



DUMFRIES AND GALLOWAY ACTIVE TRAVEL STRATEGY 2

Engagement and Consultation Report

October 2022

CONTENTS

BACKGROUND	3
WHY DID WE ENGAGE?	5
WHO DID WE ENGAGE WITH?	6
HOW DID WE ENGAGE AND USED THE INFORMATION?	8
REVISITING PAST CONSULTATIONS AND REPORTS	17
HIGH-LEVEL SUMMARY OF RESULTS OF THE CONSULTATION FOR THE ACTIVE TRAVEL STRATEGY AND DELIVERY PLAN 2022-2032	22
ANNEXES.....	29

BACKGROUND

The Council's second Active Travel Strategy (ATS2) aims to provide a holistic approach to improving active travel infrastructure and culture within Dumfries and Galloway to better respond to sustainability challenges and meet net-zero targets. The updated framework will achieve this by creating more suitable and attractive opportunities for walking, wheeling, cycling, or taking part in any form of active travel across the region.

From the beginning, we aimed at developing this strategy together with key actors. Therefore, Sustrans, SWestrans, Council directorates and services, different sectors of the community, and other key stakeholders fed into ATS2 in different ways.

The planning and development of the new strategy started in the second half of 2021 continued in August 2022 when the validation of the draft strategy, which includes a delivery plan was subject to adjustments and then taken to the Communities Committee in October 2022.

The development of this strategy considered the outputs of the previous ATS (2015) and other reports as a baseline which combined with national data and a new consultation provided the grounds for establishing the policy intents and Delivery Plan 2022-2032.

Between the initial consultation and the Committee approval, a draft strategy and delivery plan evolved in versions to incorporate the views of all stakeholders and wider Council priorities. One of the main changes made during the development process was the timeframe of the strategy which initially was intended as a 5-year strategy (2022-2027) and progressed into a 10-year strategy (2022-2032) considering its level of ambition and the need for alignment with the Regional Transport Strategy. In that sense, some of the annexes (e.g., the public survey) in this document might be different in timeframes but they refer to the new Active Travel Strategy.

The development process can be grouped into four stages:

1. **Policy reviews and benchmarking**
2. **Internal engagement**
3. **Data collection and public consultation**
4. **Drafting and validation**

This report focuses on the engagement and consultation aspects and intends to summarise the results and the rationale of the activities that took place during the public consultation in early 2022. This report also aims at giving a view on how these results informed the new Active Travel Strategy and Delivery Plan 2022-2032.

The Consultation Mandate for this strategy was agreed upon in December 2021. The proposed programme of activities and those that were undertaken in practice can be seen in the following table:

Proposed Activity as per Mandate	Level of completion in practice
<ul style="list-style-type: none"> · Benchmarking with around 20 local authorities in Scotland and England · Analysis of existing consultation data (Cycling Survey, Scottish Household Survey, and Active Streets Audits in 16 towns across the region) 	<p>Completed. Desk-based research and conversations with Sustrans on Active Travel Strategies.</p> <p>Completed. The consideration of the previous consultation included not only national surveys but local initiatives like Sustrans CommonPlace consultation, the previous ATS, Dumfries Learning Town, 10,000 Voices, etc.</p>
<ul style="list-style-type: none"> · Communities Committee agrees the emerging policy intent and Strategy objectives and Consultation Mandate · Council Services' Workshop to identify contributions and linkages with other policies, plans, and strategies; and identify Service activities that could be part of the Delivery Plan of the ATS2. 	<p>Completed. Communities Committee December 2021</p> <p>Completed. This was done via internal Surveys in December 2021, we got participation from different services, and we also engaged with key Staff via one-to-ones in early 2022.</p>
<ul style="list-style-type: none"> · Survey of citizens – online and available in hard copy from Customer Service Centres and partner outlets to consider key issues in the emerging ATS2 · Workshop for partners organisations to consider emerging policy intent and Strategy objectives and actions for the Delivery Plan – online · Community Conversations – one in each of our four localities daytime and one online in the evening to look at key issues in the emerging ATS2 and Delivery Plan · Staff Conversations – in existing Staff Communications Groups and Focus Groups/Team meetings to look at key issues in the emerging ATS2 and Delivery Plan 	<p>Completed. 400+ entries received and processed in detail.</p> <p>Completed. Three key stakeholders' workshops, one of which was focused on Health with the NHS.</p> <p>Completed. Four online evening Conversations, and daytime in-person Drop-ins in five locations across the region in February 2022.</p> <p>Completed. Ongoing conversations with key staff guided the development of the Strategy, key Officers and Managers were kept informed and invited to participate.</p>
<ul style="list-style-type: none"> · Elected Members workshop to hear the feedback from the consultations and consider the draft Strategy and Deliv. Plan. 	<p>Not completed. Due to pressure on the Council Diary. But one of the main reasons for <u>this report</u> is to communicate feedback from the consultation.</p>

<ul style="list-style-type: none"> Stakeholder Impact Assessment – involves the Equality and Diversity Working Group and key Active Travel partners 	<p>Completed.</p>
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WHY DID WE ENGAGE?

Active travel is a multidimensional topic, it is not only one of the most sustainable ways to move around but also brings benefits to individuals and communities across social, environmental, economic, and climatic goals. There are direct health benefits for people and the environment that are associated to active travel, along with a wider range of impacts that affect different stakeholders and require cooperation between organisations. Therefore, it was fundamental to understand the views of different sectors of the community.

There were three main reasons behind the engagement process:

1. Identifying barriers to active travel and strategic issues
2. Understanding current travel choices and willingness towards modal shift
3. Determining touchpoints for collaborative work both within the council and with external partners

With that in mind, a stakeholders mapping process helped identify different actors to engage with. Relevant actors were selected according to what they do and the scale at which they work. An excel spreadsheet was used to compile a map of actors and contact details and this will continue to be a tool for maintaining a suitable network of collaborators for ongoing and future engagement.

The principles of Dumfries and Galloway's second Active Travel Strategy (ATS2) are *collaboration, integration, and diversity*. These principles reflect the need for perspectives coming from all groups to achieve representation, especially in such an extensive region like Dumfries and Galloway where urban and rural life influence daily activities and mobility choices.

Behaviour and physical conditions of people along with the perceived state of infrastructure were to be considered in the delivery plan of ATS2 to promote actions to enhance regional walking, wheeling, and cycling opportunities. These will need to be developed on a case by cases basis and in consideration of our Council's communities' model¹ and the need for building on one of our five council priorities:

Be an inclusive council

- Ensure that local people and communities are at the heart of our decision making
- Empower our communities to make the most of their assets
- Increase equality of opportunity

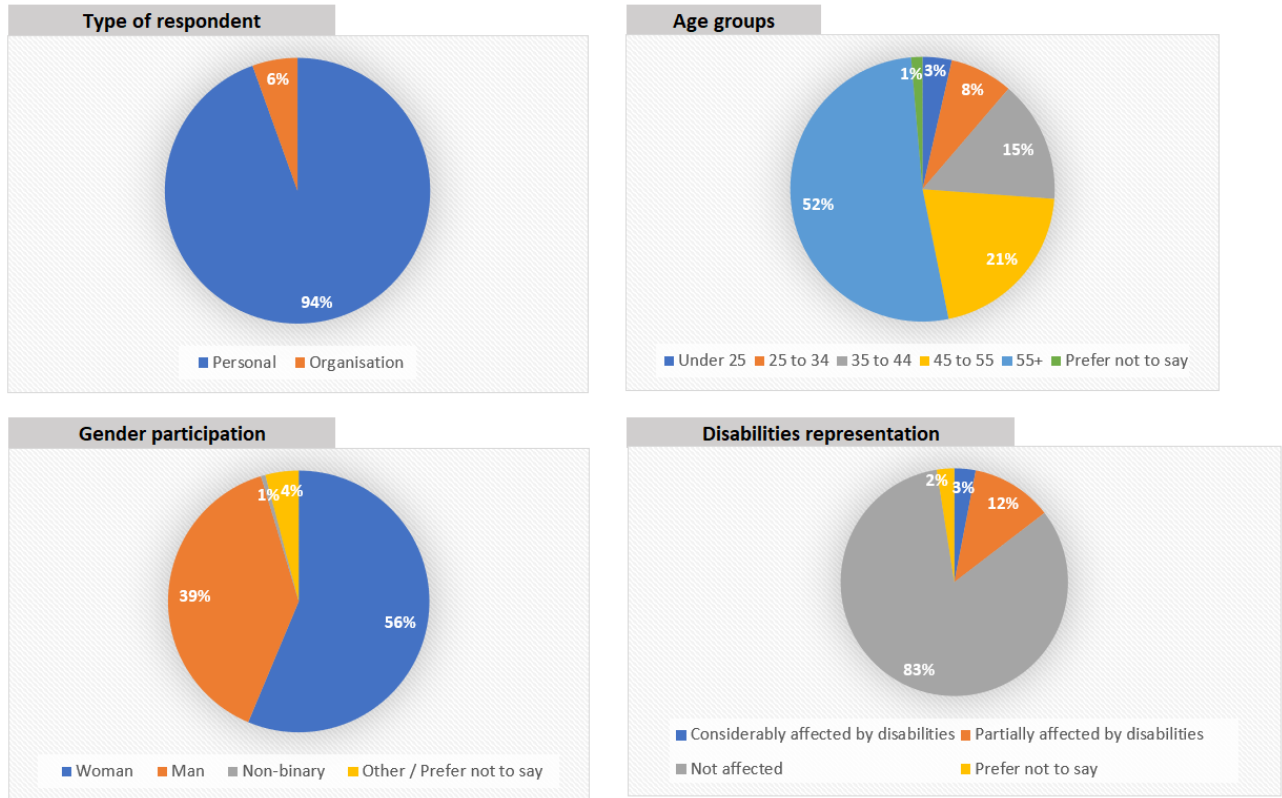
¹ Dumfries and Galloway Council's Community Participation and Engagement Strategy. [Community Participation and Engagement Strategy.pdf \(dumgal.gov.uk\)](https://www.dumgal.gov.uk/Community-Participation-and-Engagement-Strategy.pdf)

WHO DID WE ENGAGE WITH?

- Citizens from all postcodes.
- Council Officers
- Elected Members
- Community Councils
- Civic groups, Organisations and Charities (stakeholders map) including NHS, Sustrans, Living Streets, Paths for All, Transport Scotland, Cycling Dumfries, Wigtownshire Cycling Forum, Bike shops, Community-led projects, and Development Trusts, etc. just to name a few.

