KANTAR

Low Traffic Neighbourhoods Residents' Survey

Report

January 2021

Tracy Logan, Rob McPhedran, Amy Young, Emily King

Contents

Background and methodology

Background

In May 2020, the Secretary of State for Transport announced the Emergency Active Travel Fund, which included funding allocations for emergency active travel schemes for local authorities.

Low Traffic Neighbourhoods (LTNs) offer a cost-effective way of delivering safe streets for walking and cycling. LTNs work by minimising through-traffic from using residential neighbourhoods to avoid main roads, while still retaining local access for residents, visitors and emergency vehicles. They use a range of approaches to limit the movement of cars and other vehicles on certain streets and improving conditions for walking and cycling. A successful LTN makes walking and cycling more convenient than using a car for short trips, while maintaining essential access and enhancing the quality of area, reducing local air and noise pollution and road danger.

This research follows a survey conducted by Kantar for the Department for Transport published in November 2020[i], which explored public attitudes to traffic and road use amongst a nationally representative sample of adults aged 16+ in England. In contrast to the preceding survey, this research specifically focused on the views of residents living in areas where LTNs have been implemented, in order to understand attitudes towards – and usage of – the interventions amongst those living in these residential areas. This research will therefore inform future development and investment in this type of cycling and walking scheme.

Four LTN interventions were chosen for this research: each had been implemented for varying lengths of time; however, all had been developed with good stakeholder engagement and design principles. They are broadly representative of the types of schemes that are likely to be rolled out more widely in the future.

The Low Traffic Neighbourhood Schemes included in this research are as follows:

Intervention area	LTN intervention location	Implemented
Birmingham	King's Heath schemes 1 and 4	October 2020
Bournemouth	Birds Hill area	August 2020
Ipswich	Westbury and Leopold Roads	July 2020
Salford	Trinity and Islington	May 2020

Birmingham – King's Heath

Eight modal filters have been installed in Kings Heath across the area to the west of High Street, including the pedestrianisation of a section of York Road. This Places for People scheme aims to reduce the amount of traffic on residential streets and encourage more walking and cycling.

Bournemouth (Poole)

Two modal filters have been implemented; these restrict through-motor traffic from using Birds Hill Road and Churchfield Road as a short-cut. Buses can still travel through the LTN via the Birds Hill Road filter (bus gate).

This LTN aims to reduce traffic volumes and speeds on these residential streets, as they were previously being used to avoid the nearby Civic Centre gyratory. This small LTN (approx. 500m by 300m) also aims to reduce the amount of traffic using Garland Road immediately to the north and create a quieter route between Poole Park and Wimborne Road, in order to enable children at a nearby primary school and senior school to walk, scoot or cycle to school more safely.

Ipswich – Westbury and Leopold Roads

Two road closures have been implemented, Leopold road and Westbury Road. Both of these are narrow roads regularly used as 'rat runs' by traffic between the busy Colchester Road ad Rushmere Road routes. The scheme aims to reduce motorised through traffic and reduce vehicle speeds to create safer streets for walking and cycling. It covers an area of approximately 0.3 square miles with the restrictions located on routes to two primary schools, St Johns off Rushmere Road and Sidegate Lane primary school.

Salford – Trinity and Islington Neighbourhoods

Four trial modal filters have been installed in the Trinity and Islington neighbourhoods. This scheme aims to reduce the volume of through traffic within the neighbourhood and covers an area of approximately 0.16 square miles (including St Stephen Street, Frederick Street, North George Street and Stevenson Street).

The trial is part of a longer-term project to deliver the Greater Manchester Bee Network in central Salford.

Survey and sample methodology

A quantitative survey was conducted using an Address Based Online Surveying (ABOS) methodology, which comprised both online and paper-based survey options. The key stages of this methodology included the following:

1. Lower layer super output areas (LSOAs)[ii] were used to draw the sample. LSOAs that contained – and were close to – the interventions were chosen for participation.
2. Addresses in chosen LSOAs were identified in the Royal Mail's postal address file (PAF), and an invitation letter was sent to the residents in each household. This letter included the survey homepage's URL, as well as three 'usernames' and 'passwords' which could be used to log into the survey platform.
3. Up to three residents (aged 16 or more years) in each household completed the survey online (with the option to pause and restart their survey at a more convenient time).
4. Non-responders were sent a survey reminder letter (including a paper questionnaire for residents in Output Areas (OA) with a higher proportion of older residents). A phone number for the survey helpline was also included on this letter to facilitate the provision of additional paper questionnaires.

Fieldwork ran from 4th November to 11th December 2020, yielding a total sample of n=2,215 (n=1,620 online responses and n=595 paper responses). Within the broad areas selected, there were: n=666 responses in Birmingham, n=595 in Bournemouth, n=516 in Ipswich and n=438 in Salford. The overall household survey response rate was estimated at 23%[iii].

A note on survey timing

It is important to note that the fieldwork took place during a period of varying national restrictions imposed to curb the spread of Covid-19.

When the survey launched on 4th November, these restrictions differed between regions under the 'Tier' system. Both Birmingham and Salford were under Tier 2 restrictions on this date (which allowed mixing of households in outdoor spaces only), whilst Bournemouth and Ipswich were under Tier 1 restrictions (which allowed household mixing indoors or outdoors). From 5th November – 1st December, all of the UK was placed into a national lockdown where all but 'essential' businesses were required to close, and people were discouraged from travelling outside of their local area. From 2nd – 11th December, the tiered restriction system resumed. For these last 10 days of fieldwork, Birmingham and Salford were operating under stricter Tier 3 restrictions, whilst Bournemouth and Ipswich were under Tier 2 restrictions, which allowed more types of businesses such as cafes and restaurants to remain open.

These differing restrictions throughout the fieldwork period had implications for what respondents were allowed to do at this time in terms of travel and visiting businesses, which may have impacted survey responses in some cases.

Weighting

The survey aimed to understand response to the LTN initiative, exploring perceived need for Government action; general support for reduction or reallocation of traffic; awareness and response to the LTN in their local area and the impact it had on the community.

Therefore, results were weighted to be representative of the general population (aged 16+) in each area. Weighting entailed three steps, as outlined below.

1. **Weight 1:** Non-response weights were generated for each OA, based on small-area population data from the 2011 Census. This weight was used to correct for over- or under-response in each OA (and therefore LSOA), compared to the population size in the sampling frame.
2. **Weight 2:** Raking was used to generate weights to correct for imbalances in age and gender in each LSOA, based on the Office for National Statistics' mid-year population estimates.
3. **Weight 3**: the final weight was generated by multiplying Weight 1 and Weight 2.

One way of assessing the impact of weighting the data is to estimate the weighting efficiency. Weighting efficiency is equal to the effective sample size divided by the actual sample size (where effective sample size accounts only for the weighting and not for other design aspects). In this case, the overall weighting efficiency was 73%, which is acceptable for probability surveys involving multistage weighting.

Notes on analysis

Throughout this report, results are analysed at a total sample level (i.e. amongst all respondents who completed the survey) and by individual LTN area, with additional subgroup analysis for key demographics, including (but not limited to): age, parental status, social grade and whether a local business owner.

The report highlights statistically significant differences at the 95% confidence level (conducted via Z-tests of statistical significance for proportions). The maximum margin of error for proportions in the total sample is ±2.3%[iv]. All sub-group differences highlighted in the report are statistically significant unless otherwise specified.

Comparisons made with the first phase of the research are not tested for statistical significance, due to the different sampling approaches used across the two research phases.

While indicative comparisons have been drawn between results from Phase 1 and Phase 2[v], results should not be directly compared for the following main reasons:

- the fieldwork for each was conducted at different points in time;
- the sampling approach for Phase 1 does not allow non-response to be calculated, while the approach in Phase 2 does;
- Phase 1 was conducted via an online panel only, Phase 2 allowed for online and paper responses to be submitted; and
- respondents in Phase 1 received a panel incentive, respondents in Phase 2 were offered a voucher incentive.

Area and LSOA subgroups

Responses to the survey were invited from those living in LSOAs closest to the LTN interventions in each of the four areas. Within each area, the LSOA closest to the main LTN intervention has been classified as the 'central intervention area' (CIA). Where the report refers to results from the CIA, it refers to results from across the four 'central intervention areas' in the four cities combined.

Area	Central Intervention Area LSOA	Other LSOAs sampled
Birmingham (666)	E01009178 (n=194)	E01009177 (n=264), E01009175 (n=208)
Bournemouth (595)	E01015466 (n=311)	E01015468 (n=284)
Ipswich (516)	E01029999 (n=228)	E01029964 (n=152), E01029998 (n=136)
Salford (438)	E01032684 (n=148)	E01032687 (n=290)

Details of the LSOAs sampled in each city – including which LSOAs were included in the central intervention area break – are provided in the table below.

The unweighted sample size for each area is contained in brackets.

Social Grade definition

This report includes reference to differences in response according to social grade. The social grade analysis break was defined as follows:

- ABC1 (Higher managerial/ Professional/ Administrative, Intermediate managerial/ Professional/ Administrative, Supervisory or clerical/ Junior managerial/ Professional/ administrator); and
- C2DE (Skilled manual worker, Semi or unskilled manual worker, Student, Retired and living on state pension only, Unemployed).

Business owners

The report contains a discrete section outlining the views of residents who were also local business owners themselves (or someone within their household was), of which there were n=117 in the sample. It is important to note that business owners were primarily responding to the survey as residents of an area with a Low Traffic Neighbourhood intervention, rather than in their capacity as a business owner. Sample sizes for business owners in each of the four intervention areas were relatively small, so views of residents who were local business owners are looked at across the four intervention areas instead.

Respondents with mobility issues

The report also outlines the views of residents who had mobility issues, of which there were n=244 in the sample. All respondents were asked whether they had a health condition, illness or disability that affects their mobility (for example, walking short distances or climbing stairs). It is this self-definition that is used within this report.

Mode of transport sub-group definitions

The mode of transport used by respondents was an important sub-group for analysis in this report. Figure 1.1 outlines the proportion of respondents from each LTN area who used each mode. It is important to note that these were <u>not</u> mutually exclusive categories; that is, respondents were able to say they walked, drove and used public transport to travel around their local area.

Figure 1.1: Which of the following do you tend to use to travel in your local neighbourhood? (%)

	Birmingham	Bournemouth	Ipswich	Salford
Walking	92	83	81	84
Net : Car	67*	75*	85**	51
… as a driver	53*	61*	72**	34
… as a passenger	37*	40*	46*	29
Net : Public transport	42*	42*	23	37*
Bus, minibus or coach	42*	39*	23	25
Train	5*	13*	2	18*
Underground, metro, light rail, tram	1	0	0	12**
Cycle	32*	29*	30*	22
Taxi/minicab	20*	13	11	31**
Motorcycle, scooter or moped	2	4*	4	3

* Significantly higher than one other subgroup

** Significantly higher than two or more subgroups

Q025 – USUAL_MODE. Which of the following do you tend to use to travel in your local neighbourhood? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438).

Throughout the report, NET scores are noted in several of the Figures. NETs denote combined percentages of multiple responses. For example, in Figure 1.1 above, 'NET: car' refers to respondents that use a car as a driver and/or as a passenger.

Executive Summary

Views on government action in local neighbourhoods

- The vast majority of respondents who reside in Low Traffic Neighbourhood (LTN) areas agreed that the Government should act to: increase road safety (90%), improve air quality (89%), reduce traffic congestion (89%), and reduce traffic noise (80%). These results were broadly in line with the general public's views from the Phase 1 research (88%, 86%, 83% and 75% agreement respectively).

  - Those with mobility issues were less likely to support a reduction in road traffic in England generally (74%) than those without mobility issues (84%); and also had lower levels of support for a reduction in road traffic in their local area (71%) compared to those without mobility issues (81%).

  - Residents who owned local businesses were also mostly positive about the need for action by Government to improve air quality (83%), reduce traffic noise (78%), reduce traffic congestion (84%) and increase road safety (91%). However, business owners were more likely than non-business owners to have disagreed that action is needed by Government to improve air quality (16% disagree vs. 7% non-business) or to reduce traffic congestion (16% disagree vs. 9% non-business).

Support for the reduction of road traffic and the reallocation of space for walking and cycling

- A majority of respondents supported the reduction of traffic and reallocation of space for walking and cycling, both in their local area (79% reduction / 69% reallocation) and in towns and cities in England (83% reduction / 73% reallocation).

  - While three in five reporting mobility issues supported reallocation and reduction measures, they were less likely to support national (62% vs. 75% without mobility issues), and local area reallocation measures (58% vs. 71% without mobility issues) than those without mobility issues, suggesting greater reservations about changes to road use than those without mobility issues.

  - Support for reallocation of road space across towns and cities in England was highest amongst those using trains (87%) underground, metro, light rail and tram (86%) and cyclists (84%), and lowest for those who use a car to travel locally either as a driver (58%) or a passenger (63%).

% NET support	Phase 1 Total	Phase 2 Total	Phase 2 Local business owner	Phase 2 Mobility issues
Reduction of road traffic in towns and cities in England	77%	83%^	74%*	74%*
Reduction of road traffic in local area/neighbourhood	78%	79%	69%*	71%*
Reallocation of road space for walking and cycling in towns and cities in England	66%	73%^	62%*	62%*
Reallocation of road space for walking and cycling in your local area/neighbourhood	65%	69%^	61%*	58%*

* signifies a figure significantly lower than another subgroup

^ signifies a figure higher or lower than results in Phase 1

Perceived problems in local areas

- As was the case in Phase 1, the top five issues (with the highest proportion of respondents across the sample saying they were a serious or a moderate problem) on *residential streets* were: vehicles going too fast (61%), lack of car parking spaces (59%), heavy traffic (52%), traffic fumes (50%) and traffic noise (50%).

