

WEST OF ENGLAND CYCLING AND WALKING CONSULTATION



CONSULTATION REPORT
9 JUNE
2020

Contents

Introduction.....	3
What is the Local Cycling and Walking Infrastructure Plan?	3
What you said.....	4
Methodology	7
Summary of the key headlines	8
Walking questions:	10
1: The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?	10
A). Improved wayfinding.....	10
B). Direct routes	10
C). Walking routes set back from motorised traffic.....	11
D). Junction and crossings where pedestrians have priority, or are partially or fully separated from motorised traffic	11
E). Attractive streets, surroundings and lighting	12
2: To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?.....	12
A). Not aware of good/best routes	12
B). Indirect routes	13
C). Busy roads.....	13
D). Difficult junctions	14
E). Personal safety.....	14
F). Quality of physical environment	15
3: How satisfied are you with the walking network in the West of England?.....	15
4. If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?	16
5. Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?	16
6. Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below).....	17
7. Do you walk in the West of England for any of the following types of journeys?	17
A). Commuting	17
B). Business	18
C). Education	18
D). Education escort.....	19
E). Shopping	19
F). Personal business.....	20
G). Other escort	20
H). Leisure	21
I). Other.....	21
Cycling questions:	22
8. The measures below have all been suggested in the plan. How important do you think each of these types of measures are to cycling?.....	22
A). Improved wayfinding.....	22
B). Direct routes	22

C). Cycle routes separated from motorised traffic	23
D). Secure cycle parking	23
E). Junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic	23
F). Cycle routes separated from pedestrians	24
G). Attractive streets, surroundings and lighting	24
9. To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?	25
A). Not aware of good/best routes	25
B). Indirect routes	25
C). Busy roads.....	26
D). Difficult junctions	26
E). Personal safety e.g. dark or isolated routes	26
F). Quality of physical environment e.g. unattractive, poor air quality, noisy, quality of streets and public spaces	27
10. How satisfied are you with the cycle network in the West of England?	27
11. If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?	28
12. Do you think the types of improvements proposed in this plan would encourage you to cycle more often?	28
13. Would you like to comment on any of the cycling routes proposed? (please select the route and then add your comment below)	29
14. Do you cycle in the West of England for any of the following types of journeys?	29
A). Commuting	29
B). Business	30
C). Education	30
D). Education escort (ie. accompanying someone else)	31
E). Shopping	31
F). Personal business.....	32
G). Other escort (ie. accompanying someone else)	32
H). Leisure (includes visiting friends, entertainment, sport, holiday and day trip).....	33
I). Other	33
Cycling & walking questions:	34
15. Do you think that the West of England would be a better place to live and work if more people walked and cycled?.....	34
16. Would you like to see more money spent on cycling and walking in the West of England?	34
17. In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?	35
18. Do you have any further comments?	35
Next steps	36
Appendices:	37
Demographic & equalities data.....	37

Introduction

Welcome to consultation report on the West of England Cycling and Walking consultation. We published the draft Local Cycling and Walking Infrastructure Plan as part of a public consultation between 3 February and 15 March 2020 - receiving nearly 2,000 responses from across the region. This document looks at the feedback we received, sets out what people in the region think, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help ensure that a stronger and more collaborative LCWIP emerges as a result.

Since the Cycling & Walking consultation, the Covid-19 pandemic has changed how people move around the region. We will consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.

What is the Local Cycling and Walking Infrastructure Plan?

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exciting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m over the next 16 years and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT). This methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans, which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

Furthermore, new schemes will continue to be developed and delivered alongside the aforementioned schemes as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan to ensure that those living, working and studying in the region, including those in rural areas, are able to move around the region safely, efficiently, and sustainably.

The DfT has explicitly said that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced separately.

To help inform the emerging document, a six-week public consultation was held earlier this year.

This document is the consultation report which contains analysis of the results and will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint

Committee later in the year. We prioritised analysing the questions and comments which centred on the general principles of the plan. The route and area-specific comments will be analysed separately by the respective councils, and these responses will feed in to further developing the routes and schemes.

What you said

Most people said the improvements proposed in the Plan would encourage them to walk more and nearly 1 in 10 people would be encouraged to take up cycling altogether.

You said that the West of England would be a better place to live and work if more people walked and cycled.

We also asked people about their current travel behaviours. Most people stated, when they choose not to cycle for a trip, they drive a car.

All your feedback will be considered within the LCWIP – further details of free text comments are in the table below, and question responses from p.10-35. The final plan will need to consider responses in the context of the region, post COVID-19, as well as any changes since the draft document.

You said	We did
Consider changes to the technical walking and cycling maps in response to consultation feedback.	We have worked with council partners to see what amendments to routes are technically achievable and can be reasonably incorporated into the final plan.
A clear walking and cycling strategy for the region is needed.	Councils in the West of England are developing individual walking and cycling strategies and plans which will supplement the findings of the LCWIP. One of the immediate transport policy priorities for WECA is to review the JLTP4 and it will include commentary on the wider walking and cycling strategy and its contribution to the 2030 carbon neutral target. The LCWIP will be changed to make clear its scope as a plan and not a strategy or policy covering all aspects of walking and cycling in the region.
A network map is required showing the regional walking and cycling network in its entirety.	This will be included in the final document.
Maps/routes need to make clear how they connect with transport interchanges more generally.	This will be included in the final document.
The Plan needs to explain how routes have been prioritised.	This will be made clearer in the text
The Plan needs commitment to standards for design.	WECA and the four authorities anticipate the release of the DfT's updated Local Transport Note which will propose new cycling infrastructure standards. The text in the LCWIP will be amended to incorporate reference to the updated Local Transport Note which we

	understand will be published shortly. The text will also be strengthened to ensure we are building to the highest standard achievable.
More information on transport behaviour change.	In line with DfT guidance the plan focusses on infrastructure improvements as opposed to transport measures such as behaviour change. The importance of supporting behaviour change measures will be highlighted in the text, but the Plan will not provide a focus on this theme. The JLTP4 already provides commitments on behaviour change that look more holistically at promoting sustainable transport in the round. We will to consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.
No reference to a strategy for broadening participation in cycling	In line with DfT guidance the Plan focusses on infrastructure delivery rather than establishing new policy or delivering a strategy for the region. Broadening participation in active modes is highlighted in JLTP4. The Plan will be amended to provide clearer links to the JLTP4 walking and cycling policy commitments.
More clarity on how walking zones have been selected	Text will be amended to be made clearer and we will set a longer-term plan for how other important Walking Zones will be considered in the future
Questioned use of language such as 'consider' or 'explore' when describing improvements	As stated in the plans, improvements are at concept stage and require further technical design work and consultation. Terms like 'consider' and 'explore' are deemed to be more appropriate in the context of the plan where many ideas need to be developed in detail. The plan will be reviewed to understand where we might be able to strengthen the text.
Level of ambition could be higher	The total cost of the LCWIP is over £400m and represents a step change in the level of ambition and funding required to ensure the walking and cycling network is greatly improved. It is important to stress that LCWIP does not represent all walking and cycling plans in the region but rather investment required along our priority routes. Opportunities to be more ambitious will be sought through the scheme design process but the Plan attempts to balance the need to improve walking and cycling provision together with sub-regional aspirations for public transport provision, freight and access for essential services.
My local route has not been included	The routes identified in the plan were selected in line with guidance provided by the DfT. The process did not allow WECA and the West of England councils to select routes based on a qualitative analysis alone with the emphasis being on a data-led evidence. Routes that are not identified as an LCWIP route, but still considered important, will be incorporated into a comprehensive network map to ensure they are not omitted from the wider walking and cycling network.
Include more Liveable Neighbourhood type of schemes	The Plan includes several locations where a liveable neighbourhood-style scheme is recommended to support priority along one or more of the routes. Individual local authorities are drawing up plans to expand and deliver liveable neighbourhood schemes. The LCWIP document supports this approach and provide a high-level overview of where liveable neighbourhoods may be applicable, subject to further design and consultation.
The Plan emphasises improvements to existing routes	The Plan's cycle routes were identified in line with DfT guidance. This resulted in the creation of new strategic routes but also highlighted the importance of improving existing corridors to raise them to the

rather than proposing new ones (e.g. Victoria Park)	highest possible standard. Comments regarding routing through parks will be taken on board in reviewing the technical maps.
Identify more cross boundary routes.	This will be reflected in an updated network map.
Emphasise the need for walking and cycling as a response to the climate emergency.	This theme will be strengthened in the plan.
Reduce repetition of measures in technical maps (e.g. continuous footway).	This will be remedied in technical maps review.
Provide indication of how schemes will be prioritised.	Text on the prioritisation process will be incorporated.
Clearly define the plan's scope.	This will be clarified in the plan.
Accessibility sections could use more examples of mobility aids	This will be incorporated.
Clearer crossovers between walking and cycling routes	Where cycling improvements might interact with suggested walking improvements, a cross reference will be provided.
More information on the principles that define small improvement (e.g. cut back vegetation) and large improvement (e.g. build a bridge).	This will be incorporated into a review of the technical maps. We need to set overarching principles in the 'improvements section' that focus on large scale improvements.
Walking routes in the city centres not included.	The rationale is that the central areas already have well established spatial frameworks/plans and strategies covering walking routes. The decision was taken to focus on areas where there has historically been less investment and planning focus.
The Plan focuses heavily on urban routes.	In line with DfT guidance, the focus of the LCWIP was to identify priority routes for investment based on their likelihood to encourage more walking and cycling. We recognise that longer distance routes connecting settlements are also important to encourage more cycling trips in rural areas. We will be including the Joint Local Transport Plan 4 routes in a revised network map to show how these longer distance routes complement the findings of LCWIP.
Could interactive maps be made available alongside the LCWIP document?	We will explore the feasibility of this for post-Joint Committee.

Methodology

A total of 1,820 responses were received over the consultation period, of which 1,818 were through the online questionnaire tool, with 2 paper responses also received (their responses were manually added to the dataset).

The online questionnaire, available on the Travelwest website, allowed for people to view the document and then provide comments via a structured questionnaire.

The questionnaire was structured as follows:

- Name, postcode, email address, and contact preferences if individuals wanted to be informed of future consultations.
- 16 questions on the plan itself, with an additional “further comments” section at the end of the survey.
- A section to capture demographic & equalities data at the end of the survey.

The next section provides a breakdown of the core questions regarding the Local Cycling and Walking Infrastructure Plan.

For most of the questions, the following has been provided:

- A bar chart of the results, plus accompanying table with percentage figures.
- Summary of the findings.
- How this will impact on the final plan.

Note: Where percentages have been provided throughout the report, these have been provided to the percentage, and therefore rounding errors may occur.

Summary of the key headlines

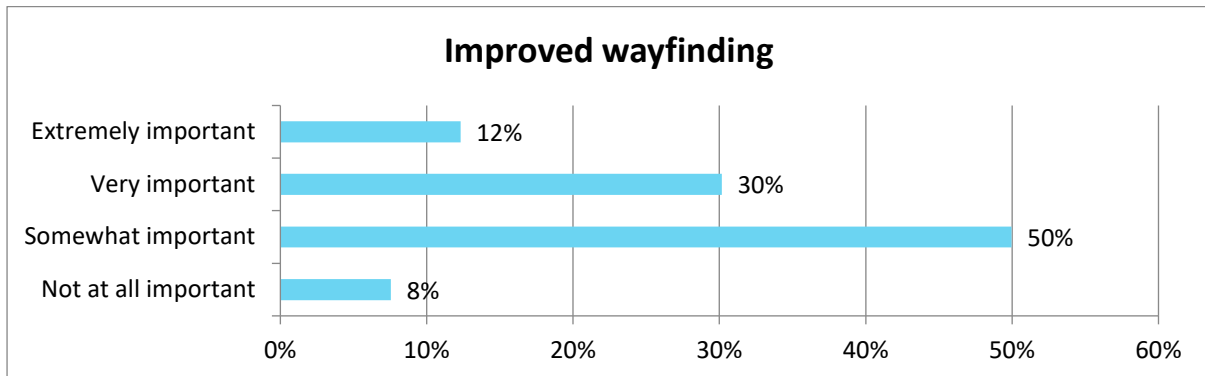
	Question Text (in order of survey)	Result Headline
No.	Text	Text
Walking questions		
1	The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?	79% of people thought that the most important measure for cycling in the plan is junctions and crossings where pedestrians have priority or are partially or fully separated.
2	To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?	82% of people have said that public safety has either completely, regularly, or sometimes prevented them from walking.
3	How satisfied are you with the walking network in the West of England?	Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%.
4	If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?	Most people stated, when they choose not to walk for a trip, they cycle or drive a car (43% and 35% respectively).
5	Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?	Majority of people think the improvements proposed in the Plan would encourage them to walk more (63%).
6	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people's views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
Cycling questions		
7	Do you walk in the West of England for any of the following types of journeys?	Both shopping and commuting have the highest levels of walking trips. 80% never walk to their place of education.
8	The measures below have all been suggested in the plan. How important do you think each of these types of measures are to cycling?	82% of people thought junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic, was either extremely or very important
9	To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?	Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them.

10	How satisfied are you with the cycle network in the West of England?	39% are dissatisfied with the cycle network. This is followed by those who are neither satisfied nor dissatisfied at 28%.
11	If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?	Most people stated, when they choose not to cycle for a trip, they drive a car (47%).
12	Do you think the types of improvements proposed in this plan would encourage you to cycle more often?	61% would be encouraged to cycle more often by the improvements proposed in the plan. Nearly 1 in 10 people would be encouraged to take up cycling altogether.
13	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
14	Do you cycle in the West of England for any of the following types of journeys?	Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.
Cycling and walking questions		
15	Do you think that the West of England would be a better place to live and work if more people walked and cycled?	Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.
16	Would you like to see more money spent on cycling and walking in the West of England?	Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.
17	In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?	Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.
18	Do you have any further comments	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Walking questions:

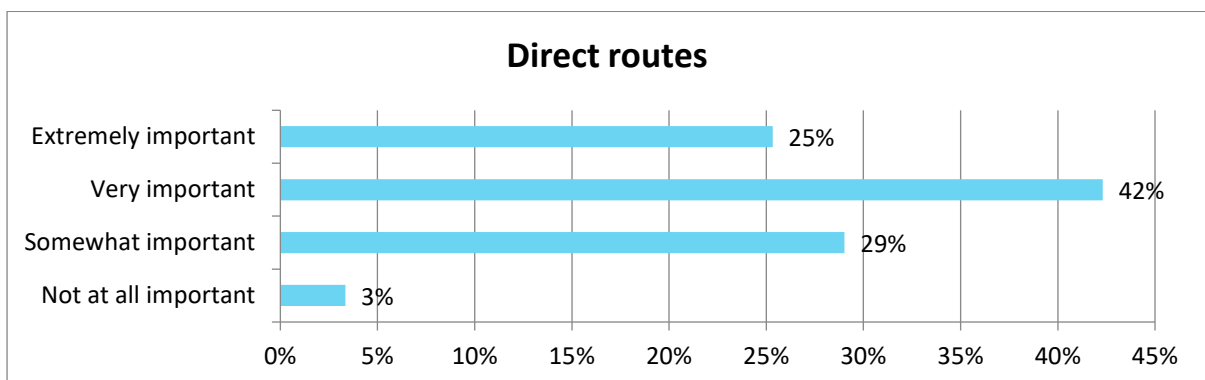
1: The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?

A). Improved wayfinding



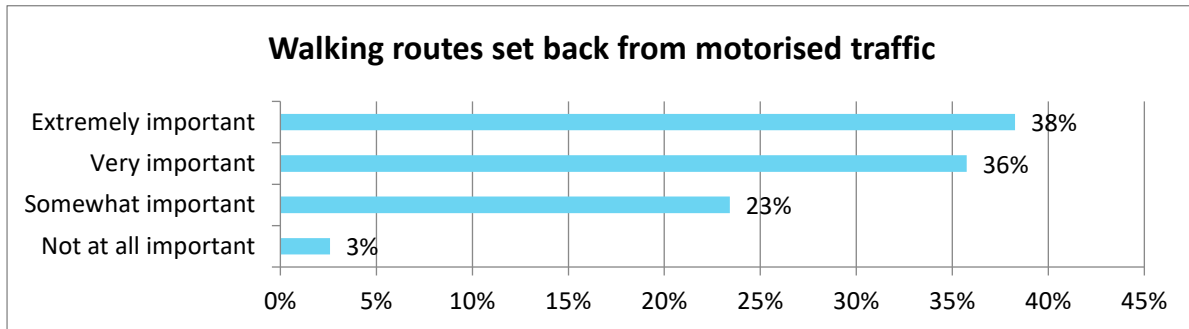
	Extremely important	Very important	Somewhat important	Not at all important
%	12%	30%	50%	8%
Grouped	32%		58%	

B). Direct routes



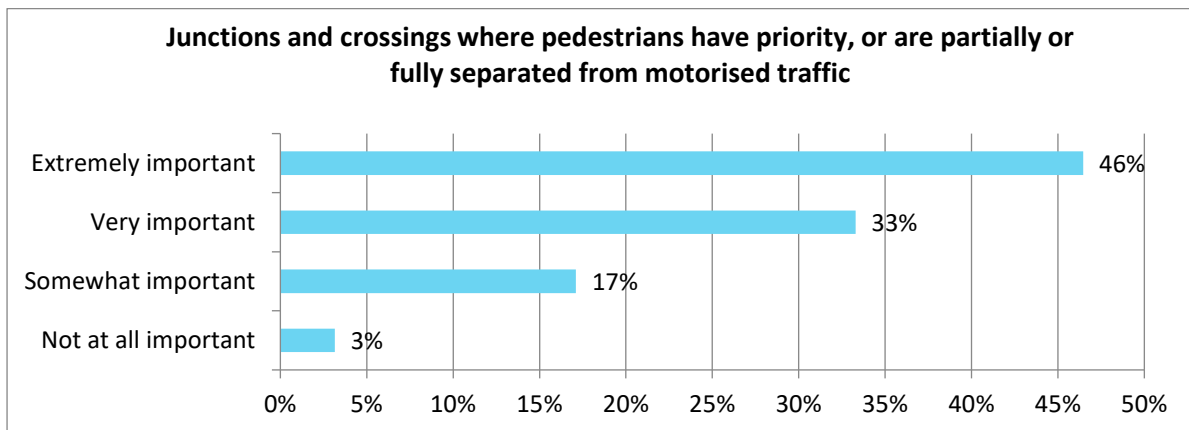
	Extremely important	Very important	Somewhat important	Not at all important
%	25%	42%	29%	3%
Grouped	67%		32%	

C). Walking routes set back from motorised traffic



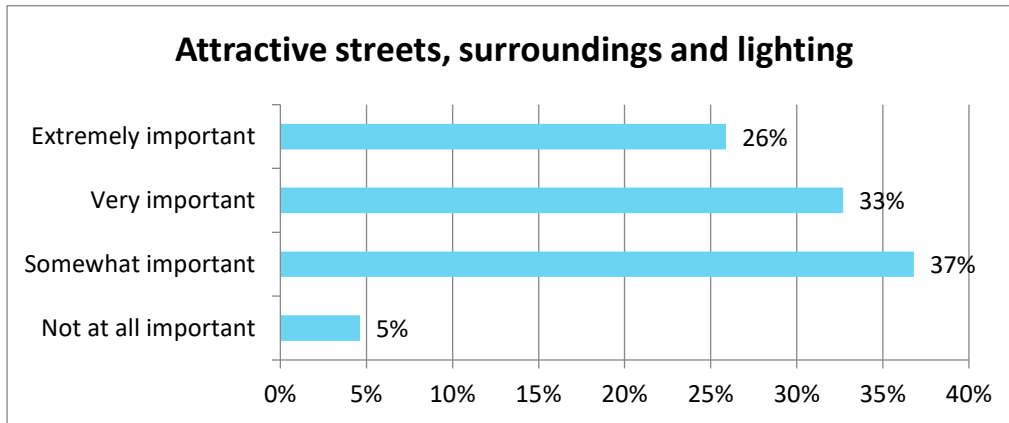
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	36%	23%	3%
Grouped	74%		26%	

D). Junction and crossings where pedestrians have priority, or are partially or fully separated from motorised traffic



	Extremely important	Very important	Somewhat important	Not at all important
%	46%	33%	17%	3%
Grouped	79%		20%	

E). Attractive streets, surroundings and lighting

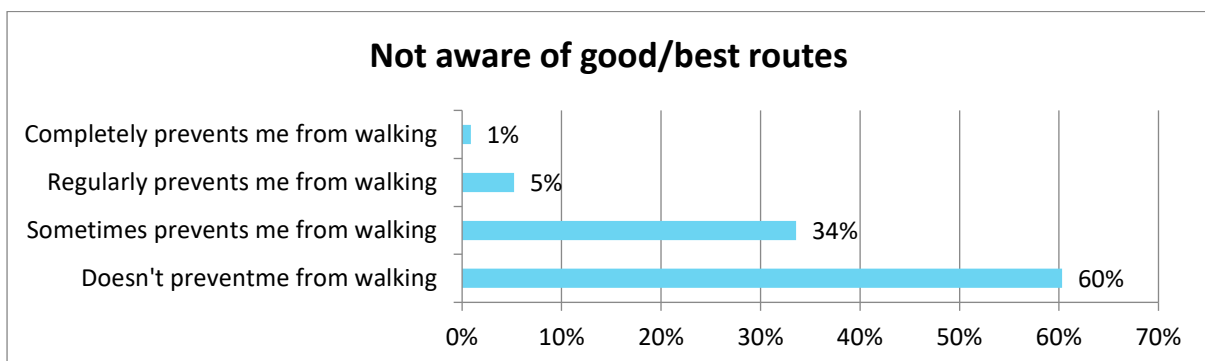


	Extremely important	Very important	Somewhat important	Not at all important
%	26%	33%	37%	5%
Grouped	59%		42%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where pedestrians have priority or are partially or fully separated from motorised traffic’ (79% said extremely or very important). Improved wayfinding was the least important measure with 58% thinking it is somewhat or not at all important.

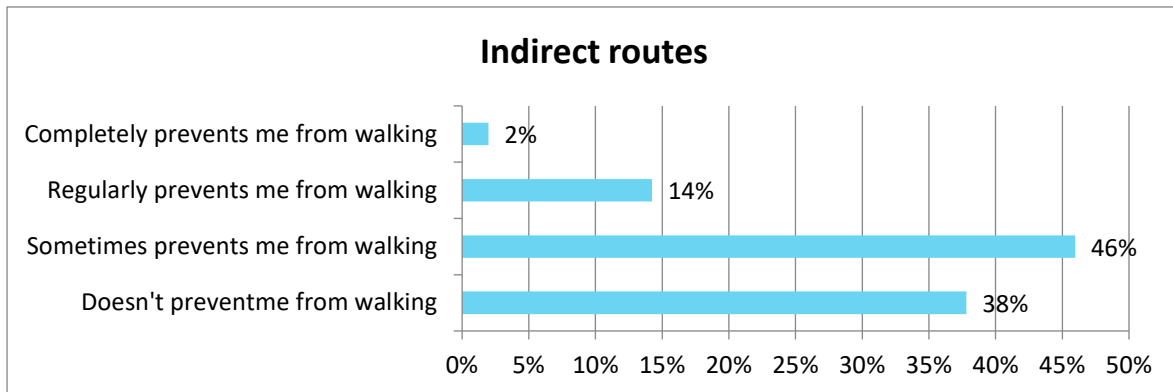
2: To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?

A). Not aware of good/best routes



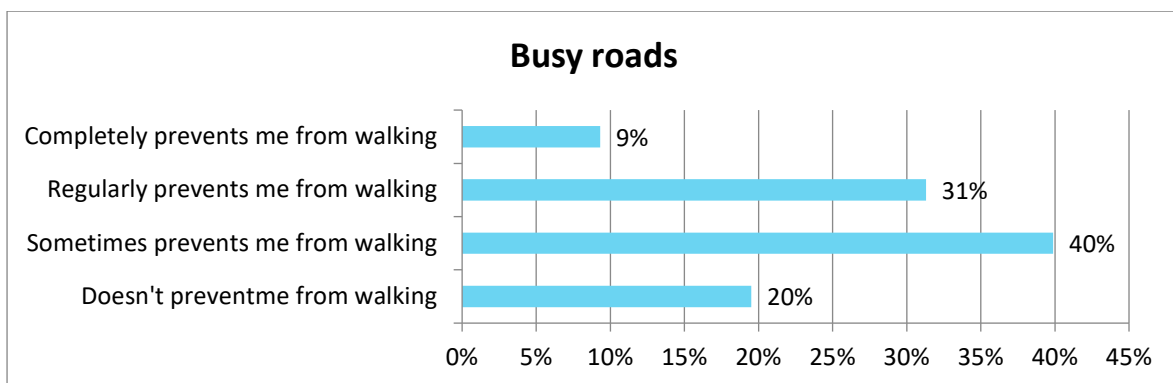
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	1%	5%	34%	60%
Grouped	40%			60%

B). Indirect routes



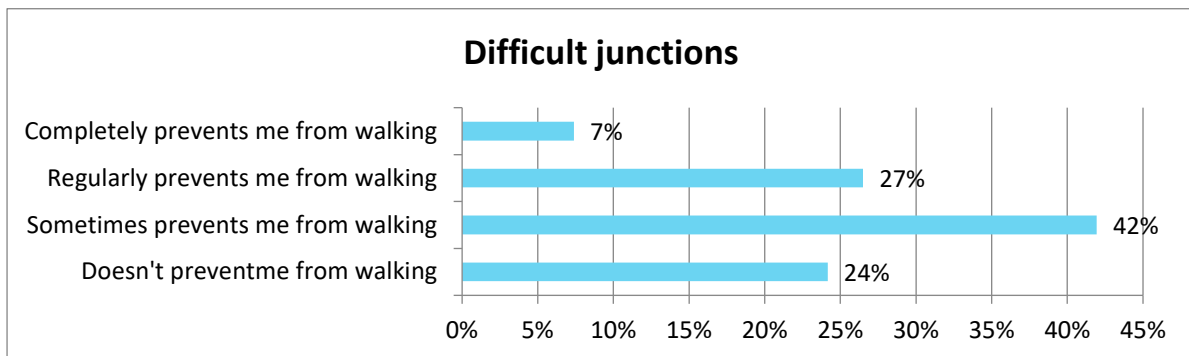
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	2%	14%	46%	38%
Grouped	62%			38%

C). Busy roads



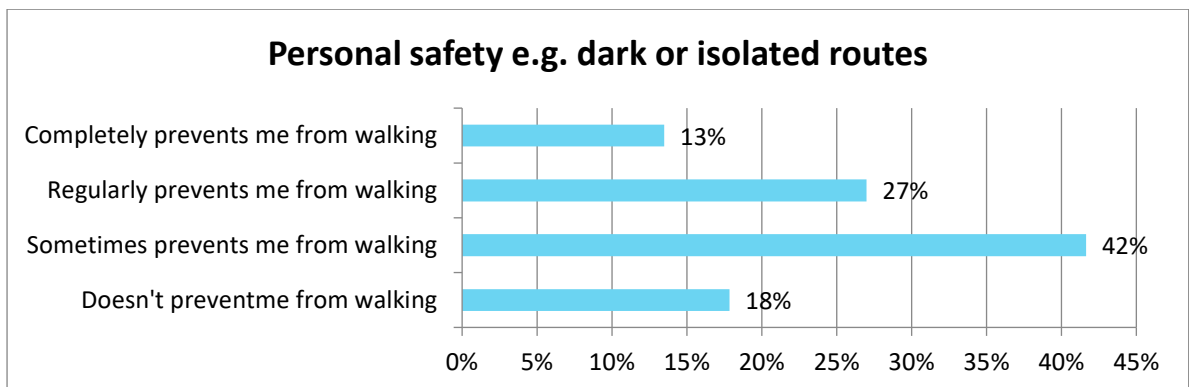
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	31%	40%	20%
Grouped	80%			20%

D). Difficult junctions



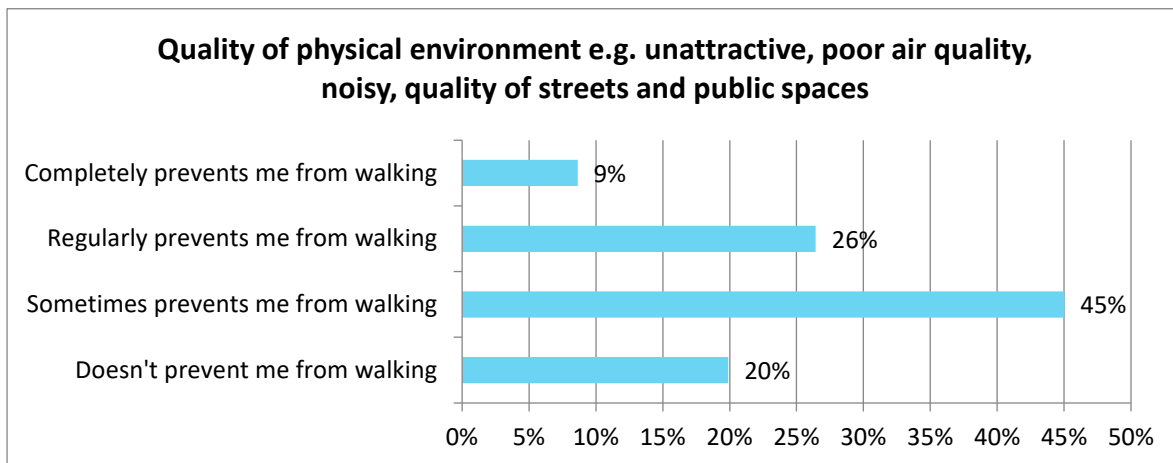
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	7%	27%	42%	24%
Grouped	76%			24%

E). Personal safety



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	13%	27%	42%	18%
Grouped	82%			17%

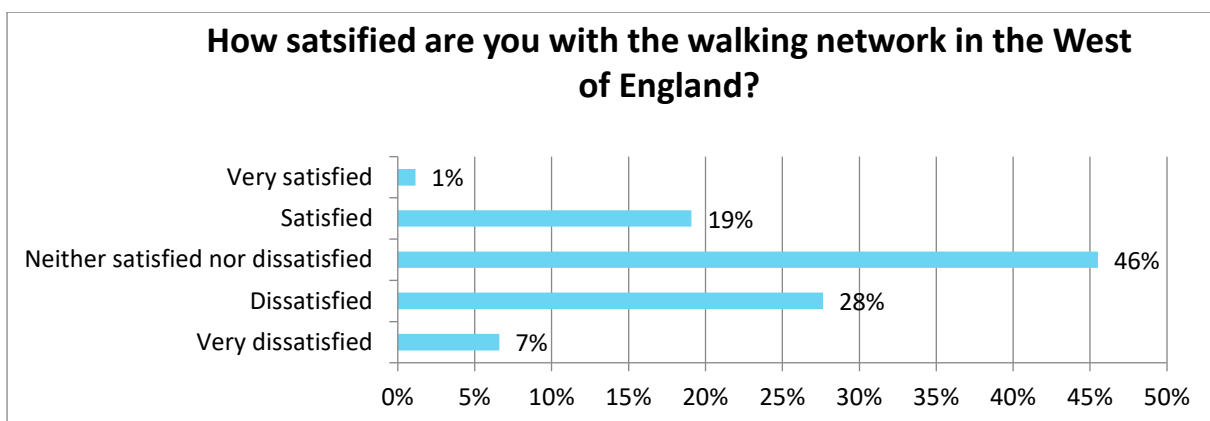
F). Quality of physical environment



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	26%	45%	20%
Grouped	80%			20%

Personal safety is the biggest issue preventing people from walking in the region. 82% said it either completely, regularly or sometimes prevent them from walking. This was narrowly followed by bus roads and quality of physical environment (both 80%).

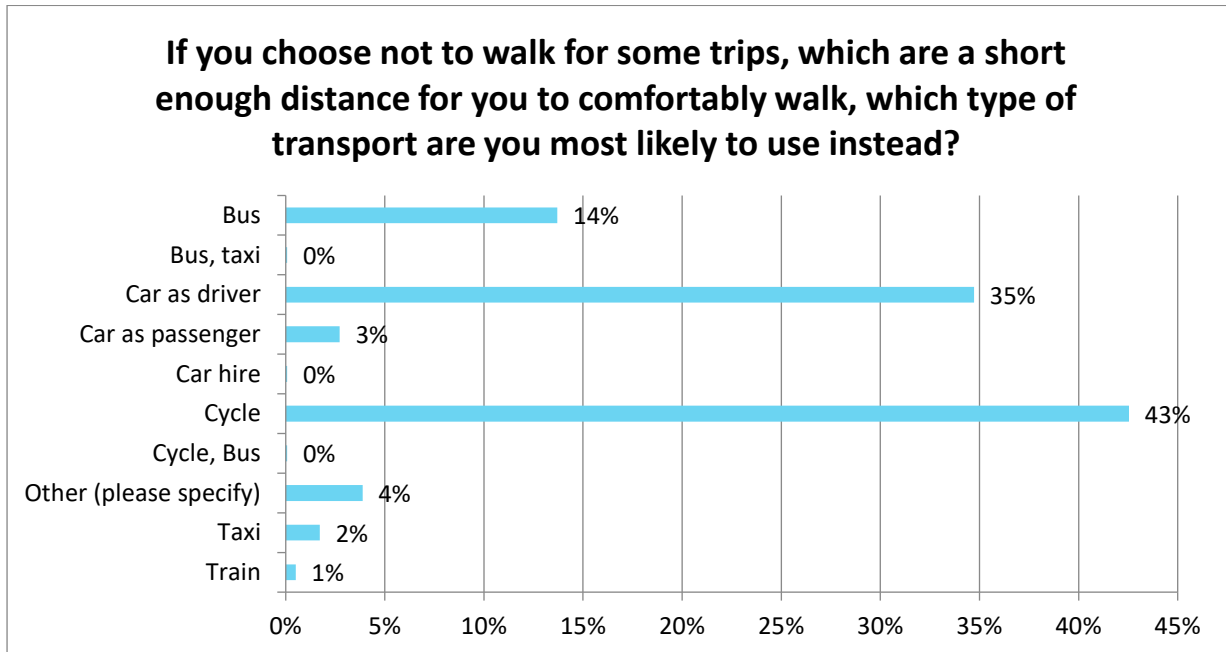
3: How satisfied are you with the walking network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	1%	19%	46%	28%	7%
Grouped	20%		46%	35%	

Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%. However, more people are very dissatisfied than very satisfied (7% to 1% respectively).

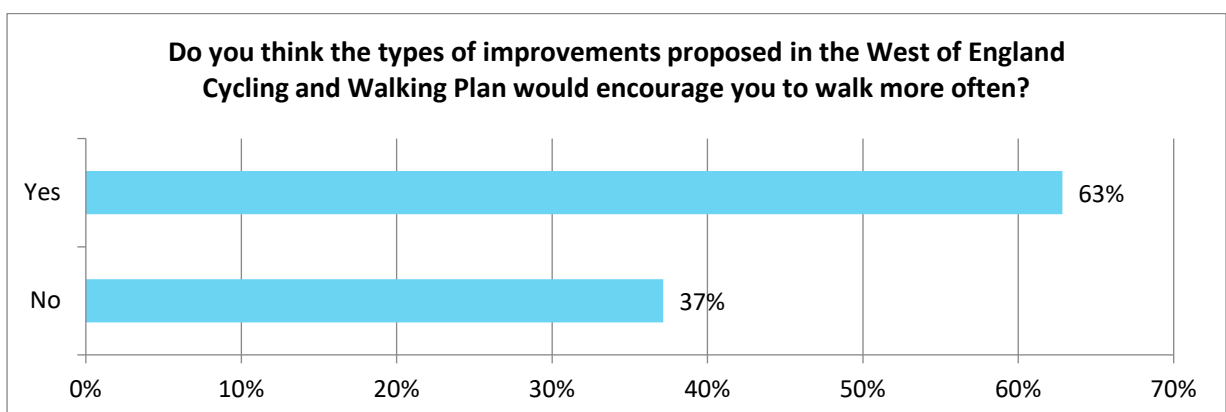
4. If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Cycle	Other	Tax	Train
%	14%	35%	3%	43%	7%	2%	1%

Most people stated, when they choose not to walk for a trip, they cycle or drive a car (35% and 43%). The third highest scoring was bus travel at 14%.

5. Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?



	Yes	No
%	63%	37%

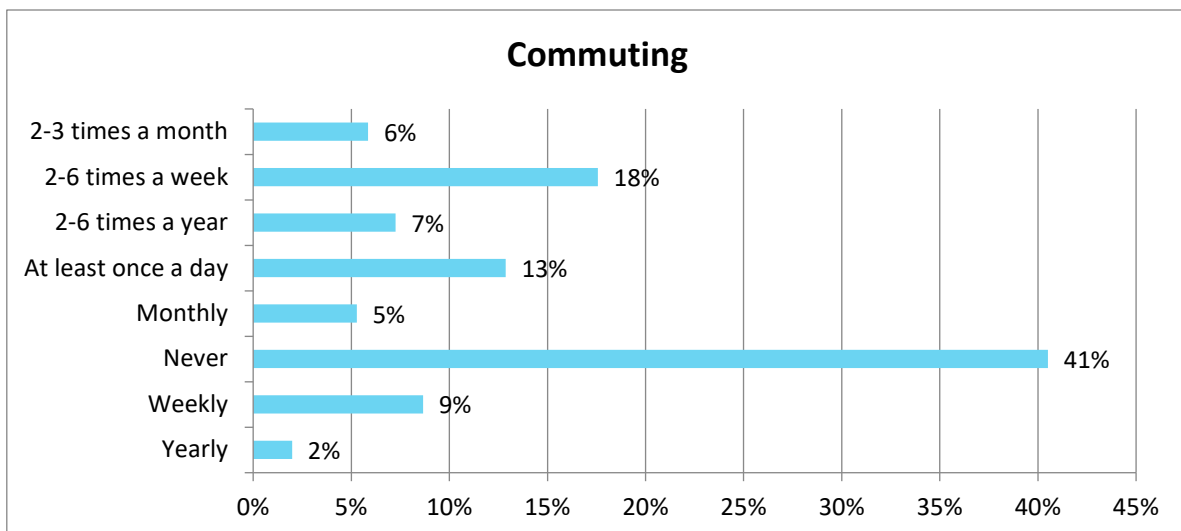
Nearly twice the percentage of people think the improvements proposed in the Plan would encourage them to walk more than those who do not (63% to 37%).

6. Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

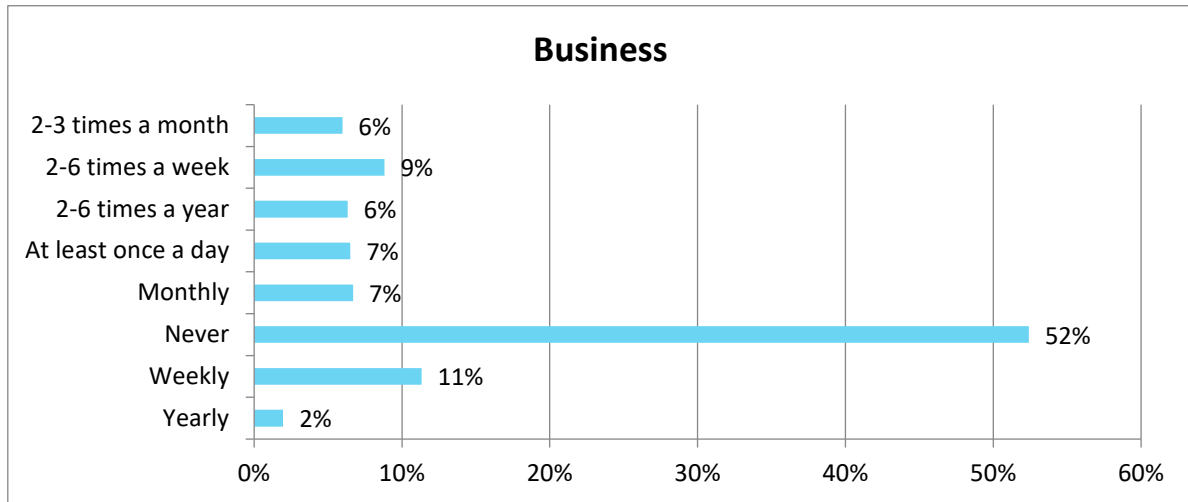
7. Do you walk in the West of England for any of the following types of journeys?

A). Commuting



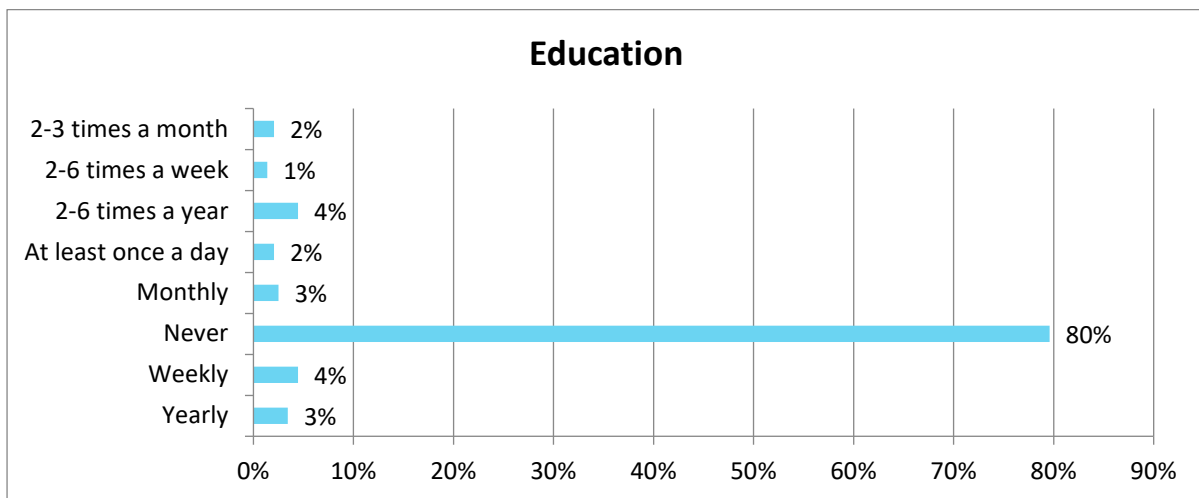
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	18%	9%	6%	5%	7%	2%	41%

B). Business



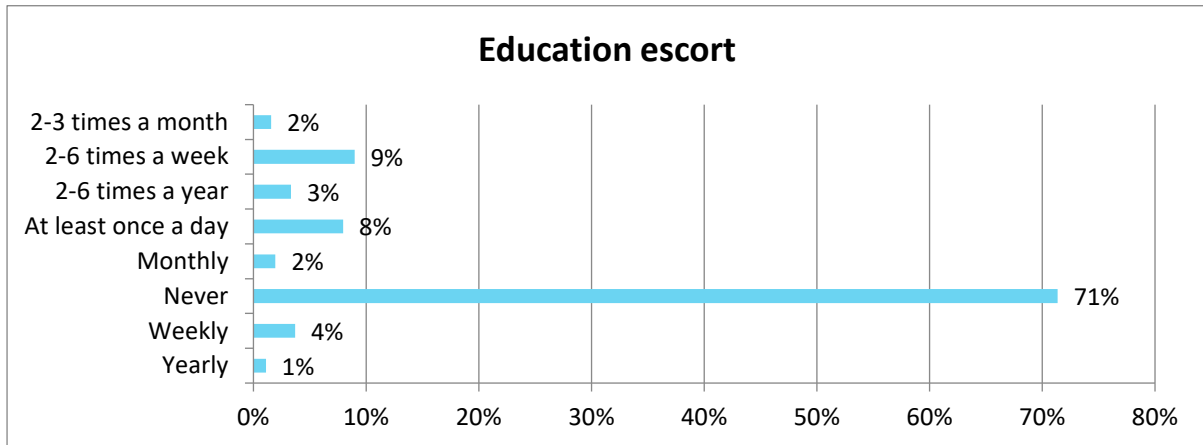
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	9%	11%	6%	7%	6%	2%	52%

C). Education



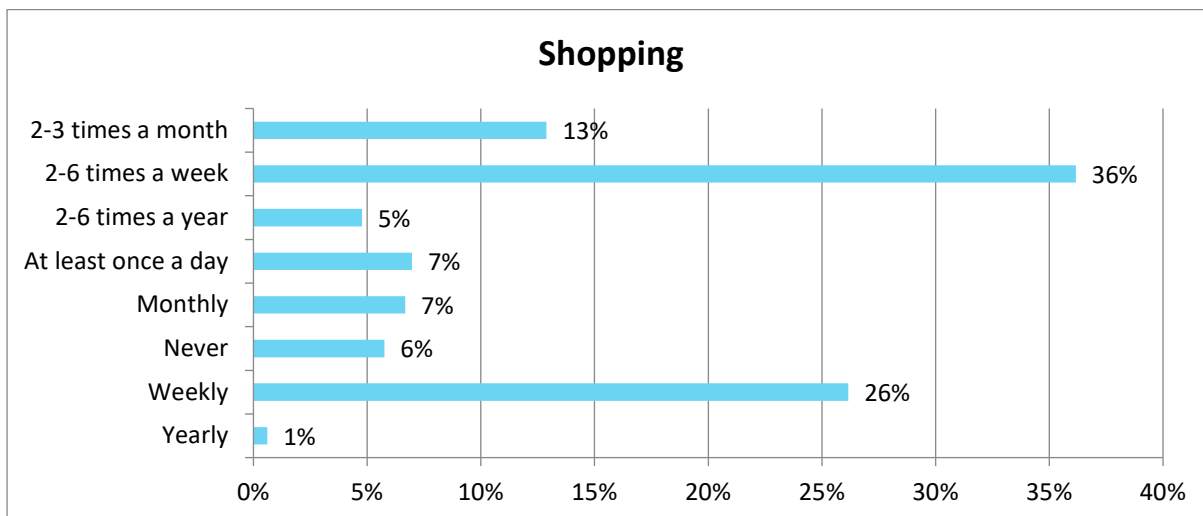
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	1%	4%	2%	3%	3%	3%	80%

D). Education escort



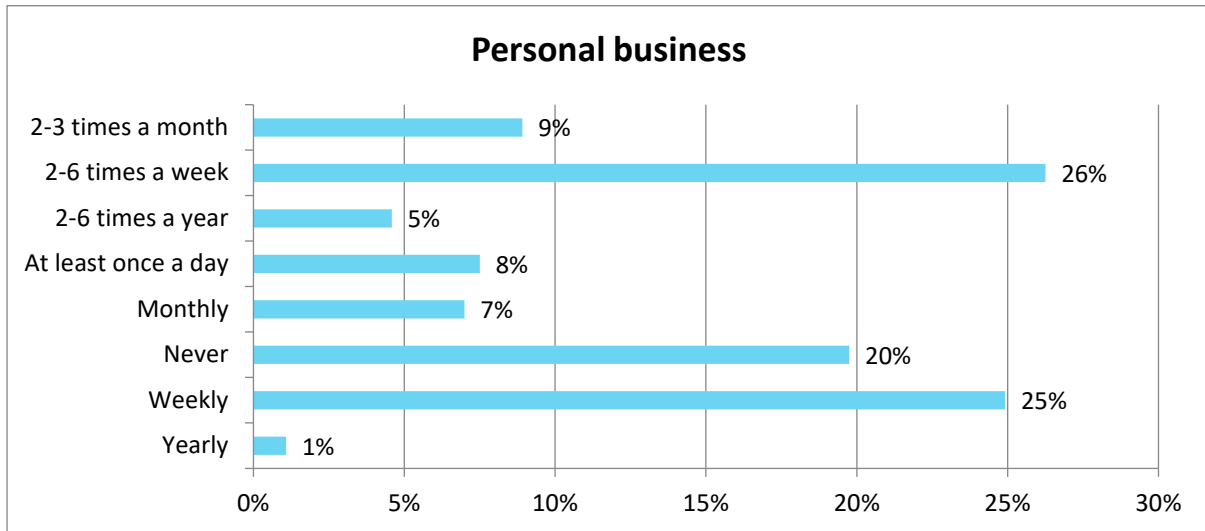
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	9%	4%	2%	2%	3%	1%	71%

E). Shopping



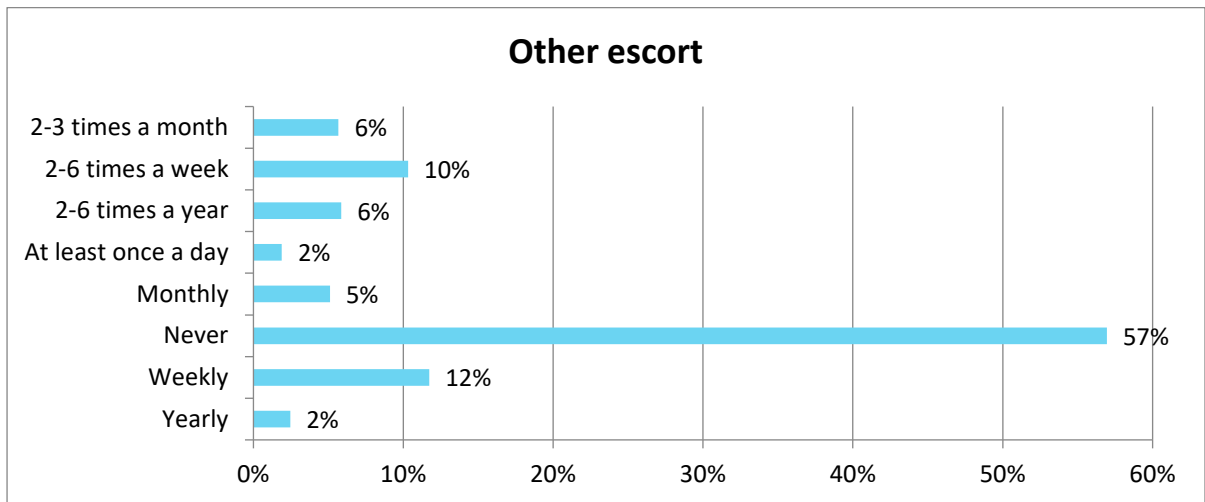
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	36%	26%	13%	7%	5%	1%	6%

F). Personal business



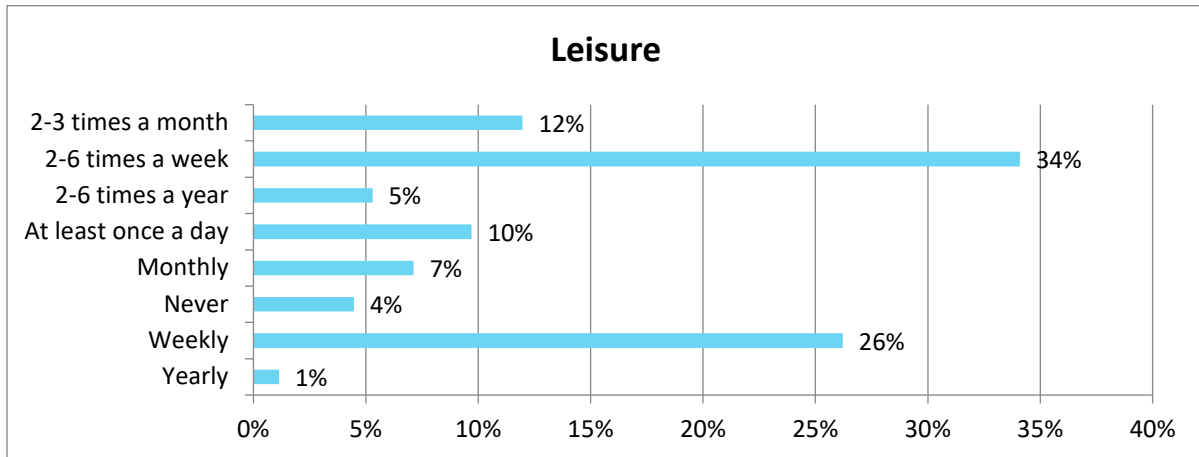
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	26%	25%	9%	7%	5%	1%	20%

G). Other escort



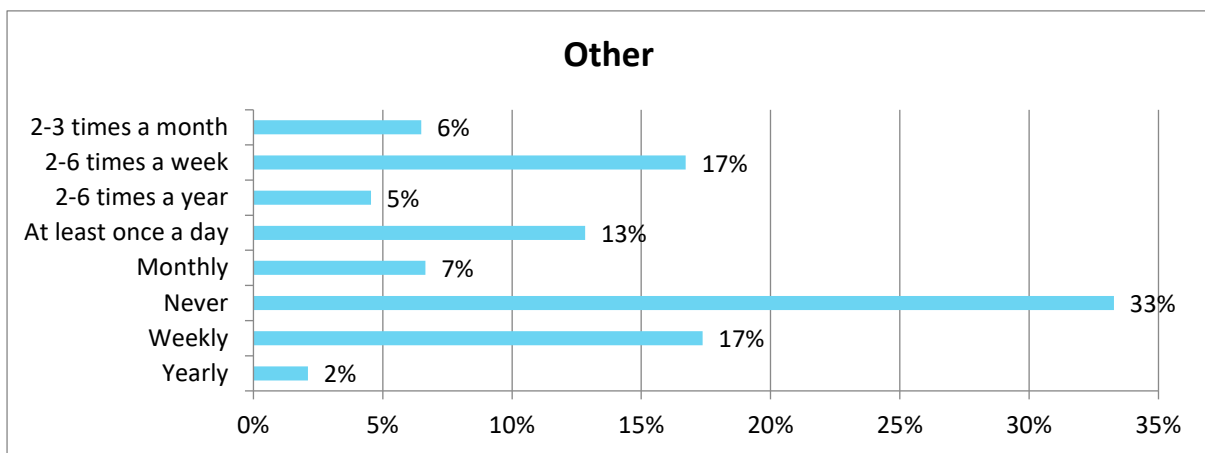
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	10%	12%	6%	5%	6%	2%	57%

H). Leisure



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	10%	34%	26%	6%	7%	5%	1%	4%

I). Other



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	17%	17%	6%	7%	5%	2%	33%

Both shopping and commuting have the highest levels of walking trips.

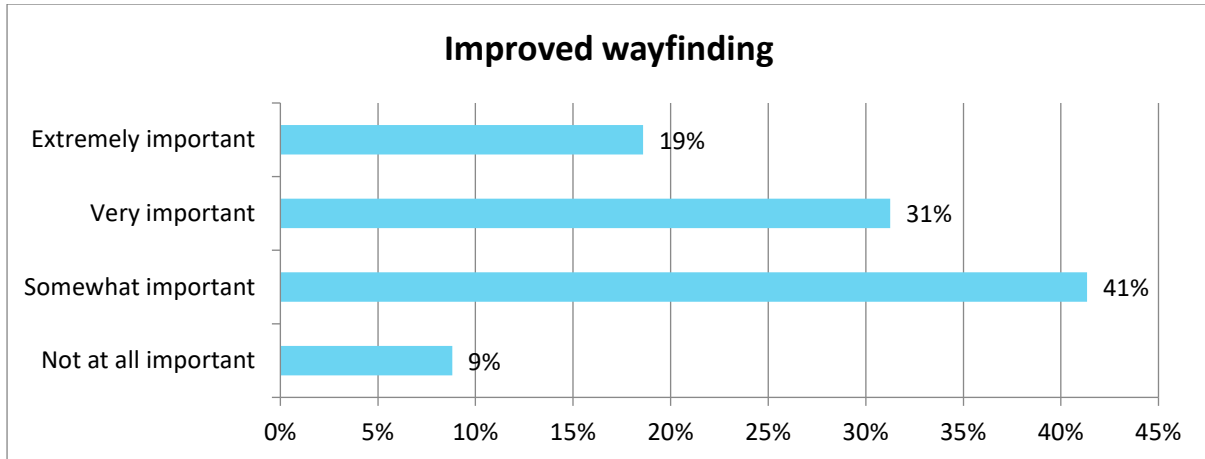
- 43% choose to walk to the shops multiple times a week.
- 31% choose to walk for their commute multiple times a week.

The lowest levels of walking are seen in trips to places of education at 80%. However, this consultation takes the views of people across the region including those not in education.

Cycling questions:

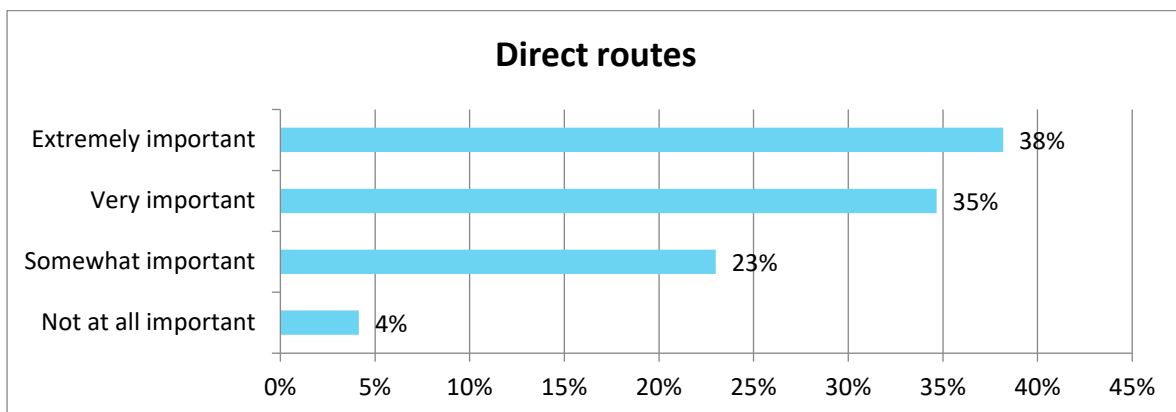
8. The measures below have all been suggested in the plan.
How important do you think each of these types of measures are to cycling?

A). Improved wayfinding



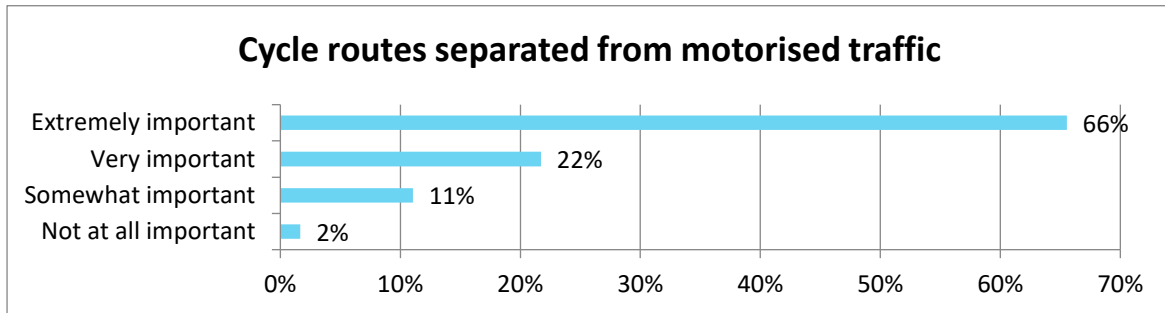
	Extremely important	Very important	Somewhat important	Not at all important
%	19%	31%	41%	9%
Grouped	50%		50%	

B). Direct routes



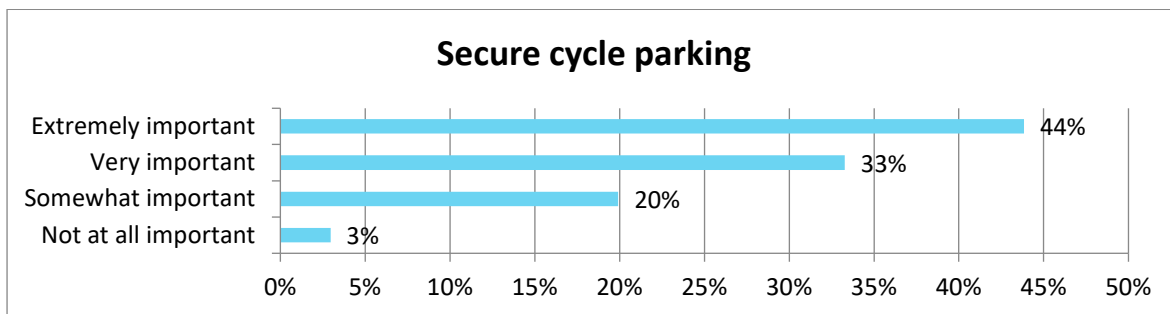
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	35%	23%	4%
Grouped	73%		27%	

C). Cycle routes separated from motorised traffic



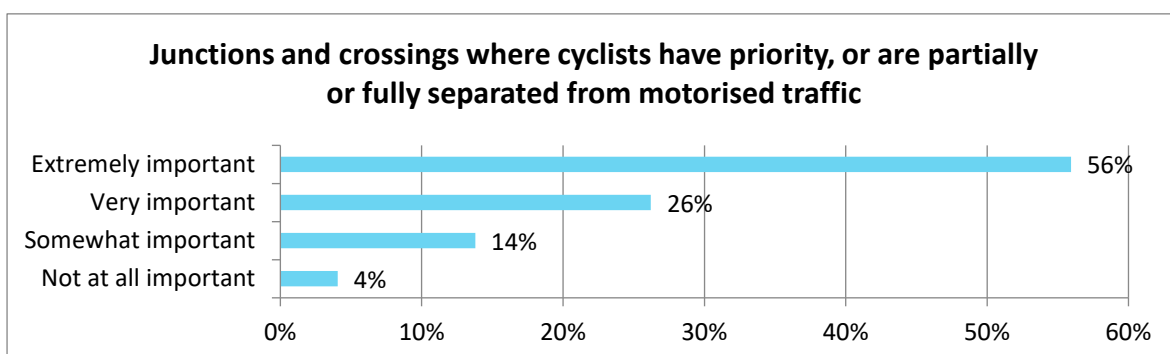
	Extremely important	Very important	Somewhat important	Not at all important
%	66%	22%	11%	2%
Grouped	88%		13%	

D). Secure cycle parking



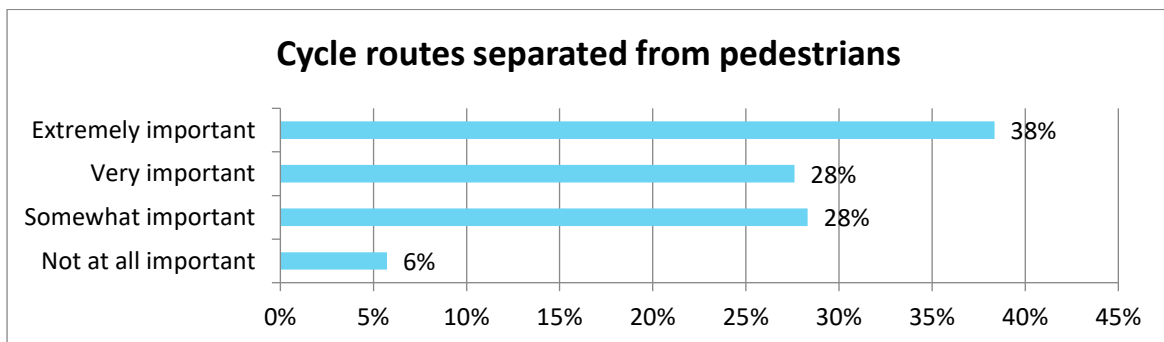
	Extremely important	Very important	Somewhat important	Not at all important
%	44%	33%	20%	3%
Grouped	77%		23%	

E). Junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic



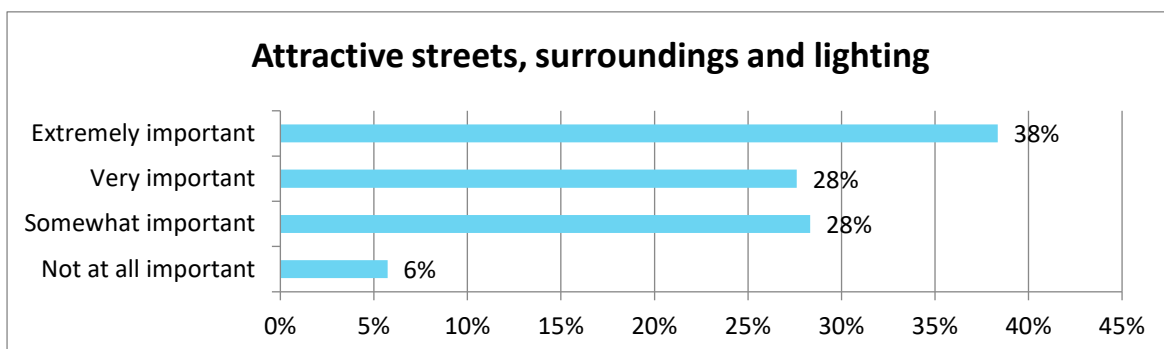
	Extremely important	Very important	Somewhat important	Not at all important
%	56%	26%	14%	4%
Grouped	82%		18%	

F. Cycle routes separated from pedestrians



	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

G). Attractive streets, surroundings and lighting

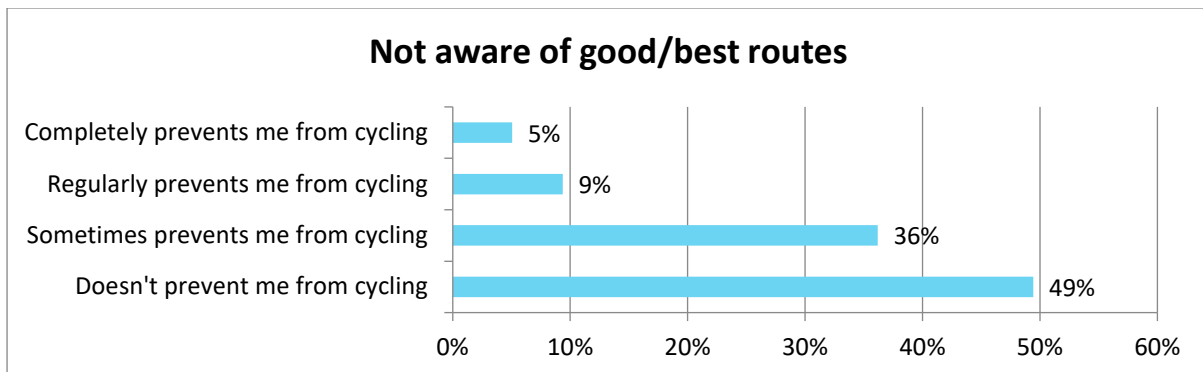


	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where cyclists have priority or are partially or fully separated from motorised traffic’ (82% said extremely or very important). Improved wayfinding was the least important measure with 50% thinking it is somewhat or not at all important.

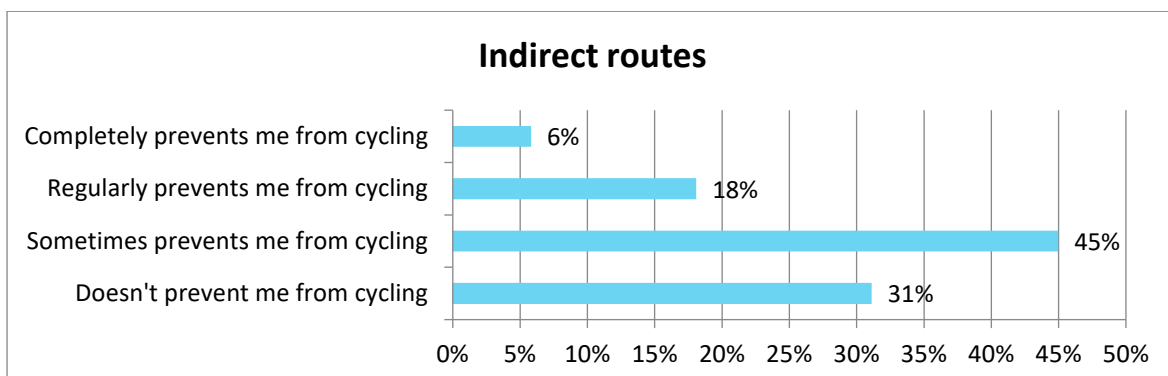
9. To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?

A). Not aware of good/best routes



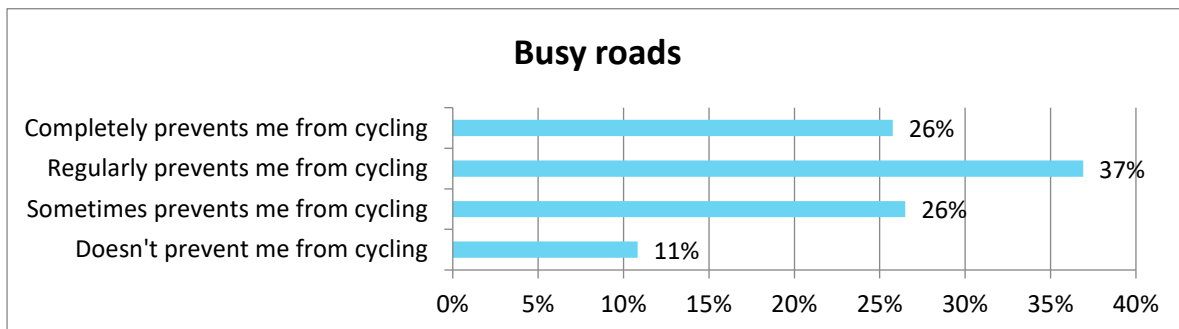
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	5%	9%	36%	49%
Grouped	50%			49%

B). Indirect routes



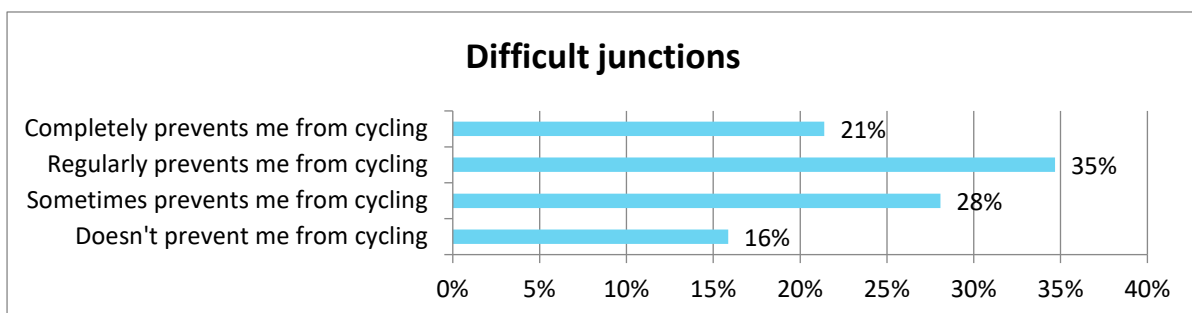
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	6%	18%	45%	31%
Grouped	69%			31%

C). Busy roads



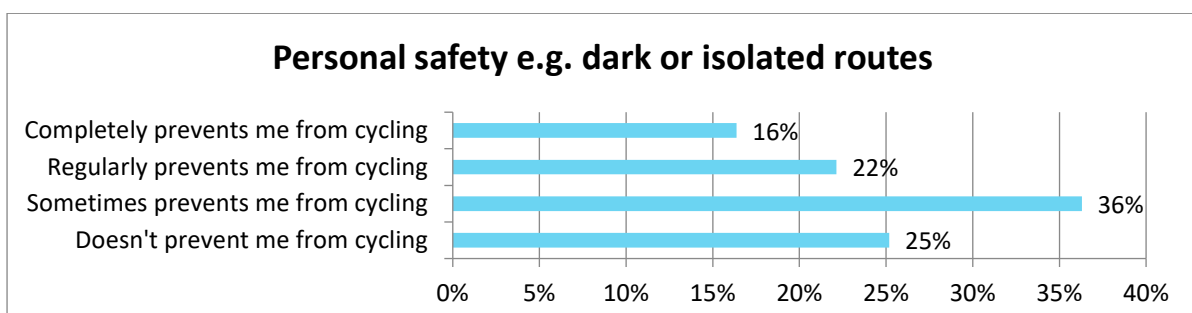
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	26%	37%	26%	11%
Grouped	89%			11%

D). Difficult junctions



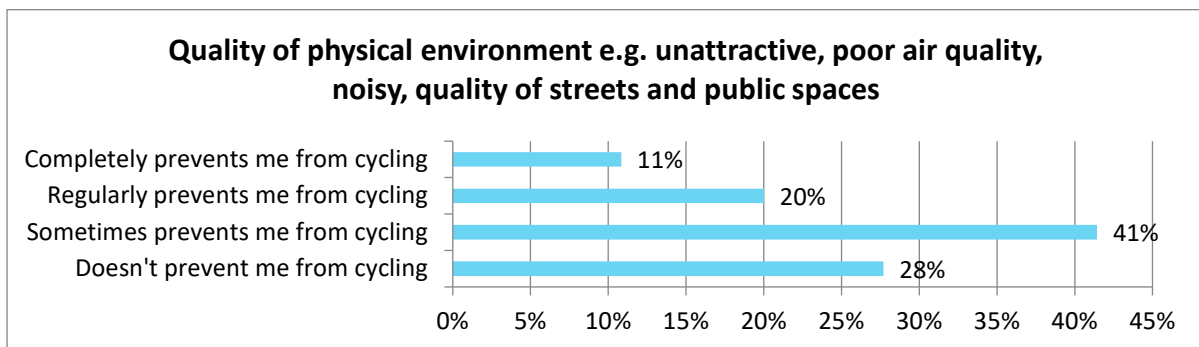
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	21%	35%	28%	16%
Grouped	84%			16%

E). Personal safety e.g. dark or isolated routes



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	16%	22%	36%	25%
Grouped	74%			25%

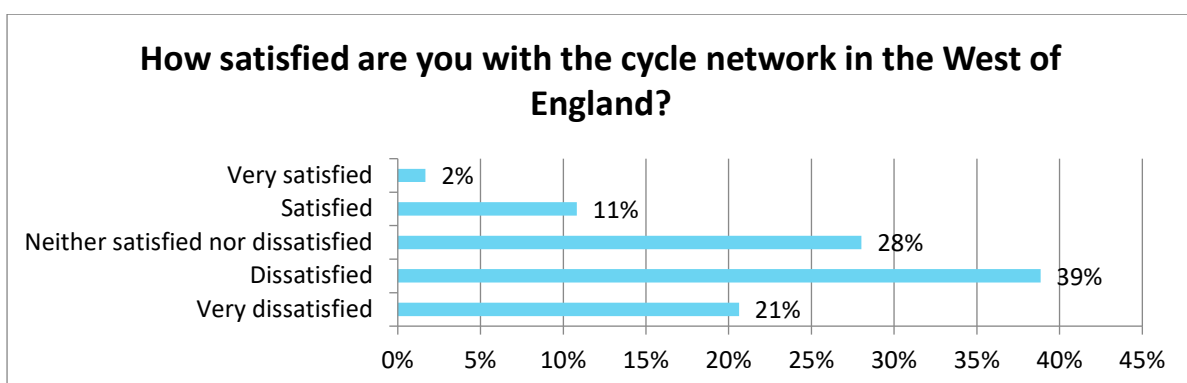
F). Quality of physical environment e.g. unattractive, poor air quality, noisy, quality of streets and public spaces



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	11%	20%	41%	28%
Grouped	72%			28%

Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them. This was narrowly followed by difficult junctions (84%).

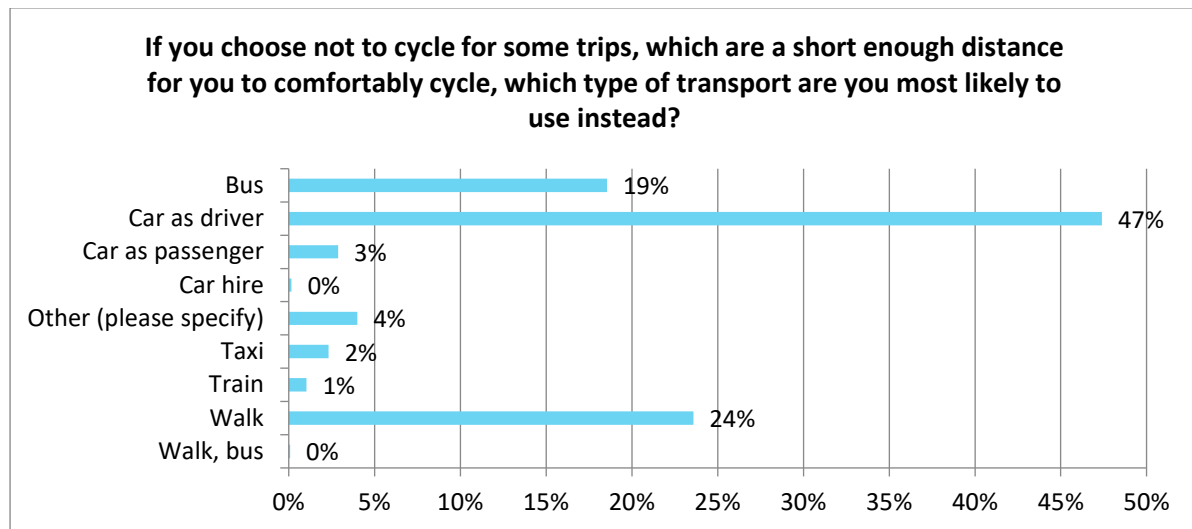
10. How satisfied are you with the cycle network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	2%	11%	28%	39%	21%
Grouped	13%		28%	60%	

Most people are dissatisfied with the cycle network at 39%. This is followed by those who are neither satisfied nor dissatisfied at 28%.

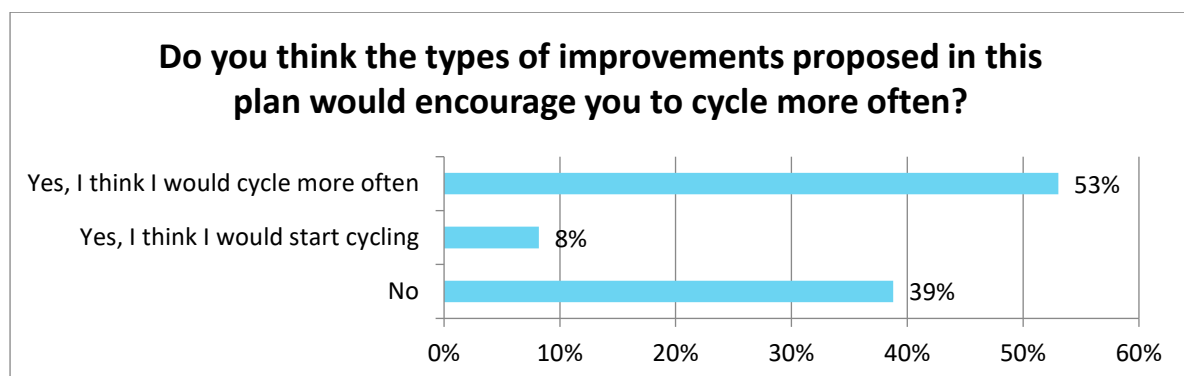
11. If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Walk	Other	Taxi	Train
%	19%	35%	3%	24%	4%	2%	1%

Most people stated, when they choose not to cycle for a trip, they drive a car (47%). Walking and bus travel are popular alternatives (24% and 19%) but other options receive negligible response.

12. Do you think the types of improvements proposed in this plan would encourage you to cycle more often?



	Yes, cycling more often	Yes, start cycling	No
%	53%	8%	39%
Grouped	61		39

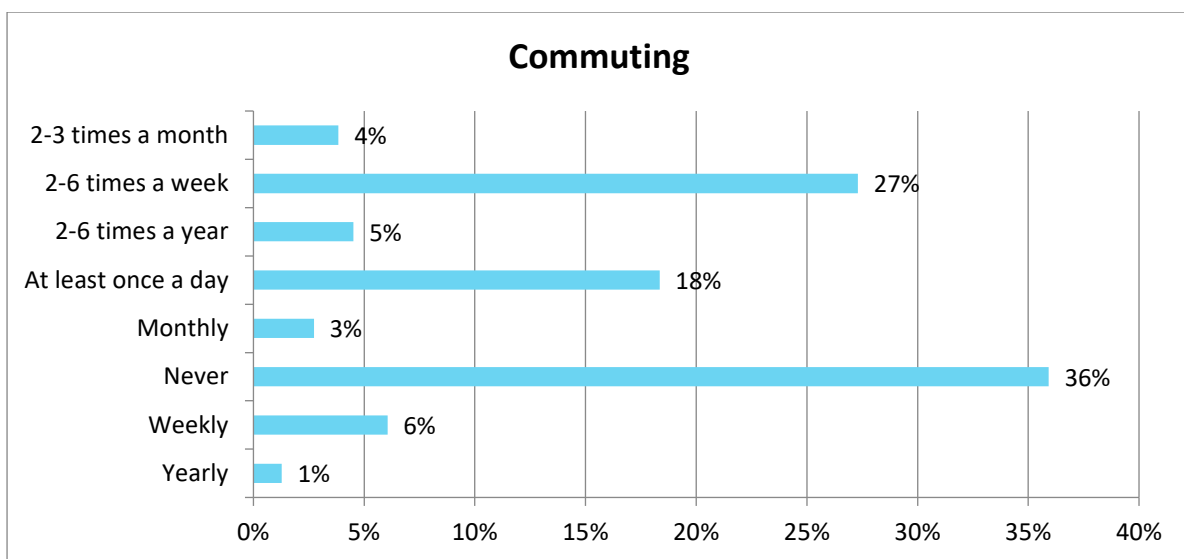
Most people would be encouraged by the improvements proposed in the plan to cycle more often (61%). Nearly 1 in 10 people would be encouraged to take up cycling altogether.

13. Would you like to comment on any of the cycling routes proposed? (please select the route and then add your comment below)

Please see [‘What you said’ section](#) on pages 5-7 for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

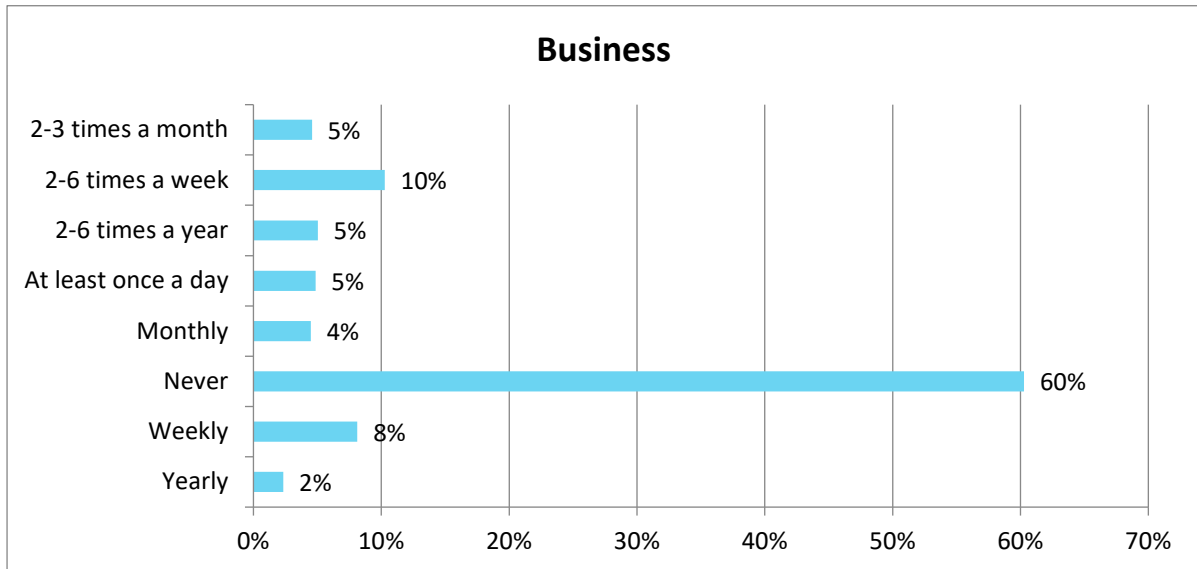
14. Do you cycle in the West of England for any of the following types of journeys?

A). Commuting



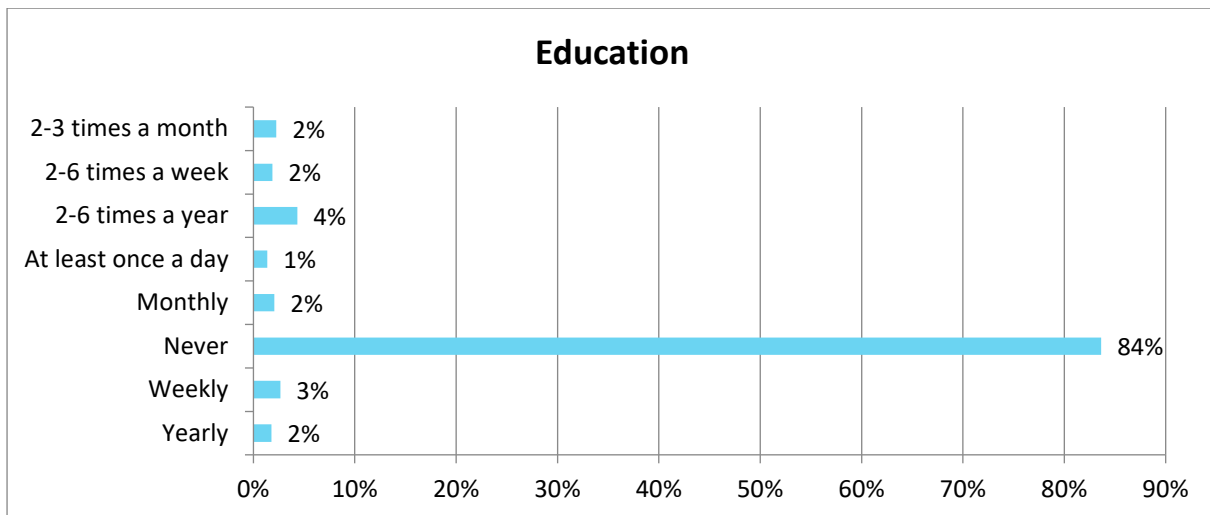
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	18%	27%	6%	4%	3%	5%	1%	36%

B). Business



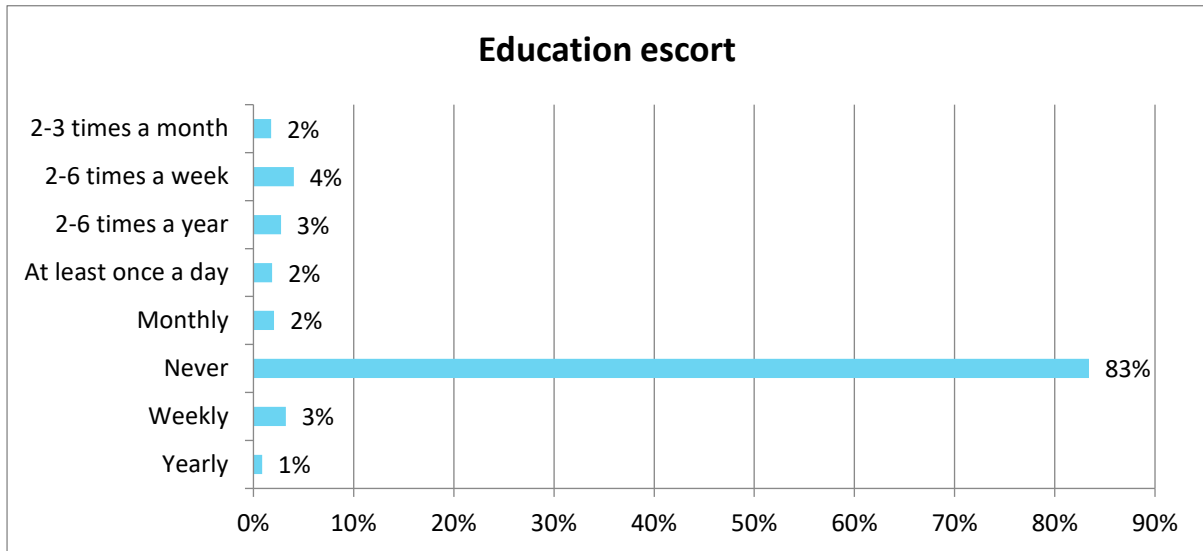
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	5%	10%	8%	5%	4%	5%	2%	60%

C). Education



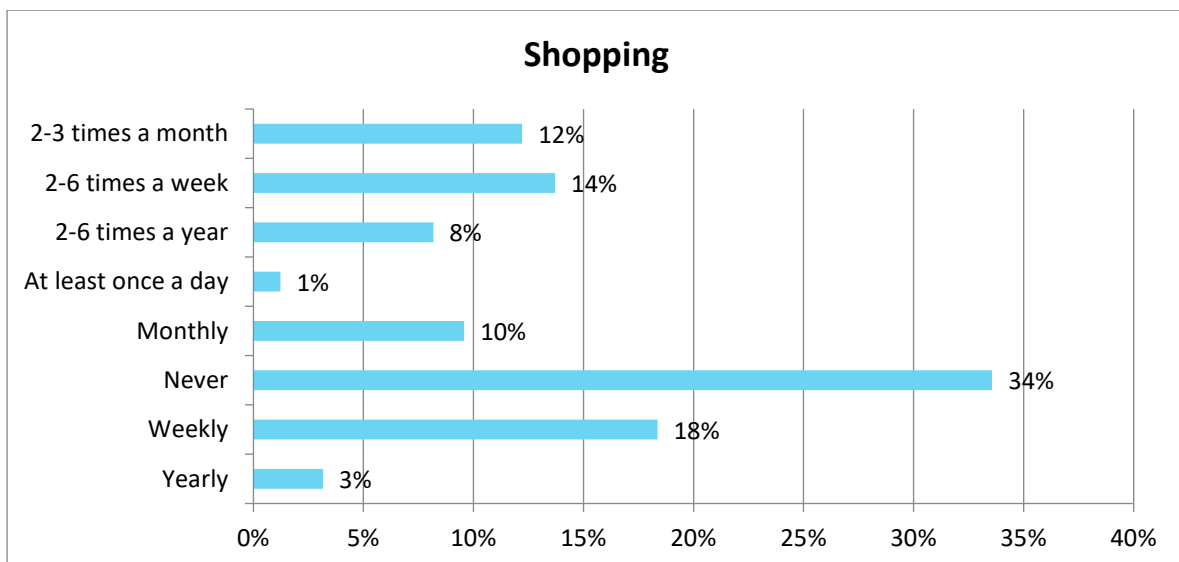
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	3%	2%	2%	4%	2%	84%

D). Education escort (ie. accompanying someone else)



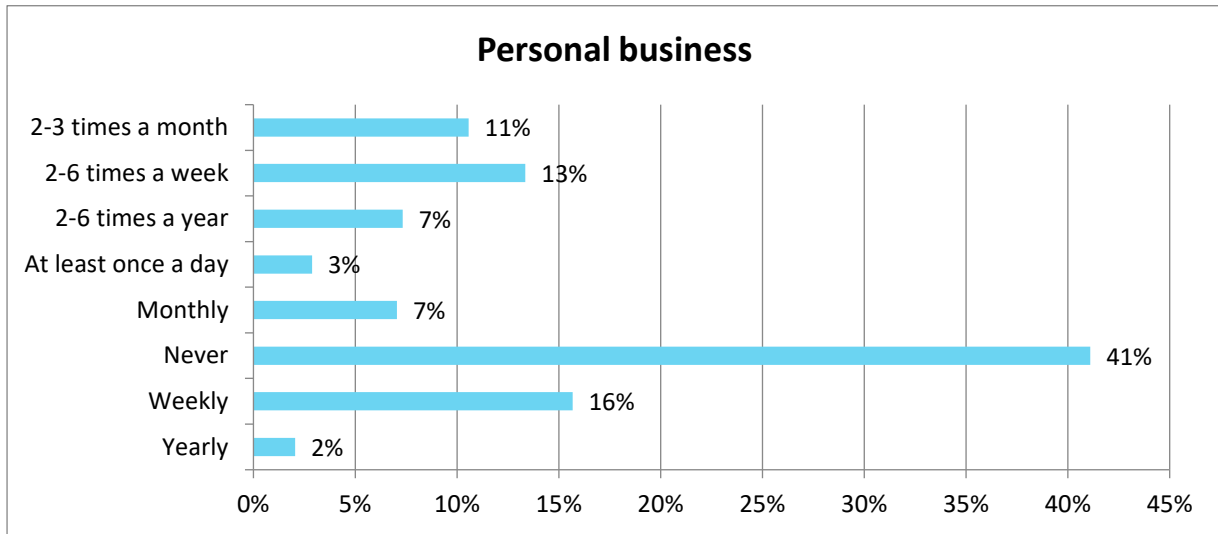
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	4%	3%	2%	2%	3%	1%	83%

E. Shopping



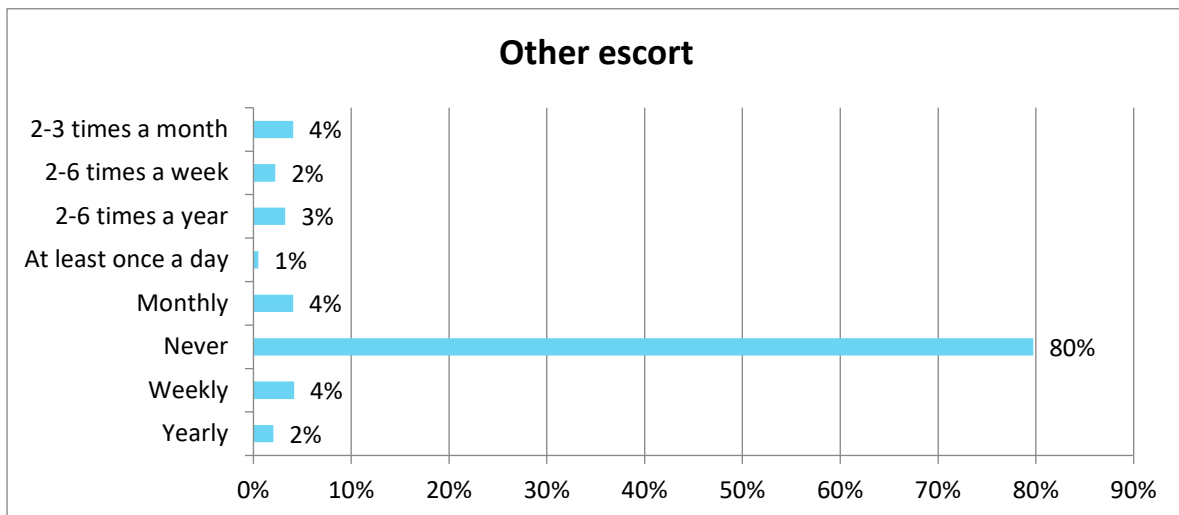
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	14%	18%	12%	10%	8%	3%	34%

F). Personal business



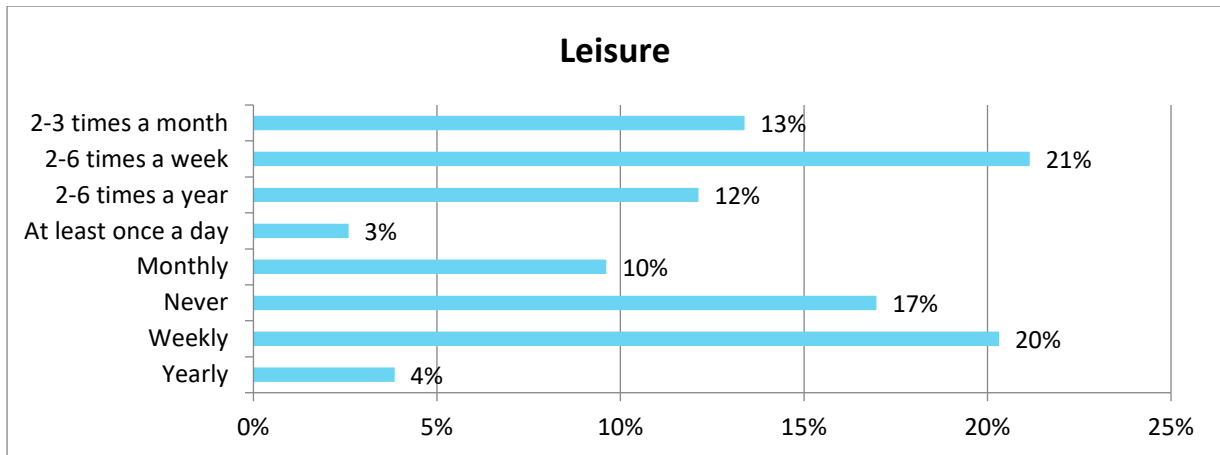
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	13%	16%	11%	7%	7%	2%	41%

G. Other escort (ie. accompanying someone else)



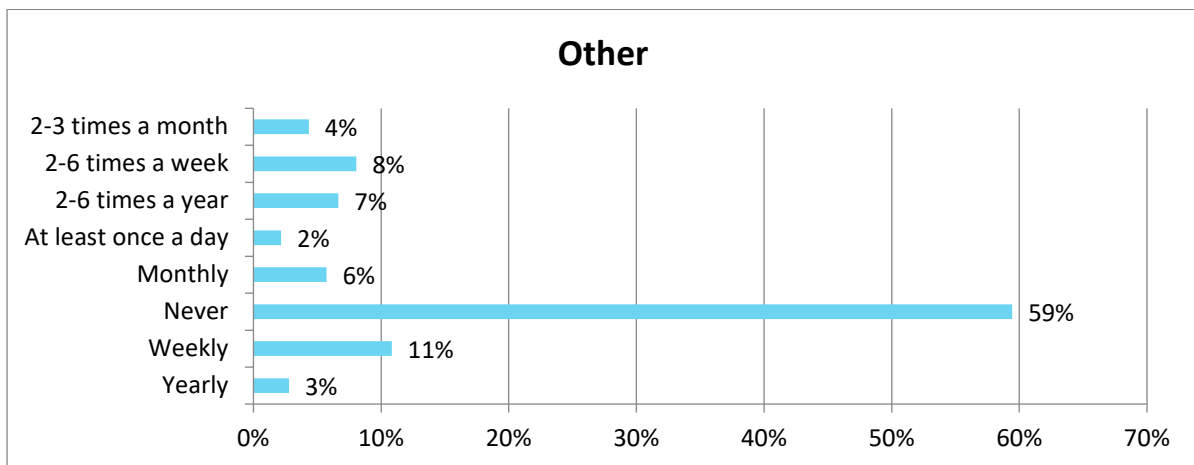
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	4%	4%	4%	3%	2%	33%

H). Leisure (includes visiting friends, entertainment, sport, holiday and day trip)



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	21%	20%	13%	10%	12%	4%	17%

I). Other



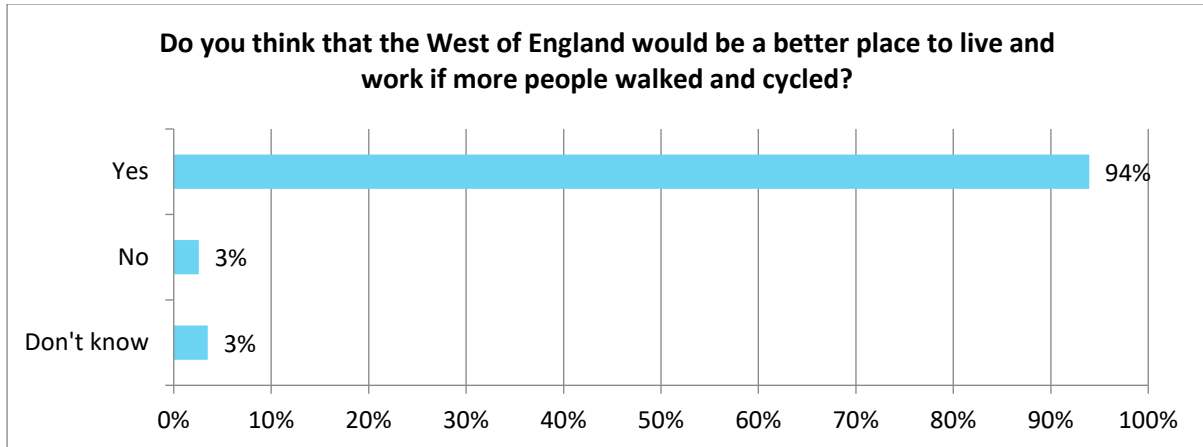
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	8%	11%	4%	6%	7%	3%	59%

Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.

The lowest levels of cycling are seen in trips to places of education at 84%. However, this consultation takes the views of people across the region including those not in education.

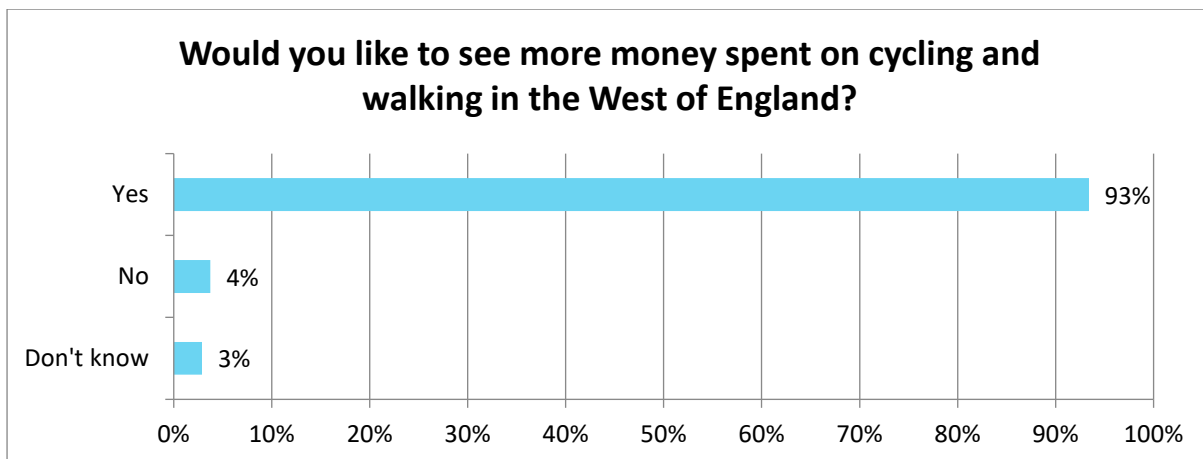
Cycling & walking questions:

15. Do you think that the West of England would be a better place to live and work if more people walked and cycled?



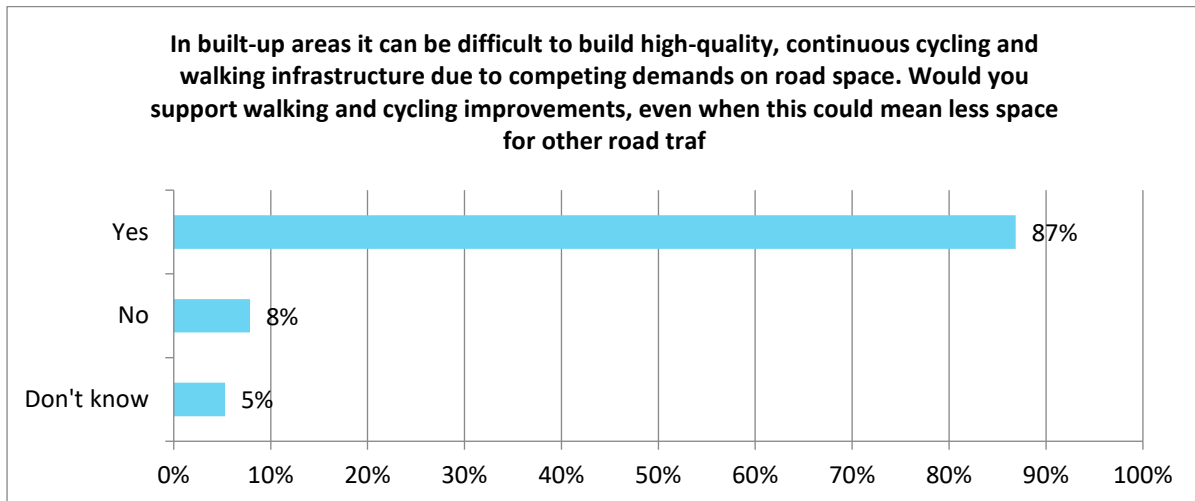
Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.

16. Would you like to see more money spent on cycling and walking in the West of England?



Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.

17. In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?



Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.

18. Do you have any further comments?

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Next steps

We wish to thank all people for taking the time to respond to the consultation. These findings will now be reviewed and considered for incorporation into the final version of the plan.

We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible outcomes for all users.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the [Joint Local Transport Plan 4](#).

In May 2020, the Government announced a £2bn package of investment in England to create pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors, with the aim of encouraging more people to choose alternatives to public transport and the private car as lockdown restrictions are lifted.

The West of England Combined authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria.

The WECA Investment Fund will be available for:

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term schemes
- partnership schemes with third parties.

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage. Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation (although it is expected that these schemes will score highly in the initial scoring).

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding. Any remaining schemes should fill regional geographical gaps. All schemes must meet the design standards set out in the Government's updated DfT's Local Transport Note. These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

This document will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint Committee later in the year. After adoption by the Joint Committee, The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

Appendices:

Demographic & equalities data

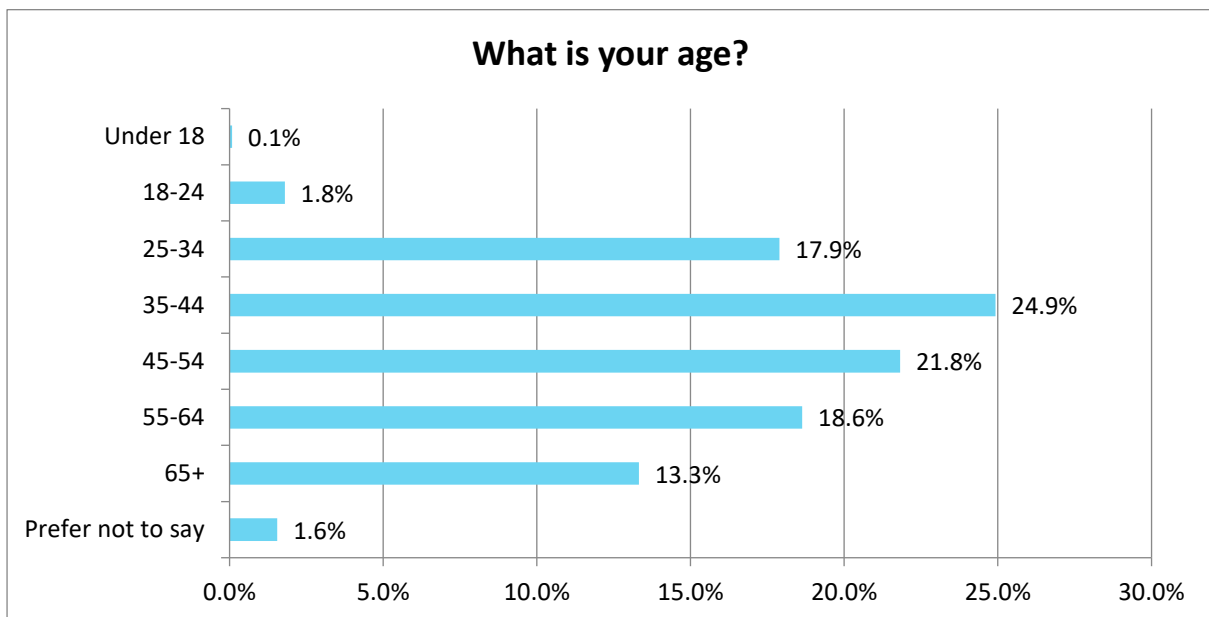
Demographic & equalities Questions:

- What is your age?
- What is your gender?
- What is your ethnicity?
- What is your religion?
- What is your sexual orientation?
- Do you have a disability?

These questions were asked as part of requirements to ensure that the survey has been responded to by a representative sample of the population. This data will also be used in conjunction with some of the other survey data to identify any trends on the types of responses.

Age

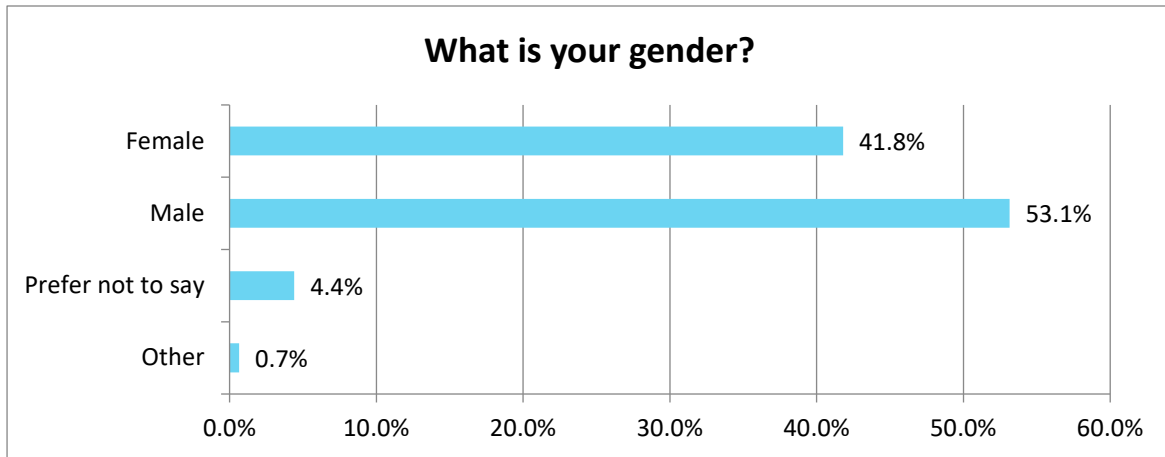
This asked individuals to specify an age range. Individuals could select a “prefer not to say” if they did not wish to disclose this.



Under 18	18-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
0.1%	1.8%	17.9%	24.9%	21.8%	18.6%	13.3%	1.6%

Gender

This asked individuals to specify gender. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

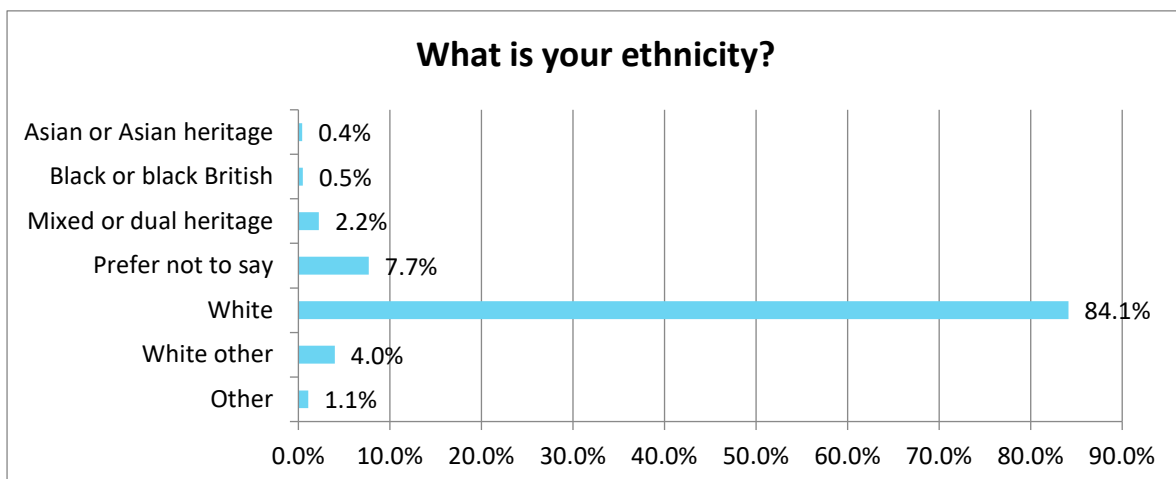


	%
Female	41.8%
Male	53.1%
Other (specified)*	0.7%
Prefer not to say	4.4%

*Multiple responses have been grouped together

Ethnicity

This asked individuals to specify ethnicity. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.



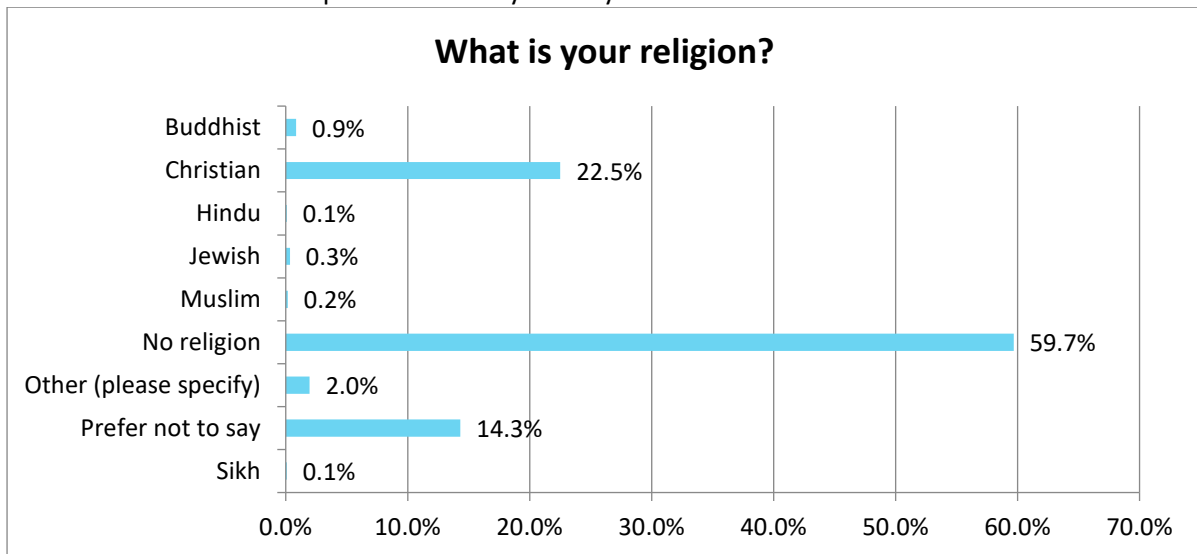
Ethnicity	%
Asian or Asian Heritage	0.4%
Black or Black Heritage	0.5%

Mixed or Dual Heritage	2.2%
White	84.1%
White other	4.0%
Other (specified)*	1.1%
Prefer not to say*	8%

*Multiple responses have been grouped together

Religion

This asked individuals to specify religious beliefs. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

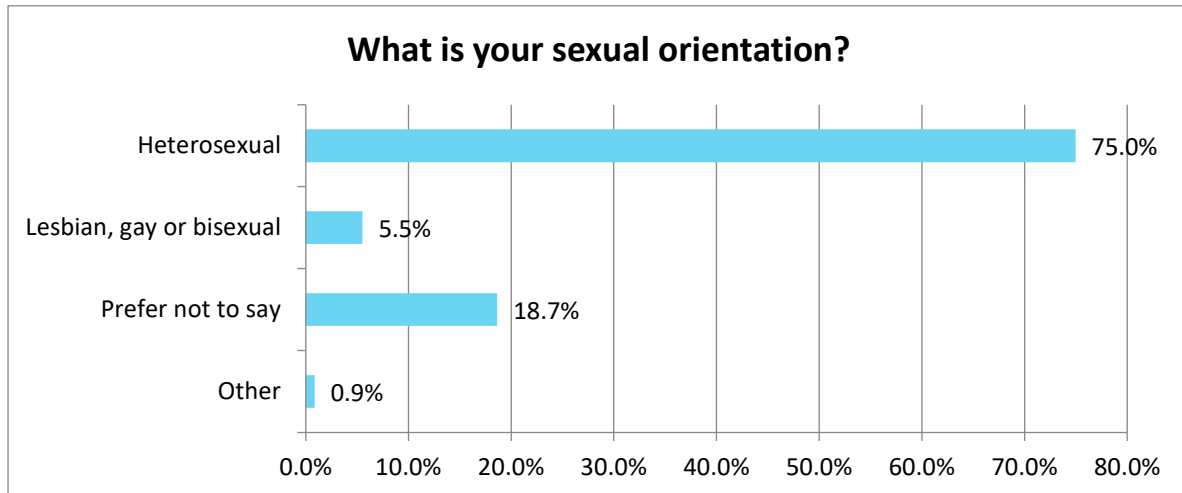


	%
Buddhist	0.9%
Christian	22.5%
Hindu	0.1%
Jewish	0.3%
Muslim	0.2%
Other (specified)*	2.0%
No Religion	59.7%
Prefer not to say*	14.3%
Sikh	0.1%

*Multiple responses have been grouped together

Sexual Orientation

This asked individuals to specify their sexual orientation. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

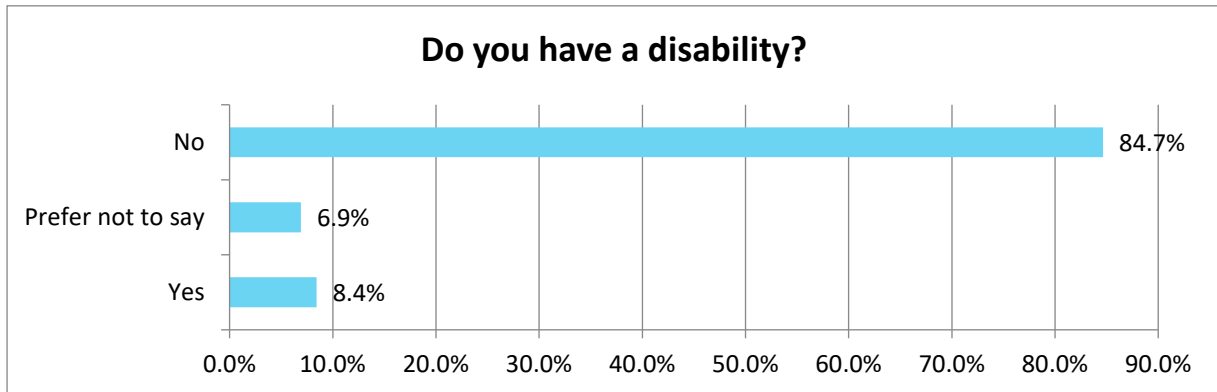


	%
Heterosexual	75%
Lesbian, Gay or Bisexual	5.5%
Other (specified)*	0.9%
Prefer not to say	18.7%

*Multiple responses have been grouped together

Disability

This asked individuals to specify whether they consider themselves having a disability or not. This was on the form of a “yes/no/prefer not to say” response only.



Disability	%
Yes	8.4%
No	84.7%
Prefer not to say	6.9%