The characteristics of the participants in the public survey (400+ people) were varied and came from all postcodes, so a region-wide perspective was obtained where:

- Almost half of the participants were above 55 years of age, with a fair representation of other age groups. We understand the limitations of this public survey in terms of youth participation. However, we made use of information coming from other consultations to fill the gaps. For instance, the [10,000 voices report](#) helped us identify the perception of young people from 10 to 25 years of age in terms of transport, safety, and infrastructure. More information on the consideration of previous consultations is in section 4 of this report.
- 56% of participants identified as women, representing most views, followed by men (39%) and other gender identities (5%). Although smaller in proportion, it is important to highlight the participation of the last group and that some organisations working with LGBTQ+ people were offered an opportunity to assess the strategy in the [Equality Impact Assessment](#)
- Most views came from people who declared not being affected by disabilities (83%) followed by 15% of people that feel affected by some type of disability at different levels. Additionally, 5 organisations working with vulnerable groups were approached and invited to participate in a targeted questionnaire, more details in section 3 of this report.
- Most of the respondents participated on a personal basis, and 6% represented a group or organisation. However, more organisations and civic groups were engaged via workshops and one-to-one conversations which complemented the views obtained in the survey.



Summary of characteristics of participants in the public survey. ATS2 Consultation, January-March 2022.

Apart from individuals, stakeholders that participated in workshops, community conversations, and other activities came from a variety of teams/expertise (Councils Officers, Organisations representatives) and locations (Elected Members and Wards Officers representing their wards), which provided diverse insightful perspectives for the Active Travel Strategy 2 and its Delivery Plan.

HOW DID WE ENGAGE AND USED THE INFORMATION?

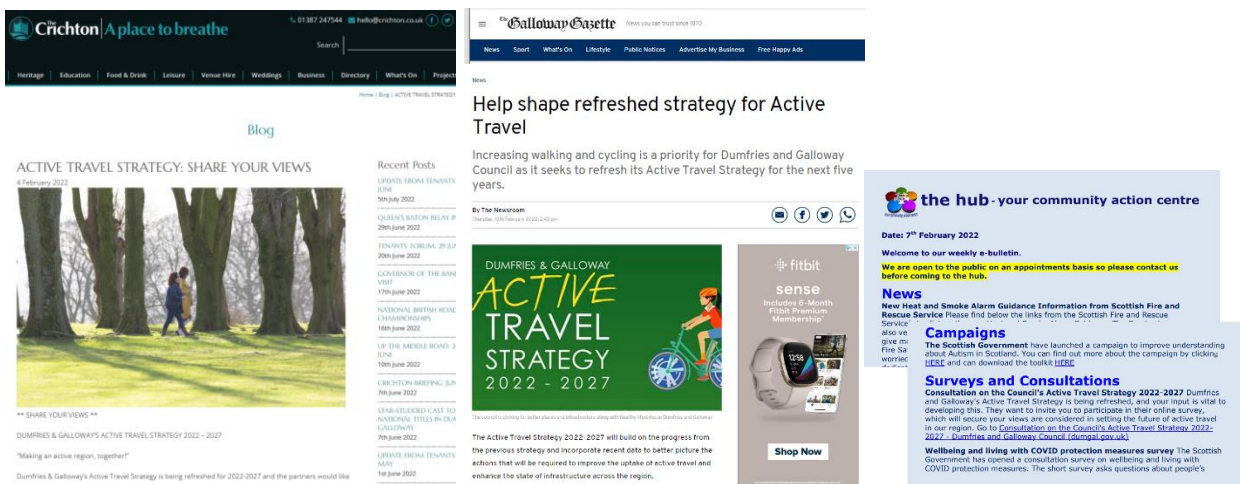
The public consultation for the new Active Travel Strategy 2022-2032 involved the following range of activities:

- 1 Internal (Council) pre-consultation questionnaire
- 3 Online workshops for Key stakeholders
- 10+ One-to-ones with officers from national/regional organisations
- 5 Organisations working with vulnerable people were targeted for consultation
- 400+ Survey entries in the public questionnaire (coming from all postcodes)
- 30+ Local groups/representatives expressed interest in taking part in the Regional Active Travel Forum
- 4 Online Community Conversations (One per each Council locality)
- 4 Drop-in opportunities (One per each council locality)
- 250+ People were handed in a printed leaflet during the information drop-ins
- 95% of established Community Councils were formally invited/reminded to participate.
- 10+ Councillors attended Community Conversations
- 50+ Organisations were identified as potential participants in ongoing and future engagement.

Some of the channels used for diffusion:

- Council's website
- Council's social media (Facebook, Twitter)
- Direct invitation via email to key stakeholders
- Posters sent to Customer Services/ Libraries
- Printed Flyers/Leaflets were handed in during Drop-ins
- Civic groups and external partners helped with word of mouth, blogs, and posts on social media.

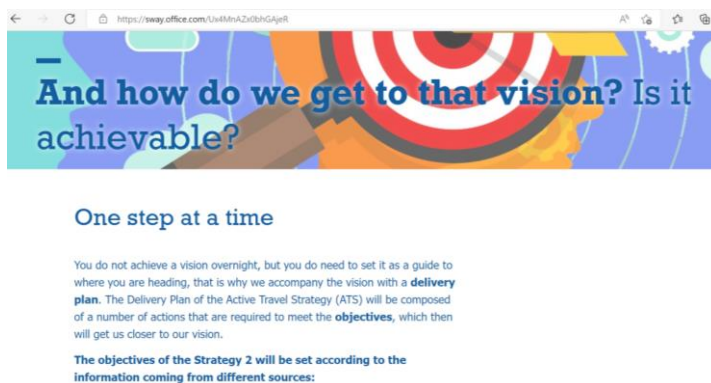
Promotional material included posters and flyers in both printed and digital versions. These were shared by different stakeholders along with information on the consultation events.



Partial screenshots of digital blog and website posts by external organisations and civic groups during consultation period January-March 2022.



Partial screenshots of digital blog and website posts by external organisations and civic groups during consultation period January-March 2022.



Partial screenshots of the digital leaflet and printed posters circulated from January 2022

25 Council Officers participated in the **internal pre-consultation questionnaire**, in December 2021. This questionnaire allowed the Active Travel Team to get a snapshot of Staff's current travel choices and their level of awareness of active travel matters; the potential benefits that could emerge from active travel projects, and their perception of barriers and challenges to delivering policies and plans.

Some connections between the work Officers do within their team/service and different active travel policy areas were identified.

The results from the internal questionnaire offered the first insights to draft the Delivery Pathway of the new Active Travel Strategy by identifying key teams and areas of work that would lead/support different actions. The information gathered was also used to identify further capacity and training needs if active travel is to be taken forward as a key policy area across the Council.

4. Please score your own understanding of Active Travel as a policy area. *

	Very little	Little	Fair	Much	Very much
I am familiar with the concept of Active Travel and its connection with other concepts (e.g., 20 Min Neighbourhood, Micro-mobility, Sustainable Transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I understand the different co-benefits of Active Travel across fields	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Are you aware of the Scottish Government aims to reduce 20% of car trips by 2030? *

Yes, fully aware

Yes, but not into details

No

8. From your perspective, is there any other policy area that you think can benefit from Active Travel? *

Enter your answer

9. In what areas (one or multiple) do you think your Team/Service is strategically linked with the work to be delivered by the Active Travel Strategy? *

Enter your answer

10. The Draft Active Travel Strategy will incorporate the following emerging strategic themes. (Tick the box of the themes where you think your Team/Service has a key role to play) *

- Engagement with a wider sector of the community
- Sustainable tourism and local economies
- Climate emergency alignment
- Development of active communities, and local place plans
- Regeneration of old/unused transport infrastructures
- Placemaking
- Encouragement of behavior change, modal shift.
- Monitoring and evaluation (mapping, data collection and reporting)
- Partnership building and funding opportunities

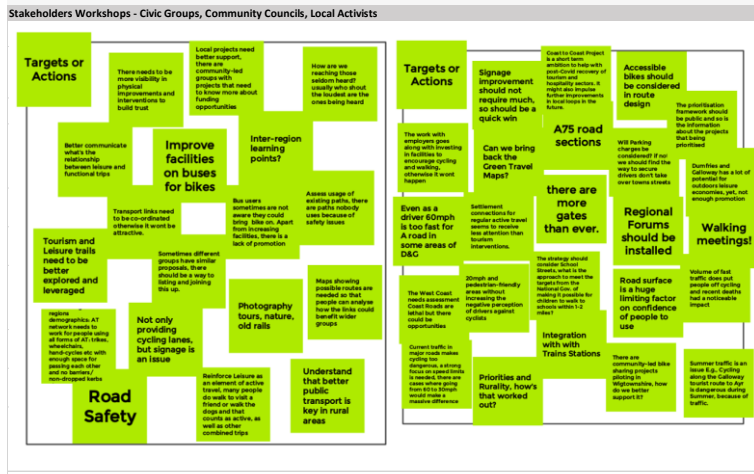
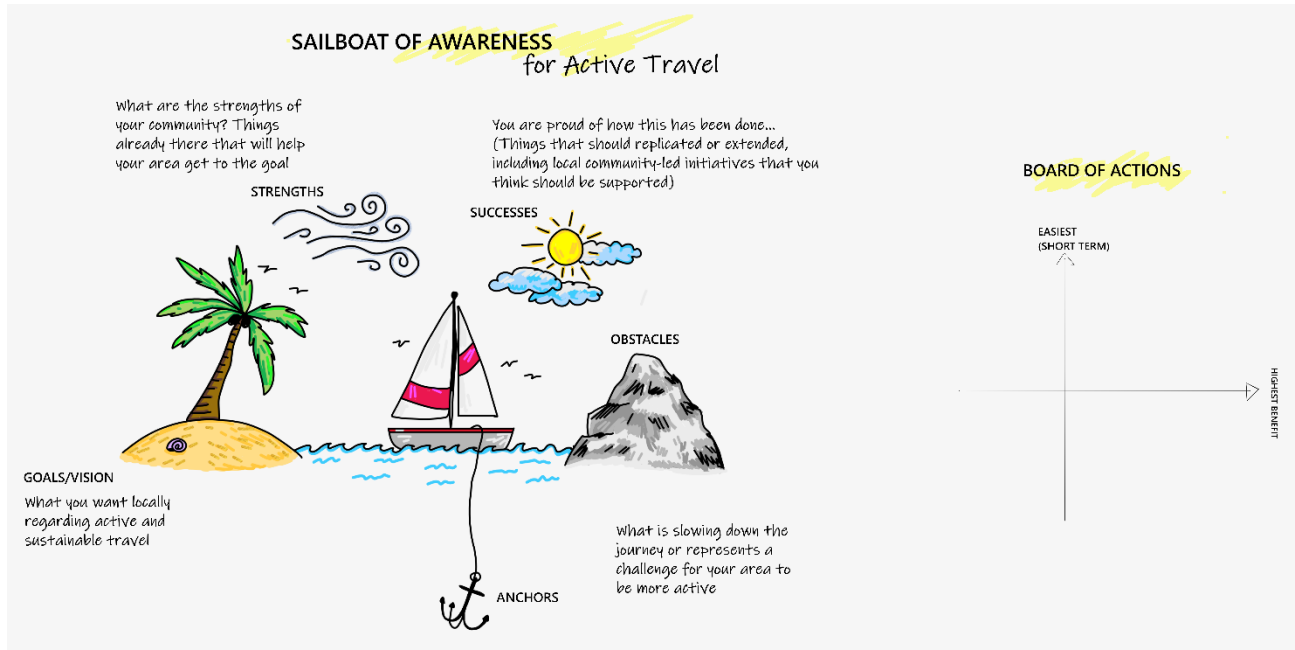
Partial screenshots of the digital questionnaire that was designed on MS Teams Forms and circulated internally via email in December 2021. (Full version of the questionnaire in Annexes)

