

Report on a Survey (10-Dec-15) on reactions to the Tavistock Place Trial

The figure below shows how the roadscape is shared during the trial.



Our survey was designed to discover:

- what proportion of users of the street agree with the arrangement in the trial;
- what proportion agree with the arrangement in the trial even if it might make motor vehicle journeys take longer;
- what sort of segregation (white line or kerb) would make them feel more like cycling.

The survey was carried out in the morning of 10 December 2015 in Byng Place or nearby. The survey form is appended to this report. Altogether 68 people responded to the survey.

Analysis of the results

The interviewer filled in the responses to Question 7, noting whether the respondent arrived on foot or cycle, their gender and age – over/under 60.

As very few of the respondents arrived by cycle (7/68) and very few were over 60 (5/68), we have omitted these factors from our analyses below. They are available in Appendix 1.

Q3: Do you agree with how road space in Tavistock Place has been reallocated to provide space for cycling?

We present in Tables 1, 2 and 3 the responses to Question 3 against Q1 (frequency of cycling in central London), Q2 (frequency of driving in central London) and Q7b (gender)

Table 1: Is support for the scheme affected by frequency of cycling?

Q1. Frequency of cycling, per week	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Total	% Support	% Oppose	% Don't know
Never	19	13	4	0	1	37	86%	11%	3%
<1	1	2	0	0	0	3	100%	0%	0%
1-2	4	1	0	0	0	5	100%	0%	0%
3-4	3	1	0	0	0	4	100%	0%	0%
More often	17	2	0	0	0	19	100%	0%	0%
Total	44	19	4	0	1	68	93%	6%	1%

The results in Table 1 show 100% support from those who sometimes cycle in central London; and 86% (32/37) support from those who never cycle in central London.

Table 2: Is support for the scheme affected by frequency of driving?

Since none of the respondents said that they drive 3-4 times a week or more often, we have omitted these categories from our tables.

Q2 Frequency of driving, per week	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Total	% Support	% Oppose	% Don't know
Never	38	17	2	0	0	57	96%	4%	0%
<1	0	2	0	0	1	3	67%	0%	33%
1-2	6	0	2	0	0	8	75%	25%	0%
Total	44	19	4	0	1	68			

The results in Table 2 show 96% support from people who never drive a car or van in central London; and 73% from those who drive occasionally.

Table 3: Does gender affect level of support for the scheme?

Q7b Gender	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Total	% Support	% Oppose	% Don't know
M	27	14	2	0	1	44	93%	5%	2%
F	17	5	2	0	0	24	92%	8%	0%
Total	44	19	4	0	1	68			

No gender bias is evident

Overall comments on Q3

Almost two-thirds of the respondents were men; there was no difference between the level of support shown by men (93%) and women (92%). The overwhelming majority of the respondents said that they support this new arrangement of roadspace.

Q4: If this change means that some journeys by motor vehicle in the area would take longer, would that make any difference to your view?

We examine whether responses to this question are affected by frequency of cycling, driving and gender.

Table 4: Influence of cycling on responses to Q4

Q1 Frequency of cycling, per week	Support	Don't support	Don't know	Total	% Support	% Oppose	% Don't know
Never	33	4	0	37	89%	11%	0%
<1	2	0	1	3	67%	0%	33%
1-2	4	0	1	5	80%	0%	20%
3-4	4	0	0	4	100%	0%	0%
More often	14	1	4	19	74%	5%	21%
Total	57	5	6	68	84%	7%	9%

The results in Table 4 (compared with Table 1) indicate that those who never cycle are not influenced by whether or not journey times would be increased; however, among both occasional and frequent cyclists, support for the scheme drops slightly, as there are more 'Don't know' responses.

Table 5: Impact of frequency of driving on responses to Q4

Q2 Frequency of driving, per week	Support	Don't support	Don't know	Total	% Support	% Oppose	%Don't know
Never	49	4	4	57	86%	7%	7%
<1	2	0	1	3	67%	0%	33%
1-2	6	1	1	8	75%	13%	13%
Total	57	5	6	68			

The results (compared with Table 2) indicate a slight drop in support from those who never drive a car or van in central London (there were a few more 'Don't know' and 'Don't support' in this group); But there was no change in support from those who drive 1-2 times a week.

Table 5: Does gender affect level of support for the scheme?

Q7b Gender	Support	Don't support	Don't know	Total	% Support	% Oppose	% Don't know
M	37	3	4	44	84%	7%	9%
F	20	2	2	24	83%	8%	8%
Total	57	5	6	68			

The possibility that the scheme might make some car journeys longer produced more responses in the 'Don't support' and 'Don't know' categories, for both men and women.

Conclusions on the main questions (Q3 and Q4)

We set out to discover:

- i. what proportion of users of the street agree with the arrangement in the trial;
- ii. what proportion agree with the arrangement in the trial even if it might make motor vehicle journeys take longer.

The result of (i) is an overwhelming 93% of respondents in favour of the arrangement in the trial.

The result of (ii) indicates that support is still very high, at 84%, even if the changes may delay motor vehicles. Only five people were opposed to the scheme, the other six saying "don't know".

Questions 5 and 6: white line vs kerb separation

Questions 5 and 6 were designed to discover what sort of separation (painted white line or kerb) would make the respondents feel safer cycling. The question asked: “how much safer would you feel about cycling more in central London?”.

Q5: in a cycle lane with a painted white line between cyclists and motor traffic

We present in Table 7 the responses to Question 5 against Q1 (frequency of cycling in central London).

Table 7: The relation between frequency of cycling and feeling safer with white line separation

Q1 Frequency of cycling, per week	Much safer	Little safer	Not much safer	Not at all safer	Don't know	Total	% Safer	% Not safer	% Don't know
Never	16	14	1	4	2	37	81%	14%	5%
<1	0	3	0	0	0	3	100%	0%	0%
1-2	0	3	1	1	0	5	60%	40%	0%
3-4	1	1	0	2	0	4	50%	50%	0%
More often	3	6	3	5	2	19	47%	42%	11%
Total	20	27	5	12	4	68			

This shows that of the 37 people who never cycle, 81% felt that a lane with a painted white line would make them feel safer. Regular cyclists however were much less likely to feel that a white line increased their safety; almost half of them said that a white line did not make them feel much safer when cycling in traffic.

The next question asked: “how much safer would you feel about cycling more in central London?”.

Q6. in a cycle lane with a kerb between cyclists and motor traffic?

Table 8: The relation between frequency of cycling and feeling safe in a cycle lane with a kerb between cyclists and motor traffic

Q1 Frequency of cycling, per week	Much safer	Little safer	Not much safer	Not at all safer	Don't know	Total	% Safer	% Not safer	% Don't know
Never	26	7	0	3	1	37	89%	8%	3%
<1	3	0	0	0	0	3	100%	0%	0%
1-2	4	0	0	0	1	5	80%	0%	20%
3-4	4	0	0	0	0	4	100%	0%	0%
More often	15	1	1	0	2	19	84%	5%	11%
Total	52	8	1	3	4	68			

This shows that of the 37 people who never cycle, 89% felt that a lane with a kerb would make them feel safer. And 87% of more frequent cyclists felt that kerb separation made them feel safer.

This indicates that some measure of infrastructure, such as kerb separation, might encourage people to try cycling. More frequent cyclists were less likely to feel that white lines afforded much safety and the majority felt that kerb separation gave them better protection.

Conclusions to Questions 5 and 6: white lines and kerb separation:

The interviewers said that these questions were less clear, because some respondents did not understand the meaning of 'lane with a white line' and 'lane with a kerb'. It was also felt that asking the two questions independently did not allow respondents to say whether one was better (or worse) than the other.

Summary of our conclusions

In our survey in Byng Place, we interviewed 68 people; the vast majority arrived on foot and the vast majority were under 60.

Of this group a little over half (37/68) said that they never cycle in central London.

When asked whether they agree with *how road space in Tavistock Place has been reallocated to provide space for cycling*, we found 100% support from those who sometimes cycle in central London; and 86% (32/37) support from those who never cycle in central London.

Of the group surveyed, the vast majority (57/68) said they never drive a car or van in central London. The remaining 11 said they drive up to twice a week.

In relating support to the frequency of driving, we found 96% support from people who never drive a car or van in central London; and 73% from those who drive occasionally.

We also asked *if this change means that some journeys by motor vehicle in the area would take longer, would that make any difference to your view?*

We found that the possibility that the scheme might make some car journeys longer produced more responses in the 'Don't support' and 'Don't know' categories. But we found that support is still very high, at 84%, even if the changes may delay motor vehicles. Only five people were opposed to the scheme, the other six saying "don't know".

Regarding whether painted lanes or kerb separation might encourage people to try cycling, we found that some measure of infrastructure, such as kerb separation, might encourage people to try cycling. More frequent cyclists were less likely to feel that white lines afforded much safety and the majority felt that kerb separation gave them better protection.

11 January 2015

Appendix 1.

Responses to Questions 3 and 4 by age and means of arrival

We have not been able to draw any conclusions from the following analysis by age or by means of arrival.

Q3: Do you agree with how road space in Tavistock Place has been reallocated to provide space for cycling?

Is support for the scheme affected by mode of arrival (on foot or cycling)?

Q7a Arrived by	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Total	% Support	% Oppose	% Don't know
Cycling	6	1	0	0	0	7	100%	0%	0%
Foot	38	18	4	0	1	61	92%	7%	2%
Total	44	19	4	0	1	68			

Is support for the scheme affected by age (over or under 60)?

Q7a over 60?	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Total	% Support	% Oppose	% Don't know
Y	3	1	1	0	0	5	80%	20%	0%
N	41	18	3	0	1	63	94%	5%	2%
Total	44	19	4	0	1	68			

Q4: If this change means that some journeys by motor vehicle in the area would take longer, would that make any difference to your view?

Is support for the scheme affected by mode of arrival (on foot or cycling).

Q7a Arrived by	Support	Don't support	Don't know	Total	% Support	% Oppose	% Don't know
Cycling	5	0	2	7	71%	0%	29%
Foot	52	5	4	61	85%	8%	7%
Total	57	5	6	68			

Is support for the scheme affected by age (over or under 60)?

Safer Bloomsbury: Survey on reactions to Tavistock Place – Torrington Place trial



- A very simple survey to discover:
- what proportion of users of the street agree with the arrangement in the trial
 - what proportion agree with the arrangement in the trial even if it might make motor vehicle journeys take longer
 - what sort of separation would make them feel more like cycling

1. How often do you usually travel by cycle in central London?

never less than once a week 1-2 times a week 3-4 times a week more often

2. How often do you usually drive a car or van in central London?

never less than once a week 1-2 times a week 3-4 times a week more often

3. Do you agree with how road space in Tavistock Place has been reallocated to provide space for cycling?

strongly support tend to support
 tend to oppose strongly oppose don't know

4. If this change means that some journeys by motor vehicle in the area would take longer, would that make any difference to your view?

I would rather have safer routes for cyclists even if journeys by motor vehicle take longer
 I would rather not have safer routes for cyclists if journeys by motor vehicle take longer
 neither don't know

About cycle lanes: how much safer would you feel about cycling more in central London

5. in a cycle lane with a painted white line between cyclists and motor traffic

would make me feel much safer would make me feel a little safer
 would not make me feel much safer would not make me feel safer at all
 don't know



6. in a cycle lane with a kerb between cyclists and motor traffic

would make me feel much safer would make me feel a little safer
 would not make me feel much safer would not make me feel safer at all
 don't know



cycling on foot M F under 60 60+