TECHNICAL NOTE

Job Name:	SPT Regional Transport Strategy
Job No:	43413
Note No:	2
Date:	17/04/19
Prepared By:	Sarah Stirrat
Subject:	**Public Survey Summary**

1. Introduction

1.1. As part of the consultation programme for the Regional Transport Strategy, a public survey was devised in partnership with SPT and carried out using Survey Monkey. The aim of this survey was to identify the main transport issues and challenges across the SPT area in relation to:

- Access to employment;

- access to education;

- access to healthcare;

- living a healthy/active lifestyle; and

- using sustainable/greener transport

In addition to this, respondents were also asked about general transport issues and improvements. The full survey can be found in Appendix A.

1.2. The survey was predominately web based however paper copies were provided where required. The survey was published on SPTs bespoke RTS webpage, with awareness raising using SPTs social media channels. A number of stakeholders were able to assist with awareness raising by linking to SPT tweets.

1.3. The survey was live for a period of 6 weeks, running from Friday 8th February 2019 until Wednesday 20th March 2019.

1.4. In total there were 4,216 responses however after removing disqualified respondents and some partial respondents, the final sample size is **3,837**.

1.5. This technical note summarises the main findings from the survey, detailing respondent population statistics, transport issues travelling to work, education, and health centres, issues relating to active travel, and sustainability.

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2. Population

2.1. The majority of respondents reside in Glasgow or Renfrewshire. Figure 2.1 shows the split of local authority areas where respondents live. In Table 2.1, the proportion of respondents living in each local authority is compared to the proportion of the SPT working age population in each local authority. It can be seen that both Lanarkshire areas are under-represented in the survey while Renfrewshire and Glasgow are over-represented. It should however be noted that stakeholders and partner organisations were invited to publicize the survey and that many stakeholders are based within Glasgow itself, including large Universities. Glasgow Airport also helped to raise awareness and they are based in Renfrewshire and have a social media reach of more than 77 thousand followers which may have played a role in influencing these response rates.
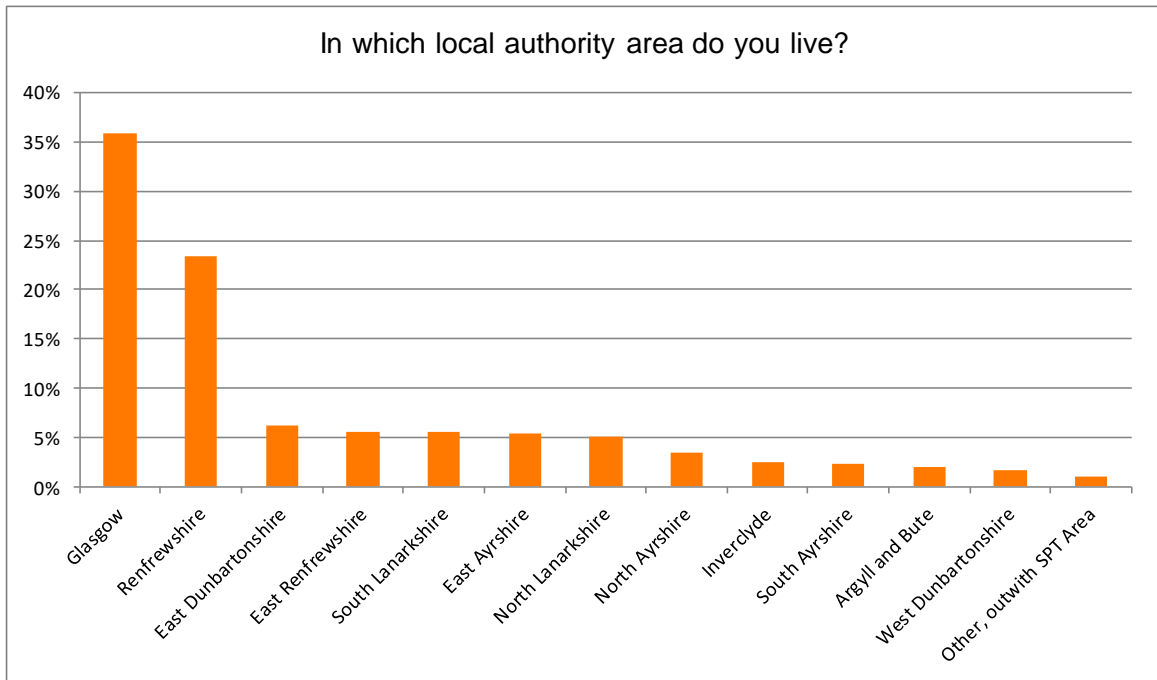

Figure 2.1 Local authority where respondents live

Table 2.1 Comparison of proportion of respondents living in each local authority with proportion of the SPT working age population in each local authority

| Local Authority	% Respondents	% SPT Working Population
Glasgow	36%	30%
Renfrewshire	24%	8%
East Dunbartonshire	6%	5%
East Renfrewshire	6%	4%
South Lanarkshire	6%	14%
East Ayrshire	5%	5%
North Lanarkshire	5%	15%
North Ayrshire	3%	6%
Inverclyde	3%	3%
South Ayrshire	2%	5%
Argyll and Bute	2%	1%
West Dunbartonshire	2%	4%

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2.2. The survey was completed by slightly more females (52%, n=1748) than males (44%, n=1494), a small number chose another term (1%, n=23) and several respondents chose not to answer.

2.3. A wide range of age groups responded to the survey, with the highest level of responses being generated by the 35-44-year-old group. Table 2.2 shows the breakdown of responses by age groups.

Table 2.2 Breakdown of respondents by age group

Age Group	Responses	Percentage
16-18	57	1.7%
19 - 24	215	6.4%
25-34	598	17.7%
35-44	730	21.6%
45-54	679	20.1%
55-59	320	9.5%
60-64	286	8.5%
65-69	195	5.8%
70-79	181	5.4%
80 and over	23	0.7%

2.4. Figure 2.2 shows the employment status of the respondents. In total, over 50% are employed full-time.
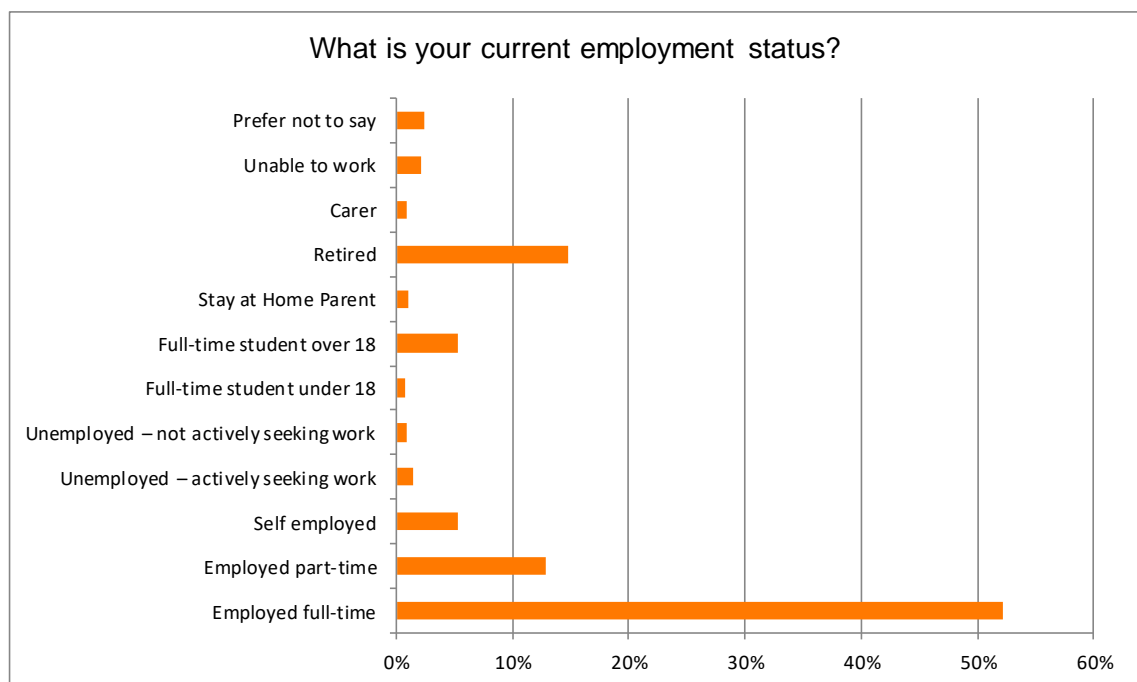
Figure 2.2 Employment status of respondents

3. Travel to Work

3.1. The majority of respondents who are employed work in Glasgow (58%), followed by Renfrewshire. These figures should however be considered alongside the large response rates from both of these areas. Figure 3.1 shows the breakdown of local authorities where the respondents work.

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Figure 3.1 Breakdown of local authorities where respondents work

3.2. Figure 3.2 illustrates where respondents work in relation to where they live. It is evident that most respondents living in Inverclyde, the Ayrshires and Argyll & Bute work in the same local authority that they live in, whereas a high proportion of those living in the Lanarkshire's, Renfrewshire's, and Dunbartonshire's travel to work in Glasgow. This is conceivably a function of the distance and transport links to Glasgow from these key commuter authority areas.
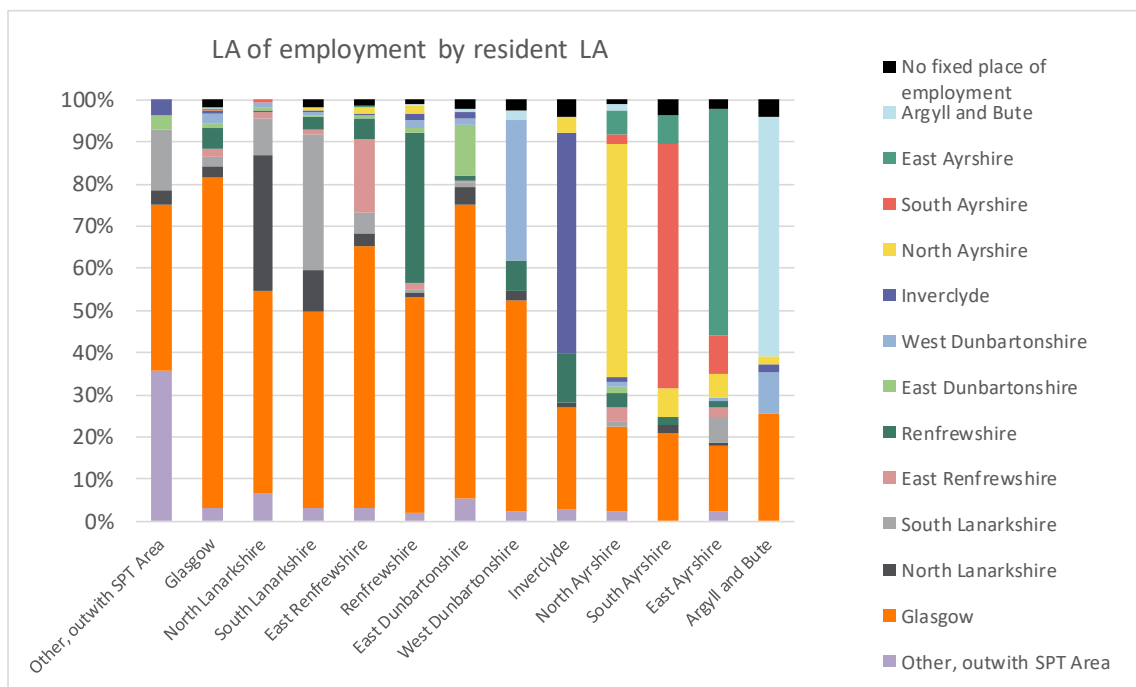
Figure 3.2 Local authority where respondents live by local authority where they work

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3.3.   Car is the most dominant mode for those who travel to work, with 36% of respondents (n=1018) indicating they either drive or travel as a passenger in a car as their main mode of travel. 23% travel by bus with a further 20% utilising rail as their main mode of travel. Active modes account for 12% of responses. Figure 3.3 illustrates the main mode of travel by the local authority area where the respondents live.
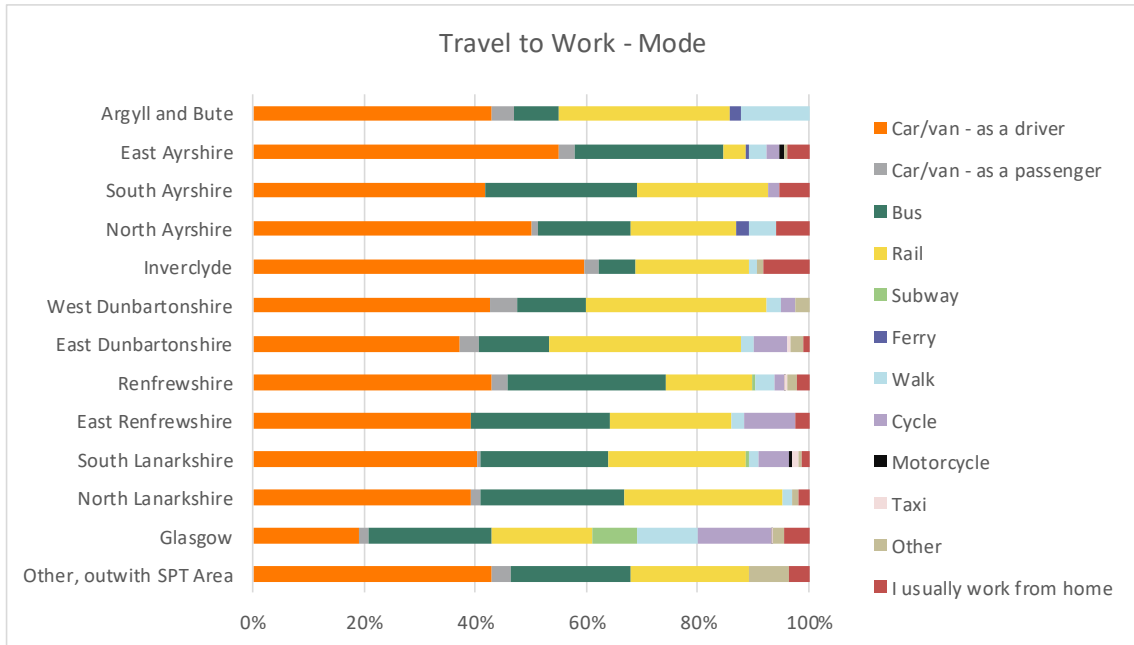

Figure 3.3 Mode that respondents use to travel to work, split by resident local authority

3.4.   Following the question on travel mode, 68% (n=1792) of respondents claimed to experience transport issues on their usual journey to work. Respondents were then asked to select up to 3 issues that were most important to them.