There were **three online workshops for key stakeholders**, two of them were publicly advertised and took place on the 17 and 18 of February 2022. A third one was exclusively targeted at D&G NHS Staff. The three sessions had between 10 and 15 participants each, which summed up around 35 participants in total. These participants came in representation of community councils, civic groups, community-led projects, third sector, and individual enthusiasts.

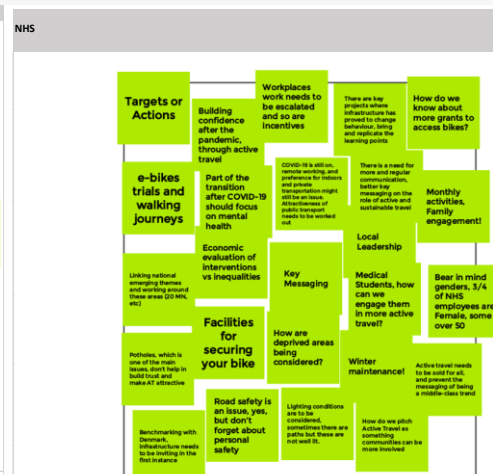
The workshops were run for 1 hour and 30 min and included an introductory briefing about the rationale of the Active Travel Strategy and a board activity with digital post-its to identify not only barriers but potential actions.

The results from these workshops were used to highlight strategic issues that would need to be addressed. These issues were translated into inputs for the vision, objectives, and outcomes of the strategy. After every workshop the compilation of ideas/issues/thoughts was returned to all attendees in a follow-up email along with the slides of the presentation,

inviting them to validate the information and come back to us to report any misinterpretation of their views and/or further thoughts.



Summary:
-Making the most of the existing network, supporting/joining up communities and groups with their projects, as well as ensuring rurality and vulnerability are considered.
-Mapping and promotion are relevant to both tourism and functional trips, consider thematic events.
-Road safety and public transport integration



Summary:
-Behaviour change comes with incentives, more activities, access to technology and proper key messaging.
-Road safety and personal safety are to be considered, this includes safe storage.
-Maintenance and good practice.
-Mental health, inequalities and gender oriented approaches are needed.

Partial screenshots of the digital whiteboard that was used to prompt questions and lead the discussions during the key stakeholder's workshops held via MS Teams.

There were around **13 One-to-one conversations** with members of key national, regional, and local organisations. Five of these conversations included Council Staff involved in regional initiatives and supported by national-level charities that support the delivery of active travel: Living Streets, Cycling Scotland, Cycling UK, Sustrans, Paths for All.

These conversations offered an updated view of the work of these external partners in Dumfries and Galloway, their plans, and future funding opportunities. In general, these were more specialised meetings, some of them touched on technical and operational aspects of active travel projects and their deliverability in different environments, from urban to rural. Questions about the openness of funding and initiatives with a focus on the rural context were raised. Comments/inputs from these conversations were recorded in

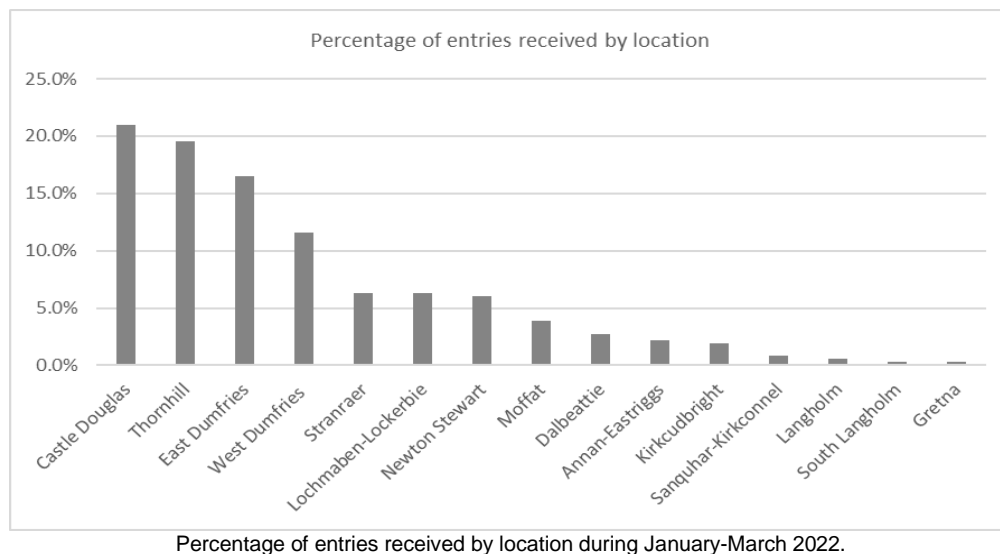
summary logs that were later considered in the draft and validation stage of the strategy and its delivery plan.

Five organisations working with vulnerable people were approached via a targeted questionnaire. However, only 2 of them provided their views. The key questions asked in the targeted questionnaire touched aspects on:

- How to get people they work for/with to walk, wheel, and cycle more?
- The benefits they think these can bring to vulnerable people
- Thoughts on universal accessibility for walking, wheeling, and cycling in Dumfries and Galloway
- Project, scheme, campaign, or initiatives they think should be replicated or extended

The results were collated and coded along with other inputs from the public questionnaire, which also included the views of people with disabilities and other vulnerabilities as seen in section 2 of this report. Further inputs were received during the Equalities Impact Assessment.

400+ entries were received in the public questionnaire including both online and paper-based, these came from all postcodes. Out of all the entries, the top three contributions came from DG7, DG3, and DG1 (areas around Castle Douglas, Thornhill, and East Dumfries, respectively) which represented around 55% of entries in the online questionnaire.



The questions in the public questionnaire aimed at collecting views on:

- Level of agreement with ATS2 policy statements (or further proposals)
- Level of agreement with ATS2 vision for the region (or further proposals)
- Perceived challenges and barriers to active travel
- Preferred travel choices and willingness to participate in modal shifts.
- Views on existing infrastructure and provisions
- Accessibility issues and public expectations.

These aspects were approached using Likert questions scored or scaled from “*Strongly Agree*” to “*Strongly Disagree*” statements, and multiple-choice questions with the field “*other*” as part of the options so that participants could better explain themselves. Similarly, the questionnaire included open questions to avoid an unintended direction of the responses, giving people the opportunity to express wider thoughts and ideas which were carefully read and coded afterwards.

The questionnaire was also available in a paper-based format at Customer Service Centres for those without access to the internet, IT devices, or other limitations.

The Strategy you need

We envision Dumfries and Galloway as an active region that works together with communities to make the most of their assets. The Active Travel Strategy 2022-2027 should set the framework for improvements, and the integration of the work we all do (local government and citizens) to provide new, maintain, and enhance infrastructure, policy measures, engagement, and monitoring to better understand the barriers and potential active and sustainable travel solutions in our region. Your views are vital at this stage.

14

Score the current state of walking and cycling infrastructure in Dumfries and Galloway? *

Please score from 1 to 5, being 1: very poor and 5: very good.

Very poor 1 2 3 4 5 Very good

15

What improvements to the walking and cycling infrastructure in Dumfries and Galloway do you suggest? *

Enter your answer

16

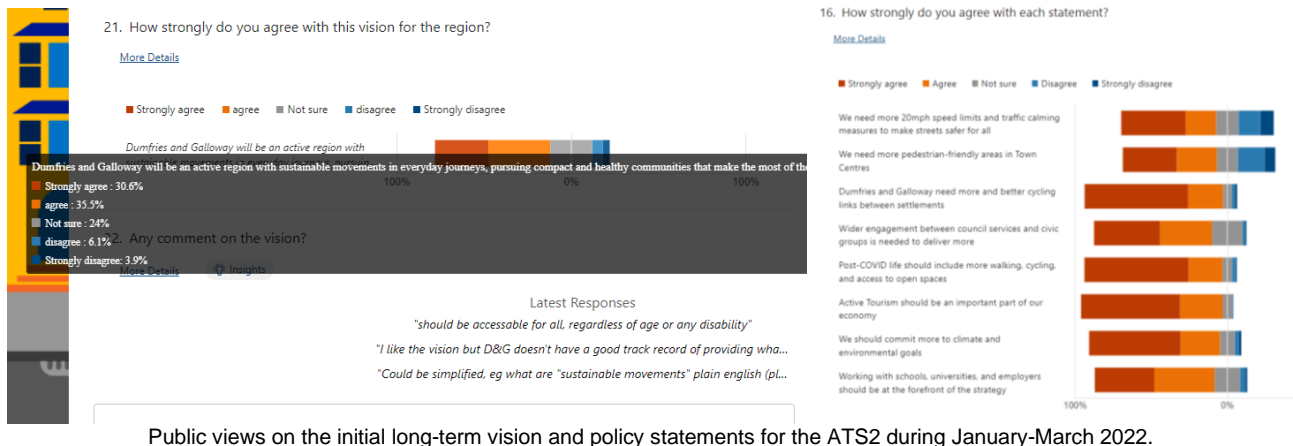
How strongly do you agree with each statement? *

Strongly agree Agree Not sure Disagree Strongly disagree

We need more 20mph speed limits and traffic calming

Partial screenshots of the digital questionnaire that was designed on MS Teams Forms and circulated publicly during January-March 2022. (Full version of the questionnaire in Annexes)

The results fed into the final vision, objectives, and outcomes included in the draft Active Travel Strategy 2 for further consideration. For example, the initial draft vision included in the public questionnaire was a long-term statement for people to comment on and, although supported by most respondents (66%), it was revised as per the feedback: people asked to make it simpler, easy to understand, and closer to the wider public. This feedback was considered not only for the vision statement but throughout the whole ATS2.



