



Research Report

October 2020 Viewpoint Survey:

Covid-19 Impacts on Travel

South Gloucestershire Council

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# Key Findings

## Methods of travel

- The most common purpose of travel was shopping for essentials/groceries (81% of respondents), followed by visiting friends or relatives (53%) and travelling on personal business (47%).
- The car was by far the most frequently used form of transport before lockdown (53% of respondents using it daily), however that changed after the start of the pandemic, with walking becoming more popular (51% daily).
- People from a BAME background were significantly more likely to be travelling to or from their place of work than non-BAME respondents (53% BAME vs 35% non-BAME).
- Respondents with disabilities were significantly more likely to travel on personal business than non-disabled respondents (69% vs 45% non-disabled), but were less likely to travel to a place of work (28% vs 37% non-disabled) and were less likely to be visiting friends or relatives (44% vs 55% non-disabled).
- Six modes of transport have not been used by the vast majority of respondents since the start of lockdown
- Where respondents stated that they had travelled for a different reason, the most frequent one was that they were driving children around/doing the school run

## Change in use of modes of transport

- Public transport has seen the biggest reduction in use
- Daily use of all modes of transport fell, with the exception of cycling. The car was still used by 70% of respondents at least a couple of times a week, with an increase in people only using a car once a week from 8% to 20%.
- Levels of car usage have dropped since the start of the pandemic. Only 4% of respondents are using their car more, with 20% using their car the same amount and 76% using their car less.

# Key Findings

## Feelings of safety on public transport

- Of those respondents who had used these methods of public transport, the majority had felt unsafe (54% on the public bus and 56% on the train).
- The most frequent reason for respondents not to have used public transport was that they had no reason to do so (62%).

## Future travel to work patterns

- The majority of respondents were not expecting to use these methods of transport for quite a time into the future, with only 9% of respondents expecting to use the public bus in the following month, 4% of respondents expecting to use the Metrobus in the following month, and 3% of respondents expecting to use the train in the following month.
- 7% of respondents think they will use a different mode of transport in future, 57% think their mode will not change, and 37% do not travel to a workplace. There were differences in expectations about changing methods of transport for various equalities characteristics, including age, ethnicity, disability and gender.
- Relatively few people expect their method of transport to change (87 respondents), but where a change is expected, the shift is a mix of private to public, and public to private methods, with overriding pattern in one particular direction.
- Half of all respondents expected to work from home more in future (50%), with only 12% definitively stating it was unlikely. A large number of those who said they were likely to work from home more in future also said they used their car at least a couple of times a week prior to the pandemic (326 respondents), suggesting that traffic levels may be positively impacted by increased home working in future.

# Introduction

The following report provides a summary of findings from a survey of South Gloucestershire Council's Viewpoint panel. Members of South Gloucestershire Council's Viewpoint panel were asked for their feedback on issues related to the Local Outbreak Management Plan for Covid-19, and their use of transport during the months between the start of lockdown and October 2020. This report focuses on the results of the transport-related questions.

## Methodology

The survey was sent to all 2,279 members of South Gloucestershire Council's Viewpoint panel either by post (83%) or by email (17%). The survey was open until **25<sup>th</sup> October 2020**.

## Sample and Response

1,265 completed surveys were received, giving a response rate of 56%.

The panel aims to be as representative of the population of South Gloucestershire as possible and any over- or under-representations with regards to certain demographics are balanced by weighting the data to match the proportions present in the population. Quantitative data has been weighted according to population information taken from the 2011 Census (Office for National Statistics). The results are weighted by gender, ethnicity (White and BAME), age groupings and geography (priority neighbourhood and rest of the district).

There are five priority neighbourhoods in South Gloucestershire: Cadbury Heath, Kingswood, Patchway, Staple Hill and Yate & Dodington. These areas were defined using the English Indices of Deprivation as areas where higher numbers of people do not achieve their full potential, have poorer health outcomes, are employed in less well paid jobs or are unemployed and have higher levels of crime. For further information please visit <http://www.southglos.gov.uk/community-and-living/stronger-communities/priority-neighbourhoods/>.

## Reporting

Base numbers shown for graphs/charts in this report reflect the weighted number. Qualitative data (comments questions) has not been weighted.

For each survey question, the difference in views of different sample groups have been tested for significance at a 95% confidence level. Key significant findings are highlighted throughout this report.

Sums of percentages reported in this document may deviate from the actual total due to rounding. Greater deviations from 100% occur where respondents were able to choose multiple options and percentages are based on the number of respondents.

A full list of all comments made is available on request; due to the number of individual comments made it has not been possible to include the full text of all comments within the main body of this report.

This following pages present the survey findings by subject area and follows the format of the questionnaire (a copy of the questionnaire is available on request).

