80) than other age groups.Those aged 55 to 64 used public transport the least with only 5% (21) reporting use.

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24. Data collected from seven surveys across 18 local authorities.

25. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1010501/HEMT_Wider_Impacts_Falls.pdf
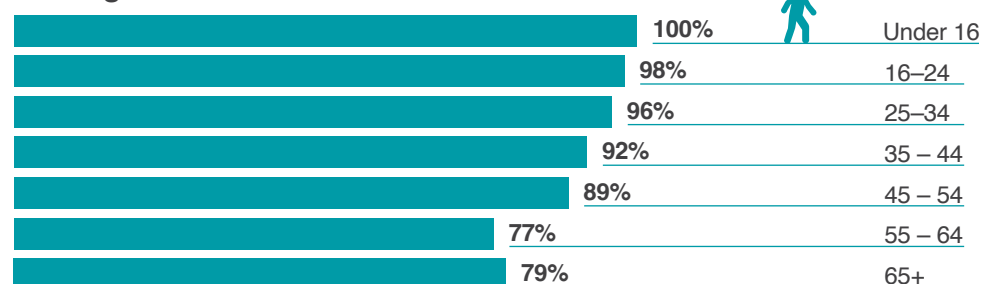
26. Data collected from five surveys across eight local authorities.

Car use (as a passenger or driver) was high across all age groups, with those aged 65+ reporting the lowest use at 83% (571).

The surveys used for this analysis had a relatively high proportion of respondents aged 65 and over, at 28% of all respondents. The corresponding figure for the wider Scottish adult population is 20%.[27]

**Figure 12:** Mode of transport by age

**Walking**

| Percentage | Age group |
|---|---|
| 100% | Under 16 |
| 98% | 16–24 |
| 96% | 25–34 |
| 92% | 35 – 44 |
| 89% | 45 – 54 |
| 77% | 55 – 64 |
| 79% | 65+ |

**Cycling**

| Percentage | Age group |
|---|---|
| 94% | Under 16 |
| 77% | 16–24 |
| 73% | 25–34 |
| 66% | 35 – 44 |
| 46% | 45 – 54 |
| 18% | 55 – 64 |
| 17% | 65+ |

**Public transport**

| Percentage | Age group |
|---|---|
| 31% | Under 16 |
| 39% | 16–24 |
| 31% | 25–34 |
| 21% | 35 – 44 |
| 15% | 45 – 54 |
| 5% | 55 – 64 |
| 10% | 65+ |

**Car**

| Percentage | Age group |
|---|---|
| 100% | Under 16 |
| 93% | 16–24 |
| 94% | 25–34 |
| 94% | 35 – 44 |
| 90% | 45 – 54 |
| 88% | 55 – 64 |
| 83% | 65+ |

27. https://www.scotlandscensus.gov.uk/webapi/jsf/tableView/tableView.xhtml
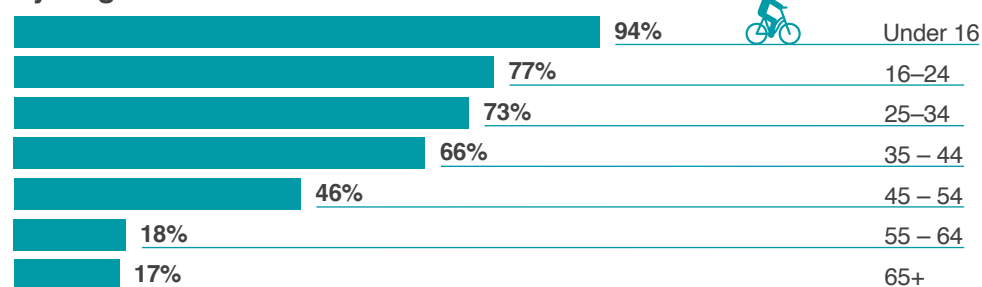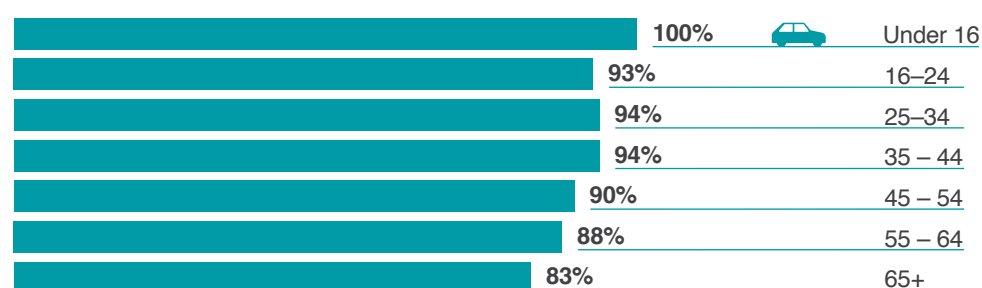
**Figure 13:** Opinion of Spaces for People by age

Negative ☒  Positive ■

| | Negative | Positive | Age |
|---|---|---|---|
| | 13% | 77% | 16–24 |
| | 8% | 83% | 25–34 |
| | 13% | 76% | 35–44 |
| | 21% | 68% | 45–54 |
| | 34% | 48% | 55–64 |
| | 16% | 65% | 65+ |
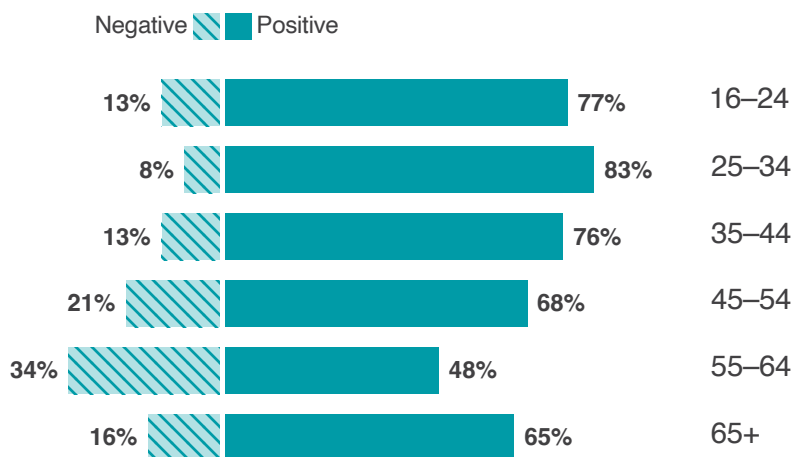
All age groups felt more positively than negatively about the Spaces for People measures. This was particularly the case for younger age groups, with 77% (78) of 16–24-year-olds, and 83% (419) of 25–34-year-olds feeling positively about the measures. Just under half (48%, 72) of 55–64-year-olds felt positively about the measures – this was the lowest rate across the age groups.[28]

## Support for measures being made permanent

All age groups generally supported making Spaces for People measures permanent. Support was particularly high within the younger age groups, with 77% (296) of 16–34-year-olds, and 81% (555) of 35–44-year-olds expressing support for the measures to be made permanent. Support was lowest (59%, 368) among the 65+ age group.[29]

**Figure 14:** Support for permanent measures by age

■ Support   ☐ Not sure   ☒ Oppose

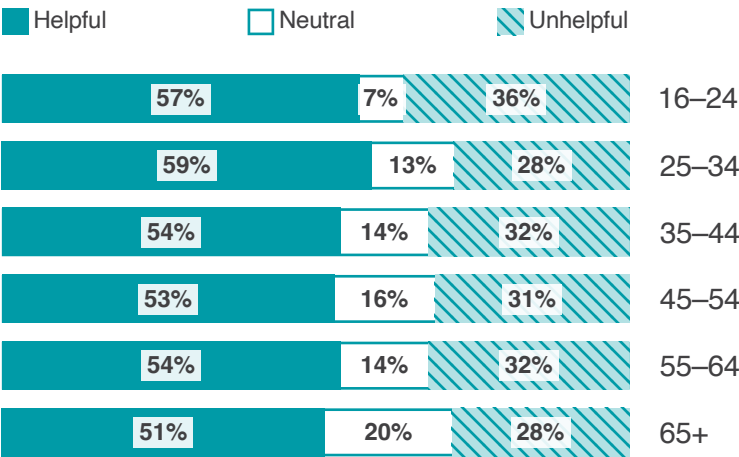| | Support | Not sure | Oppose | Age |
|---|---|---|---|---|
| | 77% | 2% | 21% | 16–24 |
| | 77% | 4% | 19% | 25–34 |
| | 81% | 5% | 13% | 35–44 |
| | 75% | 5% | 20% | 45–54 |
| | 65% | 3% | 31% | 55–64 |
| | 59% | 2% | 39% | 65+ |
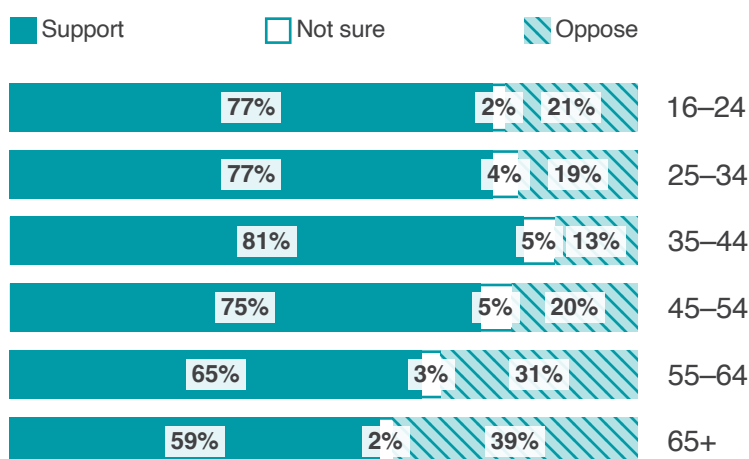
28. Data collected from three surveys across 16 local authorities.

29. Data collected from five surveys across 17 local authorities.

## Helpfulness of measures

All age groups felt that Spaces for People measures were generally helpful with the proportion of respondents expressing this view ranging between 51% and 59%.[30]
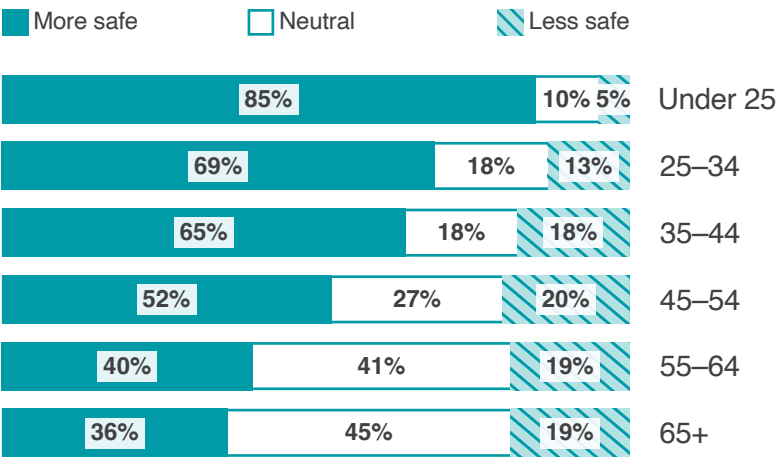
**Figure 15:** Helpfulness of measures by age

- Helpful
- Neutral
- Unhelpful

| Age | Helpful | Neutral | Unhelpful |
|-----|---------|---------|-----------|
| 16–24 | 57% | 7% | 36% |
| 25–34 | 59% | 13% | 28% |
| 35–44 | 54% | 14% | 32% |
| 45–54 | 53% | 16% | 31% |
| 55–64 | 54% | 14% | 32% |
| 65+ | 51% | 20% | 28% |

## Feeling of safety

A higher proportion of those in the younger age groups than those in the older age groups reported feeling safer walking and cycling because of the temporary measures. Among those under 25, 85% (273) said they felt safer, compared to 36% (269) of those aged 65 and over. However, older age groups did not generally feel more unsafe; rather, the proportion of those expressing neutral views about safety increased with age. Thus, while 10% (31) of respondents under 25 reported a neutral response this rose to 45% (336) for those aged 65 and over. No age group had more than 20% of people feel less safe due to the temporary measures.[31]

**Figure 16:** Feeling of safety by age

- More safe
- Neutral
- Less safe

| Age | More safe | Neutral | Less safe |
|-----|-----------|---------|-----------|
| Under 25 | 85% | 10% | 5% |
| 25–34 | 69% | 18% | 13% |
| 35–44 | 65% | 18% | 18% |
| 45–54 | 52% | 27% | 20% |
| 55–64 | 40% | 41% | 19% |
| 65+ | 36% | 45% | 19% |

30. Data collected from three surveys across three local authorities.

31. Data collected from seven surveys across 18 local authorities.

# Methods

## Focus group

In November 2021, a focus group was conducted with disabled people from two local authorities in Scotland. The aim of the focus group was to gauge their opinions and experiences of Spaces for People measures in their local areas. The participants were asked to share their experiences in relation to the accessibility of Spaces for People measures and their ability to physically distance when using measures.

Access Panels, disability charities and regional disability groups across Scotland were sent information about how to participate in the focus group and asked to share this with their networks and potentially interested participants. Three people were available to attend the focus group.

The focus group lasted approximately one hour. The discussion was audio-recorded and then transcribed. The data was then analysed using a standardised thematic technique. Key themes and insights from the focus group have been presented in this report.
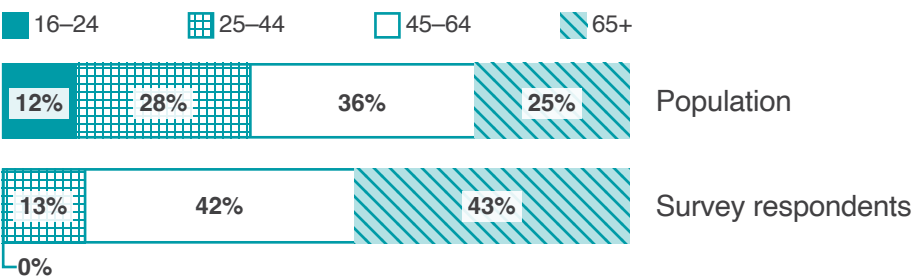
## Surveys

### Clackmannanshire residential survey

As part of the Spaces for People evaluation, a postal survey was sent to residents in Clackmannanshire local authority area who lived within 500 metres of a Spaces for People intervention. The survey sought to gather information about how the temporary measures have impacted travel behaviour, and physical and mental wellbeing, as well as opinions on whether the interventions should be made permanent.

Among the 578 respondents in Clackmannanshire Council, 57% (330) identified as women, 42% (241) identified as men, and 1% (7) did not provide their gender or identified in another way. The most common age group for respondents was 65+ (43%, 248), with only two respondents aged between 16 and 24. Just over a fifth of respondents (23%, 131) reported having a health problem or disability that limited their day-to-day activities.

**Figure 17:** Age demographics of respondents to Clackmannanshire residential survey compared with population

■ 16–24   ⊞ 25–44   □ 45–64   ⧄ 65+

| 12% | 28% | 36% | 25% | Population |

| 13% | 42% | 43% | Survey respondents |
0%

The survey questions referred to in this report are:

- What mode of transport do you use for essential journeys?
- Do you support Spaces for People measures being made permanent?
- How helpful have Spaces for People measures been?
- Do you feel safer walking, wheeling, or cycling because of the new measures?

## Na h-Eileanan Siar residential survey

As part of the Spaces for People evaluation, a postal survey was sent to residents in Na h-Eileanan Siar local authority area. The survey sought to gather information about how the temporary measures have impacted travel behaviour, and physical and mental wellbeing, as well as opinions on whether the interventions should be made permanent. The survey targeted residents who lived within 500 metres of a Spaces for People intervention.

Among the 210 respondents to the survey, 55% (113) identified as women and 45% (93) identified as men. The most common age group for respondents was 65+ (44%, 92), with only one respondent aged between 16 and 24. A quarter (25%, 54) of respondents reported having a health problem or disability that limited their day-to-day mobility outside their home.

**Figure 18:** Age demographics of respondents to Na h-Eileanan Siar postal survey compared with population

■ 16–64   □ 65+

| 69% | 31% | Population |
| 55% | 44% | Survey respondents |

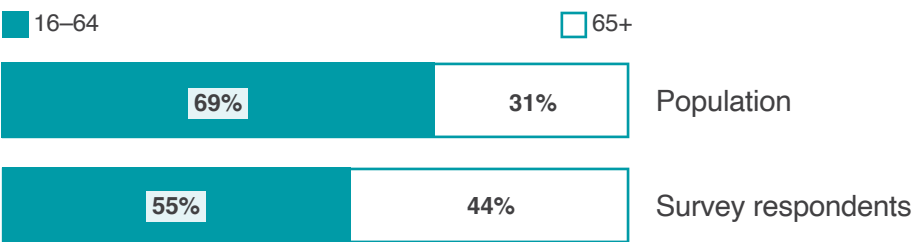The survey questions referred to in this report are:

- What mode of transport do you use for essential journeys?
- Do you support Spaces for People measures being made permanent?
- How helpful have Spaces for People measures been?
- Do you feel safer walking, wheeling, or cycling because of the new measures?

## Fife residential survey

This questionnaire was available to Fife residents online or via a postal drop campaign between March and June 2021. The postal survey was targeted at residents in Cupar and St Andrews where Spaces for People measures were implemented. A paper survey form was sent to a random sample of 2,500 addresses across the two towns (900 in Cupar and 1,600 in St Andrews). The online survey was promoted via project stakeholder groups, including community councils and the local Business Improvement District. Both residents and businesses were able to respond to the survey; however, only residential respondents were included in the analysis for this report.

The survey was completed by 483 residents, with 277 responses submitted online and 206 submitted by post. 63% (298) of respondents identified as women and 36% (172) as men. The remaining respondents (6) either identified in another way or did not provide their gender. Just under a fifth (18%, 75) said they had a disability. The most common age group of respondents was 65+ (40%, 188).

**Table 1:** Fife residential survey respondents by age distribution

| Age band | Number | Percentage |
|----------|--------|------------|
| 16–24 | 24 | 5% |
| 25–34 | 41 | 9% |
| 35–44 | 48 | 10% |
| 45–54 | 76 | 16% |
| 55–64 | 99 | 21% |
| 65+ | 188 | 39% |
| Total | 476 | 100% |

The survey questions referred to in this report are:

- What mode of transport do you use to access essential services?
- Do you support Spaces for People measures being made permanent?
- How helpful have Spaces for People measures been?
- Do you feel safer walking, wheeling, or cycling because of the new measures?

## TACTRAN survey

TACTRAN is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth and Kinross, and Stirling council areas. TACTRAN commissioned Systra, a consulting and engineering firm, to carry out an attitudinal survey to understand residents' views on the Spaces for People measures. It was comprised of ten waves starting in September 2020, with the the latest at the time of analysis completed in April 2021. For the purpose of this report the most recent wave, completed in April 2021, has been used. Three hundred participants completed the online survey across the four local authority areas.

The survey questions referred to in this report are:

- What mode of transport do you use to access essential services?
- How do you feel about the Spaces for People measures?
- Do you feel more safe walking, wheeling, or cycling because of the new measures?

The survey also included demographic questions in relation to gender, age, mobility, employment status and income. Of the 300 respondents to the survey 52% (156) were women and 48% (144) were men. A fifth (19%, 58) reported having a disability. The most common age group of respondents was 65+ (32%, 97).

**Table 2:** TACTRAN survey respondents by age

| Age group | Number | Percentage |
|-----------|--------|------------|
| 16–24 | 9 | 3% |
| 25–34 | 17 | 6% |
| 35–44 | 38 | 13% |
| 45–54 | 60 | 20% |
| 55–64 | 79 | 26% |
| 65+ | 97 | 32% |

## Aberdeen on-street survey

An on-street attitudinal survey was carried out with 956 participants in locations across Aberdeen City in December 2020. Participants were asked about six locations across the city that had implemented Spaces for People measures:

- The City Centre
- Union Square
- The Beach
- George Street
- Rosemount
- The Parks

The survey questions referred to in this report are as follows:

- What mode of transport do you use to visit [location]?
- How do you feel about the physical distancing measures at [location]?
- Do you feel safer walking and cycling in the city due to the new measures?

The survey collected demographic information on age and gender. Among the 956 survey respondents, 51% (491) identified as a woman and 49% (465) identified as a man. The most common age group of respondents was 26–35, as shown in Figure 19.

**Figure 19:** Aberdeen on-street survey respondents by age

| | |
|---|---|
| 8% | 16–25 |
| 42% | 26–35 |
| 27% | 36–45 |
| 13% | 46–55 |
| 1% | 56–65 |
| 8% | 65+ |
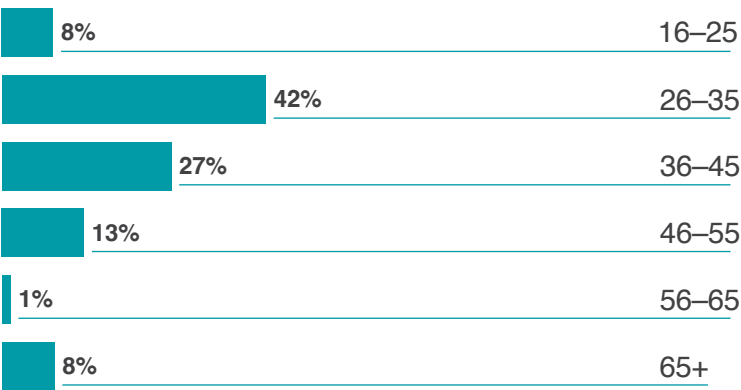
Total respondents: 959

## Space to Move

Space to Move is an online platform set up by Sustrans to map the temporary infrastructure projects across the UK as a response to the COVID-19 pandemic. The platform included an online survey, which received 798 responses submitted by people in 15 local authorities in

Scotland, with 38% of responses relating to measures in Edinburgh. Comments that related to the High Road and Holyrood Park in Edinburgh were removed for this analysis as that project was not funded through Spaces for People.

**Table 3:** Space to Move survey respondents by local authority

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

The survey included questions on gender, age, ethnicity and mobility.

The 553 respondents who provided information on their gender were evenly split between men and women (276). Among the 552 respondents who provided information on age, the most common age group reported was 45–54. A full breakdown is shown in Table 4. Just 8% (62) of respondents identified as having a disability.

**Table 4:** Space to Move survey respondents by age

| Age | Number | Percentage |
|---|---|---|
| 16–24 | 18 | 3% |
| 25–34 | 92 | 17% |
| 35–44 | 161 | 29% |
| 45–54 | 168 | 30% |
| 55–64 | 80 | 14% |
| 65+ | 33 | 6% |

The survey questions referred to in this report are:

- Overall, how do you feel about these changes?
- Did these changes help you to maintain physical distancing while walking, cycling or wheeling?
- Did these changes help you to make essential journeys [e.g. to shops, to work] or to exercise?
- Do you feel safer because of these changes?
- Would be more likely to walk, cycle or wheel in this area if these changes were made permanent?

## Commonplace

Commonplace is an online platform used to collect feedback and opinions from communities. In the case of Spaces for People, community members were able to drop a pin on a map of their local area, leave a comment and answer questions related to active travel. Twelve local authorities, listed below (see Table 5), used Commonplace to gather data on potential and existing Spaces for People measures.

**Text analysis**

Text analysis was undertaken to identify key trends and comments in relation to Spaces for People and disability. Analysis was completed on 9,873 comments from respondents in 12 local authorities. Our algorithm searched for key phrases within the text such as "disabled", "disability", "accessibility", "wheelchair", "blind" (omitting references to "blind corner(s)"), "partially sighted", "mobility". A total of 248 comments meeting the above criteria were identified. The data was then analysed using a standardised thematic technique.

**Survey analysis**

Four local authorities also asked specific questions related to existing Spaces for People measures. When adding a comment to the Commonplace map, respondents were asked:

- Would you support these changes being made long term?
- Would you support Spaces for People measures?
- If you walk or cycle, how have you felt while travelling around your local area in recent weeks? [Safer than before, I don't feel my safety level has changed, Less safe than before]

**Table 5:** Commonplace survey respondents by local authority

| Local authority | Respondents | Support for measures being made permanent | Support for temporary measures | Feeling of safety |
|---|---|---|---|---|
| **Dundee** | 242 | Y | Y | Y |
| **Dumfries and Galloway** | 269 | Y | | |
| **East Lothian** | 716 | Y | Y | Y |
| **East Renfrewshire** | 816 | Y | Y | |

Commonplace collected gender and age data. Of the 1,525 respondents who provided information on their gender, 48% (727) identified as a woman and 52% (797) identified as a man. The breakdown by age is shown in Table 6 below.

**Table 6:** Commonplace survey respondents by age

| Age | Survey respondents (%) | Scotland (%) |
|-----|------------------------|--------------|
| 16–24 | 3% | 14% |
| 25–34 | 9% | 15% |
| 35–44 | 29% | 17% |
| 45–54 | 26% | 18% |
| 55–65 | 21% | 15% |
| 65+ | 13% | 20% |

Total respondents: 1,571

## SIMD analysis

To analyse the potential impact of Spaces for People measures across SIMD zones the Sustrans GIS team undertook spatial analyses to determine the number of SIMD zones within a 10-minute walk of a Spaces for People intervention, by deprivation quintile.

The team used OpenRouteService 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 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, which considers paths and routes on the OSM which are deemed safe for walking and assumes an average walking speed of 5kmph. Further details are available on the OpenRouteService github website.

Population estimates were calculated by establishing the data zone population weighted centroids which lay within each project isochrone. This data was then aggregated at a regional level to provide summary statistics for each partner.

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

# Media Analysis

In February 2022 Sustrans Research and Monitoring Unit (RMU) conducted analysis to identify how Spaces for People was portrayed in the media. Variations of the phrase "Spaces for People" and "Spaces for People Scotland" were searched using Google Archive. Search results were limited to the time period between April 2020 and December 2021. Additionally, the search was completed with the name of each local authority involved with Spaces for People included.

Articles were organised into three categories based on sentiment analysis:

Positive: Articles report on the positive impacts of Spaces for People. This was confirmed with a random sentiment scoring

Neutral: Articles were solely informational, i.e. that funding had been allocated, that a measure had been implemented. It did not include emotive language or opinion pieces.

Negative: Articles were critical of Spaces for People. This was confirmed with a random sentiment scoring

Less than 5% of articles were balanced, highlighting both positive and negative aspects or opinions of the programme. These were recorded as neutral.

Articles were also searched for by key terms relating to accessibility. Terms included "accessibility", "disabled", "disability", "wheelchair", "mobility", "blind", and "impairment". It was recorded if an article referenced accessibility."

# Appendices

## Appendix A: Programme overview

### Table 7: Evaluation framework

| Outcomes | Sub-outcomes | Indicator |
|---|---|---|
| Protect public health through the provision of temporary infrastructure for walking wheeling, and cycling | Increased use of active travel (walking, wheeling and cycling) | • Number of trips by mode<br>• Number of trips by mode during peak hours<br>• Number of trips by user characteristics |
| | Mode shift – increased use of active travel (walking, wheeling, cycling) over private motorised or public transport for everyday journeys | • Survey of new mode usage/mode change<br>• Number of trips by user characteristics |
| | Facilitate safe physical distancing during active travel | • Number of safe physically distant trips recorded<br>• Number of physical distancing breaches recorded |
| | Facilitate safe use of infrastructure for active travel (user perception) | • Users report perceived safety when using infrastructure<br>• Users and/or the public agree that project enables safe physical distancing during active travel<br>• If possible, breakdown of perceived safety by user characteristics |
| | Facilitate safe physical distancing in public space | • Number of individuals using public space in line with physical distancing requirements |
| | Facilitate safe use of public space (user perception) | • Users report perceived safety when using public space<br>• Users and/or the public agree that project enables safe physical distancing in public space<br>• If possible, breakdown of perceived safety by user characteristics |

| Outcomes | Sub-outcomes | Indicator |
|---|---|---|
| Protect public health through the provision of temporary infrastructure for walking wheeling, and cycling [continued] | Increase physical activity (through walking, cycling and wheeling) | • Users report increased physical activity due to project |
| | Reduce congestion on public transport to support safe physical distancing | • Number of trips switched from public transport to walking, wheeling and cycling |
| Increased provision of infrastructure that supports safe active travel for essential journeys | None | Number of projects delivered in/around:<br>• Hospitals or health services<br>• Shops, pharmacies and schools<br>• Locations recommended for exercise (eg, neighbourhoods and parks)<br>• Permitted access to retail or food and drink establishments |
| Demonstrate that rapid delivery of infrastructure for walking, wheeling, and cycling is possible | None | • Number of projects completed within:<br>  » 3 months<br>  » 6 months<br>  » 12 months<br>• Number of projects carrying out an equalities impact assessment<br>• Number of projects monitoring equalities impacts and mitigations |
| Support the case for permanent infrastructure for walking, wheeling, and cycling | None | • Level of user or stakeholder support for projects to be made permanent<br>• Level of user support for projects to be made permanent among groups with different characteristics |

# Appendix B: Disability

**Table 8:** Number of survey respondents that indicated using a mode of transport

| Response | Disability or limited mobility | No disability or no mobility limitation |
|---|---|---|
| Walking | 196 | 986 |
| Cycling | 10 | 218 |
| Public Transport | 39 | 74 |
| Car | 250 | 1,002 |
| Other | 38 | 49 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, and TACTRAN surveys

**Table 9:** How do you feel about Spaces for People measures?

| Response | Disability or limited mobility | No disability or no mobility limitation |
|---|---|---|
| Positive | 59 | 360 |
| Neutral | 16 | 85 |
| Negative | 37 | 210 |

Survey data included TACTRAN and Space to Move surveys

**Table 10:** Do you support Spaces for People measures being made permanent?

| Response | Disability or limited mobility | No disability or no mobility limitation |
|---|---|---|
| Yes | 136 | 669 |
| Not sure | 7 | 18 |
| No | 123 | 563 |
| **Grand Total** | **266** | **1,250** |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, and Space to Move surveys

**Table 11:** How helpful have Spaces for People measures been?

| Response | Disability or limited mobility | No disability or no mobility limitation |
|---|---|---|
| Helpful | 143 | 715 |
| Neutral | 46 | 215 |
| Unhelpful | 108 | 389 |
| **Grand Total** | **297** | **1,319** |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, and Fife residential surveys

**Table 12:** Do you feel safer walking, wheeling, or cycling because of the new measures?

| Response | Disability or limited mobility | No disability or no mobility limitation |
|---|---|---|
| More safe | 128 | 664 |
| Neutral | 152 | 615 |
| Less safe | 83 | 286 |
| **Grand Total** | **363** | **1,565** |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, Space to Move, and TACTRAN surveys

# Appendix C: Income deprivation

**Table 13:** Number of survey respondents that indicated using a mode of transport

| Mode | <£10,000 | £10,000 - £20,000 | £20,000 - £30,000 | £30,000 - £40,000 | £40,000 - £50,000 | £50,000 + |
|---|---|---|---|---|---|---|
| Walking | 90 | 201 | 191 | 130 | 121 | 214 |
| Cycling | 6 | 32 | 36 | 36 | 30 | 69 |
| Public transport | 24 | 33 | 22 | 5 | 4 | 10 |
| Car | 76 | 206 | 221 | 143 | 140 | 236 |
| Other | 13 | 16 | 16 | 7 | 8 | 2 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, TACTRAN, and Fife residential surveys

**Table 14:** Number of Spaces for People measure by SIMD quintile

| SIMD Quintile | Number | Percentage |
|---|---|---|
| Quintile 1 (most deprived) | 601 | 24 |
| Quintile 2 | 406 | 16 |
| Quintile 3 | 540 | 22 |
| Quintile 4 | 458 | 18 |
| Quintile 5 (least deprived) | 505 | 20 |

**Table 15:** Do you support Spaces for People measures being made permanent?

| Response | < 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 + |
|---|---|---|---|---|---|---|---|---|
| No | 32 | 44 | 29 | 36 | 51 | 45 | 41 | 65 |
| Yes | 44 | 53 | 40 | 41 | 37 | 54 | 53 | 96 |
| Total | 76 | 97 | 69 | 77 | 88 | 99 | 94 | 161 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, and Fife residential surveys

**Table 16:** How helpful have Spaces for People measures been?

| Response | < 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 + |
|---|---|---|---|---|---|---|---|---|
| Helpful | 55 | 74 | 54 | 51 | 48 | 61 | 60 | 96 |
| Neutral | 17 | 23 | 14 | 16 | 17 | 14 | 15 | 29 |
| Unhelpful | 14 | 18 | 9 | 13 | 33 | 28 | 32 | 45 |
| Total | 86 | 115 | 77 | 80 | 98 | 103 | 107 | 170 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, and Fife residential surveys