Public views on the initial long-term vision and policy statements for the ATS2 during January-March 2022.

There were **four online Community Conversations and four Drop-in opportunities** (one per council locality). **The Drop-ins** were a one-off opportunity (From 1 pm to 3 pm) simultaneously in five locations on the 14th of February 2022. They provided a space for people to ask Ward Officers for more information and/or participate directly by using post-its or taking the survey. Some people filled in paper-based surveys during their visit and others were just passing by.

250+ people were handed in printed flyers with a call to collect hard copies of the survey from Customer Service Centres/Libraries or go to the online questionnaire via QR Codes.

The coordinates:

Date: Monday 14 February 2022. Time: 1 - 3pm.

Locations:

- Tesco Annan, Scoots St, Annan, DG12 6JH.
- Tesco Dumfries, Cuckoo Bridge Retail Park, Glasgow Rd, Dumfries DG2 9BF
- Customer Service Centre Castle Douglas, Market Hill, King Street, Castle Douglas, DG7 1AE
- Merrick Leisure Centre, Corsbie Road, Newton Stewart, DG8 6JQ
- Ryan Leisure Centre, Fairhurst Road, Stranraer, DG9 7AP

Community conversations were online, on different dates during the week commencing on 7 February 2022. Attendees included Elected Members and members of the public. Regardless of being planned to happen during post office hours (6 pm to 7 pm) to avoid clashes with regular work routines and school collection times, the conversations had low participation (4 to 7 attendees) compared with that of the Key Stakeholders workshops (10 to 15 attendees). However, if we consider quality over quantity, Community Conversations were active spaces to gather views and comments in a safe environment and provided reflections and concerns that were considered in the draft Strategy.

Around 12 Councillors attended Community Conversations and expressed their views and questions on behalf of the different wards they represent. The agenda of these conversations included a presentation on the state of Active Travel in the region via general stats reflecting walking, wheeling, and cycling behaviours. The data used came from national surveys (SHS, Hands up, Cycling Scotland, etc.) and other sources.

The agenda:

- General review of Dumfries and Galloway's Active Travel (5 minutes)
- Introduction to the emerging themes and objectives of the refreshed ATS2 (10 minutes)
- Open space for comments/discussion (10 minutes)
- Board activity: understanding the opportunities within challenges (30 minutes)
- Final remarks and closing (5 minutes)

Stewartry Date: Tuesday 8 February 2022. Time: 6 - 7pm.	Wigtownshire Date: Wednesday 9 February 2022. Time: 6 - 7pm.	Annandale and Eskdale Date: Thursday 10 February 2022. Time: 6 - 7pm.	Nithsdale Date: Friday 11 February 2022. Time: 6 - 7pm.
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Drop-in in Castle Douglas, February 2022.

The full draft of the new Active Travel Strategy and Delivery Plan was validated in the summer 2022 by a round of key stakeholders via the recently established regional Active Travel Forum, kick-started on June 23, 2022, with a further meeting to be held between July-August 2022. This forum will serve as a platform for ongoing engagement on active

travel matters and inform the development and delivery of active travel projects and initiatives.

Some other stats:

- 30+ Local groups/representatives expressed interest in taking part in the Regional Active Travel Forum (ATF). The call for expressions of interest in the ATF was open both in the public questionnaires and promoted in the workshops and community conversations.
- 95% of established Community Councils were formally invited via email and reminded to participate in either the questionnaire or the other activities. Some email invitations bounced back, which is why we are not claiming 100% of direct contact. However, information about the questionnaire and the events was online on the council website and promoted via social media, customer services, and other external media.
- During the whole process of consultation 50+, regional and local organisations were mapped/identified as potential supporters or actors that could participate in both ongoing and future engagement.

REVISITING PAST CONSULTATIONS AND REPORTS

As part of the initial activities of research and benchmarking, we identified different reports and past consultations to be relevant to the new Active Travel Strategy. These documents provide a baseline against which the strategy will be measured and further developed during the implementation period of the 10-year Delivery Plan. In this section, we present some of the material that supplemented the consultation and will continue to help us make the case for further funding opportunities and justify investment in walking, wheeling, and cycling improvements in Dumfries and Galloway.

The previous ATS and the Active Street Audits

The consultation summary from the Council's first Active Travel Strategy (2014) was a go-to document that helped us understand the priorities and feedback received for the first strategy so that we could build on it. In addition to this, the previous ATS proposed a series of **Active Street Audits** in the Action Plan agreed upon in 2015, these were successfully completed between 2017-2019.

In this audits, different issues that prevent people from walking, wheeling, and cycling, along with an overview of infrastructure, the state of facilities (parking, storage), and lack of public transport integration, wayfinding, crossing features, and other provisions were identified and summarised in a series of reports that covered the 16 main towns of the region. These results were considered when mapping the most common problems and potential interventions that will need to be actioned by the new Active Travel Strategy and Delivery Plan 2022-2032.



Cover of Kirkcudbright, Stranraer, and Langholm Active Streets Audits reports, 2018 (Other 13 locations were audited).

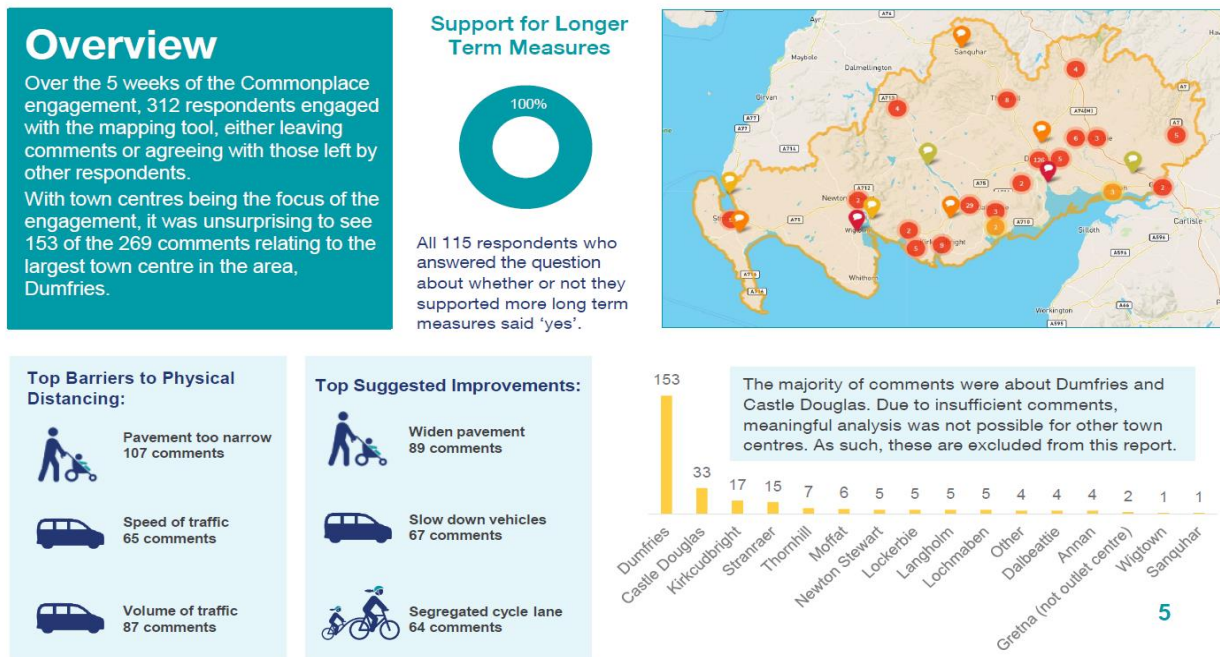
These reports will be used on an ongoing basis to nurture both the Project's Bank (prioritisation list of infrastructure projects) and the discussions in the Active Travel Forum and external partners offering funding and support for the implementation of actions.

Commonplace

Between 13 July and 21 August 2019, people in Dumfries and Galloway were consulted via an interactive map on Commonplace to help the Council identify specific locations in need for temporary measures to ensure people can get about safely when walking, wheeling (in a wheelchair or mobility scooter) and cycling, during the COVID-19 pandemic.

The Map collected 269 comments and 552 agreements from 312 respondents from different locations across the region highlighting issues on wayfinding, obstructions, maintenance, and other problems. Although initially designed for the identification of measures to allow physical distancing when walking, wheeling, and cycling, the results from this consultation were relevant to identifying further improvements in line with the user’s experience in the local active travel network.

Information already gathered in both Active Streets Audits and the Commonplace consultation offered project-specific views, allowing the public consultation on the new Active Travel Strategy 2 to be focused on wider strategic issues and policy areas.



Commonplace consultation results, late 2019.

10,000 Voices

Research for 10,000 Voices was conducted throughout the region during 2018. 10,642 participants aged 10 to 25 provided inputs and the findings reflect the views of around 47% of young people, living, working, or studying in the region. This is claimed to be the largest collection of the views of young people in any local authority area in Scotland. The information gathered was originally used to inform and shape a new 5-year strategic plan for young people’s services in the region and the Dumfries and Galloway Youth Council.

For the new Active Travel Strategy, we considered the scoring from question 1 to question 7 from the 10,000 Voices report, which touched on aspects of mobility, safety, and active travel in neighbourhoods based on the Place Standard Tool.