3.5.   Figure 3.4 shows that for car drivers the most common problems are: congestion (75%); conditions of road surfaces (48%); and reliability of journey times (31%).

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What are your main transport issues or challenges related to your usual journey to work?

Issue	Value
Availability of blue badge parking	~1%
Air quality	~3%
Road safety	~4%
Other	~6%
Cost of parking	~13%
Behaviour of other drivers	~14%
Availability of parking	~23%
Cost of fuel	~24%
Delays caused by road works	~29%
Reliability of journey times by car	~30%
Conditions of road surfaces	~48%
Traffic congestion	~75%

Figure 3.4 Transport issues travelling to work (car drivers)

3.6.   Figure 3.5 shows that for bus users the most common problems are: reliability (58%); cost (48%); and frequency of services (46%).

What are your main transport issues or challenges related to your usual journey to work?

Issue	Value
Air quality	~2%
Personal safety and security on board the bus	~2%
Personal safety and security at the bus stop	~3%
Availability of travel information	~3%
Quality of walking routes to the bus stop	~4%
Conditions of road surfaces	~5%
Other	~12%
No direct bus service for my journey	~25%
Crowded services / ability to get a seat	~27%
Reliability of journey times	~36%
Frequency of bus services	~46%
Cost of bus fares	~48%
Reliability of bus services	~58%

Figure 3.5 Transport issues travelling to work (bus users)

3.7.   Figure 3.6 shows that for rail users the most common problems are: reliability (69%); crowded services / ability to get a seat (49%); and cost (46%).

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What are your main transport issues or challenges related to your usual journey to work?
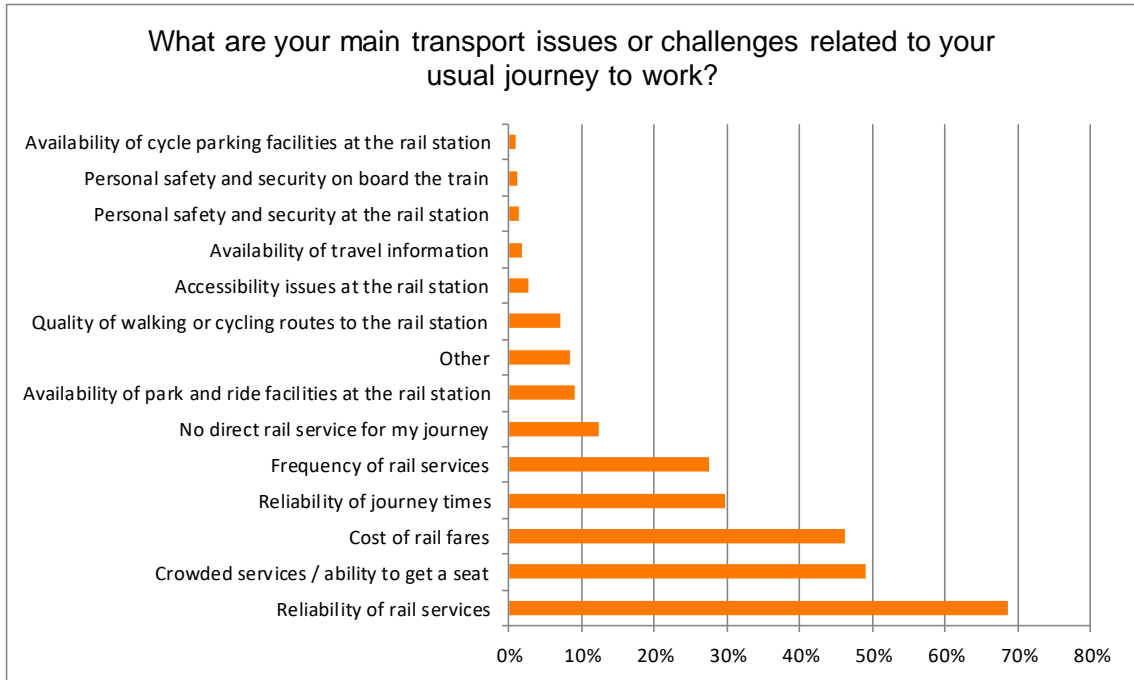
Figure 3.6 Transport issues travelling to work (rail users)

3.8. Figure 3.7 shows that for walkers / cyclists the most common problems are: availability of segregated cycle routes (66%); condition of pavements / cycle lanes (52%); and behaviour of other road users (48%).

What are your main transport issues or challenges related to your usual journey to work?
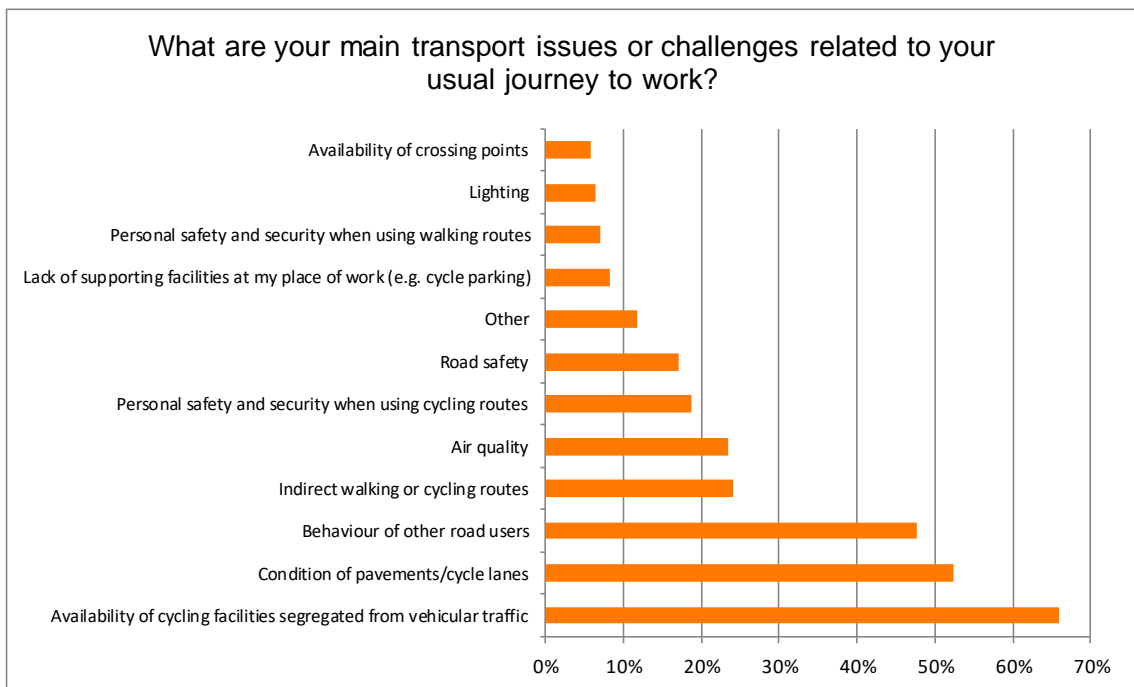
Figure 3.7 Transport issues travelling to work (walkers / cyclists)

3.9. Respondents were asked why they travel to work using the mode that they do. Cross-tabulating this with car users, we find that the main reasons people drive their car to work are that it is the most convenient method (66%), the quickest method (50%) and that public transport is unsuitable (e.g. too infrequent) (44%).

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3.10. For respondents currently looking for work, 27% (n=100) go to employment services. Of these, 60% (n=60) experience transport problems on their journey to employment services.

3.11. 41% of respondents looking for a job/ second job have been unable to take one due to transport issues. The main issues raised are: no direct public transport services (66%); frequency of public transport services (53%); and the cost of public transport services (46%). All reasons respondents have been unable to take a job are shown in Figure 3.8. It should be noted that there has been a recent centralisation/consolidation of employment services which may serve to make access to these services more difficult.
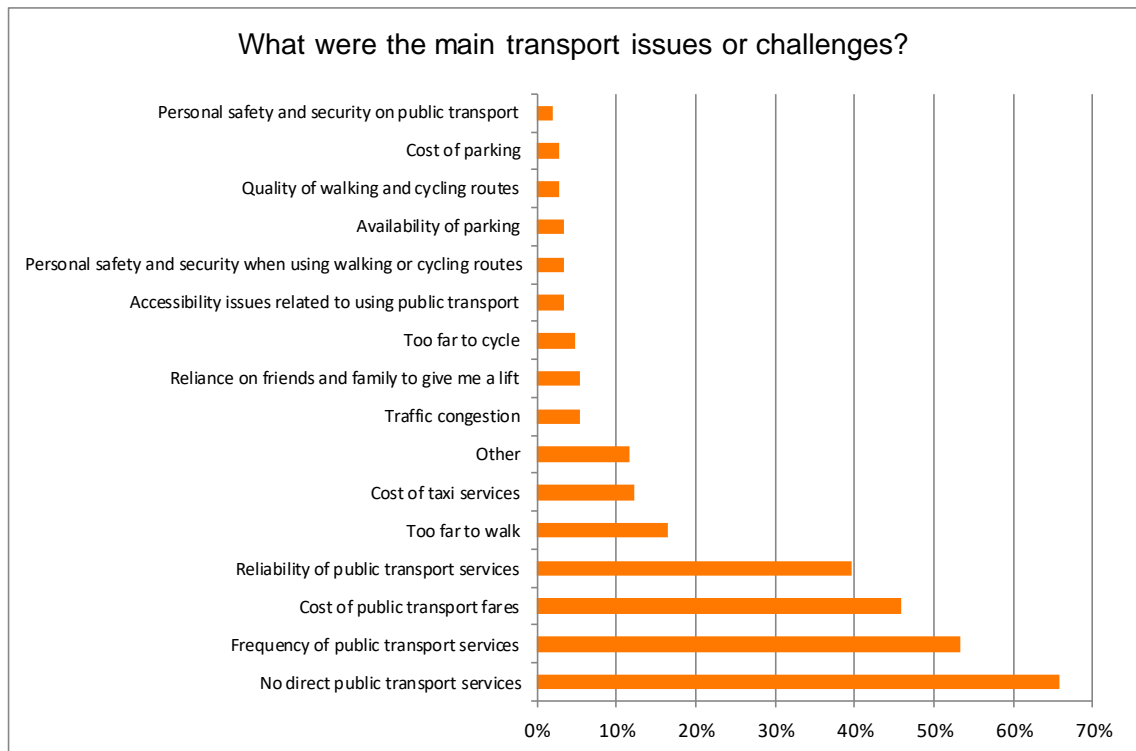
Figure 3.8 Transport issues preventing respondents taking a job

4.   Travel to Education

4.1. 404 respondents (11%) are currently attending college or university. The proportion of respondents in each local authority attending higher education is shown in Figure 4.1 . It can be seen that fewer respondents from Inverclyde, and the Ayrshires attend higher education than the average (8.9%).

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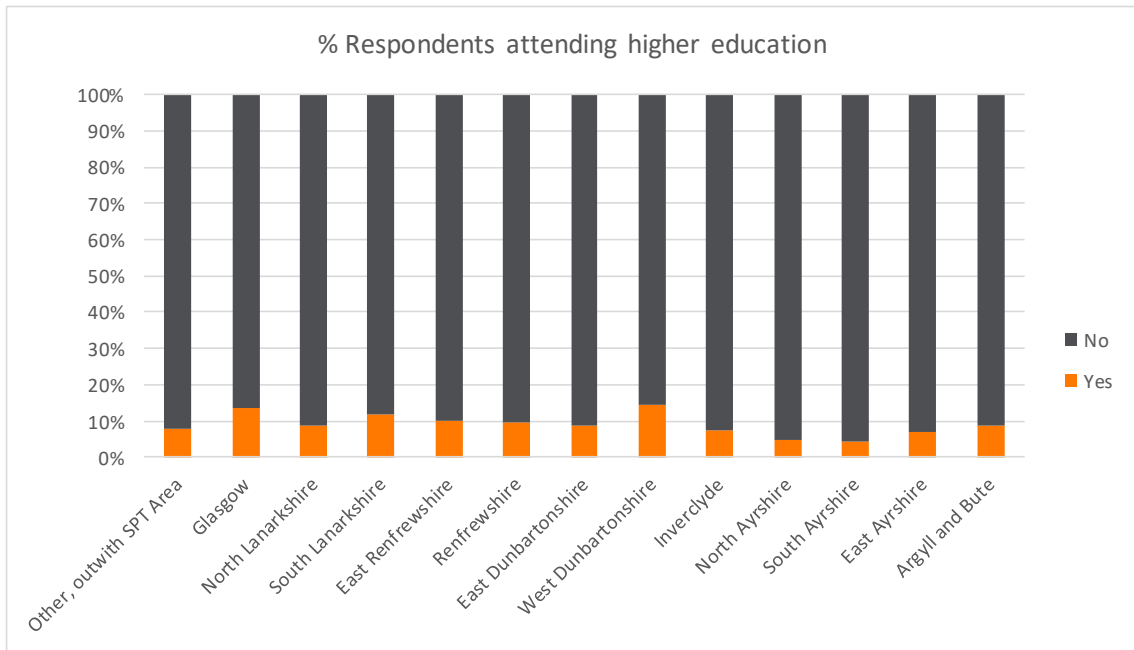
Figure 4.1 Proportion of respondents attending higher education split by local authority where they reside

4.2.   63% of respondents (n=254) claim to experience transport issues on their journey to their place of education. Respondents were then asked to select up to 3 transport issues that are most important to them. The main issues raised by most respondents are: reliability of public transport services (62%); cost of public transport fares (59%); and frequency of public transport services (42%). However, respondents from South and East Ayrshire highlight that there are no direct public transport services and respondents from West Dunbartonshire indicate personal safety and security on public transport as a main issue. All issues selected by respondents are shown in Figure 4.2.

