



# East Dunbartonshire Council

Travel Survey 2022

Research Report

**Prepared by:**

**Research Resource**

10 Lake Avenue  
Lanark  
ML11 9BQ

**Contact:** Lorna Shaw

**Prepared for:**

**East Dunbartonshire Council**

Place, Neighbourhood and  
Corporate Assets  
Broomhill Depot Kilsyth Road  
Kirkintilloch  
G66 1TF

**Contact:** Alison Laurence





Report written by: Lorna Shaw

A handwritten signature in black ink, appearing to read 'Lorna A Shaw'.

Date: 30/11/2022

Reviewed by: Elaine MacKinnon

A handwritten signature in black ink, appearing to read 'Elaine MacKinnon'.

Date: 1/12/2022

# East Dunbartonshire Council

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## Travel Survey 2022

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# EXECUTIVE SUMMARY

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## Introduction

This report presents the findings to emerge from research carried out by Research Resource on behalf of East Dunbartonshire Council in order to develop a picture of travel behaviour in East Dunbartonshire.

## Methodology

A total of 1,013 respondents were surveyed using a mixed methodology. A total of 722 interviews were achieved from the face to face, in town centre research. Interviews were spread across the main towns and villages in East Dunbartonshire between 1<sup>st</sup> to 19<sup>th</sup> October 2022.

This was augmented with an online survey which was available to East Dunbartonshire residents between the 3<sup>rd</sup> October and 11<sup>th</sup> November 2022. This was promoted via a press release from East Dunbartonshire Council and through the Council's social media channels. A total of 291 responses were received to this.

Both data sets have been merged in order to provide a picture of travel across East Dunbartonshire.

## Key findings

Overall, 25% of respondents said that the Covid-19 **pandemic has continued to change their travel behaviour**. In 2021, 37% of respondents said the pandemic had changed their travel behaviour. The main reason was where respondents were as a result travelling less now they were working from home more (70%). Other reasons where respondents were now walking or cycling more than they used to (28%) or where respondents said they were avoiding taking public transport (16%).

Car was the **most commonly used mode of transport** by respondents with 69% of respondents overall stating that this is their main mode of transport. 14% overall stated that bus or coach was their main mode of transport. Walking was the main mode of transport for 8% of respondents and cycling for 4%.

Just under one quarter of respondents (23%) **are making journeys of under one mile by car** on a daily basis, up from 14% in 2021. A further 40% are doing so approximately 3-6 times per week. 17% of respondents never do this (down from one third in 2021).

In terms of the profile of **journeys made in a typical week**, journeys to the supermarket were most likely to be made (76%) followed by visiting family or friends (71%) and journeys to local shops or services (67%). These were the three most commonly made journeys in 2021, but visiting family or friends has increased from 55%.

For each of the types of journeys made, respondents were asked what modes of transport were an **option** for them to make that journey and then what was the main mode of transport they **used** when they last made that journey. The key findings of this were:

- For journeys involving children (i.e. to school or to kids' activities) car was most likely to be an option and also most likely to be used with 84% stating it was an option and 65% stating they use this. However, in terms of walking, c.30% more respondents feel that it would be an option than actually used this as their mode of transport. It is interesting to note that walking children to school was perceived as an option for 57% but only used by 28% and for travel to kids' activities it was perceived as an option for 39% of respondents but only used by 10%.
- When travelling to the supermarket, local shops or town centres, car is again the most likely to be perceived as being an option and most likely to be used. Again, there are large differences between the proportion of respondents stating that they could walk compared to those that do walk. This was most notable in terms of walking to local shops where 73% felt it was an option but only 45% said they did this.
- Travel to work showed again that car was most likely to be an option and most likely to be the mode of transport used. Gaps were noted between the potential for bus travel (42% consider this an option and 9% use) and train travel (27% consider this an option and 11% use).
- When visiting friends or family or travelling to leisure interests, again the car is most likely to be considered to be an option and most likely to be used. Bus, train and walking were all considered to be options, but many fewer respondents were actually using these as modes of transport than those that considered these an option.

Respondents were asked to state how **important** a range of issues were **when choosing how they will make any journey**. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated. This showed that most important were:

- Safety (mean rating of 8.90)
- Ease or convenience (mean rating of 8.54)
- Ability to carry things e.g. shopping (mean rating of 8.24).

When asked to respond to a series of **attitudinal statements** about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- I am aware of the health benefits of changing from the car to another mode (82% agree, up from 66% in 2021)
- I know how to get hold of more information about different means of transport (81% agree, up from 71% in 2021)
- I am aware of the local community benefits of reducing my car usage (81% agree, up from 69% in 2021)
- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (72% agree, down from 76% in 2021).

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (23% agree, up from 17% in 2021)
- Nowadays I walk, cycle or get the bus or train for journeys that I previously used the car (30% agree, up from 22% in 2021).
- I should consider other means of transport more frequently (36% agree, up from 24% in 2021).

# 1. INTRODUCTION, BACKGROUND AND METHODOLOGY

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## 1.1 Introduction

This report presents the findings to emerge from research carried out by Research Resource on behalf of East Dunbartonshire Council in order to develop a picture of travel behaviour in East Dunbartonshire.

## 1.2 Background and Objectives

East Dunbartonshire Council currently relies on national datasets such as the Scottish Household Survey for travel survey data, however, the quantity and quality of this data for the local area fluctuates from year to year. The Council therefore wish to have a more effective database for displaying accurate representations of travel behaviour of residents of East Dunbartonshire as this has implications for the quality of monitoring the Council is able to undertake within policy documents and for project work.

The Council committed to carrying out a survey of travel behaviours in East Dunbartonshire within the Local Transport Strategy 2020-2025 which will provide robust data which will allow an understanding of travel behaviour in East Dunbartonshire to be developed and to assist in developing policy and monitoring progress being made against delivering on the Transport Planning Objectives within the Local Transport Strategy 2020-2025.

This project was funded through the Smarter Choices, Smarter Places (SCSP) scheme, administered by Paths for All on behalf of the Scottish Government. The aim of the Council's SCSP programme is to raise awareness of the opportunities to walk, cycle and use public transport, to encourage more active travel and reduce car trips for short distances and single occupant car trips overall.

The Council undertook its first East Dunbartonshire Travel Survey in 2020. This provided a baseline level of data for travel behaviours and attitudes of residents in East Dunbartonshire and users of the four town centres. This was completed through face-to-face interviews on-street and through an online survey. This has been repeated in 2021 and again in 2022 with the addition of questions to recognise the effects of the pandemic on travel behaviour.

### 1.3 Research Method

The travel survey research questionnaire was designed to profile the travel behaviour in East Dunbartonshire. As mentioned above, the survey has been carried out in both 2020 and 2021 and the surveys have been based largely on the 2020 questionnaire, with the addition of questions to allow the capture of data on the impact of the pandemic on travel behaviours. A copy of the questionnaire is available in appendix 1 of this report.

A combined research methodology was used, which was designed to be replicable in order that the survey could be carried out in future years as an ongoing initiative. This methodology has been used in 2020, 2021 and 2022.

A programme of research was carried out on a face to face basis in town centres across East Dunbartonshire during a two week period between the 1<sup>st</sup> to 19<sup>th</sup> October 2022. The on-street questionnaire was conducted at a number of locations throughout the authority area to deliver representations from the authority as a whole. This included the four town centres (Bearsden, Bishopbriggs, Kirkintilloch and Milngavie), village centres and place areas (Auchinairn, Hillhead and Harestanes, Lennoxton and Twechar). The programme of research was designed taking account of local intelligence on footfall and interviewing was, within local areas, spread across the town centre to include different times of the day and different days of the week.

The same survey questionnaire was promoted by East Dunbartonshire and made available to complete online for East Dunbartonshire residents over the period from the 3<sup>rd</sup> October to 11<sup>th</sup> November 2022. This was promoted by the Council via a press release and also through social media channels.

A total of 722 interviews were achieved from the face to face, in town centre research. All interviewing was undertaken by Research Resource's highly trained and experienced interviewers. Interviews were carried out in line with the Market Research Society Code of Conduct, in accordance with our ISO20252 accredited policies and procedures and data treated as confidential in line with the General Data Protection Regulations and the Data Protection Act 2018.

Interviews were completed in the following locations:

Area/ Location	No of interviews
Bearsden	136
Bishopbriggs	141
Kirkintilloch	138
Milngavie	160
Auchinairn	40
Hillhead and Harestanes	27
Lennoxton	41
Twechar	39
<b>Total</b>	<b>722</b>



This was augmented by a further 291 surveys which were completed via an online survey.

Both data sets have been merged in order to provide a picture of travel across East Dunbartonshire. A total of 1,013 respondents were surveyed using a mixed methodology.

## 1.4 Data analysis

All face-to-face interviewing was completed on tablet devices using SNAP software. Once interviewing was completed. Quotas were checked to ensure these had been met and all data was checked for any errors and open-ended questions were coded. Data tables were then produced for each of the different levels of reports required (face to face survey, online survey, overall survey results, by SIMD, by main travel method and demographic profile).

In addition, geographical analysis has been carried out based upon the respondent's home postcode (where this has been provided) in order to allow more localised analysis of travel behaviour and attitudes across place areas in East Dunbartonshire.

## 1.5 Presentation and interpretation of results

This report details the findings of the survey for East Dunbartonshire Council overall and includes some comparisons between different demographic groups and survey sample groups where appropriate and statistically significant. Analysis has been carried out by age, for those within the most deprived areas compared to those living in other areas and also by geographical area.

In reading these reports, a number of points should be noted:

- The weather during East Dunbartonshire Travel week was a mix of wet and dry weather. It should be noted that in the 2020 survey the weather was particularly poor with wind and heavy rain experienced. Anecdotally, respondents in town centres in 2020 were saying that the mode of transport they had used that day was not what they usually used therefore analysis of the most recent travel behaviour for 2020 should be read with this in mind.
- Respondents to the online survey had to opt-in to the survey and therefore may be more interested in the subject than for East Dunbartonshire residents as a whole and may not be representative of the wider population.
- Analysis of subgroups will be less robust and the margin of error associated with these will be larger. Subgroup analysis should therefore be treated with caution.

When reporting the data in this document, in general, percentages in tables have been rounded to the nearest whole number. Responses greater than 0% but less than 0.5% are shown as 0% and responses between 0.5% and less than 1% are rounded to 1%.

Columns may not add to 100% because of rounding or where multiple responses to a question are possible.

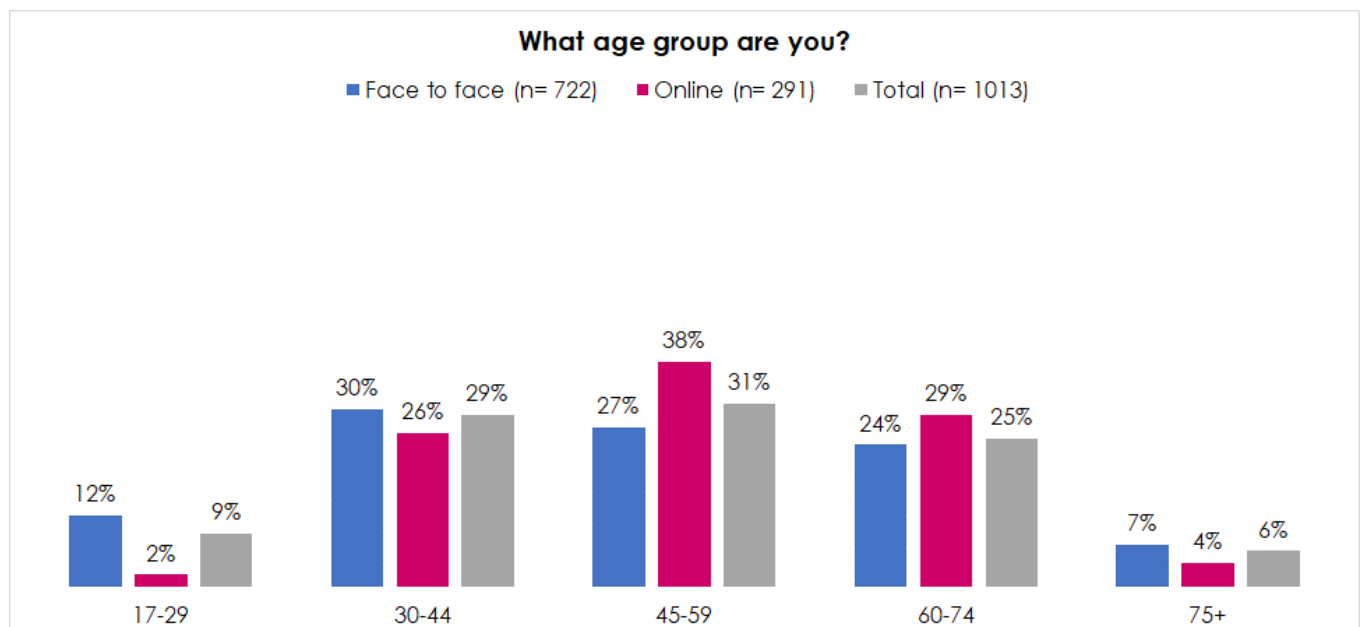
The total number of participants to each question is shown either as 'Base' or 'n=xxx' in the tables or charts. Where the base or 'n' is less than the total number of participants, this is because participants may be 'routed' past some questions if they are not applicable. Due to the self-completion nature of the online survey, not all respondents answered all questions. This will also be a factor in the variation in bases for some questions.

## 2. KEY FINDINGS

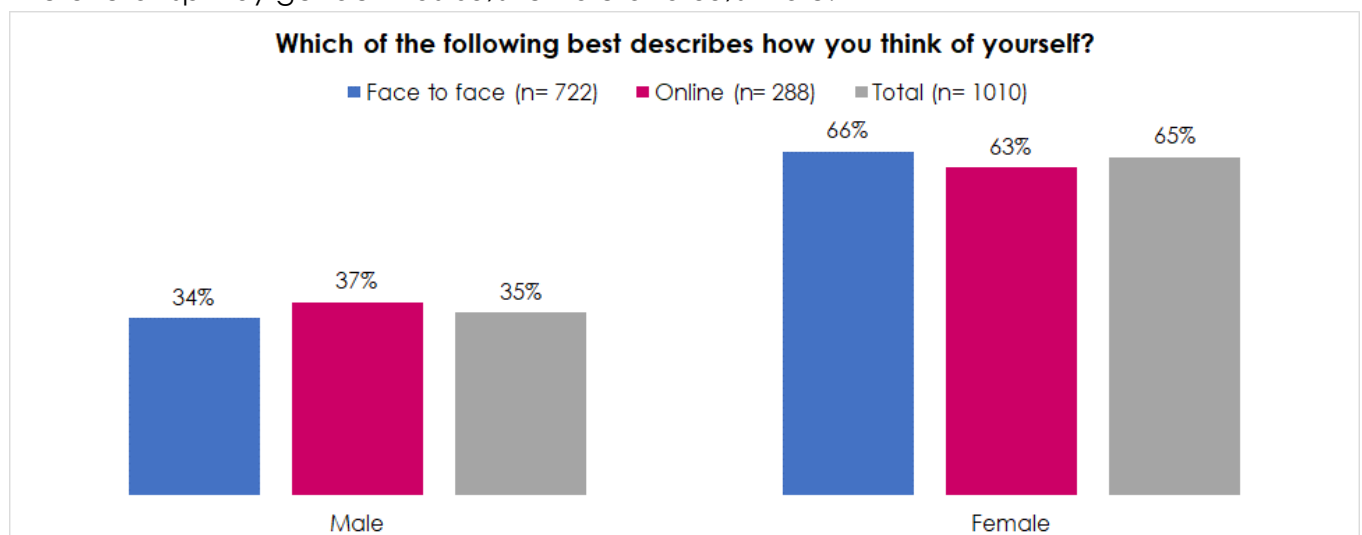
### 2.1 Respondent profile

The following charts illustrate the profile of respondents to the surveys, showing firstly the face to face survey response profile, then the online response profile then the overall combined response profile.

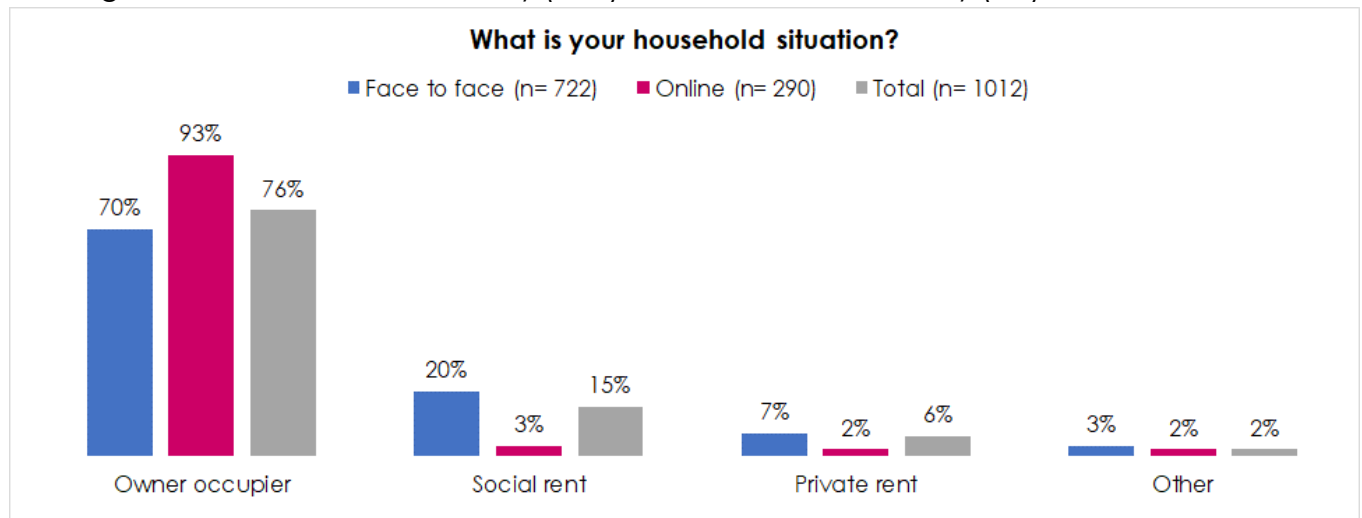
Firstly in terms of age, there were differences between the face to face and online surveys with more younger and older respondents to the face to face survey than was the case to the online survey. The majority of respondents to the online survey (64%) were aged between 30 and 59. Respondents to the face to face survey were more spread across age groups with 12% aged 17-29, 30% aged 30-44, 27% aged 45-59, 24% aged 60-74 and 7% aged 75+.



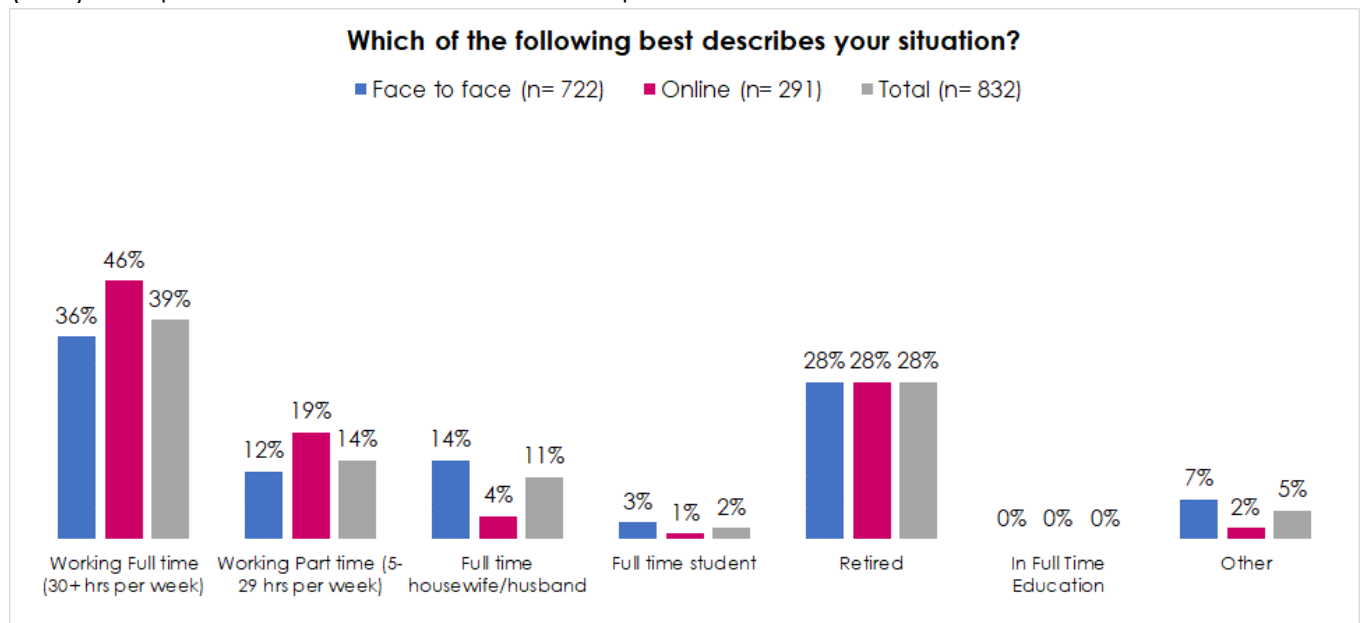
More females than males responded to the survey in both the face to face and online surveys. The overall split by gender was 65% female and 35% male.