- Q1. I can easily walk and cycle around using good routes
- Q2. Public transport meets my needs
- Q3. Traffic and parking allow people to move around safely and meet the community's needs
- Q4. Buildings, streets and public spaces create an attractive place that is easy to get around
- Q5. I can regularly experience good quality natural space
- Q6. I can access a range of spaces with opportunities for play and recreation
- Q7. Facilities and amenities meet my needs



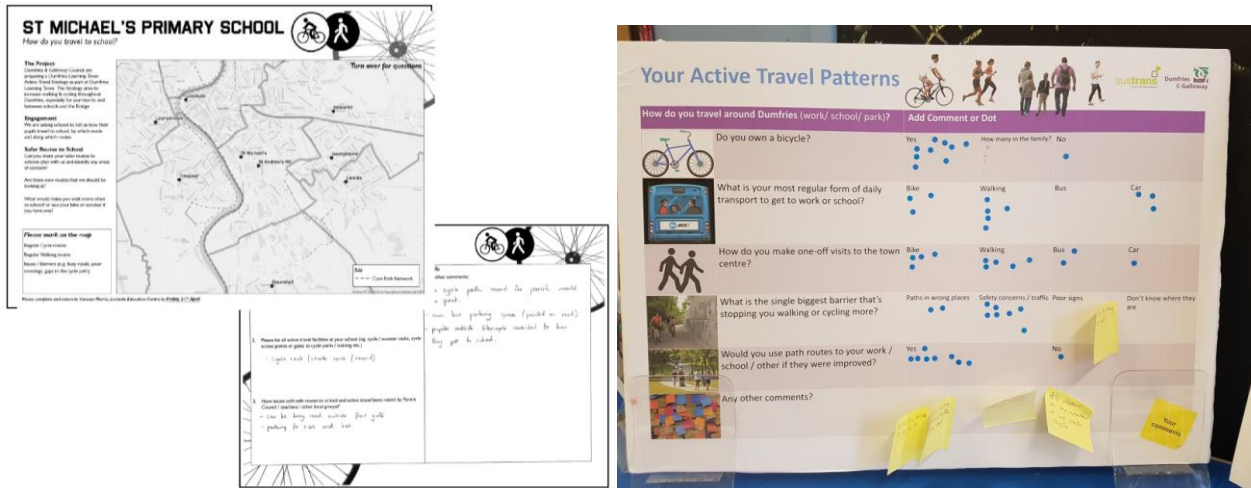
10,000 Voices consultation during 2018.

Although the design of the 10,000 Voices consultation mostly captures perceptions, these results can be further explored into different improvements needed in placemaking with young people and the connections with infrastructure and behaviour change, especially when collated with the views obtained in the public questionnaire for the Active Travel Strategy 2.

Dumfries Learning Town

Dumfries & Galloway Council Schools for the Future Team commissioned Ironside Farrar to assist in developing a Strategy for Dumfries Learning Town (DLT). The work identified new opportunities to improve cycling, walking, and more sustainable forms of transport between key learning destinations, which are part of Dumfries Learning Town.

These results will inform actions towards making safer routes to school in Dumfries and there is consideration in the Delivery Plan of ATS2 for this initiative to be replicated. The direct involvement of students and head teachers is a model of participatory planning that is needed in other locations across the region.



Dumfries Learning Town (DLT) Active Travel Strategy consultation during 2017.

Other national and community-sourced information

There are different datasets in the public domain that have been considered for the planning stage and will continue to inform the delivery of the Active Travel Strategy to measure the progress of the strategy and set evidence for further interventions and funding applications. These are:

The Scottish Household Survey (SHS): is an annual, cross-sectional survey that provides robust evidence on the composition, characteristics, attitudes, and behaviour of private households and individuals as well as evidence of the physical condition of Scotland's homes. Information gathered covers different areas, some of which are highly relevant to active travel (selected categories):

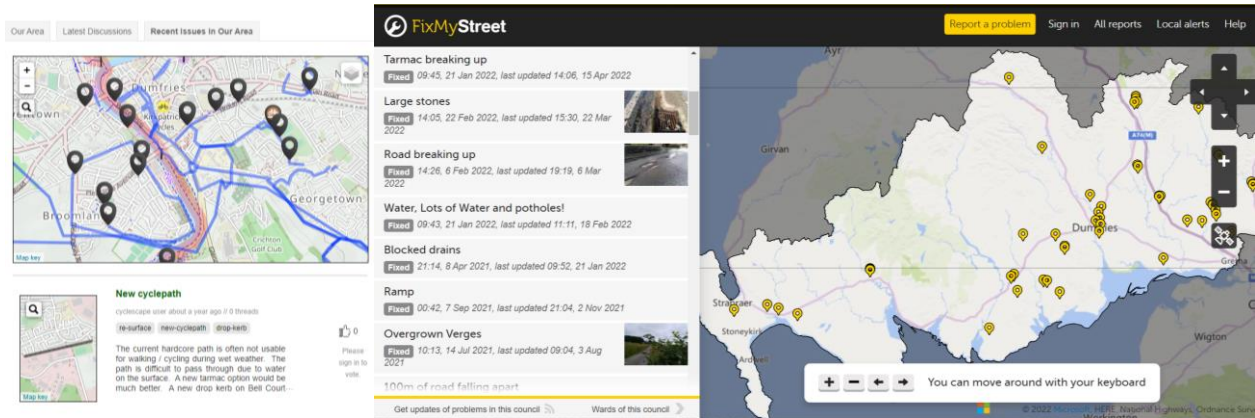
- **Basic demographics and socioeconomic.**
- **Travel and Transport.** Car and bike access, Park and rides, Electric cars, Travel to work/education, Car sharing, Public transport, Incidents, Journey planning, Road accidents, and Travel Diary,
- **Neighbourhoods and Communities.** Rating, Belonging, Greenspace, Anti-social behaviour, Safety, Discrimination and Harassment, Involvement with Neighbours.
- **Volunteering, Local government & services, Culture & Sport, Environment.** Volunteering, Perceptions of local services, Culture, Sport, Views on Climate change, Access to outdoors
- **Health, Disability & Caring.** Self-assessed health, Disability, Concessionary travel.

The Hands Up Scotland Survey: looks at how pupils across Scotland travel to school and nursery. Each September, schools across Scotland complete the survey by asking their pupils 'How do you normally travel to school?'

Cycling Scotland's Active Travel Open Data portal (ATOD): is still in the process of becoming a comprehensive collection of active travel data, but intends to provide data on:

- Cycling statistics from the Scottish Household Survey, Sustrans, Living Streets Scotland and Transport Scotland.
- Real-time automatic cycle counter data from Cycling Scotland's National Monitoring Framework, local authorities, and other active travel organisations.
- Traffic survey data from across Scotland.
- Cycling Scotland programme data including: Bikeability Scotland, the Big Count, YouGov Surveys, and Cycling Friendly awards.

Alternatively, there are internet and app-based platforms that members of the public populate with information on the state of infrastructure and the streetscape, specific issues for cycling, and route preferences for leisure and exercise. Some of these provide user experience data that should be considered for planning and delivering projects, for example, Cyclescape, FixMyStreet, and Strava seem to be widely used in D&G.



Screenshots of issues reported by the public on Cyclescape (Left) and FixMyStreet (Right) in D&G.

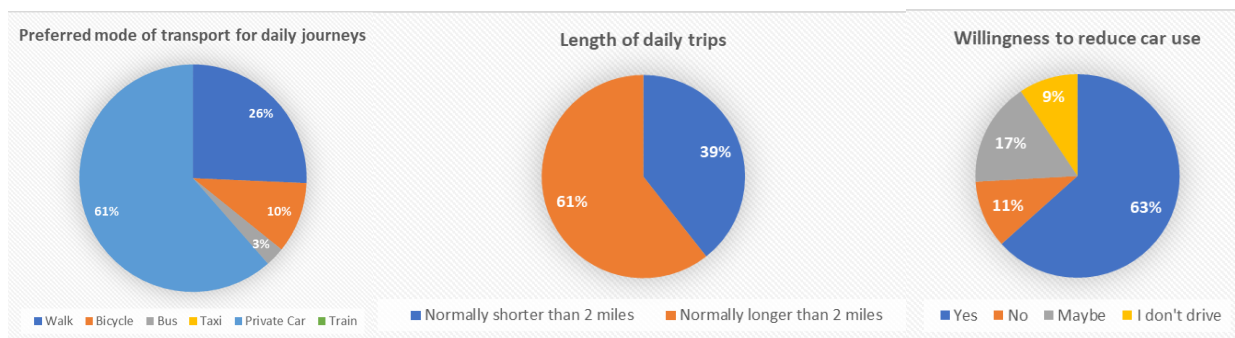
HIGH-LEVEL SUMMARY OF RESULTS OF THE CONSULTATION FOR THE ACTIVE TRAVEL STRATEGY AND DELIVERY PLAN 2022-2032.

In this section, a summary of the highlights from the consultation process is presented for the reader to get a general perspective of Dumfries and Galloway's public views on active travel, the state of infrastructure, and the priorities as perceived by communities and other key stakeholders living in our region. Details on the questionnaire are in the annexes.

Perceptions and behaviours towards active travel

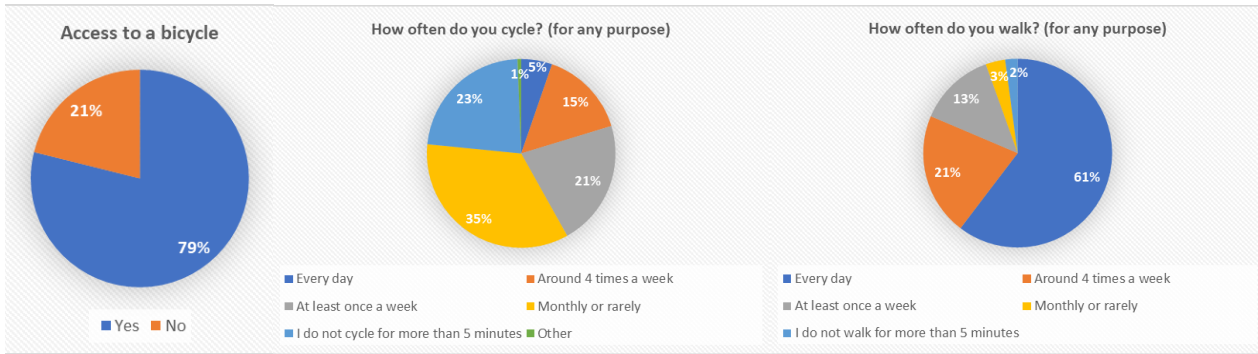
People were asked about their preferred transport mode for daily journeys, length of daily trips, and their willingness to reduce their car use. Most respondents declared their trips to be longer than 2 miles (63%), and a preference to drive (61%). However, about the same percentage of people (63%) would be willing to reduce their car use. Walking came second as a transport option for daily journeys, with bicycles in third place (10%).