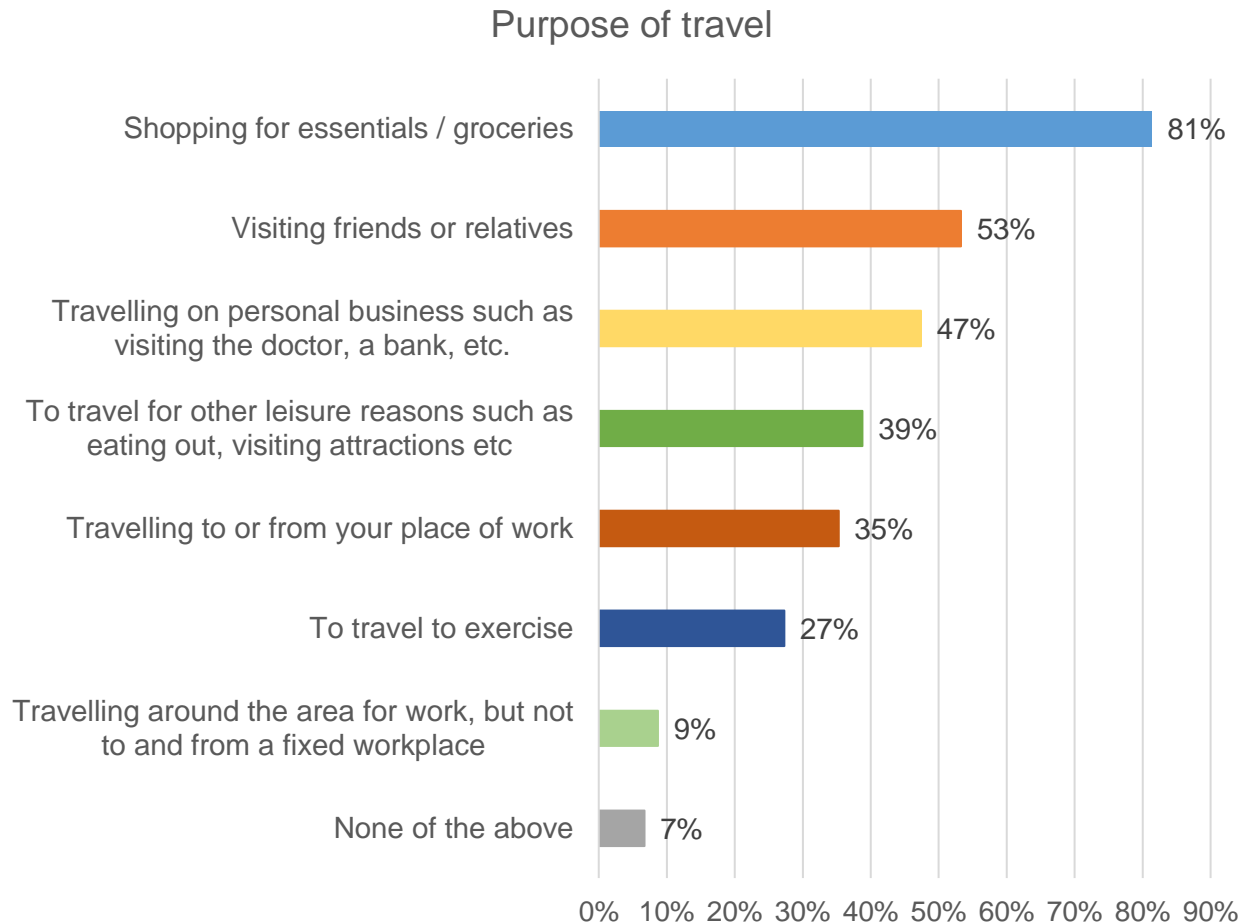


## Methods of travel

# Purposes of travel

(Question 19)

The most common purpose of travel was shopping for essentials/groceries (81% of respondents), followed by visiting friends or relatives (53%) and travelling on personal business (47%).



Base: n=1255

Younger people (aged 16-44) were significantly more likely to travel for a number of the reasons than older people, including travelling for other leisure reasons (44%), travelling on personal business (55%) and travelling to and from their place of work (48%).

People from a BAME background were significantly more likely to be travelling to or from their place of work than non-BAME respondents (53% BAME vs 35% non-BAME).

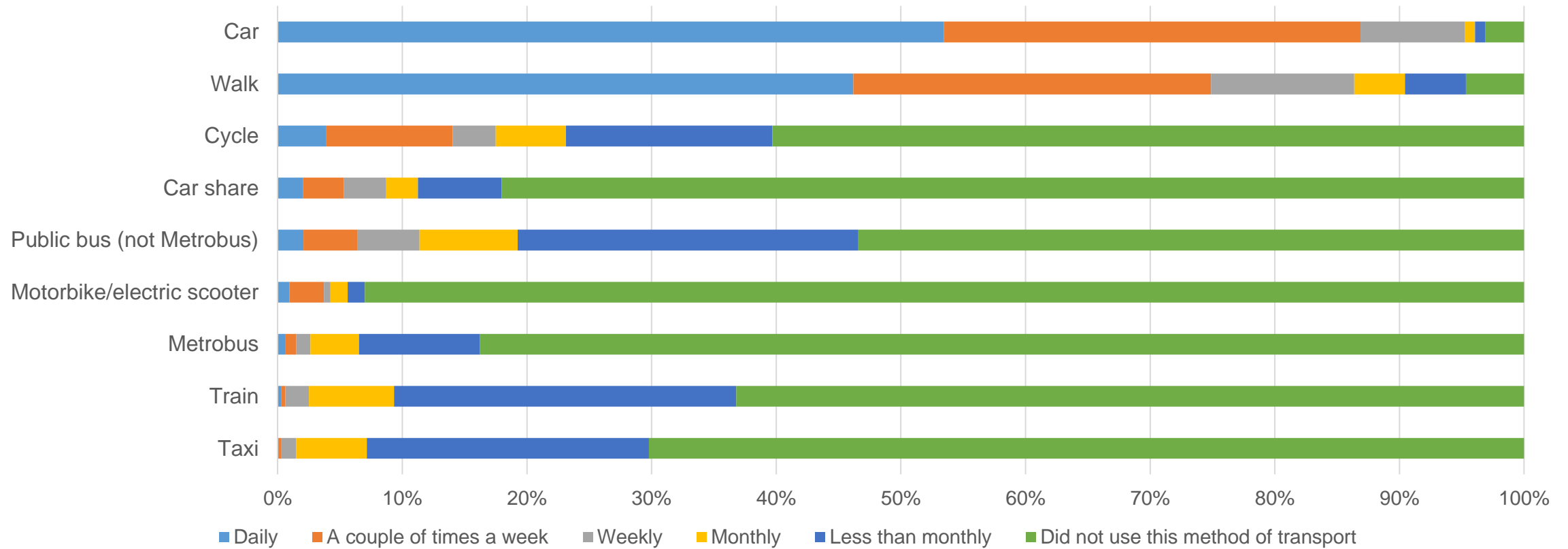
Respondents with disabilities were significantly more likely to travel on personal business than non-disabled respondents (69% vs 45% non-disabled), but were less likely to travel to a place of work (28% vs 37% non-disabled) and were less likely to be visiting friends or relatives (44% vs 55% non-disabled).