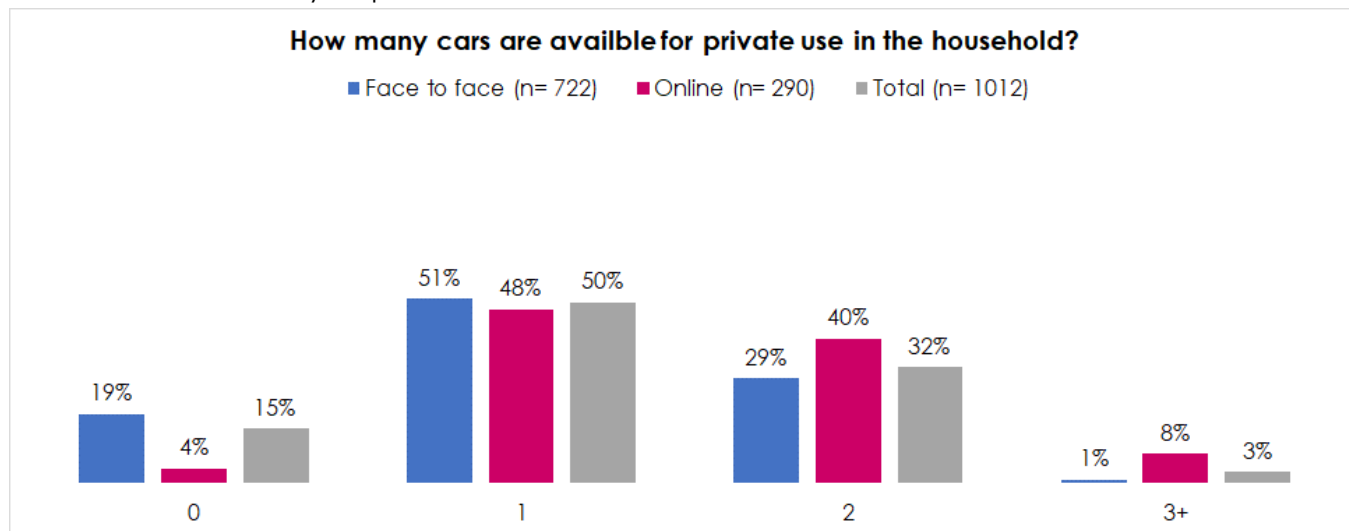
The greatest proportion of respondents to both the face to face and online surveys were owner occupiers (70% of face to face respondents and 93% of online survey respondents). There were a greater proportion of face to face survey respondents who rented from a housing association or local authority (20%) than in the online survey (3%).



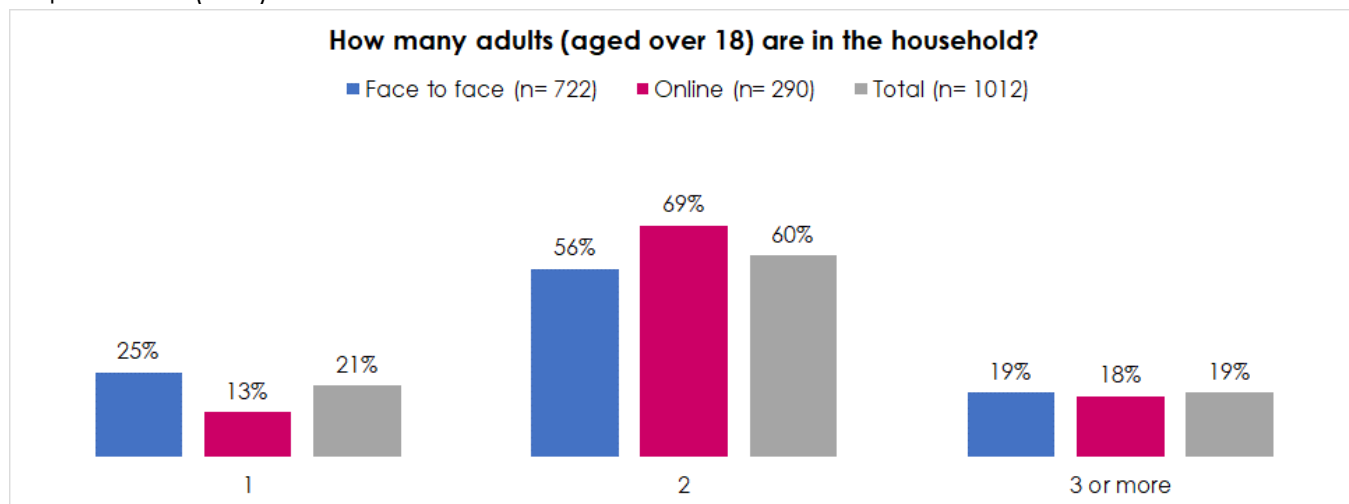
With regards to occupation status, just under half of online respondents were working full time (46%) compared to 36% of face to face respondents.



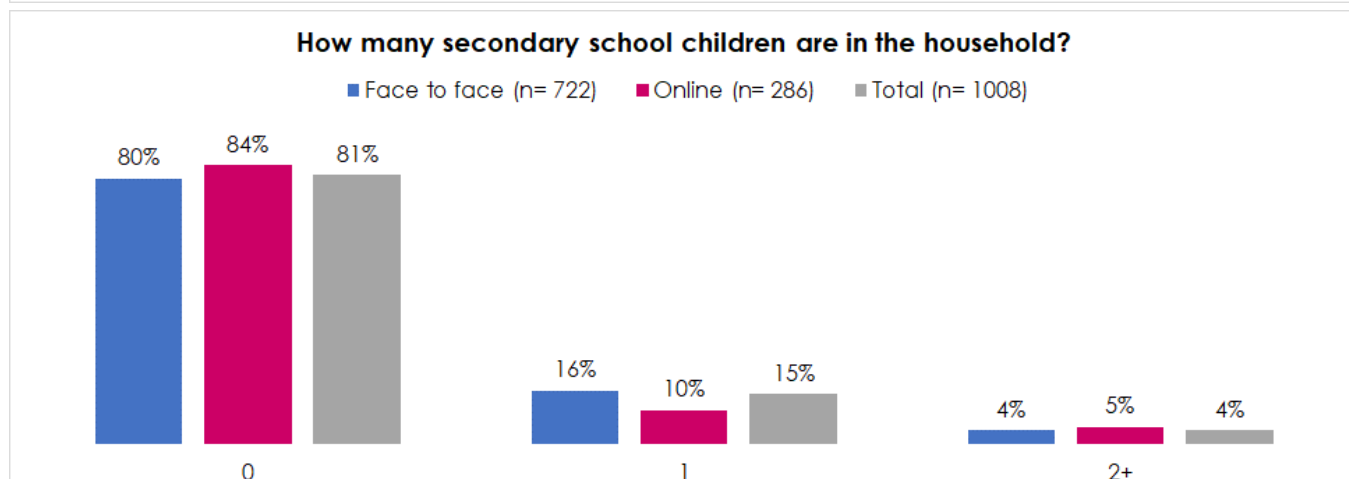
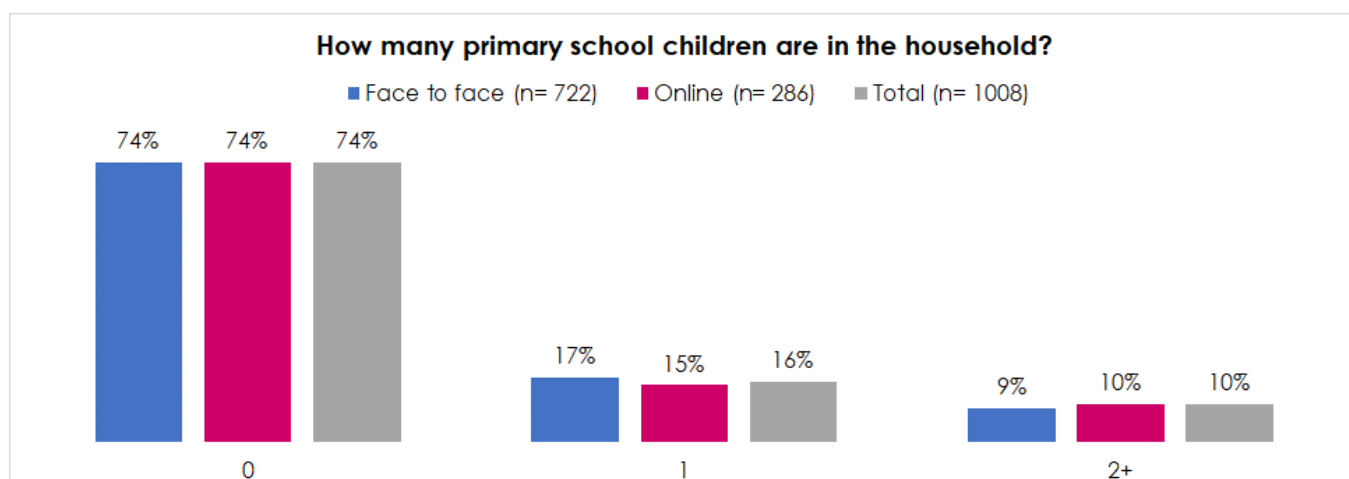
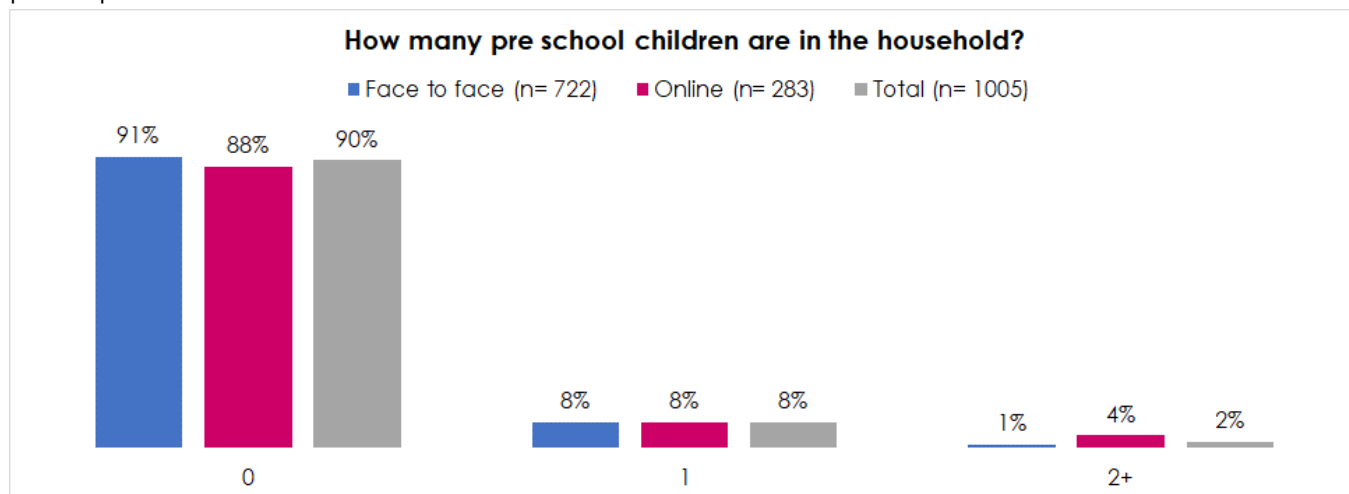
In terms of the car ownership profile, a greater proportion of face to face survey respondents (19%) had no cars available for private use in the household than was the case for online survey respondents (4%). Online survey respondents were more likely to have multiple cars available for use in their household with 40% having access to 2 or more cars compared to 29% of face to face survey respondents.



The greatest proportion of respondents to both surveys lived in households with 2 adults (56% of face to face survey respondents and 69% of online survey respondents). Those who completed the survey on a face to face basis were more likely to live alone (25%) than online survey respondents (13%).

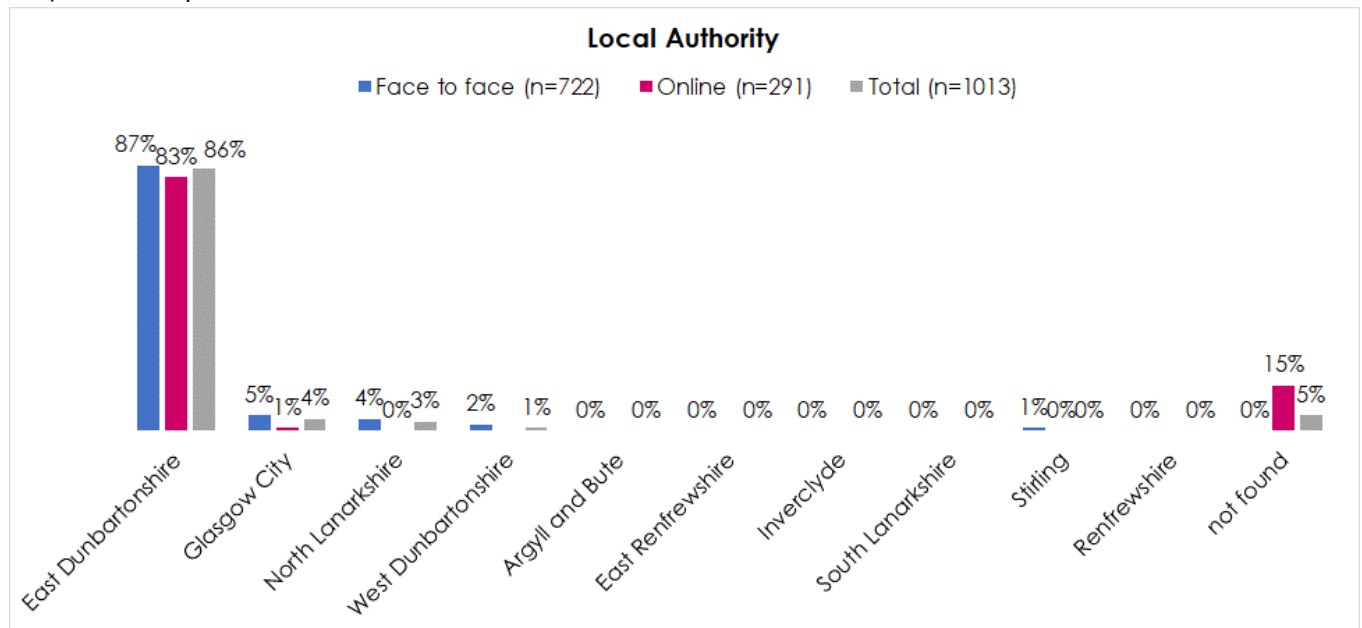


Generally, there is no significant difference in the number of preschool, primary school and secondary school aged children in the household for face to face participants versus online participants.



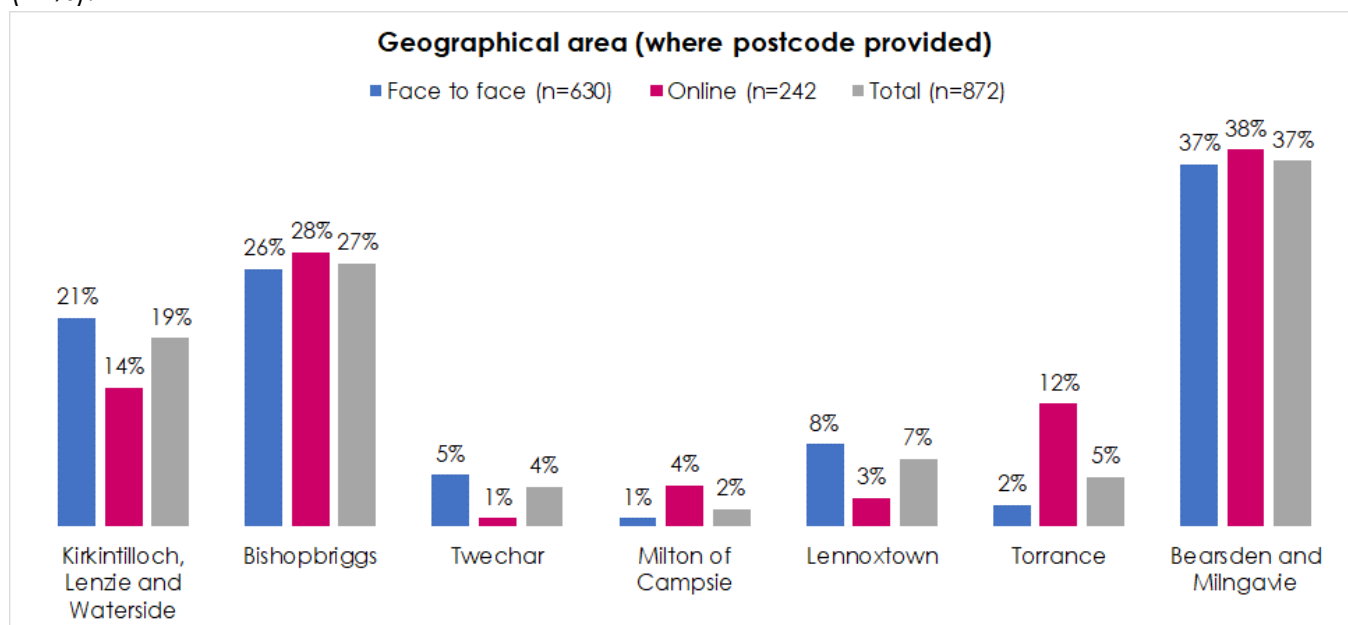
In terms of geographical profile, respondents were asked to provide their full home postcode, if they were happy to. All face to face respondents provided their postcode. On the other hand, 85% of online participants provided their postcode. It should be noted that not all postcodes provided were recognised as valid postcodes to allow geographical mapping exercises to be completed.

Where respondents were happy to provide their full home postcode, the majority lived in East Dunbartonshire (83% of online survey respondents and 87% of face to face survey respondents).

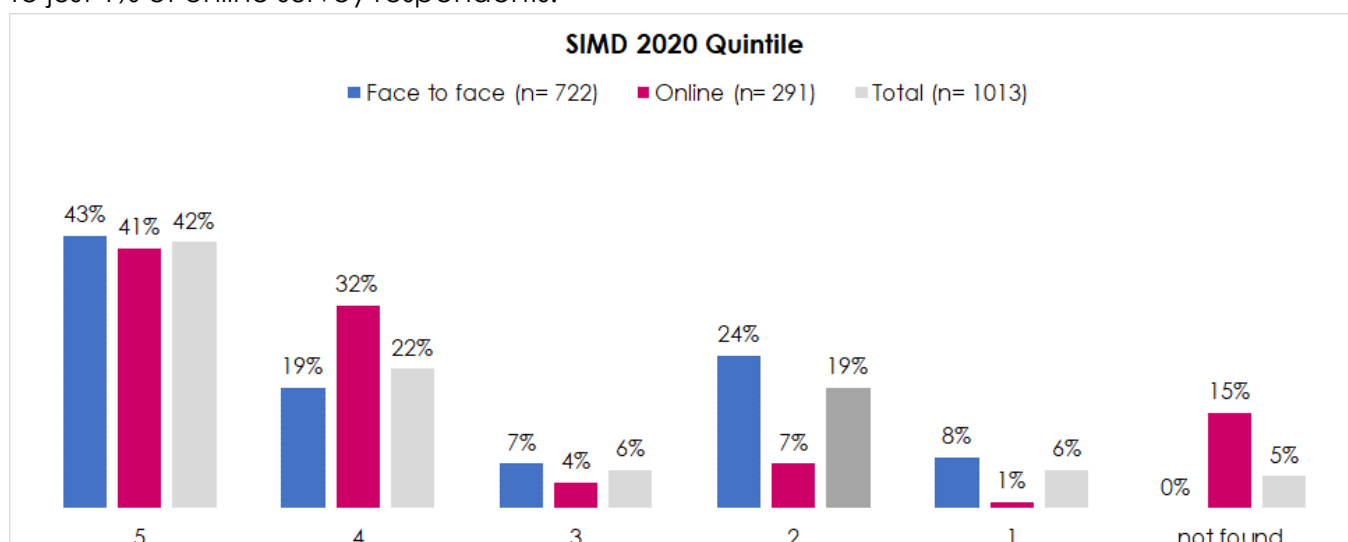


Our analysis shows that where respondents were from North Lanarkshire they were more likely to have been interviewed in Twechar or Kirkintilloch. Whereas those who were from Glasgow City were interviewed across a range of locations, including Bearsden, Milngavie, Kirkintilloch, Auchinairn and Bishopbriggs.

For those who lived in East Dunbartonshire, the home postcode has been mapped to the local area. This shows that the greatest proportion of respondents lived in the Bearsden and Milngavie area (38%). Face to face respondents were more spread across the three main areas Bearsden and Milngavie (37%), Bishopbriggs (26%) and Kirkintilloch, Lenzie and Waterside (21%).



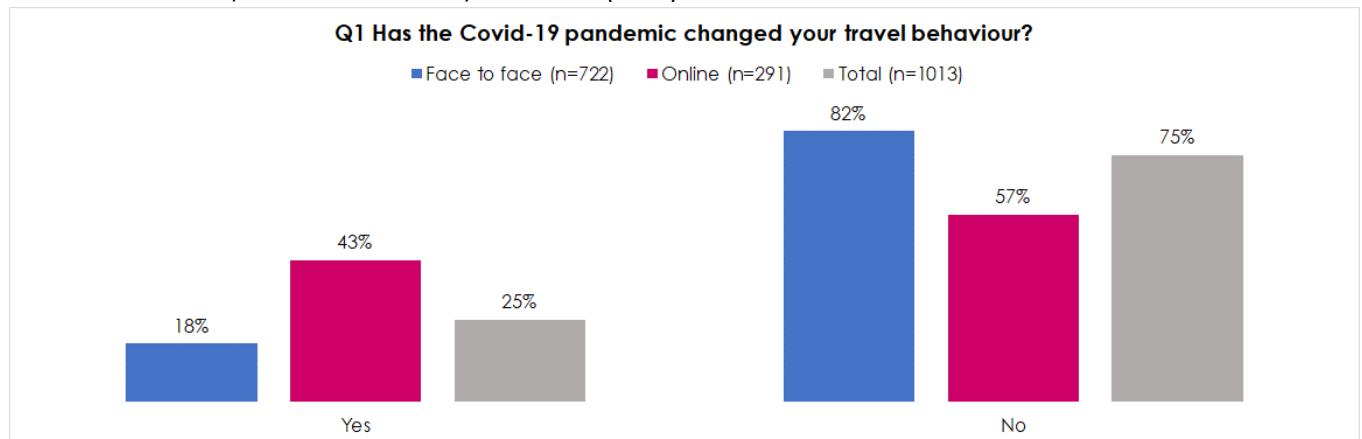
Postcode has also been used to define the deprivation quintile within which the respondent lives. This shows a greater proportion of online survey respondents lived in the least deprived areas, with 41% of online survey respondents and 43% of face to face survey respondents living in quintile 5. 8% of face to face survey respondents lived in the most deprived 20% compared to just 1% of online survey respondents.





## 2.2 Impact of Covid-19 Pandemic on travel behaviour

The survey began by asking respondents about the impact of the Covid-19 pandemic on their travel behaviour. Overall, 25% said the Covid-19 pandemic had continued to change their travel behaviour. This has fallen from 2021 when 37% of respondents said the pandemic had changed their travel behaviour. Those who completed the survey online were significantly more likely to have seen their travel behaviour continue to change during this time (43%) than those who completed the survey in street (18%).



Further analysis reveals some interesting differences in the responses to this question:

- **Age:** Younger respondents (aged 17-29) were least likely to have made changes to their travel behaviour during the pandemic (11%). Respondents aged 30-44 (33%) and 45-59 (30%) were most likely to have said that the Covid-19 pandemic has continued to change their travel behaviour.
- **Area:** Analysis has been undertaken on the basis of four geographical areas. There were only small differences noted by area with those living in Bearsden and Milngavie (28%) and the villages (28%) were most likely to have said the pandemic has continued to change their travel behaviour (52%). On the other hand Kirkintilloch, Lenzie and Waterside respondents were least likely to have changed their travel behaviour (21%).
- **SIMD:** Respondents who lived in the least deprived areas e.g. lived in quintiles 4 (26%) and 5 (28%) were most likely to have said the pandemic has continued to change their travel behaviour, while those who lived in the most deprived area (quintile 1) (13%) were least likely.
- **Working status:** Generally those who were working full time (40%), or part time (30%) were most likely to have said their travel behaviour has continued to change. On the other hand full time housewives/ house husbands (6%) and full time students (4%) were least likely to say this.
- **Tenure:** Those who owned their home were most likely to have said the pandemic has continued to change their travel behaviour (29%) and those living in social rented accommodation were least likely (14%).

Those who said there had been a change to their travel behaviour were asked to explain what had changed. The top response was where respondents were now working from home more (70%), walking or cycling more than they used to (28%) or avoiding taking public transport (16%).

Q1a Can you explain what has changed?			
	Face to face	Online	Total
Base	127	125	252
I am working from home more	81.9%	58.4%	70.2%
I walk or cycle more than I used to	15.7%	40.8%	28.2%
I am avoiding taking public transport	6.3%	25.6%	15.9%
I drive more than I used to	2.4%	13.6%	7.9%
I drive on my own as opposed to car sharing	-	4.0%	2.0%
Other	6.3%	5.6%	6.0%

Again, the results to this question vary by demographic and geography. The biggest variances are described below:

■ **Gender:**

- Males were more likely to say they were walking or cycling more than they used to (40%) than females (23%).

■ **Age:**

- Respondents aged 30-44 were most likely to have said they are working from home more (93%). Those aged 75 and over were least likely to say this (0%).
- Older respondents aged 60-74 (36%) and aged 75 and over (33%) were most likely to say they are avoiding taking public transport. No respondents aged under 30 gave this reason.

■ **Area:**

- Those living in the Bearsden and Milngavie were most likely to say they are walking or cycling more than they used to (39%) compared to 16% of living in the villages (Twechar, Torrance, Milton of Campsie and Lennoxton).

■ **Working status:**

- Unsurprisingly those who were in full (88%), or part time employment (79%) were most likely to say they are now working from home more.
- Retired respondents were more likely to say they were avoiding taking public transport (29%).

■ **Tenure:**

- 30% of owner occupiers said they are walking or cycling more than they used to compared to 5% of social rented tenants and no private rented tenants.

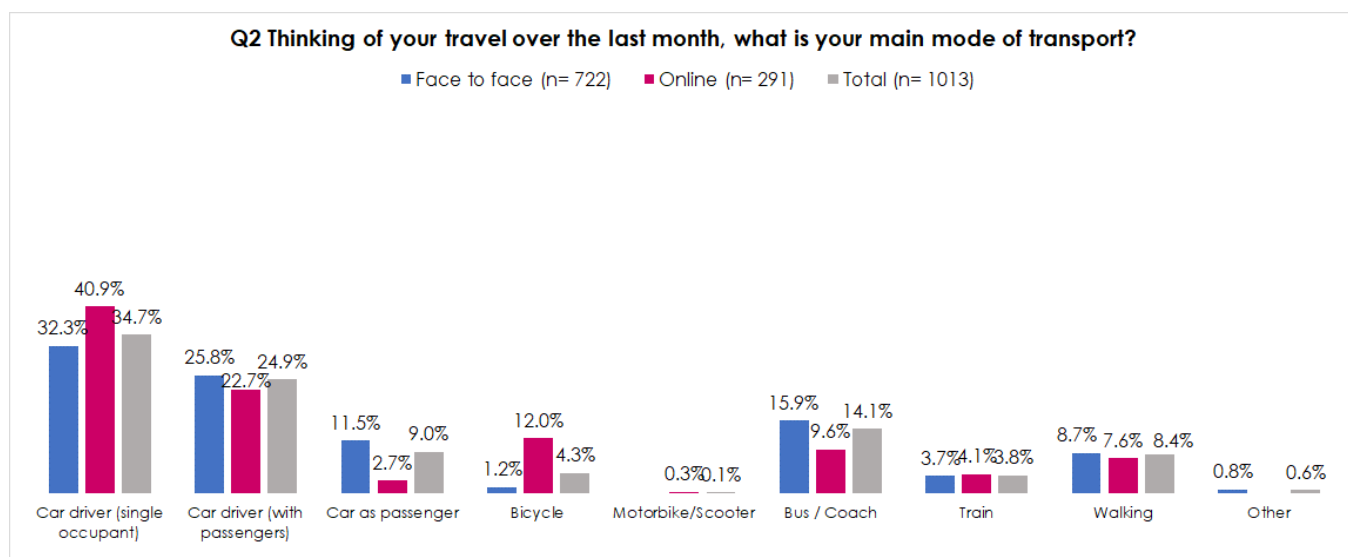
## 2.3 Main mode of transport (Q2)

Car was the most commonly used mode of transport by respondents with 60% of respondents overall stating that this is their main mode of transport either as a driver (single occupant) (35%) or with passengers (25%). A further 9% stated that car as a passenger was their main mode of transport. Those whose main mode of transport was car were asked if they used an electric car. 9% said they did use an electric car (up from 5% in 2021).

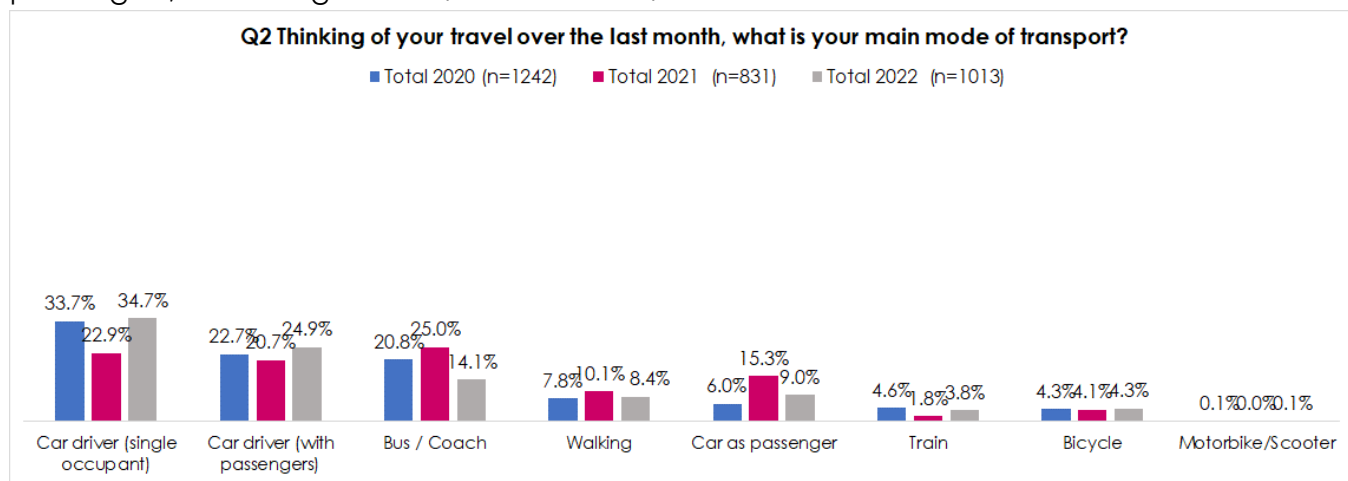
14% overall stated that bus or coach was their main mode of transport. This was more likely to be the case for those responding to the face to face survey (16%) than those responding to the online survey (10%).

Online survey respondents were more likely to use a bicycle (12%) than those who responded to the face to face survey (1%). Those who used bike as a mode of transport were asked if they used an electric bike with 11 respondents stating they did.

Walking was noted as the main mode of transport by similar proportions to both surveys with 9% of face to face survey respondents stating this compared to 8% of online survey respondents.



Compared to the results for the 2020 travel survey we can see that there has been an increase in the proportion of respondents driving as a single occupant, increasing from 23% in 2021 to 35% in 2022. However, this is more similar to 2020 when 34% said they drove as a single occupant in the car. There has been a slight increase in the proportion of car drivers with passengers, increasing from 21% in 2021 to 25% in 2022.



Analysis of the overall survey responses by subgroups of respondents showed the following notable trends:

- **SIMD:** Those living in the two most deprived quintiles (1 and 2) were more likely to state that bus or coach was their main mode of transport (24% and 25% respectively) whereas those living in the 3 least deprived areas were least likely to state this (between 10% and 14%). They were also least likely to have said their main mode of transport was as a car driver with passengers (18%) and those in the least 2 deprived areas were most likely to say this (27% and 30%).

Q2 What is your main mode of transport?						
	SIMD 2020 Quintile					
	5	4	3	2	1	NULL
	429	226	59	192	61	46
Car driver (single occupant)	33%	41%	37%	31%	25%	46%
Car driver (with passengers)	27%	30%	22%	18%	18%	28%
Car as passenger	10%	8%	12%	10%	10%	2%
Bicycle	6%	5%	-	1%	3%	7%
Motorbike/Scooter	0%	-	-	-	-	-
Bus / Coach	10%	12%	14%	24%	25%	9%
Train	4%	4%	2%	3%	5%	4%
Walking	9%	1%	12%	13%	15%	4%
Other	1%	0%	2%	1%	-	-

- **Age:** both the youngest and oldest respondents were more likely to travel by bus or coach with 36% of 17-29 year olds and 30% of those aged 75 and over saying they do this compared to 5% of those aged 30-44 and 10% of those aged 45-59. The youngest and oldest age groups were also more likely to walk than other age groups (12% of 17-29 year olds and 11% of those aged 75 and over. Furthermore, the proportion of respondents stating their main mode of transport is via car as a passenger increases with age from 5% for those aged 17-29 to 30% for those aged 75 and over.

Q2 What is your main mode of transport?					
	Age				
	17-29	30-44	45-59	60-74	75+
Base	91	291	309	258	64
Car driver (single occupant)	22%	31%	46%	36%	14%
Car driver (with passengers)	10%	41%	24%	18%	9%
Car as passenger	5%	4%	4%	17%	30%
Bicycle	8%	5%	5%	2%	2%
Motorbike/Scooter	-	-	0%	-	-
Bus / Coach	36%	5%	10%	17%	30%
Train	7%	5%	5%	2%	2%
Walking	12%	9%	7%	8%	11%
Other	-	1%	1%	-	3%

- **Gender:** those who stated that they cycle as their main mode of transport were more likely to be male (10%) than female (1%). Males were also more likely to be car drivers (single occupant) (40%) than females (32%). Females on the other hand were more likely to say their main mode of transport is via car as a passenger (27%) than males (22%).

Q2 What is your main mode of transport?		
	Gender identity	
	Male	Female
Base	350	660
Car driver (single occupant)	40%	32%
Car driver (with passengers)	22%	27%
Car as passenger	3%	12%
Bicycle	10%	1%
Motorbike/Scooter	0%	-
Bus / Coach	10%	16%
Train	6%	3%
Walking	7%	9%
Other	1%	0%

- **Employment status:** those working full time were much more likely to travel by car (46%) than those who were full time students (8%).

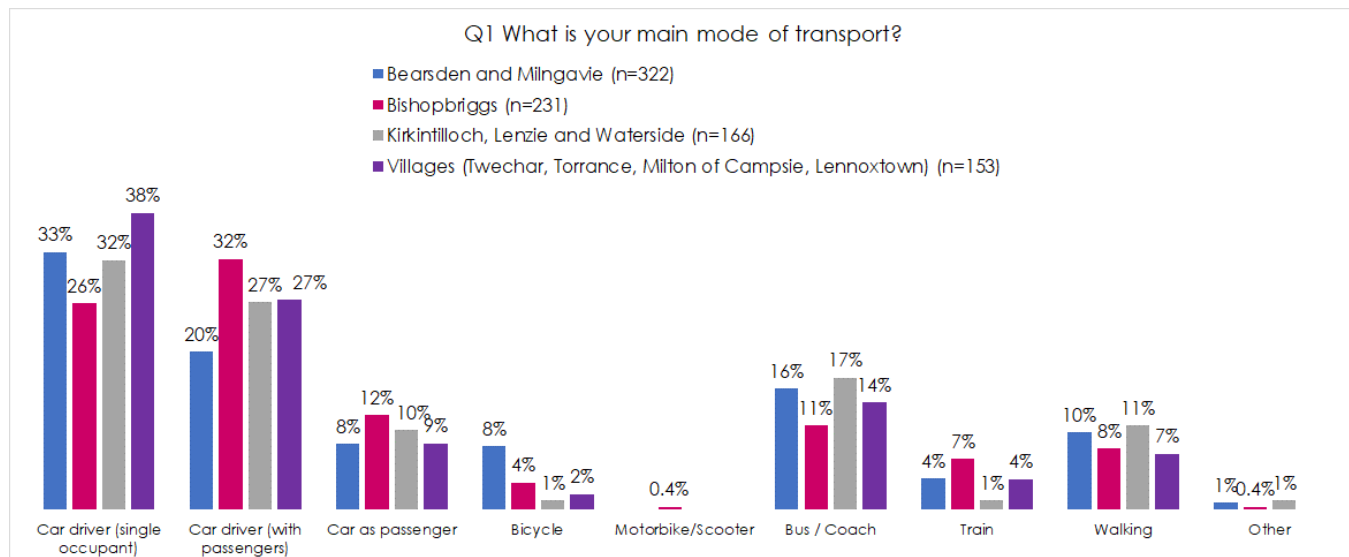
Q2 What is your main mode of transport?							
	Employment Status						
	Working Full time (30+ hrs per week)	Working Part time (5-29 hrs per week)	Looking after home/ family	Full time student	Retired	In Full Time Education	Other
<b>Base</b>	<b>392</b>	<b>143</b>	<b>111</b>	<b>25</b>	<b>285</b>	<b>2</b>	<b>55</b>
Car driver (single occupant)	46%	36%	21%	8%	31%	-	13%
Car driver (with passengers)	23%	37%	41%	4%	17%	-	22%
Car as passenger	3%	2%	11%	4%	21%	-	2%
Bicycle	8%	3%	-	12%	2%	50%	2%
Motorbike/ Scooter	0%	-	-	-	-	-	-
Bus / Coach	6%	12%	14%	52%	18%	50%	42%
Train	7%	3%	-	16%	1%	-	-
Walking	6%	8%	14%	4%	9%	-	15%
Other	0%	-	-	-	1%	-	5%

NB percentage of car travellers quoted in the text may differ from the sum of the percentages for car drivers, single occupants, with passengers and as a passenger shown in the table above due to rounding.

- **Tenure:** Owner occupiers were more likely to travel by car (76%) than those who rented their home from a housing association, local authority or private landlord (both 44%). Social rented tenants (31%) and private rented tenants (34%) were more likely to travel by bus or coach than owner occupiers (8%).

Q2 What is your main mode of transport?				
	Tenure			
	Owner	Social rent	Private rent	Other
<b>Base</b>	<b>773</b>	<b>155</b>	<b>59</b>	<b>25</b>
Car driver (single occupant)	39%	19%	24%	16%
Car driver (with passengers)	28%	16%	17%	8%
Car as passenger	9%	9%	3%	8%
Bicycle	5%	-	7%	20%
Motorbike/Scooter	0%	-	-	-
Bus / Coach	8%	31%	34%	44%
Train	4%	2%	2%	4%
Walking	6%	21%	12%	-
Other	0%	1%	2%	-

- **Area:** respondents living in the villages (38%) were more likely to drive as a single occupant in the car than those who lived in Bishopbriggs (26%). Bus travel was the most common mode of transport for those who lived in Kirkintilloch, Lenzie and Waterside (17%) and Bearsden and Milngavie (16%). The highest incidence of cycling was in Bearsden and Milngavie (8%).

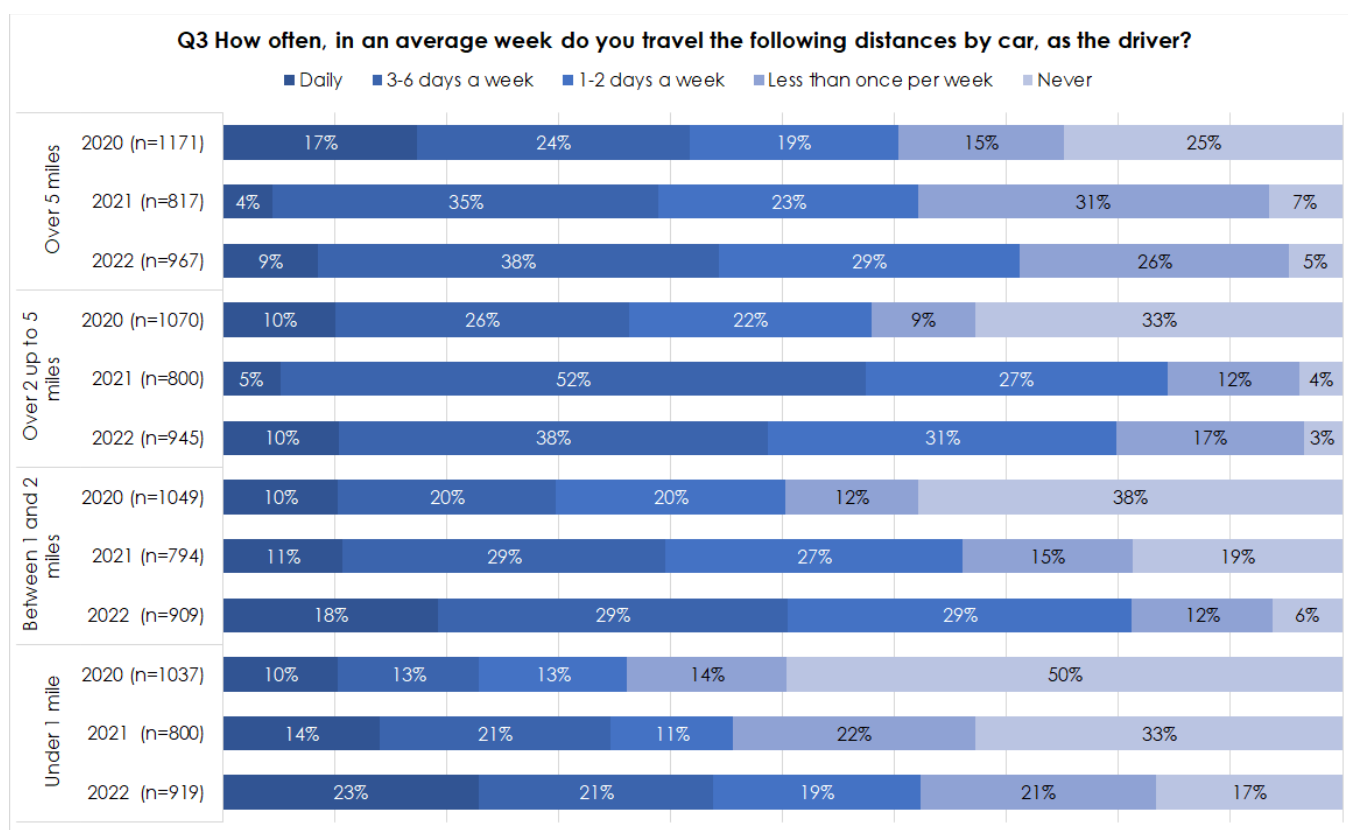


## 2.4 Shorter journeys made by car (Q3)

Respondents were asked how frequently they travel a range of shorter distances by car as the driver. As shown, almost one in four respondents (23%) are making journeys of under one mile on a daily basis. This has increased from 10% in 2020 and 14% in 2021. And a further 21% are doing so approximately 3-6 times per week (also 21% in 2021 and 13% in 2020). 17% of respondents never do this which is less than in 2021 (33%) and 2020 (50%). To put this in context, it takes approximately 15 to 20 minutes to walk a mile at a moderate pace.