In many of the open questions, the poor frequency of buses was raised as a barrier to moving around in the region in a sustainable way, which could explain why only 3% mentioned that they used the bus service for daily journeys.



Regional results on preferred transport, length of trips, and the willingness to reduce car use (2022).

Another set of questions explored the level of access to bicycles and the frequency of walking and cycling for any purpose. For walking, people were asked to state only those trips of more than a quarter of a mile (approximately 5 minutes of walking). More than half of people (82%) said they walked either every day or most days of the week for any purpose. Only 5% of people said they do not walk for more than 5 minutes or that they would rarely walk. In terms of cycling, although the results showed a high level of access to bikes (almost 80%) at least a third of respondents (35%) would cycle monthly or rarely. On the other hand, around 20% of people would cycle every day or at least 4 days a week, followed by a similar share of people (21%) that cycle at least once a week.

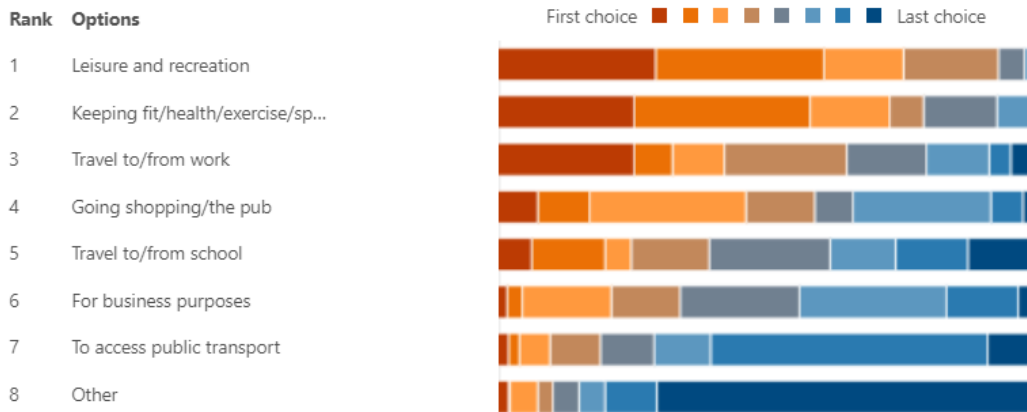


Regional results on access to bikes and walking and cycling patterns (2022).

When it comes to the purpose of journeys done by walking or cycling; leisure and recreation came at the top of the reasons for such activities, followed by keeping fit/exercising and health. Going to work came third out of the 7 options given (excluding others), followed by going shopping or to the pub.

Trips to school do not feature in the top three in these results. However, this could be explained by the fact that participants in this public questionnaire were mostly adults. The results of the Dumfries and Galloway 'Hands Up' Active Travel Survey (2019) indicate that more than half (53%) of children or young people in the region use active travel to get to school, with almost 36% of students walking to school in the last survey. On the other hand, the annual monitoring from Cycling Scotland showed that 4.3% of students were cycling to school.

29. What are your three most frequent reasons for walking, cycling, or wheeling?



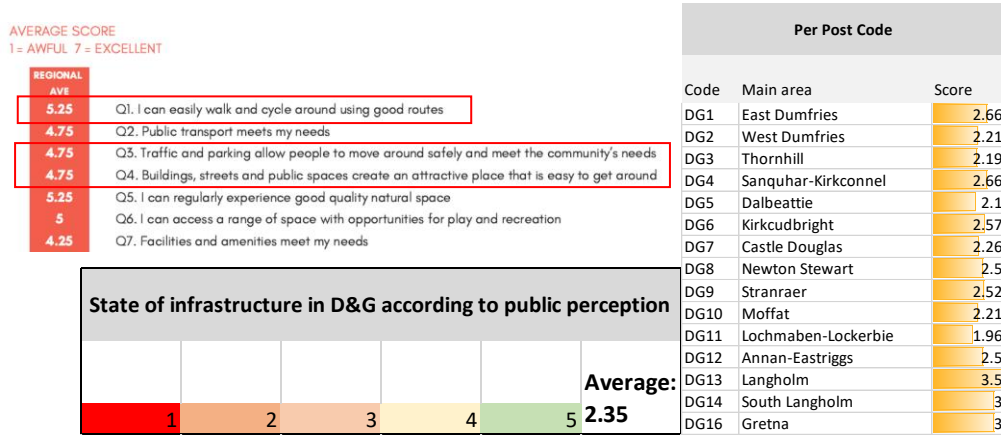
Ranking of reasons for taking any form of active travel (2022).

Barriers and challenges to travelling actively with current provisions

The state of infrastructure will always influence travel choices. Public perceptions of the reliability of the streetscape; paths, or cycle lanes, were explored by asking people to score the current conditions of the physical infrastructure. From 1 to 5, with 1 being very poor and 5 being very good. The average score was 2.35, meaning that they perceived that infrastructure was somewhere in the middle, neither in a good nor bad state. These answers vary per postcode, for instance, DG11, DG5, and DG3 (around Lochmaben-

Lockerbie, Dalbeattie and Thornhill, respectively) scored the lowest quality according to the views of residents in these areas.

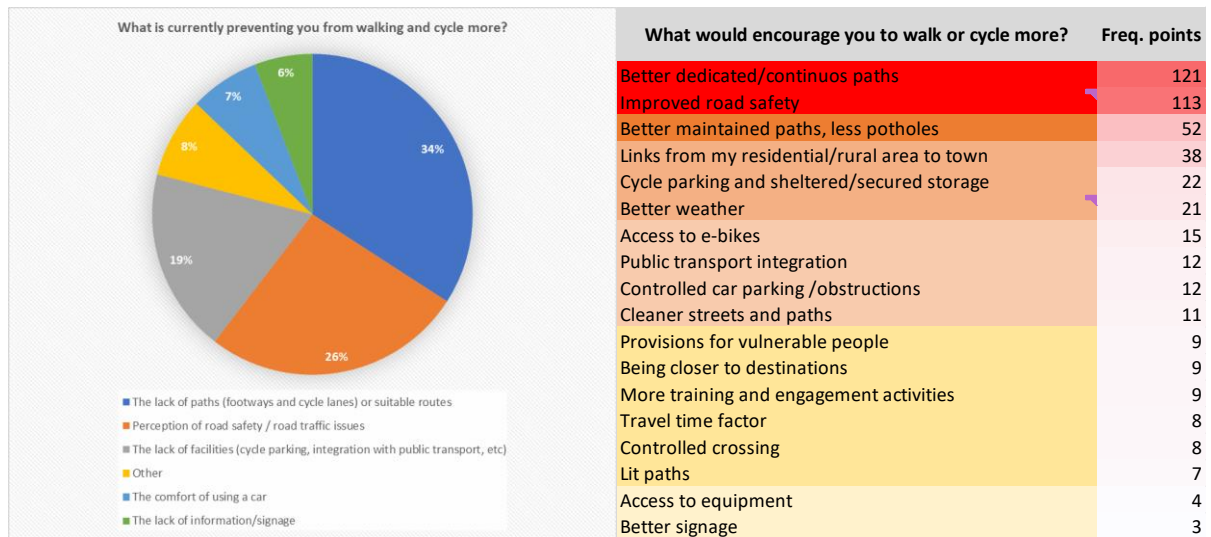
Young people gave around 4.75 and 5.25 points out of 7 to questions 1,3 and 4 of the 10,000 Voices consultation in which they explored infrastructure and active travel issues region wide.



State of infrastructure according to 10,000 Voices survey 2018 (Top left), ATS2 Survey 2022 (Bottom left and right).

The perceived barriers and the changes that might potentially overcome these were asked in multiple-choice and open questions. The lack of paths or suitable routes for walking and cycling came first (34%) as a barrier followed by the negative perception of road safety (26%) and missing facilities or services (cycle parking, integration with public transport, etc). To make people more engaged in active travel, respondents would like to see better dedicated and continuous paths, improved road safety, and better maintenance of the existing infrastructure. These answers are aligned with the above question.

It is important to highlight that the open question of “*What would encourage you to walk or cycle more?*” brought many other issues, as seen in the chart below, ranging from minor interventions to the broader need for engagement and accessibility. Additionally, there were concerns that go beyond physical infrastructure, for example, being encouraged by better “weather” or “travel time”, this last related to other issues that will require a holistic approach to work out the balance between long-distance provisions in rural areas and the proximity to the actual offer of services and facilities (schools, shops, etc). This is when the 20-minute neighbourhood concept gains relevance as a development concept to be understood, adapted, and adopted in different policies across Council services.



What is preventing people to walk and cycle more (Left), versus what would encourage them (Right). ATS2 Consultation (2022)

