

Levenmouth Connectivity Project

Resident Survey Results



23 December 2024

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Executive summary

This report summarises the primary findings of a baseline residents' survey conducted as part of the broader evaluation of the Places for Everyone funded Levenmouth Connectivity project. A follow-up survey should be carried out following the construction of the new infrastructure to assess the project's impacts. The project aims to reconnect the communities within the Levenmouth area with one another and the river by creating a safe and attractive active travel network that is accessible to all.

These are the key results from the survey carried out prior to the improvement work. 1489 completed surveys were received. The results will be evaluated against the Places for Everyone outcomes.



Levels of active travel / modal share

Car/van is the most widely used mode in the project area, whilst **walking** is the most common mode of active travel, with cycling at quite low levels. Respondent comments highlighted that segregated infrastructure to improve safety and comfort could lead to increased level of active travel. The travel behaviour and feedback from residents indicates the potential to increase walking and cycling levels in the Levenmouth area through infrastructure improvements.



Quality of walking, cycling and wheeling infrastructure available to all

Just over half of respondents believed that they were 'greatly' socially connected to their neighbours and the wider local area. In terms of pedestrian-friendly, two-fifths of respondents feel their local area is good and one-fifth feel their local area is cycling-friendly.

Whilst respondents had a positive perception of their local area as a place to live, visit and use, they were dissatisfied with the maintenance and accessibility of the area. Concerns focused on the condition of the path/pavement surfaces and cleanliness, suggesting that the project's plans to improve the quality of public realm will be welcomed by residents.



Walking, cycling and wheeling safety perceptions

Results show that around two-thirds of respondents feel their local area is safe during the day, while a little under one-third agreed that it is safe at night.

Respondents main safety concerns related to the behaviour of groups of local youths, and the impact this had on their ability to visit and use certain areas. This feedback shows the need for segregated infrastructure to improve safety and comfort for all road users.

Walking, cycling and wheeling available to all



Fewer women than men reported cycling through the project area and among those who cycle regularly in the Levenmouth area, 76% were men and 24% were women. These results indicate that there is potential to increase cycling levels among women.

Feeling vulnerable to motorised traffic and the poor condition of path surfaces were identified as two of the biggest barriers to cycling. In terms of walking, poor pavement conditions, darkness, anti-social behaviour, and fast-moving vehicles were identified as the main barriers. The planned enhancements to active travel infrastructure should help eliminate some of these barriers.

Delivery of walking, cycling and wheeling promoted and supported by a range of partners



There were good levels of awareness and broad agreement that community views had been considered as part of the project.

- Just under three-quarters of the respondents said that they knew at least a little about the Leven Connectivity Project, with younger respondents (18-34 years old) most likely to know about the project.
- Over four-fifths of respondents felt that their community's views were considered during the planning of the project.
- Over four-fifths of respondents indicated they had seen promotional materials regarding the Project.

Future monitoring

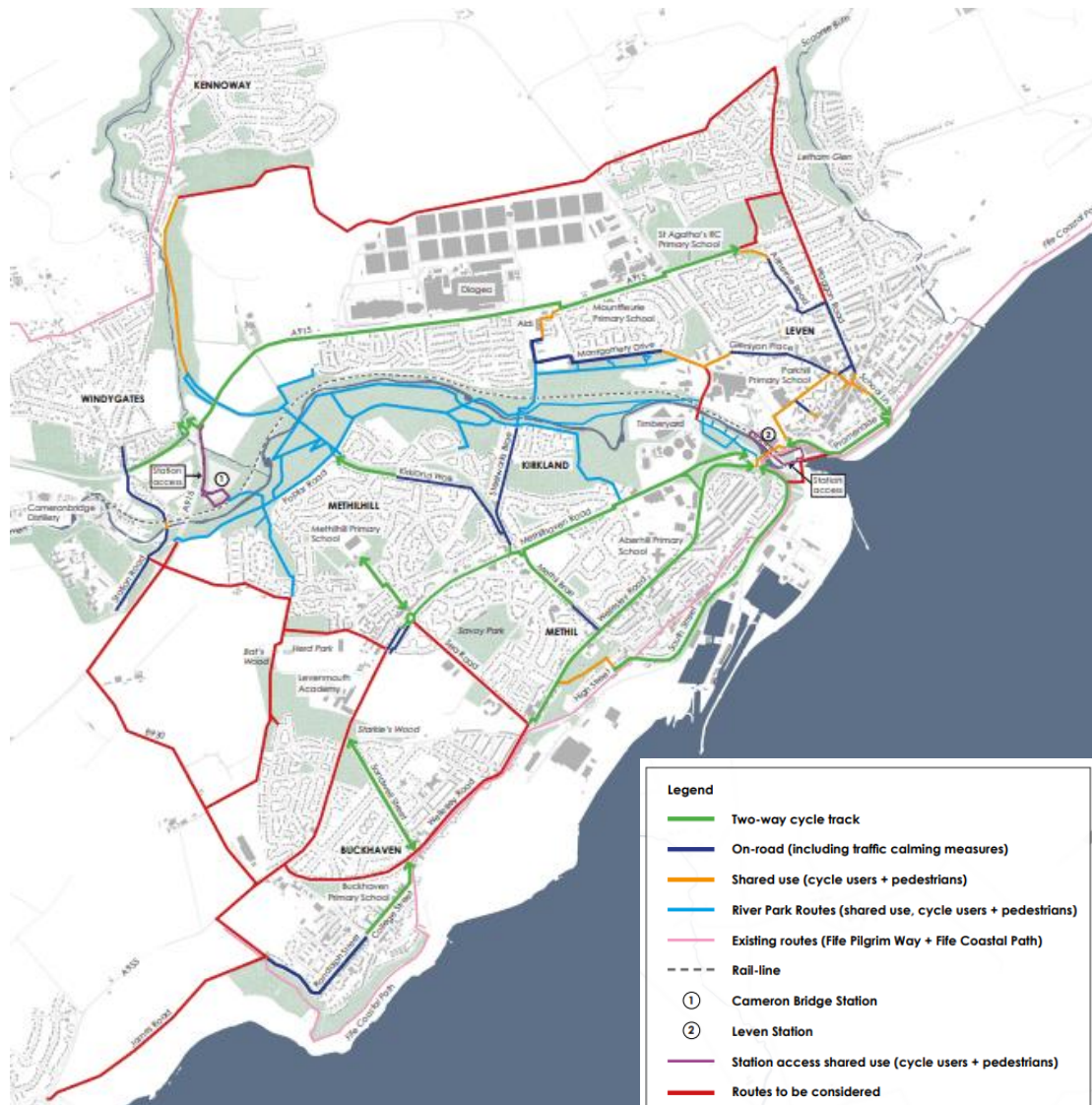
Upon consultation with the project team and once construction has been completed, a follow-up resident survey should be completed to provide a comparison of the results outlined in this report.

Scheme overview

The Levenmouth Connectivity Project

The Levenmouth Connectivity Project (LCP) is the active travel section of [The Leven Growing with the Flow Programme](#) regeneration project. The project was developed by Fife Council in collaboration with Green Action Trust and various local stakeholders. This initiative aims to create a model active travel network for Scotland, connecting six settlements across Levenmouth in Fife ([Figure 1](#)).

Figure 1. The Levenmouth Connectivity Active Travel Network.



The project aims to enhance connectivity, promote active travel, and improve access to the River Leven, ultimately creating a more sustainable, healthier, and vibrant community. The initiative encourages residents and visitors to explore the local environment, engage in outdoor activities, and reduce their dependence on short car journeys by providing sustainable travel options for residents, businesses and visitors. This project is being delivered in conjunction with a series of other, linked projects that focus on developing a safe and appealing network for walking, cycling, and wheeling.

The LCP focuses on transforming the region's infrastructure by creating green spaces, segregated bi-directional cycleways and traffic-free shared paths and off-road routes along the River Leven, as well as improving access between the communities of Leven, Buckhaven, Methil, Broom, Windyates, Kennoway and other nearby areas. In addition to developing physical infrastructure, the project aims to foster long-term behaviour change, promoting a shift towards more sustainable and active travel habits. The project can be divided into several key components:

- Active Travel Network – creating an interconnected network of pathways for walking, cycling, and wheeling that links communities to the River Leven and key local destinations (Figure 2).
- River Park Routes – off-road routes designed to enhance access to and along the River Leven, promoting environmental restoration and recreational opportunities (Figure 3).
- Community Engagement and Environmental Improvements – working with local communities and stakeholders to ensure the project reflects local needs and contributes to wider environmental goals (Figure 4).

Figure 2. Design drawings showing an impression of a bidirectional cycleway along the A195



Figure 3. Design drawings showing an impression of the link between the Promenade and Leven Rail Station



Figure 4. Design drawings showing College Road, 2.0m footway, 3.0m two-way cycle track, 0.5m buffer



Key financial and logistical details about the project include:

- **PfE Funding Received:** The LCP has received £2,013,402 support from Sustrans and Fife Council
- **Total Funding for the Active Travel Network (ATN):** The ATN has been allocated over £16.8 million over a three-year period. This funding supports the development of the River Park Routes, the Mountfleurie active travel bridge, the on-road active travel network, and contingency planning.
- **Total Funding for the Rail Project:** The Levenmouth Rail Link project, complementing the active travel network, has received £116 million from the Scottish Government. This investment has facilitated the reopening of train stations in Leven and Cameron Bridge, reconnecting these areas to Scotland's railway network after an absence of more than 50 years.
- **Total Length of Proposed Routes:** The project plans to deliver approximately 36 kilometres of active travel paths and routes. These are designed to connect communities, the River Leven, and the new railway stations at Cameron Bridge and Leven.

These initiatives collectively represent a transformative approach to regional connectivity and sustainability, making Levenmouth a pioneer in Scotland for integrated active travel.

Places for Everyone

Places for Everyone is the infrastructure fund that aims to create safe, attractive, healthier places by increasing the number of trips made by walking, wheeling¹ and cycling for everyday journeys. The scheme is funded by the Scottish Government through Transport Scotland and is administered by Sustrans.

About Sustrans' Research and Monitoring Unit

The Sustrans Research and Monitoring Unit (RMU) aims to provide evidence on sustainable and active travel that is transparent and authoritative, and which influences and shapes policy, practice and behaviour in Scotland and across the UK. To this end, the RMU works with Sustrans colleagues and partner organisations to monitor and evaluate the impact of specific projects, whether infrastructural or behavioural change based.

Methodology

A **resident survey** was conducted to gather feedback and opinions from the population of the Levenmouth area on the LCP. The survey asked questions on respondents' engagement with the LCP, their opinions of the local area and their attitudes and opinions on active travel. The resident survey received **1489 responses** (online 397 and postal 1092). It was distributed to 13,871 addresses, giving a **response rate of 10.7%**. A copy of the survey distribution map and the survey questions can be seen in the Methodology section.

Sustrans also commissioned four **Route User Intercept Surveys** (RUIS) on the River Park Routes in 2023. The surveys received a total of 221 responses and were conducted over 4 days. Locations of the surveys can be seen on the map in the Methodology section.

The analysis incorporates 2022 Scotland's Census Settlement Locality data for the Levenmouth area, which helps inform the weighting iterations. This ensures that the survey sample more accurately reflects the local population. Additionally, the census data enhances the findings from the resident survey and the RUIS, providing a broader demographic and socioeconomic context that supports the interpretation of the results. Similarly, the Baseline Survey on Levenmouth Rail Link was also used to compare the findings.

The survey results will be used as a baseline. Once the project has been completed, a follow-up survey will be conducted. Comparison between baseline and follow-up surveys will provide insights into how travel habits and opinions have changed since the completion of the LCP.

¹ Wheeling refers to using a wheelchair or mobility scooter, here and throughout the report.

Places for Everyone Objectives

The following objectives formed part of the Levenmouth Connectivity Active Travel Network Places for Everyone bid to Transport Scotland:

- **Increase active travel:** Increase number of people and trips for walking, cycling and wheeling for everyday journeys.
- **Ensure collaborative design with community:** Ensure communities are proactively engaged in project development and decision making.
- **Improve the quality of place:** Improve the quality of place and where possible increase the quality and quantity of green infrastructure.
- **Increase dedicated space for active travel:** Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles.
- **Improve accessibility:** Improve accessibility for people with protected characteristics.

Outcomes and Indicators

Transport Scotland's [Active Travel Framework](#) has the following outcomes:

Increase the number of people choosing walking, cycling and wheeling in Scotland

High quality walking, cycling and wheeling infrastructure is available to all

Walking, cycling and wheeling is safer for all

Walking, cycling and wheeling is available to all

Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

This report is framed around these five Active Travel Framework outcomes.

Findings

Levels of walking, cycling and wheeling

Evidence for this outcome was obtained by examining how people travel and how often they do so in their local area, specifically the numbers using active or non-active travel modes. **Across multiple surveys car, van, or motorcycle was the most common mode of travel in Levenmouth.** The resident survey found that 68% of respondents travel by car, van, or motorcycle as a driver, at least five times per week, while 87% use them at least once a week (Figure 5).

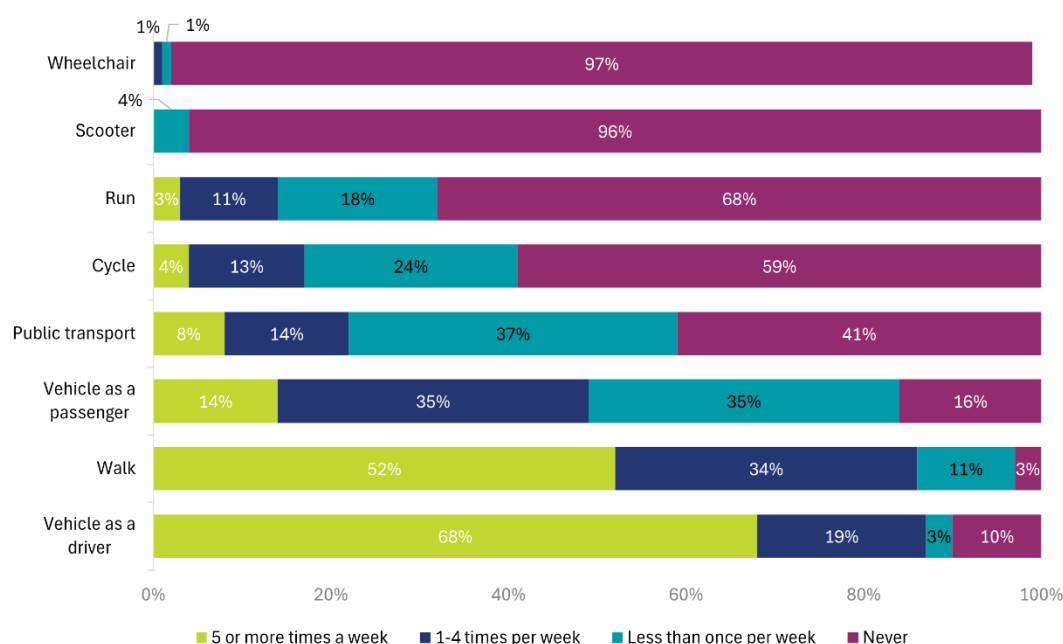
When using a car, van, or motorcycle, the main purposes for travel were work trips (61%) and meeting family and friends (61%) (Figure 6). Similarly, the [Baseline Survey on Levenmouth Rail Link](#) reported that 86% of respondents primarily travel by car or van, and the 2022 Scotland Census showed that 55% of Levenmouth residents mainly travel this way for work or study. These figures indicate a reliance on private vehicles, with at least three-quarters of households having access to one.

Walking is the most common mode of active travel throughout Levenmouth. In the resident survey, 52% of respondents said they walked five or more times a week, and 87% walk at least once a week (Figure 5). Walking also comprised the highest proportion of users in the RUIS commissioned in 2023. This reinforces that walking is the most common form of active travel among residents.

Cycling was highlighted as a less common mode of travel in all the surveys. The resident survey found that only 4% of respondents cycle five or more times a week, while 17% cycle at least once a week (Figure 5). The 2023 RUIS surveys recorded that, out of the average Annual Usage Estimation of 43,645, cycling accounted for around 10% (4,364). Also, the 2022 Scotland Census indicated that fewer than 1% of respondents primarily cycle for commuting. Whilst the surveys used different questions to assess walking and cycling levels (making direct comparisons difficult), these figures suggest that cycling remains a minor mode of travel in the Levenmouth area compared to driving or walking.

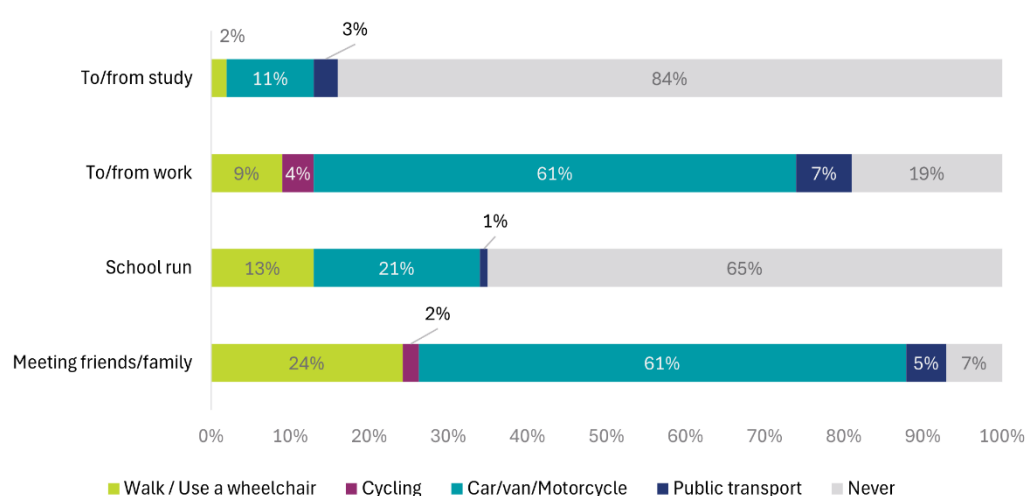
Overall, the residents' survey highlights the dominance of private vehicle use, the importance of walking as the primary active travel mode, and the limited role of cycling in the population of Levenmouth's travel habits. As with walking, there is potential for levels of cycling to increase, and more could be done to encourage both. **The travel behaviour of residents indicates the potential to increase walking and cycling levels in the Levenmouth area through infrastructure improvements.**

Figure 5. On average, how often do you travel by each of the following modes in a typical week?



Respondents, N (max) = 1,057, N (min) = 942

Figure 6. Which of the following places do you go to and how do you travel there?



Respondents, N (max) = 1,041, N (min) = 978

The open-text comments from the resident survey indicate the potential to increase active travel levels in the Levenmouth area. Many respondents suggested various improvements, common themes included: potholes and path surfaces, pedestrian/cyclist facilities, cleanliness and maintenance. Respondents also expressed their dislike for pavement parking and mentioned issues with bad cyclist conduct. **This feedback shows the need for segregated infrastructure to improve safety and comfort for all road users.**



“Glad that the area is getting improved for everybody. All this is great if it is maintained and protected.”

Resident survey respondents

“We like to cycle as a family, but this can be a daunting experience when there are very few safe routes for us to take. Would definitely use car less if safe cycle lanes were available.”

Resident survey respondents

Quality of walking, cycling and wheeling infrastructure available to all

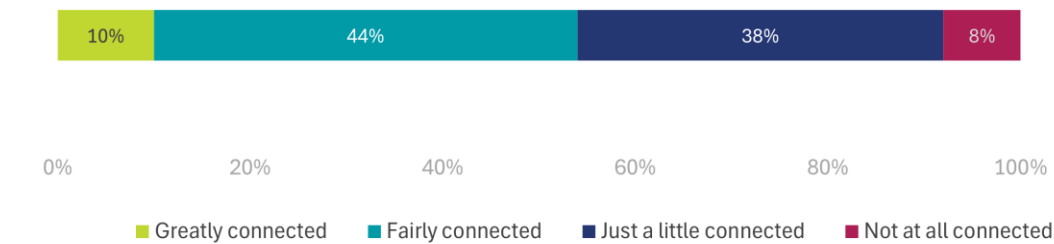
To address this outcome, several questions focused on residents' perceptions of the quality of local infrastructure, including paths and routes, as well as how well connected these are to essential services, social facilities, natural spaces, and public transport.

3.2.1 Community Cohesion

Respondents gave mostly positive responses to questions on community cohesion. However, some neutral and negative answers suggest that large improvements could be made. Relevant comments from qualitative analysis are also included to illustrate key points of view.

Just over half (54%) of respondents believed that they were ‘greatly’ socially connected to their neighbours and the wider local area (Figure 7). One respondent suggested that “connections to outlying areas could be better and encourage more use of the Levenmouth paths and parkways” reflecting a sense of partial connection and potential for improvement. However, another respondent expressed feeling no connection at all, stating, “I live in East Wemyss; it feels quite cut off and isolated from surrounding areas.” This highlights that physical and social disconnection remains a concern for some members of the community.

Figure 7. How socially connected are you to your neighbours and the wider local area?



Respondents, N = 1,144

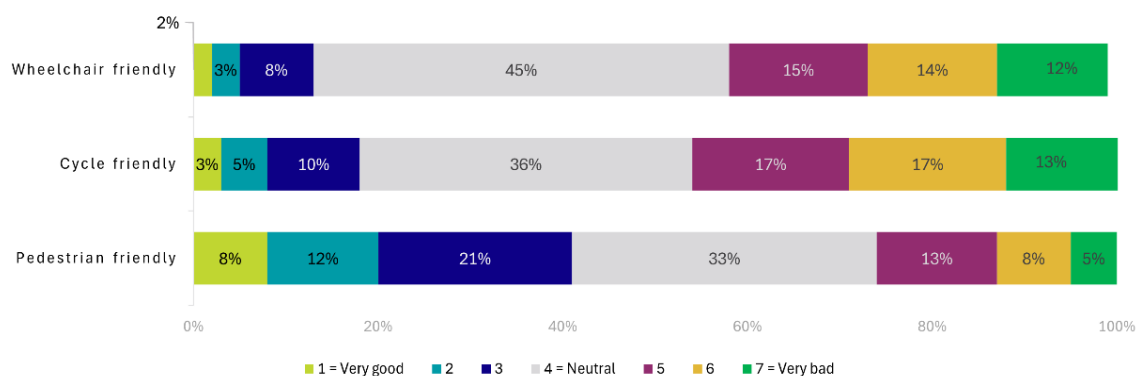
3.2.2 Perceptions of local area

In terms of pedestrian-friendly, **41% of respondents feel their local area is good** (rank 1, 2 or 3 in Figure 8) whereas 26% feel it is bad (rank 5,6 or 7). **Just 18% of respondents feel their local area is cycling-friendly**, whilst nearly half (47%) feel it is bad.

Respondents appear to have concerns regarding accessibility for wheelchair users and those with mobility scooters. Many respondents gave neutral or negative ratings, with only 13% agreeing that their local area is wheelchair friendly (Figure 8). Out of the nine respondents who reported ever using wheelchairs or mobility scooters in the project area, only one person agreed that the area is wheelchair/mobility scooter friendly. This indicates challenges in accessibility for these types of users.



Figure 8. How good or bad do you feel your local area is in terms of being...?