Where respondents stated that they had travelled for a different reason, the most frequent one was that they were driving children around/doing the school run (16 comments) followed by accessing local amenities such as allotments, petrol stations etc. (11 mentions).

# Frequency of use of modes of transport prior to the pandemic

(Question 20)

Frequency of use of different modes of transport prior to the pandemic



Base: n = 1261



# Frequency of use of modes of transport prior to the pandemic

(Question 20)

The car was by far the most frequently used form of transport before lockdown (53% of respondents using it daily), followed by walking (45% daily). In contrast a high proportion of respondents had not used car share (77%), Metrobus (80%) or Motorbike/electric scooter (88%) at all.

	Daily	A couple of times a week	Weekly	Monthly	Less than monthly	Did not use this method of transport
Car	53%	33%	8%	1%	1%	3%
Walk	45%	28%	11%	4%	5%	5%
Cycle	4%	10%	3%	5%	16%	58%
Car share	2%	3%	3%	2%	6%	77%
Public bus (not Metrobus)	2%	4%	5%	8%	26%	52%
Motorbike/electric scooter	1%	3%	1%	1%	1%	88%
Metrobus	1%	1%	1%	4%	9%	80%
Train	0%	0%	2%	7%	26%	60%
Taxi	0%	0%	1%	5%	22%	67%

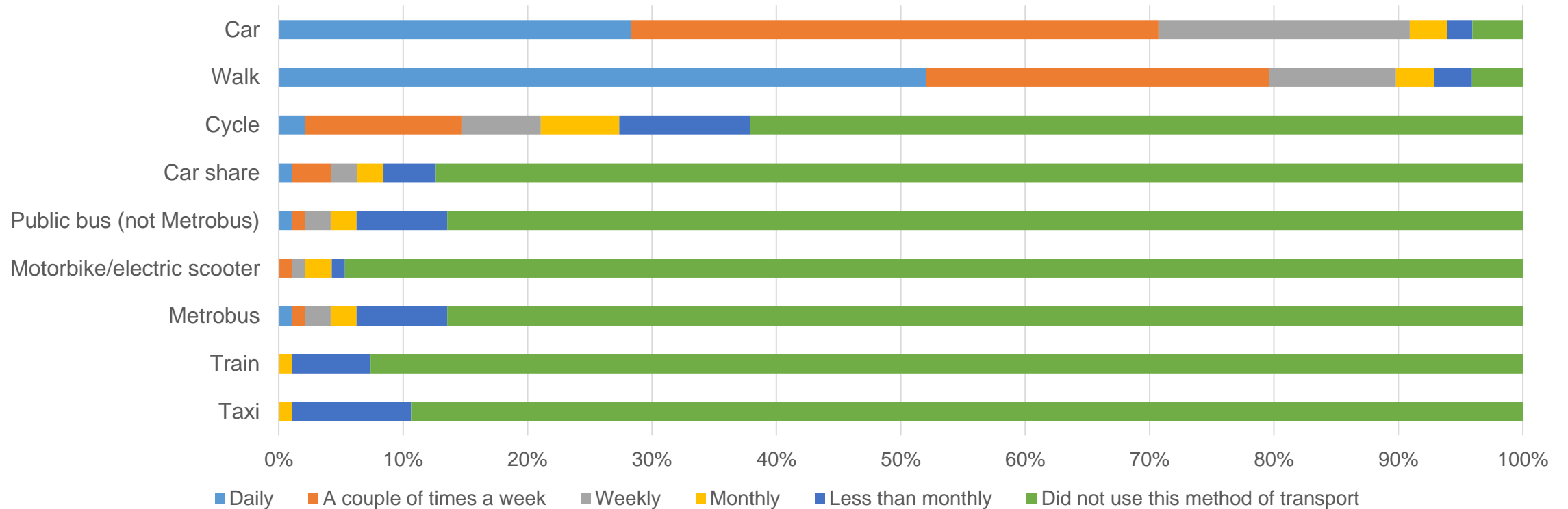
Overall, the car and walking are the only two modes of transport that were used daily by notable proportions of respondents, with cycling becoming more common at a couple of times a week or weekly frequency. Around a quarter of respondents used the public bus, train or taxi less than monthly, and the majority of respondents never used cycling, car share, public bus, motorbike/electric scooter, Metrobus, train or taxi at all.

Base: n=1261

# Frequency of use of modes of transport since the start of lockdown

(Question 21)

Frequency of use of different modes of transport since the start of lockdown



Base: n = 1263

# Frequency of use of modes of transport since the start of lockdown

(Question 21)

Since the start of lockdown, the car has no longer been the most common form of daily transport (28%), with walking becoming slightly more popular (51% daily). Over 80% of respondents have not used six of the modes of transport.

	Daily	A couple of times a week	Weekly	Monthly	Less than monthly	Did not use this method of transport
Car	28%	42%	20%	3%	2%	4%
Walk	51%	27%	10%	3%	3%	4%
Cycle	2%	12%	6%	6%	10%	59%
Car share	1%	3%	2%	2%	4%	83%
Public bus (not Metrobus)	1%	1%	2%	2%	7%	83%
Motorbike/electric scooter	0%	1%	1%	2%	1%	89%
Metrobus	1%	1%	2%	2%	7%	83%
Train	0%	0%	0%	1%	6%	88%
Taxi	0%	0%	0%	1%	9%	84%

Since the start of lockdown, frequency of car use has dropped, with more respondents only using their cars a couple of times a week (42%) compared to daily (28%). Walking has remained popular, with 78% of respondents walking at least a couple of times a week.

Six modes of transport have not been used by the vast majority of respondents since the start of lockdown.