- While the same five issues were most commonly reported as serious or moderate problems on *the local high street* – heavy traffic (68%), traffic fumes (65%), vehicles going too fast (61%), lack of car parking (56%) and traffic noise (55%) – the order differed to that for residential streets. On residential streets, vehicles going too fast and lack of car parking spaces were the top two concerns, while on local high streets, heavy traffic and traffic fumes were the greatest concerns.

Awareness of and support for local LTN

- Approximately two thirds (64%) of respondents were aware that the LTN had been implemented in their local area.
    - Awareness differed substantially by intervention area, with respondents from Birmingham (91%) much more likely to have been aware of their local LTN than those from Ipswich (60%), Bournemouth (59%) and particularly Salford (43%).

- Non-business owners were more likely to have reported being unaware of the LTN (31% unaware) than business owners (20%).

- However, awareness of the local LTN was lower for those with mobility issues (52%) than those without (66%).

- Six in ten (61%) respondents supported the LTN in their local area, whilst three in ten (29%) were opposed to the local scheme.
  - While a majority of business owners supported their local LTN (58%), they were more likely to have opposed it than non-business owners (42% oppose vs. 28% non-business).

  - Just under half of those with mobility issues supported their local LTN (49%), which was lower than support amongst those without mobility issues (63%).

Phase 2			
% NET support	Total	Local business owner	Mobility issues
…LTN in local area	61%	54%*	49%*

* Significantly lower than alternative subgroup

- Support for one's local LTN was higher in Birmingham (63%) and Salford (65%) than in Bournemouth (56%) or Ipswich (59%).
  - However, respondents from Birmingham were also more likely to have strongly opposed (23%) the local LTN than those in Salford (16%) or Ipswich (15%), suggesting polarised opinions in Birmingham.
  - Additionally, respondents living within the central intervention area[vi] (CIA) were more likely than those living outside the CIA to have opposed (32% vs. 27%) or strongly opposed (23% vs. 16%) the local LTN.

Support for wider implementation of LTNs across England

- Support for wider implementation of LTNs across towns and cities in England (60%) was similar to that observed for local LTNs.
  - Half of business owners supported wider implementation of LTNs; however, they were less likely to have agreed that LTNs should be implemented more broadly across towns and cities in England than non-business owners (50% agree vs. 61% non-business).

  - A similar proportion of those with mobility issues agreed that LTNs should be rolled out more widely (49%), once again a lower level of support than amongst those without mobility issues (62%).

- The proportion of respondents that agreed that LTNs should be implemented more widely was higher in Salford (70%) than in the other three intervention areas.

Perceived impact of local LTN

- On *roads and air quality*: Opinion amongst respondents was split on whether the local LTN intervention had been successful in improving road safety, traffic noise, traffic congestion and air quality (see figure 7.1). Half (50%) agreed that their local LTN had not significantly changed their journey time to reach frequently visited destinations, whilst only a third agreed that they had noticed fewer cars driving through their neighbourhood (34%) and that the LTN encourages people to switch trips from car to other modes of transport (33%).

- On *the neighbourhood*: Respondents were also divided regarding the impact of the LTN on their local neighbourhood, with a similar proportion having agreed and disagreed that the LTN makes *living in my neighbourhood more pleasant* (43% agree; 39% disagree); three in ten (31%) agreed *the LTN helps create a sense of community in the local neighbourhood*, while half (48%) disagreed this is the case.

- On *transport mode use*: A third (32%) of respondents who had used a cycle to get around their local area reported cycling more as a result of the LTN intervention; a quarter (24%) of those who walked said they travelled more on foot since the LTN intervention; and a similar proportion (23%) of runners reported running more as a result of their local LTN. However, the majority reported no change to how frequently they used each mode of transport to travel around the local area.

- On *visits to the local high street*: The majority of respondents (77%) did not report changing their frequency of visits to local businesses as a result of the implementation of the LTN. Furthermore, those respondents who did report changing their behaviour as a result of the LTN were more likely to have increased the frequency of each behaviour. This result was observed in spite of the fact this research – and indeed much of the time since the interventions were implemented – was conducted under movement restrictions implemented due to the Covid-19 pandemic[vii].

Views on government action in local neighbourhoods

The perceived need for Government action in local neighbourhoods was high: the vast majority of respondents agreed that action is necessary to increase road safety (90%); improve air quality (89%) and reduce traffic congestion (89%), with around half having strongly agreed (52%, 51% and 50%, respectively). A slightly lower proportion agreed that action is needed to reduce traffic noise (80%), with two in five strongly agreeing (38%).

These findings broadly reflect those from Phase 1 of the Low Traffic Neighbourhoods research, which indicated that a majority of the general public agreed that action should be taken in these four areas (88%, 86%, 83% and 75% respectively).

Figure 2.1: Agreement that government should act in local neighbourhoods to… (%)
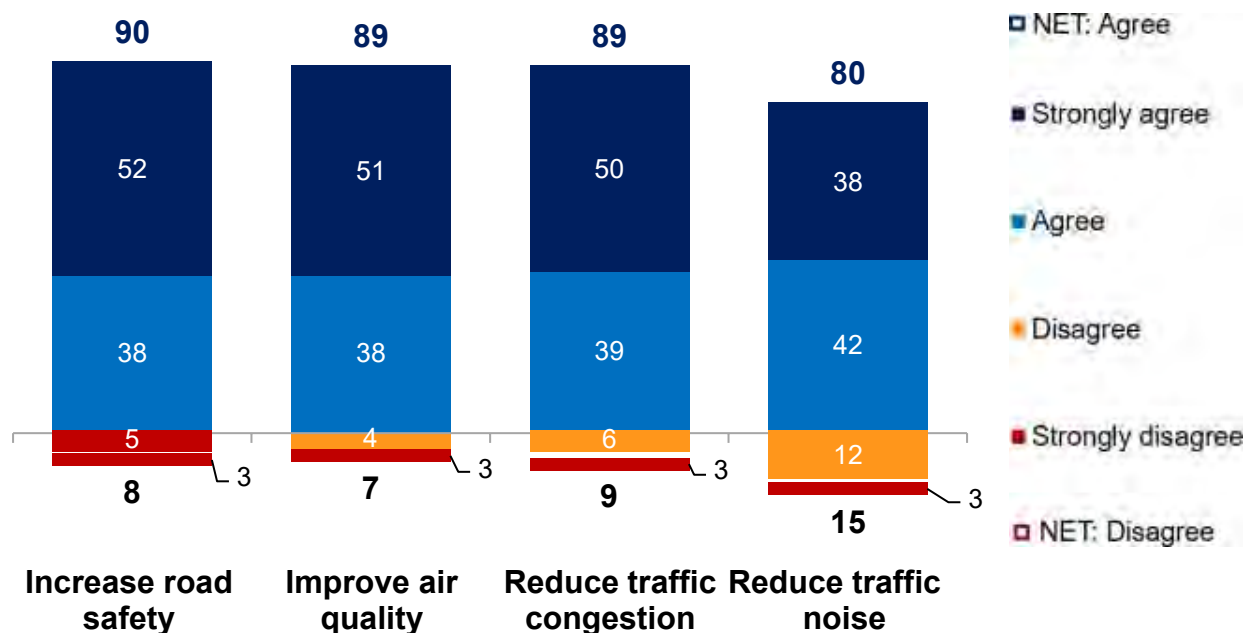
Q010. GOV_ACT. To what extent do you agree or disagree that the government should act in local neighbourhoods to… Base: All respondents (2215). Where NET figures do not equal exact sum of strongly (dis)agree and (dis)agree figures, this is due to rounding.

In terms of demographic differences, ABC1s[viii] were consistently more likely than their C2DE counterparts to have agreed that there is a need for Government action in all prompted issues. *[Increase road safety, 92% ABC1 vs. 86% / air quality 93% ABC1 vs. 82% / reduce traffic congestion 91% ABC1 vs. 85% / traffic noise 82% ABC1 vs. 76%].*

A similar theme was observed for those in employment, compared to non-employed respondents. *[Increase road safety, 92% employed vs. 86% / air quality, 93% employed*

vs. 84% / reduce traffic congestion, 92% employed vs. 84% / traffic noise 82% employed vs. 76%].

Survey respondents were asked to indicate the modes of transport they used to travel around their local neighbourhood. As respondents were able to select more than one mode, comparisons between the types of mode used are not mutually exclusive.

That said, those who used the underground/metro/tram were most likely to have supported government action to reduce traffic noise, while those who walked and cycled were most likely to have supported action to increase road safety.

Figure 2.2: Agreement that government should act in local neighbourhoods to… by transport mode used to travel in the local neighbourhood (Net Agree %)

Transport mode	Increase road safety	Improve air quality	Reduce traffic congestion	Reduce traffic noise
Walking	92*	92**	91	81
Car / van driver	91	91	90	78
Car / van passenger	89	90	90	78
Bus, minibus or coach	91	93	90	81
Train	87	92	91	83
Underground, metro, light rail, tram	89	98	96	92*
Cycle	93*	93*	91	87**
Taxi/minicab	89	94*	94**	82
Motorcycle, scooter or moped	96	92	93	83

* Significantly higher than one other mode

** Significantly higher than two or more modes

Q010. GOV_ACT. To what extent do you agree or disagree that the government should act in local neighbourhoods to… Base: All respondents (2215)

While agreement that the Government should take action in local neighbourhoods to improve these various transport issues was high across all LTN areas, there were nonetheless some differences according to geography.

Improving air quality was a greater concern in Birmingham and Salford, with higher proportions having *strongly* agreed that Government should act in local areas to improve it (63% and 59% respectively) compared with Bournemouth and Ipswich (43% and 40%).

The same was true of reducing traffic congestion: over half of respondents in Birmingham and Salford *strongly* agreed (57% and 52%) that the Government should act to do this, compared with 42% of respondents from Bournemouth.

Respondents from Ipswich exhibited lower levels of agreement than those in other areas that the Government should act to reduce traffic noise (30% *strongly* agree, vs. 44% in Birmingham, 39% Salford and 37% Bournemouth).

Figure 2.3: Agreement by LTN intervention area that government should act in local neighbourhoods to… (Net agree %)
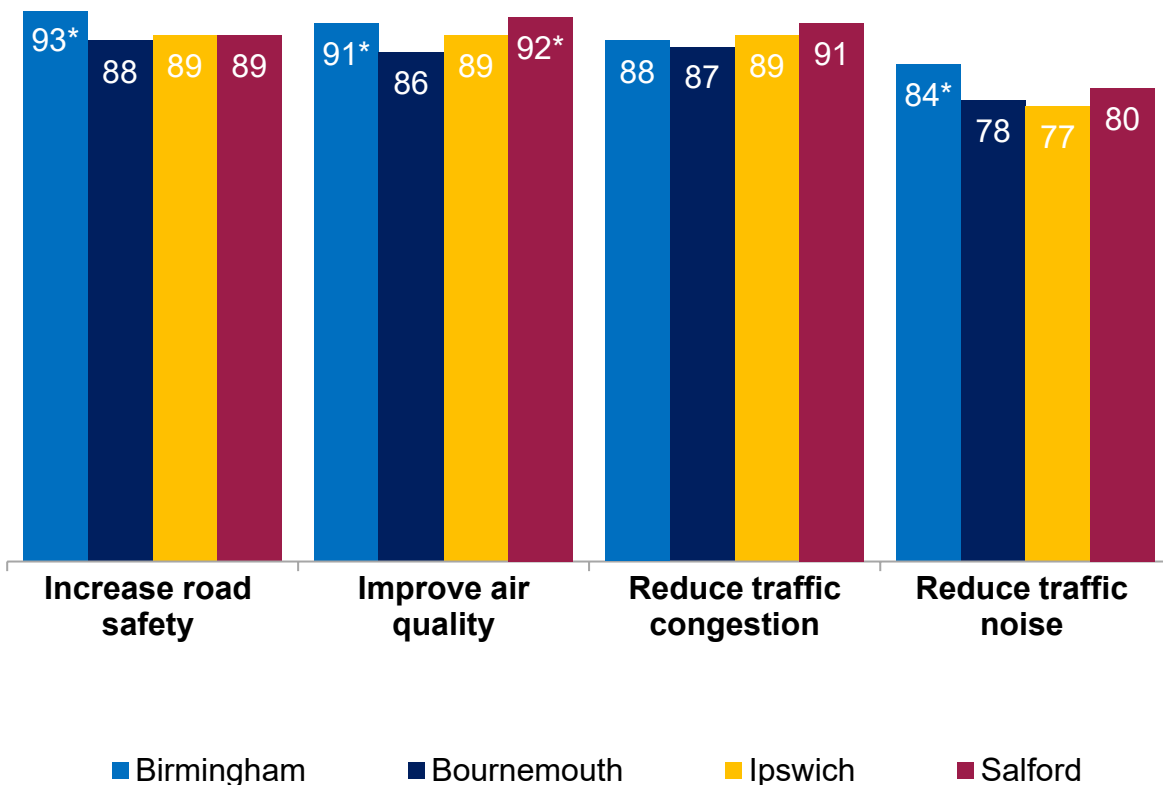

* Significantly higher than at least one other area subgroup

Q010. GOV_ACT. To what extent do you agree or disagree that the government should act in local neighbourhoods to… Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Support for reduction of road traffic

