

## Route User Survey Report 2006

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Hyndburn Greenway, Church Kirk, Canal Link  
Lancashire

# Route User Survey 2006 – Hyndburn Greenway, Church Kirk, Canal Link Lancashire

## All Respondents

### Introduction

This report concerns data collected at a single point on the route during August and September. Route users were interviewed during four 12-hour survey periods, a school-holiday weekday, a school-holiday weekend day, a term-time weekday and a term-time weekend day. Manual count data was collected during the same four 12-hour periods.

The survey site is where the road peters out at the canal bridge where the cycle path leading towards Rishton begins.



The total number of route users counted over the four day survey period was 1,151. 61 interviews were conducted over the same period.

### Estimated annual usage at Church Kirk

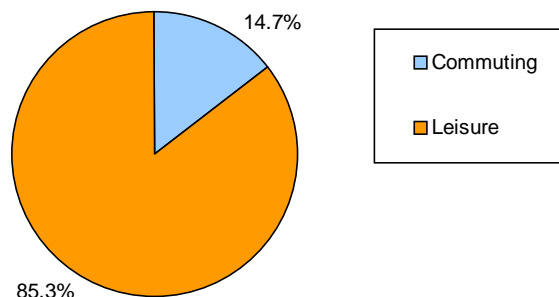
Total annual usage estimate at Church Kirk is 100,706 users. The breakdown of these users is presented in the following tables.

	Percentage	Annual usage
Cyclists	19.8	19,983
Pedestrians	78.7	79,227
Other users	1.5	1,497

	Percentage	Annual usage
Males	70.7	71,179
Females	29.3	29,527

	Percentage	Annual usage
Children	13.4	13,541
16-60 years	74.0	74,515
60+ years	12.6	12,651

### Trip type



### Other modes of transport and modal shift

91.4% use no other mode of transport to make their trip. 4.7% of respondents use a car for part of their journey. 0.5% of those who do not use a car, could use a car to make their trip, but opt not to, and for 2.1% a car is not an available option.

### The route

The most commonly cited influences on route users' decisions to use the route are the pleasant surroundings (63.7%), convenience of route (59.6%), personal fitness (50.3%), personal health (47.0%), safety on the route (24.3%), and quality of the route (23.6%).

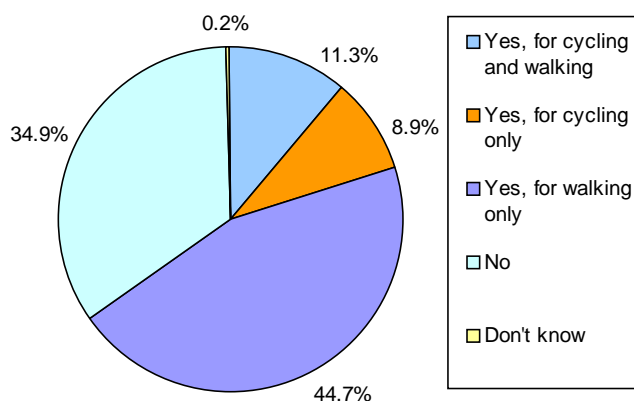
62.6% of users state that the route has helped them increase the amount of physical activity that they take on a regular basis.

### Car ownership

64.7% of route users have access to a car within their household.

### Route improvements

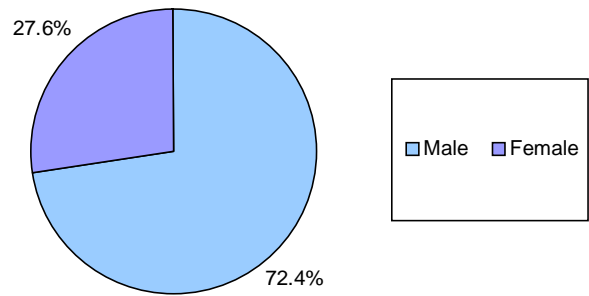
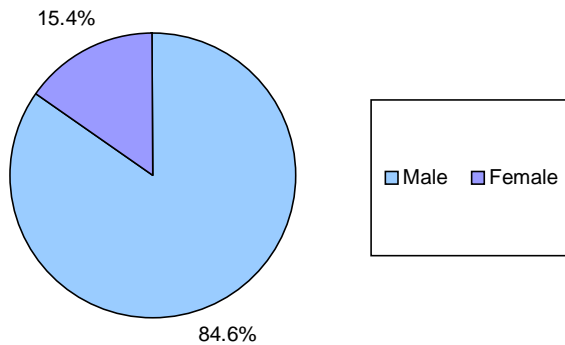
Respondents were asked whether any improvements to the route would encourage greater levels of use.



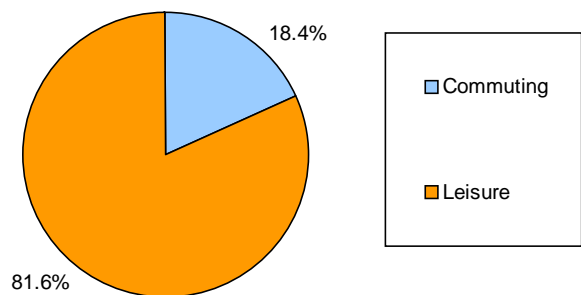
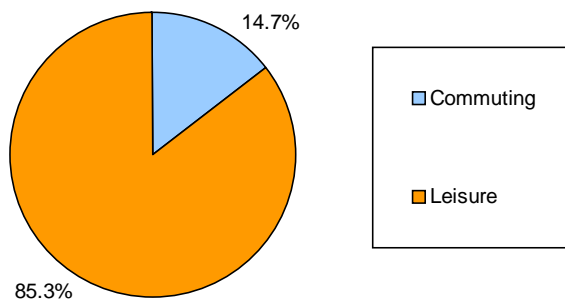
## Cyclists

## Pedestrians

### Gender



### Trip type



### Other modes of transport and modal shift

97.4% use no other mode of transport to make their trip. No of cyclists use a car for part of their journey. 2.6% of users could use a car to make their trip, but opt not to, and for no users a car is not an available option.

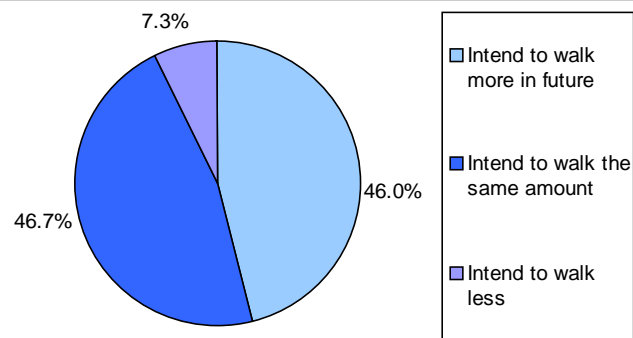
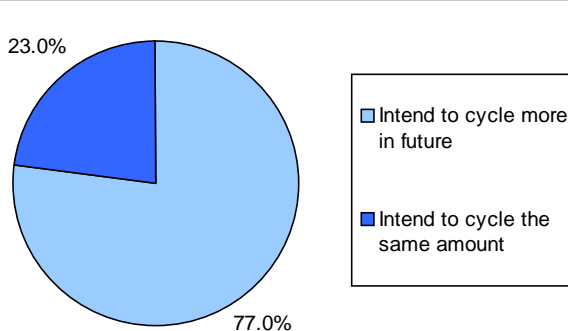
90% use no other mode of transport to make their trip. 5.8% of pedestrians use a car for part of their journey. None of the pedestrians could use a car to make their trip, but opted not to, and for 2.5% a car is not an available option.

### Physical activity

62.6% of cyclists state that the route has helped them increase the amount of physical activity that they take on a regular basis.

64.4% of pedestrians state that the route has helped them increase the amount of physical activity that they take on a regular basis.

### Future levels of activity



### Cycling experience

The majority of cyclists are experienced 65.5%. The remaining 34.5% are novices.

### Recreational walking

61.7% of users make short, circular recreational trips, 8.5% make short, out and back trips and 29.8% are dog walking trips.

## Comparisons with national NCN data and urban traffic free sites

### Cyclists

### Pedestrians

#### Gender

	Church Kirk (%)	Similar sites (%)		Church Kirk (%)	Similar sites (%)
Male	84.6	73.0	Male	72.4	55.8
Female	15.4	27.0	Female	27.6	44.2

#### Trip type

	Church Kirk (%)	Similar sites (%)		Church Kirk (%)	Similar sites (%)
Leisure	85.3	33.0	Leisure	18.4	27.7
Commuting	14.7	46.1	Commuting	81.6	21.8

### Methodology

This study used Sustrans' Route User Survey monitoring procedure. The Route User Survey has been widely applied around the UK, making this exercise directly comparable with surveys conducted on many other routes. The survey took place at the survey site on one weekday during term time, and one weekend during term time, one weekday during the school holiday period and one weekend day during the school holiday period. In each case, the surveys were conducted between the hours of 0700h and 1900h. A total of 48-hours of survey coverage was achieved at the site.

Estimates of total annual usage are generated by comparing the manual counts conducted over four days with observed distributions of use from continuous counts at sites of a comparable nature. The proportion of total annual use that is comprised by four days from months commensurate with the months when the route user survey is undertaken is calculated for a site with continuous usage count data and an annual usage estimate. The proportion generated is assumed to be equivalent to the proportion of annual usage represented by the four day manual count. The total annual usage estimate is calculated on the basis of this proportion. The continuous count data includes cycles only. However, the same distributions are assumed for pedestrians.

A weighting mechanism is applied to the survey data. This is based on the estimated total annual usage derived from the manual count conducted as part of the Route User Survey. The representative value of responses recorded on the four different day types, and of responses by gender, by age category, and by activity are adjusted using the manual count record to reflect usage throughout the whole of the year.

The NCN data with which the data from this site is compared comes from the aggregate weighted data collected at a number of similar sites in 2005. Sites are classified by urban/rural and traffic-free/roadside. A dataset for each route type category is generated. The data for the appropriate route type category (i.e. the same category that this site falls into) is used as the basis for comparison.