Those most likely to be making journeys of under 1 mile on a daily basis by car were those with primary or secondary school age children. Retired respondents were most likely to say they never do this (46%).

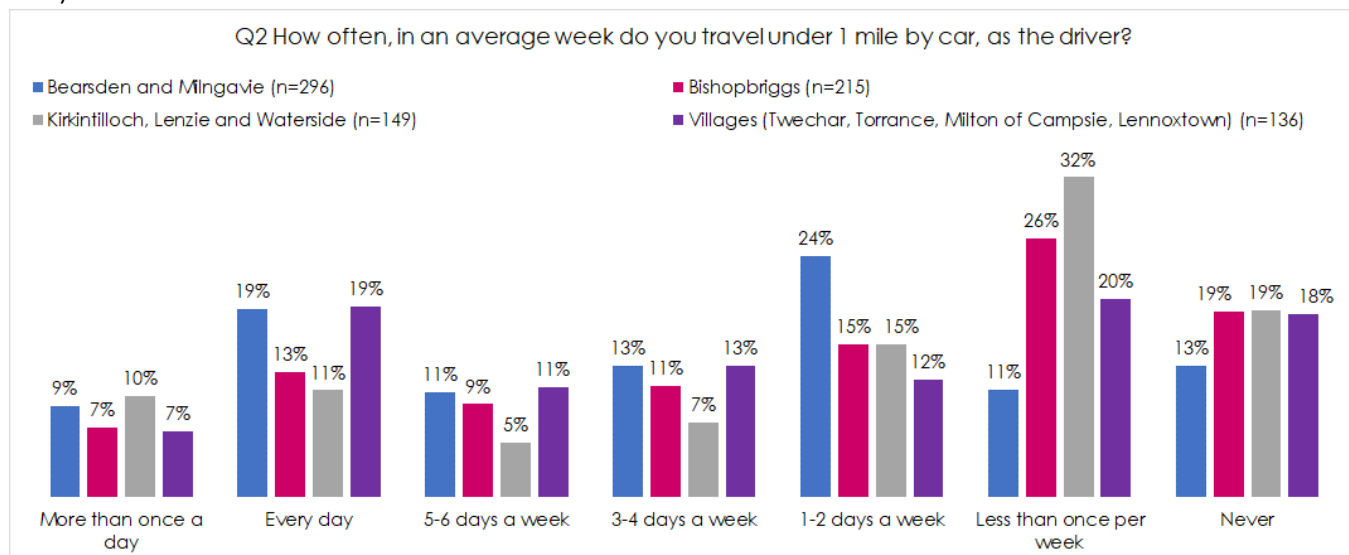
At the other end of the scale, 9% of respondents make journeys of over 5 miles daily by car as the driver which is significantly less than in 2020 (17%) but slightly more than in 2021 when 4% said they do this.





Geographical analysis shows that respondents living in Bearsden and Milngavie (28%) and in the Villages (26%) were most likely to travel under 1 mile by car as the driver at least once a day. On the other hand, Bishopbriggs (20%) and Kirkintilloch, Lenzie and Waterside respondents (21%) were less likely.

Respondents living in the villages Bearsden and Milngavie (13%) were least likely to say that they 'never' do this.

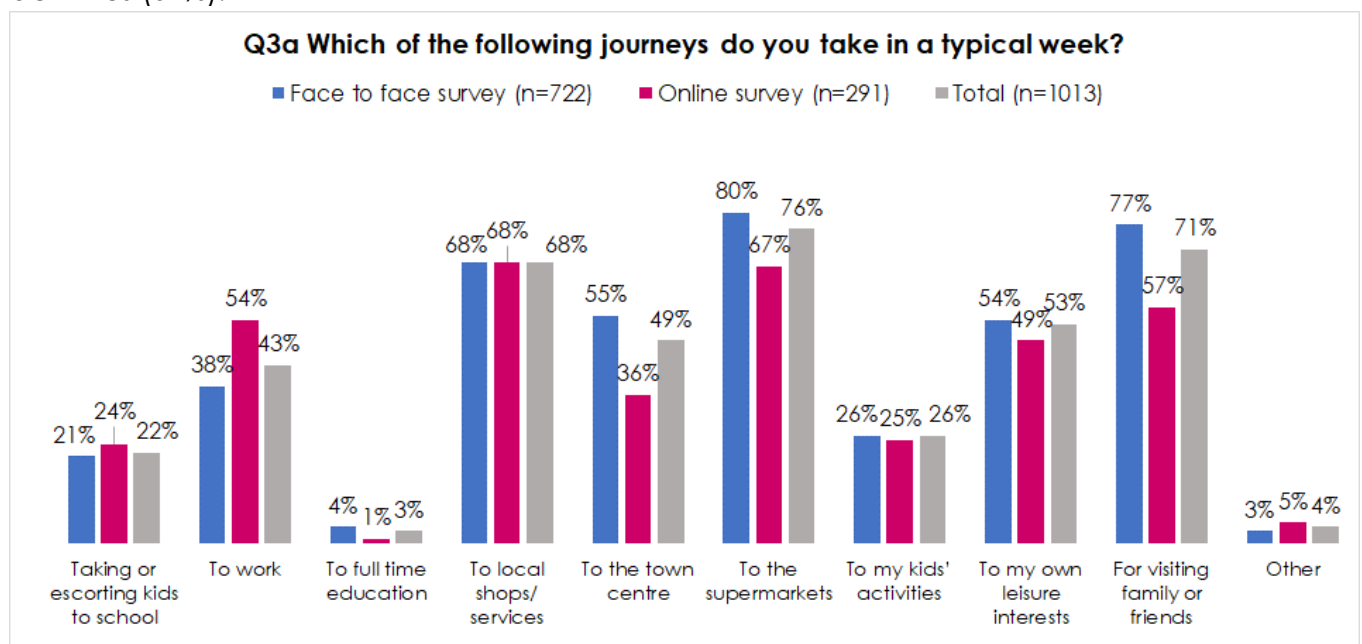


## 2.5 Journeys made in a typical week (Q3a-Q4)

In terms of the profile of journeys made in a typical week, journeys to the supermarket are most likely to be made (76%) followed by visiting family or friends (71%) and journeys to local shops or services (68%). Notable differences between online and face to face survey respondents were that online respondents were more likely to travel to work (54%) than face to face survey respondents (38%).

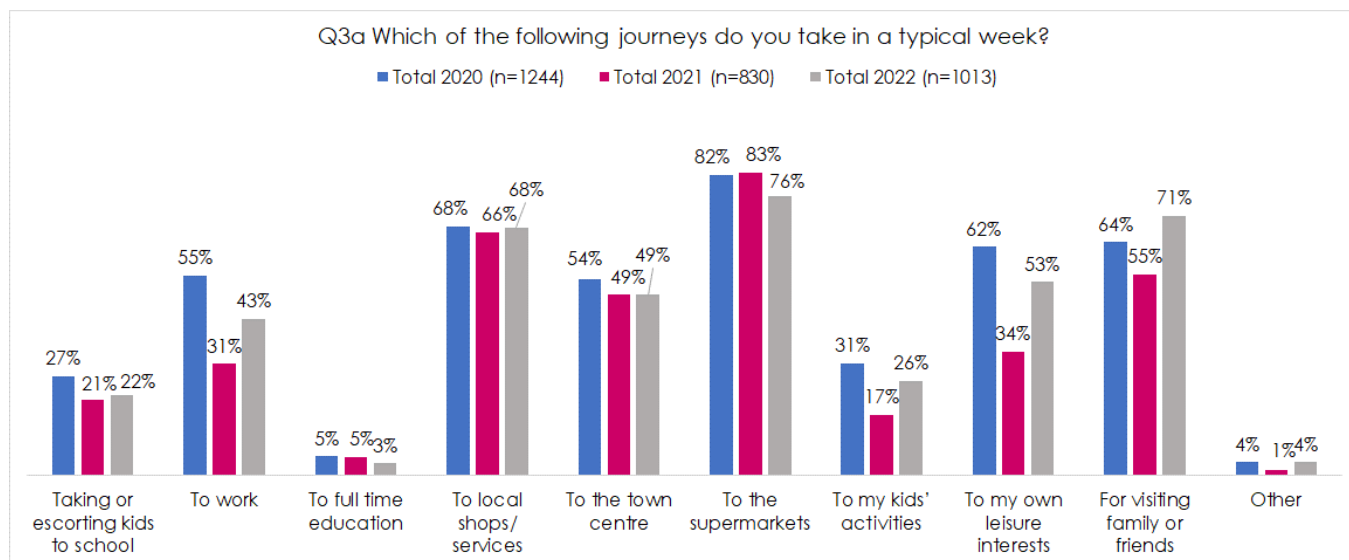
On the other hand, face to face respondents were more likely to travel to supermarkets (80% compared to 67% of online respondents), to visit friends or family (77% compared to 57% of online respondents) and to visit the town centre (55% compared to 36% of online respondents). This is perhaps not surprising as these interviews were carried out in town centres. It was also notable that older respondents were more likely to state that they travelled to the town centre in a typical week with 60% of those aged 60-74 and 55% of those aged 75 and over stating this compared to 41% of those aged 45-59.

Travelling to work was most likely to be noted by those aged 30-44 (61%) and those aged 45-59 (60%). Those aged 30-44 were most likely to be taking kids to school (47%) and to their kids' activities (62%).



Compared to 2020, there has been a decline in the proportion of respondents travelling to work on a weekly basis, falling from 55% in 2020 to 31% in 2021, however this has risen back up to 43% in 2022.

Travel to kids' activities, to respondents' own leisure interests and also visiting friends and family have all seen a similar trend in that they fell significantly between 2020 (which was carried out pre Pandemic) and 2021 and have all risen again in 2022.

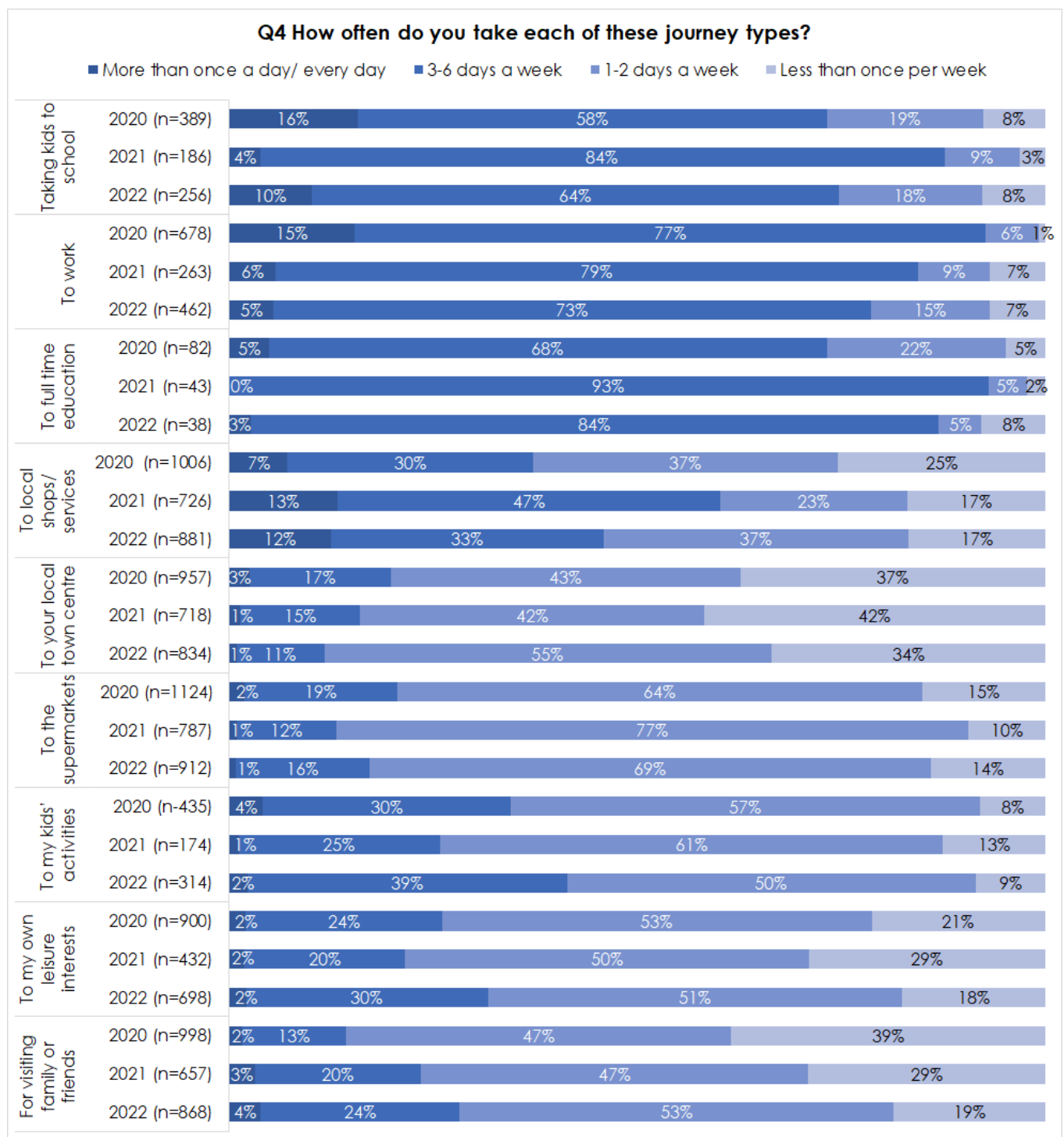


In terms of frequency of journeys, the most frequently made journeys were:

- To full time education (87% make daily or 3-6 times a week, 93% in 2021, 73% in 2020).
- Taking kids to school (74% make daily or 3-6 times a week, 88% in 2021, 74% in 2020)
- To work (78% make daily or 3-6 times a week, 84% in 2021, 92% in 2020)

Less frequently made journeys were:

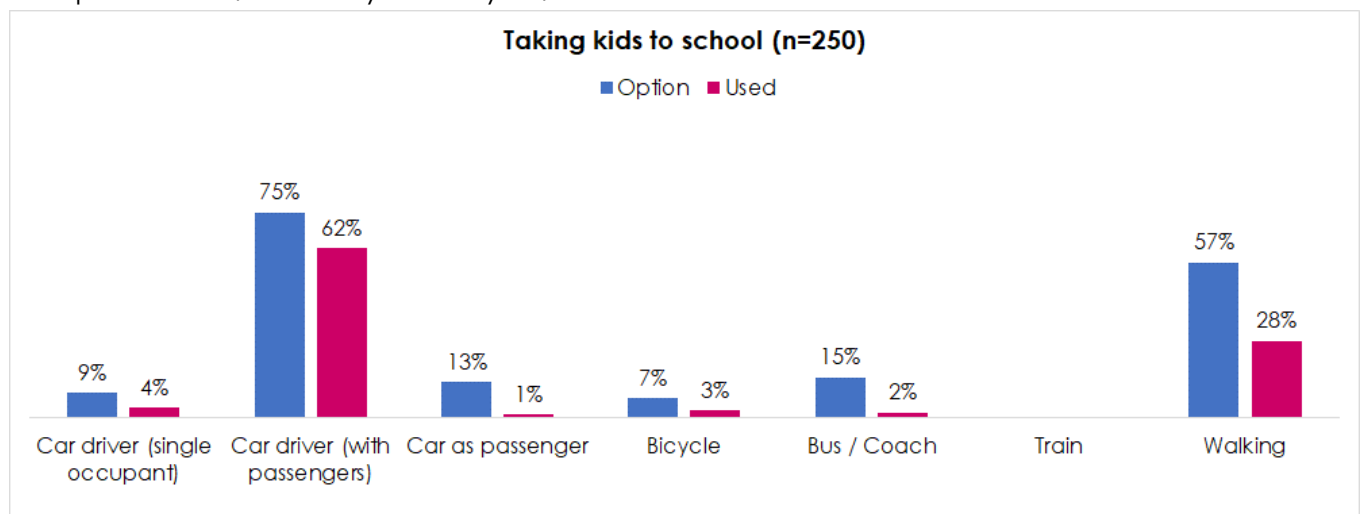
- To the town centre (12% make less than once per week, 16% in 2021, 20% in 2020).
- To the supermarket (17% make less than once per week, 13% in 2021, 21% in 2020).



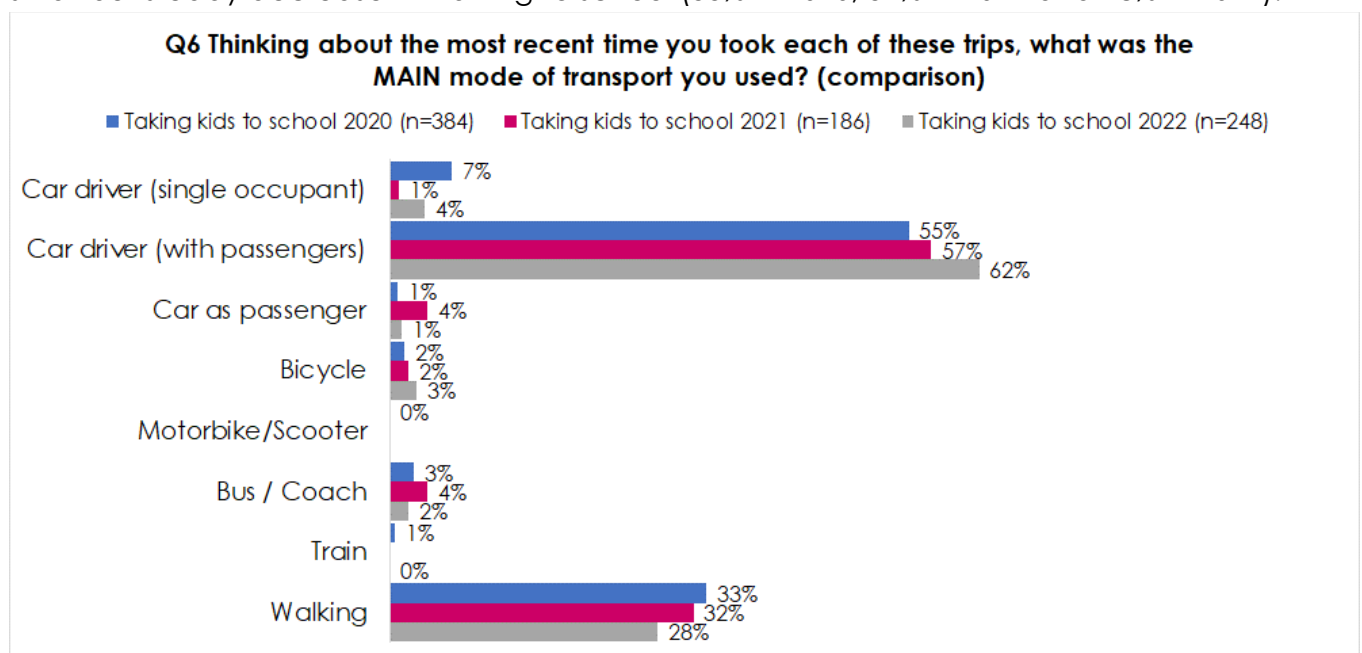
## 2.6 Transport options available compared to transport modes used (Q5-Q6)

For each of the types of journeys made, respondents were asked what modes of transport were an option for them to make that journey and then what was the main mode of transport they used when they last made that journey. Additionally, when asking about the use of cars, respondents could select whether they used a car as the only occupant, whether they drove with passengers or whether they were in the car as a passenger. This was done in order to identify the extent to which cars were being used with just the driver as a single occupant.

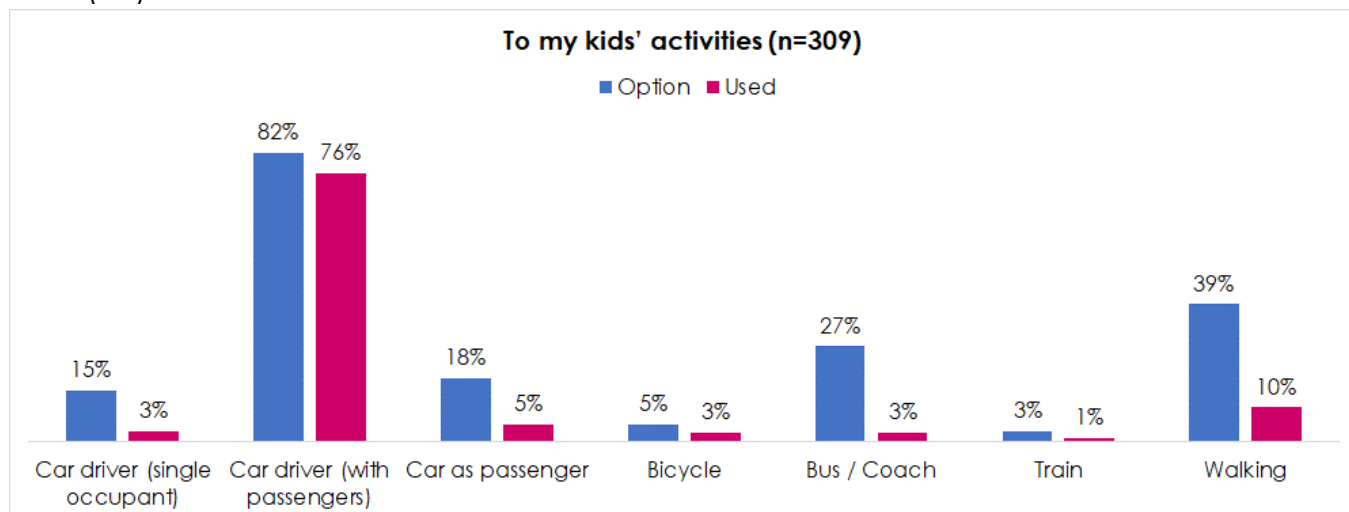
Firstly when it comes to transporting children, whether that is taking kids to school or taking them to their activities, it is clear that the car is most likely to be perceived as an option and most commonly used. It is interesting to note that walking children to school was perceived as an option for 57% but only used by 28%.



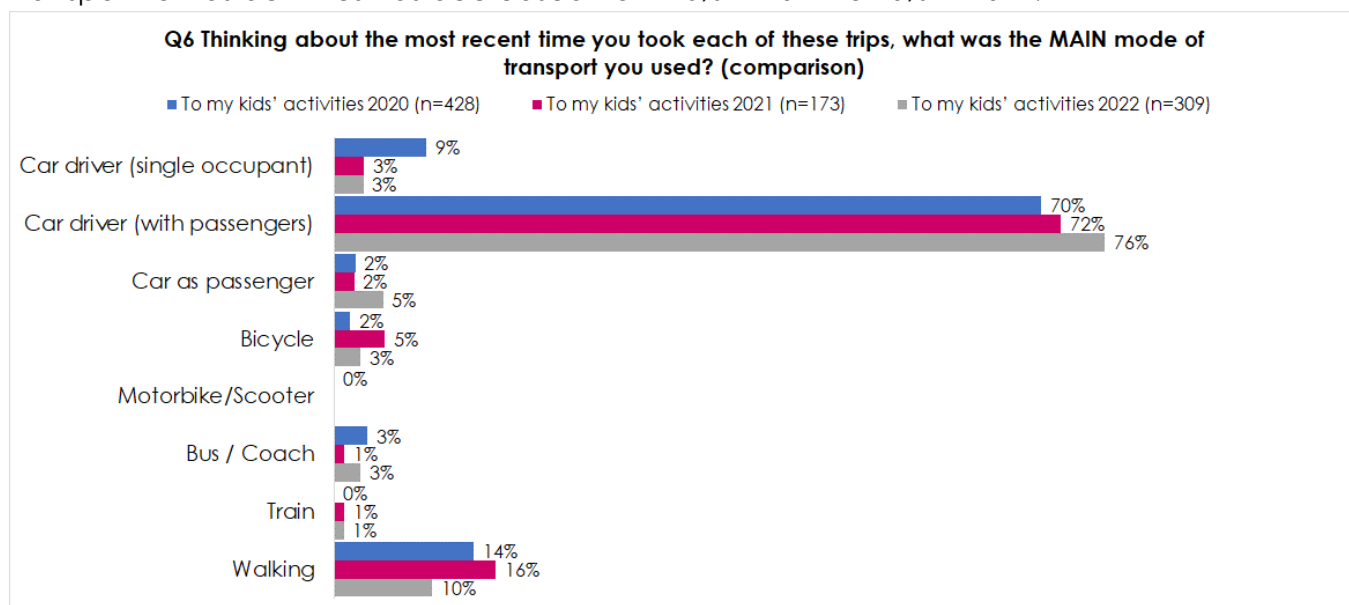
Compared to the 2020 and 2021 results, more respondents said travelling by car was the main mode of transport (62% for both 2021 and 2020, rising to 71% for 2022). There has also been a small but steady decrease in walking to school (33% in 2020, 32% in 2021 and 28% in 2022).



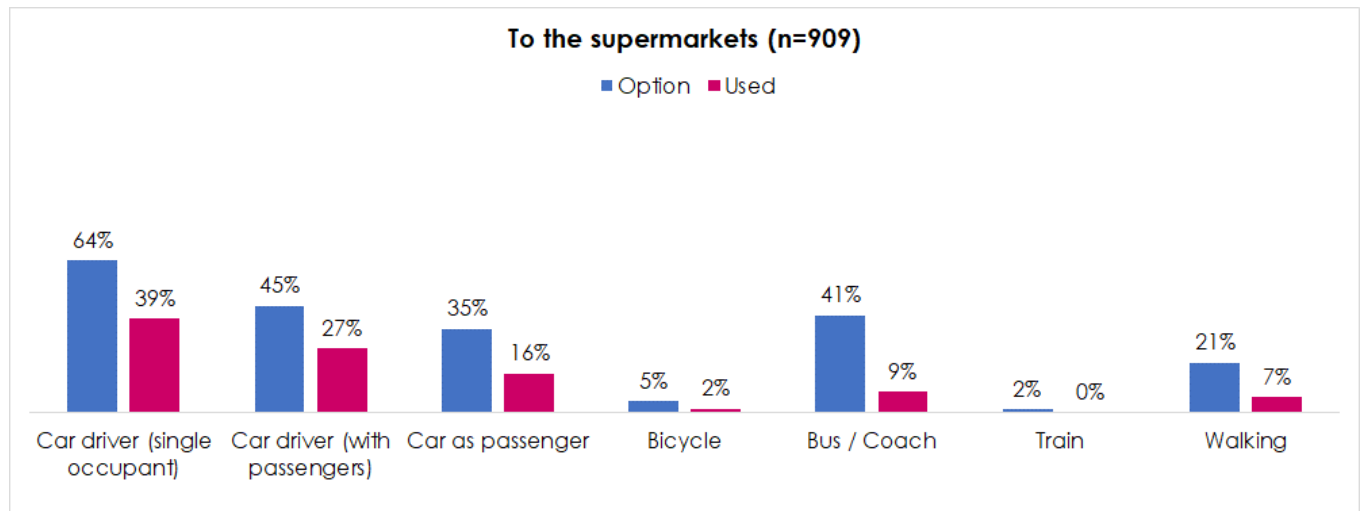
Walking was perceived as an option for travelling to kids' activities for 39% of respondents but only used by 10%. Bus or coach is also more likely to be perceived as an option (27%) than is used (3%).



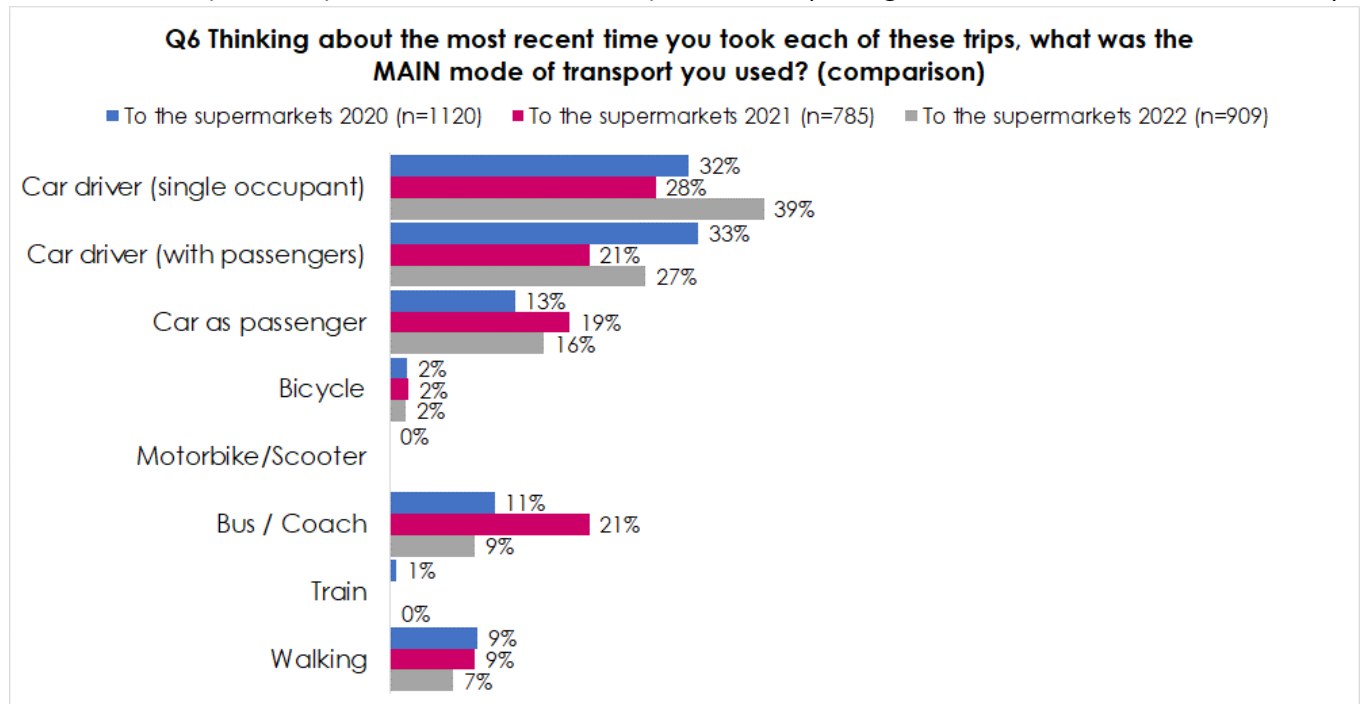
Compared to 2020 there has been an increase in the use of cars as the main mode of transport used (81% in 2020, 77% in 2021 and 88% in 2022). Walking as the main mode of transport to kids activities has decreased from 16% in 2021 to 10% in 2022.



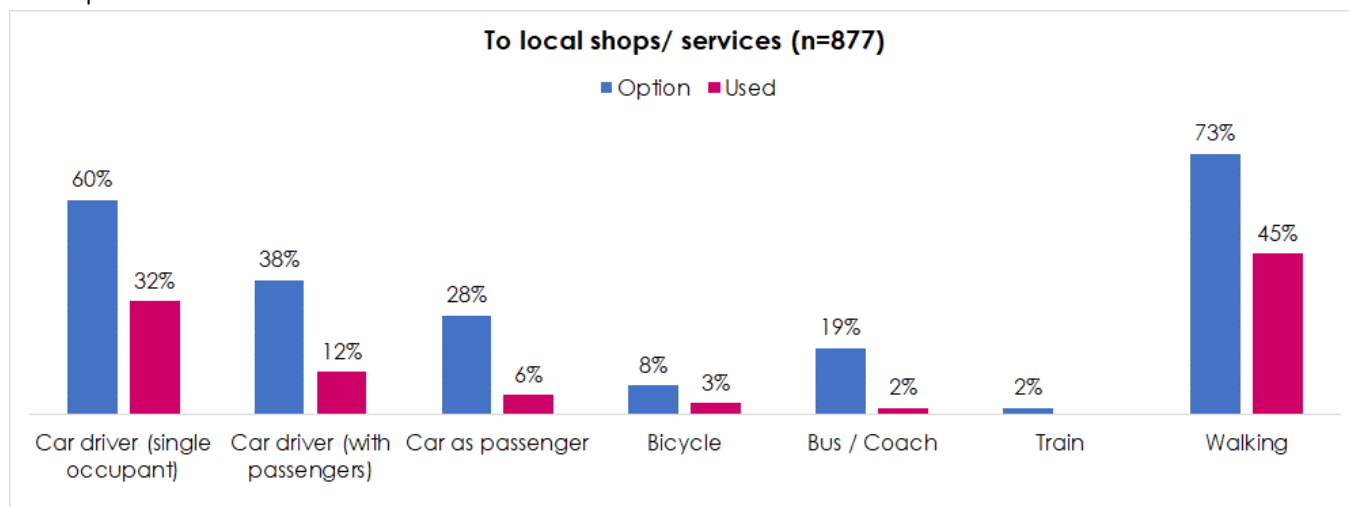
In terms of going to the supermarket, car was most likely to be perceived as an option and also most likely to be used. Bus was perceived to be an option by 41% of respondents but only used by 9% and walking was perceived as an option for 21% of respondents but only used by 7%.



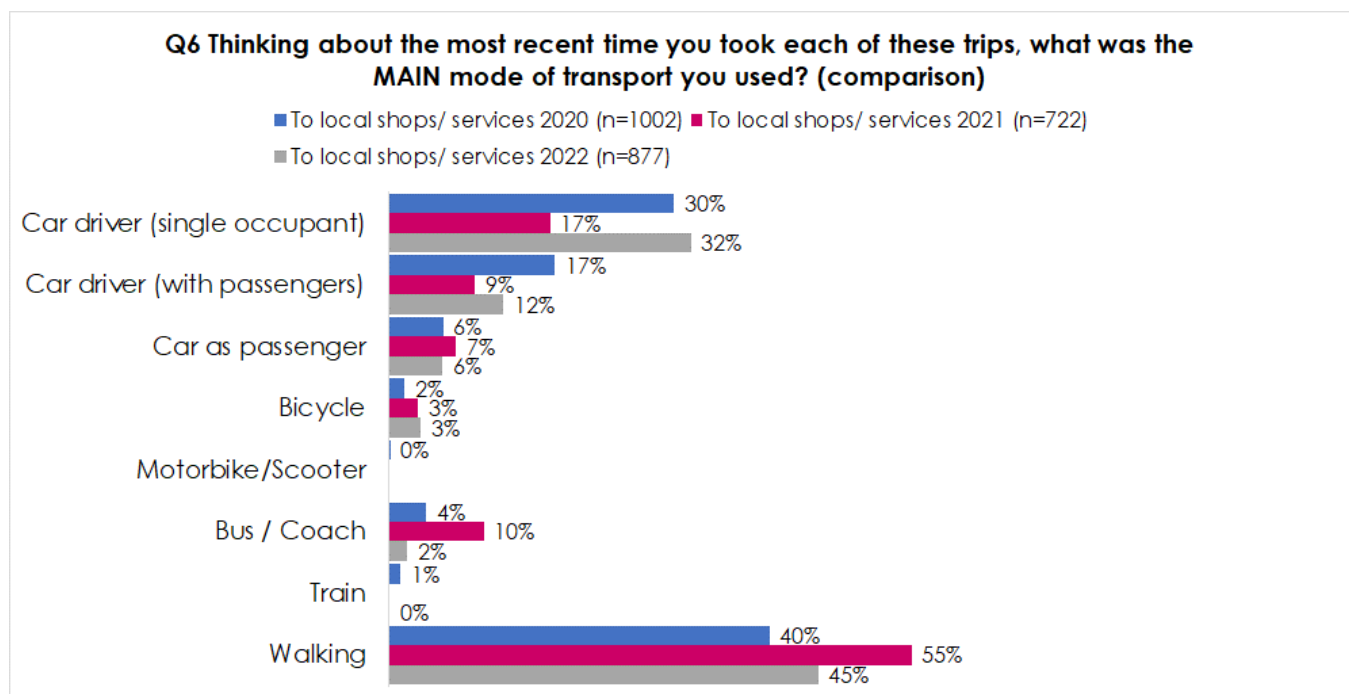
Compared to the 2020 and 2021 results more respondents said that travelling by car was their main method of transport (77% in 2020, 68% in 2021 and 83% in 2022). There has been a significant decrease in the proportion of respondents saying that bus or coach is the main mode of transport they use to travel to the supermarket (falling from 21% in 2021 to 9% in 2022).



When considering going to local shops or services, walking was most likely to be perceived as an option, noted by 73% of respondents and 45% said this was how they travelled there the last time they went. Car was next most likely to be considered as an option and was used by 49% of respondents.

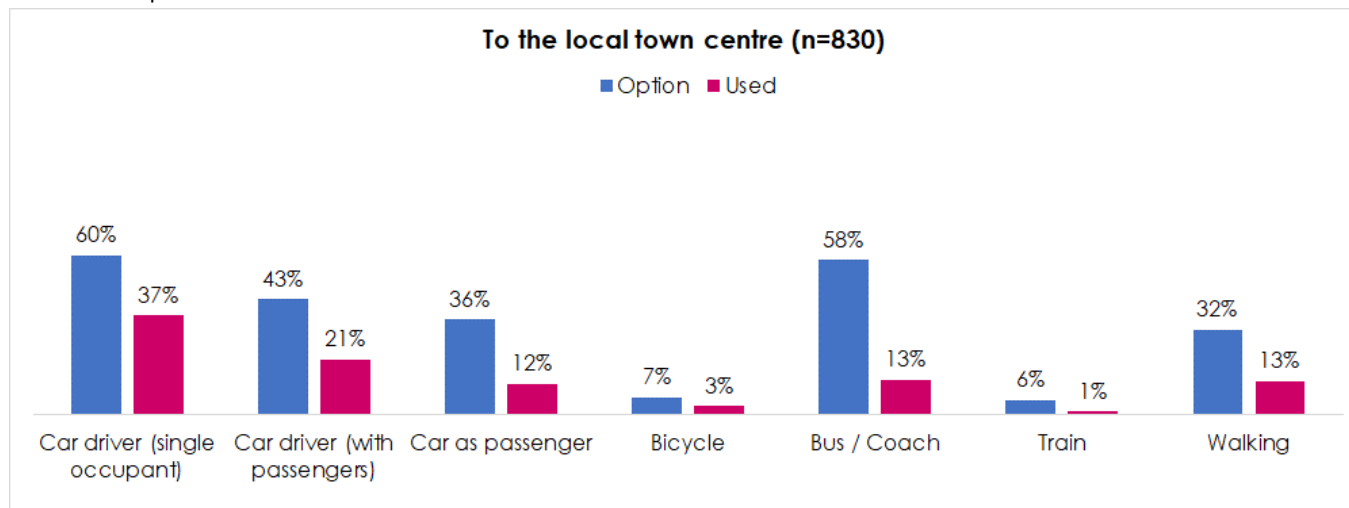


There has been a decrease in the proportion of respondents who said walking was the main mode of transport they used to travel to local shops or services. This increased from 40% in 2020 to 55% in 2021 but has decreased again to 45%, although it is still higher than in 2020. Car travel as the main mode of transport decreased from 53% in 2020 to 33% in 2021 but has increased again to 49% in 2022.

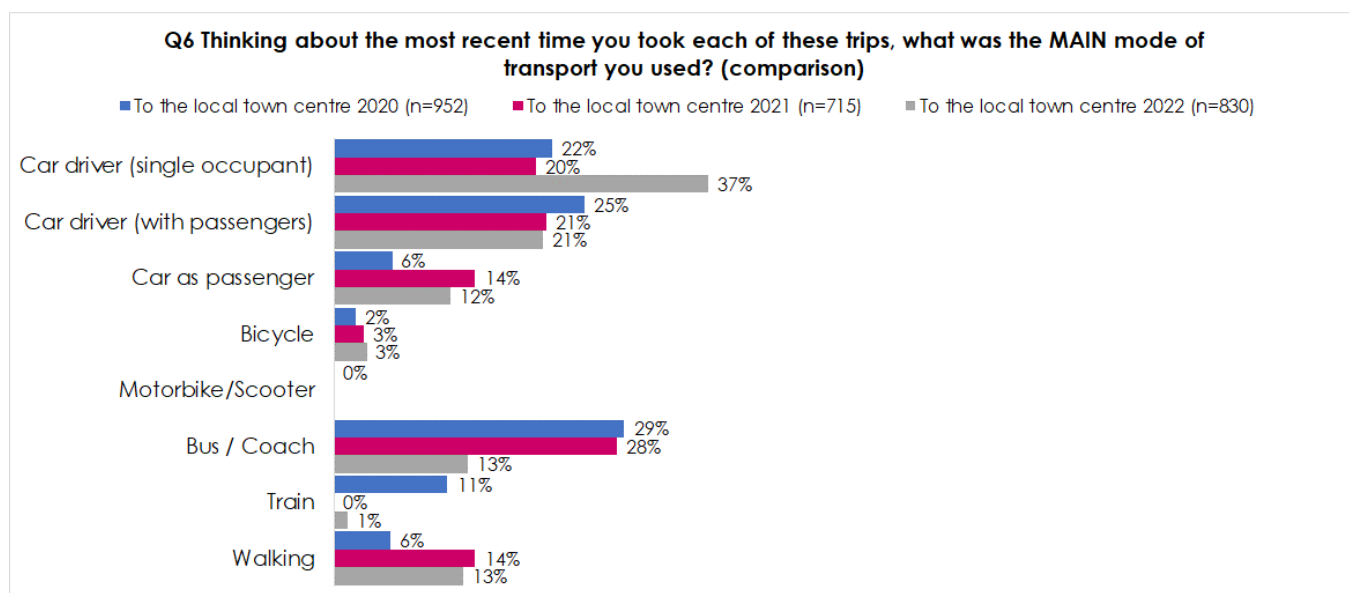




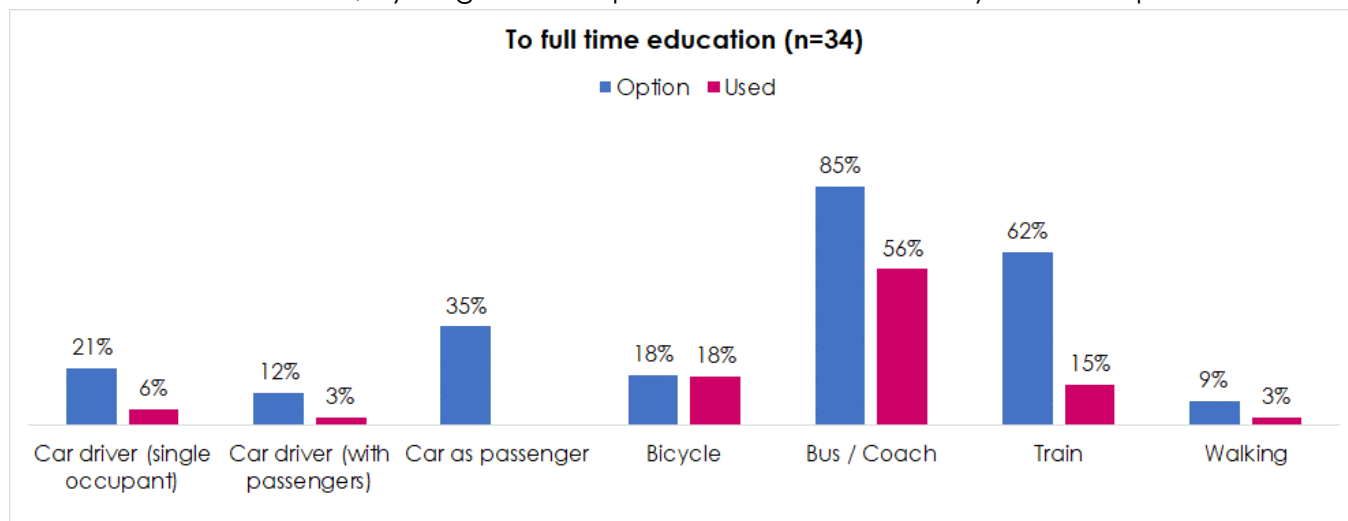
When going to the town centre, car was most commonly mentioned as an option for travel but was used by 70% of respondents the last time they went there. Bus travel was next most likely to be believed to be an option for travel (58%) but was less frequently used, with 13% saying that was how they last travelled. Walking was believed to be an option for 32% but only used by 13% of respondents.



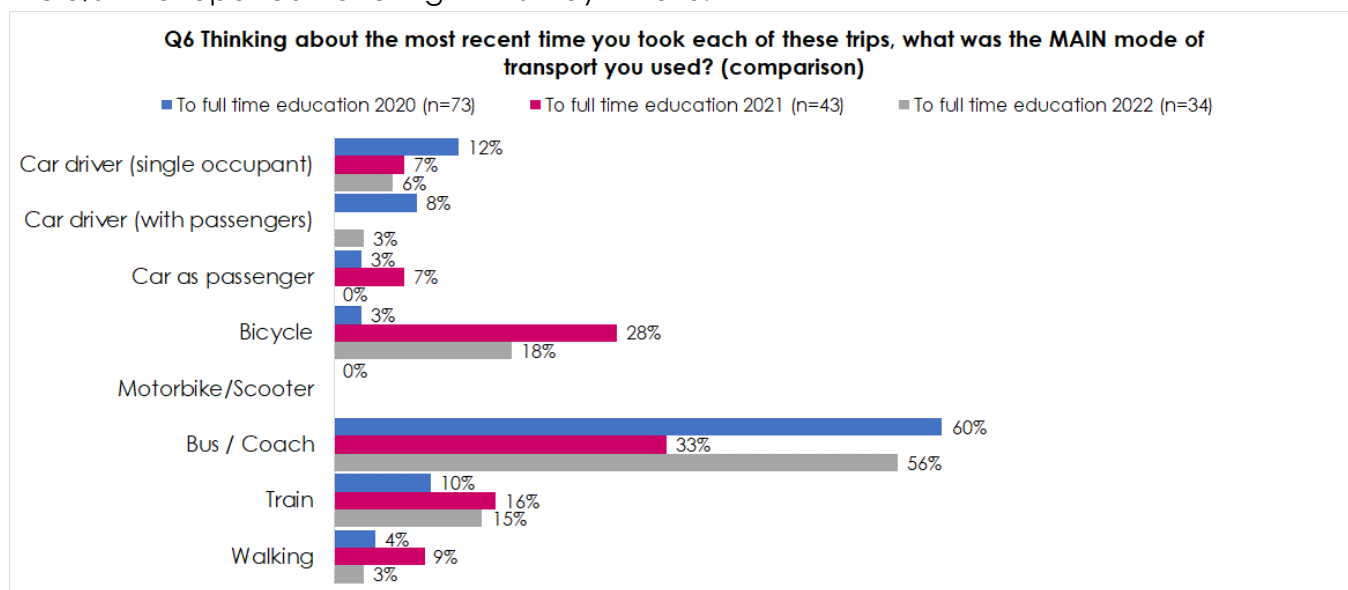
There has been an increase in the proportion of respondents stating travelling by car was the main mode of transport they use (52% in 2020, 55% in 2021, 69% in 2022). On the other hand, 13% of respondents said walking was the main travel method used. This is similar to 2021 (14%) and more than in 2020 (6%). There has been a significant decrease in the proportion of respondents saying they use bus or coach, decreasing from 28% to 13%.



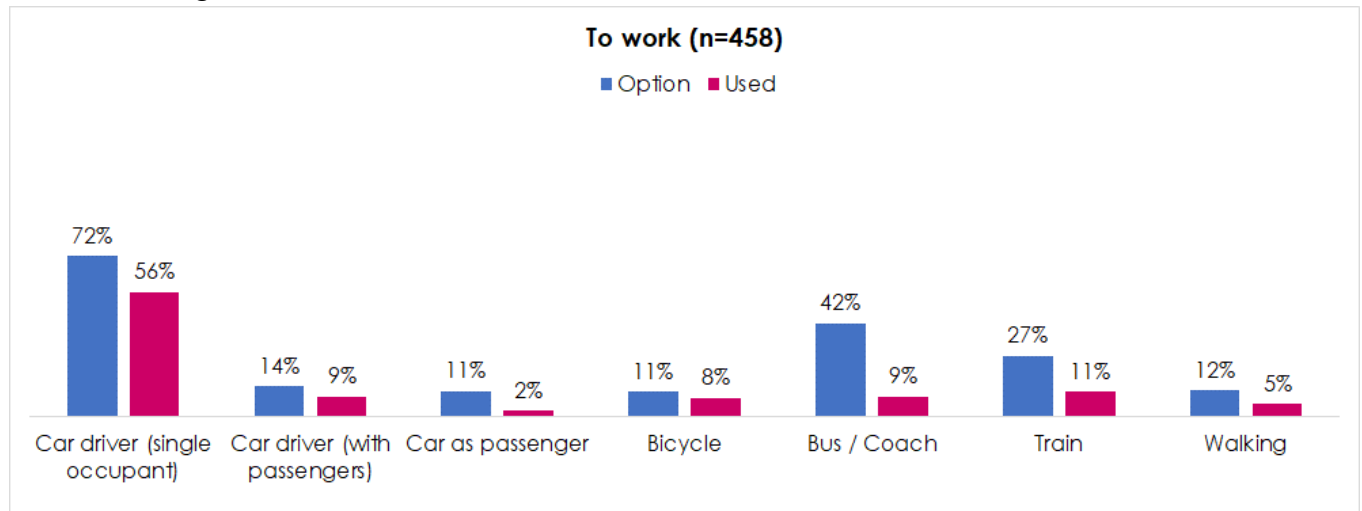
Travel by bus or coach was most likely to be an option for travel to full time education (85%) but was done by 56%. Train was also likely to be an option for 62% of respondents but done by 15%. On the other hand, cycling was an option for 18% and done by 18% of respondents.



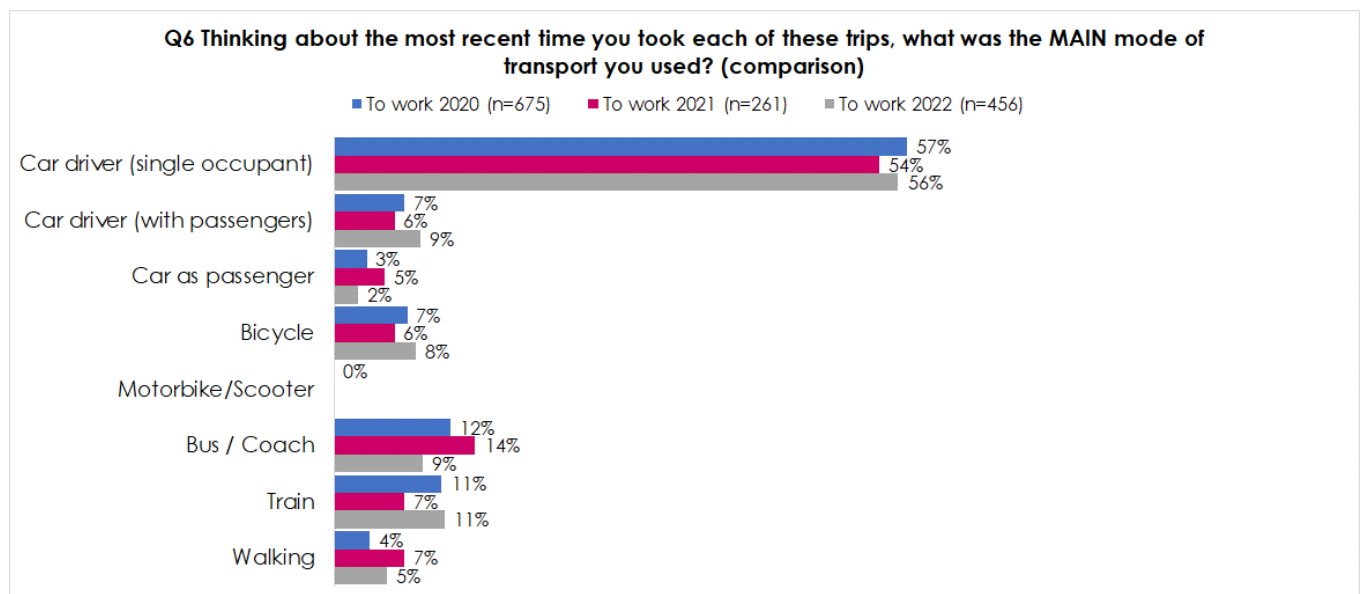
Travelling by bus or coach was their main mode of transport (56%), as was the case in both 2020 (60%) and 2021 (33%), although the proportion saying they travelled in this way in 2021 was lower. Bicycle was the second most commonly used mode of transport for those travelling to full time education, used by 18% in 2022. This is down from 28% in 2021 but much higher than the 3% who reported travelling in this way in 2020.



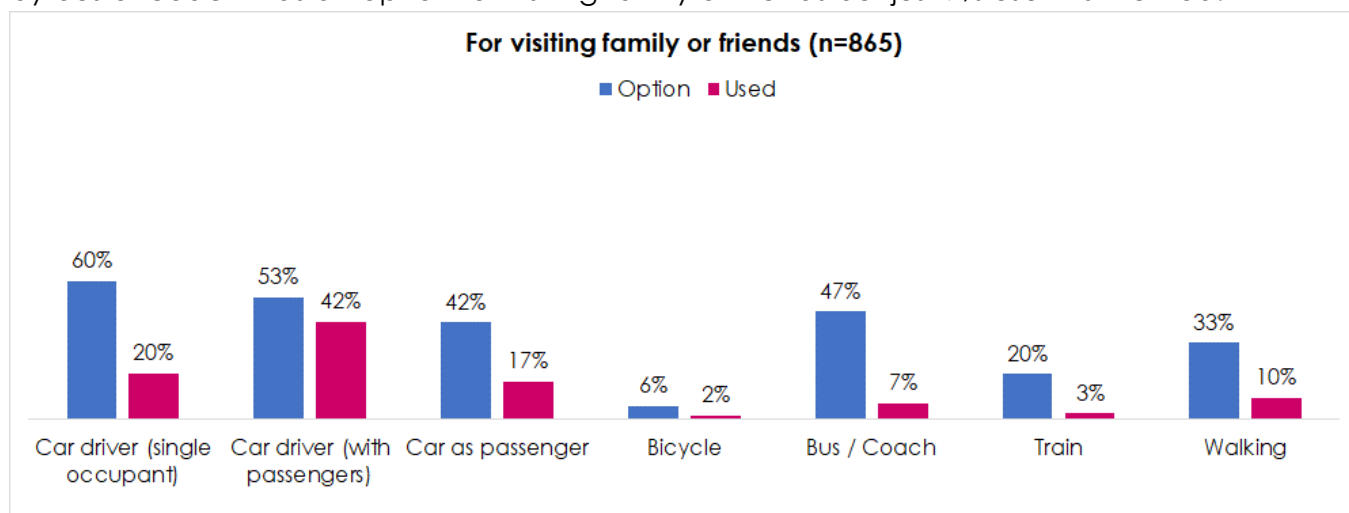
In travelling to work, driving as the only person in the car was most likely to be believed to be an option by 72% of respondents and used by 56%. The use of public transport was more likely to be believed to be an option than it was actually used, with 42% stating that travelling by bus was an option and 9% using this method and 27% believing that travel by train was an option and 11% using this method.



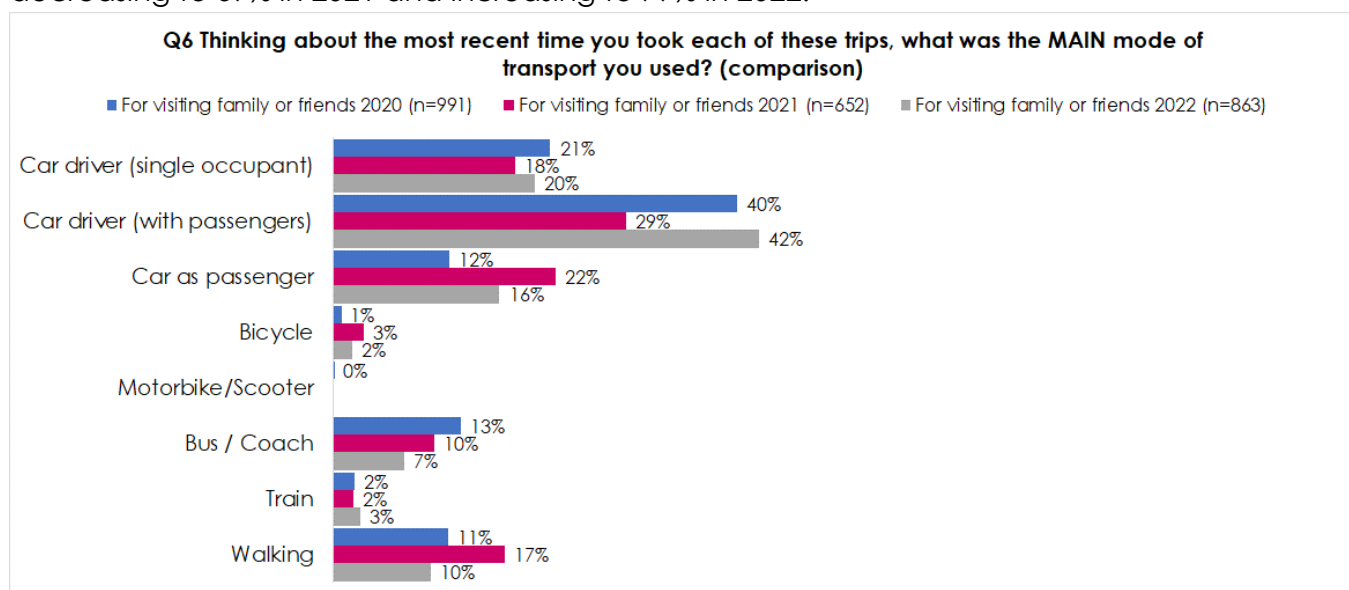
Driving by car as a single occupant was most commonly noted as the main mode of transport used to travel to work (56%). This has been consistent in 2020 and 2021.



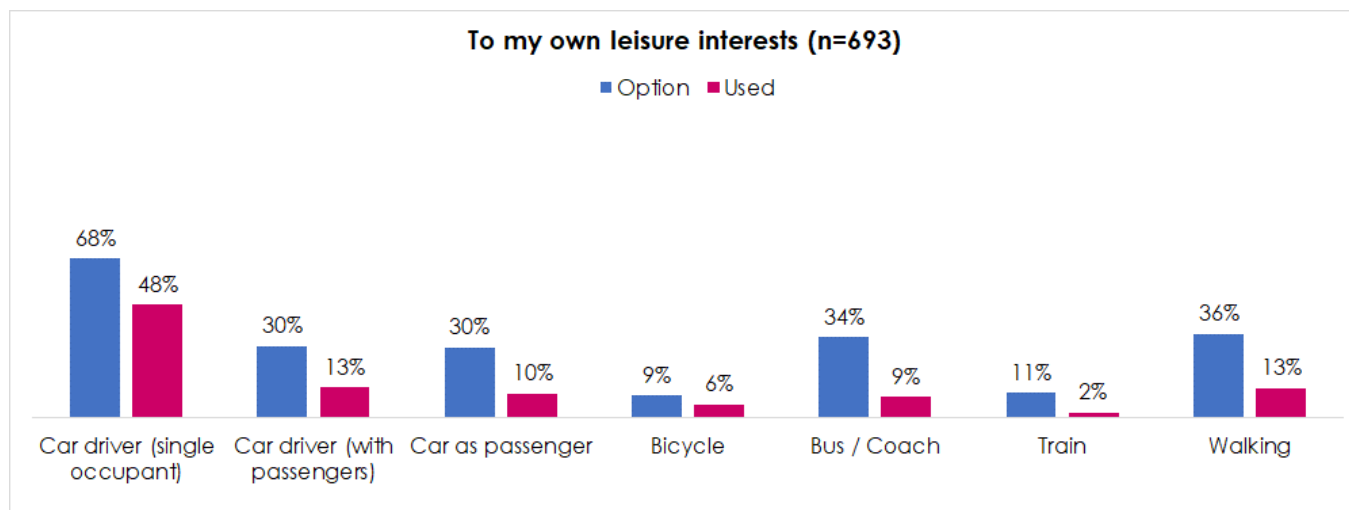
When asked about visiting friends or family, car was most likely to be considered an option and also most likely to be used. There were significant gaps between the perception of bus, train and walking as options for travel to friends and family and the proportion that actually used this method. For example, 33% stated that they considered walking an option to visit friends or family but just 10% used this method the last time they took this journey. 47% noted that travel by bus or coach was an option for visiting family or friends but just 7% use this method.



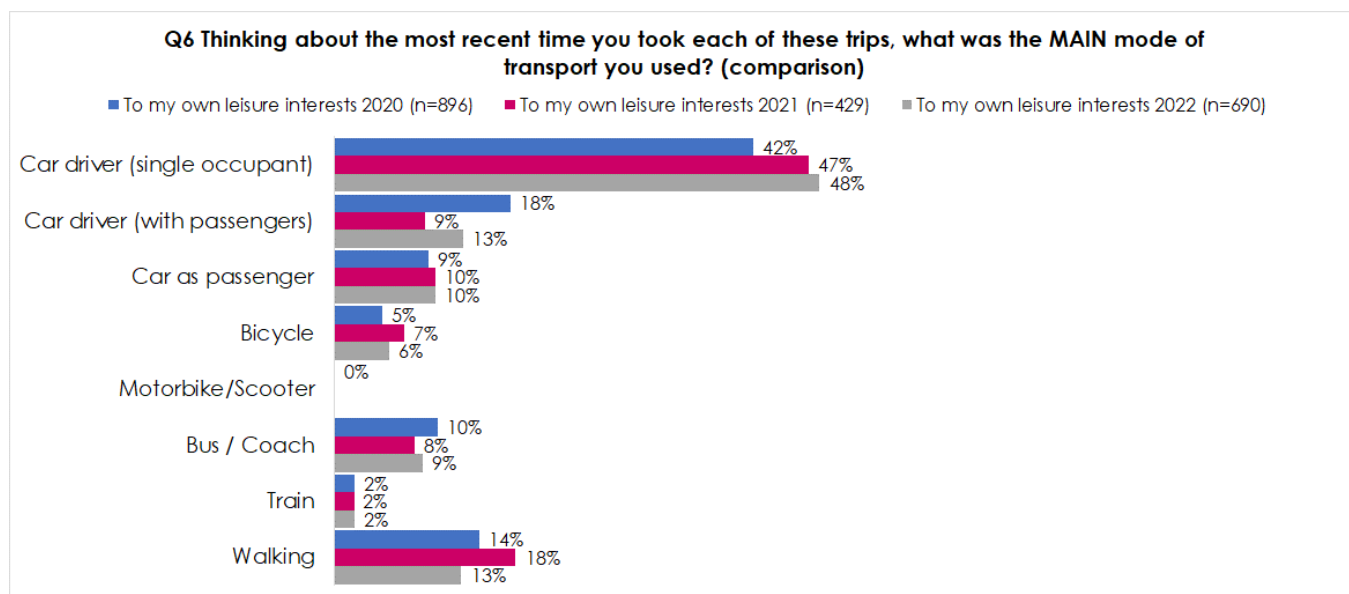
There has been an increase in the proportion of respondents noting that travelling by car is the main mode of transport they use. 73% said this was the main method they used in 2020, decreasing to 69% in 2021 and increasing to 79% in 2022.



Finally, in terms of travelling to respondents own leisure interests, car was again most likely to be perceived as an option and also most likely to be used. Walking was believed to be an option by 36% of respondents but used by 13% when they last made this journey, travel by bus or coach was an option for 34% but used by 9%.



Travel by car remains the main way in which respondents travel to their own leisure interests with 68% stating they use this method in 2020, falling slightly to 66% in 2021 and increasing again to 71% in 2022. There has been a decrease in walking to leisure interests, falling from 18% in 2021 to 13% in 2022.



## 2.7 Important issues when choosing how to make a journey (Q7)

Respondents were asked to state how important a range of issues were when choosing how they will make any journey. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated.

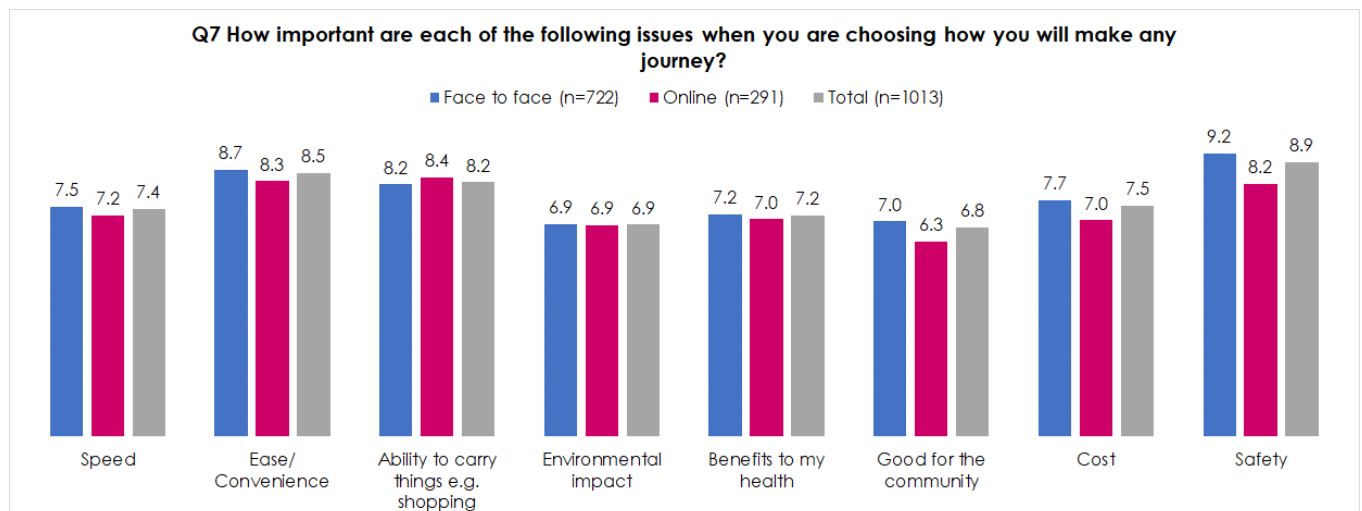
This shows that most important were:

- Safety (mean rating of 8.9)
- Ease or convenience (mean rating of 8.5)
- Ability to carry things e.g. shopping (mean rating of 8.2).

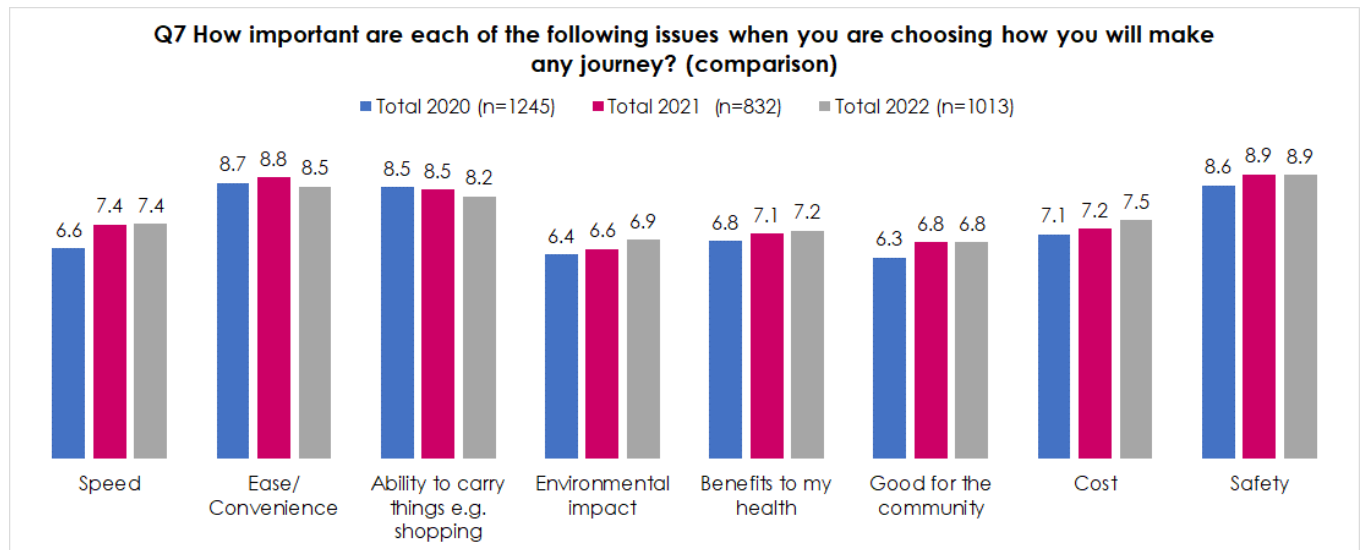
Less likely to be perceived to be important were:

- Good for the community (mean rating of 6.8)
- Environmental impact (mean rating of 6.9).

Comparison of the results from the face to face versus online surveys shows that the top three aspects of the journey which were most important to respondents were the same for face to face respondents versus online participants.



The top 3 aspects which were considered important to respondents were consistent across the 2020, 2021 and 2022 surveys.



Analysis by different demographic groups showed the following most notable differences:

■ **Speed:**

- This was considered to be most important for those aged 30-44 (8.3) and least important for respondents aged 75 and over (5.6).
- Retired respondents (6.4) and those in full time education (4.5) were least likely to find this important, while those who were in full time employment gave this the highest mean score rating (8.2).
- Those who said their main mode of transport was by car (7.6) or train (7.8) were most likely to find speed important, while those who mainly walk (6.6) or cycle found this less important.

■ **Ease/ convenience:**

- This was most important for those who travel by car (8.8) and least important for those who cycle (7.5) or walk (7.8).

■ **Ability to carry things:**

- This was least important for younger respondents aged 17-29 (7.4) and most important for those aged 60-74 (8.6) and aged 75+ (8.9).
- Females were more likely to find this important (8.4) than males (7.9).
- Analysis by employment status revealed that those who were retired were more likely to find this important (8.8), while those who were in full time education (3) or full time students (7.4) found this less important.
- This was most important for those who travel by car (8.5) and least important for those who travel by bicycle (7.3).

■ **Environmental impact:**

- Respondents aged 17-29 were most likely to have given this a higher mean score and therefore consider it to be more important (7.2) and those aged 75 and over were least likely (6.5).
- The environmental impact was most important for cyclists (8.9) and less important for those who mainly travel by car (6.5).

■ **Benefits to my health:**

- This was most important for respondents who were in full time education (8.0) and least important for those who were a full-time housewife/ husband (7.4).
- Health benefits were most important for cyclists (9.0) and those who travel by train (9.0). It was least important for those who mainly travel by car (6.8).

■ **Good for the community:**

- Benefits to the community was most important for cyclists (8.5) and least important for those who mainly travel by car (6.4).

■ **Cost:**

- Cost was significantly higher for younger respondents aged 17-29 (8.1) and least important for those aged 75 and over (6.6).
- Perhaps linked to the findings by age was those in full time education were most likely to consider cost to be important (mean score of 10) than retired respondents (6.8).
- This was most important for those travelling by bus (8.3) or train (8.4) and least important for those who tend to travel by car (7.2).

■ **Safety:**

- Females were more likely to find this important (9.0) than males (8.7).
- Safety was important for people who travelled by all modes of transport with average ratings ranging from 8.7 for walking and 9.0 for cycling.



Geographical analysis, where respondents provided a full home postcode, shows some differences in terms of importance when choosing how to make any journey.

- Respondents living in Kirkintilloch, Lenzie and Waterside were more likely to consider ease/ convenience (8.9), ability to carry things (8.5) and safety (9) than other areas.
- Respondents from Bearsden and Milngavie were more likely to consider environmental impact (7.5), benefits to health (7.7) and good for the community (7.3) than other areas.
- Safety (8.9) and ease or convenience (8.6) were most important for those living in Bishopbriggs and the Villages (8.7 and 8.5 respectively).



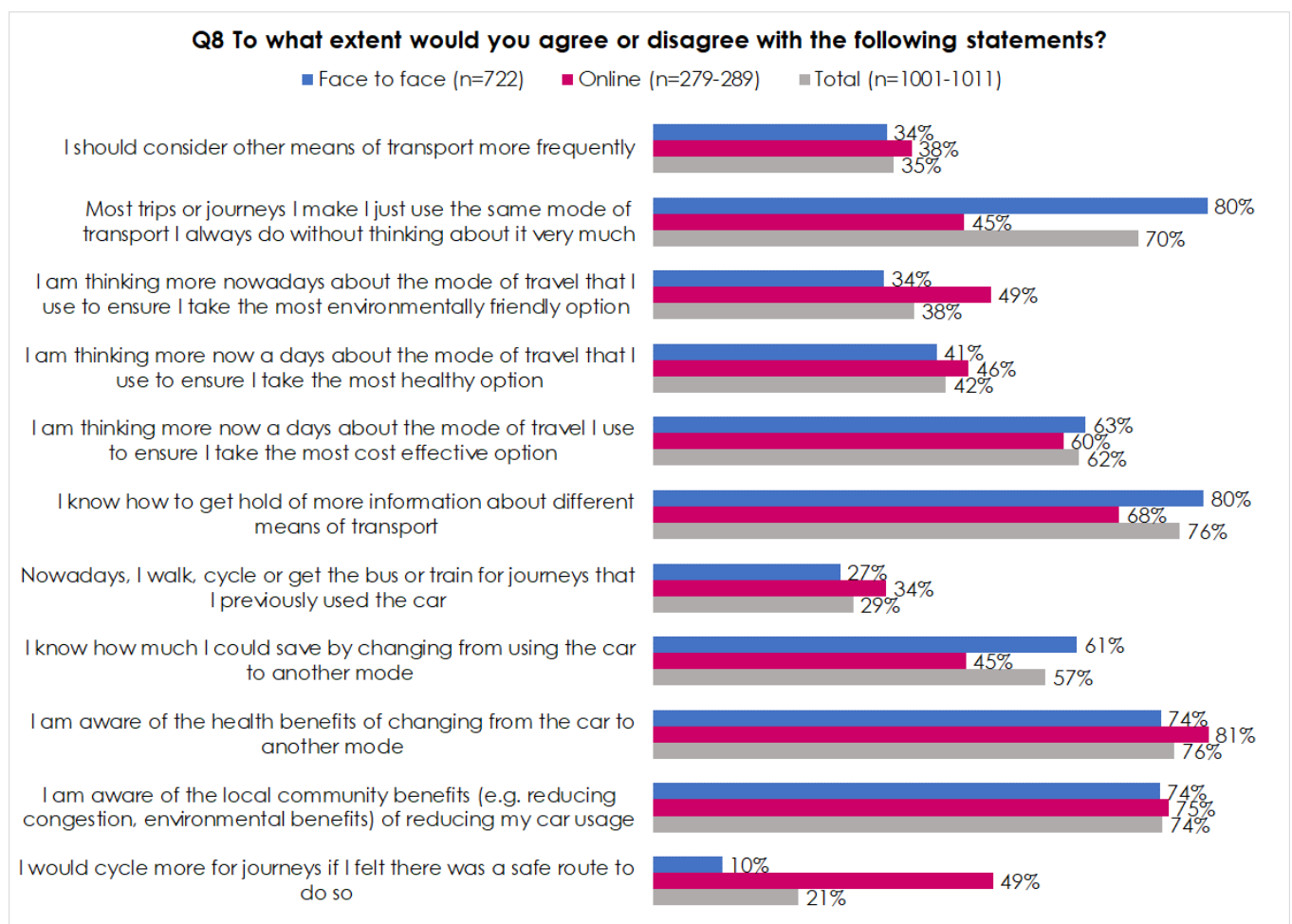
## 2.8 Attitudinal statements about transport (Q8)

When asked to respond to a series of attitudinal statements about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- I know how to get hold of more information about different means of transport (76% agree);
- I am aware of the health benefits of changing from the car to another mode (76% agree);
- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (70% agree);
- I am aware of the local community benefits of reducing my car usage (74% agree).

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (21% agree);
- Nowadays I walk, cycle or get the bus or train for journeys that I previously used the car (29% agree);
- I should consider other means of transport more frequently (35% agree).

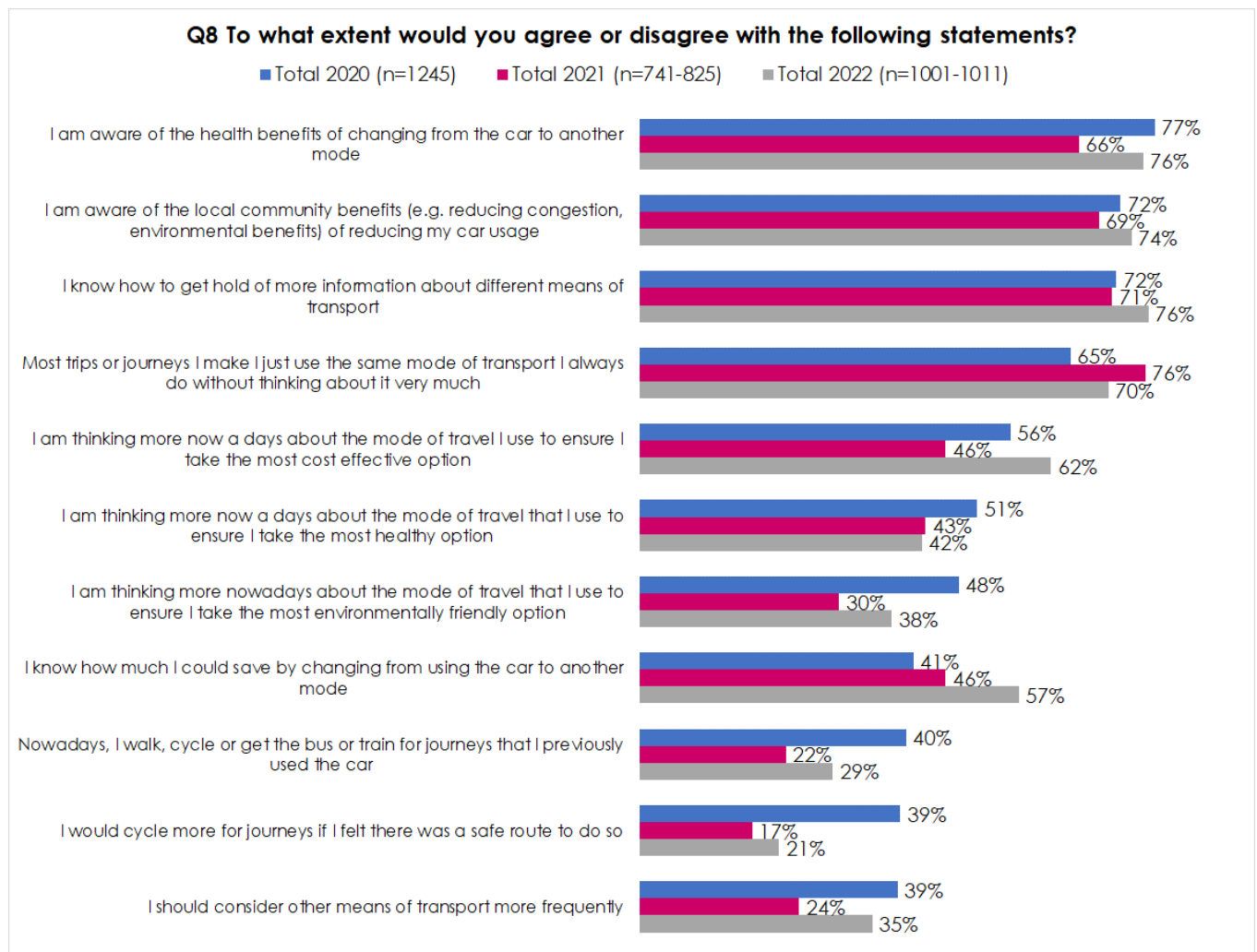


It is interesting to note that there was a notable difference in the extent to which online respondents agreed with the statement 'Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much'. Those who responded to the online survey were much less likely to agree with this statement (45% agree) compared to those who responded to the face to face survey (80% agree). On the other hand, online respondents were more likely to agree they would cycle more for journeys if I felt there was a safe route to do so (49%) than face to face respondents (10%).

The chart below shows the findings for 2020, 2021 and 2022. Generally, the level of agreement has increased since 2021 and is more similar to 2020. The biggest increases in agreement being seen regarding the following statements:

- I am thinking more nowadays about the mode of travel that I use to ensure I take the most cost effective option (56% agreed in 2020, 46% in 2021 and 62% in 2022)
- I know how much I could save by changing from using the car to another mode (41% agreed in 2020, 46% in 2021 and 57% in 2022)
- I should consider other means of transport more frequently (39% agreed in 2020, 24% in 2021 and 35% in 2022)
- I am aware of the health benefits of changing from the car to another mode (77% agreed in 2020, 66% in 2021 and 76% in 2022)

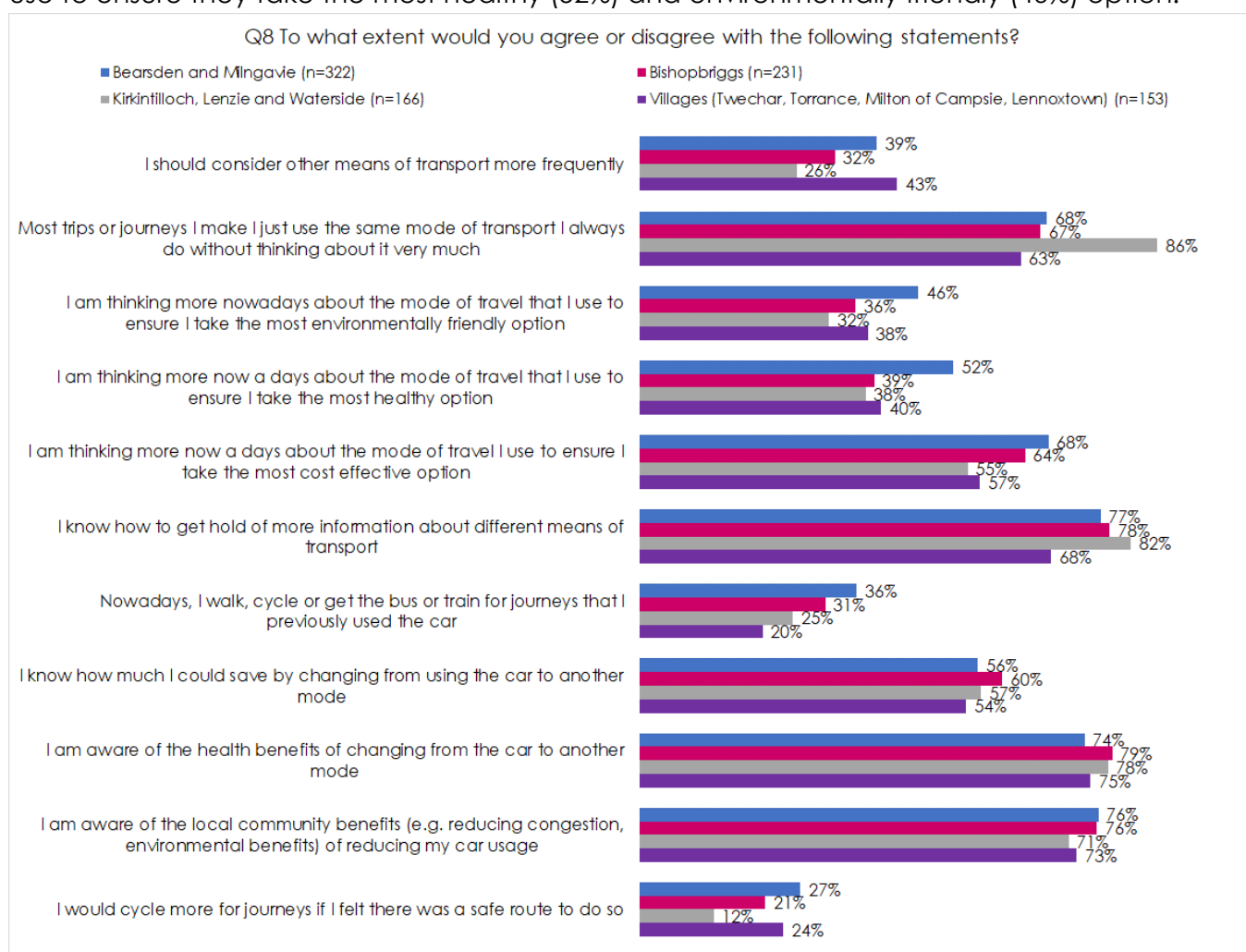
On the other hand there has been a decrease in the proportion of respondents who agreed that most trips or journeys they make they just use the same mode of transport they always do without thinking about it very much (decreased from 76% in 2021 to 70% in 2022).



Geographical analysis shows some notable differences between areas.

Respondents in Kirkintilloch, Lenzie and Waterside were significantly more likely to agree that most trips or journeys they make using the same mode of transport they always do without thinking about it very much (86%) compared to between 63% and 68% for other areas.

Bearsden and Milngavie residents were most likely to say that they would cycle more for journeys if it felt safe to do so (27%) than those in Kirkintilloch (12%). They were also more likely to say that nowadays they walk, cycle or get the bus or train for journeys that they previously used to take the car (36%) and that they are thinking more about the mode of travel that they use to ensure they take the most healthy (52%) and environmentally friendly (46%) option.



Analysis by age reveals that older respondents aged 75 and over were the least likely to agree with all of these statements. The biggest variances by age could be seen for the following statements:

- I am thinking more nowadays about the mode of travel that I use to ensure I take the most environmentally friendly option (43% aged 17-29 agree compared to 16% of respondents aged 75 and over).
- I am thinking more nowadays about the mode of travel that I use to ensure I take the most healthy option (52% aged 17-29 agree compared to 30% of respondents aged 75 and over).
- I would cycle more for journeys if I felt there was a safe route to do so (27% aged 30-44 agree compared to 3% of respondents aged 75 and over).

## 2.9 What could be done to encourage more by walking or cycling? (Q9)

Finally, respondents were asked what, if anything, could be done locally to encourage them to travel more by walking or cycling over taking the car. This was asked as an open question where respondents could answer in any way they wanted. In order to provide some analysis, these have been grouped into broad themes based upon the nature of the comment.

As shown below, the most commonly noted responses were that nothing could be done, they didn't know what could be done or they did not make a comment. This was noted in 74% of responses (47% in 2020 and 83% in 2021). This was most likely to be the case for the most elderly respondents aged 75 and over, with 84% of these respondents stating that there was nothing that could be done to encourage them to travel more by walking or cycling. Where respondents gave other comments this tended to be regarding increasing awareness of the benefits of walking and cycling and making people more aware of the routes available to them.

Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car?			
Base: Gave a response	2020 (n=1245)	2021 (n=807)	2022 (n=974)
Cycling e.g. increasing safety, providing infrastructure for cycling	23%	11%	14%
Making walking easier e.g. resurfacing or improving safety of pavements/ walking routes	10%	5%	7%
Roads/ Traffic/ Safety e.g. fewer cars on the road, enforce speed limits	7%	4%	8%
Bus/ train e.g. more frequent/ reliable/ cheaper services	10%	1%	6%
Other	3%	2%	2%
Nothing/ don't know/ no comment/ *not able to walk/ cycle more	47%	83%	74%

\* this code in 2021 also includes those who said there was nothing that could be done as they were unable to walk or cycle more e.g. due to old age or health reasons and also those who said they were already walking or cycling as much as possible. Those who already walk or cycle as much as possible were 12% of respondents.

Analysis by area shows that respondents in some areas were more likely to make comments on particular themes than others. Respondents in Bearsden and Milngavie were most likely to make comments about cycling infrastructure (18%). Those in Bearsden and Milngavie were also more likely to mention things about road or traffic safety (10%). Cycling infrastructure was also noted by those living in the villages (16%) in addition to improved public transport e.g. more frequent/ reliable (12%).

Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car?				
	Bearsden and Milngavie	Bishop-briggs	Kirkintilloch, Lenzie and Waterside	Villages
	314	226	157	146
Cycling e.g. increasing safety, providing infrastructure for cycling	18%	14%	6%	16%
Making walking easier e.g. resurfacing or improving safety of pavements/ walking routes	7%	9%	5%	7%
Roads/ Traffic/ Safety e.g. fewer cars on the road, enforce speed limits	10%	6%	6%	4%
Bus/ train e.g. more frequent/ reliable/ cheaper services	3%	6%	3%	12%
Nothing/ don't know/ no comment/ *not able to walk/ cycle more	71%	73%	84%	70%
Other	2%	4%	2%	0%

Over 1 in 10 respondents (14%) made comments about cycling related issues. Comments about cycling were most likely to be noted by respondents aged between 30-44 (17%) and respondents aged 45-59 (19%). Comments related most often to safe cycle routes. Some examples are noted below:

*Having more segregated cycle lanes and pavements shared between pedestrians and cyclists. The completion of the Bears Way cycle route through Hillfoot. Many of the local roads are terrifying on a bike, e.g. Boclair Road, Craigmaddie Road, Mugdock Road, as they are narrow and drivers are intolerant of cyclists.*

*Have joined up cycle ways - nothing is joined up. There is a beautiful cycle path in Strathblane but you can't access it unless you drive and have access to a cycle rack! Have safe cycle paths that are accessible to families and which join routes up safely.*

*Safe, segregated walking and cycling routes that are not disjointed! Better bike locking facilities at supermarkets and shops, currently they are too hidden or non existent.*

*More cycle lanes! It is very difficult to find any good cycle lanes (with hard barriers) from Bearsden to the schools and Milngavie. There is too much car traffic to Killermont and Boclair schools, and lots of people speeding through Bearsden. Why can't we make some roads round Bearsden one way and add safe cycle routes for kids. Bearsden is far too car orientated!*

7% of comments related to walking. Comments often related to the condition or pavements, feelings of safety and improved walking routes to access services. Some illustrative comments are as follows:

*Better pavements. The current ones in my area are uneven, in need of repair and a major trip hazard.*

*More pedestrianised areas, including increased restrictions/safety information for cyclists on these paths.*

*Significant investment in footpaths are required. I've complained year on year about the quality of the footpaths around the start of the West Highland Way from Milngavie town centre to Clober and nothing is done. Utterly appalling and inaccessible!*

*Winter months restrict walking due to serious risk of slipping on ice on pavements or road. Increase salting of pavements and clearing snow.*

6% made comment on bus or train services. Comments noted that services were not suitable for their needs, for example the times of buses, safety concerns, frequency, or routes, for example:

*Join up the villages in the area including places like Strathblane. I live a short distance from work but there is no way of using public transport. There should be a regular looped service that covers Blanefield, Haughhead, Lennoxton, Milton of Campsie, Kirkintilloch, Bishopbriggs, Bearsden and Milngavie.*

*I live in a semi rural location but despite being on an arterial route, there is little transport available from Bardowie. To travel to the city centre I require to catch the bus into Milngavie first. This service comes just once per hour. I then have to take a train into the city. The cost of this is now roughly £9 collectively per day. The last bus home is around 4:30pm which is useless for getting home from work and so if I take public transport I need to drive to the train station first.*

*The lack of a bus route from the northern section of EDC (Lenzie-Milngavie via Kirkintilloch) means I always have to take the car to activities, family/friends and shops.*

*A more frequent service which extends into the evening.*



Finally, 8% of respondents made comments which related to traffic or safety, many of which were made with specific reference to cycling. Again, some examples are noted below:

*Speed restrictions, less traffic at Bishopbriggs cross.*

*The roads are actually a disgrace. No need for speed bumps as the pot holes are a free traffic calming measure. Any vehicle on the road that is powered should be taxed and insured.*

*Speed restrictions on Balmore Road (through Bardowie) and Auchenhowie Road would encourage walking into Milngavie more often, safety concerns on vehicle speed means we are unlikely to do so*

*Safe routes. I use Bearsway- the Hillfoot - Kessington section and the Macdonald's-Milngavie sections are dangerous. The potential drive throughs are madness. Safe routes to Torrance and Strathblane would be good too. We need separate routes, not paint, and less cars!*

## 2.10 Summary of key findings

Overall, 25% of respondents said that the Covid-19 **pandemic has continued to change their travel behaviour**. In 2021, 37% of respondents said the pandemic had changed their travel behaviour. The main reason was where respondents were as a result travelling less now they were working from home more (70%). Other reasons where respondents were now walking or cycling more than they used to (28%) or where respondents said they were avoiding taking public transport (16%).

Car was the **most commonly used mode of transport** by respondents with 69% of respondents overall stating that this is their main mode of transport. 14% overall stated that bus or coach was their main mode of transport. Walking was the main mode of transport for 8% of respondents and cycling for 4%.

Just under one quarter of respondents (23%) **are making journeys of under one mile by car** on a daily basis, up from 14% in 2021. A further 40% are doing so approximately 3-6 times per week. 17% of respondents never do this (down from one third in 2021).

In terms of the profile of **journeys made in a typical week**, journeys to the supermarket were most likely to be made (76%) followed by visiting family or friends (71%) and journeys to local shops or services (67%). These were the three most commonly made journeys in 2021, but visiting family or friends has increased from 55%.

For each of the types of journeys made, respondents were asked what modes of transport were an **option** for them to make that journey and then what was the main mode of transport they **used** when they last made that journey. The key findings of this were:

- For journeys involving children (i.e. to school or to kids' activities) car was most likely to be an option and also most likely to be used with 84% stating it was an option and 65% stating they use this. However, in terms of walking, c.30% more respondents feel that it would be an option than actually used this as their mode of transport. It is interesting to note that walking children to school was perceived as an option for 57% but only used by 28% and for travel to kids' activities it was perceived as an option for 39% of respondents but only used by 10%.
- When travelling to the supermarket, local shops or town centres, car is again the most likely to be perceived as being an option and most likely to be used. Again, there are large differences between the proportion of respondents stating that they could walk compared to those that do walk. This was most notable in terms of walking to local shops where 73% felt it was an option but only 45% said they did this.
- Travel to work showed again that car was most likely to be an option and most likely to be the mode of transport used. Gaps were noted between the potential for bus travel (42% consider this an option and 9% use) and train travel (27% consider this an option and 11% use).

- When visiting friends or family or travelling to leisure interests, again the car is most likely to be considered to be an option and most likely to be used. Bus, train and walking were all considered to be options, but many fewer respondents were actually using these as modes of transport than those that considered these an option.

Respondents were asked to state how **important** a range of issues were **when choosing how they will make any journey**. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated. This showed that most important were:

- Safety (mean rating of 8.90)
- Ease or convenience (mean rating of 8.54)
- Ability to carry things e.g. shopping (mean rating of 8.24).

When asked to respond to a series of **attitudinal statements** about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- I am aware of the health benefits of changing from the car to another mode (82% agree, up from 66% in 2021)
- I know how to get hold of more information about different means of transport (81% agree, up from 71% in 2021)
- I am aware of the local community benefits of reducing my car usage (81% agree, up from 69% in 2021)
- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (72% agree, down from 76% in 2021).

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (23% agree, up from 17% in 2021)
- Nowadays I walk, cycle or get the bus or train for journeys that I previously used the car (30% agree, up from 22% in 2021).
- I should consider other means of transport more frequently (36% agree, up from 24% in 2021).

**Appendix 1**

**Survey Questionnaire**

**INTERVIEWER: PLEASE CODE****WEATHER**

<b>Wet</b>	1
<b>Dry</b>	2
<b>Cold</b>	3
<b>Snow</b>	4
<b>Other (specify)</b>	5

**AREA/ LOCATION**

<b>Bearsden</b>	1
<b>Bishopbriggs</b>	2
<b>Kirkintilloch</b>	3
<b>Milngavie</b>	4
<b>Auchinairn</b>	5
<b>Hillhead and Harestanes</b>	6
<b>Lennoxtown</b>	7
<b>Twechar</b>	8

**Introduction** : Good morning/afternoon I am..... from Research Resource an independent research company, who are carrying-out a survey with people who live, work or visit this area regarding local travel and transport. It will only take about 10 minutes. Would you be willing to take part? All answers you give are confidential and will not be used for any other purpose than this research.

**Q1 Has the Covid-19 pandemic continued to change your travel behaviour?**

Yes	1	Go to Q1a
No	2	Go to Q2

**Q1a Can you explain what has changed?**

I am now working from home more	1
I am avoiding taking public transport	2
I now walk or cycle more than I used to	3
I drive more than I used to	4
I now drive on my own as opposed to car sharing	5
Other (please specify)	6

**Q2. Thinking of your travel over the last month, what is your main mode of transport?**

Car driver (single occupant)	1	Go to Q2a
Car driver (with passengers)	2	
Car as passenger	3	
Bicycle	4	
Motorbike/Scooter	5	Go to Q3
Bus / Coach	6	
Train	7	
Walking	8	
Other (please specify)	9	

**Q2a Is this an electric car/ bike?**

Electric car	1
Electric bike	2
No	3

<b>Q3. Thinking of this main mode of transport that you said you use, how often do you travel in this way for the following distances? READ OUT &amp; SHOWCARD A</b>	<b>More than once a day</b>	<b>Every day</b>	<b>5-6 days a week</b>	<b>3-4 days a week</b>	<b>1-2 days a week</b>	<b>Less than once per week</b>	<b>Never</b>
<b>a. Under 1 mile</b>	1	2	3	4	5	6	7
<b>b. Between 1 and 2 miles</b>	1	2	3	4	5	6	7
<b>c. Over 2 up to 5 miles</b>	1	2	3	4	5	6	7
<b>d. Over 5 miles</b>	1	2	3	4	5	6	7

**Q3a.**

**Which of the following journeys do you take in a typical week?**

**Please note- a journey is any trip that can be taken in any way- not only car but any type of travel- even cycling or walking.**

**SHOWCARD B  
MULTICODE**

**Probe- are there any other types of journey you take that are not listed here?**

	<b>CODE</b>
a. Taking or escorting kids to school	1
b. To work(record postcode)_____	2
c. To full time education	3
d. To local shops/ services	4
e. To the local town centre	5
f. To the supermarkets	6
g. To my kids' activities	7
h. To my own leisure interests	8
i. For visiting family or friends	9
j. Other (Specify) _____	10

### ASK ALL

<b>Q4. How often do you take each of these journeys types? READ OUT &amp; SHOWCARD D</b>	<b>More than once a day</b>	<b>Every day</b>	<b>5-6 days a week</b>	<b>3-4 days a week</b>	<b>1-2 days a week</b>	<b>Less than once per week</b>	<b>Never</b>	<b>N/A</b>
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

### ASK Q5 FOR ALL JOURNEYS CODED 1-6 AT Q3

<b>Q5. Which of these modes of transport is an option for you for each of these types of journey? By "option" I mean a mode of transport that you COULD use on most occasions even if you don't choose to use it. MULTICODE</b>	<b>Car driver (single occupant)</b>	<b>Car driver (with passengers)</b>	<b>Car as passenger</b>	<b>Bicycle</b>	<b>Motorbike/Scooter</b>	<b>Bus / Coach</b>	<b>Train</b>	<b>Walking</b>
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

### [IF CAR DRIVER OR BICYCLE IS AN OPTION]

#### Q5a Is this an electric car/ bike?

Electric car	1
Electric bike	2
No	3

**ASK Q6 FOR ALL JOURNEYS CODED 1-6 AT Q3 – CHECK CODED AT Q5 ALSO**

<b>Q6. Thinking about the most recent time you took each of these trips, what was the MAIN mode of transport you used? (SINGLECODE)</b>	<b>Car driver (single occupant)</b>	<b>Car driver (with passengers)</b>	<b>Car as passenger</b>	<b>Bicycle</b>	<b>Motorbike/Scooter</b>	<b>Bus / Coach</b>	<b>Train</b>	<b>Walking</b>
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

**ASK ALL**

<b>Q7. How important are each of the following issues when you are choosing how you will make any journey? Please rate each issue on a scale of 1 to 10 where 1 is 'not at all important' and 10 is 'very important to me'.</b>	<b>1 = Not important important 10=Very important</b>									
Speed	1	2	3	4	5	6	7	8	9	10
Ease/ Convenience	1	2	3	4	5	6	7	8	9	10
Ability to carry things (e.g. shopping)	1	2	3	4	5	6	7	8	9	10
Environmental impact	1	2	3	4	5	6	7	8	9	10
Benefits to my health	1	2	3	4	5	6	7	8	9	10
Good for the community	1	2	3	4	5	6	7	8	9	10
Cost	1	2	3	4	5	6	7	8	9	10
Safety	1	2	3	4	5	6	7	8	9	10



	<b>Q8. To what extent would you agree or disagree with the following statements?</b> ASK ALL <b>SHOWCARD J</b>	<b>Agree strongly</b>	<b>Agree slightly</b>	<b>Neither</b>	<b>Disagree slightly</b>	<b>Disagree strongly</b>	<b>DK</b>
✓	<b>TICK START AND ROTATE</b>						
	I should consider other means of transport more frequently	1	2	3	4	5	6
	Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much	1	2	3	4	5	6
	I am thinking more nowadays about the mode of travel that I use to ensure I take the most environmentally friendly option	1	2	3	4	5	6
	I am thinking more now a days about the mode of travel that I use to ensure I take the most healthy option	1	2	3	4	5	6
	I am thinking more now a days about the mode of travel I use to ensure I take the most cost effective option	1	2	3	4	5	6
	I know how to get hold of more information about different means of transport	1	2	3	4	5	6
	Nowadays, I walk, cycle or get the bus or train for journeys that I previously used the car	1	2	3	4	5	6
	I know how much I could save by changing from using the car to another mode	1	2	3	4	5	6
	I am aware of the health benefits of changing from the car to another mode	1	2	3	4	5	6
	I am aware of the local community benefits (e.g. reducing congestion, environmental benefits) of reducing my car usage	1	2	3	4	5	6
	I would cycle more for journeys if I felt there was a safe route to do so	1	2	3	4	5	6

**Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car? [PROBE FULLY]**

This final section of the questionnaire will help us understand the profile of those that have answered the survey and how different people travel. It will be completely anonymous and only used for analysis purposes.

### Profile Data

<u>Age</u>		<u>Tenure</u>		<u>Adults in HH</u>	
17-29	1	Owner	1	1	1
30-44	2	Social Rent	2	2	2
45-59	3	Private rent	3	3 or more	3
60-74	4	Other	4		
75+	5			<u>Pre school children in the HH?</u>	
		<b><u>Full Home Postcode</u></b>		0	1
<u>Gender</u>				1	2
Male	1			2+	3
Female	2				
		<u>Number of cars in HH</u>		<u>Primary school children in the HH?</u>	
<u>Working Status of Respondent</u>		0	1	0	1
Full time (30+ hrs per week)	1	1	2	1	2
Part time (5-29 hrs per week)	2	2	3	2+	3
Full time housewife/husband	3	3+	4		
Full time student	4			<u>Secondary school children in the HH?</u>	
Retired	5			0	1
Full Time Education	6			1	2
Other – write in:	7			2+	3

**Complete respondent information & contact details – then thank and close**

## **Appendix 2**

### **Technical Report Summary**

# TECHNICAL REPORT SHEET – QUANTITATIVE RESEARCH

<b>Project name</b>	<b>East Dunbartonshire Travel Survey 2022</b>
<b>Project number</b>	<b>P1285</b>
<b>Objectives of the research</b>	The aim of the research was develop a detailed local understanding of the travel behaviour in East Dunbartonshire in order to assist in developing policy and monitoring progress being made against delivering on the Transport Planning Objectives within the Council's Local Transport Strategy 2020-2025
<b>Target population</b>	Residents of East Dunbartonshire and those that travel into East Dunbartonshire for leisure or work purposes.
<b>Description of sample frame/ source and validation methods if applicable</b>	All who were in East Dunbartonshire town centres when fieldwork was being carried out were in scope for the research as a user of the town centre. Those who responded to the online survey were validated through use of their home and work postcodes.
<b>Sampling method (probability or non probability) and quotas used</b>	A next to pass sampling methodology was used for town centre visitors
<b>Sample units drawn</b>	Not applicable
<b>Target sample size</b>	720 from town centre interviews
<b>Achieved sample size and reasons if target not achieved</b>	A total of 722 interviews were achieved from the face to face, in town centre research.
<b>Date of fieldwork</b>	A total of 1,013 respondents were surveyed using a mixed methodology. A total of 722 interviews were achieved from the face to face, in town centre research. Face to face interviews were spread across the main towns and villages in East Dunbartonshire between 1 <sup>st</sup> to 19 <sup>th</sup> October 2022.  This was augmented with an online survey which was available to East Dunbartonshire residents between the 3 <sup>rd</sup> October and 11 <sup>th</sup> November 2022. This was promoted via a press release from East Dunbartonshire Council and through the Council's social media channels. A total of 291 responses were received to this.

<b>Data collection method</b>	<p>A programme of research was carried out on a face to face basis in town centres across East Dunbartonshire during a two week fieldwork period/</p> <p>The same survey questionnaire was promoted by East Dunbartonshire and made available to complete online for East Dunbartonshire Residents.</p>
<b>Response rate and definition and method of how calculated</b>	<p>A total of 1,013 respondents were surveyed using a mixed methodology. A total of 722 interviews were achieved from the face to face, in town centre research.</p> <p>A total of 291 responses were received to an online survey promoted through East Dunbartonshire Council social media and website.</p>
<b>Questionnaire length</b>	10 minutes
<b>Any incentives?</b>	None
<b>Number of interviewers</b>	8
<b>Interview/ self completion validation methods</b>	10% of interviews have been validated by respondent.
<b>Showcards or any other materials used?</b>	None
<b>Weighting procedures (if applicable)</b>	Not applicable.
<b>Estimating and imputation procedures (if applicable)</b>	Not applicable
<b>Reliability of findings and methods of statistical analysis if applicable</b>	Not applicable