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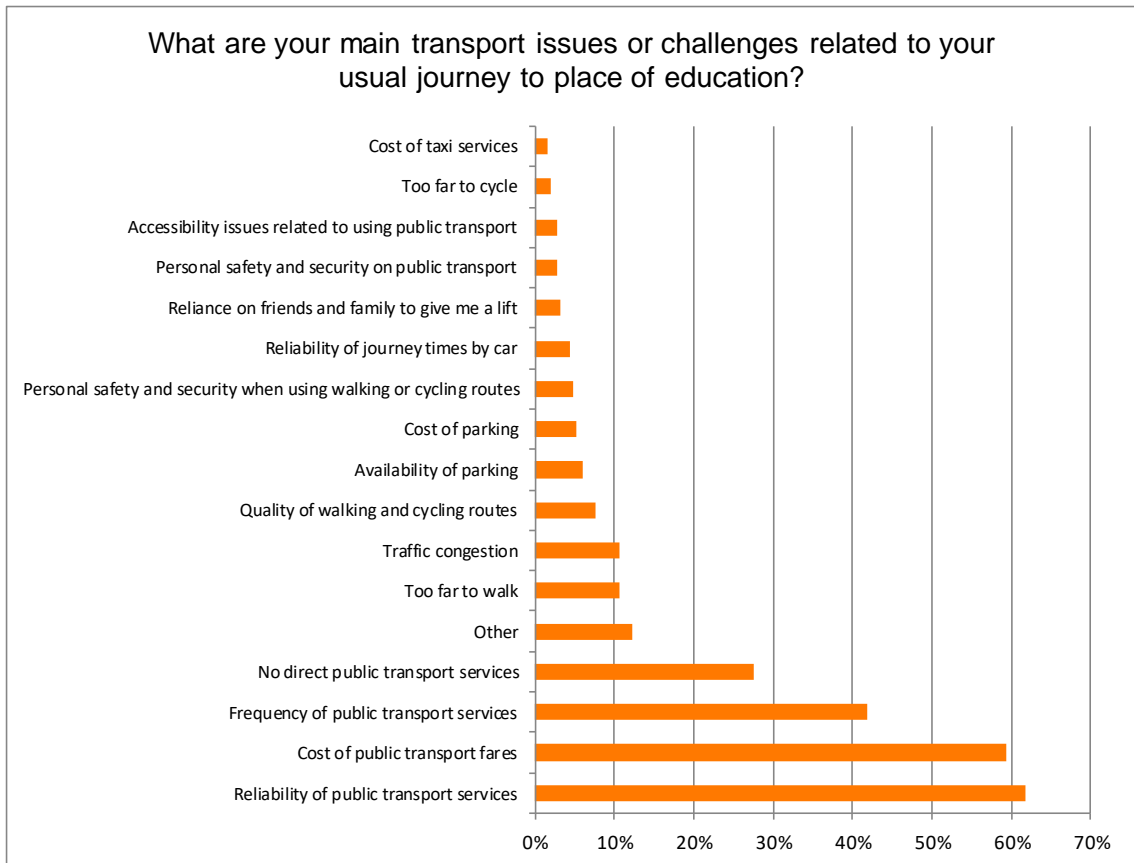
Figure 4.2 Transport issues travelling to place of education

4.3. The respondents were then asked the consequences of these issues (shown in Figure 4.3). This was a multiple-choice question where they were told to select all issues and challenges that apply to them. The main consequences from transport issues are being late for classes (77%) and stress (66%). Respondents from all local authorities except Argyll & Bute indicate that being late for class is the main issue, whereas respondents from Argyll & Bute indicate that the main issue is stress.
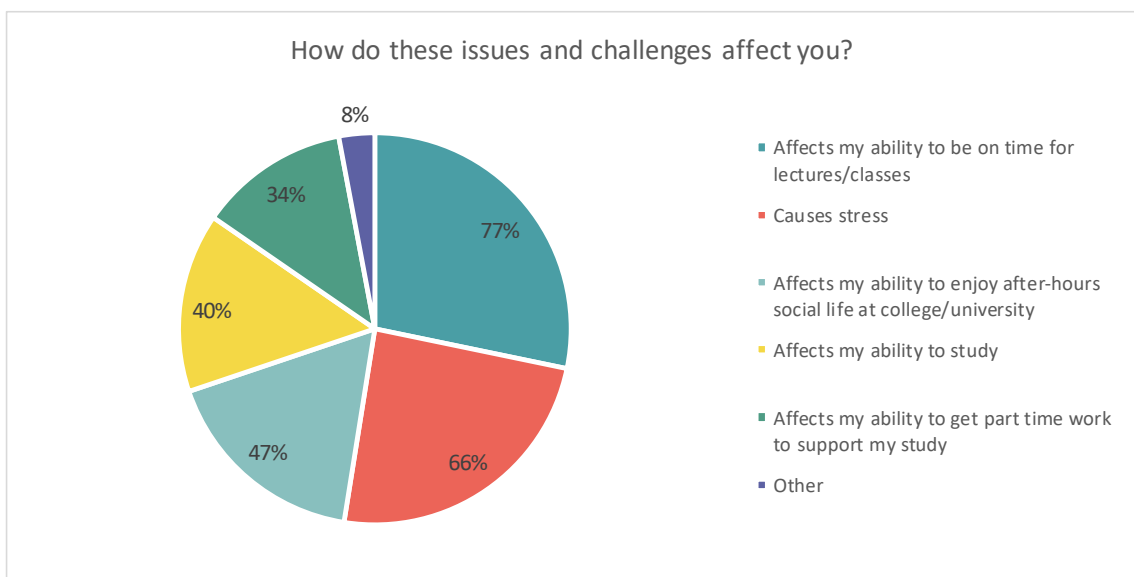
Figure 4.3 Consequences of transport issues travelling to education

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4.4. Of respondents considering enrolling for higher education within the next year, 69% (n=83) think they will experience transport issues. The main issues that they expect are: cost of public transport fares (62%); reliability of public transport services (53%); and frequency of public transport services (49%).

5. Health

5.1. 72% of respondents have been to hospital in the past 6 months, of these, 55% (n=1495) experienced transport issues on their journey.

5.2. Respondents were then asked to select up to 3 transport issues that are most important to them. For respondents from most local authorities the main issues raised are: no direct public transport services (59%); frequency of public transport fares (35%); and availability of parking at the hospital (35%). However, respondents from East Ayrshire indicate that cost of public transport fares is a main issue, respondents from Inverclyde indicate that traffic congestion is a main issue, and respondents from Glasgow, South Ayrshire, Argyll & Bute and the Dunbartonshire's, indicate that reliability of public transport services is a main issue. All issues selected are shown in Figure 5.1.
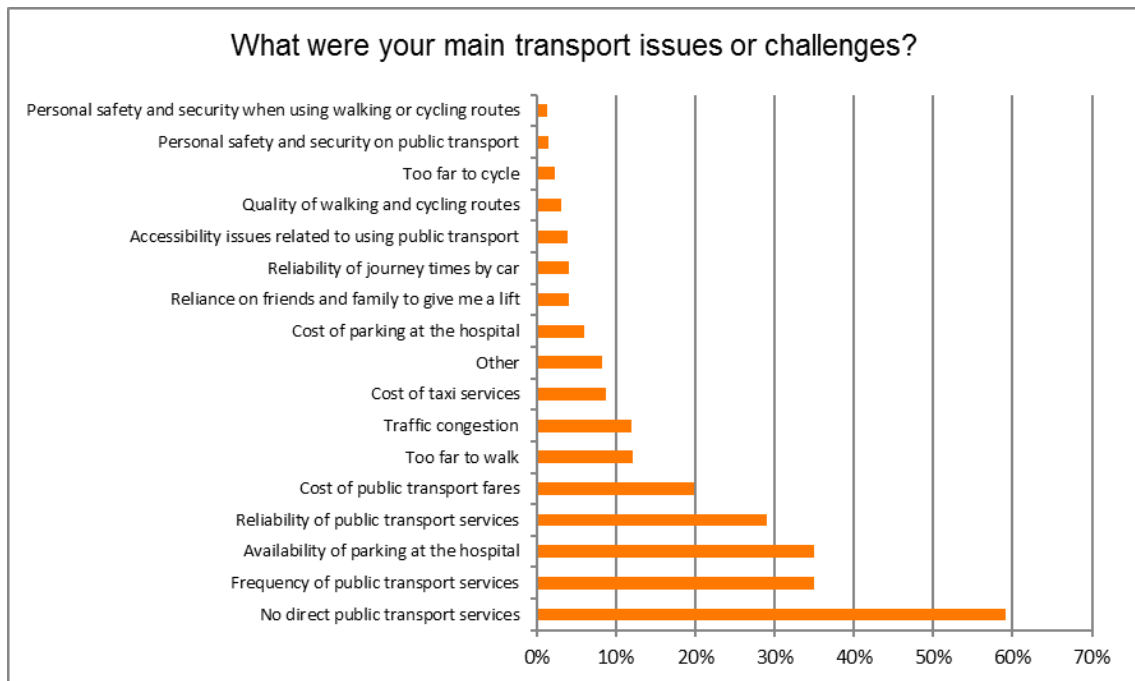
Figure 5.1 Transport issues travelling to hospital

5.3. The respondents were then asked the consequences of these issues (shown in Figure 5.2), this was a multiple-choice question where they were told to select all that apply to them. For respondents across most local authorities, the main consequences from transport issues are having to arrange travel with family/friends (37%) and being late for appointment/s (33%). However, for respondents in Glasgow and South Ayrshire, being late for appointments was not a main issue. Instead, having to pay for taxi services was.

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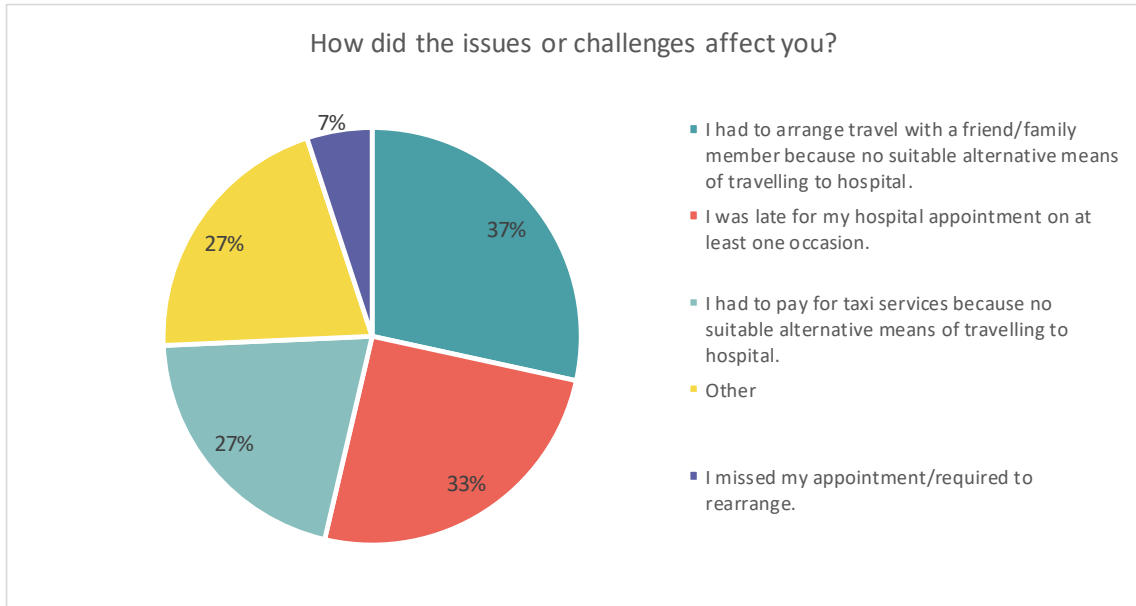
Figure 5.2 Consequences of transport issues travelling to hospital

6.   Active Travel

6.1.   The survey asks respondents how many days a week over the past 6 months they normally walked for 5 minutes or more. For most respondents this was every day or nearly every day (65%). Figure 6.1 breaks this down by local authority where they reside. We see that respondents in South Ayrshire and Inverclyde walk less than respondents from other local authorities.
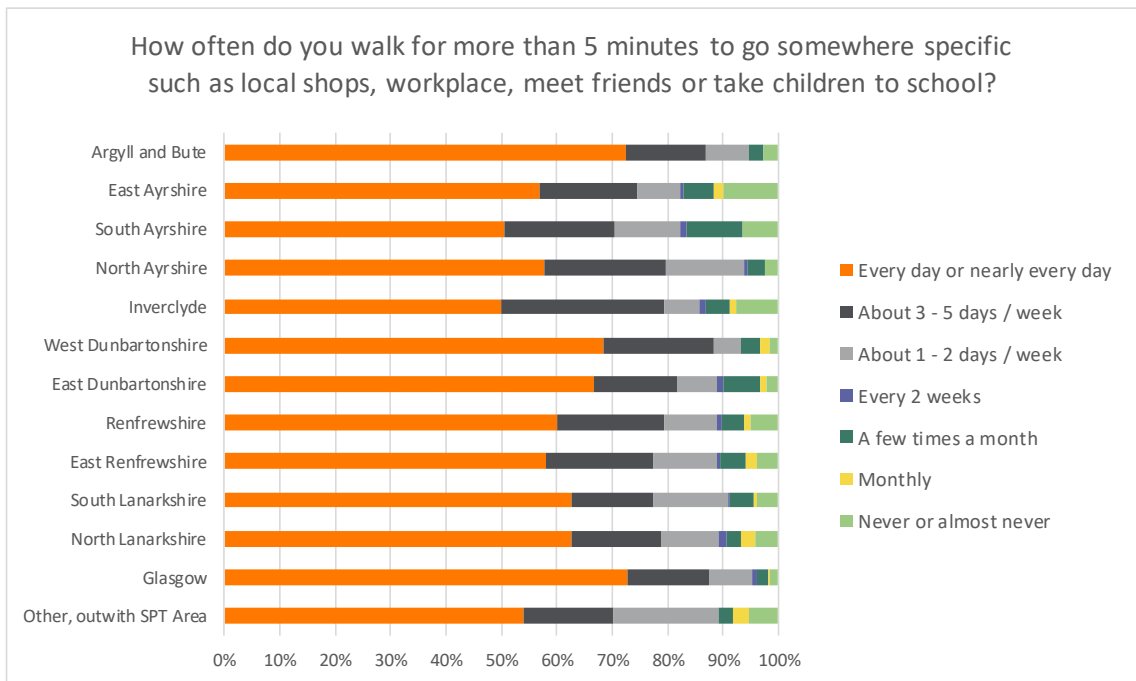
Figure 6.1 How often respondents walk for more than 5 minutes a day

6.2.   Respondents were then asked what would encourage them to walk more often, they could select up to 5 choices. Better quality walking surfaces (42%), safe and secure routes (38%) and better lighting on routes (29%) were the top three answers. Figure 6.2 shows the responses.

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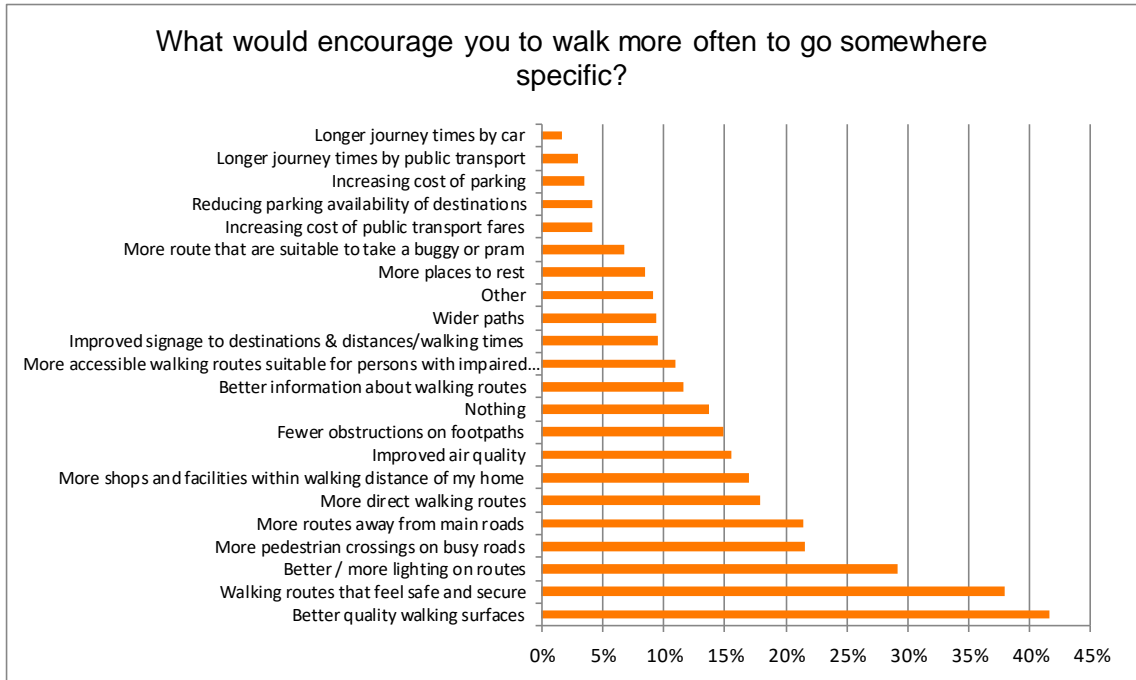
Figure 6.2 Things that would encourage respondents to walk more often

6.3.   The respondents were then asked how often they've cycled over the past 6 months, for most respondents the answer was never or almost never (77%). Figure 6.3 breaks this down by local authority where they reside, from this we can see that in the SPT area, respondents from Glasgow and East Dunbartonshire cycle the most often, whereas respondents from Inverclyde cycle the least often.
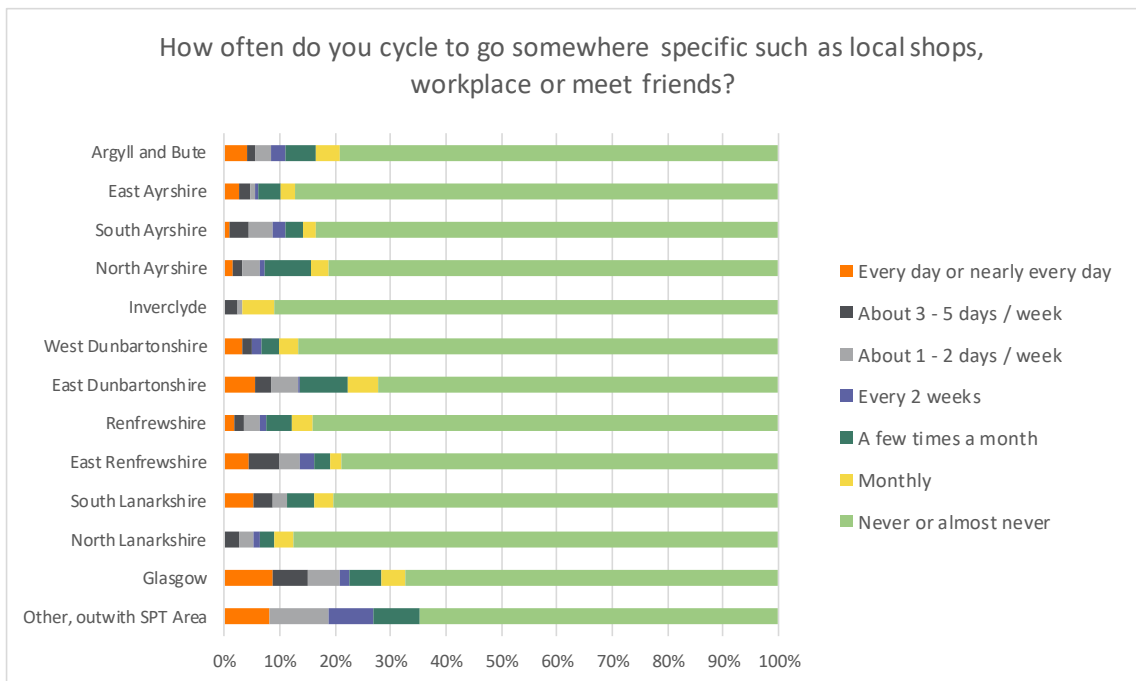
Figure 6.3 How often respondents cycle

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6.4.   When asked what could encourage them to cycle more often, 32% responded that nothing could. Other popular answers were more routes away from roads (33%) and more segregation from vehicular traffic (27%). All responses can be seen in Figure 6.4.
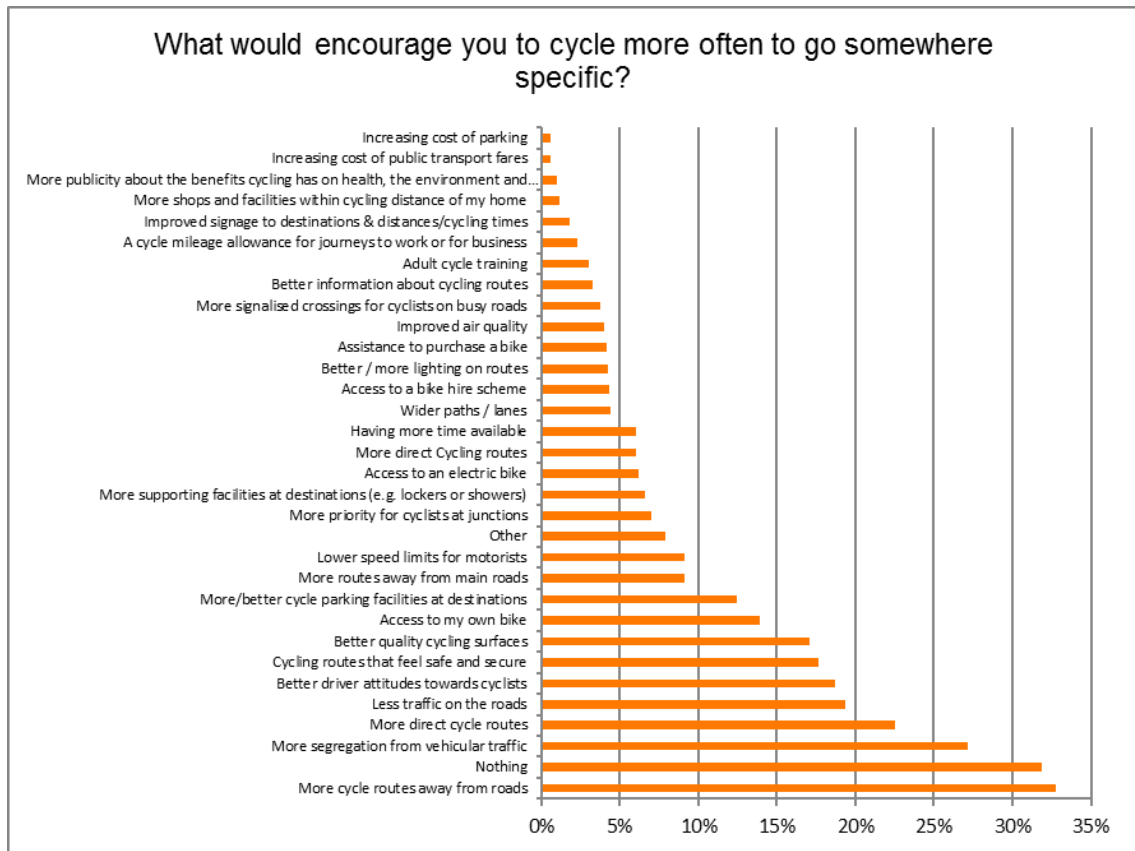
Figure 6.4 Things that would encourage respondents to cycle more often

7.   Sustainability

7.1.   67% of respondents own or have access to a car/van. Figure 7.1 shows the percentage of respondents in each local authority area that own/have access to their own car/van. As expected, Glasgow has the least percentage of respondents with access.

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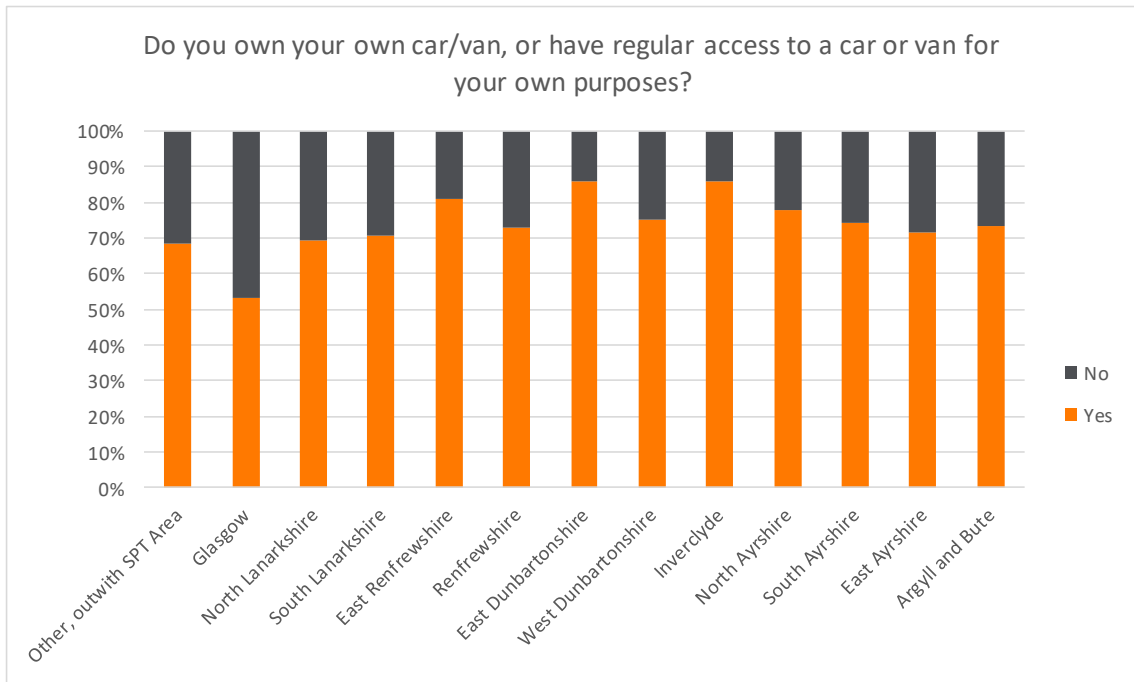
Figure 7.1 Proportion of respondents that have access to their own car/van split by resident local authority

7.2.   Table 7.1 shows the fuel split of vehicles. It is evident that only a small proportion of respondents (2.6%) use hybrid or electric vehicles. This is unsurprising given the current take up of these types of vehicles however with regulations now changing, proportions of hybrid and electric vehicles can be expected to rise considerably in the coming years.

Table 7.1 Fuel type of vehicles used by respondents

Fuel Type	Responses	Percentage
Diesel	894	37.7%
Petrol	1405	59.2%
Hybrid/ Electric	61	2.6%
Not sure	13	0.6%

7.3.   The respondents were asked how frequently they drive a car/van: 55% drive a car every day or nearly every day as shown in Figure 7.2.

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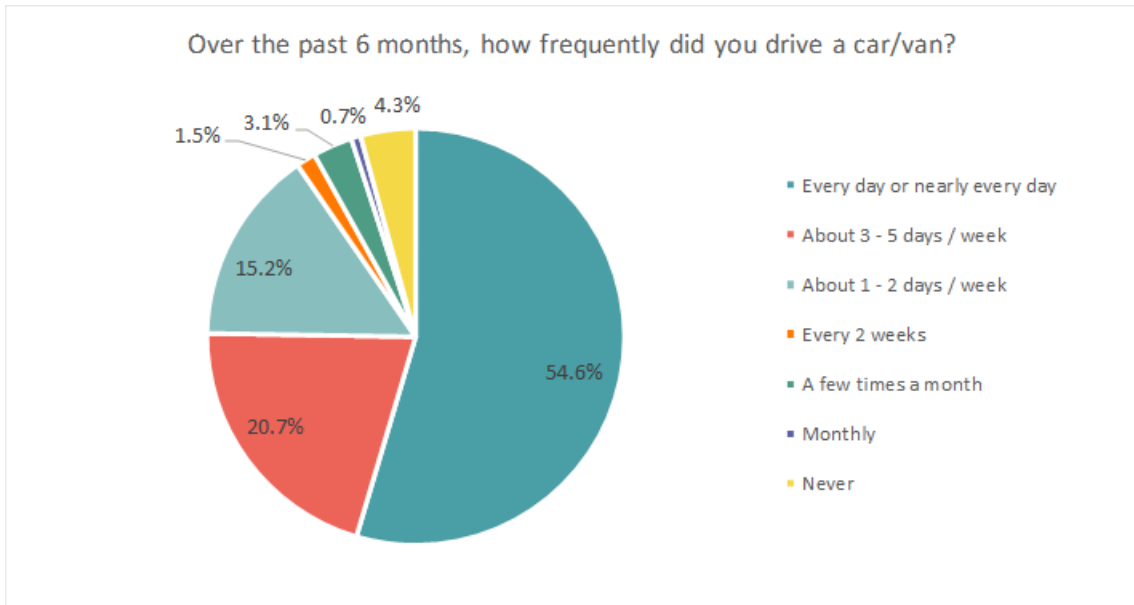
Figure 7.2 How often respondents drive a car/van

7.4.   The survey then asks respondents what would encourage them to use their car/van less often: they could select up to 3 options. The results in Figure 7.3 show that if public transport were improved (journey time, frequency, reliability, direct journeys etc) many respondents would use car less often. Respondents from South Lanarkshire, West Dunbartonshire, Inverclyde and East Ayrshire highlight that more direct public transport services would encourage them to use their car less.
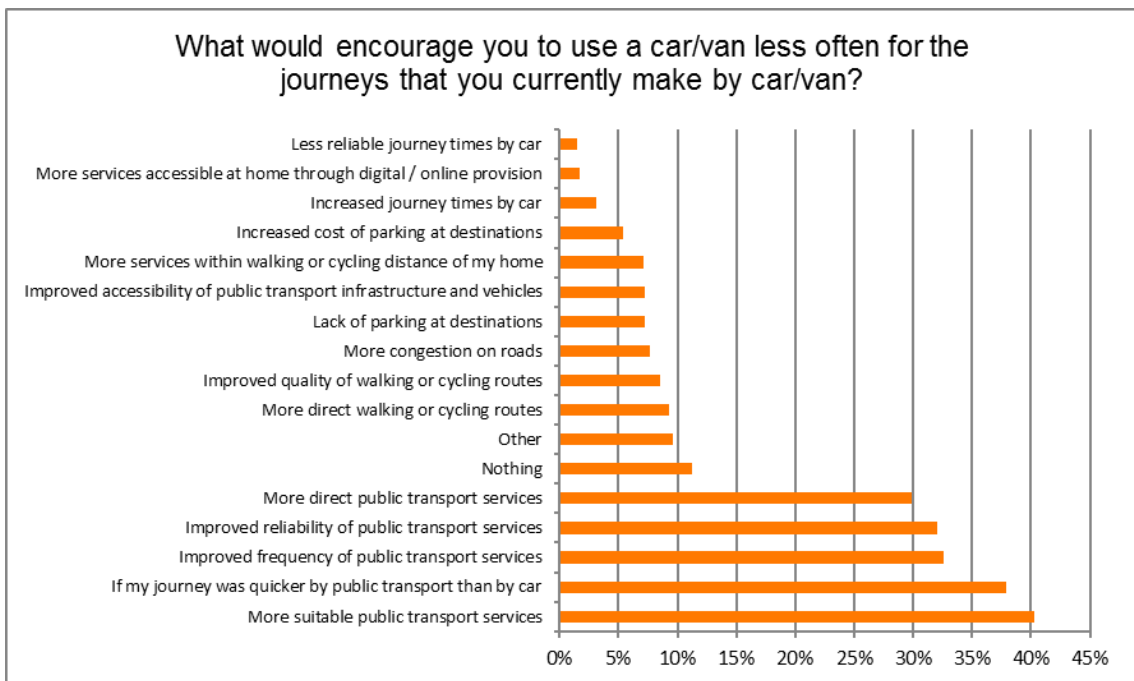
Figure 7.3 Things that would encourage respondents to drive less

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7.5.   When asked directly what stops respondents from using public transport at all or more regularly, the top responses were: no direct services for their journey (48%); frequency of services (36%); and cost of fares (35%). For respondents in West Dunbartonshire and East Ayrshire the cost of fares was the main issue. These areas are some of the most outlying areas within the region and as such, cost of travel to Glasgow will be significantly higher. For respondents in Argyll & Bute frequency of services was the main issue, and for all other local authorities in the SPT area the main issue was the lack of direct public transport services. All responses are shown in Figure 7.4.
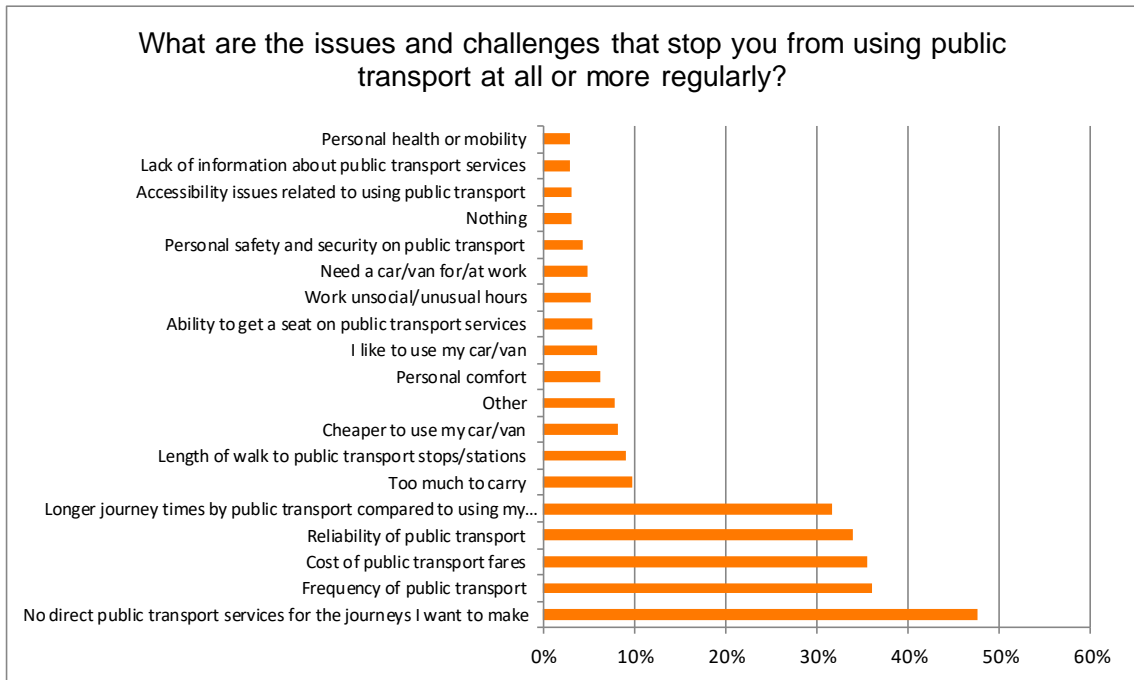
Figure 7.4 Issues and challenges that stop respondents from using public transport

7.6.   For respondents looking to buy a car within the next 2 years, 32% (n=273) said they are not likely to buy a hybrid/electric. This is mainly due to the cost of the vehicle (62%), availability or convenience of charging points (57%), and the distance that can be travelled on a single charge (54%) as shown in Figure 7.5. The local authority with the highest proportion of respondents not likely to buy a hybrid/electric vehicle is Inverclyde (46%), whereas the local authority with the smallest proportion not likely to buy a hybrid/electric vehicle is West Dunbartonshire (18%).

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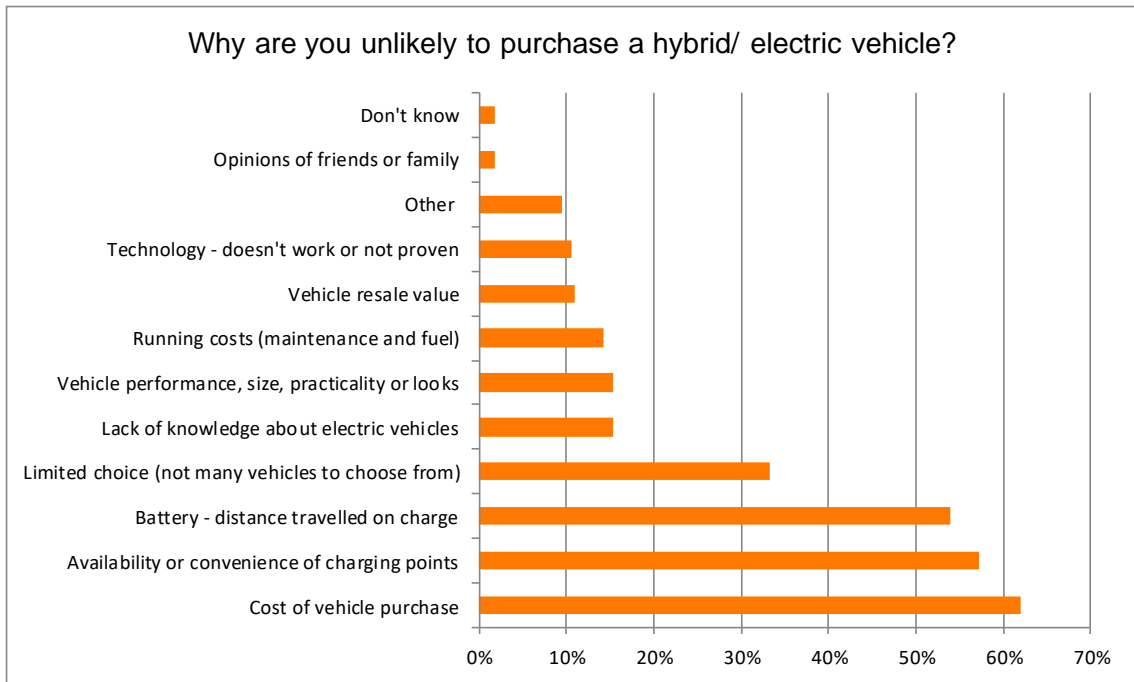
Figure 7.5 Reasons why some respondents are not likely to buy a hybrid / electric vehicle

8.   Summary

8.1.   The survey asks what the main transport issues are during everyday travel. The top 3 issues are: lack of direct public transport services (44%); reliability of public transport services (39%); and cost of public transport services (37%). Figure 8.1 shows the top 10 issues cross-tabulated with the local authority in which the respondent resides.
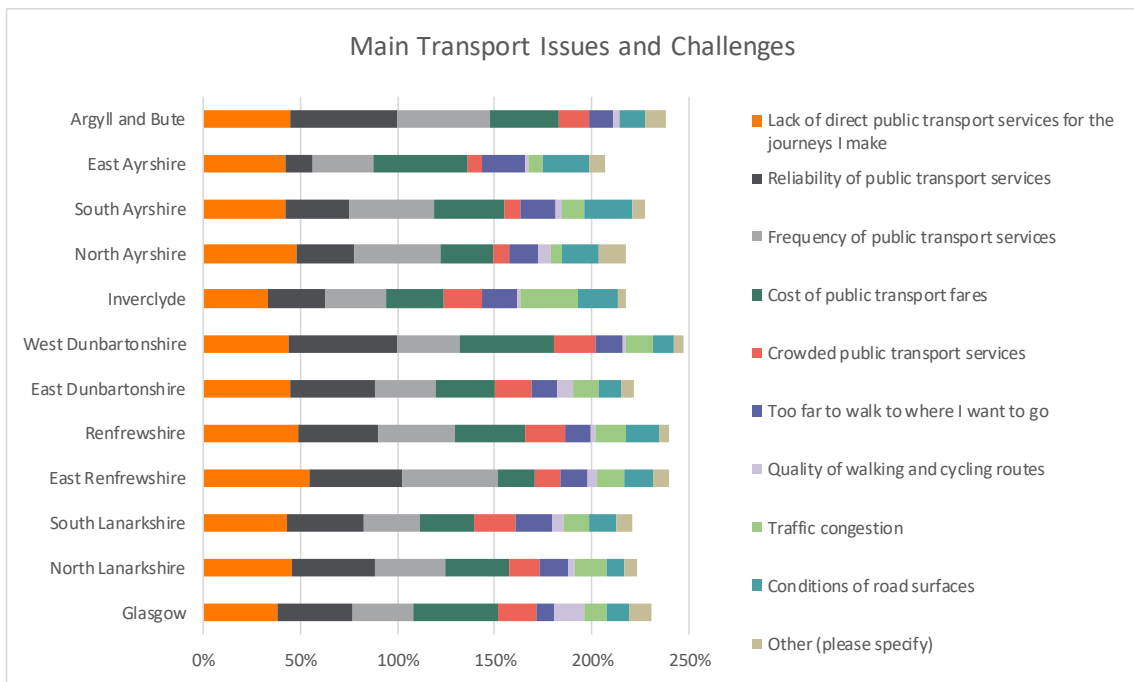
Figure 8.1 Main transport issues and challenges during everyday travel split by resident local authority

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8.2. Consequently, when asked what changes could improve everyday travel the top answers were: more direct public transport services (45%); reduced cost of public transport fares (41%); and more reliable public transport services (38%). Figure 8.2 shows all responses.

In your opinion, what changes would improve your everyday travel?

Response	
More shops and facilities within cycling distance of my home	
Car available for my own personal use	
More reliable journey times by car	
Reduced cost of taxi services	
Reduced cost of parking	
Improved personal safety and security on public transport	
Improved accessibility on public transport services	
More shops and facilities within walking distance of my home	
Improved road safety	
Reduced cost of using my car	
Improved personal safety and security when using walking or cycling routes	
Improved travel information	
More parking	
Other	
More direct walking or cycling routes	
Improved quality of walking and cycling routes	
Less traffic congestion	
Improved conditions of road surfaces	
Less crowding on public transport services	
More frequent public transport services	
More reliable public transport services	
Reduced cost of public transport fares	
More direct public transport services for the journeys I make	

Figure 8.2 What changes would improve everyday travel

8.3. Lastly, respondents were asked what they think the top priorities should be for the new Regional Transport Strategy. Figure 8.3 shows that respondents believe improving the quality of public transport (58%), improving connections between towns and cities (48%) and improving access for rural communities (36%) should be the main priorities.

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What do you think should be the top priorities of the new Regional Transport Strategy?
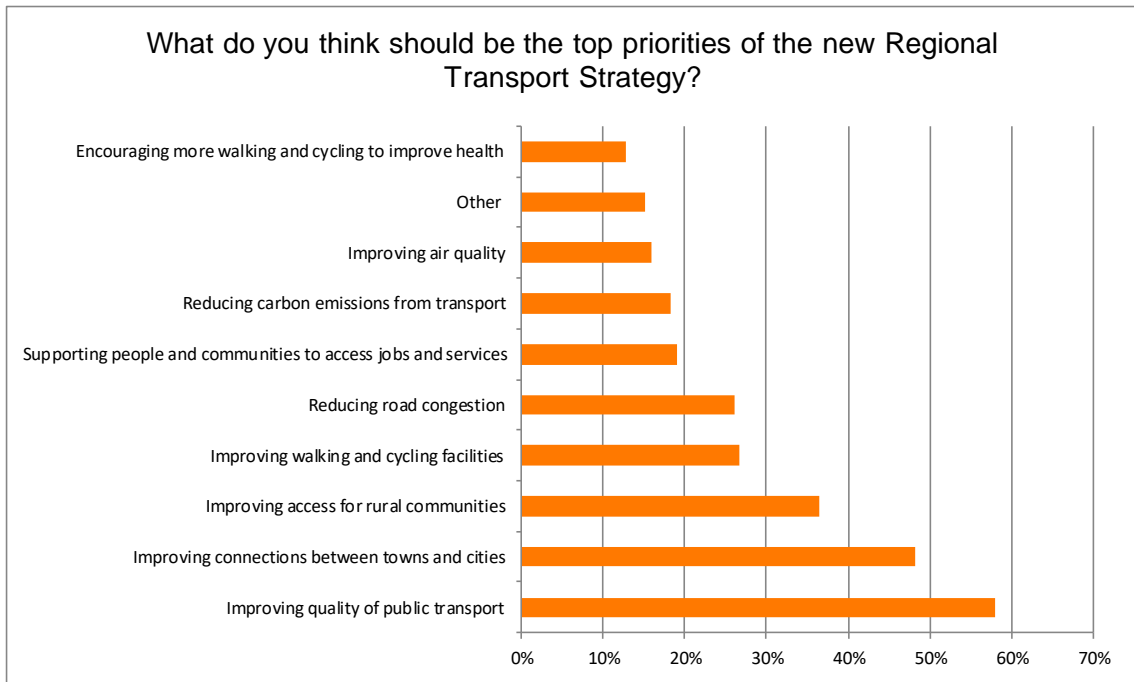
Figure 8.3 Top priorities of the new Regional Transport Strategy

9.   Open Ended Question

9.1.   The survey also provided the opportunity for people to provide open comments. Many respondents used this section to call for improved public transport services in the area, and particularly for public transport fares to be reduced. Several respondents also called for longer operational hours for all public transport modes, and reliability of the services to be improved. The issue of overcrowding on public transport was also raised on numerous occasions.

"It is cheaper and quicker for me and my two children to go by car than to travel by public transport. I want to use public transport, but convenience and price often means I have to take the car."

"The price of bus travel is also extortionate. For most journeys if there is two or more of you, it's cheaper to get a taxi than two return bus tickets."

"Sensible ticket prices. £2.90 as minimum price on Arran is just miles too much. For this money I can go by car at least 5 times/week."

"Sunday Service is shocking. It's a major city in the 21st century. There should be more than 1 or 2 transport links an hour. The last train home for me is at around 23.00 most days. Trains should run significantly later."

"I strongly feel that you should run the Subway on a Sunday night. In this day and age and in a modern city it's ridiculous that there's no service. Buses are also very poor on Sunday nights. It's morally irresponsible to leave people stranded on a Sunday night. "

"Buses are constantly late, breaking down and quite often don't turn up at all, particularly at peak times. The people of Eaglesham are constantly complaining about the negative impact on their working lives. This has been an ongoing problem that is only getting worse and First Bus don't seem to care."

"Bus and train services are frequently late or cancelled with no information supplied."

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"Why don't McGills put double decker buses on X7 route. Is it going to take fatalities to get the law changed. You wear a seatbelt enforced by law in a car in any speed zone - yet it's fine for as many people as can be crammed in to stand on a bus at motorway speeds."

9.2. Timetabling and the integration of the transport network was also a common theme, with many people commenting they cannot reach connecting rail/ferry services to or on the way home from their destinations.

"The convoy system of buses through Strathbungo. 4/5 buses come at once then nothing. Better scheduling"

"Travelling to work in the morning is extremely difficult due to the lack of frequent bus services. The bus is so overcrowded, and I never get a seat along with the other 10-15 people waiting at the bus stop."

"I live in a village where the only public transport is a very occasional bus. They often don't turn up and don't run at night. useless for young people who want to socialise."

"Better coordination of public transport required. For example, since the withdrawal of bus service between Dunoon and Glasgow, McInroy's Point Glasgow services have been retimed and do not coordinate with ferry times.

"We try and use public services all the time when on the mainland. Good in Glasgow, but bus connections to ferry terminal and linkage of train times to ferry arrivals is VERY poor."

"In Lochwinnoch there is a bus between the train station and the village and Johnstone. However, the train arrives 35 mins past the hour and the bus does not wait. Even as people are crossing the bridge across the platforms the bus leaves without picking anyone up. There is a parking issue at Lochwinnoch station however this would not be an issue if the buses actually met the trains. "

9.3. Connectivity of rural and urban areas was raised often as were the public transport links within Glasgow, many respondents mentioning that all buses travel via the city centre and that it would be beneficial to have some that do not.

"If you only have enough money to do one thing then public transport for rural communities is vital and really needs to be a priority. Deprivation and unemployment in rural areas could be massively assisted by subsidising public transport in these areas."

"I have had to turn down opportunities for jobs in Renfrew and Cambuslang because they are not easy to get to from East Kilbride. There are no direct buses that go in those directions, there is one for Cambuslang, but the first bus is around nine in the morning."

"I feel there isn't enough public transport services in my area. All the buses only take you to Glasgow. My work is in one of the large industrial areas of East Kilbride, where new houses are being built, and there is still no bus service within a reasonable walking distance. If there was a better connection, I would gladly leave the car at home."

"In North Lanarkshire, moving east to west seems to be easier than moving north to south. I'm a careers adviser working with unemployed people in Motherwell. I feel it's ridiculous that many of the people I work with can't even conceive of working in Eurocentral as the bus provision is totally lacking and the services available are infrequent or take very lengthy routes."

"Having buses travel in and out of the centre makes everything so much slower. Having more routes connecting, for example, Glasgow's southside and west end, would make me much more likely to choose the bus over driving."

"Within Glasgow, virtually all routes are via city centre, often requiring a change of bus. This makes journeys longer and more expensive."

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"We also need more radial bus services which go around the city rather than everyone having to travel into the city then out again (using 2 buses and taking 2 hrs) to get to work when the distance as the crow flies might only be a few miles. That's why folk wind up driving if they can."

9.4. Accessibility for public transport was repeatedly raised by those using prams and wheelchairs.

"Accessibility of train stations with a buggy is terrible. Many have no step free access, and those that do, the lifts are frequently out of service. I avoid travelling with my children because of this. Gives a small insight into the difficulties that people who use wheelchairs must experience."

"Lochwinnoch … Station over 1 mile from village. Public pavement narrow along main busy road. No lighting at stairs onto pavement ... Walk not safe for elderly or parents, grandparents etc with children. Station not suitable for disabled persons, buggies etc coming from Glasgow as access from platform to road or car park is via stairs only."

"We have a train station in Springburn that has no access for disabled users. Access is via steep stairways and I know this issue has been raised many times with railway but nothing has been done."

"Shotts Railway station needs lifts installed on both platforms. You would need to be an Olympian to traverse the ridiculous non-step ramps that have been installed for disability access"

"I would like to see an improvement on access for prams on public transport. My local bus service asks those with a buggy to fold it to make space for wheelchairs or prams, which is understandable but there is nowhere to then put the buggy. Also, the larger coaches which go between places such as Kilmarnock and Glasgow have no place for a pram. There is space at the rear of the bus, but it is reserved for wheelchairs only, even if one isn't present."

9.5. Cycle routes were mentioned, particularly with regards to building joined up segregated routes on main routes. Poor air quality was often given as a reason not to cycle.

"Segregated cycle lanes would solve a lot of problems. More people would feel safer cycling, which would result in less cars on the road. This works all over Europe."

"Most cycle paths do not link up, there aren't provisions for bikes at most traffic lights or if there are, they are illogically coordinated, bikes cannot be taken on the subway for some reason and most cycle paths are on roads that are already quiet instead of on the busy roads where they may actually be useful."

"I cycle but find roads very dangerous and am at risk of accident almost daily. Cycle lanes NEED to be separated from roads and pavements."

"Need better segregation of cycle lanes and roads, not just white paint on the road - physical separation"

"Every city round the world that has put in a network of segregated cycle paths has shown an instant huge increase in cycling. Look at the Spanish city of Seville as a wonderful example of a rapidly and cheaply installed cycle network over the past decade. The current piecemeal approach does not work because users find themselves spat out from the rare decent quality lanes onto busy, dangerous main roads. Safe, segregated routes have to be in place for a person's entire journey."

9.6. This question was also repeatedly used to highlight the desire for an integrated ticketing approach, like that of the London Oyster card.

"The Strathclyde region, and in particular, Glasgow, needs a transport system fit for the 21st century which it currently does not. We need an integrated ticketing system across all modes of travel - train, bus, subway, - in order to make travel more efficient and cheaper, helping to increase social mobility and lift the poorest out of poverty."

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"I think the most valuable addition to the SPT area would be the introduction of a universal system (much like the Oyster card from TFL) which allows for the purchase of individual tickets and weekly/monthly passes, via app/web/stations/on transport services, improving people's ability to better plan journeys and making the transition from rail/subway/bus seamless."

"Why are people being penalised for having to hop on and off different buses when no direct bus is provided by having to pay two fares? Why do we have to pay twice to use bus and train to complete a journey when, in every other European city I can think of, a single ticket allows access to all. This is a huge barrier to people using public transport, especially if they have children and are paying multiple fares for them too."

"Organising a trip via public transport is a source of unnecessary stress because it generally involves using more than one mode of transport (e.g. a bus, a train), where the changes between them are not clearly signposted and you need to buy multiple tickets."

"We really NEED an integrated ticketing system to unlock the potential of the existing network. It is ridiculous in this age that we have to get 3 separate tickets if we want to get a train from south into town, subway to the west end, and then a bus north, for example (a journey I make regularly)."

9.7.   Other key themes mentioned were that bus service removal over the SPT area means that some respondents have no option but to drive. As a result, many respondents call out for public bus ownership such as Lothian Buses in Edinburgh. Some respondents ask for bus real time information to be available at bus stops so that they know whether the bus is delayed or cancelled. An extension of the subway is sought after by many and many more want old train stations to be reopened, or new ones built. Particularly at Bridge of Weir and Renfrew.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
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TECHNICAL NOTE

Appendix A   Public Survey

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Background

Help us shape the future of transport and travel in your area

Strathclyde Partnership for Transport (SPT), the Regional Transport Partnership for the west of Scotland, are preparing a new Regional Transport Strategy (RTS) to support our vision for a healthier, greener, more inclusive transport system for our area. Peter Brett Associates (now part of Stantec) have been commissioned by SPT to support the preparation of the new Strategy. More information about the process to prepare the new Strategy can be found on our website at www.spt.co.uk/vision.

To help us shape the new Strategy, we want to understand your views of the transport issues and challenges in your day to day journeys. We also want to know your views on how transport could be improved and what you feel should be the strategic aims of the new Strategy. You can help us by completing this survey, which should take about 10 minutes to complete.

All responses are anonymous but you must be 16 years of age or above to complete the survey.

The deadline for participation is Wednesday 20th March 2019.

Thank you for taking the time to complete this survey.

Privacy and Your Personal Information
This survey is being done by Peter Brett Associates, working on behalf of Strathclyde Partnership for Transport ("SPT"), using SurveyMonkey. The purpose of this survey is to understand the transport issues and challenges faced in the area and we will do this by combining the information that you provide anonymously with that of other respondents. You will not be asked to provide your personal contact details as part of this survey.

To find out why SPT collect personal information and how we use it, please see our privacy policy for the Regional Transport Strategy development process found under 'SPT and Your Data' at: http://www.spt.co.uk/corporate/about/standards-responsibility/data-protection/.

Cookies
SurveyMonkey uses cookies to run this survey. For information on the type of cookies used please visit: https://www.surveymonkey.com/mp/legal/survey-page-cookies/.

For more information on this study, please contact:
Amanda Horn Telephone: 0141 333 3240
Strathclyde Partnership for Transport
131 St. Vincent St
Glasgow

SPT Regional Transport Strategy - Public Survey

This survey is aimed at people who live, work, attend college or university or regularly visit the SPT area. The SPT area is shown on the map below.