Base: n=1263

# Change in use of modes of transport

(Questions 20 & 21)

	Daily before	Daily after	Change	A couple of times a week before	Couple times a week after	Change	Weekly before	Weekly after	Change	Monthly before	Monthly after	Change
Car	53%	28%	-25%	33%	42%	9%	8%	20%	12%	1%	3%	2%
Walk	45%	51%	6%	28%	27%	-1%	11%	10%	-1%	4%	3%	-1%
Cycle	4%	2%	-2%	10%	12%	2%	3%	6%	3%	5%	6%	1%
Car share	2%	1%	-1%	3%	3%	0%	3%	2%	-1%	2%	2%	0%
Public bus (not Metrobus)	2%	1%	-1%	4%	1%	-3%	5%	2%	-3%	8%	2%	-6%
Motorbike/electric scooter	1%	0%	-1%	3%	1%	-2%	1%	1%	1%	1%	2%	1%
Metrobus	1%	1%	0%	1%	1%	0%	1%	2%	1%	4%	2%	-2%
Train	0%	0%	0%	0%	0%	0%	2%	0%	-2%	7%	1%	-6%
Taxi	0%	0%	0%	0%	0%	0%	1%	0%	-1%	5%	1%	-4%

	Less than monthly before	Less than monthly after	Change	Did not use before	Did not use after	Change
Car	1%	2%	1%	3%	4%	1%
Walk	5%	3%	-2%	5%	4%	-1%
Cycle	16%	10%	-6%	58%	59%	1%
Car share	6%	4%	-2%	77%	83%	6%
Public bus (not Metrobus)	26%	7%	-19%	52%	83%	31%
Motorbike/electric scooter	1%	1%	0%	88%	89%	1%
Metrobus	9%	7%	-2%	80%	83%	3%
Train	26%	6%	-20%	60%	88%	28%
Taxi	22%	9%	-13%	67%	84%	17%

Base: n=1261 and 1263

# Change in use of modes of transport

(Questions 20 & 21)

Daily use of all modes of transport fell, with the exception of cycling. The car was still used by 70% of respondents at least a couple of times a week, with an increase in people only using a car once a week from 8% to 20%.

Public transport has perhaps unsurprisingly seen the biggest reduction in use. Before lockdown, 10% of respondents used the public bus at least weekly, however that figure has fallen to 4% since the start of lockdown, and there's been a 31 percentage point increase in those who never use the bus from 52% to 83%.

Train use was never that frequent among respondents with only 2% using the train at least weekly before lockdown. However, following the start of lockdown, even infrequent use has dropped, with a 26 percentage point fall in people using the train at least monthly from 33% to 7%. Also, the proportion of respondents never using the train has increased from 60% to 88%.

Respondent age had an impact on choice of mode of transport. Younger respondents were more likely to be using a car daily since the start of lockdown (34% vs 28% average), and were more likely not to have used public transport such as the train (92% younger people not used vs 88% average) and the public bus (90% not used vs 83% average).

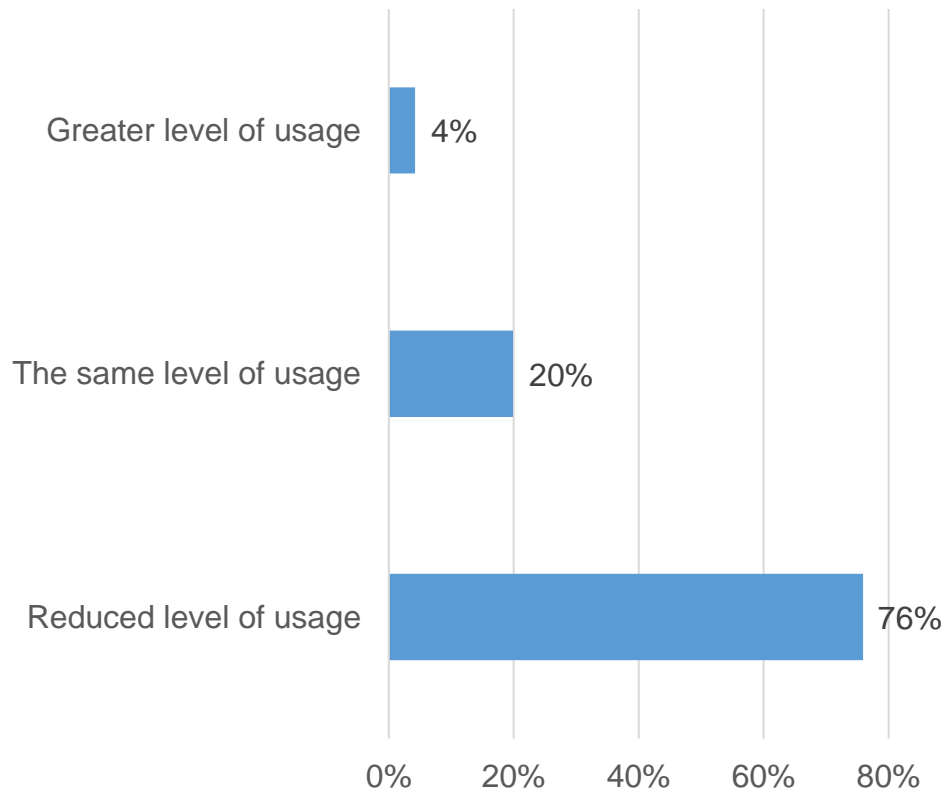
Employment type also has an impact, with self-employed full-time people being significantly more likely to use a car daily than others (55% vs 28% average), and retired people being more likely to have uses public transport methods such as the public bus, Metrobus and train.

# Changes in levels of car usage

(Question 22)

Levels of car usage have dropped since the start of the pandemic. Only 4% of respondents are using their car more, with 20% using their car the same amount and 76% using their car less.

Change in level of car usage



Younger respondents (aged 65+) were the most likely to have reduced their level of car usage, with 84% giving this response compared to a 76% average.

People from a BAME background were significantly more likely than non-BAME respondents to have increased their car usage (24% BAME vs 3% non-BAME), and were less likely to have reduced their car usage (63% vs 76%).

Disabled respondents were more likely than average to have reduced their levels of car usage (85% vs 76% average).

Respondents living in the Kingswood priority neighbourhood were significantly more likely to have retained the same level of usage compared to the rest of South Gloucestershire (43% vs 20% average) and are less likely to have seen reduced usage (56% vs 76% average).

Base: n=1194



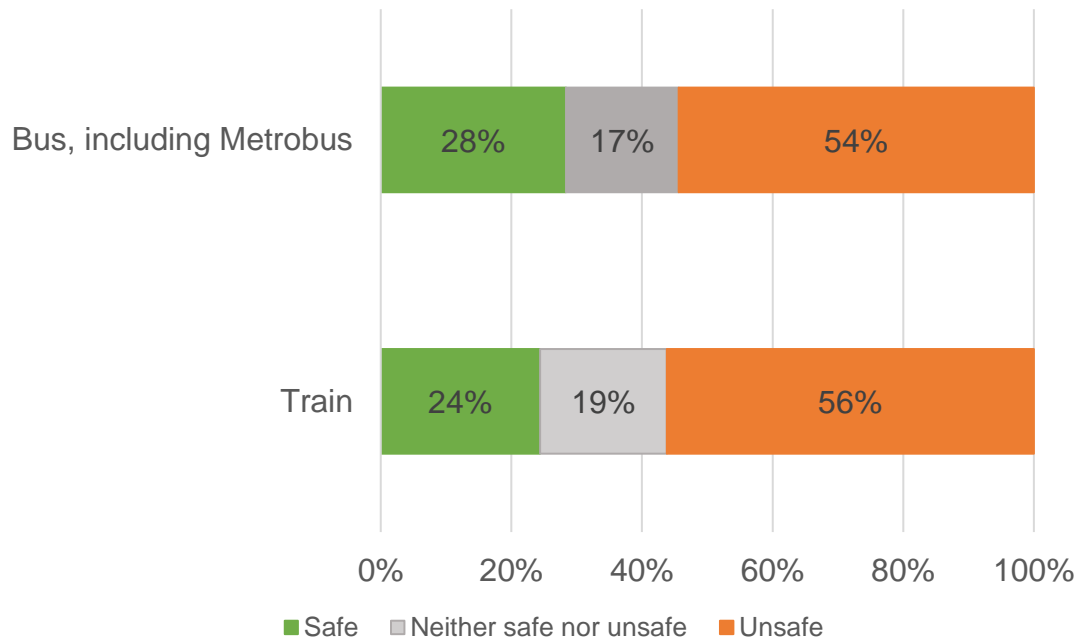
## **Feelings of safety on public transport**

# How safe do you feel at the moment using these methods of transport?

(Question 23)

Of those respondents who had used these methods of public transport, the majority had felt unsafe (54% on the public bus and 56% on the train).

Feelings of safety on public transport (% of respondents who had used the methods of transport)



Around half (49%) of all respondents had not used the public bus including the Metrobus, and 59% had not used the train.

Of those respondents who had used the methods of transport, only 28% felt fairly or very safe on the public bus including Metrobus, and 24% felt fairly or very safe on the train.

Over half of those who had used each method of transport had felt fairly or very unsafe, 54% for the public bus including Metrobus and 56% for the train.

While there was no difference between the proportion of white respondents and respondents from a black and minority ethnic background who feel safe on both methods of transport, there were a higher proportion of BAME respondents who feel unsafe (55% BAME respondents feeling unsafe on the public bus vs 27% white respondents, and 38% BAME respondents feeling unsafe on the train vs 23% white respondents).

There was a higher proportion of disabled respondents who feel unsafe on the public bus as compared to non-disabled respondents (39% disabled feeling unsafe vs 26% non-disabled), and the same pattern was seen for the train (36% disabled feeling unsafe vs 21% non-disabled).

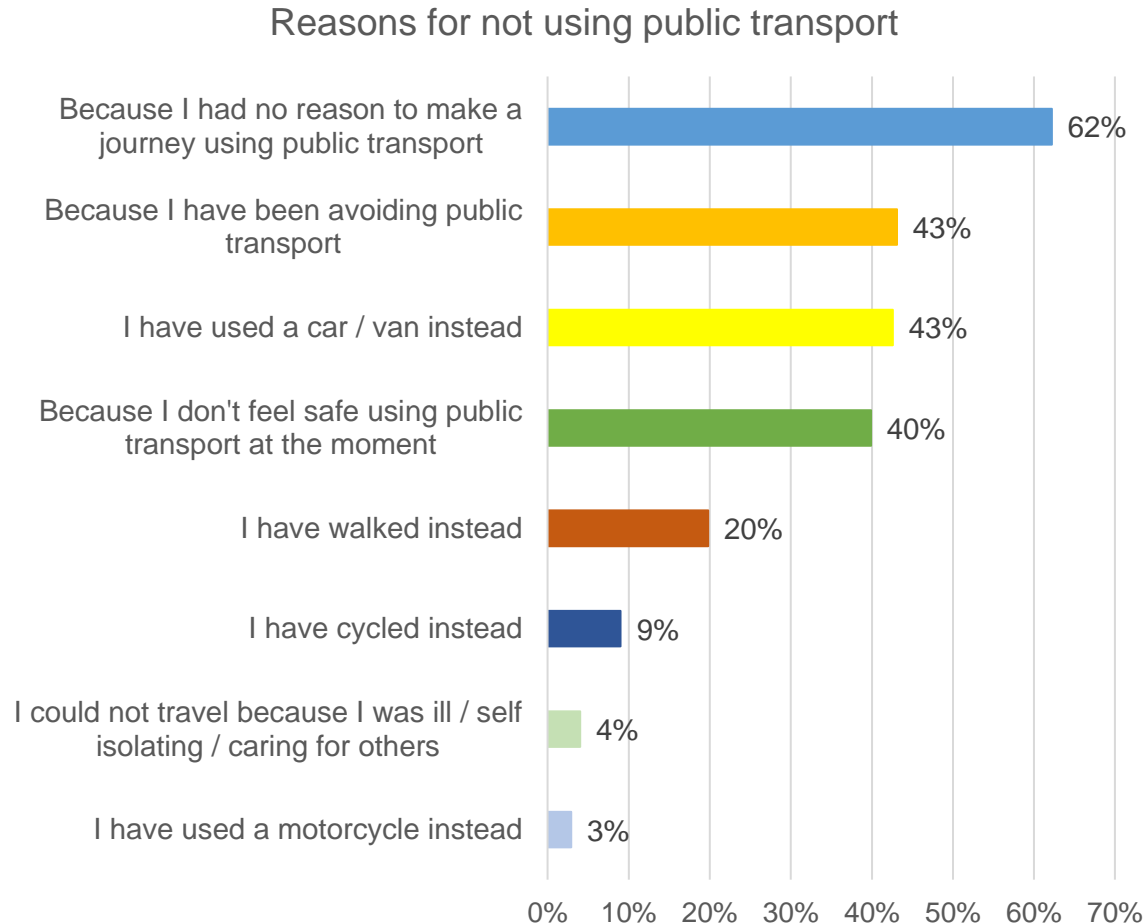
Base: n=1249 and 1222



# Reasons for not using public transport

(Question 24)

The most frequent reason for respondents not to have used public transport was that they had no reason to do so (62%).



Base: n=823

The most common reason for people not to use public transport was that they had no reason to make a journey using that type of transport (62%), reflecting the change in movement patterns during lockdown.

The next most frequently chosen reason was that people have been avoiding public transport, which is most likely linked to the responses to Q23 where respondents did not feel safe using these types of transport. 40% of respondents specifically chose the option to say that they did not feel safe using public transport at the moment.

Respondents from a BAME background were significantly more likely to say that they do not feel safe using public transport at the moment (57% vs 39% white respondents), and were significantly more likely to say that they were avoiding public transport (70% vs 42% white respondents).

Disabled respondents were significantly more likely to say they could not travel because they were ill/self isolating/caring for others (10% disabled vs 3% non-disabled), and were significantly more likely to say that they had cycled or walked instead (19% cycled instead vs 7% non-disabled and 23% walked instead vs 19% non-disabled).

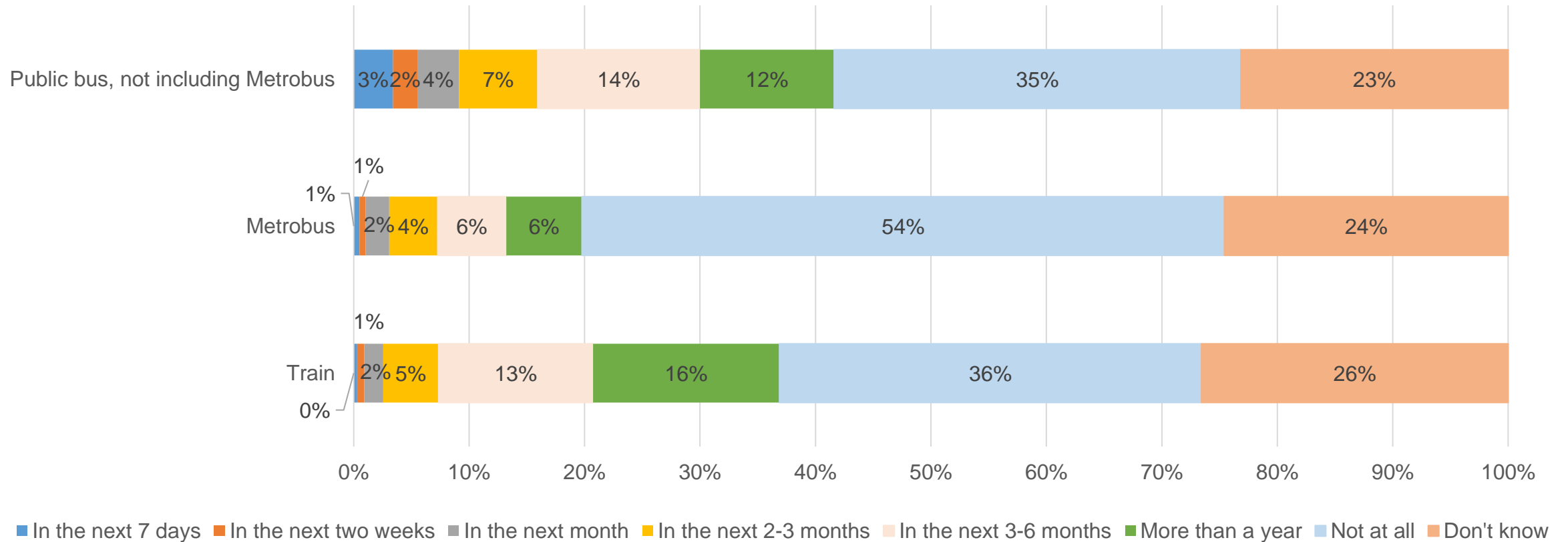


# **Future travel to work patterns**

# When would you anticipate next using the following methods of transport?

(Question 25)

Anticipated next use of public transport



Base: n = 1237

# When would you anticipate next using the following methods of transport?

(Question 25)

The majority of respondents were not expecting to use these methods of transport for quite a time into the future, with only 9% of respondents expecting to use the public bus in the following month, 4% of respondents expecting to use the Metrobus in the following month, and 3% of respondents expecting to use the train in the following month.