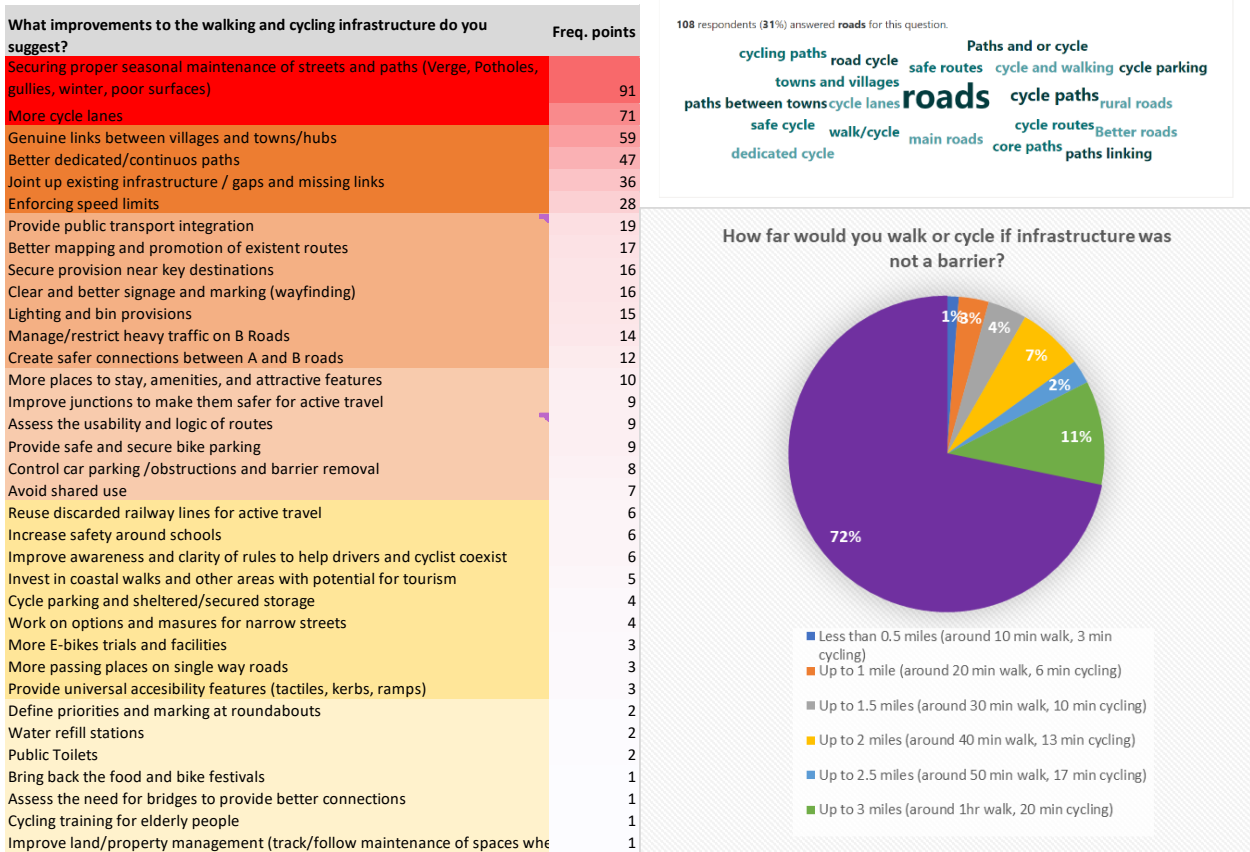
We asked for specific proposals to improve infrastructure (*What improvements to the walking and cycling infrastructure do you suggest?*) and received many ideas and requests that were location specific. These were compiled and will be included in the Projects Bank for further scoring with the prioritisation criteria.

More than 360+ entries received for this question were coded and organised by frequency, as seen in the chart below. Seasonal maintenance of streets and paths was the top issue, followed by more cycle lanes, genuine links between villages and towns, and better dedicated or joined-up paths (as many paths have an abrupt end).

The complete list includes traffic and road management, integration with public transport, e-bike facilities, and improvements in signage and information among many other strategic issues that have been considered within the actions in the Delivery Plan of the Active Travel Strategy 2.

The problems related to active travel on major roads and public transport integration have been forwarded to Transport Scotland and Swestrans to inform their work on trunk roads and the Regional Transport Strategy, respectively.

Based on a scenario of better infrastructure being provided, participants were asked how far they would walk or cycle. More than 72% expressed that they would do more than 3 miles if the infrastructure was not a barrier, followed by 11% that would do up to 3 miles either by foot or cycling. These groups together sum up to 83% of participants that would be willing to uptake active travel for considerable distances.



Suggested strategic improvements (Left), versus willingness to walk and cycle more (Right). ATS2 Consultation (2022)

Policy areas and strategic outcomes for an active region

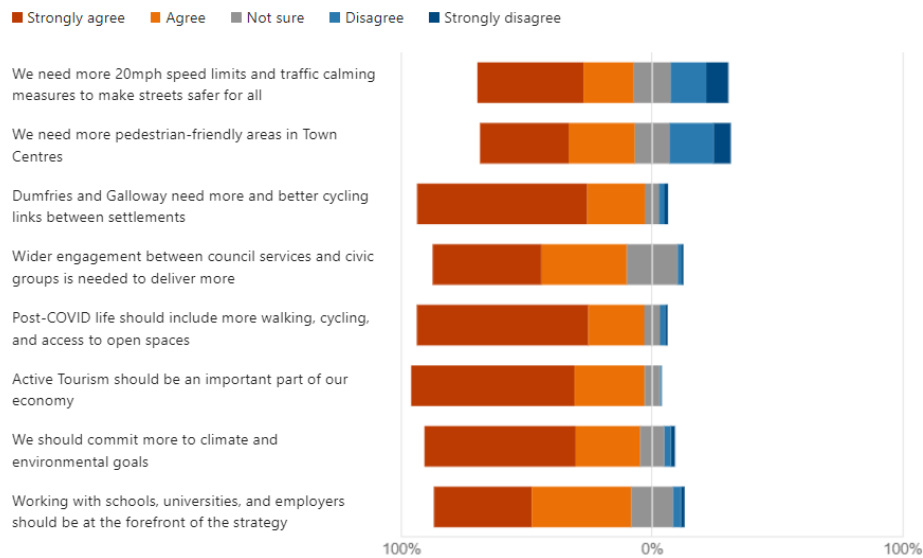
Within the public questionnaire, we provided some initial policy intents and strategic statements for people to score their level of agreement with each. These were:

1. We need more 20mph speed limits and traffic calming measures to make streets safer for all
2. We need more pedestrian-friendly areas in Town Centres
3. Dumfries and Galloway need more and better cycling links between settlements
4. Wider engagement between council services and civic groups is needed to deliver more
5. Post-COVID life should include more walking, cycling, and access to open spaces
6. Active Tourism should be an important part of our economy
7. We should commit more to climate and environmental goals
8. Working with schools, universities, and employers should be at the forefront of the strategy

People widely agreed with these statements. However, the least popular were those that claimed the need for measures to limit speeds and increase pedestrianisation, namely statements 1 and 2. We also left an open field for people to add any statement or policy intent that they considered relevant, entries reflected on multiple issues including but not limited to: more access to e-bike facilities and other micro-mobility devices, coordinated road and personal safety, traffic management of HGVs, incentives, better approaches for rural communities, education for mutual respect and engagement with various sectors of the community (see the complete list of statements suggested by respondents below).

16. How strongly do you agree with each statement?

[More Details](#)



Strategic Statements for the Active Travel Strategy 2. ATS2 Consultation (2022)

Suggested by participants

- We need more schemes to facilitate access to e-bikes and other electric micromobility devices
- We need coordinated road and personal safety
- We need to speed up how simple interventions are rolled out
- HGVs traffic management on roads that intersect towns and villages
- Provide a platform where decision making is based on user experience
- Pedestrianisation alone does not work, it needs social/entertainment activities in Town Centres/High Streets
- Enforcement mechanisms to speed limits, beyond signage. Monitoring framework?
- Schemes to support community-led projects
- Coordinated public transport integration
- Comprehensive thematic routes/loops to foster regional cycle touring and tourism (See greenways from Ireland)
- Education programmes for drivers
- Policy on walking and cycling as social prescription to improve health and wellbeing
- Comprehensive maintenance programme/policy
- Coordination with forestry and environment for enhanced routes that make the most of the landscape
- Schemes to support safe school routes
- Invest in the core people who could lead and coordinate volunteers or a council-sponsored work force targeted at...
- Reward systems to encourage walking and cycling
- Defined approach to elderly population and AT
- Drivers/cyclist balance, one measure shouldn't be detrimental to any.
- Engaging people with disabilities in the conversation to make sure their varied needs are taken into account includin...
- Committing to reducing transport inequality and environmental justice, e.g. reducing air pollution
- Working with communities, not only schools, employers and universities
- Legislative and financial commitment
- Proper approach to rural communities, reducing rural isolation and inequalities
- Night-time active travel needs to be addressed along with night-time provisions
- An inclusive approach, not labels "cyclist", "pedestrians" but all
- Parking regulations and enforcement
- Work the relationship with Landowners to provide access/continuity of paths

Strategic Statements for the Active Travel Strategy 2 (Suggested by members of the public). ATS2 Consultation (2022)

We also asked *What would be the most important outcome of the ATS2?* The top three issues were: road safety, reduction of car usage, and more km of active travel links, followed by public transport integration and improvement in the quality/maintenance of paths.

People came from different backgrounds and locations; therefore, the responses reflected such diversity, but all the responses were applicable to both large and smaller settlements

across the region which is positive for the high-level scope of the Strategy. We could also find relationships between the expected outcomes gathered in the survey and those suggested in the different workshops with key stakeholders. The full list of expected outcomes ranked by frequency is shown in the table below.

What should be the most important outcome of this Strategy?	Freq. points
Safer streets and roads	56
Encourage people to travel actively and reduce car usage	52
More Kms of links between communities	41
More and better public transport integration	38
Better quality, access, and maintenance of paths	36
Healthy residents healthier lifestyles	28
Better connection for rural areas	27
Visible progress	23
Empower all sectors, including vulnerable people	19
Reduce carbon footprint	15
More promotion of active travel options	15
Make D&G a more attractive place to live and visit	14
Focus on children, active and safer routes to schools	14
Realistic/measurable targets	9
Better response to local needs not just infrastructure that nobody will use	9
Integrate landscape and paths within national parks and tourist destinations	8
Comprehensive speed limits implementation	7
More electric facilities, e-bike, e-car pools	6
No more consultations that lead to nothing	5
Involve private sector and local economies	4
Incentivise physical activity	3
Better definition of competences within the councils and with swestrans	2
Set an example for the country	2
GPs prescribing Active Travel	1
Reuse/re-equip assets (old military roads, railways, back roads)	1
Help non-drivers and offer alternatives to drivers	1
More balanced investments across the region	1

Most important outcomes of Active Travel Strategy 2 (Suggested by members of the public). ATS2 Consultation (2022)

Finally, a long-term vision for the region was prompted in the questionnaire and the responses helped to better define what the aspirational goal for the ATS2 would be. As mentioned earlier in this report, the initial draft vision was supported by most respondents (66%). However, it needed to consider the feedback: people asked to make it simpler, easy to understand, and closer to the perceptions of the wider public. The revised draft vision was included in the strategy after the feedback to clearly express a common goal towards the issues identified as strategic priorities:

“Dumfries and Galloway will be an active region with accessible, reliable, and safe routes that connect communities, and will embrace a culture that promotes active and sustainable travel for both urban and rural areas.”

The annexes of this report include the full surveys and links to the summary reports from the *MS Teams Forms*. The copies of responses obtained via paper-based surveys will be stored in the Council offices.