Helensburgh & Lomond

West Dunbartonshire

East Dunbartonshire

Inverclyde

North Lanarkshire

Glasgow

Renfrewshire

East Renfrewshire

North Ayrshire

South Lanarkshire

Isle of Arran

East Ayrshire

Firth of Clyde

South Ayrshire

—— SPT area boundary

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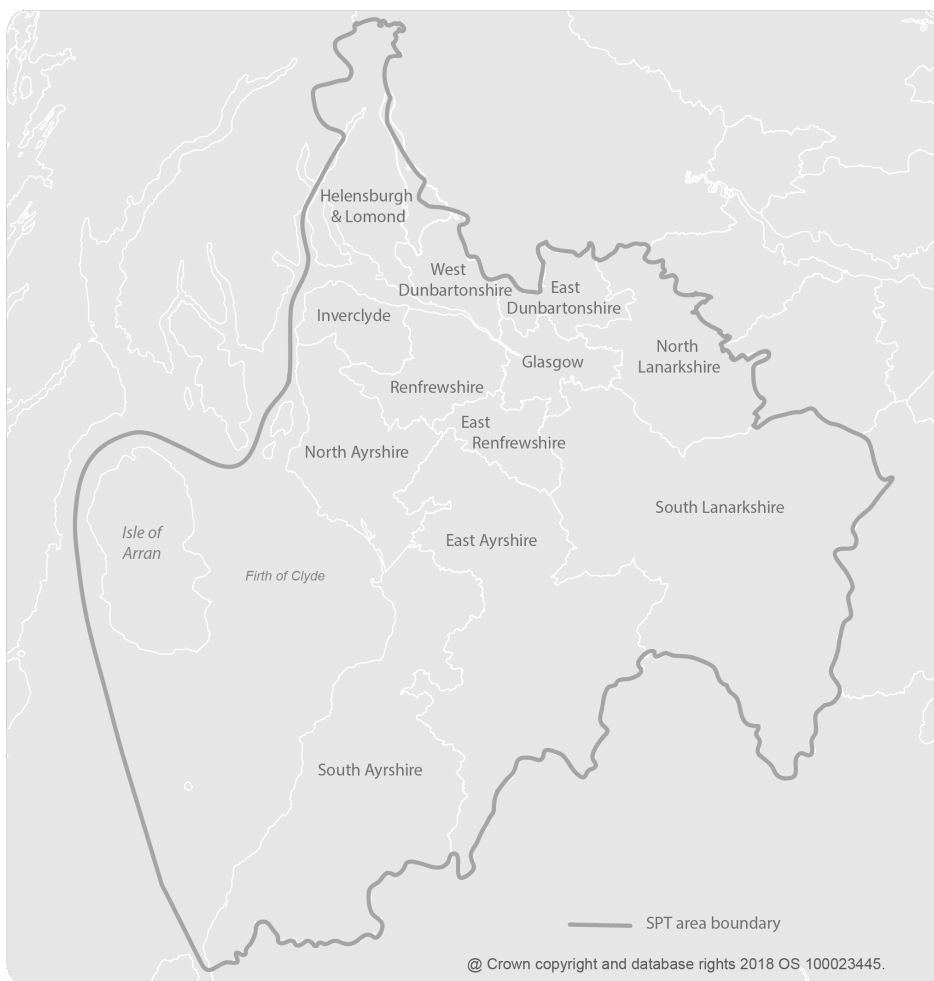
SPT Regional Transport Strategy - Public Survey

In order to complete the survey, all respondents need to be at least 16 years of age.

* 1. Please confirm that you are 16 years or over:

◯ Yes, I am 16 years or over

◯ No, I am younger than 16 years of age.

Where do you live?

This section of the survey is interested in some general information about where you live and where you travel to regularly.

* 2. In which local authority area do you live?

- ( ) Glasgow
- ( ) North Lanarkshire
- ( ) South Lanarkshire
- ( ) East Renfrewshire
- ( ) Renfrewshire
- ( ) East Dunbartonshire
- ( ) West Dunbartonshire
- ( ) Inverclyde
- ( ) North Ayrshire
- ( ) South Ayrshire
- ( ) East Ayrshire
- ( ) Argyll and Bute
- ( ) Other, outwith SPT Area (please specify)

[   ]

* 3. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 4. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 5. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 6. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 7. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 8. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 9. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 10. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 11. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 12. Please confirm which town or settlement you live in<u>or</u> closest to:

[▼]

* 13. Please confirm which town or settlement you live in<u>or</u> closest to:

[dropdown]

* 14. Please confirm which town or settlement you live in<u>or</u> closest to:

[dropdown]

Access to Employment

* 15. Are you currently employed?

◯ Yes

◯ No

* 16. In what local authority area is your place of work? If you have more than one job or work location, answer for the place you spend the most time.

○ Glasgow   ○ Inverclyde

○ North Lanarkshire   ○ North Ayrshire

○ South Lanarkshire   ○ South Ayrshire

○ East Renfrewshire   ○ East Ayrshire

○ Renfrewshire   ○ Argyll and Bute

○ East Dunbartonshire   ○ No fixed place of employment

○ West Dunbartonshire

○ Other, outwith SPT Area (please specify)

[   ]

* 17. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 18. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 19. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 20. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 21. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 22. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 23. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 24. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 25. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 26. Please confirm which town or settlement you work in<u>or</u> closest to:

[▲▼]

* 27. Please confirm which town or settlement you work in or closest to:

[dropdown]

* 28. Please confirm which town or settlement you work in or closest to:

[dropdown]

* 29. How do you usually travel to your main place of work? Choose the travel method used for the longest part, by distance, of your usual journey to work.

◯ I usually work from home

◯ Car/van - as a driver

◯ Car/van - as a passenger

◯ Bus

◯ Rail

◯ Subway

◯ Ferry

◯ Walk

◯ Cycle

◯ Motorcycle

◯ Taxi

◯ Other (please specify)

[   ]

* 30. Do you experience transport issues or challenges related to your usual journey to work?

◯ Yes

◯ No

◯ Not Sure

* 31. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

☐ Reliability of journey times by car   ☐ Traffic congestion

☐ Cost of fuel   ☐ Delays caused by road works

☐ Availability of parking   ☐ Conditions of road surfaces

☐ Cost of parking   ☐ Behaviour of other drivers

☐ Availability of blue badge parking   ☐ Air quality

☐ Road safety

☐ Other (please specify)

[   ]

* 32. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

☐ Reliability of journey times by car   ☐ Traffic congestion

☐ Cost of fuel   ☐ Delays caused by road works

☐ Availability of parking   ☐ Conditions of road surfaces

☐ Cost of parking   ☐ Behaviour of other drivers

☐ Availability of blue badge parking   ☐ Air quality

☐ Road safety

☐ Other (please specify)

[   ]

* 33. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] No direct bus service for my journey
- [ ] Reliability of journey times
- [ ] Reliability of bus services
- [ ] Frequency of bus services
- [ ] Cost of bus fares
- [ ] Personal safety and security at the bus stop
- [ ] Personal safety and security on board the bus
- [ ] Accessibility issues related to boarding / alighting buses

- [ ] Accessibility issues on board the bus
- [ ] Accessibility issues at the bus stop
- [ ] Accessibility issues related to communicating with the bus driver
- [ ] Crowded services / ability to get a seat
- [ ] Availability of travel information
- [ ] Quality of walking routes to the bus stop
- [ ] Conditions of road surfaces
- [ ] Air quality

- [ ] Other (please specify)

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* 34. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] No direct rail service for my journey
- [ ] Reliability of journey times
- [ ] Reliability of rail services
- [ ] Frequency of rail services
- [ ] Cost of rail fares
- [ ] Personal safety and security at the rail station
- [ ] Personal safety and security on board the train
- [ ] Accessibility issues related to boarding / alighting trains
- [ ] Other (please specify)

- [ ] Accessibility issues on board the train
- [ ] Accessibility issues at the rail station
- [ ] Accessibility issues related to communicating with rail staff
- [ ] Crowded services / ability to get a seat
- [ ] Availability of travel information
- [ ] Availability of park and ride facilities at the rail station
- [ ] Availability of cycle parking facilities at the rail station
- [ ] Quality of walking or cycling routes to the rail station

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* 35. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] Reliability of journey times
- [ ] Reliability of Subway services
- [ ] Frequency of Subway services
- [ ] Cost of Subway fares
- [ ] Personal safety and security at the Subway station
- [ ] Personal safety and security on board the Subway carriage
- [ ] Accessibility issues related to boarding / alighting carriages
- [ ] Other (please specify)

- [ ] Accessibility issues on board the carriage
- [ ] Accessibility issues at the Subway station
- [ ] Accessibility issues related to communicating with the Subway staff
- [ ] Crowded services / ability to get a seat
- [ ] Availability of travel information
- [ ] Quality of walking routes to the Subway station

[   ]

* 36. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] Reliability of journey times
- [ ] Reliability of Ferry services
- [ ] Frequency of Ferry services
- [ ] Cost of Ferry fares
- [ ] Having to wait for the next sailing at busy times
- [ ] Personal safety and security at the ferry terminal
- [ ] Personal safety and security on board the ferry
- [ ] Other (please specify)

- [ ] Accessibility issues related to boarding / alighting ferries
- [ ] Accessibility issues on board the ferry
- [ ] Accessibility issues at the ferry terminal
- [ ] Accessibility issues related to communicating with the ferry staff
- [ ] Ability to get a seat on the ferry
- [ ] Availability of travel information
- [ ] Quality of walking routes to the ferry

[   ]

* 37. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] Availability of cycling facilities segregated from vehicular traffic
- [ ] Indirect walking or cycling routes
- [ ] Personal safety and security when using walking routes
- [ ] Personal safety and security when using cycling routes
- [ ] Lack of supporting facilities at my place of work (e.g. cycle parking, showers)
- [ ] Air quality
- [ ] Other (please specify)

- [ ] Lighting
- [ ] Behaviour of other road users
- [ ] Condition of pavements/cycle lanes
- [ ] Road safety
- [ ] Availability of crossing points

[   ]

* 38. What are your main transport issues or challenges related to your usual journey to work? Please choose up to 3 issues/challenges that are most important to you.

- [ ] Reliability of journey times by taxi
- [ ] Cost of taxis
- [ ] Road safety
- [ ] Traffic congestion
- [ ] Delays caused by road works
- [ ] Conditions of road surfaces
- [ ] Other (please specify)

- [ ] Behaviour of other drivers
- [ ] Availability of taxis
- [ ] Personal safety and security when using taxis
- [ ] Accessibility issues related to getting into/out of taxis
- [ ] Accessibility issues related to community with the taxi driver
- [ ] Air quality

[   ]

* 39. What are the main reasons you use this method to travel to work?

☐ Most convenient

☐ Lowest cost option

☐ Travel with friends

☐ Safest method

☐ Quickest method

☐ Only method available

☐ Too far to walk

☐ Too far to cycle

☐ No public transport

☐ Public transport unsuitable (e.g. too infrequent)

☐ Good exercise/fresh air

☐ No car/transport

☐ Laziness

☐ Too much to carry

☐ Parking problems

☐ Parking is free at my destination

☐ I have to pay for parking at my destination

☐ Need car at work

☐ Work patterns (e.g. shifts, unsociable hours, start early, work late)

☐ I combine my work trip with taking/picking up children at childcare or school

☐ I often combine my work with shopping on my way to/from work

☐ I enjoy using this mode

☐ Other (please specify)

[   ]

* 40. Are you currently seeking more employment? E.g. a second job

◯ Yes

◯ No

◯ Not Sure

* 41. Are you currently seeking employment?

◯ Yes

◯ No

◯ Not Sure

* 42. In the past 6 months, have you travelled to a location where you accessed employment services? For example, JobCentre Plus location?

○ Yes

○ No

○ Not Sure

* 43. Did you experience transport issues or challenges related to travelling to employment services?

○ Yes

○ No

○ Not Sure

* 44. What are your main issues or challenges related to travelling to employment services? Please choose up to 3 issues/challenges that are most important to you.

- [ ] No direct public transport services

- [ ] Reliability of public transport services

- [ ] Frequency of public transport services

- [ ] Cost of public transport

- [ ] Personal safety and security on public transport

- [ ] Accessibility issues related to using public transport

- [ ] Too far to walk

- [ ] Too far to cycle

- [ ] Personal safety and security when using walking or cycling routes

- [ ] Quality of walking and cycling routes

- [ ] Distance between my home and employment service location

- [ ] Cost of taxi services

- [ ] Availability of parking

- [ ] Cost of parking

- [ ] Reliance on friends and family to give me a lift

- [ ] Other (please specify)

* 45. In the past 6 months, have you been unable to take up an employment opportunity due to issues or challenges related to transport and travel?

○ Yes

○ No

○ Not sure

* 46. What were the main transport issues or challenges? Please choose up to 3 issues/challenges that are most important to you.

☐ No direct public transport services

☐ Reliability of public transport services

☐ Frequency of public transport services

☐ Cost of public transport fares

☐ Personal safety and security on public transport

☐ Accessibility issues related to using public transport

☐ Too far to walk

☐ Too far to cycle

☐ Other (please specify)

☐ Personal safety and security when using walking or cycling routes

☐ Quality of walking and cycling routes

☐ Cost of taxi services

☐ Availability of parking

☐ Cost of parking

☐ Traffic congestion

☐ Reliability of journey times by car

☐ Reliance on friends and family to give me a lift

Access to Education

* 47. Are you currently attending college or university either part time or full time?

◯ Yes

◯ No

* 48. Choose college/university from list.

* 49. Was transport a key factor in your decision to attend this college or university? Please select the option below which most closely represents you.

○ I have no real issues getting to and from my chosen college/university and as such, transport did not play a role in my choice

○ There are some transport issues for me in terms of getting to and from my chosen college/university however these did not play a role in my choice

○ I chose this college/university over others due to the ability for me to be able to access this college/university

○ There are other colleges/universities which I would rather attend but transport issues made this impossible

○ None of these

* 50. Now please think about how you have travelled to college or university over the past 3 months. Do you experience transport issues or challenges related to your usual journeys to your place of education?

◯ Yes

◯ No

◯ Not Sure

* 51. What are your main transport issues or challenges related to your usual journey to place of education? Please choose up to 3 issues/challenges that are most important to you.

☐	No direct public transport services	☐	Personal safety and security when using walking or cycling routes
☐	Reliability of public transport services	☐	Quality of walking and cycling routes
☐	Frequency of public transport services	☐	Cost of taxi services
☐	Cost of public transport fares	☐	Availability of parking
☐	Personal safety and security on public transport	☐	Cost of parking
☐	Accessibility issues related to using public transport	☐	Traffic congestion
☐	Too far to walk	☐	Reliability of journey times by car
☐	Too far to cycle	☐	Reliance on friends and family to give me a lift
☐	Other (please specify)		

* 52. How do these issues and challenges affect you? Please select all that apply:

☐ Affects my ability to be on time for lectures/classes

☐ Affects my ability to study

☐ Affects my ability to get part time work to support my study

☐ Other (please specify)

☐ Affects my ability to enjoy after-hours social life at college/university

☐ Causes stress

[   ]

* 53. Are you planning to attend college or university within the next 12 months?

◯ Yes

◯ No

◯ Not sure

* 54. Do you expect transport to be a key factor in your decision of which colleges or universities to apply to?

◯ Yes

◯ No

◯ Not sure

* 55. What do you expect to be the main issues and challenges? Please choose up to 3 issues/challenges that are most important to you.

☐ No direct public transport services

☐ Reliability of public transport services

☐ Frequency of public transport services

☐ Cost of public transport fares

☐ Personal safety and security on public transport

☐ Accessibility issues related to using public transport

☐ Too far to walk

☐ Too far to cycle

☐ Other (please specify)

☐ Personal safety and security when using walking or cycling routes

☐ Quality of walking and cycling routes

☐ Cost of taxi services

☐ Availability of parking

☐ Cost of parking

☐ Traffic congestion

☐ Reliability of journey times by car

☐ Reliance on friends and family to give me a lift

SPT Regional Transport Strategy - Public Survey

Access to Healthcare

* 56. Have you travelled to a **hospital** within the past 6 months either as a patient or to visit/support someone else who is/was a patient?

◯ Yes

◯ No

* 57. Please indicate which hospitals you travelled to within the past 6 months and how often you travelled to each hospital.

	Daily	Weekly	Monthly	Irregularly
Argyll and Bute Hospital (Lochgilphead)	○	○	○	○
Ayr Hospital	○	○	○	○
Biggart Hospital	○	○	○	○
Crosshouse Hospital	○	○	○	○
Dumfries and Galloway Royal Infirmary	○	○	○	○
Galloway Community Hospital	○	○	○	○
Gartnavel General Hospital	○	○	○	○
Glasgow Royal Infirmary University NHS Trust	○	○	○	○
Hairmyres & Stonehouse Hospitals NHS Trust	○	○	○	○
Hospitals in Edinburgh	○	○	○	○
Inverclyde Royal NHS Trust	○	○	○	○
Lady Holm Cottage Hospital	○	○	○	○
Lorn and Islands Hospital (Oban)	○	○	○	○
Monklands District General Hospital	○	○	○	○
Queen Elizabeth University Hospital	○	○	○	○
Royal Alexandra Hospital	○	○	○	○
Stobhill NHS Trust	○	○	○	○

	Daily	Weekly	Monthly	Irregularly
The New Victoria Hospital	○	○	○	○
Vale Of Leven General Hospital	○	○	○	○
West Glasgow Ambulatory Care Hospital at Yorkhill	○	○	○	○
Wishaw General Hospital	○	○	○	○
Other	○	○	○	○

* 58. Did you experience any transport issues or challenges when travelling to hospital over the past 6 months?

◯ Yes

◯ No

◯ Not sure

* 59. What were your main transport issues or challenges? Please choose up to 3 issues/challenges that are most important to you.

☐ No direct public transport services

☐ Reliability of public transport services

☐ Frequency of public transport services

☐ Cost of public transport fares

☐ Personal safety and security on public transport

☐ Accessibility issues related to using public transport

☐ Too far to walk

☐ Too far to cycle

☐ Other (please specify)

☐ Personal safety and security when using walking or cycling routes

☐ Quality of walking and cycling routes

☐ Cost of taxi services

☐ Availability of parking at the hospital

☐ Cost of parking at the hospital

☐ Traffic congestion

☐ Reliability of journey times by car

☐ Reliance on friends and family to give me a lift

* 60. How did the issues or challenges affect you? Please select all that apply:

☐ I was late for my hospital appointment on at least one occasion.

☐ I had to arrange travel with a friend/family member because no suitable alternative means of travelling to hospital.

☐ I had to pay for taxi services because no suitable alternative means of travelling to hospital.

☐ I missed my appointment/required to rearrange.

☐ Other (please specify)

Healthier/ Active

* 61. Thinking about the previous 6 months, roughly how often do you walk for more than 5 minutes to go somewhere specific such as local shops, workplace, meet friends or take children to school? Include journeys when you've walked for more than 5 minutes for part of the journey.

◯ Every day or nearly every day

◯ About 3 - 5 days / week

◯ About 1 - 2 days / week

◯ Every 2 weeks

◯ A few times a month

◯ Monthly

◯ Never or almost never

* 62. What would encourage you to walk more often to go somewhere specific? Please choose up to 5.

☐ More accessible walking routes suitable for persons with impaired mobility

☐ More pedestrian crossings on busy roads

☐ Better quality walking surfaces

☐ More route that are suitable to take a buggy or pram

☐ Improved signage to destinations & distances/walking times

☐ Better information about walking routes

☐ Walking routes that feel safe and secure

☐ More direct walking routes

☐ More routes away from main roads

☐ Better / more lighting on routes

☐ More shops and facilities within walking distance of my home

☐ Other (please specify)

☐ Wider paths

☐ Fewer obstructions on footpaths

☐ More places to rest

☐ Improved air quality

☐ Increasing cost of parking

☐ Increasing cost of public transport fares

☐ Longer journey times by car

☐ Longer journey times by public transport

☐ Reducing parking availability of destinations

☐ Nothing

* 63. Thinking about the previous 6 months, roughly how often do you cycle to go somewhere specific such as local shops, workplace or meet friends? Include journeys when you've cycled for part of the journey.

○ Every day or nearly every day

○ About 3 - 5 days / week

○ About 1 - 2 days / week

○ Every 2 weeks

○ A few times a month

○ Monthly

○ Never or almost never

* 64. What would encourage you to cycle more often to go somewhere specific? Please choose up to 5.

☐ Access to my own bike

☐ Access to a bike hire scheme

☐ Access to an electric bike

☐ More direct cycle routes

☐ More cycle routes away from roads

☐ Assistance to purchase a bike

☐ More/better cycle parking facilities at destinations

☐ More supporting facilities at destinations (e.g. lockers or showers)

☐ Less traffic on the roads

☐ Lower speed limits for motorists

☐ Having more time available

☐ Adult cycle training

☐ A cycle mileage allowance for journeys to work or for business

☐ Better driver attitudes towards cyclists

☐ More publicity about the benefits cycling has on health, the environment and congestion

☐ More signalised crossings for cyclists on busy roads

☐ More priority for cyclists at junctions

☐ Other (please specify)

☐ More segregation from vehicular traffic

☐ Better quality cycling surfaces

☐ Improved signage to destinations & distances/cycling times

☐ Better information about cycling routes

☐ Cycling routes that feel safe and secure

☐ More direct Cycling routes

☐ More routes away from main roads

☐ Better / more lighting on routes

☐ More shops and facilities within cycling distance of my home

☐ Wider paths / lanes

☐ Improved air quality

☐ Increasing cost of parking

☐ Increasing cost of public transport fares

☐ Longer journey times by car

☐ Longer journey times by public transport

☐ Reducing parking availability of destinations

☐ Nothing

Sustainability / Greener

* 65. Do you own your own car/van, or have regular access to a car or van for your own purposes?

◯ Yes

◯ No

* 66. Over the past 6 months, how frequently did you drive a car/van?

( ) Every day or nearly every day   ( ) A few times a month

( ) About 3 - 5 days / week   ( ) Monthly

( ) About 1 - 2 days / week   ( ) Never

( ) Every 2 weeks

* 67. What would encourage you to use a car/van less often for the journeys that you currently make by car/van? Please choose up to 3.

☐ Lack of parking at destinations

☐ Increased cost of parking at destinations

☐ Increased journey times by car

☐ Less reliable journey times by car

☐ More congestion on roads

☐ More suitable public transport services

☐ If my journey was quicker by public transport than by car

☐ More direct walking or cycling routes

☐ More services accessible at home through digital / online provision

☐ More services within walking or cycling distance of my home

☐ Improved reliability of public transport services

☐ Improved frequency of public transport services

☐ More direct public transport services

☐ Improved accessibility of public transport infrastructure and vehicles

☐ Improved quality of walking or cycling routes

☐ Nothing

☐ Other (please specify)

* 68. What are the issues and challenges that stop you from using public transport at all or more regularly? Please choose up to 3.

☐ No direct public transport services for the journeys I want to make

☐ Reliability of public transport

☐ Frequency of public transport

☐ Cost of public transport fares

☐ Longer journey times by public transport compared to using my car/van

☐ Personal safety and security on public transport

☐ Accessibility issues related to using public transport

☐ I like to use my car/van

☐ Need a car/van for/at work

☐ Other (please specify)

☐ Work unsocial/unusual hours

☐ Cheaper to use my car/van

☐ Personal health or mobility

☐ Too much to carry

☐ Personal comfort

☐ Length of walk to public transport stops/stations

☐ Ability to get a seat on public transport services

☐ Lack of information about public transport services

☐ Nothing

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[                                                    ]
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* 69. What is the fuel type of the vehicle you drive most often?

○ Diesel

○ Petrol

○ Hybrid/ Electric

○ Not sure

* 70. Do you expect to purchase a car/ van within the next 2 years?

◯ Yes

◯ No

◯ Not sure

* 71. How likely are you to purchase a hybrid/ electric vehicle?

○ Very

○ Somewhat

○ Not at all

○ Don't know

* 72. Why are you unlikely to purchase a hybrid/ electric vehicle? (Select all that apply)

☐ Limited choice (not many vehicles to choose from)   ☐ Vehicle resale value

☐ Lack of knowledge about electric vehicles   ☐ Vehicle performance, size, practicality or looks

☐ Running costs (maintenance and fuel)   ☐ Technology - doesn't work or not proven

☐ Cost of vehicle purchase   ☐ Opinions of friends or family

☐ Battery - distance travelled on charge   ☐ Don't know

☐ Availability or convenience of charging points

☐ Other (please specify)

SPT Regional Transport Strategy - Public Survey

General Transport Issues and Improvements

This section of the survey is interested in your opinions of the transport network and any potential areas for improvement.

* 73. Overall, what are the main transport issues and challenges that you experience during your day to day travel? Please choose up to 3 issues/challenges that are most important to you.

- [ ] Lack of direct public transport services for the journeys I make
- [ ] Reliability of public transport services
- [ ] Frequency of public transport services
- [ ] Cost of public transport fares
- [ ] Personal safety and security on public transport
- [ ] Accessibility issues related to using public transport
- [ ] Crowded public transport services
- [ ] Availability of travel information
- [ ] Lack of direct walking or cycling routes
- [ ] Too far to walk to where I want to go
- [ ] Too far to cycle to where I want to go

- [ ] Personal safety and security when using walking or cycling routes
- [ ] Quality of walking and cycling routes
- [ ] Cost of taxi services
- [ ] Availability of parking
- [ ] Cost of using my car
- [ ] Road safety
- [ ] Cost of parking
- [ ] Traffic congestion
- [ ] Conditions of road surfaces
- [ ] Reliability of journey times by car
- [ ] Reliance on friends and family to give me a lift

- [ ] Other (please specify)

SPT Regional Transport Strategy - Public Survey

* 74. In your opinion, what changes would improve your everyday travel? Please choose up to 3.

- [ ] More direct public transport services for the journeys I make
- [ ] More reliable public transport services
- [ ] More frequent public transport services
- [ ] Reduced cost of public transport fares
- [ ] Improved personal safety and security on public transport
- [ ] Improved accessibility on public transport services
- [ ] Less crowding on public transport services
- [ ] Improved travel information
- [ ] More direct walking or cycling routes
- [ ] More shops and facilities within walking distance of my home
- [ ] More shops and facilities within cycling distance of my home

- [ ] Improved personal safety and security when using walking or cycling routes
- [ ] Improved quality of walking and cycling routes
- [ ] Reduced cost of taxi services
- [ ] More parking
- [ ] Reduced cost of using my car
- [ ] Improved road safety
- [ ] Reduced cost of parking
- [ ] Less traffic congestion
- [ ] Improved conditions of road surfaces
- [ ] More reliable journey times by car
- [ ] Car available for my own personal use

- [ ] Other (please specify)

* 75. In your opinion, what do you think should be the top priorities of the new Regional Transport Strategy? Please choose up to 3.

☐ Improving connections between towns and cities

☐ Reducing road congestion

☐ Improving access for rural communities

☐ Improving air quality

☐ Improving quality of public transport

☐ Reducing carbon emissions from transport

☐ Improving walking and cycling facilities

☐ Supporting people and communities to access jobs and services

☐ Encouraging more walking and cycling to improve health

☐ Other (please specify)

76. If you have any other comments about transport and travel, which you have not had a chance to comment upon, or feel requires further consideration, please note here:

SPT Regional Transport Strategy - Public Survey

About you

* 77. What is the first part of your home postcode? (e.g. G83/KA18)
We are making no attempt to identify you, answers will be used purely to correlate analysis of responses with transport issues across the region.

SPT Regional Transport Strategy - Public Survey

* 78. What is the first character of the second part of your home postcode? (e.g. 8__)

* 79. Are you

○ Male

○ Female

○ Prefer not to say

○ Prefer another term

(specify if you wish)

SPT Regional Transport Strategy - Public Survey

* 80. Please indicate your age range

◯ 16-18

◯ 19 - 24

◯ 25-34

◯ 35-44

◯ 45-54

◯ 55-59

◯ 60-64

◯ 65-69

◯ 70-79

◯ 80 and over

◯ Prefer not to say

* 81. Which of the following best describes your ethnic background?

◯ White   ◯ Chinese

◯ Mixed /multiple ethnic groups   ◯ Arab

◯ Asian or Asian British   ◯ Prefer not to say

◯ Black, African/Caribbean, or Black British

◯ Other (please specify)

[   ]

* 82. What is your current employment status?

Employed full-time

Employed part-time

Self employed

Unemployed – actively seeking work

Unemployed – not actively seeking work

Full-time student under 18

Full-time student over 18

Stay at Home Parent

Retired

Carer

Unable to work

Prefer not to say

* 83. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

○ Yes

○ No

○ Prefer not to say

* 84. What are these health conditions or illnesses related to? (please tick all that apply)

☐ Vision

☐ Hearing

☐ Dexterity

☐ Mental Health

☐ Learning, concentrating, understanding

☐ Stamina or fatigue

☐ Social or behavioural

☐ Another condition or illness not listed above

☐ Prefer not to say

* 85. Does your condition or illness affect your personal mobility?

○ Yes: a lot

○ Yes: a little

○ No

* 86. Does your condition or illness affect your ability to use local bus services and/or rail services?

◯ Yes: a lot

◯ Yes: a little

◯ No

End of survey

SPT would like to thank you for participating in this survey and helping to shape the new Regional Transport Strategy for Strathclyde.

Please click the button below to exit the survey.