Age had an impact on how soon respondents were planning on using the public bus. Older respondents were more likely to say that they would use the bus sooner, with younger respondents more likely to say it could be more than a year, or they may never use the public bus. Similarly with the train, younger respondents were significantly more likely to say that it would be 3-6 months or longer before they used the train.

Those of working age were overall less likely than those of non-working age to say they'd use public transport in the next month, and were more likely to indicate a longer time period.

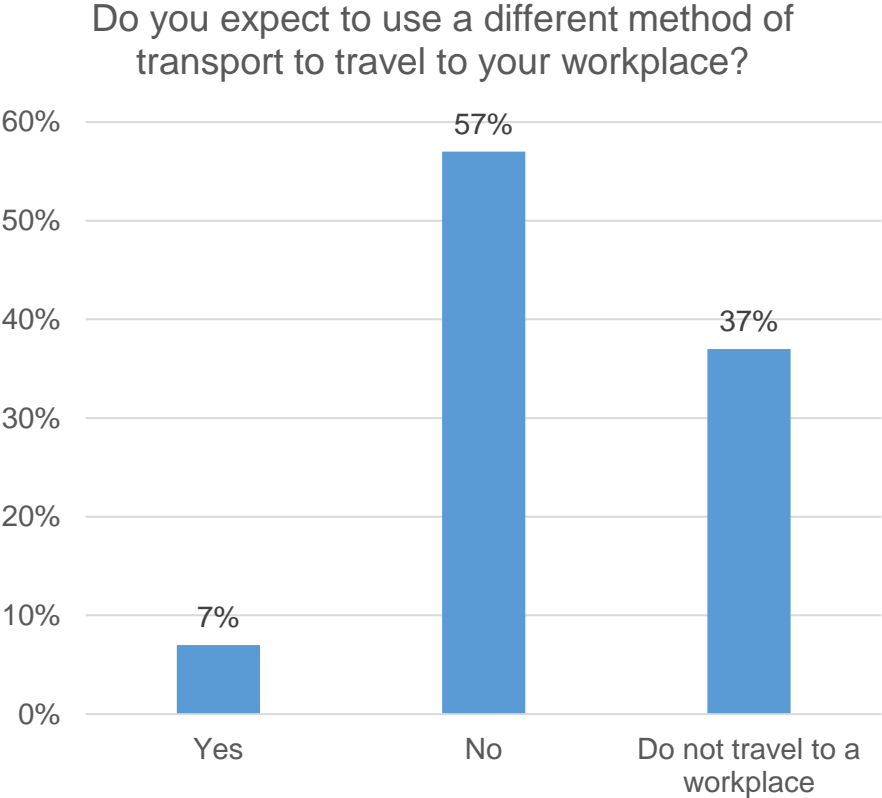
Disabled respondents were significantly more likely to say that it would be a long period of time before they used the Metrobus than non-disabled respondents (13% disabled respondents saying more than a year vs 6% non-disabled respondents), however it's worth noting that disabled respondents reported a lower use of Metrobus overall prior to the pandemic.

Respondents in priority neighbourhoods were significantly more likely to use the public bus in the next 7 days (7% PNs vs 3% non-PNs), but were also significantly more likely to state that they would never use the Metrobus (62% PNs vs 53% non-PNs.).

# In the future, do you expect to use a different mode of transport to travel to your usual place of work, compared to the mode you used before the pandemic?

(Question 26)

7% of respondents think they will use a different mode of transport in future, 57% think their mode will not change, and 37% do not travel to a workplace. There were differences in expectations about changing methods of transport for various equalities characteristics, including age, ethnicity, disability and gender.



Base: n=1253

The majority of respondents expect to use the same method of transport to travel to their workplace in future (57% of all respondents, and 89% of respondents who said they travel to a workplace).

Younger respondents were more likely to say that they were likely to change their method of transport, with 14% of those aged 16-44 who travel to a workplace saying they expect to use a different method in future compared to 6% of 45-64 year olds.

Respondents from a BAME background were significantly more likely to say they may change method, with 27% of those who travel to a workplace responding yes compared to 10% of non-BAME respondents.

Disabled respondents were also significantly more likely to say they may change method, with 21% of those who travel to a workplace responding yes compared to 10% of non-disabled respondents.

Female respondents were also significantly more likely to say they may change method, with 14% of those who travel to a workplace responding yes compared to 8% of male respondents.

# Please indicate how your method of transport may change

(Question 27)

Relatively few people expect their method of transport to change (87 respondents), but where a change is expected, the shift is a mix of private to public, and public to private methods, with overriding pattern in one particular direction.

		Main method you expect to use in future							
		Car alone	Car with others	Cycle	Walk	Motorcycle or scooter	Public bus	Metrobus	Train
Main method used before the pandemic	Car alone		3	10	5	3	4	1	2
	Car with others	1		2	1	1	2	1	1
	Cycle	0	1		0	1	0	0	0
	Walk	2	0	0		0	0	0	0
	Motorcycle or scooter	0	0	0	0		0	0	0
	Public bus	6	1	3	1	0		0	0
	Metrobus	2	1	1	1	0	1		0
	Train	2	0	1	1	0	1	0	

For those respondents who indicated that their method of transport was likely to change, the nature of the change is shown in the table above. The biggest shift is away from people driving in the car alone (24 people used this as their main method of transport before the pandemic), with 10 people indicating they expect to cycle, 5 saying they expect to walk, and 4 saying they expect to take the public bus.

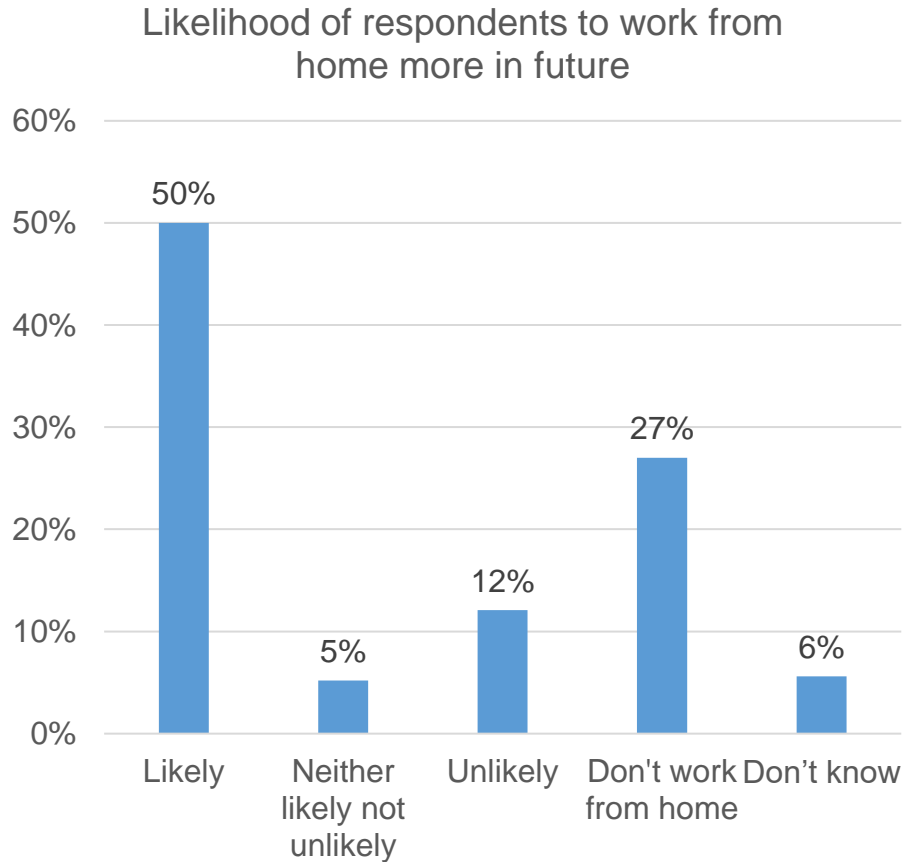
In general, the changes in pattern are a mix of movement from private transport like car (alone) towards more sustainable methods such as cycling (10 respondents) and walking (5 respondents), and a shift from public methods like the bus towards private methods like car (alone) (6 respondents).

Base: n=86

# Likelihood of working from home more often in future

(Question 28)

Half of all respondents expected to work from home more in future (50%), with only 12% definitively stating it was unlikely. A large number of those who said they were likely to work from home more in future also said they used their car at least a couple of times a week prior to the pandemic (326 respondents), suggesting that traffic levels may be positively impacted by increased home working in future.



Base: n=975

Half of all respondents expected to work from home more in future (50%).

Younger people were significantly more likely to think it likely they would work from home more in future (60% aged 16-44 compared to 34% of those aged 45-64), and unsurprisingly those of working age were significantly more likely to think it was likely than those of non-working age (40% working age vs 9% non-working age).

Respondents from a BAME background were significantly more likely to think it likely they would work from home more in future (63% BAME respondents vs 50% white).

Type of employment had an impact on responses to this question, with people who are employed full-time being more likely to expect to work from home more (63% vs 50% average) as compared to those employed part-time, or those who are self-employed.

A large number of those who said they were likely to work from home more in future also said they used their car at least a couple of times a week prior to the pandemic (326 respondents), suggesting that traffic levels may be positively impacted by increased home working in future.



## Respondent Profile



# Respondent Profile

Base	
Unweighted	1265
Weighted	1265
<b>Aggregated age groups for weighting</b>	
16-44	571 45.10%
45-64	398 31.50%
65+	256 20.20%
Prefer not to say	40 3.20%
<b>Ethnicity (Viewpoint)</b>	
White	1127 89.10%
BME	59 4.70%
Prefer not to say	79 6.20%

Base	
Unweighted	1265
Weighted	1265
<b>Disability (Viewpoint)</b>	
Yes	157 12.40%
No	1076 85.10%
Prefer not to say	32 2.50%
<b>Gender (Viewpoint)</b>	
Male	619 48.90%
Female	629 49.70%
Prefer not to say	17 1.30%

Base	
Unweighted	1265
Weighted	1265
<b>Working age vs non-working age</b>	
Working age	969 76.60%
Non-working age	256 20.20%
Prefer not to say	40 3.20%
<b>Priority Neighbourhood Vs Rest of District</b>	
Priority Neighbourhood	173 13.70%
Rest of district	1092 86.30%

# Respondent Profile

Counts		Counts	Cont.	Counts	Cont.
Break %		Break %		Break %	
Respondents		Respondents		Respondents	
Base		Emersons Green	70	Severn Vale	43
Unweighted	1265		5.50%		3.40%
Weighted	1265	Filton	50	Staple Hill & Mangotsfield	69
			4.00%		5.50%
<b>New Wards from May 2019</b>		Frampton Cotterell	57	Stoke Gifford	65
Bitton & Oldland Common	42		4.50%		5.10%
	3.30%	Hanham	57	Stoke Park & Cheswick	33
Boyd Valley	41		4.50%		2.60%
	3.30%	Kingswood	43	Thornbury	58
Bradley Stoke North	50		3.40%		4.60%
	4.00%	Longwell Green	44	Winterbourne	33
Bradley Stoke South	45		3.50%		2.60%
	3.60%	New Cheltenham	40	Woodstock	45
Charfield	21		3.10%		3.50%
	1.70%	Parkwall & Warmley	42	Yate Central	36
Charlton & Cribbs	31		3.30%		2.90%
	2.50%	Patchway Coniston	24	Yate North	52
Chipping Sodbury & Cotswold Edge	43		1.90%		4.10%
	3.40%	Pilning & Severn Beach	22	Frenchay & Downend	58
Dodington	48		1.80%		4.60%
	3.80%				