ANNEXES

Apart from Community Councils, other key organisations/groups were invited to participate in the survey and stakeholder workshops

	Organisation
National Level Organisations	Sustrans
	Living Streets
	Planning Aid Scotland
	Cycling Scotland
	Paths For All
	The Bike Station
	Forrestry Land Scotland
	Cycling UK
Groups of Regional Relevance	Third Sector DG
	The People's Project
	Physical Activity Alliance
	Dumfries and Galloway Chamber of Commerce
	Power Walk Club (Active Schools and Community Sport)
	Walking for Health D&G (Paths for All)
	Dumfries and Galloway Multicultural Association
	Dumfries and Galloway Advocacy Service
	Dumfries and Galloway Wheelchair Track Athletics Club
	LGBT Youth Scotland
	DG Voice
	South of Scotland Enterprise
	D&G Over 50s Group (FKA The Dumfries & Galloway Seniors' Forum)
Local Groups	Dumfries and Galloway CTC
	Stewartry Walking for Health
	Wigtwonshire Cycling Forum
	Ramblers Dumfries and District
	Cycling Dumfries
	DPAG
	Walkwheelcyclevote
	Buddies Dumfries
	Loch Ken Trust

	Organisation
Local Groups	Galloway Glens
	Wheels of Fleet (Gatehouse of Fleet)
	The Crichton Trust
	The Stove Network
	Dumfries Cycling Club
Private Sector (Bike Shops and Workshops)	AE Bike Shop and Café- (Ae Village)
	Mr. Fox SecondHand Bikes and Repair (Dumfries)
	Annadale Cycling (Moffat)
	The Break Pad (Newton Stewart)
	DG2Wheels (Dumfries)
	Kirkcowan Cycles (Newton Stewart)
	Studio Velo (Castle Douglas)
	Castle Douglas Cycling Centre (Castle Douglas)
	The Chain Line Bicycle Repairs (Stranraer)
	MPG Cycles (Dalbeattie)
	The Frothy Bike Co (Dumfries)
	Nithsdale Wheelchairs (Sanquhar)
	Galloway Cycling Holidays (Regional)
Rik's Bike Shed (Drumlanrig - Thornhill)	
Working with groups that are seldom heard	The Care Shop Dumfries
	TheFoodTrain
	The Usual Place
	Dumfries and Galloway Carers Centre
	Parents Inclusion Network
	First Base Agency
	D&G Support in Mind
	D&G Care Trust
	The Holywood Trust
	Visibility Dumfries

Links with key documents:**ATS2 Engagement Briefing:**

[Dumfries and Galloway's Active Travel Strategy \[Consultation\] \(office.com\)](#)

Internal Survey – interactive summary

<https://forms.office.com/Pages/AnalysisPage.aspx?AnalyzerToken=X14GAVJV0b44cNhq2pWNIHwO6YRu1Fn5&id=9h0uvVqNZ0imR0h8KnQC3jjYj3f4k2IBIhaXZJGxtstUREtRVzIwWVBUVVBJVEM4SjdHRExESzVBU SIIQCN0PWcu>

External Survey – interactive summary

<https://forms.office.com/Pages/AnalysisPage.aspx?AnalyzerToken=4nPqNsBGnHNfAgAUPmTX8nWEZY7w1UHW&id=9h0uvVqNZ0imR0h8KnQC3jjYj3f4k2IBIhaXZJGxtstURVcxNEpFTTMwTzJVUUyyVDC3RDE1UVI QNyQIQCNO0PWcu>

Paper-based version of the public survey



What is Active Travel?

Active Travel is just a way to call transport or movements based on physical activity, such as **walking and cycling**. There are fully or partially active trips during a journey: For instance, walking and cycling from/to the bus stop or train station are partially active trips. Similarly, using e-bikes, e-scooters, and other electric micro-mobility devices to support day-to-day trips is also considered in a wider definition of Active and Sustainable Travel.

The Active Travel Strategy 2022-2027 will build on the progress from the previous strategy and incorporate recent data from regionwide street audits, national surveys, and information from other local consultations to shape our goals and align with national aims to **decarbonise transport**, and the vision towards **compact and sustainable communities**.

Increasing walking and cycling is at the top of the Scottish Government's priorities, and we want to strive for better places and **infrastructure along with healthy lifestyles** in Dumfries and Galloway. Now it is time to collaborate and work out the learning outcomes to recover from the pandemic towards a greener future.

Your input is vital to developing the Strategy so Let's make an active region, together! on our journey to Net-Zero.

If you want to read more about the context of the Strategy, go to www.dumgal.gov.ukconsultations

We thank you in advance for your time and participation.

Updates on the Active Travel Strategy will be published on gosmartdumfries.co.uk in due course

Making an active region, together on our journey to Net-Zero.

Part 1

(Please tick the boxes or add information when required)

Where are you based?

- | | | | |
|------------------------------|------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> DG1 | <input type="checkbox"/> DG5 | <input type="checkbox"/> DG9 | <input type="checkbox"/> DG13 |
| <input type="checkbox"/> DG2 | <input type="checkbox"/> DG6 | <input type="checkbox"/> DG10 | <input type="checkbox"/> DG14 |
| <input type="checkbox"/> DG3 | <input type="checkbox"/> DG7 | <input type="checkbox"/> DG11 | <input type="checkbox"/> DG15 |
| <input type="checkbox"/> DG4 | <input type="checkbox"/> DG8 | <input type="checkbox"/> DG12 | <input type="checkbox"/> DG16 |

Are you responding to this questionnaire on a personal basis or on behalf of an organisation?

- Personal
- Organisation

If organisation, please provide the name.



If you are an organisation, please answer the following questions. Otherwise, continue to PART II.

Does the work of your organisation support active or sustainable travel?

Yes No

If yes, please describe the area of work of your organisation (e.g., cycling training, mobility research, rambling and walking tours, bike repairing, community engagement, etc)

Would you like to be contacted to take part in an Active Travel Forum to discuss projects and opportunities with other members of the network?

Yes No

If yes, please add an email / phone number

PART II: About you

What is your age group?

Under 25 25 to 34 35 to 44
 45 to 54 55+ Prefer not to say

What is your gender identity?

Woman Man Non-binary Other / Prefer not to say

Do you have a physical or mental health condition that reduces your ability to carry out day-to-day activities?

Yes, considerably Yes, partially
 Not at all Prefer not to say

How long are your regular day-to-day journeys?

Normally shorter than 2 miles Normally longer than 2 miles

Would you be willing to give up some of your car use to walk and cycle more?
(Consider trips shorter than 3 miles)

Yes No Maybe I don't drive

What would encourage you to walk or cycle more?

PART III: The Strategy you need

We envision Dumfries and Galloway as an active region that works together with communities to make the most of their assets. The Active Travel Strategy 2022-2027 should set the framework for improvements, and the integration of the work we all do (local government and citizens) to provide new, maintain, and enhance infrastructure, policy measures, engagement, and monitoring to better understand the barriers and potential active and sustainable travel solutions in our region. Your views are vital at this stage.

Score the current state of walking and cycling infrastructure in Dumfries and Galloway? (Please score from 1 to 5, being 1: very poor and 5: very good)

Very poor 1 2 3 4 5 Very good

What improvements to the walking and cycling infrastructure in Dumfries and Galloway do you suggest?

How strongly do you agree with each statement?

	Strongly agree	Agree	Not sure	Disagree	Strongly Disagree
We need more 20mph speed limits and traffic calming measures to make streets safer for all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
We need more pedestrian-friendly areas in Town Centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dumfries and Galloway need more and better cycling links between settlements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider engagement between council services and civic groups is needed to deliver more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Post-COVID life should include more walking, cycling, and access to open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Active Tourism should be an important part of our economy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
We should commit more to climate and environmental goals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Working with schools, universities, and employers should be at the forefront of the strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you want to add more statements, write them down here:

Most of the challenges to becoming active travel friendly in D&G come from
 (one or multiple):

- The lack of infrastructure and facilities
- The lack of engagement and communication
- The lack of understanding of behaviours and rurality
- Other:

How much impact do you think active travel brings to the following benefits?

	Very low impact	Low impact	Moderate	High impact	Very high impact
A healthy region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better local economies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting a green recover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Striving for wellbeing and a just transition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How strongly do you agree with this vision for the region?

Dumfries and Galloway will be an active region with sustainable movements in everyday journeys, pursuing compact and healthy communities that make the most of their assets while striving for the benefits of active travel.

- Strongly agree Agree Not sure Disagree Strongly Disagree

Any comment on the vision:

In your opinion, what is the most important outcome that the Active Travel Strategy 2022-2027 should achieve? (Feel free to add a focus, an objective, an aspiration, or expectations (e.g., "this strategy should focus on..." or "I want this strategy to"))

Thank you your participation in this survey!

The following questions are optional, but if you could complete them, it would help us understand your current travel choices and the barriers you find.

About your transport choices

Which form of transport do you use most for daily journeys? (Daily journeys: going to work, school, the shop, the gym, the pub, etc)

- Walk Bicycle Bus
 Taxi Private Car Train

Do you own or have access to a bike?

- Yes No

How often do you walk for any purpose? (Please state only those trips of more than a quarter of a mile - approximately 5 minutes of walking).

- Every day Around 4 times a week At least once a week
 Monthly or rarely I do not walk for more than 5 minutes

How often do you cycle for any purpose?

- Every day Around 4 times a week At least once a week
 Monthly or rarely I do not walk for more than 5 minutes

What are your three most frequent reasons for walking, cycling, or wheeling?

(Please prioritise marking with numbers as 1, 2, and 3, with 1 being the most frequent)

- Travel to/from work
 Travel to/from school
 For business purposes
 Leisure and recreation
 Keeping fit/health/exercise/sport
 Going shopping/the pub
 To access public transport
 Other

How far would you feel comfortable walking and/or cycling if the infrastructure was not a barrier?

- Less than 0.5 miles (around 10 min walk, 3 min cycling)
 Up to 1 mile (around 20 min walk, 6 min cycling)
 Up to 1.5 miles (around 30 min walk, 10 min cycling)
 Up to 2 miles (around 40 min walk, 13 min cycling)
 Up to 2.5 miles (around 50 min walk, 17 min cycling)
 Up to 3 miles (around 1hr walk, 20 min cycling)
 I can do more than 3 miles.

What is preventing you from walking and cycling more? (Select one or up to three)

- The lack of paths (footways and cycle lanes) or suitable routes
- Perception of road safety / road traffic issues
- The lack of information/signage
- The lack of facilities (cycle parking, integration with public transport, etc)
- The comfort of using a car
- Other

Please better describe what you think is the main barrier: