LCWIP Engagement Stage 1

Summary Report

June 2022

Lancashire
County
Council

Executive Summary

Lancashire County Council recently a carried out a 6-week county-wide engagement exercise in partnership with Blackpool Council in line with our LCWIP development process. The online survey ended on the 6th of May and was the first of two planned engagement exercises – the second is scheduled in for autumn 2022.

The aim of the survey was to help bolster the evidence bases for each LCWIP. Alongside the analysis of existing travel patterns and the existing transport network, we wanted to better understand the public's perceptions of our existing facilities – including people's concerns about making journeys on foot or by cycle, and requests for new or improved routes.

Some high-level conclusions are identified below:

- Over 3,600 responses, with roughly a third coming in from Lancaster. Ribble Valley had the second highest response rate, followed by Preston.

- Responses from the under-25s and ethnic minorities was very low, while more females responded than males.

- Overwhelming majority of respondents have access to a car/van, and the main mode of travel was driving (80%), followed by walking (66%), then cycling (44%)*.

- Over 20% of all respondents never cycle at all, while 4% never walk. 27% of all respondents walk every day.

- Primary reason for walking and cycling is for social/leisure purposes (52% for cycling, 76% for walking). Shopping on foot (40%) was much higher than by bicycle (13%).

- Main barrier to cycling was busy roads (64%), while lack of available time and distances to key trip attractors was the main barrier to walking, followed by busy roads.

- "Cycle routes separated from other modes of travel" was cited as the most important factor to enable more people to cycle (68%), while "better maintained footways/pavements" was viewed as the most necessary change to enable more walking (39%).

- The interactive map, which allowed users to drop a pin onto a map of Lancashire in relation to a cycling or walking infrastructure issue, received over 4,000 pins – most related to cycling (60%).

- 44% of users dropped a pin requesting for a new or improved cycle route at their specified location, followed by surface improvements (18%).

Introduction

Lancashire County Council are developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs). These Plans will identify and prioritise future improvements to the local cycling and walking network over the next 10 years. They are being developed through effective engagement with our partners, stakeholders, and the general public.

We held an initial engagement for the whole of Lancashire and Blackpool between 25th March and 5th May 2022. During this engagement we asked general questions about travel behaviour. We also sought feedback on existing barriers to cycling and walking and asked what improvements could be made to encourage more everyday short journeys to be undertaken by active travel. This report summarises the feedback we received on the back of this engagement exercise.

We would like to thank everyone who responded. Your views will help to ensure that we develop a series of well-developed LCWIPs that will provide the evidence base for future funding bids that will allow delivery of cycling and walking priorities across Lancashire.

Location of respondents

The Stage 1 engagement received a fantastic total of 3,631 responses.

The largest number of responses were from Lancaster (33%), followed by Ribble Valley (8.1%) and Preston (7.7%). There were 121 responses from outside of Lancashire, mostly from Blackburn-with-Darwen and neighbouring districts from Yorkshire.
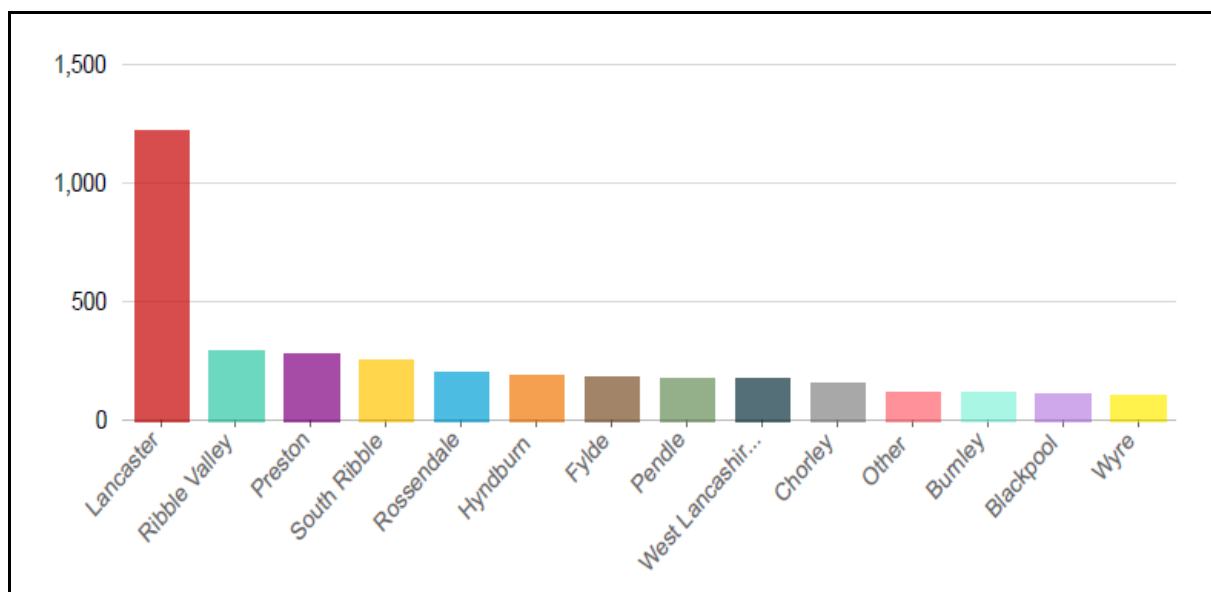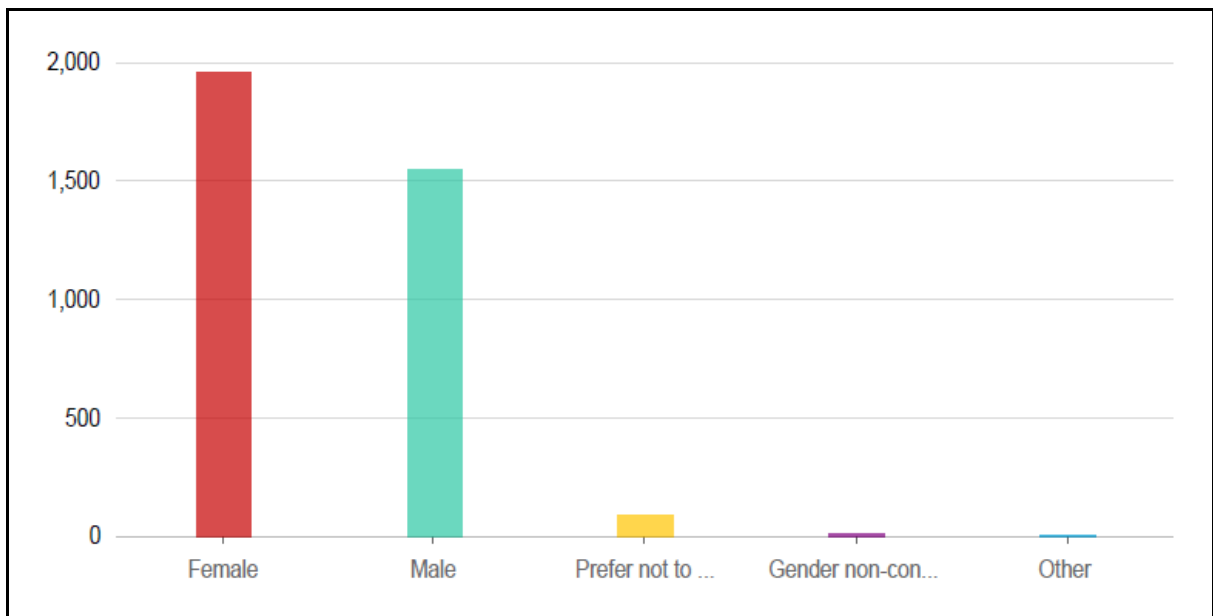
Profile of respondents

Most responses (70%) were from those over the age of 45, while only 2.5% of responses came from those under the age of 25.
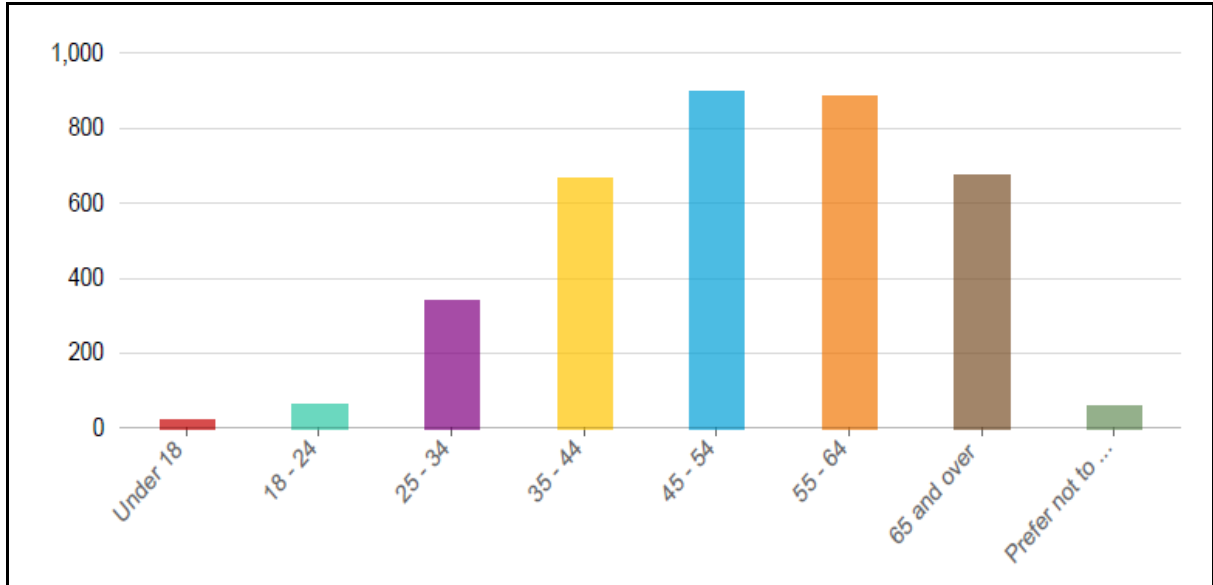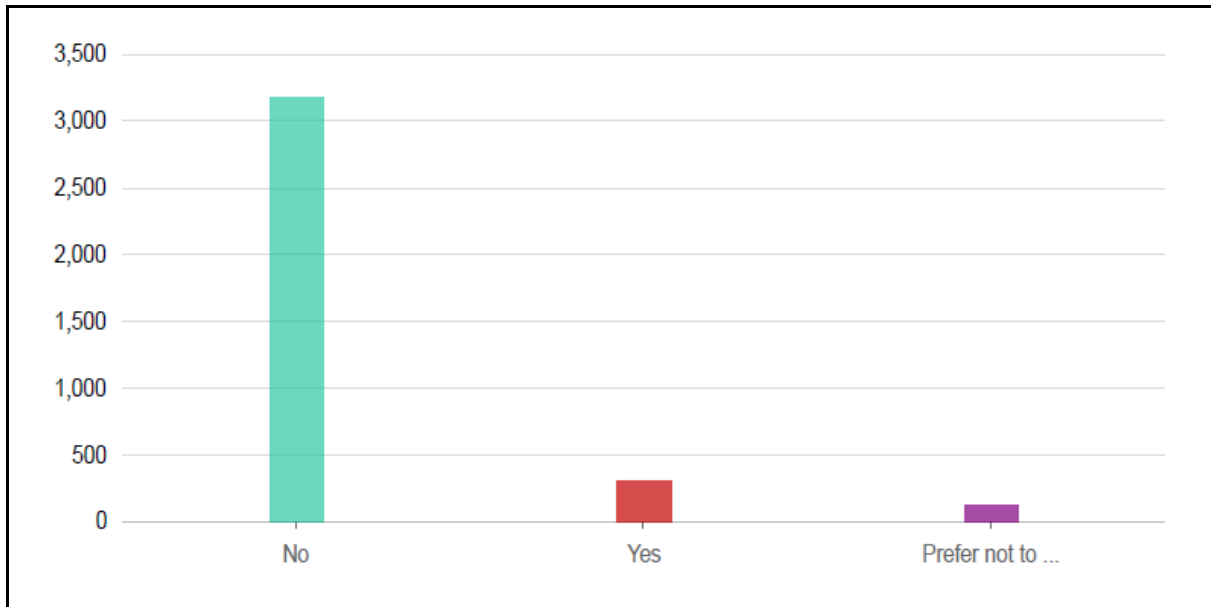

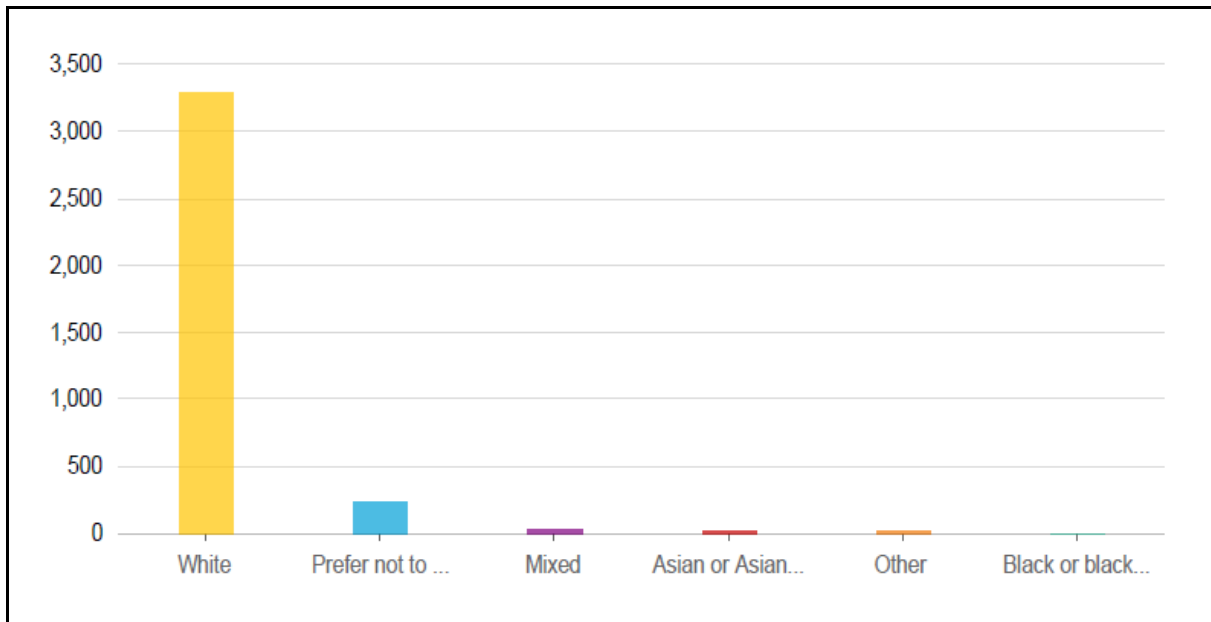Over half of all responses were from females (54%).

Over 8% of respondents considered themselves to have a disability.

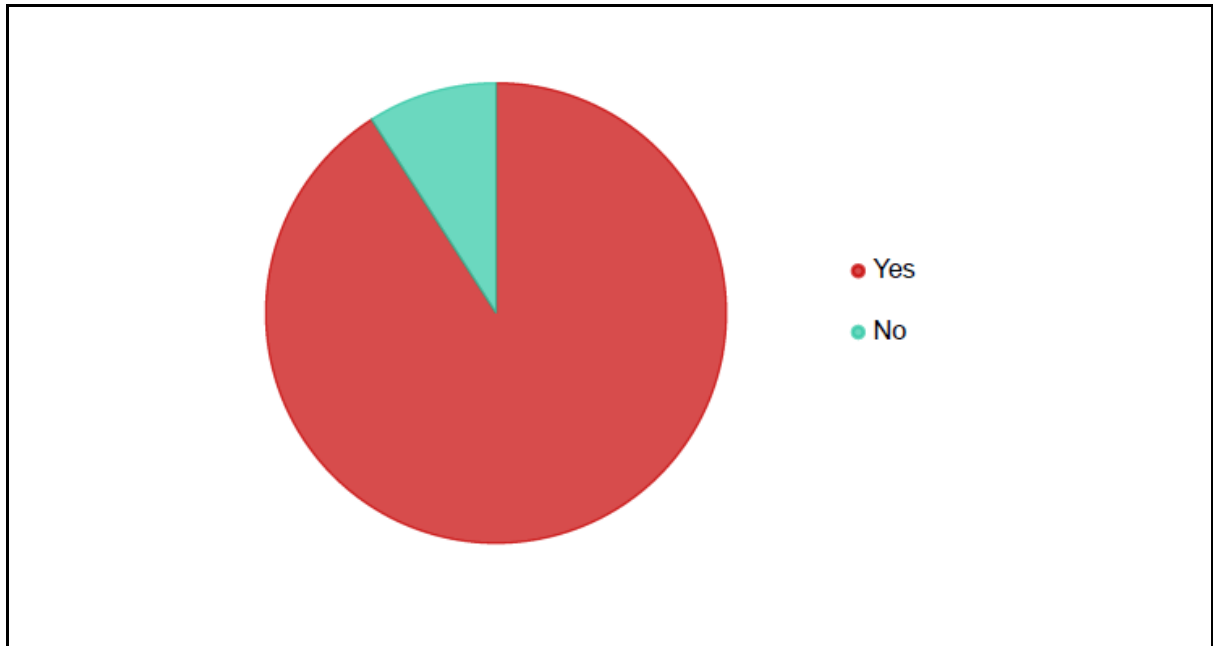**Do you consider yourself to be a Deaf person or to have a disability?**

Response rate from ethnic minorities was low – less than 3%.

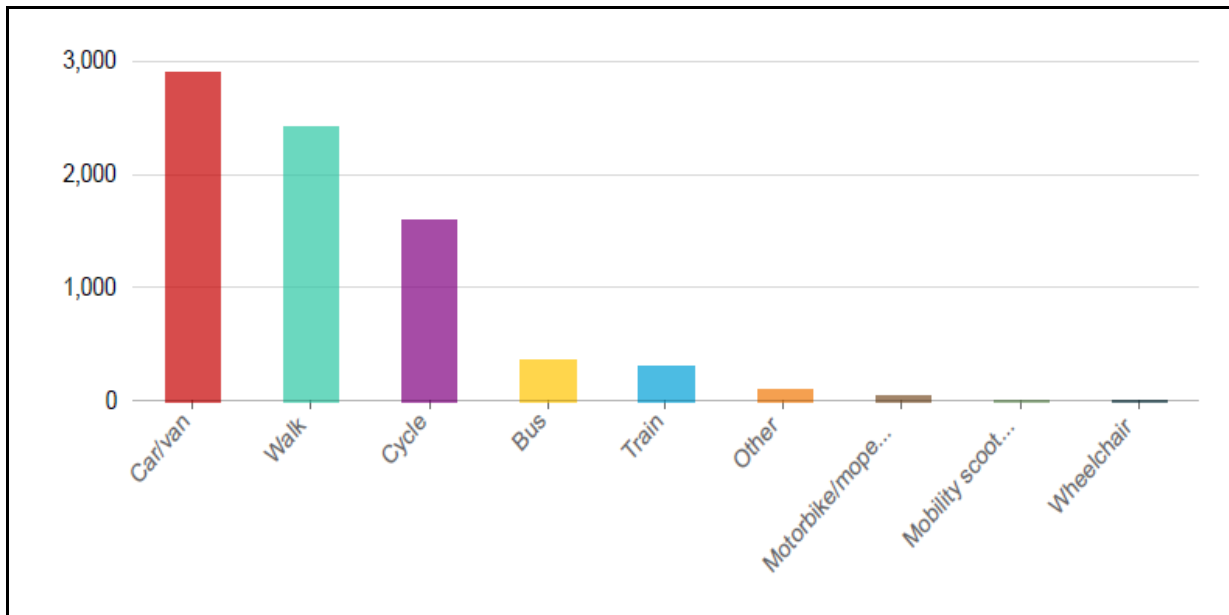**Which best describes your ethnic background?**

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Over 90% of all respondents owned or had access to a car or van.

Do you own or have access to a car or van for your own travel needs?

Section 1: Travel Behaviour

How do you currently mainly travel?

- The main mode of travel for respondents was the car/van (80%). Most respondents (66%) also considered walking to be a main form of travel (respondents were allowed to select up to three answers).

- Just less than half of all respondents (44%) mainly travel by bicycle, perhaps reflecting a recent upsurge in cycling activity on the back of the pandemic.

- 18% of respondents mainly travel by public transport, while just over 1% travel by mobility scooter or wheelchair.

- Approx. 3% of all respondents' main form of travel was via horseback.

Section 2: Current cycling and walking journeys

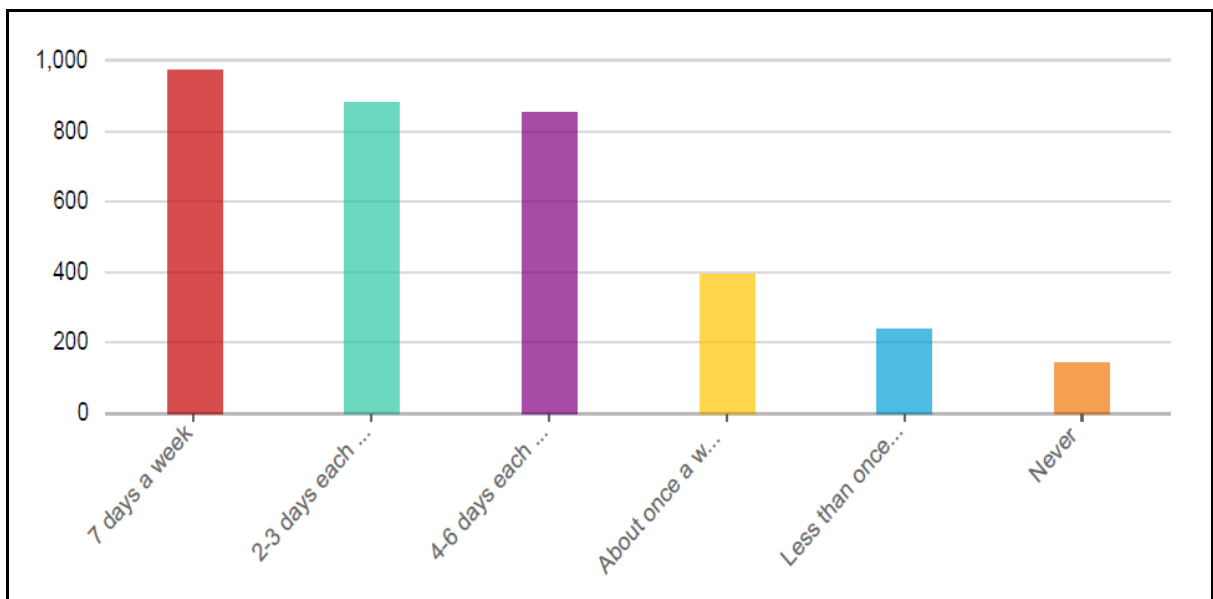**How often do you cycle?**
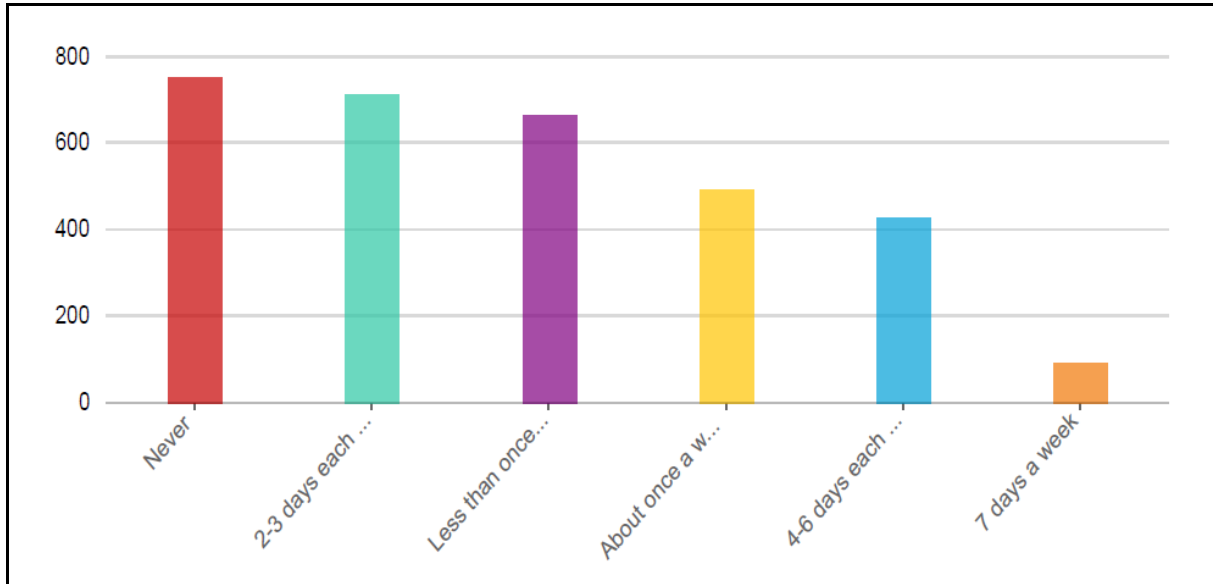
- Approx. 33% of respondents cycle at least 2 days per week.
- 20% of respondents never cycle.

How often do you walk?

- Walking is much more common – over 25% of respondents walk every day, with almost 75% of respondents walking at least 2 days per week.

If you generally cycle, what's the reason?
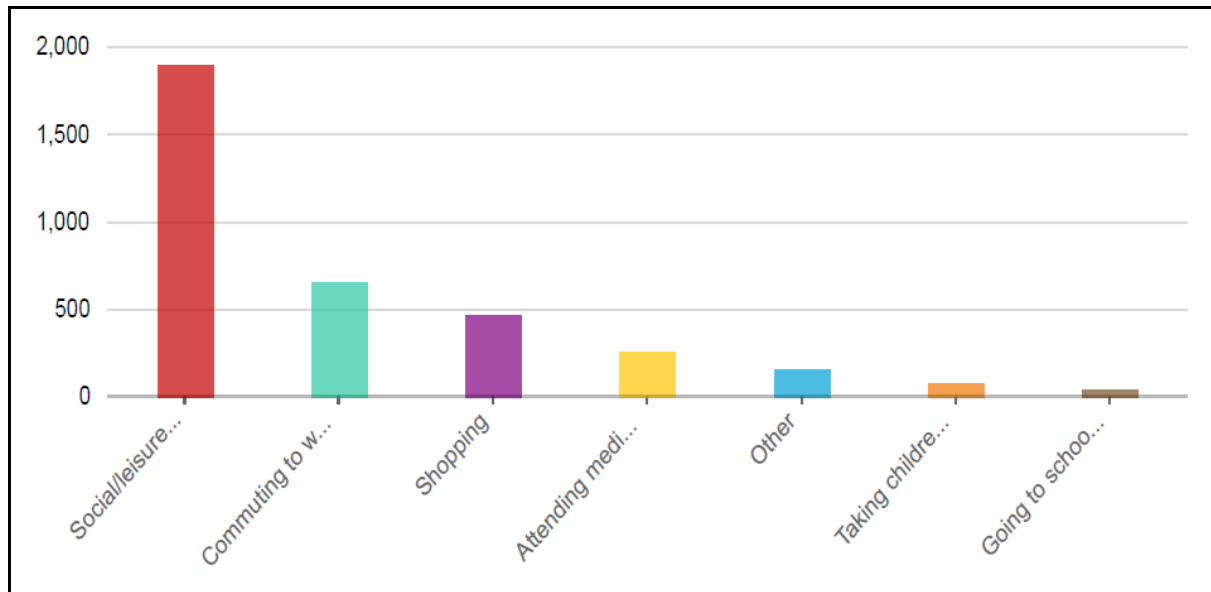
- Most respondents' (52%) main reason to cycle is for leisure purposes, or as social activity.
- Commuting to work is the second most common reason to cycle (18%).

If you generally walk, what's the reason?
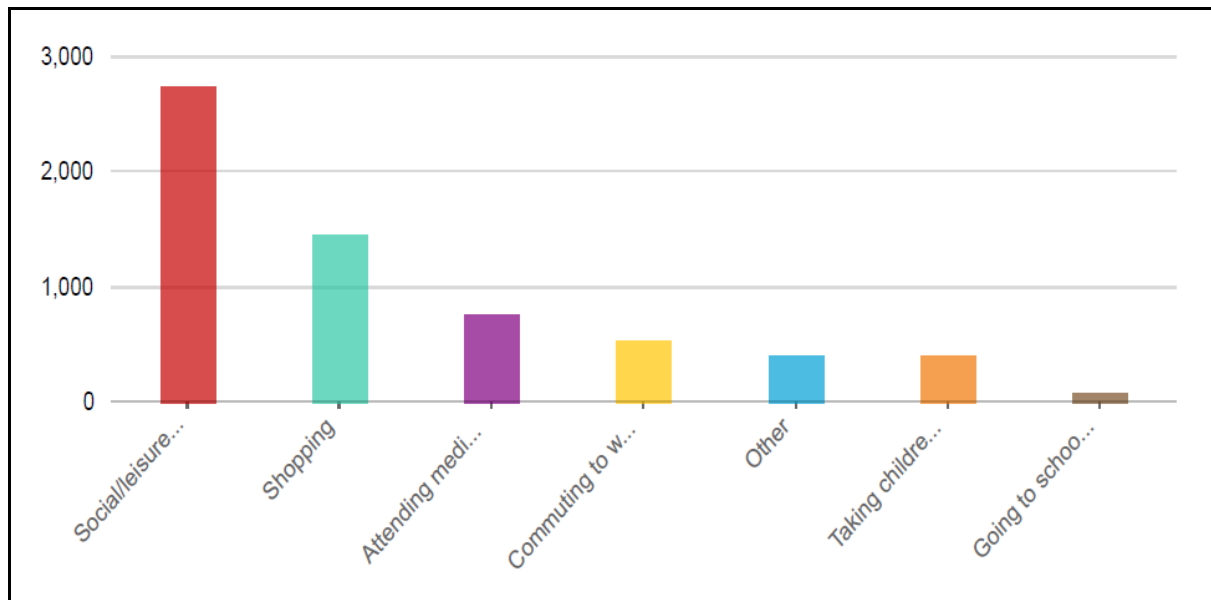
- The overwhelming majority of respondents' (75%) main reason to walk is for leisure purposes, or as social activity.
- Walking to work is less common than cycling (just 15%), although walking to the shops is much more popular (40% vs 13% for cycling).

Section 3: Barriers to cycling and walking

What are the main barriers, if any, that prevent you from cycling?
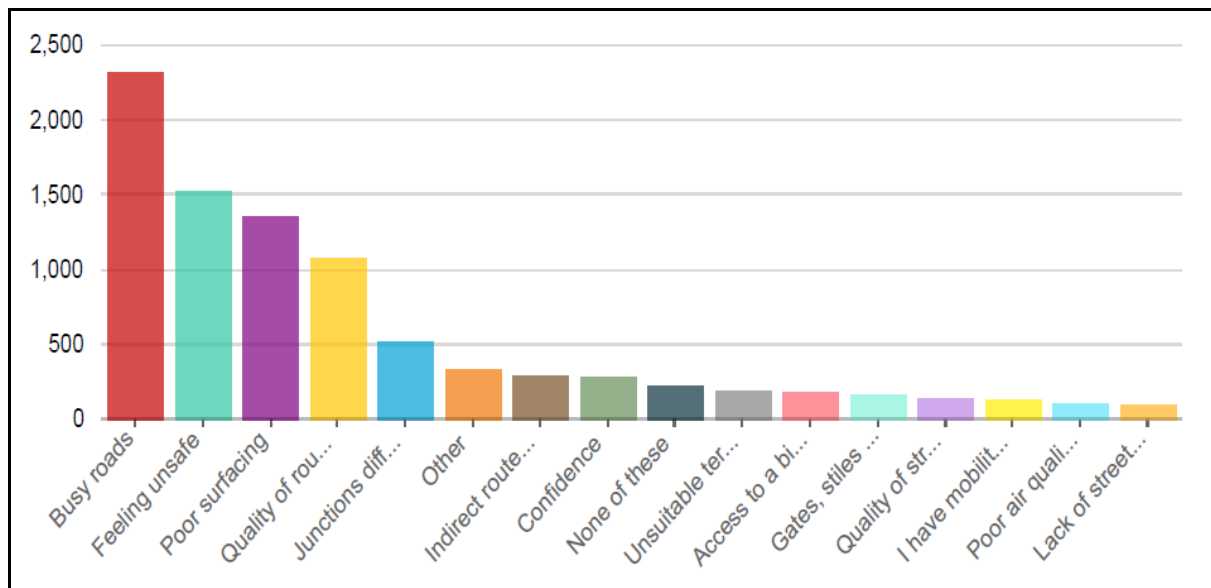
- Respondents were able to select up to three barriers for both modes.

- The main barriers that prevent people from cycling are unsurprisingly related to safety – traffic volume being the most common (64%), generally feeling unsafe (42%), difficult junctions to cross (14%), and lack of confidence (8%).

- Poor surfacing emerged as a key barrier (37%), similarly for walking.

- Dissatisfaction with existing routes was high – 38% of respondents were unhappy with the overall standard of route, or its indirectness.

- 5% of respondents have no access to a bicycle, whilst 6% cited other barriers not on the list, such as lack of security / bicycle parking facilities, lack of available time, and inclement weather.

What are the main barriers, if any, that prevent you from walking?
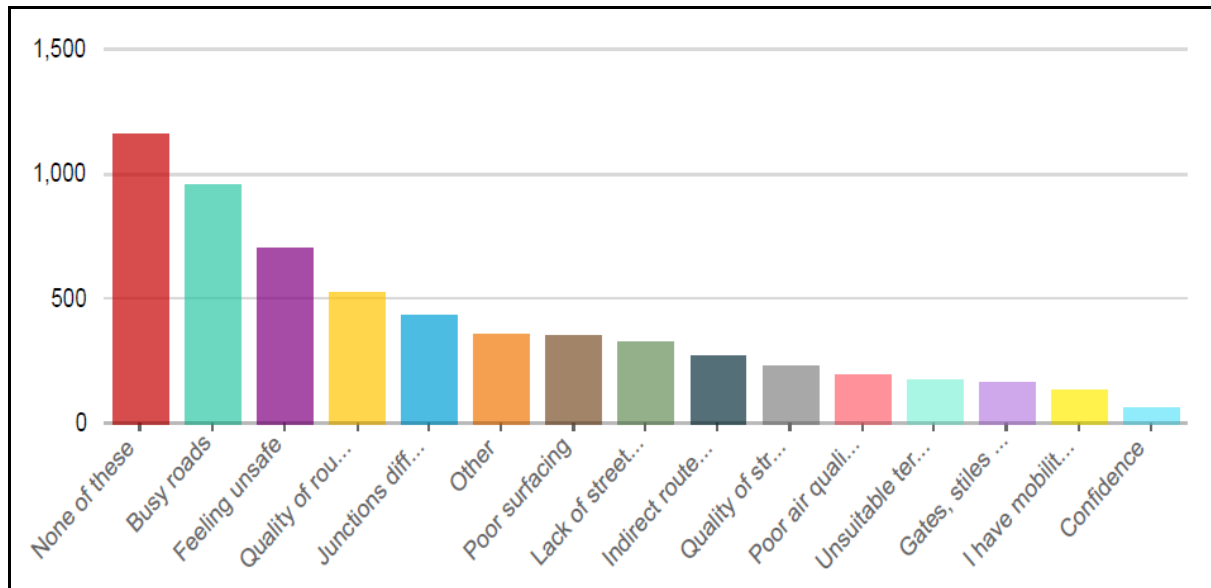
- The most common barrier was not listed on the available list of answers, with 32% of respondents citing time, distance, and lack of walking routes/footpaths, to name but a few reasons. Inclement weather and sharing paths with cyclists also feature prominently.

- Safety issues also feature prominently, but not quite as high as cycling. Traffic volume accounting for 26% of respondents' main barriers, feeling unsafe (20%) and difficult junctions to cross (12%), while street lighting features much higher than for cycling (9% vs 3%).

- Surface quality is less of a barrier for walkers (10%), likewise confidence (2%), though quality of street space (6%) and poor air quality (6%) both score higher for walkers (4% and 3% respectively for cyclists).

Section 4: Removing the barriers to cycling and walking

Which of the following, if any, would most encourage you to cycle more?
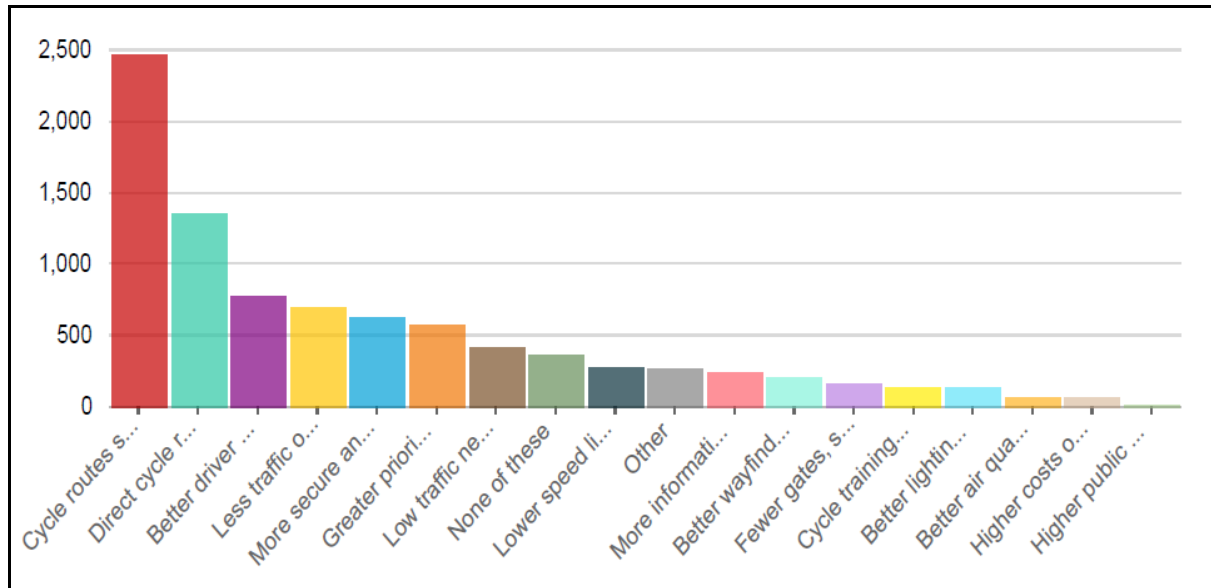
- Respondents were able to select up to three improvements for both modes.

- Following on from the most common barrier to cycling (busy roads), the most popular improvement respondents would like to see are cycle routes separated from other modes of travel (68%), in other words, designated cycle paths and tracks separated from vehicles and pedestrians.

- Directness was the second most answered improvement (37%), while general safety improvements were popular amongst respondents too, with 21% citing better driver attitudes towards cyclists, 19% citing less traffic on the roads, 15% citing greater priority for cyclists at junctions and crossings and 8% citing lower speed limits.

- Cycle parking facilities come to the fore in this question, with 17% of respondents citing more secure and convenient cycle parking facilities as an improvement that would encourage them to cycle more.

- 12% of respondents cited Low traffic Neighbourhoods (LTNs), otherwise known as Liveable Neighbourhoods or Active Neighbourhoods, as a way of removing barriers to cycling.

Which of the following, if any, would most encourage you to walk more?
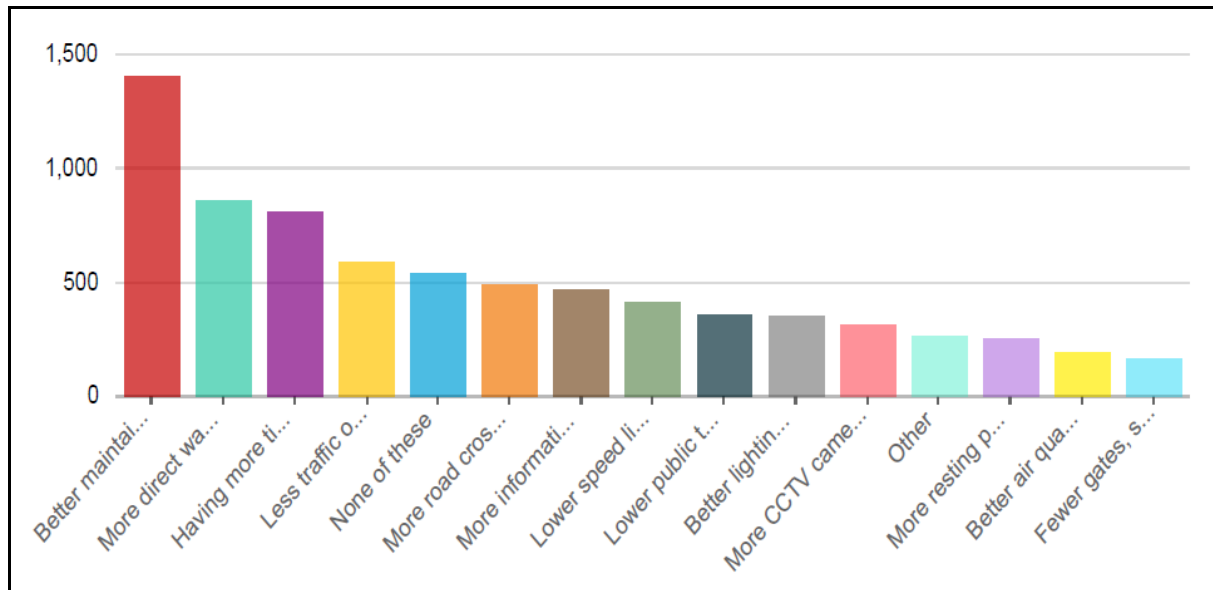
- Better maintained pavements/footways account for the highest barrier removal of all respondents (39%), while directness is again cited as a popular improvement to facilitate more walking (24%).

- Having more free time available accounted for 22% of all responses, while more information about walking routes and lower public transport fares accounted for 14% and 10% of all responses, respectively. Important to note these are not infrastructure improvements but are clearly factors affecting travel behaviour that still need to be addressed. Lower bus fares could, for instance, encourage more people to walk to their nearest bus stop, in order to travel to work, or to the shops.

- General safety improvements again score slightly lower than for cycling, with just 16% seeking less traffic on the roads, 13% seeking more road crossings and 11% seeking lower speed limits.

- Safety and comfort feature more prominently for walkers, with 10% of respondents citing better lighting and 9% citing more CCTV cameras as a barrier removal. More resting places also features here (7%).

Section 5: Active Travel Feedback Map - Improving the cycling and walking network

As part of the survey, we asked for suggestions to help inform our evidence base via an interactive map whereby users were able to drop a pin on a location where they wanted to highlight an issue or seek an improvement. We wanted to understand the changes residents and visitors would like to see. We received an enormous number of responses to this (almost 5,000), including suggestions on additional links to the routes used to walk and cycle. We will ensure this feedback is assessed as part of the network planning process.

The full results of the map can be found by visiting the [LCC LCWIPs webpage](#)

What mode of transport does your comment relate to?
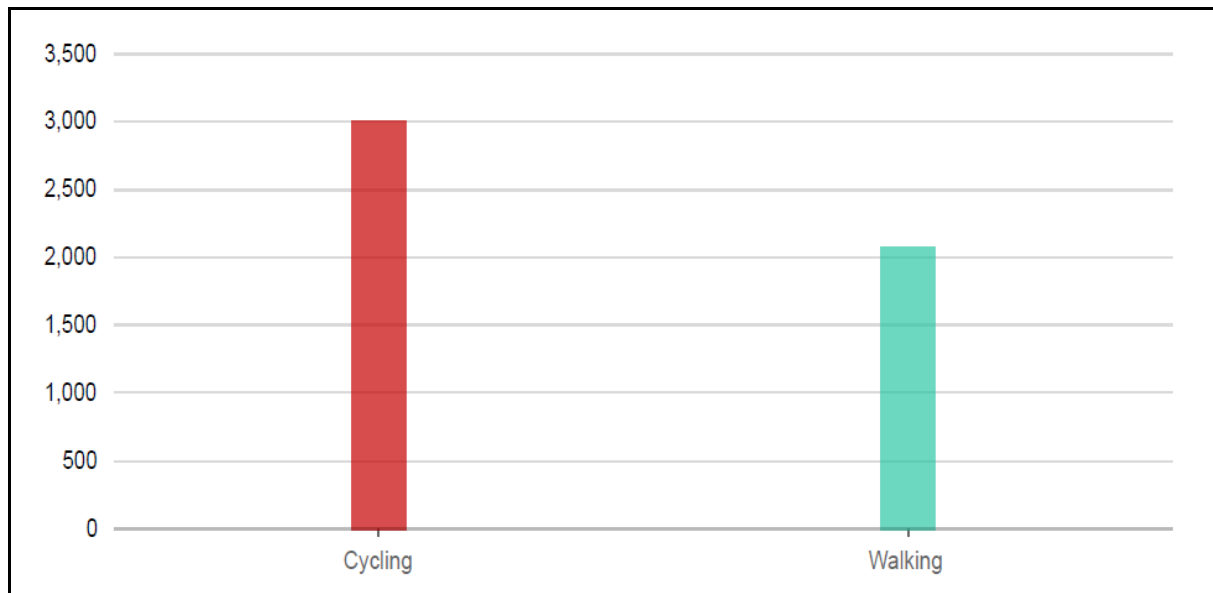
- Most respondents' pins related to cycling (over 60%).

What mode of transport does your comment relate to?
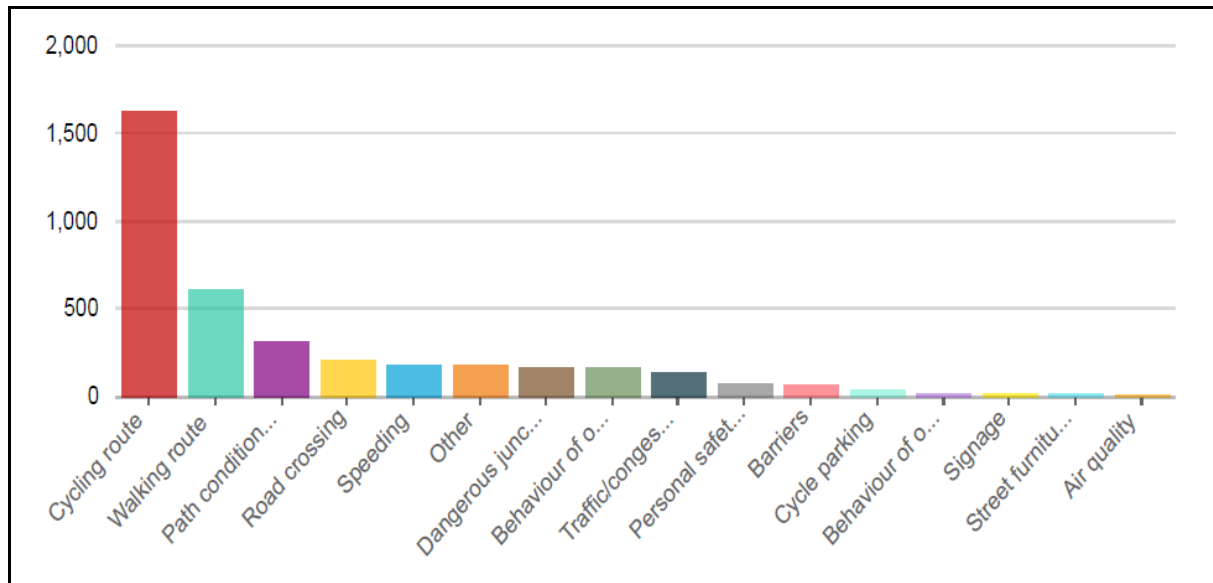
- Most respondents dropped a pin on the map relating to a cycle route (33%), with walking routes behind on 12%.
- Almost 8% of all pins were related road crossings or dangerous junctions.

How could this location be improved to enable more walking or cycling?
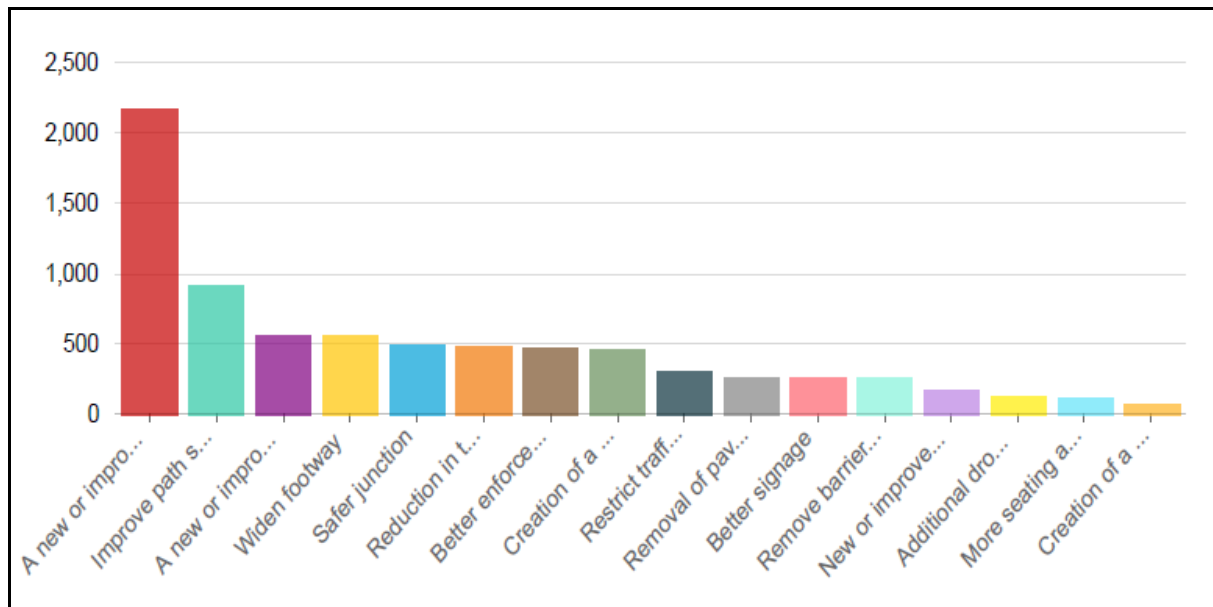
- Respondents were able to select up to three suggestions.
- Most respondents dropped a pin on the map relating to a new or improved cycle route (43%), with surface improvements behind on 19%.
- 21% of all pins related to a new/improved pedestrian crossing or a safer junction, with 11% relating to widening footways.

- 16% of respondents suggested reducing traffic or to restrict traffic altogether (closed roads to vehicles) as a way of enabling them to walk or cycle more, while almost 10% of respondents want to see better road enforcement.

- Almost 10% of respondents would also like to see the creation of a new public right of way, with a further 5% relating to better signage, and 5% seeking to remove barriers or to make our paths more accessible for all users.

General Comments

Most questions within the survey included free text boxes for respondents to leave general comments in addition to their multiple-choice answer(s). A number of themes emerged, worthy of further consideration:

- A sizeable minority of respondents (approx. 3%) left a number of comments relating to horse-riding provision across the county. Main concerns were around the lack of safe infrastructure (bridleways), and general road safety. The needs of equestrians will be considered at the design stage of each LCWIP where applicable and necessary.

- The overwhelming majority of respondents cycle and walk primarily for leisure purposes – for fun, to exercise, to explore, to socialise with family/friends, to walk their dogs and for overall health and wellbeing.

- Main barriers to cycling (other than road safety concerns) revolve around lack of free time, lack of safe and secure cycle parking/storage facilities, distances to key trip attractors, access to a bicycle, and ability to ride.

- Main barriers to walking (other than road safety concerns) centre more on distance and time between trip origins and destinations. Distance is always exacerbated for walking as journey times are much slower than cycling. There were a number of strong concerns about sharing paths with cyclists, particularly from more vulnerable users. Pavement parking was also viewed as a barrier to walking.

- Highway maintenance, including footways and public rights of way, was a major concern for all respondents. The main maintenance issues affecting cyclists were general road/path surface (potholes, broken up tarmac), whilst for walkers there were a number of comments relating to path width, erosion from overgrown vegetation and cleanliness/tidiness (litter, dog dirt).

Next Steps

The results obtained during the engagement period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to inform the development of the seven Lancashire LCWIPs. The responses we have received have given us essential data and are crucial in understanding the localised issues which are key to successful LCWIP development.

A further engagement is planned in autumn 2022 where views will be sought on the prioritised cycling and walking networks. Following this engagement, the LCWIP will be finalised and then used to provide a clear 10-year plan for investment in cycling and walking in Lancashire.

Development of the LCWIP is being undertaken in accordance with the timeline outlined below.

Summer 2021 – Spring 2022

Determining Scope & Information Gathering (Stages 1-2)
Evidence review and identification of draft priority cycling and walking network

Spring 2022 – Autumn 2022

Spring 2022	Summer 2022	Autumn 2022	Winter 2022	Spring 2023
First Public Engagement (Stage 2)	**Updated Networks** (Stage 3-4)	**Second Public Engagement** (Stage 3-4)	**Update LCWIP** (Stage 5)	**Finalise LCWIP** (Stage 6)
Gather an understanding of public perceptions on cycling and walking within Lancashire. Request feedback on where cycling and walking improvements are needed and use to help inform priority network and interventions.	Updated priority network for cycling and identification of improvements. Priority network and improvements for walking.	Engage with public on proposed corridors of intervention for cycling and zones/areas for walking on the back of data-driven exercise carried out during Stage 2.	Use the Engagement feedback to make any final amendments to the LCWIP.	Produce a 10 year plan for cycling and walking.
	We are here			

Spring 2023 – Spring 2032

Funding (Stage 6)	Delivery (Stage 6)
Use the LCWIP to assist in securing funding for delivery	Delivery of improvements (subject to funding).