Overall, respondents strongly supported reductions in road traffic, a finding congruent with the results of Phase 1. Four in five (83%) supported reducing traffic generally in English towns and cities; this was higher than support for efforts in respondents' own local area (79%). This result sits in contrast to the pattern observed in Phase 1, where support was fairly even for both the reduction of road traffic in *towns and cities in England* and in one's *local area / neighbourhood.*

Figure 3.1: Support for the reduction of road traffic in… (%)
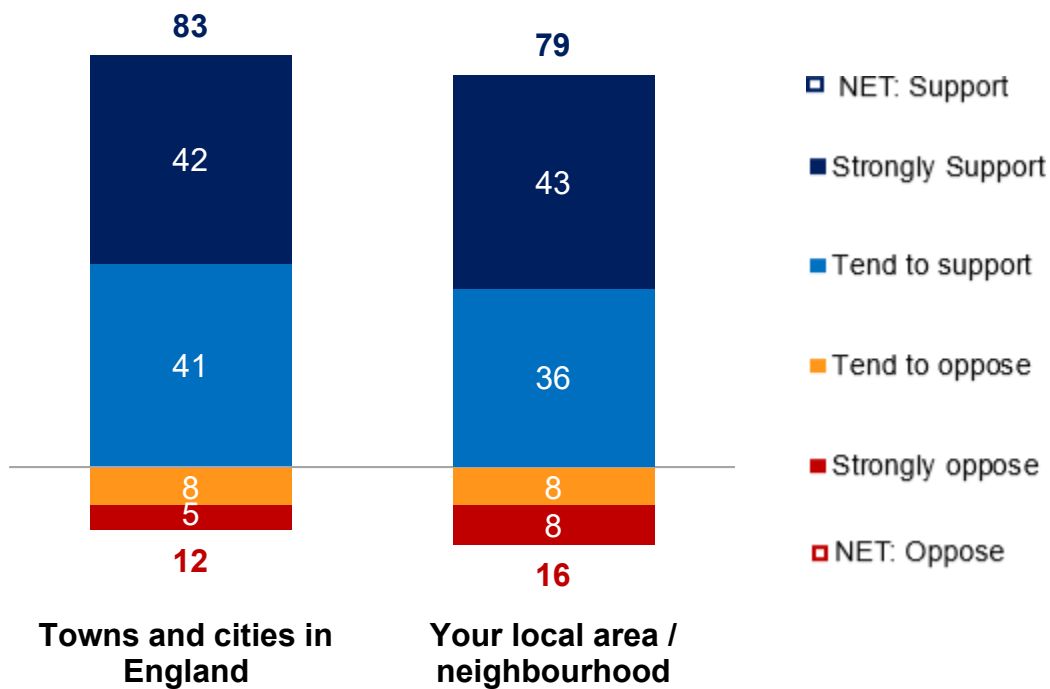
Q011/12 – REDUCETRAFFIC_1/2. To what extent do you support or oppose the reduction of road traffic [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents (2,215). Where NET figures do not equal exact sum of strongly (dis)agree and (dis)agree figures, this is due to rounding.

Cyclists, pedestrians and those using the bus or using taxi services regularly, were all more likely than car drivers to have supported reducing road traffic both nationally and locally. *[% support in towns and cities in England: bike (90%), walk (87%), bus (86%), taxi (90%) vs. car (80%) / % support in local area: bike (87%), walk (82%), bus (83%), taxi (85% vs. car (75%)].* Indeed, over half of cyclists (57%) strongly supported a reduction of road traffic both across towns and cities in England, and in their local areas; while those who regularly drove a moped/scooter or car/van to get around locally were most likely to have opposed these actions in their local area (22% and 24% respectively).

Other demographic differences in support for the reduction of road traffic are noted in Figure 3.2.

Figure 3.2: Support for the reduction of road traffic by demographic groups (%)

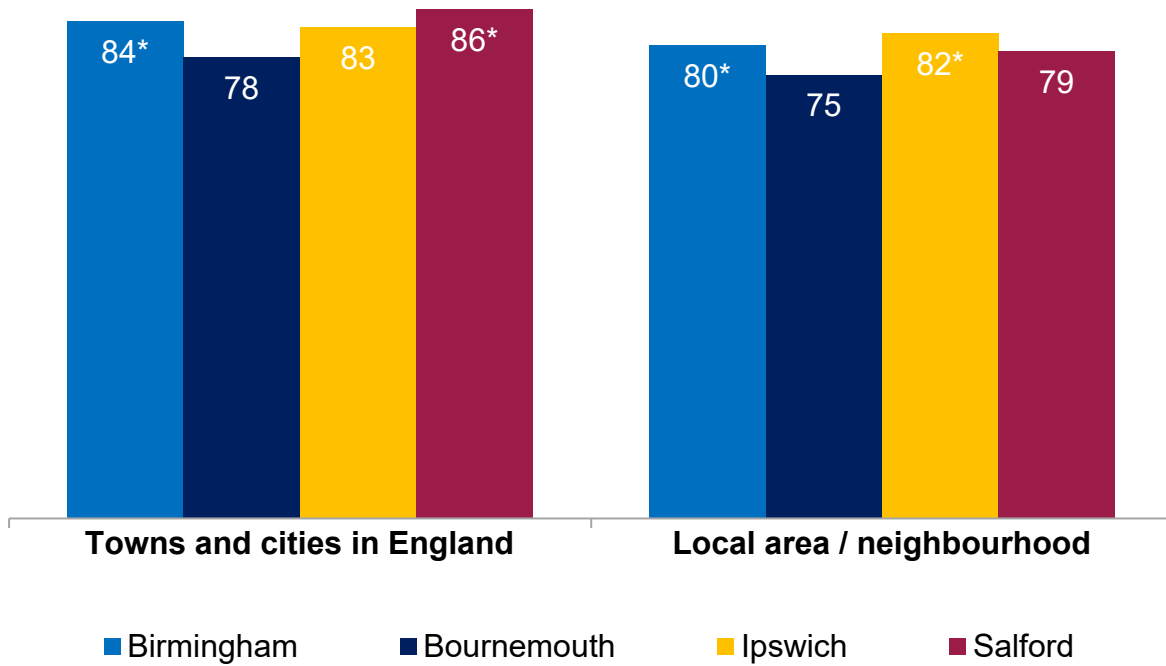| Reduction of road traffic…	(% support) in towns and cities in England	(% support) in local area
In employment	85%*	81%*
Not employed	78%	74%
Living at address for less than five years	87%*	82%*
Living at address for more than five years	79%	76%
Identify as white	84%*	81%*
BAME	78%	73%

* Significantly higher than one other subgroup

Q011/12 – REDUCETRAFFIC_1/2. To what extent do you support or oppose the reduction of road traffic [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents (2,215)

While a majority of respondents who reported having mobility issues were supportive of a reduction in road traffic in England generally (74%), they were less likely to have supported it than those without mobility issues (84%). In reference to their local area or neighbourhood, support for the reduction in road traffic was also lower amongst those with mobility issues (71%) compared to those without (81%).This difference in support is likely to reflect the distinct travel needs of those with mobility issues.

While four in five supported road traffic reduction across the total sample, when considering overall support by intervention area, respondents in Birmingham (84%) and Salford (86%) were more supportive of a reduction in traffic throughout towns and cities in England than at least one of the other areas (see figure 3.1).

With regard to reducing traffic in respondents' local area or neighbourhood, respondents in Birmingham had the highest levels of support: over half (51%) strongly supported this reduction, compared with four in ten in the other three areas surveyed. As noted in a later section, heavy traffic was a greater concern in Birmingham than in the other intervention areas, which may go some way to explaining this strength of feeling.

**Figure 3.3: Support for the reduction of road traffic by wider intervention area in…
(% Net Support)**

* Significantly higher than at least one other subgroup

Q011/12 – REDUCETRAFFIC_1/2. To what extent do you support or oppose the reduction of road traffic [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Support for reallocation of road space for walking and cycling

Although still high, support for reallocation of road space for walking and cycling was generally lower than for measures to reduce traffic. Just under three in four (73%) supported reallocation measures in English towns and cities generally, while fewer supported such reallocation measures in their local area (69%). This result was consistent with Phase 1, where two thirds of the general population supported reallocation measures (66% and 65% respectively in England towns and cities, and in their local area).

Figure 4.1: Support for the reallocation of road space for walking and cycling in… (%)
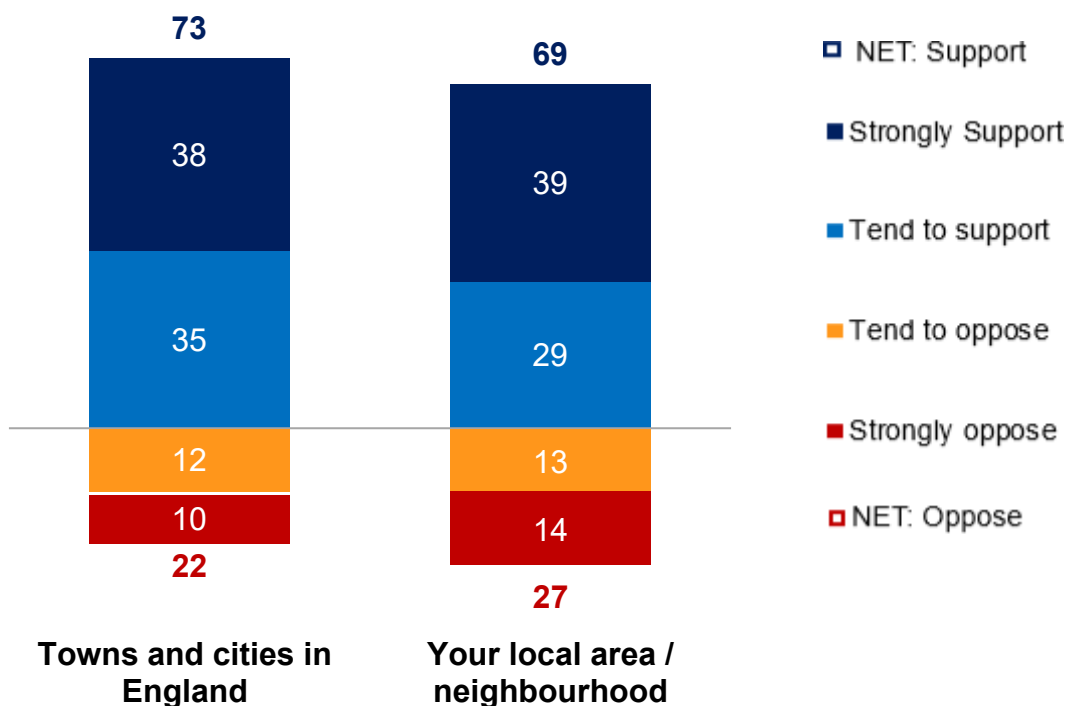
Q013. REALLOCATE_1/2 To what extent do you support or oppose reallocating road space for walking and cycling [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents (2,215) Where NET figures do not equal exact sum of strongly and tend to figures, this is due to rounding.

As was the case for support for the reduction of road traffic, support for reallocation measures differed according to demographic group. Specifically, support for **national**

reallocation measures was higher amongst: ABC1s (76% vs. 69% C2DE), those in employment (75% vs. 69% not) and those in their house for less than 5 years (78% vs. 68% +5 yrs). Support for **local** reallocation was also higher amongst ABC1s (72% vs. 64% C2DE) and those in their current home for less than five years (74% vs. 64% + 5yrs).

As would be expected, support was highest amongst those who use modes that would directly benefit from this reallocation of road space. Whilst a majority were in support, car drivers and car passengers were less likely to have shown support for reallocation of road space for walking and cycling when compared to respondents who typically cycle, walk or use public transport (see figure 4.2).

Furthermore, one in five (22%) who drive a car/van to get around locally *strongly* opposed the reallocation of road space for walking and cycling; while three in five of those who cycle strongly supported reallocation in towns and cities in England (61%) and their local area (61%).

Figure 4.2. Support for the reallocation of road space for walking and cycling by typical mode of transport used (%)

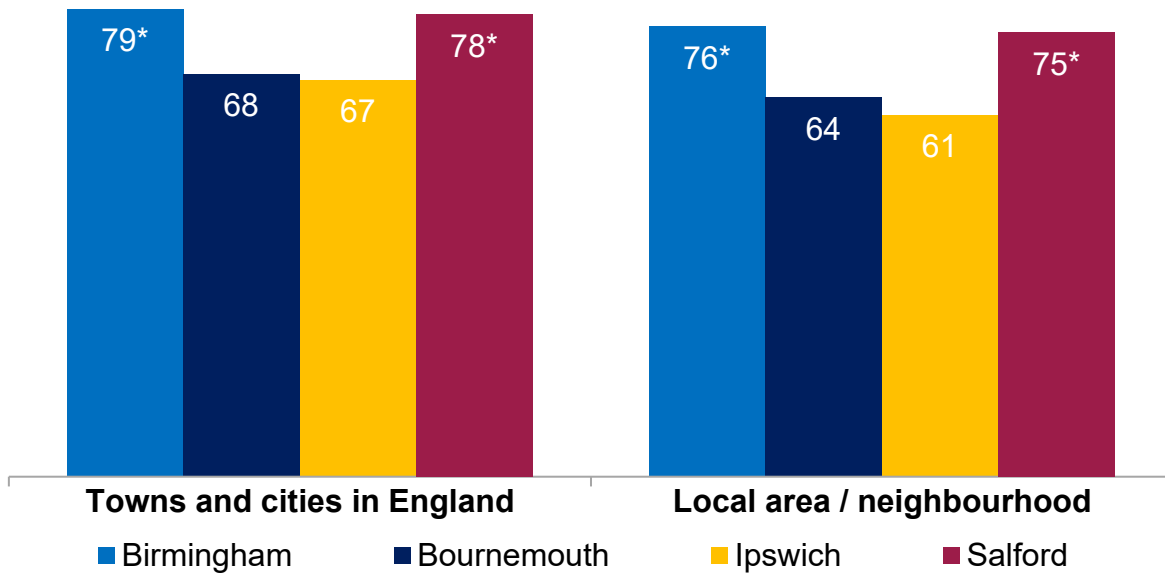| Reallocating road space for walking and cycling	(% support) in towns and cities in England	(% support) in local area
Typically drive car/van	65%	58%
Typically passenger in car/van	69%	63%*
Typically walk	77%*	73%*
Typically use bus/minibus/coach	81%*	78%*
Typically cycle	84%*	80%*
Typically use underground/metro/light rail/tram	86%*	86%*
Typically use train	87%*	84%*

* Significantly higher than one other subgroup

Q013. REALLOCATE_1/2 To what extent do you support or oppose reallocating road space for walking and cycling [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents (2,215)

While a majority of those reporting mobility issues were supportive of the reallocation of road space, they were less likely to have supported national reallocation measures (62% vs. 75%) and reallocation measures in their local area (58% vs. 71%) than those without mobility issues.

Support also differed according to geography. Respondents from Birmingham and Salford were the strongest supporters of measures to create more space for walking and cycling (48% and 44% strongly supported this action in Birmingham and Salford, compared with

36% and 30% in Bournemouth and Ipswich). This result is likely associated with the greater use of these transport modes in the respective areas[ix].

Figure 4.2: Support for the reallocation of road space for walking and cycling by wider intervention area in… (Net Support %)

* Significantly higher than at least one other area subgroup

Q013. REALLOCATE_1/2 To what extent do you support or oppose reallocating road space for walking and cycling [in towns and cities in England / in your local area or neighbourhood]? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Perceived problems in local areas

When presented with a range of potential issues and asked the extent to which each was an issue *on their residential street*, the top five issues (with the highest proportion of respondents saying they were a serious or a moderate problem) were: vehicles going too fast (61%), lack of car parking spaces (59%), heavy traffic (52%), traffic fumes (50%) and traffic noise (50%). These were also the top five issues reported by the general public in the Phase 1 research: by far the greatest concerns were not enough parking spaces (35%) and vehicles going too fast (35%), which over a third thought were *serious* problems on their residential street.

While the top five concerns were broadly consistent across the LTN areas, there were some differences in strength of feeling and/or order of importance.

Respondents from Birmingham consistently perceived each of these as a more serious issue on their own residential street than those living in the other intervention areas (Figure 5.1). Vehicles going too fast (74%), lack of parking (74%), traffic fumes (64%) and heavy traffic (61%) were more commonly perceived to be a serious or moderate issue amongst respondents from Birmingham than in all other areas.

For both Salford and Birmingham, there was greater concern regarding a lack of space for children to play, with over half of respondents from Salford (52%) viewing this as a serious (29%) or moderate (22%) problem; compared to four in ten (41%) from Birmingham (22% serious, 24% moderate problem).

Respondents from these cities also expressed more concern about a lack of cycling parking spaces on their residential streets (41% serious/moderate Salford; 35% serious/moderate Birmingham) than Bournemouth (24%) and Ipswich (19%).

Figure 5.1: Extent to which the following are a problem on residential street by wider intervention area (% Consider this a moderate/serious problem)

Residential street	Birmingham	Bournemouth	Ipswich	Salford
Vehicles going too fast	74**	57	58	55
Not enough car parking spaces	74**	58*	51	51
Heavy traffic	61**	50	43	52*
Traffic fumes	64**	47*	34	56*
Traffic noise	58*	49*	41	54*
Lack of public space for children to play	45*	32	34	52*
Difficulty crossing the road as a pedestrian	36	35	30	37*
A lot of lorries	32*	32*	24	33*
Not enough cycle parking spaces	35*	24	19	41*

* Significantly higher than at least one other area subgroup

* Significantly higher than all other area subgroups

Q015. RESIDENTIALSTREET. To what extent, if at all, do you think that the following are a problem on your residential street? Q007. To what extent do you think that the following are a problem, if at all, in your local high street? Base: All respondents (2211)

When asked the extent to which these were problems on *their local high street*, the same five issues were most commonly cited as serious or moderate problems: heavy traffic (68%), traffic fumes (65%), vehicles going too fast (61%) lack of car parking (56%) and traffic noise (55%). The order of importance for *local high street* differed to that for *residential streets*: in one's residential area, vehicles going too fast and lack of car parking spaces were the top two concerns, while on the high street it was heavy traffic and traffic fumes that were considered more important. Indeed, over a third reported heavy traffic (38%) and traffic fumes (35%) serious problems in their local high street.

Figure 5.2 illustrates the results by LTN area. As was the case for issues on residential streets, respondents in Birmingham were more likely to have reported each of the issues to be a moderate or serious problem on their local high street than in all other areas, specifically: vehicles going too fast (75%), heavy traffic (90%), traffic fumes (87%) traffic noise (75%), difficulty crossing roads as a pedestrian (61%) and number of lorries (69%). Furthermore, the strength of perceived problem in this area was also greater – two thirds

(69%) of respondents from Birmingham felt heavy traffic was a serious problem on their local high street (compared with 40% from Salford, 26% from Ipswich and 17% from Bournemouth); and a similar proportion (64%) said traffic fumes were a serious problem (compared with 40% from Salford, 18% from Ipswich and 18% from Bournemouth);

Respondents from Bournemouth were least likely to have viewed each of the issues presented as a problem in their local high street, compared to other LTN areas.

Figure 5.2: Extent to which the following are a problem on local high street by wider intervention area (% Consider this a moderate / serious problem)

High street	Birmingham	Bournemouth	Ipswich	Salford
Vehicles going too fast	75**	47	60*	65*
Not enough car parking spaces	62*	51	56	56
Heavy traffic	90**	49	58*	75*
Traffic fumes	87**	47	54*	72*
Traffic noise	75**	41	46	59*
Lack of public space for children to play	48*	38	40	59**
Difficulty crossing the road as a pedestrian	61**	34	34	46*
A lot of lorries	69**	29	36*	43*
Not enough cycle parking spaces	46*	29	28	49*

* Significantly higher than at least one other area sub-group

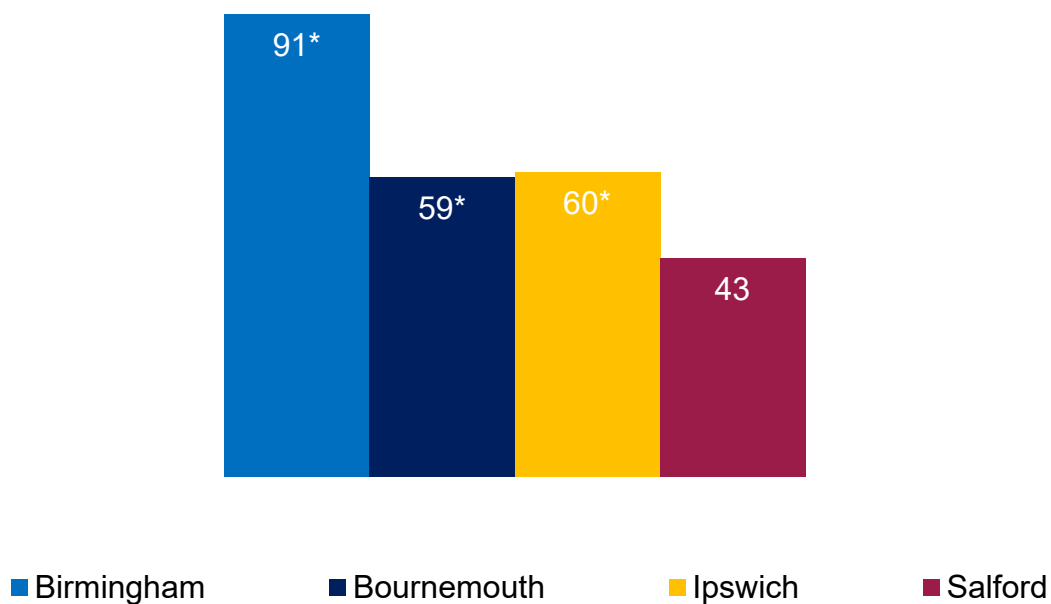** Significantly higher than all other area subgroups

Q015. HIGHSTREET. To what extent, if at all, do you think that the following are a problem on your local high street? Q007. To what extent do you think that the following are a problem, if at all, in your local high street? Base: All respondents (2211)

Awareness of and support for local LTN

Average awareness of the local LTNs was fairly high, with just under two thirds (64%) aware of the LTN implemented in their area.

Awareness differed across the four intervention areas, with nine in ten respondents from Birmingham (91%) aware of the local LTN, compared with six in ten respondents in Bournemouth (59%) and Ipswich (60%), and only four in ten in Salford (43%).

Figure 6.1: Awareness of local LTN by intervention area (%):

* Significantly higher than at least one other area subgroup

Q017. LTN_AWARE. Before today, were you aware that a low traffic neighbourhood had been implemented in your area?

Awareness was also higher for ABC1s (69%) than C2DEs (52%) and those with one or more children in their household (70% vs. 62% for those with no children). Time at the address was also a significant factor in LTN awareness: those who had been living at their address for more than 5 years were most aware (72%); falling to six in ten (59%) among those who had lived there 1-5 years; and four in ten (40%) of those living at the address for less than one year. This is likely a reflection of higher neighbourhood connectedness amongst longer tenants, including awareness of things happening in one's local area.

Whilst 9 in 10 respondents were aware of their local LTN across all Birmingham LSOAs, awareness amongst the other three areas differed according to location relative to the LTN. Specifically, awareness that a LTN had been implemented was higher amongst those living in the CIAs (76%) than for those living outside the CIA (56%). This is likely due to the closer proximity of CIA respondents to the roads directly affected by the LTN interventions.

Support for local LTN

Across the total sample, the majority (61%) of respondents were in support of the LTN which had been implemented in their local area, with three in ten having indicated strong support (32%). However, three in ten were opposed to the local LTN (29%), with two in ten (19%) having strongly opposed it.

Figure 6.2: Support for LTN in local area (%):
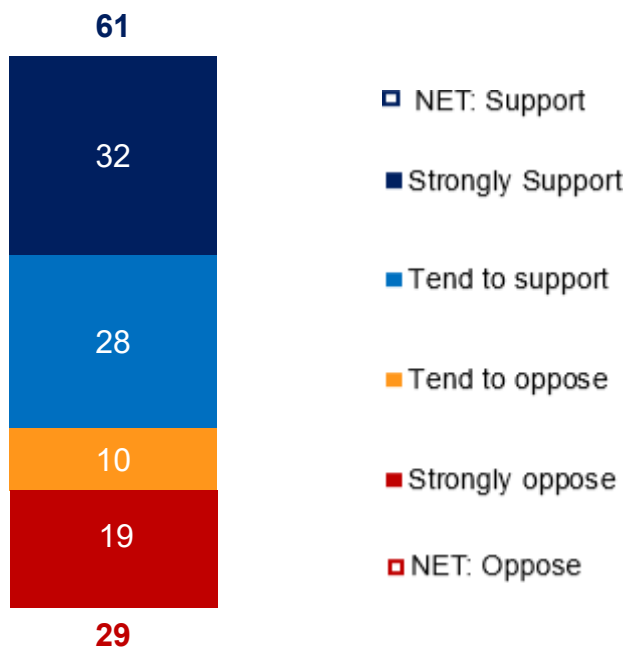
018. LTN_SUPPORT. To what extent do you support or oppose the Low Traffic Neighbourhood that has been implemented in your area? Base: All respondents (2,215). Where NET figures do not equal exact sum of strongly and tend to figures, this is due to rounding.

Support for the local LTN interventions differed according to respondents' demographic characteristics. Specifically, under-65s were more likely to have supported their local intervention (63%) than those aged 65+ (51%). Further, those with mobility issues were also less likely to have supported their local LTN (49%) than those without mobility issues (63%).

Additionally, respondents differed in their support for the local LTN based on typical mode of transport. Car drivers (53% supportive) and passengers (57% supportive) were less likely to be in support than those who use other modes of transport, especially cyclists (73% supportive) and those who use the underground (74% supportive).

Support also varied across the four intervention areas. A higher proportion of those in Birmingham (63%) and Salford (65%) supported the LTN in their area than in Ipswich (59%) or Bournemouth (56%). Birmingham, in particular, was a divisive scheme: four in ten respondents strongly supported the local LTN (39%), whilst a quarter strongly opposed it (23%).

Figure 6.3: Support for LTN in local area by wider intervention area (% Net Support):

Birmingham: 63* Bournemouth: 56 Ipswich: 59 Salford: 65*

■ Birmingham ■ Bournemouth ■ Ipswich ■ Salford

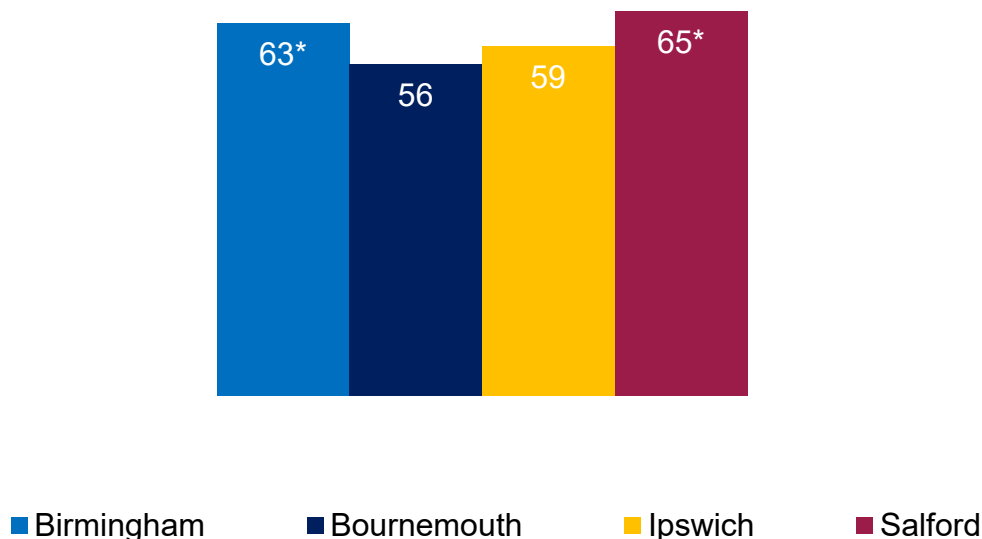* Significantly higher than at least one other area subgroup

Q018. LTN_SUPPORT. To what extent do you support or oppose the Low Traffic Neighbourhood that has been implemented in your area? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Additionally, respondents within the CIA were, on average, more likely than those living outside the CIA to have opposed (32% vs. 27%) or strongly opposed (23% vs. 16%) the local LTN. However, this was partly driven by the fact that those living outside the CIA were more likely to have indicated that they 'don't know' if they support the LTN: 12% living outside the CIA provided a 'don't know' answer, compared with 7% within CIAs. This result potentially reflects the higher awareness of local LTN interventions amongst those living in CIAs, which likely leads to stronger opinions on the local schemes.

Impact of local LTN

Opinion was split on whether the local LTN interventions have been successful in improving road safety, traffic noise and air quality.

More than four in ten respondents agreed that their local LTN intervention had *increased road safety* (44%) and *reduced traffic noise* (41%). However, almost half (47%) of respondents disagreed that the LTN intervention had successfully *reduced traffic congestion*, with a quarter (25%) strongly disagreeing with this statement.

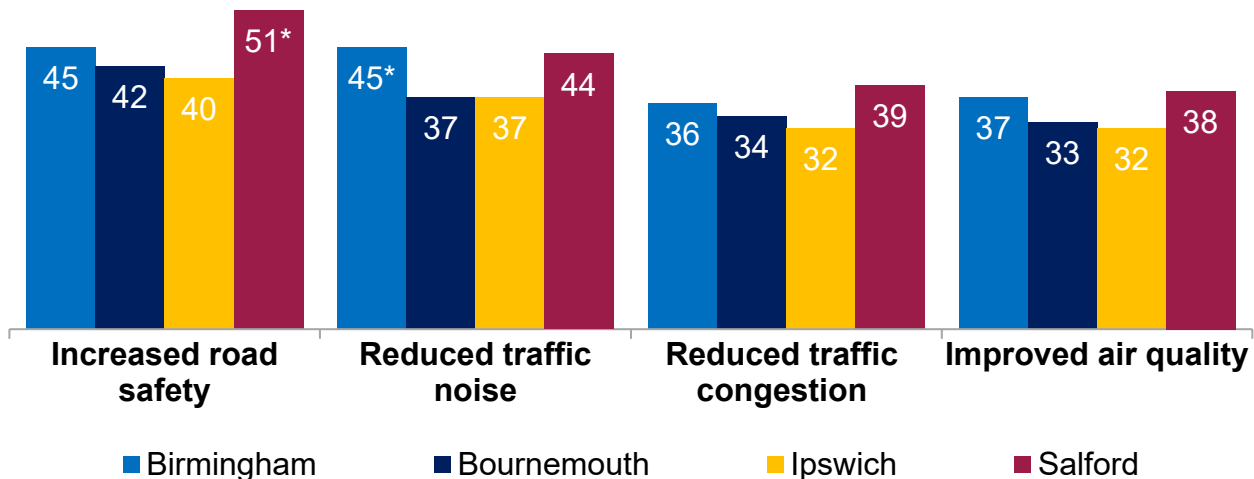**Figure 7.1: Agreement that LTN intervention have successfully… (%)*:**
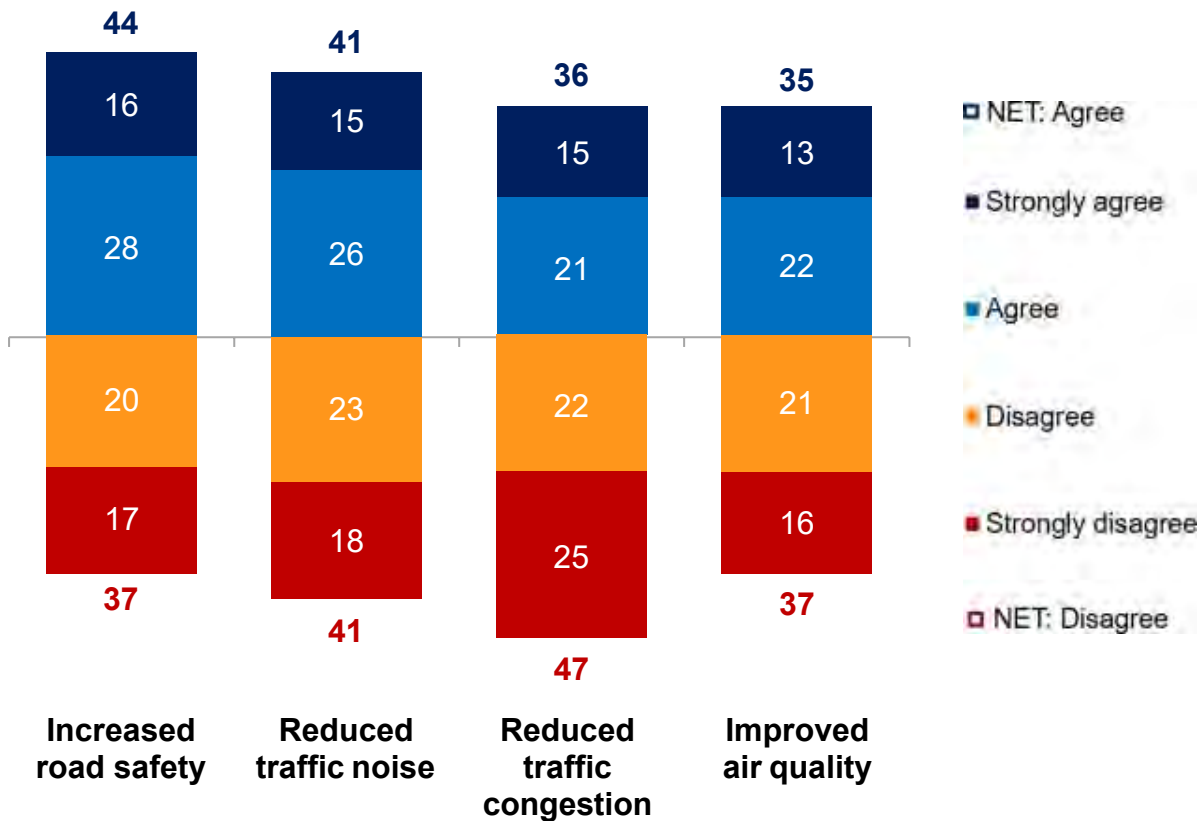
* Don't know answers have not been included. *Q019. LTN_SUCCESS. To what extent do you agree or disagree that the Low Traffic Neighbourhood changes have successfully done each of the following in your area? Base: All respondents (2,215). Where NET figures do not equal exact sum of strongly and tend to figures, this is due to rounding.*

Agreement that the LTN intervention had produced successful outcomes differed by intervention area. Respondents from Salford were more likely than those in other areas to have agreed that the LTN intervention had increased road safety (half of Salford respondents (51%) agreed with this statement). Meanwhile, respondents from Birmingham – where three-quarters had suggested that traffic noise is a problem on their local high street (see Figure 5.2) – were more likely to have indicated that their local LTN intervention had reduced traffic noise.

Figure 7.2: Agreement by wider intervention area that LTN intervention has successfully… (Net agree %):

* Significantly higher than at least one other area subgroup

Q019. LTN_SUCCESS. To what extent do you agree or disagree that the Low Traffic Neighbourhood changes have successfully done each of the following in your area? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Respondents living in CIAs were more likely than those living outside CIAs to have agreed that LTN intervention had led to improvements in terms of: *increased road safety* (50% vs. 41%), *reduced traffic noise* (46% vs. 38%), *reduced traffic congestion* (49% vs. 33%) and *improved air quality (40% vs. 32%).* This result highlights that the key benefits associated with the interventions were more often observed by those living in the areas closest to the LTNs.

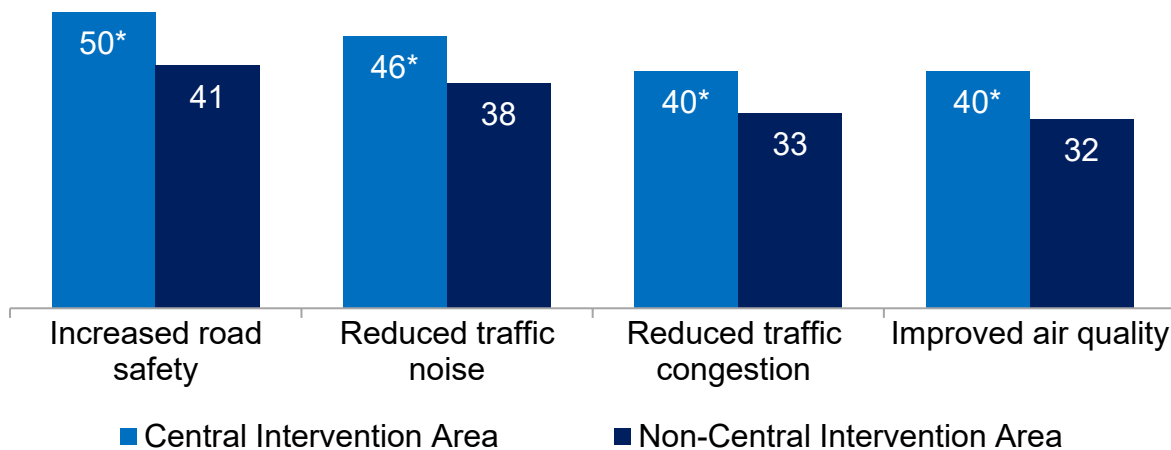**Figure 7.3: Agreement by central / non central intervention area that LTN intervention have successfully…. (% Net Agree)**

* Significantly higher than alternative subgroup

Q019. LTN_SUCCESS. To what extent do you agree or disagree that the Low Traffic Neighbourhood changes have successfully done each of the following in your area? Base: All respondents: Central Intervention Area (881), non-CIA (1,334)

Respondents were also asked to what extent, if at all, their local LTN had impacted life in their neighbourhood: from changes to traffic congestion and journey times; to access to facilities and amenities; to community benefits (such as making the neighbourhood more pleasant and creating a sense of community).

Overall, opinion of the wider community benefits of local LTN intervention was fairly evenly split, with similar proportions having agreed and disagreed that the LTN *makes living in my neighbourhood more pleasant* (43% agree; 39% disagree). While the perceived effect on community relations was also uncertain, with three in ten (31%) agreeing *the LTN helps create a sense of community in the local neighbourhood* while half (48%) disagree this is the case. For both these statements, a reasonable proportion said they did not know (17% and 21% respectively).

Further, across the total sample, respondents were also divided over whether they thought their local LTN intervention had impacted traffic. Half (50%) agreed that their local LTN had *not significantly changed my journey time to reach frequently visited destinations*, whilst only a third agreed that *I have noticed fewer cars driving through my neighbourhood*

(34%) and that the LTN *encourages people to switch trips from car to other modes of transport* (33%).

Respondents were more negative about the impact of the local LTN on their ability to use local amenities, with over half of all respondents having disagreed that the introduction of the LTN *made it easier for me to use the local high street for leisure purposes such as meeting friends* (52% disagree) and *makes it easier for me to access local facilities that I need* (53% disagree).[x]

Figure 7.4: Agreement with statements about impact of local LTN… (%)

Statement	Strongly disagree	Disagree	Agree	Strongly agree	NET: Disagree	NET: Agree
Not significantly changed my journey time to reach frequently visited destinations	20	17	31	19	37	50
Makes living in my neighbourhood more pleasant	18	21	26	17	39	43
I have noticed fewer cars driving through my neighbourhood	24	28	20	13	53	34
Encourages people to switch trips from car to other modes of transport	22	27	21	12	48	33
Helps create a sense of community in my local neighbourhood	21	27	20	11	48	31
Made it easier for me to use the local high street for leisure purposes such as meeting friends	22	30	19	10	52	29
Makes it easier for me to access local facilities that I need	22	31	20	9	53	29

■ Agree ■ Strongly agree ■ Disagree ■ Strongly disagree ☐ NET: Agree ☐ NET: Disagree

Q020. LTN_GENATT. How much do you agree or disagree with the following statements? Base: All respondents (2215). Where NET figures do not equal exact sum of strongly and tend to figures, this is due to rounding. Figures do not equal 100 as 'don't know' answers have been excluded.

Figure 7.5: Agreement with statements about impact of local LTN amongst local car users (drivers and/or passengers) versus local cyclists… (Net Agree %)

	Car/van as a driver	Cyclists
Traffic benefits		
Not significantly changed my journey time to reach frequently visited destinations	47%	57%*
I have noticed fewer cars driving through my neighbourhood	28%	46%*
Encourages people to switch trips from car to other modes of transport	27%	48%*
Community benefits		
Makes living in my neighbourhood more pleasant	34%	57%*
Helps create a sense of community in my local neighbourhood	27%	45%*
Access to facilities		
Made it easier for me to use the local high street for leisure purposes such as meeting friends	22%	39%*
Makes it easier for me to access local facilities that I need	23%	44%*

* Significantly higher than alternative subgroup

Q020. LTN_GENATT. How much do you agree or disagree with the following statements? Base: Car/van drivers (897), Cyclists (505).

As highlighted in Figure 7.5, cyclists were most likely to have recognised the benefits of LTNs, while car/van drivers were most likely to have disagreed that the LTN provided these advantages. This pronounced difference in opinion was consistent across all three benefit areas, and was most apparent for statements related to cars. (Specifically, those that suggested LTNs had led to fewer cars and/or people switching to other modes, suggesting drivers remain attached to their current local mode of transport.)

Agreement that the LTN had not significantly changed journey times was similar across the four intervention areas (47% Birmingham, 52% Bournemouth, 52% Ipswich and 51% Salford). However, respondents from Birmingham and Salford were more likely to have agreed that the LTN has encouraged people to switch trips from car to other modes of transport (40% for both areas).

With respect to the other benefits of LTNs, recognition was significantly lower in Ipswich than in the other three intervention areas (see Figure 7.6 below). However, it should be noted that this area also had higher levels of 'don't know' responses, suggesting that Ipswich respondents are more unsure about the impact of the LTN at this stage.

Figure 7.6: Agreement by wider intervention area that the local LTN… (Net Agree %)

	Birmingham	Bournemouth	Ipswich	Salford
Has not significantly changed my journey time to reach frequently visited destinations	47	52	52	51
Makes living in my neighbourhood more pleasant	47*	43*	35	48*
I have noticed fewer cars driving through my neighbourhood	39*	33*	22	39*
Encourages people to switch trips from car to other modes of transport	40**	30*	21	40**
Helps create a sense of community in my local neighbourhood	37*	30*	22	34*
Made it easier for me to use the local high street for leisure purposes such as meeting friends	30*	32*	16	35*
Makes it easier for me to access local facilities that I need	32*	32*	20	32*

* Significantly higher than one other area subgroup

** Significantly higher than two or more area subgroups

Q020. LTN_GENATT. How much do you agree or disagree with the following statements? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Respondents were also specifically asked whether they felt their local LTN intervention had affected ease of access to their property by different modes of transport. Amongst those who used each mode, half agreed that the LTN has made access to their property easier by cycle (50%) and on foot (46%). This indicates that the LTN facilitated greater use of active travel modes amongst those already pre-disposed to use them. Three in ten who

used public transport said the LTN had made access to their property easier by public transport (30%).

However, those who used cars for local journeys were less positive about the impacts of the LTN on their ease of access. Over half (55%) disagreed that the LTN made access easier by private car or van, with two thirds (66%) of those in Birmingham having disagreed with this statement, a proportion significantly higher than all other regions.

Figure 7.7: Agreement that LTN has made access to property easier… (%)
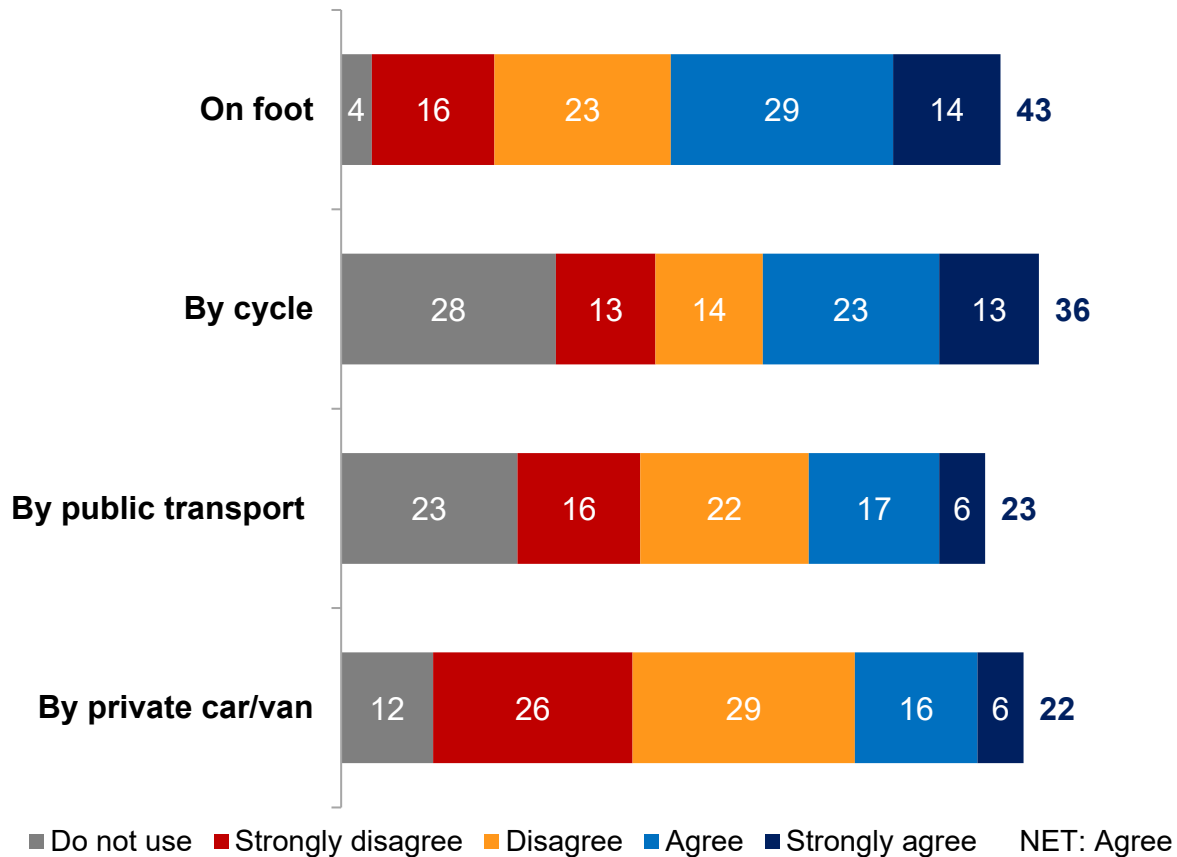
Q022 – LTN_MODEEASE. *To what extent do you agree or disagree that the local Low Traffic Neighbourhood has made it easier to access your property….? Base: All respondents who use each mode of transport / visit each business (base: on foot, 2108 / cycle, 1588 / public transport, 1696 / private car or van, 1951)*

Those in Salford and Birmingham were more likely to have reported that the LTN made it easier to access their property on foot (% agree: 56% Salford and 50% Birmingham vs. 31% Ipswich) and by cycling (% agree: 62% Salford and 53% Birmingham vs. 37% Ipswich) amongst those who ever used these modes.

Respondents from Bournemouth and Salford were more likely to have indicated that the LTN made it easier for them to access their property by public transport (% agree: 38% Bournemouth and 34% Salford vs. 26% Birmingham and 22% Ipswich). Respondents from Bournemouth were also more likely than all other areas to report that the LTN made it

easier to access their property by private car or van (% agree: 33% Bournemouth vs. 26% Salford, 20% Ipswich and 18% Birmingham).

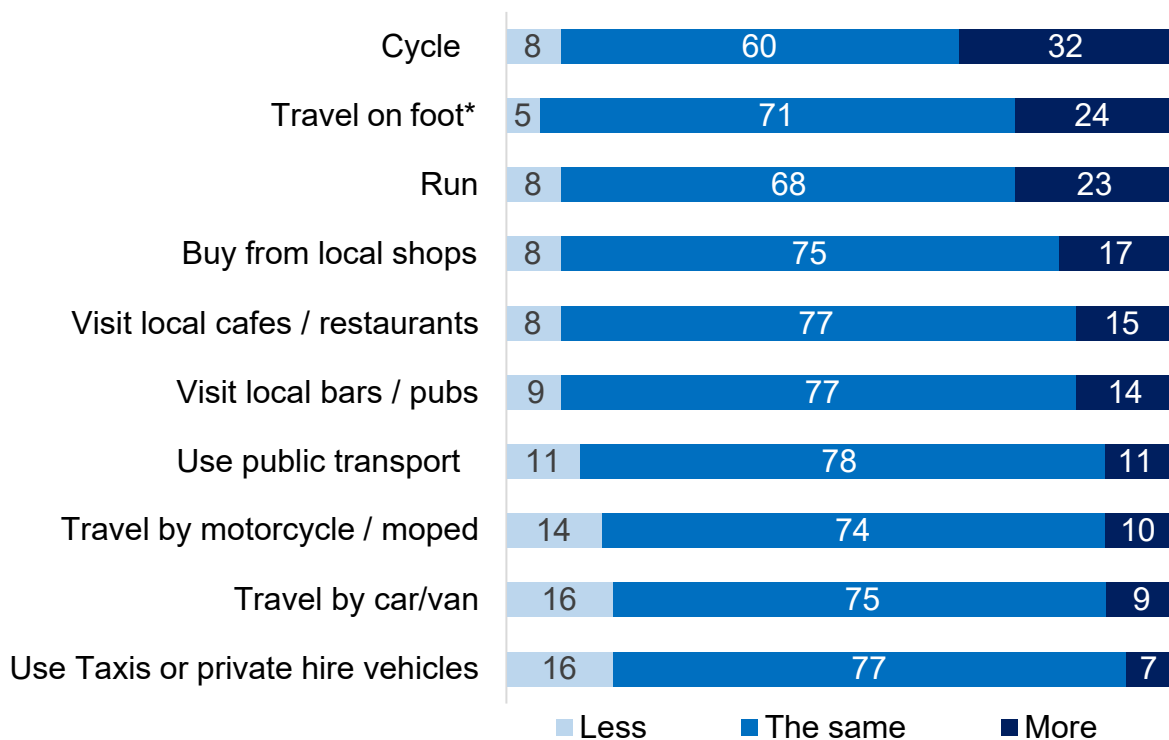## Frequency of transport use and visits to local businesses

A majority of respondents did not report changing the frequency with which they used certain modes of transport or visit local businesses as a result of the LTN intervention (see figure 7.8). However, as noted earlier, fieldwork took place during ongoing local and national restrictions as a result of Covid-19 that may have impacted the extent to which such behaviour change could be realised during this timeframe.

Amongst those respondents who reported ever using the listed modes of transport, a third (32%) reported cycling more as a result of the LTN intervention, and a quarter reported travelling more often on foot (24%) and running more often (23%). These reported increases in walking, running and cycling were greater for men, the under-55s and ABC1s. Furthermore, 16% of respondents reported travelling by car or van less often and 14% reported travelling by motorcycle or moped less often. This result suggests that the LTNs have successfully encouraged some respondents to take up more active forms of travel during the short time since their initial implementation. The proportion who reported using public transport more as a result of the changes was equal to the proportion that reported using it less often (11%), suggesting fewer immediate changes to public transport use at this stage.

In terms of visiting local businesses, a slightly higher proportion of respondents reported increasing the amount they bought from local shops (17%), visited local cafes and restaurants (15%) and local bars or pubs (14%) as a result of the LTN intervention, compared to the proportion who reported visiting these less often (8%, 8% and 9% respectively). This result suggests that local businesses may be experiencing overall increases in their local customer base as a result of the LTN interventions; reassuring given previously mentioned finding that over half of respondents disagreed the LTN made it easier to use the local high street for leisure purposes and to access the local facilities (see figure 7.4).

Men, under-45s and those with children in their household were more likely to have reported visiting local cafes, restaurants, bars and pubs more often, whilst those with children and those who had lived at their address for less than a year were more likely to report an increase in buying from local shops.

Figure 7.8: LTN has encouraged to do more or less of the following…* (%)

Mode	Less	The same	More
Cycle	8	60	32
Travel on foot*	5	71	24
Run	8	68	23
Buy from local shops	8	75	17
Visit local cafes / restaurants	8	77	15
Visit local bars / pubs	9	77	14
Use public transport	11	78	11
Travel by motorcycle / moped	14	74	10
Travel by car/van	16	75	9
Use Taxis or private hire vehicles	16	77	7

■ Less ■ The same ■ More

Q023 – LTN_MODEFREQ. Have the Low Traffic Neighbourhood changes in your area encouraged you to do more or less of the following…? Base: All respondents who use each mode of transport (total base 2215).*

*Note that this chart is based on those had ever used each mode of transport

There was some variation in the impact of LTNs on use of transport in the different intervention areas. Those in Birmingham (22%) and Salford (22%) were more likely than those in Bournemouth (16%) and Ipswich (10%) to have reported cycling more often as a result of the LTN intervention. Respondents from Birmingham were also more likely to have reported travelling more on foot as a result (31% vs. 22% Bournemouth, 12% Ipswich and 25% Salford).

Additionally, respondents from Birmingham and Salford were also more likely to have reported that the LTN intervention encouraged them to visit local cafes / restaurants (21% and 20% respectively) and bars / pubs (15% in both areas) more often than those in Bournemouth and Ipswich. This suggests that respondents from these areas may have realised the benefits of the LTN to a greater extent.

Figure 7.9: LTN has encouraged to do more of the following, by intervention area… (%)

| LTN Encouraged More	Birmingham	Bournemouth	Ipswich	Salford
Travel on foot	31**	22*	12	25*
Cycle	22**	14	10	22**
Buy from local shops	23**	16*	10	16*
Run	14*	11*	6	20**
Visit local cafes / restaurants	21**	9*	3	16**
Visit local bars / pubs	15**	9*	2	15**
Travel by car/van	6	9	7	9
Use public transport	6	9*	4	10**
Use Taxis or private hire vehicles	3*	3*	1	9**
Travel by motorcycle / moped	2	3*	1	5**

* Significantly higher than one other area subgroup

** Significantly higher than two or more area subgroups

Q023 – LTN_MODEFREQ. Have the Low Traffic Neighbourhood changes in your area encouraged you to do more or less of the following…? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Parents were divided over how they and their children plan to travel to school (Figure 7.10). Just under half (46%) agreed that *my children will walk, cycle, scoot or use public transport to get to school / college,* while half (50%) agreed that *I will choose walking / cycling / scooting or use public transport for other journeys with the children* (four in ten disagreed with both statements). Agreement that *my children will play outdoors in the local streets* was lower, with only one in three parents (32%) having agreed and almost six in ten (58%) having disagreed.

**Figure 7.10: Parents' agreement with the following statements… (%)**
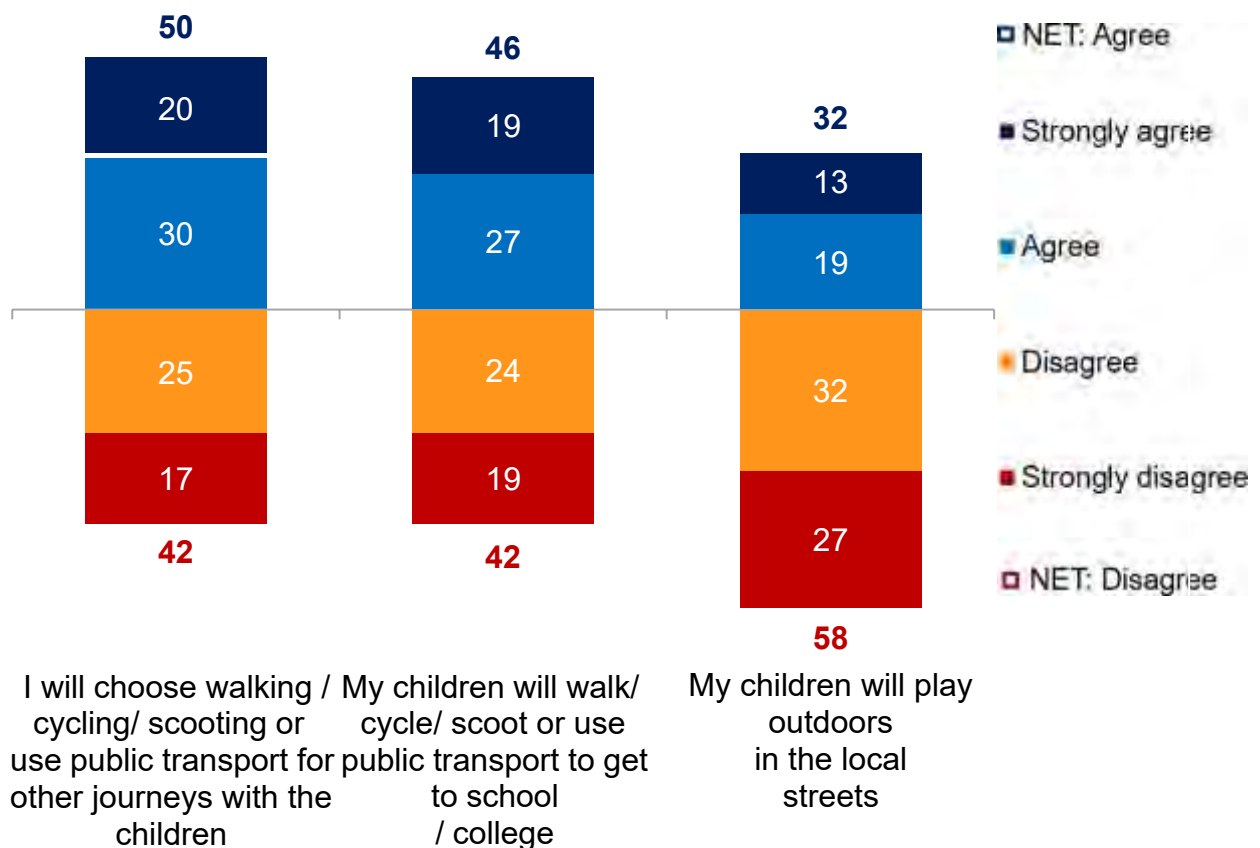
Q024. LTN_STATEMENTS. To what extent do you agree or disagree with the following statements… Base: All respondents with children living in their household (575). Salford not shown because of low base size. Where NET figures do not equal exact sum of strongly and tend to figures, this is due to rounding.

Parents in Birmingham and Bournemouth were more likely to have agreed that their children *will walk, cycle, scoot or use public transport to get to school / college* (52% and 50% respectively) than those in Ipswich (34%), and that they *will choose walking / cycling / scooting or use public transport for other journeys with the children* (55% for both Birmingham and Bournemouth) than those in Ipswich (36%)[xi]. The higher scores on these measures may reflect the fact that the Bournemouth LTN is in close proximity to two schools, compared to the other LTNs.

Support for implementing LTNs more widely

Overall, a majority of respondents (60%) agreed that LTNs should be implemented more widely across England, whilst a quarter (25%) disagreed.

Figure 8.1: Agreement that LTNs should be implemented more widely across England (%):
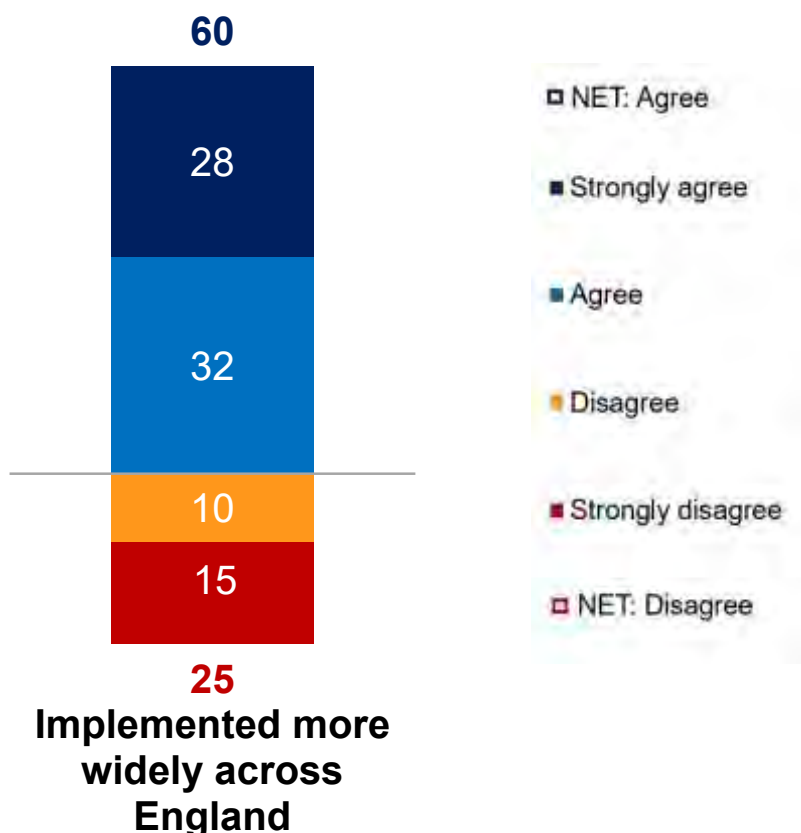
Q021. LTN_WIDE. To what extent do you agree or disagree that Low Traffic Neighbourhoods should be implemented more widely across other towns and cities in England? Base: All respondents (2,215)

Support for implementing LTNs more widely broadly follows the same pattern – in terms of key demographics – as those who supported the LTN in their own area.

Only half of car drivers (52%) supported rolling out LTNs more widely, a proportion lower than that among other transport users – particularly those who use the train/underground (78% agreement) and those who cycle (73% agreement). Younger people were also more likely to have supported rolling out LTNs, with two-thirds of under-45s (66%) in support, compared to only half of those aged 55 and over (53%). Those with mobility issues were also less likely to have agreed that LTNs should be rolled out more widely (49%) than

those without mobility issues (62%), reflecting their slightly lower level of support for Government action in this area (as noted elsewhere in this research).

While over half of respondents in each intervention area supported wider implementation of LTNs across England, there was variation in agreement between the four intervention areas. Respondents from Salford had the highest level of agreement, with seven in ten (70%) having agreed that LTNs should be implemented more widely across England. This compares to less than six in ten respondents from Bournemouth (59%), Birmingham (58%) and Ipswich (54%) who agreed with wider implementation.

As was the case with support for their own local LTN, respondents from Birmingham and Salford had the strongest levels of support – with three in ten strongly agreeing they should be implemented more widely (32% strong agreement for both areas)

Figure 8.2: Agreement by wider intervention area that LTNs should be implemented more widely across England (Net agree %):
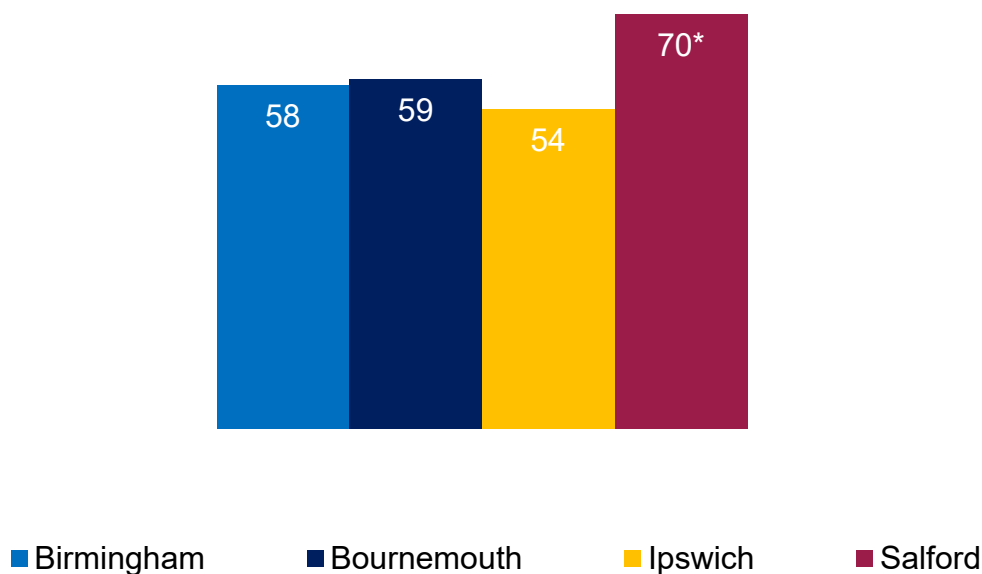
* Significantly higher than at least one other subgroup

Q021. LTN_WIDE. To what extent do you agree or disagree that Low Traffic Neighbourhoods should be implemented more widely across other towns and cities in England? Base: All respondents: Birmingham (666), Bournemouth (595), Ipswich (516), Salford (438)

Respondents within the CIAs were equally as likely as those living outside the CIAs to have agreed that LTNs should be implemented more widely across England (60% in CIA, 61% outside).

Business Owner residents

Given the importance of understanding the impact of the LTN interventions on local businesses, the survey identified responses from households that owned local businesses – that is, where the respondent themselves, or someone in their household, were local business owners. A total of n=117 business owners who were also residents of an LTN intervention area were included in this survey.

While responses were limited at a local level (n=29 in Birmingham; n=29 in Bournemouth, n=31 in Ipswich and n=28 in Salford), results can be aggregated to indicate attitudes of local business owners across the four LTNs sampled. (It is important to note, however, that business owners were primarily responding to the survey as residents of the LTN area, rather than in their capacity as a business owner.)

Business owners were mostly positive about the need for action by Government to improve air quality (83%), reduce traffic noise (78%), reduce traffic congestion (84%) and increase road safety (91%). However, business owners were more likely than non-business owners to have disagreed that action is needed by Government to improve air quality (16% disagree vs. 7% non-business) or reduce traffic congestion (16% disagree vs. 9% non-business).

Business owners were largely positive towards reducing road traffic and reallocating road space for walking and cycling, although they were less supportive than their non-business counterparts. Regarding a reduction in road traffic across England, support was lower amongst business owners, with three in four (74%) having indicated support compared to eight in ten (83%) non-business owners. Similar results were seen specifically in relation to their local area, with seven in ten (69%) business owners having supported reduction measures, compared to eight in ten (79%) non-business owners.

Business owners were also less likely to have supported reallocation of road space at a national level (62% support vs. 74% non-business). For reallocation measures in their own area, support was not statistically different between the two groups; however, opposition was higher amongst business owners (39% oppose) compared to non-business owners (26%).

When asked how they perceive road issues in their local area, business owners were less likely to have considered difficulty crossing the road for pedestrians a problem, both in reference to their own residential street (24% moderate/serious problem vs. 35% non-business) and the local high street (31% moderate/serious problem vs. 45% non-business).

Business owners demonstrated higher awareness of their local LTN (74% aware vs. 63% non-business), although this was not significant. However, local business owners were more likely to have opposed the LTNs (42% vs. 28% non-business). They were also less likely to have agreed that LTNs should be implemented more broadly across towns and cities in England (50% agree vs. 61% non-business).

Regarding the perceived impact of their local LTNs, business owners were as likely as non-business owners to have recognised the benefits, with agreement broadly similar between the two groups. However, among those who did not agree with the impacts of the LTN, business owners generally appeared to be more certain in their response: higher levels of disagreement were observed amongst this group, whereas non-business owners were more likely to say they 'don't know'. *[reduced traffic noise 54% disagree amongst businesses vs. 40% non-business / increased road safety 50% disagree amongst businesses vs. 37% non-business]*

A similar pattern emerged in relation to the impact on the local area, with agreement broadly in line between the groups. However, there were differences between business owners and non-business owners in level of disagreement with several of these statements (outlined in figure 9.1).

Figure 9.1. agreement/disagreement with statements on the impact of the local LTN (%)

LTN Statements	% response	Business owners	Non-business owners
The local LTN makes my neighbourhood more pleasant	% agree	38	44
	% disagree	56*	38
	% don't know	6	18*
I have noticed fewer cars through their neighbourhood as a result of the local LTN	% agree	26	34
	% disagree	69*	52
	% don't know	5	14*
The local LTN encourages people to switch trips from the car to other modes of transport	% agree	31	33
	% disagree	62*	48
	% don't know	7	19*
The local LTN changes have made it easier to use to local high street for leisure purposes	% agree	23	29
	% disagree	65*	51
	% don't know	12	20
The local LTN helps create a sense of community	% agree	26	31
	% disagree	60*	48
	% don't know	14	21

* Significantly higher than alternative subgroup

These differences were at least partly driven by the fact that business owners were more likely to have had a firm opinion on these statements, whilst non-business owners were

more likely to give a 'don't know' response, as levels of agreement were not significantly different.

When asked about whether the local LTN made it easier to access their own property by various modes of transport, lower agreement was seen amongst business owners for travelling on foot (35% agree vs. 44% non-business) or by public transport (14% agree vs. 24% non-business).

Appendix

Questionnaire – online version

This online version of the questionnaire was also adapted into a paper version, which was sent to respondents along with their reminder letter.

Q001 To ensure we interview a cross section of the public, we would be grateful if you could type in your actual age below.

Q002 Which of the following age groups are you in?
Under 16   ☐ GO TO SCREEN OUT
16 to 19
20 to 24
25 to 29
30 to 34
35 to 39
40 to 44
45 to 49
50 to 54
55 to 59
60 to 64
65 to 69
70 to 74
75 to 79
80 or over

Q004 Are you…
Male
Female

Other

Q036 What is your marital status?
single, that is, never married and never registered a same-sex civil partnership
married
separated, but still legally married
divorced
widowed
in a registered same-sex civil partnership
separated, but still legally in a same-sex civil partnership
formerly in a same-sex civil partnership which is now legally dissolved
surviving partner from a same-sex civil partnership

Q006 Including yourself, how many individuals aged 16 or over live in your household?
1
2
3
4
5
6
7
8 or more

Q007 How many children aged 15 or under live in your household?
None
1
2
3
4
5
6
7
8 or more

Q008 Which of these best describes your current employment situation?
Self employed
In paid employment (full or part-time, including on furlough)
Unemployed
Retired
On maternity leave
Looking after family or home
Full-time student
Long-term sick or disabled
On a government training scheme
Unpaid worker in family business
Doing something else
Don't know
Prefer not to say

Q009 Which of the following best describes the occupation of the chief income earner in your household?
By chief income earner, we mean the person with the largest income
High managerial (administrative or professional – e.g. doctor / lawyer / company director)
Intermediate managerial (administrative or professional – e.g. teacher / office manager / police inspector)
Supervisor, clerical, junior managerial (administrative or professional e.g. policeman / nurse / secretary)
Skilled manual worker e.g. mechanic / plumber / electrician
Semi-skilled or unskilled manual worker e.g. baggage handler / waiter / factory worker / receptionist / labourer / gardener
Housewife / househusband / homemaker
Unemployed (for over 6 months) or not working due to long term sickness

Student
Retired and living on state pension only
Prefer not to say *Fixed *Exclusive
Don't know *Fixed *Exclusive

Q031 Do you (or your household) own or rent this accommodation?
Own it outright
Buying it with the help of a mortgage / loan
Part own and part rent (shared ownership)
Rent it (includes all those who are on Housing Benefit or Local Housing Allowance)
Live here rent-free (including rent-free in relative's /friend's property but excluding squatters)
Squatting

Q033 The following questions are about using the internet.

Q032 In what ways do you use the internet, if at all?
For work only
For personal reasons only
For both
Not at all

Ask only if Q032 code 1,2,3

Q034 How often do you access the internet?
Please include internet access from any device, including mobile/tablet only internet access. This can be for any purpose ranging from checking your emails to online shopping.
More than once a day
Once a day
2-3 times per week
About once a week
About once a fortnight
About once a month
About once every 2-3 months
About once every six months
Less often

Q010 To what extent do you agree or disagree that the government should act in local neighbourhoods to…
a) improve air quality
b) reduce traffic noise
c) reduce traffic congestion
d) increase road safety

Strongly Disagree
Disagree
Agree
Strongly Agree
Don't know

Q011 To what extent do you support or oppose the reduction of road traffic <u>in towns and cities in England</u>?
Strongly oppose
Tend to oppose
Tend to support
Strongly support
Don't know

Q012 To what extent do you support or oppose the reduction of road traffic <u>in your local area / neighbourhood</u>?
Strongly oppose
Tend to oppose
Tend to support
Strongly support
Don't know

Q013 To what extent do you support or oppose reallocating road space for walking and cycling <u>in towns and cities in England?</u>
Strongly oppose
Tend to oppose
Tend to support
Strongly support
Don't know

Q014 To what extent do you support or oppose reallocating road space to walking and cycling <u>in your local area / neighbourhood</u>?
Strongly oppose
Tend to oppose
Tend to support
Strongly support
Don't know

Q015 To what extent, if at all, do you think that the following are a problem on <u>your residential street?</u>
a) Vehicles going too fast
b) A lot of lorries
c) Not enough car parking spaces
d) Not enough cycle parking spaces
e) Heavy traffic
f) Traffic fumes
g) Traffic noise
h) Difficulty crossing the road as a pedestrian
i) Lack of public space for children to play

Not at all a problem
A minor problem
A moderate problem
A serious problem
Don't know

Q016 To what extent do you think that the following are a problem, if at all, in <u>your local high street?</u>
a) Vehicles going too fast
b) A lot of lorries
c) Not enough car parking spaces
d) Not enough cycle parking spaces
e) Heavy traffic
f) Traffic fumes
g) Traffic noise
h) Difficulty crossing the road as a pedestrian
i) Lack of public space for children to play

Not at all a problem
A minor problem
A moderate problem
A serious problem
Don't know

Low Traffic Neighbourhoods are groups of mostly residential streets where cut-through motor vehicle traffic is discouraged or removed, and the environment for walking and cycling is improved. Residents and visitors can still get in and out of the area, and access their homes and businesses by motor vehicle, but they may have to change their route.

Q017 Before today, were you aware that a Low Traffic Neighbourhood has been implemented in your area?
Yes
No
Don't know

Q018 To what extent do you support or oppose the Low Traffic Neighbourhood that has been implemented in your area?
Strongly oppose
Tend to oppose
Tend to support
Strongly support
Don't know

Q019 To what extent do you agree or disagree that the Low Traffic Neighbourhood changes have successfully done each of the following in your area?
a) improved air quality
b) reduced traffic noise
c) reduced traffic congestion
d) increased road safety

Strongly Disagree
Disagree
Agree
Strongly Agree
Don't know

Q020 How much do you agree or disagree with the following statements?
a) The local Low Traffic Neighbourhood makes living in my neighbourhood more pleasant
b) As a result of the local Low Traffic Neighbourhood I have noticed fewer cars driving through my neighbourhood
c) The local Low Traffic Neighbourhood encourages people to switch trips from car to other modes of transport
d) The local Low Traffic Neighbourhood has not significantly changed my journey time to reach frequently visited destinations
e) The local Low Traffic Neighbourhood helps create a sense of community in my local neighbourhood
f) The local Low Traffic Neighbourhood makes it easier for me to access local facilities that I need
g) The local Low Traffic Neighbourhood changes have made it easier for me to use the local high street for leisure purposes such as meeting friends

Strongly Disagree
Disagree
Agree
Strongly Agree
Don't know

Q021 To what extent do you agree or disagree that Low Traffic Neighbourhoods should be implemented more widely across other towns and cities in England?
Strongly Disagree
Disagree
Agree
Strongly Agree
Don't know

Q022 To what extent do you agree or disagree that the local Low Traffic Neighbourhood has made it easier to access your property….?
a) On foot (includes scooting, mobility aids and walking)
b) By cycle
c) By public transport
d) By Private car/van

Strongly Disagree
Disagree
Agree
Strongly Agree
Don't know

Q023 Have the Low Traffic Neighbourhood changes in your area encouraged you to do more or less of the following…?
a) Travel on foot (includes scooting, mobility aids and walking)
b) Run
c) Cycle
d) Use public transport
e) Travel by car/van (as driver or passenger)
f) Travel by motorcycle / moped

g) Use Taxis or private hire vehicles
h) Buy from local shops
i) Visit local cafes / restaurants
j) Visit local bars / pubs

Less
The same
More
I do not use

Ask only if NOT Q007 – KIDS, 1

Q024 To what extent do you agree or disagree with the following statements…
a)The Low Traffic Neighbourhood changes have made it more likely that my children will walk/ cycle/ scoot or use public transport to get to school / college
b)The Low Traffic Neighbourhood changes have made it more likely that I will choose walking / cycling/ scooting or use public transport for other journeys with the children
c)The Low Traffic Neighbourhood changes have made it more likely that my children will play outdoors in the local streets

Strongly Disagree
Disagree
Agree
Strongly Agree
Don't Know

Q025 Which of the following do you tend to use to travel in your local neighbourhood?
Please select all that apply.
Underground, metro, light rail, tram
Train
Bus, minibus or coach
Motorcycle, scooter or moped
Car/van as a driver
Car/van as a passenger
Taxi/minicab
Cycle
Walking
Other (please specify) *Open *Fixed

Q026 How long have you lived at your current address?
Under 1 year
1-2 years
2-5 years
5-15 years
15+ years

Q027 Do you, or anyone in your household, own a local business in the area?
Yes – I am a local business owner
Yes – someone else in my household is a local business owner
No

Q28 Do you have a health condition, illness or disability that affects your mobility, for example walking short distances or climbing stairs?
Yes
No
Prefer not to say

Q29 Which one of the following best describes your ethnic group or background?
English/Welsh/Scottish/Northern Irish/British
Irish
Gypsy or Irish Traveller
Any other White background (specify) *Open
White and Black Caribbean
White and Black African
White and Asian
Any other mixed/multiple ethnic background (specify) *Open
Indian
Pakistani
Bangladeshi
Chinese
Any other Asian background (specify)
African
Caribbean
Any other Black/African/Caribbean background (specify) *Open
Arab
Any other ethnic group (specify) *Open
Prefer not to say

Q030 Finally, before submitting your response to this survey, please confirm that you answered the questions as accurately as possible and that the answers reflect your own personal views
Yes
No
Refused

Q037 Thank you for answering the questions. On the next page is the code for your £5 voucher.
Before you get your code, Kantar – on behalf of the Department for Transport – may wish to recontact you to ask you other questions about your experiences living in your local neighbourhood.
We would keep your contact details for 6 months, and would not use your details for any other purpose than inviting you to take part in more research in this time period.
Here is our privacy policy: https://www.kantar.com/uki/surveys/
Do you agree to be re-contacted?
Yes
No

Q038
Please type in your mobile number and/or your email address so that we can re-contact you

Q039 Thank you for answering the questions. Please enter your email address below for us to email you the voucher code within the next 2-3 weeks.

Endnotes

[i] https://www.gov.uk/government/publications/public-attitudes-towards-traffic-and-road-use
[ii] The census defines each address to a **Lower Layer Super Output Areas** (**LSOA**). It is a geographic hierarchy designed to improve the reporting of small **area** statistics in England and Wales.
[iii] Assuming 8% 'deadwood' households - addresses which are not eligible to complete the survey, such as second homes, vacant properties, or business addresses - in the PAF.
[iv] Based on the effective sample size following weighting
[v] Further detail of the methodology used in Phase 1 is included in the earlier section.
[vi] The 'central intervention area' (CIA) sub-group combines results from the four central LSOAs – those closest to the LTN intervention in each city.
[vii] Further detail of the timing of the various lockdowns in the LTN areas are provided in the Background section

[viii] As explained in the background, social grades are defined as follows: ABC1 (Higher managerial/ Professional/ Administrative, Intermediate managerial/ Professional/ Administrative, Supervisory or clerical/ Junior managerial/ Professional/ administrator); and C2DE (Skilled manual worker, Semi or unskilled manual worker, Student, Retired and living on state pension only, Unemployed).

[ix] A third of respondents (32%) from Birmingham used a bike to get around locally while nine in ten (92%) walked
[x] Fieldwork took place during the Second National Lockdown in November 2020, so results in this area may have been impacted by the social restrictions in place at the time.
[xi] Separate figures for Salford are not available for this question due to a low base size.