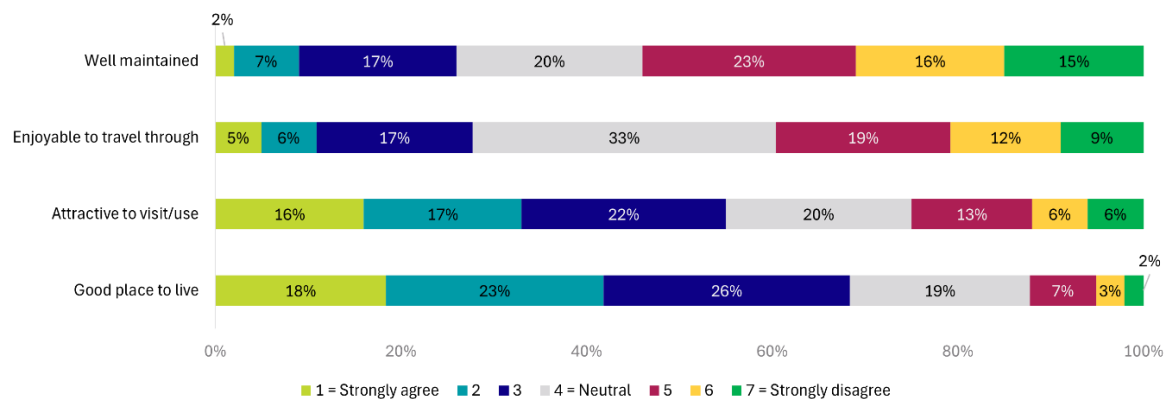


Respondents, N (max) = 1,132, N (min) = 1,061

Whilst respondents had a positive perception of their local area as a place to live, visit and use (Figure 9), they were dissatisfied with the maintenance and accessibility of the area. The majority of respondents (67%) agreed their local area is a good place to live (rank 5,6, or

7), and 55% also agreed the area is attractive to visit and use. But only 26% agreed their local area is well maintained, and only 28% agreed their local area is enjoyable to travel through (Figure 9).

Figure 9. How much do you agree or disagree with the following statements in relation to your local area?



Respondents, N (max) = 1123, N (min) = 1095



These sentiments are reflected in numerous comments from the open text in the residents' survey, where most (30%) feedback highlighted **concerns regarding the condition of the path/pavement surface and cleanliness within the project area. This suggests that the project's plans to improve the quality of public realm will be appreciated by residents.**

“The pavements are really rough for wheelchair users and make my sore back worse if I go too far. Roads and pavements are terrible for disabled people.”

Resident survey respondents

“In my area, pavements are a disgrace, walking down to the shop on the corner, you take a terrible risk because pavements are very uneven.”

Resident survey respondents

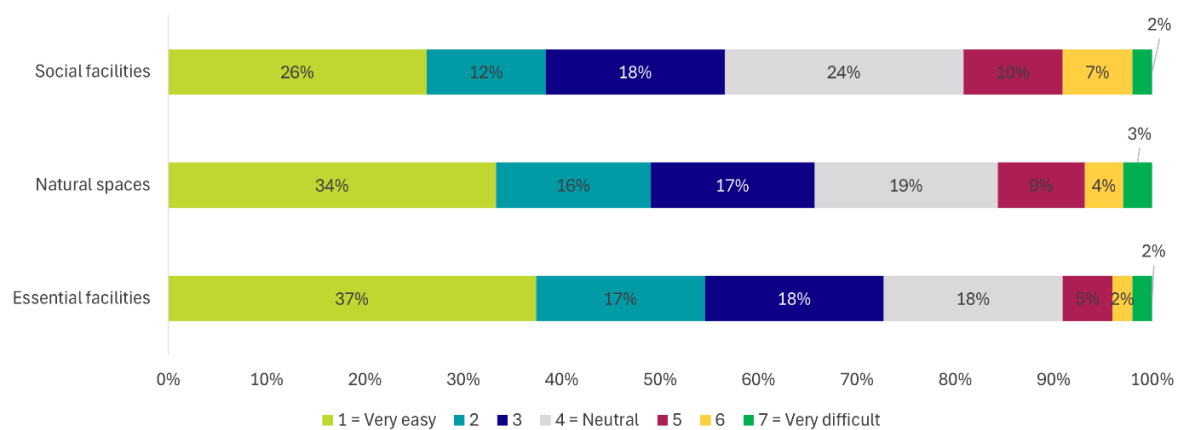
Path quality is a big concern for many respondents. Issues include uneven surfaces, trip hazards, mud, poor maintenance, and overgrown paths, which make it difficult for those with limited mobility to walk or cycle safely. Elderly individuals, in particular, fear falling due to these conditions, while unsuitable surfaces hinder wheelchair, scooter, and bicycle use. To create a more accessible environment, paths must aim to accommodate everyone. In addition, addressing the litter problem is very important.

In terms of access to essential services, 72% of respondents indicated that it is easy (rank 1, 2 or 3) to access these in their local area. The majority of respondents also agreed it was easy to access natural spaces (67%) and social facilities (56%) (Figure 10).



Respondents with a health problem or disability were significantly more likely to disagree that the project area is easy to access on foot. In addition, older age groups were also less likely to agree that the project area is easy to access on foot.

Figure 10. How easy or difficult is it for you to access the available facilities in your local area?

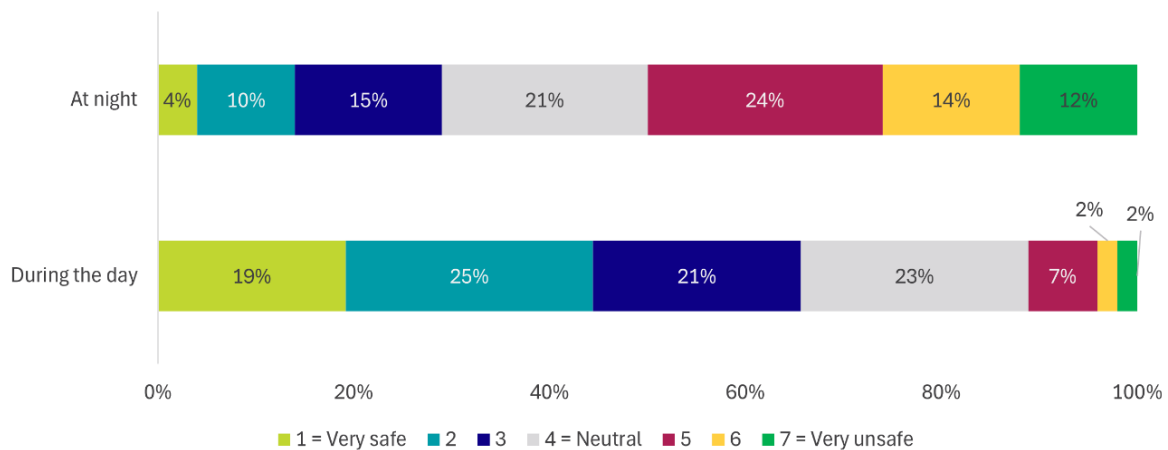


Respondents, N (max) = 1,127, N (min) = 1,119

Walking, cycling and wheeling safety perceptions

An individual's perception of their safety is often a key barrier to cycling and walking. Residents were asked a series of questions about how safe they felt when travelling through their local area. **The results show that 65% of respondents feel their local area is safe during the day (rank 1, 2 or 3), while only 29% agreed that it is safe at night (Figure 11).**

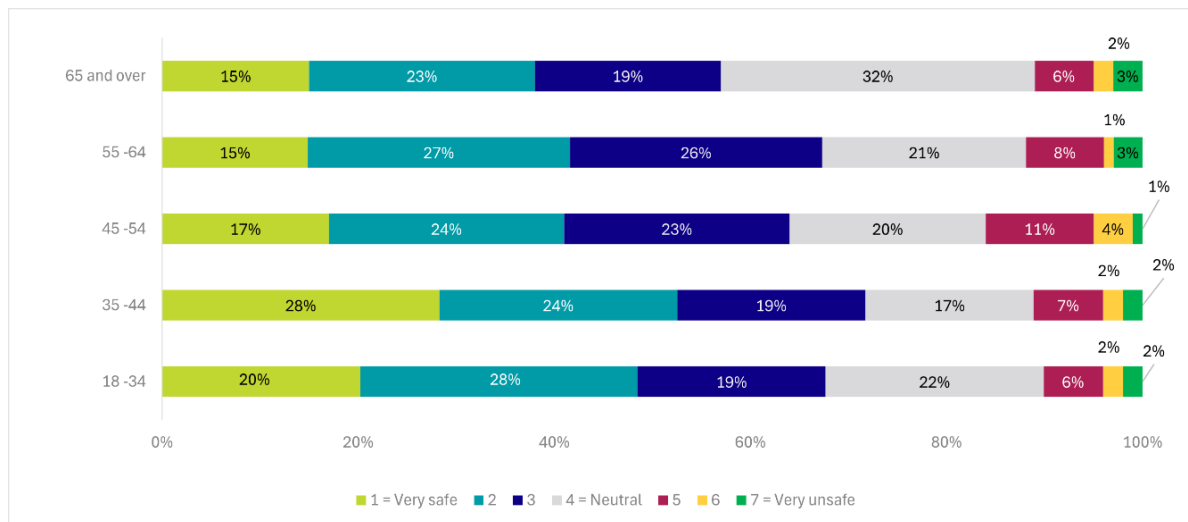
Figure 11. How safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area?



Respondents, N (day) = 1125, N (night) = 1121

Most respondents across age groups felt safe travelling in their local area during the day, with over half expressing a sense of safety. Individuals aged 35 to 44 report the highest perceived safety at 71% (rank 1,2 and 3), while 57% of those aged 65 and over felt safe, indicating a notable reduction in confidence among older adults, likely due to mobility challenges and perceptions of risk. Other age groups showed varying levels of safety: 68% of those aged 55-64, 67% of those aged 18-34, and 64% of those aged 45-54 felt safe (Figure 12). These results suggest that perceived safety decreases with age, with younger and middle-aged adults generally feeling safer than older adults during daytime travel.

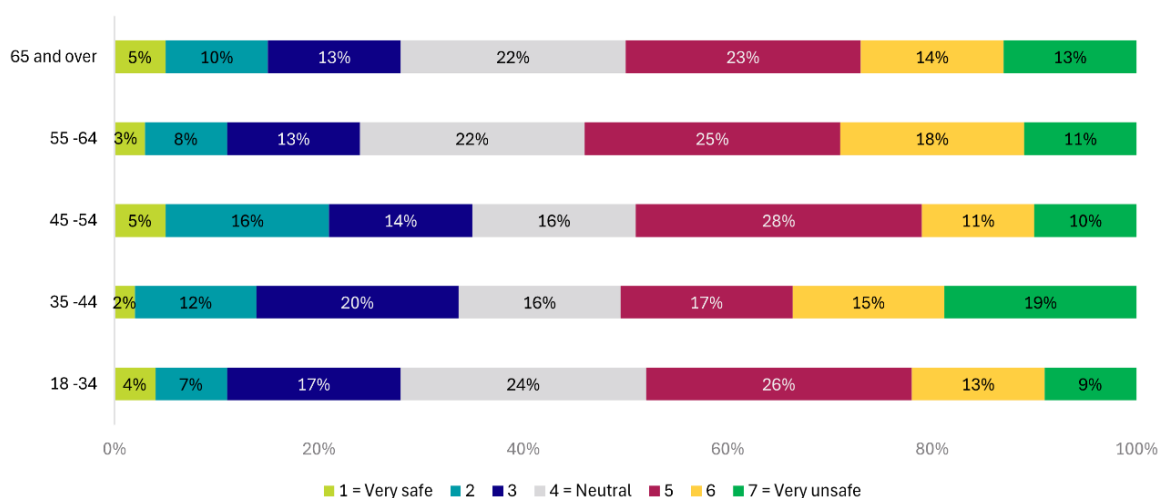
Figure 12. Age based analysis of how safe or unsafe from crime and anti-social behaviour residents feel when travelling within their local area (during the day)?”



Respondents, N (max) = 300, N (min) = 156

A significant percentage of respondents from all age groups felt unsafe travelling locally at night. Based on rank 1, 2, and 3 (Figure 13) just 24% of the 55-64 age group reported feeling safe (whilst 54% felt unsafe), followed closely by the 65+ group at 28% (50% felt unsafe) and the 18-34 age group at 28% (48% felt unsafe). Whilst the 35-44 (34%) and 45-54 (35%) age groups felt safer, the majority still felt unsafe (49% and 51% felt unsafe respectively).

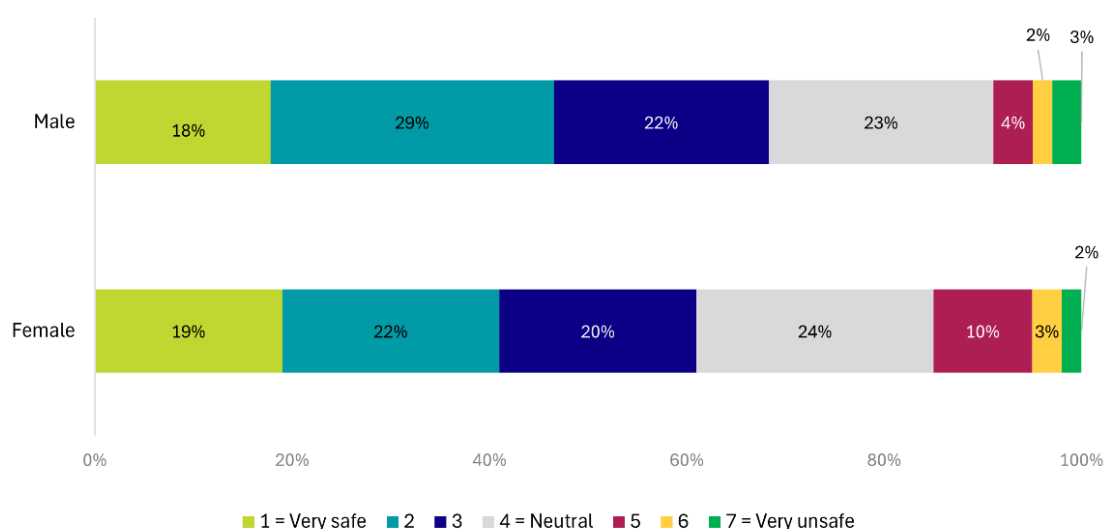
Figure 13. Age based analysis of how safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area (at night)?”



Respondents, N (max) = 300, N (min) = 158

A notable percentage of respondents from both genders felt safe travelling locally during the day. Among males, 69% reported feeling safe (rank 1, 2 and 3), while 61% of females felt the same (Figure 14). These figures suggest that both genders have a similar sense of safety, with males feeling slightly more safe.

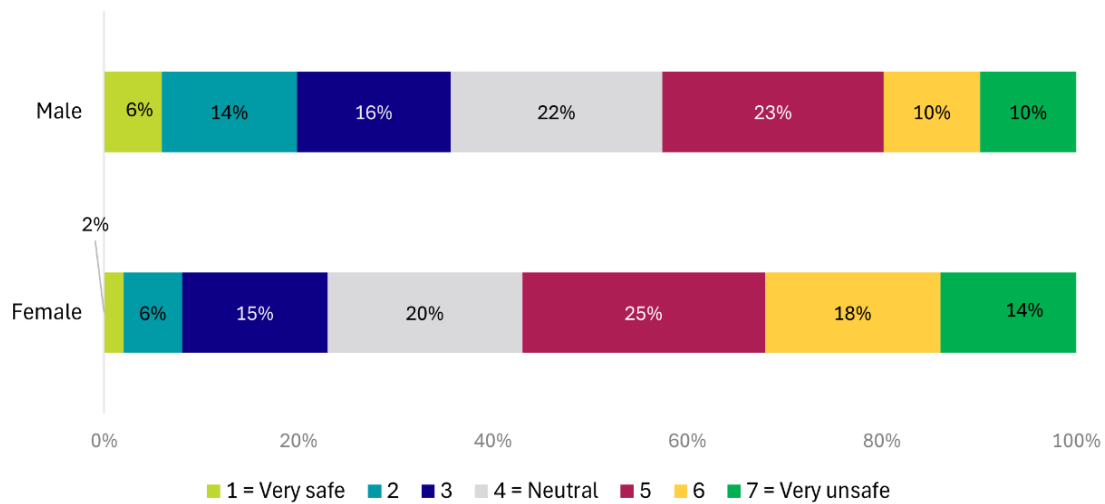
Figure 14. Gender based analysis of how safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area (during the day)?”



Respondents, N (max) = 573, N (min) = 551

A notable percentage of respondents from both genders felt unsafe travelling locally at night. Among females, based on rank 1, 2 and 3, 23% reported feeling safe (57% felt unsafe), while 36% of males felt safe (43% felt unsafe) (Figure 15). These figures suggest that females are more likely to feel unsafe compared to males when travelling locally at night in Levenmouth area. The differences observed were statistically significant ($p < 0.05$).

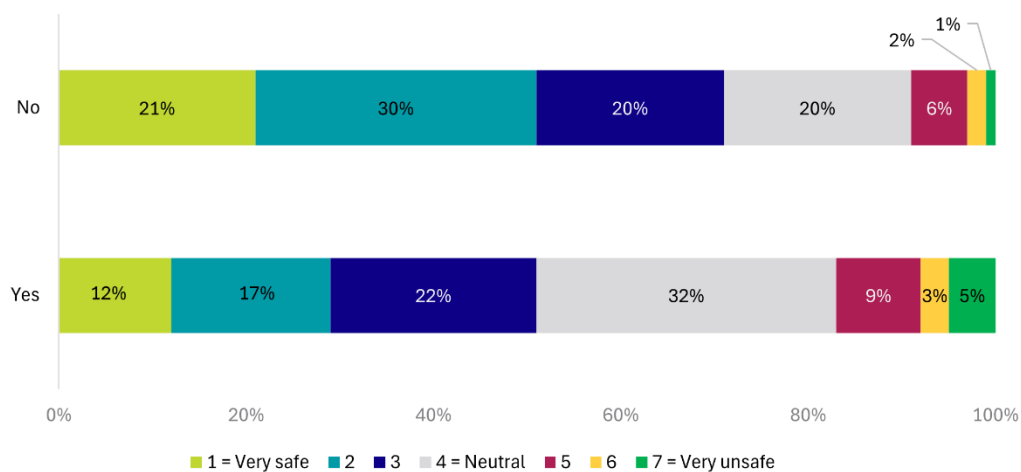
Figure 15. Gender based analysis of how safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area (at night)?”



Respondents, N (max) = 574, N (min) = 547

A notable percentage of respondents with disabilities felt safe travelling locally during the day. Among those with a disability, 51% reported feeling safe (Figure 16). This suggests that a moderate proportion of individuals with disabilities felt safe overall when travelling locally during the day.

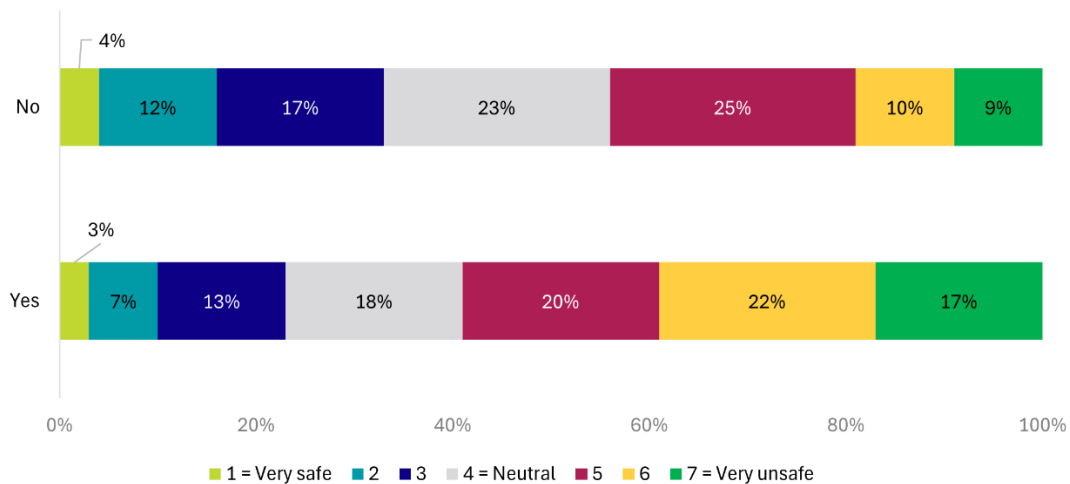
Figure 16. Mental health conditions or illness analysis of how safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area (during the day)?”



Respondents, N (max) = 763, N (min) = 300

Among those with any physical or mental health conditions or illnesses, just 23% reported feeling safe when travelling locally at night (59% felt unsafe) (Figure 17).

Figure 17. Mental health conditions or illnesses analysis of how safe or unsafe from crime and anti-social behaviour do you feel when travelling within your local area (at night)?”



Respondents, N (max) = 763, N (min) = 298

The open-text comments received indicate potential to increase active travel levels in the Levenmouth area. Many respondents suggested various improvements, with a focus on encouraging active travel. **Comments made by respondents suggested that their main safety concerns related to the behaviour of groups of local youths, and the impact this had on their ability to visit and use certain local areas.** This feedback shows the need for segregated infrastructure to improve safety and comfort for all road users.



“Cut crime and vandalism and drugs in area please and hooligans.”

Resident survey respondents



“Your efforts are well received but there are no deterrents for vandals and delinquents who destroy the place.”

Resident survey respondents

Walking, cycling and wheeling available to all

Evidence for this outcome was gathered by examining how different groups, particularly with regard to gender and disability, travel within their local areas, with a focus on active modes of travel. Insights into perceptions of accessibility and physical activity provide clarity on how often individuals choose to walk, cycle, or use mobility aids. Additionally, comments from qualitative analysis are included in the relevant sections to highlight personal experiences and challenges related to active travel.

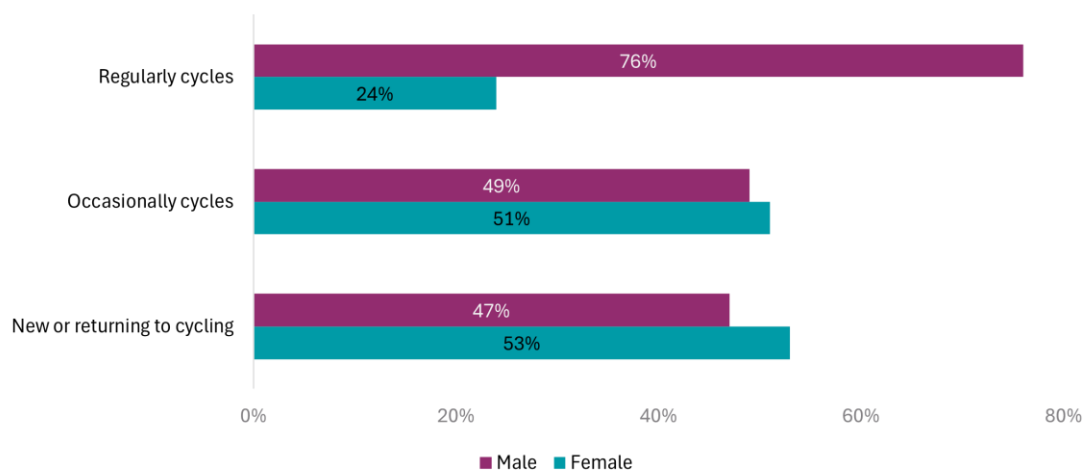
Gender

Fewer women than men reported cycling through the project area, while fewer men than women reported walking.