**Table 17:** Do you feel more safe walking, wheeling, or cycling because of the new measures?

| Responses | < £10,000 | £10,000-£20,000 | £20,000-£30,000 | £30,000-£40,000 | £40,000-£50,000 | £50,000+ |
|---|---|---|---|---|---|---|
| More safe | 48 | 92 | 84 | 58 | 53 | 113 |
| Neutral | 48 | 138 | 129 | 76 | 67 | 106 |
| Less safe | 13 | 19 | 22 | 9 | 19 | 21 |
| Total | 109 | 249 | 235 | 143 | 139 | 240 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, and TACTRAN surveys

# Appendix D: Gender

**Table 18:** Number of survey respondents that indicated using a mode of transport

| | Men | Women |
|---|---|---|
| Walking | 939 | 1,197 |
| Cycling | 554 | 540 |
| Public transport | 200 | 238 |
| Car | 1,007 | 1,202 |
| Other | 38 | 48 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Aberdeen on-street, TACTRAN, and Fife residential surveys

**Table 19:** How do you feel about Spaces for People measures?

| | Men | Women |
|---|---|---|
| Positive | 640 | 619 |
| Neutral | 105 | 102 |
| Negative | 141 | 120 |

Survey data included Aberdeen on-street, TACTRAN, and Space to Move surveys

**Table 20:** Do you support Spaces for People measures being made permanent?

| Responses | Men | Women |
|-----------|-----|-------|
| Yes | 1,092 | 1,039 |
| Not sure | 40 | 72 |
| No | 329 | 421 |
| Total | 1,461 | 1,532 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, Commonplace, and Space to Move surveys

**Table 21:** How helpful have Spaces for People measures been?

| Response | Men | Women |
|----------|-----|-------|
| Helpful | 371 | 489 |
| Neutral | 110 | 154 |
| Unhelpful | 222 | 271 |
| Total | 703 | 914 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, and Space to Move surveys

**Table 22:** Do you feel more safe walking, wheeling, or cycling because of the new measures?

| Responses | Men | Women |
|-----------|-----|-------|
| More safe | 913 | 1,020 |
| Neutral | 448 | 570 |
| Less safe | 284 | 304 |
| Total | 1,645 | 1,894 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, Aberdeen on-street, Commonplace, TACTRAN, and Space to Move surveys

# Appendix E: Age

**Table 23:** Number of survey respondents that indicated using a mode of transport

| Mode | < 16 | 16–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ |
|---|---|---|---|---|---|---|---|
| Walking | 78 | 202 | 307 | 377 | 339 | 295 | 543 |
| Cycling | 73 | 160 | 233 | 270 | 174 | 71 | 114 |
| Public transport | 24 | 80 | 98 | 87 | 58 | 21 | 68 |
| Car (driver and passenger) | 78 | 192 | 302 | 387 | 343 | 337 | 571 |
| Other | 0 | 1 | 4 | 9 | 13 | 14 | 46 |

*Under-16 data was only collected in the Aberdeen on-street survey. Survey data for other age brackets included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, TACTRAN, and Aberdeen on-street surveys

**Table 24:** How do you feel about the Spaces for People measures?

| | 16–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ |
|---|---|---|---|---|---|---|
| **Positive** | 78 | 419 | 338 | 228 | 72 | 123 |
| **Neutral** | 10 | 47 | 52 | 37 | 27 | 34 |
| **Negative** | 13 | 39 | 57 | 70 | 52 | 31 |

Survey data included Aberdeen on-street, TACTRAN, and Space to Move surveys

**Table 25:** Do you support Spaces for People measures being made permanent?

| Response | 16–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ |
|---|---|---|---|---|---|---|
| **Yes** | 67 | 229 | 555 | 535 | 422 | 368 |
| **Not sure** | 2 | 12 | 36 | 38 | 20 | 13 |
| **No** | 18 | 55 | 90 | 142 | 203 | 243 |
| **Total** | **87** | **296** | **681** | **715** | **645** | **624** |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, Commonplace, and Space to Move surveys

**Table 26:** How helpful have the Spaces for People measures been?

| Response | 16–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ |
|---|---|---|---|---|---|---|
| Helpful | 25 | 92 | 142 | 177 | 182 | 246 |
| Neutral | 3 | 21 | 38 | 54 | 48 | 98 |
| Unhelpful | 16 | 43 | 84 | 104 | 110 | 136 |
| Total | 44 | 156 | 264 | 335 | 340 | 480 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, and Fife residential surveys

**Table 27:** Do you feel more safe walking, wheeling, or cycling because of the new measures?

| Responses | < 24 | 25–34 | 35–44 | 45–54 | 55–64 | 65+ |
|---|---|---|---|---|---|---|
| More safe | 273 | 328 | 475 | 375 | 233 | 269 |
| Neutral | 31 | 84 | 131 | 197 | 238 | 336 |
| Less safe | 17 | 60 | 129 | 146 | 107 | 140 |
| Total | 321 | 472 | 735 | 718 | 578 | 745 |

Survey data included Clackmannanshire residential, Na h-Eileanan Siar residential, Fife residential, Aberdeen on-street, Commonplace, Space to Move, and TACTRAN surveys