Among those who said they cycle regularly in the Levenmouth area, 76% were men and 24% were women (Figure 18). In contrast, for those who walk regularly, 54% were women and 46% were men (Figure 19). These results indicate that there is potential to increase cycling levels among women, and improving the perceived safety of cycling may encourage more women to cycle.

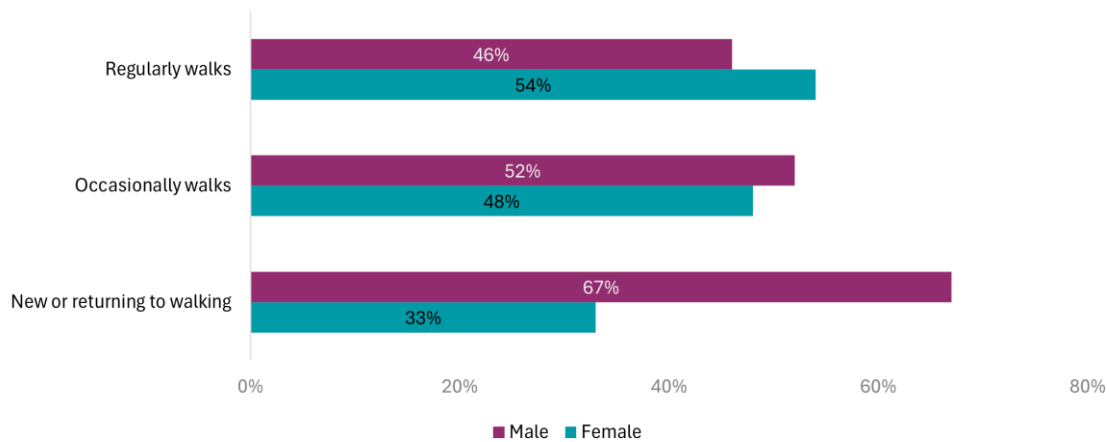


Figure 18. Frequency of cycling by gender



Respondents, N = 1,142

Figure 19. Frequency of walking by gender

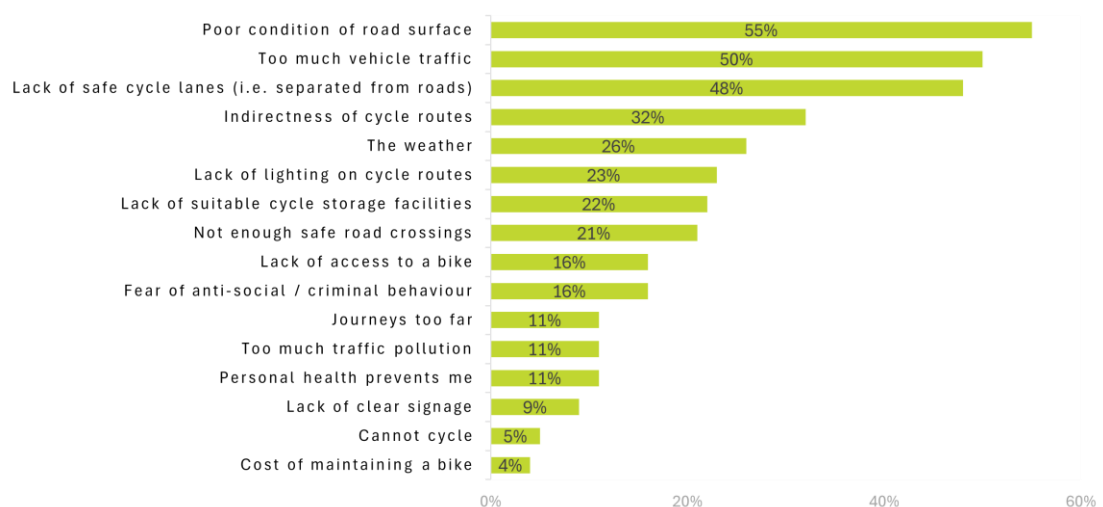


Respondents, N = 1,140

Accessibility

Feeling vulnerable to motorised traffic and the poor condition of path surfaces were identified as two of the biggest barriers to cycling. About half of the respondents agreed that a lack of safe cycle lanes, poor condition of road surface and excessive vehicle traffic were their major barriers to cycling. Fewer respondents viewed the cost of maintaining a bike as a barrier (Figure 20). Therefore, the planned enhancements to cycling infrastructure in the Levenmouth connectivity scheme could help eliminate some of these barriers for non-cyclists, encouraging more individuals to cycle in the local area.

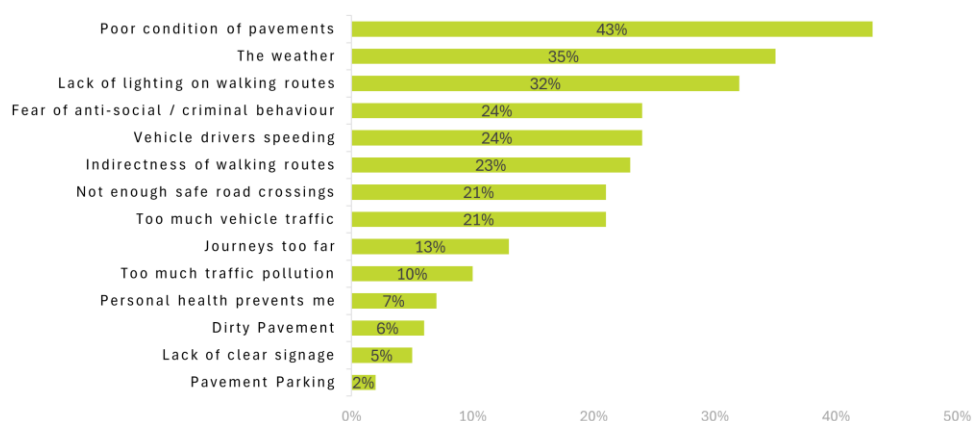
Figure 20. Which, if any, of the following do you feel are barriers to cycling in your local area?



Respondents, N = 770

In terms of walking, the majority of respondents highlighted poor pavement conditions, darkness, anti-social behaviour, and fast-moving vehicles as major barriers in their area (Figure 21). The planned improvements to walking infrastructure in the Levenmouth Connectivity Scheme have the potential to remove some of these barriers.

Figure 21. Which, if any, of the following do you feel are barriers to walking in your local area?



Respondents, N = 741

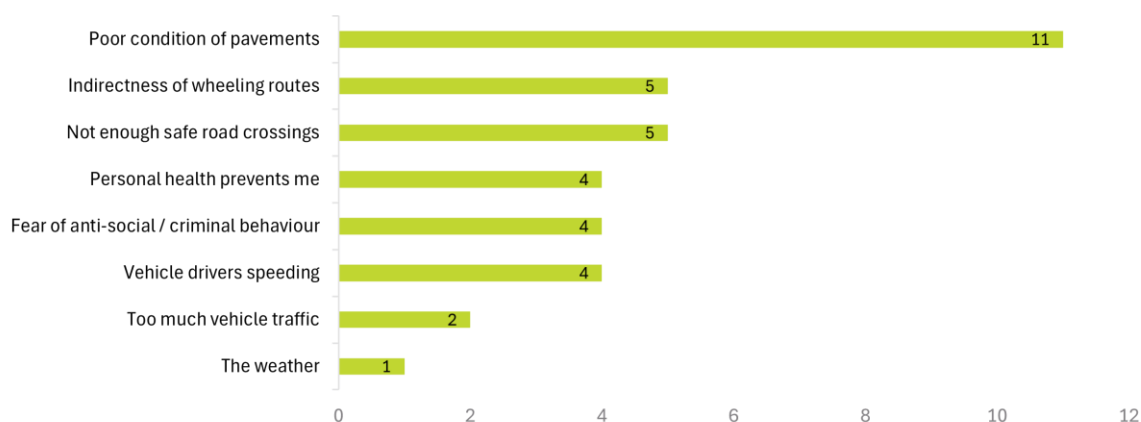
Taken together, the results in Figures 20 and 21 suggest that **improving the pavement and path surfaces and adding cycling infrastructure would be the most effective measures to reduce barriers to cycling and walking.**

Disability

Of the 9 people that said they wheeled through the project area, 7 agreed that the project area is bad in terms of wheelchair/mobility scooter friendly, while 1 disagreed. Of those respondents who said they use a walking stick or frame as mobility aids, 37% said that the project area is bad in terms of being pedestrian friendly. This suggests that more could be done to make the project area more accessible. This is one of the stated outcomes of the LCP.

The biggest barrier to wheeling in the project area was found to be the 'poor condition of pavements' (Figure 22).

Figure 22. Which, if any, of the following do you feel are barriers to using a wheelchair in your local area?



Respondents, N = 17



Free-text comments provided additional insights into the barriers faced by disabled individuals. Many of these comments highlighted issues such as narrow pavement areas, which are often further compounded by obstructions like overgrown hedges and pavement parking. In addition, concerns were raised about uneven and cracked pavement surfaces, as well as cleanliness issues, including weeds, litter, and dog fouling.

“Desperately need more dropped curbs and pavement repairs for mobility scooters and wheelchairs.”



Resident survey respondent

This again suggests that there is still much work to be done to improve accessibility for individuals with disabilities or health issues. Improvements to walking areas will likely benefit the vulnerable assisted walking group, who currently feel the most unsafe and find walking difficult in their local communities.



“Better maintenance of paths/pavements. Cars parking on pavements bad for disabled people & mums with prams.”

Resident survey respondent

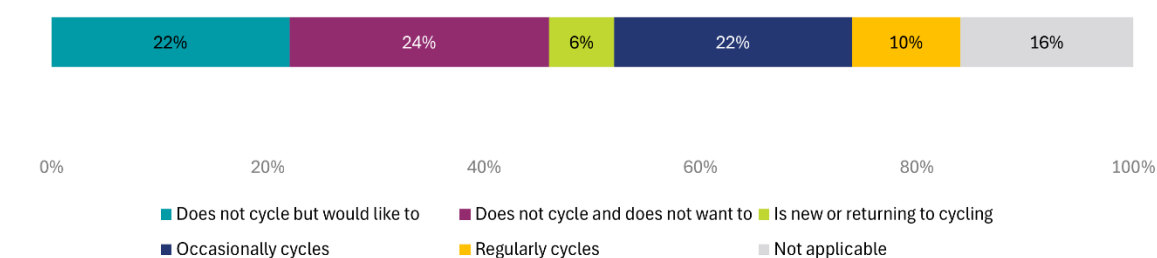
Physical activity

Cycling was less popular amongst those whose day-to-day activities were limited because of a health problem or disability. Many respondents with physical or mental health issues do not cycle regularly, with only 25% engaging in cycling activity. Whereas 75% of those without any health issues regularly cycle. Among those who do not cycle but would like to, 35% have health conditions, while a larger proportion (64%) do not have any health issues. This suggests that starting or resuming cycling is more feasible for individuals without health issues.



22% of respondents said they ‘do not cycle but would like to’
(Figure 23)

Figure 23. Which one of the following statements best describes you?



Respondents, N = 1,142

Delivery of walking, cycling and wheeling promoted and supported by a range of partners

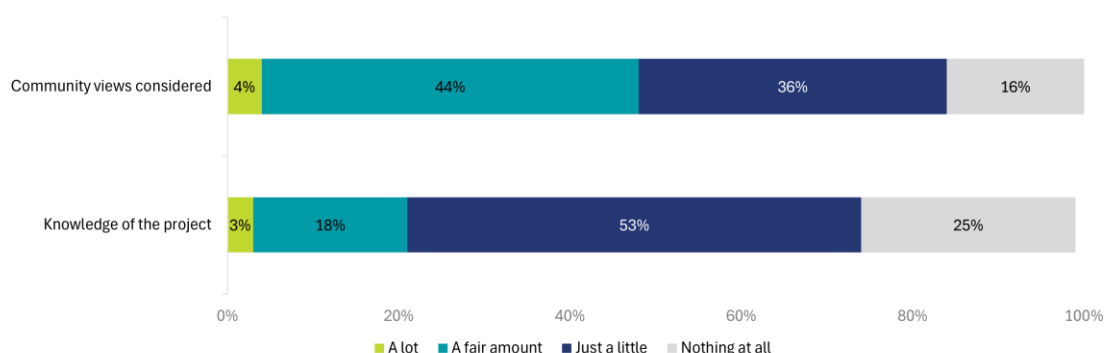
Awareness of plans

Just under three-quarters of the respondents (74%) said that they knew at least a little about the LCP (Figure 24). However, very few knew ‘a lot’. Compared to other age groups, more of the respondents from the 18 – 34 age group knew at least a fair amount about the project before the residents’ survey (31%). This age group also demonstrated higher levels of engagement with the project through various means. The differences observed were statistically significant ($p < 0.05$).



Over four-fifths of respondents (84%) felt that their community's views were considered during the planning of the LCP (Figure 24). Among those who felt their views were considered, 78% of females believed that their input was considered a "great deal".

Figure 24. Levels of awareness about the project plans and levels of consideration of community views.

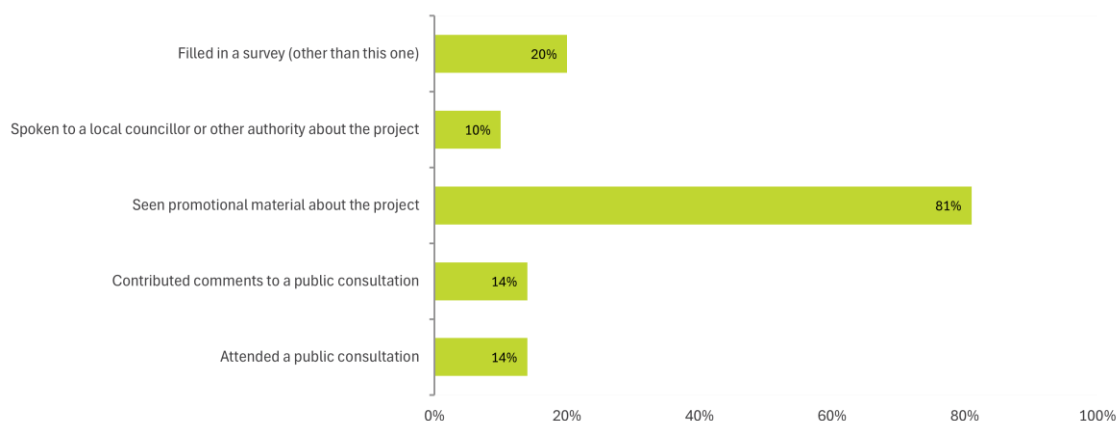


Respondents, N (max) = 1,144, N (min) = 746

Engagement with the project

Over four-fifths of respondents (81%) indicated they had seen promotional materials regarding the LCP (Figure 25). No other means saw engagement above 20% (filled in a survey).

Figure 25. Have you engaged with the Project by any of the following means?



Respondents, N = 653

Future Monitoring

Upon consultation with the project team and once construction has been completed, a follow-up resident survey should be completed to provide a comparison of the results outlined in this report. The following points should be discussed and considered when planning follow-up monitoring.

Increase survey participation in people aged 16-44

As shown in the report, people aged 65 and over were over-represented in our survey response sample, while people aged 16-44 were under-represented. In the next iteration of the survey more focus should be placed on reaching younger age groups to make the survey sample more representative of the Levenmouth population, for instance, Facebook ads have sometime proved effective in reaching younger audiences.

Simplify question design

The design of some of the survey questions should be simplified for the next iteration of the survey. Some respondents commented that the structure of some of the questions was complex.

Outcome monitoring

Increase in levels of active travel / increase in modal shift

Several other monitoring tools have been planned to evidence this outcome:

Manual counts, video manual counts, route user intercept surveys (RUIS) and traffic speed and volume (TSV) surveys – these tools have been used and will continue to be used for baseline data collection. For follow-up data collection, these surveys will be conducted in the same locations as baseline so direct comparisons can be made.

Long-term counters – the Vivacity camera network and other long-term counters around Levenmouth will provide valuable data on the number of cycle and pedestrian trips at both baseline and follow-up phases.

Parked cycle counts – these are planned at significant cycle parking locations outside major trip generators on or near the Levenmouth Connectivity Active Travel Network route. Counts will be done at baseline and follow-up in the same locations so direct comparisons can be made.

Business and shopper surveys – these will be done at both baseline and follow-up so results can be directly compared.

External survey data – when it is suitable, we will use data from surveys not commissioned directly as part of the monitoring of the Levenmouth Connectivity Active Travel Network project at both

baseline and follow-up. These surveys include: The Levenmouth Behaviour Survey and the Scottish Household Survey.

Improved quality of public realm

This outcome can be monitored using the following tools:

Stakeholders focus groups – groups will be held at both baseline and follow-up phases. Baseline and follow-up results will be compared, although this may need caution if different group participants are used.

Business and shopper surveys - these will be done at both baseline and follow-up so results can be directly compared.

Public life surveys – these surveys will only be done where significant placemaking has occurred.

Improved health and wellbeing

This outcome can be monitored using the following tools:

RUIS – specific questions in the survey relate to health and wellbeing.

Workplace travel survey / commuter survey – this will be distributed to workplaces/commuters along the Levenmouth Connectivity Active Travel Network route. It will include a question(s) relating to health and wellbeing.

Health Economic Assessment Tool (HEAT) – this tool can help to quantify the health benefits of increases in walking and cycling.

Improved accessibility for all

This outcome can be monitored using the following tools:

RUIS – including measures of route user diversity.

Parked cycle counts – the counts will differentiate adapted cycles, e-bikes and cargo bikes.

Business and shopper surveys – including questions relating to accessibility.

Stakeholders focus groups – including discussion of accessibility. If possible, focus groups will be held with disability groups.

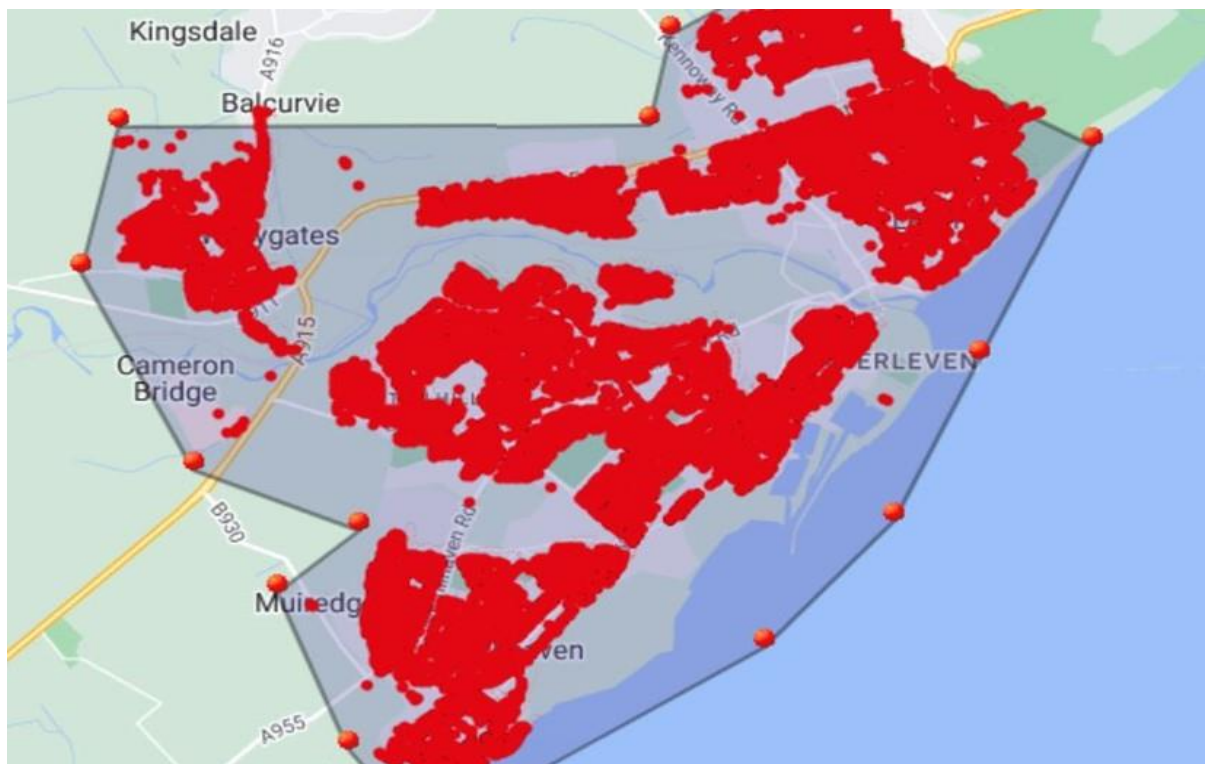
Workplace travel survey / commuter survey – including questions related to accessibility.

Methodology

Surveys

The residents' survey questionnaires were distributed via post to 13,871 households in the areas highlighted (Figure 26). A polygon area was created using ArcGIS and imported into address finder software. 13,871 addresses were output, and all were included in the survey. The survey initially opened for a pilot on 19 February 2024 to test that all the questions were accurate and the survey was an appropriate length. There was subsequently a one-month data collection period for residents to complete the survey. Respondents had the option of either completing the survey online or on paper and returning it via freepost address. The survey closed on 02 April 2024.

Figure 26. Resident survey distribution area



The RUIS baseline surveys were conducted in June and July 2023. These included manual counts of all route users and interviews with a convenience sample of participants. The survey locations were as follows: A915 west of the roundabout, the entrance of the river park at A915, the pavement north of the roundabout leading to Riverside Park, and the pavement west of the roundabout (Figure 28, Figure 29, Figure 30 and Figure 30). The surveys and counts took place over four 12-hour days, from 7am to 7pm. This timeframe included a mix of weekdays and weekends, covering both school

holidays and term time. The counts were used to estimate user activity throughout the day and across the year.

Figure 27. Location 1: A915 west of roundabout (Easting: 336470, Northing: 701122)

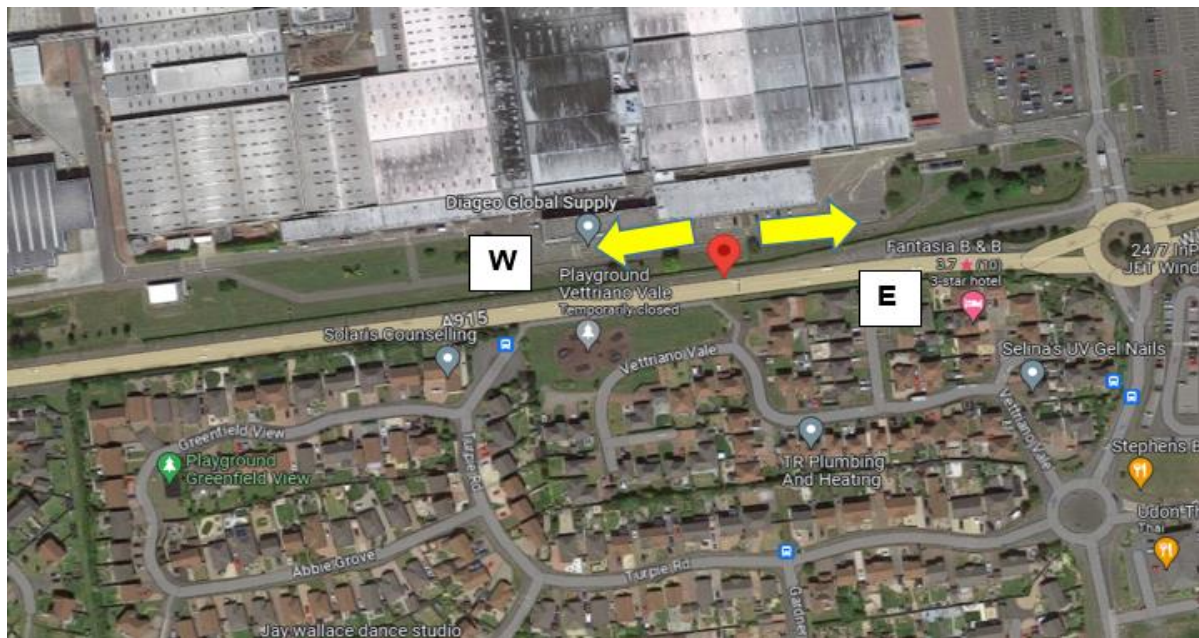


Figure 28. Location 2: A915 entrance of the river park (Easting: 335132, Northing: 700690)

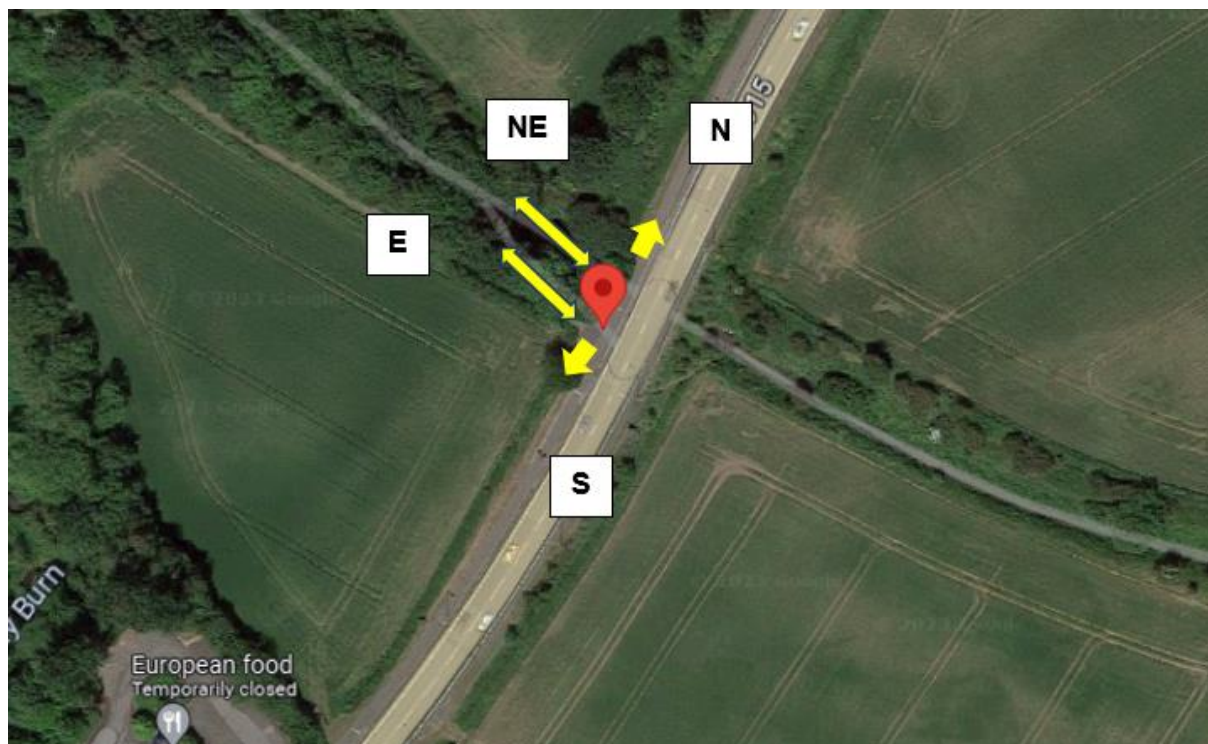


Figure 29. Location 3: pavement North of the roundabout leading towards the Riverside Park (Easting: 336580, Northing: 700391)

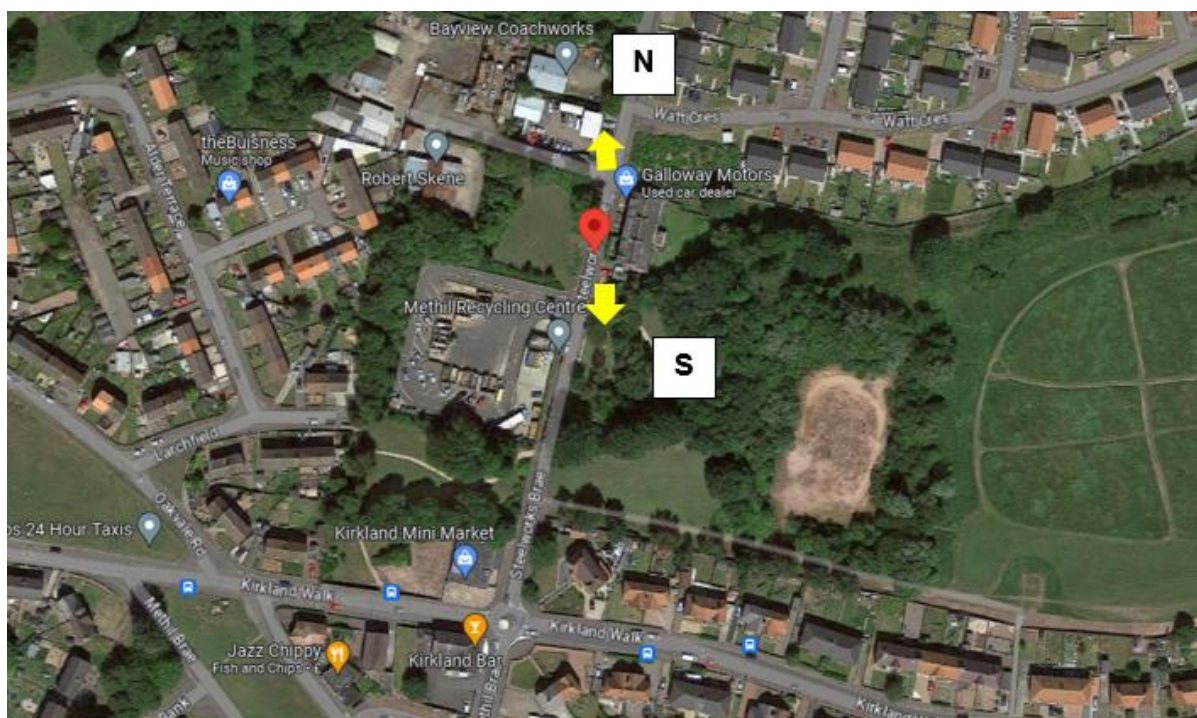
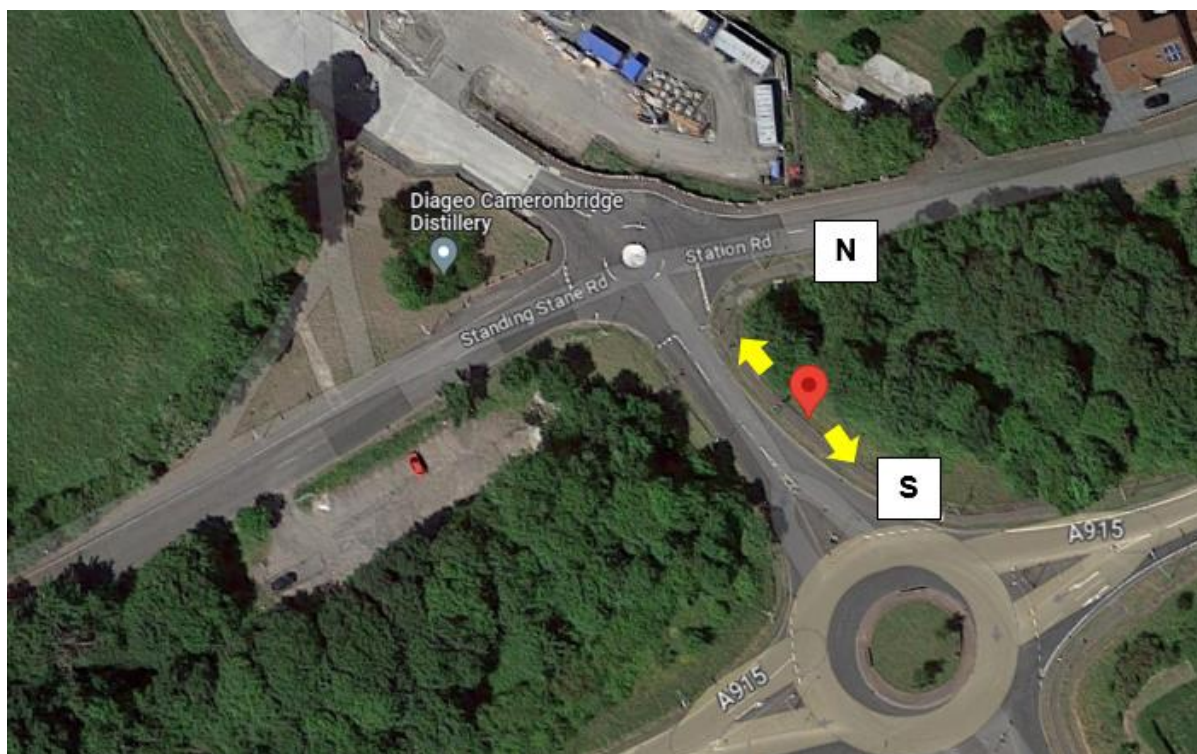


Figure 30. Location 4: On the pavement West of the roundabout (Easting: 334855, Northing: 699920)



Data cleaning and analysis

We cleaned the data by removing illogical responses, specifically cases where answers from the same respondent directly contradicted each other. We re-coded and grouped 'Other' responses where appropriate, and any 'Other' responses that did not address the question were removed. We analysed the cleaned survey data using Snap XMP Desktop. Following this, we cross-tabulated the survey results against selected demographic variables. We focused on specific cross-tabulations of interest for statistical tests to evaluate the significance of observed trends. Only single-choice question cross-tabulations were subjected to statistical testing, specifically using ordinal chi-square tests.

In our report on single-choice question cross-tabulations, we only highlighted statistically significant trends. For multiple-choice cross-tabulations, we reported selected results that we deemed most relevant and significant. Free-text comments were thematically analysed to identify the main themes and the strength of feelings among respondents.

Appendices

Demographics of respondents

A total of 1,489 responses to the residents' survey were deemed usable. We obtained demographic data for the Levenmouth area from the 2022 Scottish census, using information from the area that closely matched the survey distribution. We then compared the demographic profile of the survey respondents with that of the Levenmouth area. A breakdown according to key demographic variables is presented below:

Table 1: Demographics comparison

	No. of respondents (residents' survey 2024)	% of respondents (residents' survey 2024)	% of local population (census 2022)
Gender²			
Male	673	46%	49%
Female	782	54%	51%
Age³			
18-44	249	17%	40%
45-64	569	39%	34%
65+	643	44%	26%
Disability			
Yes, lasting 12 months or more	280	26%	-
Yes, lasting between 1 and 12 months	27	3%	-

² some gender description responses from the resident survey are not shown on the graph due to there being no comparison data in the 2022 census at the time of reporting.

³ The resident survey under-sampled individuals under 24 years old. To better analyse the data, the original age groupings were revised into three new categories.

Ethnicity			
White	1,436	99%	97%
Other ethnicities	15	1%	3%
Working status			
Economically active	415	35%	79%
Employees	322	27%	69%
Self employed	66	6%	7%
Unemployed	132	11%	3%
Economically inactive	665	56%	21%
Access to a car or van			
No cars or vans	241	17%	31%
One or more cars or vans	1,214	83%	69%

The resident survey



Levenmouth Connectivity Project - Resident's Opinion Survey

Project Awareness

This section asks you a few questions about how well you feel connected to your local community, and how well you think your voice is heard in local decision-making.

Q1. Before receiving this survey, how much would you say you knew about the Leven Connectivity project?

A lot
☐

A fair amount
☐

Just a little
☐

Nothing at all
☐

Q2. Have you engaged with the Project by any of the following means?

Tick all that apply.

☐ Attended a public consultation (online or in-person)

☐ Contributed comments to a public consultation (online or in-person)

☐ Seen promotional material about the project (e.g. a flyer, poster, social media post or an email)

☐ Spoken to a local councillor or other authority about the project

☐ Filled in a survey (other than this one)

Please specify other:

Q3. To what extent do you feel the views of the community have been considered in the planning of the Leven Connectivity project?

A great deal
☐

A fair amount
☐

Just a little
☐

Not at all
☐

Don't know
☐

Q4. How socially connected are you to your neighbours and the wider local area?

Greatly connected
☐

Fairly connected
☐

Just a little connected
☐

Not at all connected
☐

Travel in your local area

This section of the survey asks a few questions about how often you travel around your local area, how you travel, and how you feel conditions are when travelling. Thinking about the different ways in which you travel around, please give your best guess.

Q5. Do you own or have regular access to a car/van/motorcycle or bicycle that you can use?

Car/Van/motorcycle

Yes
☐

No
☐

Bicycle

☐

☐

Q6. Do you use any form of mobility aid to get around?

Tick all that apply.

- ☐ Yes, a wheelchair or mobility scooter
☐ Yes, a cane or guide dog
☐ None of these

- ☐ Yes, a walking stick/frame
☐ Adapted cycle

Q7. On average, how often do you travel by each of the following modes in a typical week?

Please tick one box for each mode of travel.

	5 or more times a week	1-4 times per week	Less than once per week	Never
Travel by car, van or motorcycle as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel by car, van or motorcycle as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Run	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use a scooter or electric scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use a wheelchair or mobility scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8. Which of the following places do you go to and how do you travel there?

Please tick one box for each location indicating the way you most often travel there, or tick 'Never' if you never make those trips.

	Walk / Use a wheelchair	Cycling	Car/van/ Motorcycle	Public transport	Never
Banbeath Industry park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fife Energy park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buckhaven Community Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Methil Community Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Balmaise Community Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cameron hospital	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leven Links Golf Course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leven Sports Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Methil Library	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Methil Museum/Heritage Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting friends/family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School run	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9. How good or bad do you feel your local area is in terms of being...?

Please tick one box for each mode of travel, regardless of whether you use that mode or not.

	1 = Very bad	2	3	4 = Neutral	5	6	7 = Very good
Pedestrian friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wheelchair/mobility scooter friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cycling in your local area

This section asks you a few questions about how you feel cycling conditions are in your local area.

Q10. Which one of the following statements best describes you?

Would you say you are someone who...

- | | |
|---|--|
| <input type="checkbox"/> Does not cycle but would like to | <input type="checkbox"/> Does not cycle and does not want to |
| <input type="checkbox"/> Is new or returning to cycling | <input type="checkbox"/> Occasionally cycles |
| <input type="checkbox"/> Regularly cycles | <input type="checkbox"/> Not applicable |

Q11. Which, if any, of the following do you feel are barriers to cycling in your local area?

Please tick all factors that apply.

- | | |
|--|---|
| <input type="checkbox"/> Too much vehicle traffic | <input type="checkbox"/> Indirectness of cycle routes |
| <input type="checkbox"/> Cannot cycle | <input type="checkbox"/> Personal health prevents me |
| <input type="checkbox"/> Fear of anti-social / criminal behaviour | <input type="checkbox"/> Lack of clear signage |
| <input type="checkbox"/> Not enough safe road crossings | <input type="checkbox"/> Too much traffic pollution |
| <input type="checkbox"/> Lack of access to a bike | <input type="checkbox"/> Lack of safe cycle lanes (i.e. separated from roads) |
| <input type="checkbox"/> Cost of maintaining a bike | <input type="checkbox"/> The weather |
| <input type="checkbox"/> Lack of suitable cycle storage facilities | <input type="checkbox"/> Lack of lighting on cycle routes |
| <input type="checkbox"/> Poor condition of road surface | <input type="checkbox"/> Journeys too far |

Please specify other:

Walking in your local area

This section asks you a few questions about how you feel conditions are for pedestrians in your local area.

Q12. Which one of the following statements best describes you?

Would you say you are someone who...

- | | |
|---|---|
| <input type="checkbox"/> Does not walk but would like to | <input type="checkbox"/> Occasionally walks |
| <input type="checkbox"/> Does not walk and does not want to | <input type="checkbox"/> Regularly walks |
| <input type="checkbox"/> Is new or returning to walking | <input type="checkbox"/> Not Applicable |

Q13. Which, if any, of the following do you feel are barriers to walking in your local area?

Please tick all factors that apply.

- | | |
|---|---|
| <input type="checkbox"/> Too much vehicle traffic | <input type="checkbox"/> Personal health prevents me |
| <input type="checkbox"/> Vehicle drivers speeding | <input type="checkbox"/> Lack of clear signage |
| <input type="checkbox"/> Fear of anti-social / criminal behaviour | <input type="checkbox"/> The weather |
| <input type="checkbox"/> Not enough safe road crossings | <input type="checkbox"/> Lack of lighting on walking routes |
| <input type="checkbox"/> Journeys too far | <input type="checkbox"/> Indirectness of walking routes |
| <input type="checkbox"/> Too much traffic pollution | <input type="checkbox"/> Pavement Parking |
| <input type="checkbox"/> Poor condition of pavements | <input type="checkbox"/> Dirty Pavement |

Please specify other:

Wheeling in your local area

This section asks you a few questions about how you feel conditions are for using a wheelchair in your local area.

Q14. Which, if any, of the following do you feel are barriers to using a wheelchair in your local area?

Please tick all factors that apply.

- | | |
|---|--|
| <input type="checkbox"/> Too much vehicle traffic | <input type="checkbox"/> Indirectness of wheeling routes |
| <input type="checkbox"/> Vehicle drivers speeding | <input type="checkbox"/> Personal health prevents me |
| <input type="checkbox"/> Fear of anti-social / criminal behaviour | <input type="checkbox"/> Lack of clear signage |
| <input type="checkbox"/> Not enough safe road crossings | <input type="checkbox"/> The weather |
| <input type="checkbox"/> Journeys too far | <input type="checkbox"/> Lack of lighting on wheeling routes |
| <input type="checkbox"/> Too much traffic pollution | <input type="checkbox"/> I never use a wheelchair |
| <input type="checkbox"/> Poor condition of pavements | |

Your local area as a place to live

This next section of the survey asks you a few questions about how you feel about your local area.

Q15. How much do you agree or disagree with the following statements in relation to your local area?

Please tick one box for each statement.

	1 = Strongly disagree	2	3	4 = Neutral	5	6	7 = Strongly agree
My local area is a good place to live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My local area is well maintained (Clean and in good condition)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travelling through my local area is an enjoyable experience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural spaces are attractive places to visit and use (e.g. local parks, river corridors and green spaces)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q16. Overall, how satisfied or dissatisfied are you with the availability of the following types of facilities in your local area?

Please tick one box for each type of facility.

	1 = Very dissatisfi ed	2	3	4 = Neutral	5	6	7 = Very satisfied
Essential services, eg local shops and pharmacies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social facilities, eg places to eat or drink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural spaces, eg parks and green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q17. How easy or difficult is it for you to access the available facilities in your local area?

Please tick one box for each type of facility.

	1 = Very difficult	2	3	4 = Neutral	5	6	7 = Very easy
Essential facilities, eg local shops and pharmacies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social facilities, eg places to eat or drink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural spaces, eg parks and green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q18. How safe or unsafe from crime and anti-social behaviour do you feel when traveling within your local area?

Please tick one box for each period.

	1 = Very unsafe	2	3	4 = Neutral	5	6	7 = Very safe
During the day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
At night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A few questions about you

This final section asks a few questions to help us understand which groups of people are responding to the survey, and the views and perceptions of these different demographic groups.

Q19. The lawful basis we rely on for processing this information is your informed consent.

- ☐ By filling in this survey, you agree that Sustrans can use your responses to evidence travel and related behaviours as indicated in this survey for research purposes

Q20. Which age group do you belong to?

- ☐ 18 -24 ☐ 25 -34 ☐ 35 -44 ☐ 45 -54 ☐ 55 -64 ☐ 65 and over ☐ Prefer not to say

Q21. What best describes your gender?

- ☐ Female ☐ Prefer not to say
☐ Male ☐ Prefer to self-describe
☐

Please describe below:

Q22. What is your ethnic group?

- | | | |
|---|---|--|
| <input type="checkbox"/> White (Scottish/Other British/ Irish/ Polish/ Gypsy/ Traveller/ Roma/ Showman/ Showwoman/ Other) | <input type="checkbox"/> Chinese / Chinese Scottish / Chinese British | <input type="checkbox"/> Other Black |
| <input type="checkbox"/> Indian / Indian Scottish / Indian British | <input type="checkbox"/> Other Asian | <input type="checkbox"/> Arab / Arab Scottish / Arab British |
| <input type="checkbox"/> Pakistani / Pakistani Scottish / Pakistani British | <input type="checkbox"/> Black / Black Scottish / Black British | <input type="checkbox"/> Mixed ethnicity |
| <input type="checkbox"/> Bangladeshi / Bangladeshi Scottish / Bangladeshi | <input type="checkbox"/> African / African Scottish / African British | <input type="checkbox"/> Other ethnic group |
| | <input type="checkbox"/> Caribbean / Caribbean Scottish / Caribbean British | <input type="checkbox"/> Prefer Not To Say |

Q23. Which option best describes your employment status?

- | | | |
|---|--|--|
| <input type="checkbox"/> Self-employed | <input type="checkbox"/> Looking after the home and family | <input type="checkbox"/> Government work/training scheme |
| <input type="checkbox"/> Employed full time | <input type="checkbox"/> Permanently retired | <input type="checkbox"/> Long term illness or disabled |
| <input type="checkbox"/> Employed part time | <input type="checkbox"/> Unemployed and seeking work | <input type="checkbox"/> In further/higher education |

Q24. Do you have any physical or mental health conditions or illnesses?

- ☐ Yes, lasting or expected to last 12 months or more ☐ No
☐ Yes, lasting or expected to last between 1 and 12 months ☐ Prefer not to say

Prize Draw

If you would like to be considered for the prize draw, please provide your name and contact details. This information will be used to contact the winner and not for any other purpose. By entering the prize draw you are confirming you have read and accepted the terms and conditions (in the covering letter) and agree to be bound by them.

- ☐ I agree that Sustrans can enter me into the prize draw and use the contact details provided for the purpose explained above

Name

Email

Telephone (if no email address)

Thank you for taking the time to fill out this survey

If you wish to make any further comments about any of the topics covered in this survey, please leave them in the space below:

