

# Appendix 9.A

## Usage data for other multi-user routes and cycleways



In 2008, Asken Ltd was appointed by the Yorkshire Dales National Park Authority to assess the potential benefits arising from the creation of a multi-user trail (i.e. usable by pedestrians, cyclists and horse riders). The trail was intended to follow the route of a dismantled railway. As part of the assessment, data were collated from other multi-use routes around the country. Selection of which routes to include was dictated largely by availability of data, rather than similarity to the route in question. Also, data do not extend beyond 2009. Nonetheless, the data for these routes serves to provide some comparisons which are of value.

Appendix 2 of the report is provided below in full, with some edits. The routes are described below starting with those in the North West of England, then moving further afield.

## Keswick to Threlkeld Railway Route

### Context

Described by Sustrans<sup>1</sup> as “A fantastic family-friendly ride that takes you from the picturesque town of Keswick through some of the Lake District’s loveliest scenery. The ride begins in the car park of the swimming pool at Keswick and continues along the trackbed of the old Cockermouth, Keswick and Penrith railway - an easy ride through the beautiful tree-clad Greta Gorge which is ideal for traffic-free family rides. Eight bridges engineered by Thomas Bouch, designer of the ill-fated Tay Bridge, take the route across the river Greta. Part of the route runs along a wooden boardwalk installed when the path was renovated in 2000.” This section of cycleway is part of the Coast to Coast cycle route.

### Usage

Information on route usage was provided by LDNPA (Houghton, 2004). User surveys have been undertaken in 1995, 1999 and 2003. The results show a significant increase in the number of walkers and cyclists using the track:

	1995 (29 survey days)	1999 (31 survey days)	2003 (29 survey days)
Walkers	4,584	5,874	6,495
Cyclists	1,314	2,316	2,929
Disabled	75	84	73

In terms of patterns of use, little change in the profile of users, their knowledge of the path, and opinion of it were observed. The findings for 2003 are as follows:

- “Most people (79%) were on the path because it is part of a local cycle route. Only 1% were cycling the whole C2C (However, the surveys started

<sup>1</sup> See: <http://www.sustrans.org.uk/route/keswick-threlkeld> (visited 21 March 2016)

*at 10 a.m. so some C2C cyclists might have already left Keswick, or have used the alternative route via Castlerigg Stone Circle).*

- *Approximately 20% of users lived in the Lake District National Park and 60% were on holiday in the National Park. Nearly one third of all users were from Cumbria.*
- *Only 3% had arrived at the start of the track by public transport, but 14% had come by bike.*
- *The main user groups were families and groups of friends. Only 13% of users were aged under 30.*
- *Over half of those interviewed had used the path before, or had known about it, and the majority (93%) of users could find it easily. Only 1% had difficulty finding the path.*
- *Just under one half of users (47%) thought that the route should remain unchanged. One quarter would like to see toilet facilities, and 12% would like picnic areas. The main complaint was about dog dirt (795 dogs were recorded over 29 survey days).*
- *Only 6% of users thought that cyclists should not be allowed to use the track, compared to nearly 20% in 1995 (cyclists were using the route in 1995, before it became part of the C2C).” (Houghton, 2004).*

## Lancaster to Glasson Dock

### Context

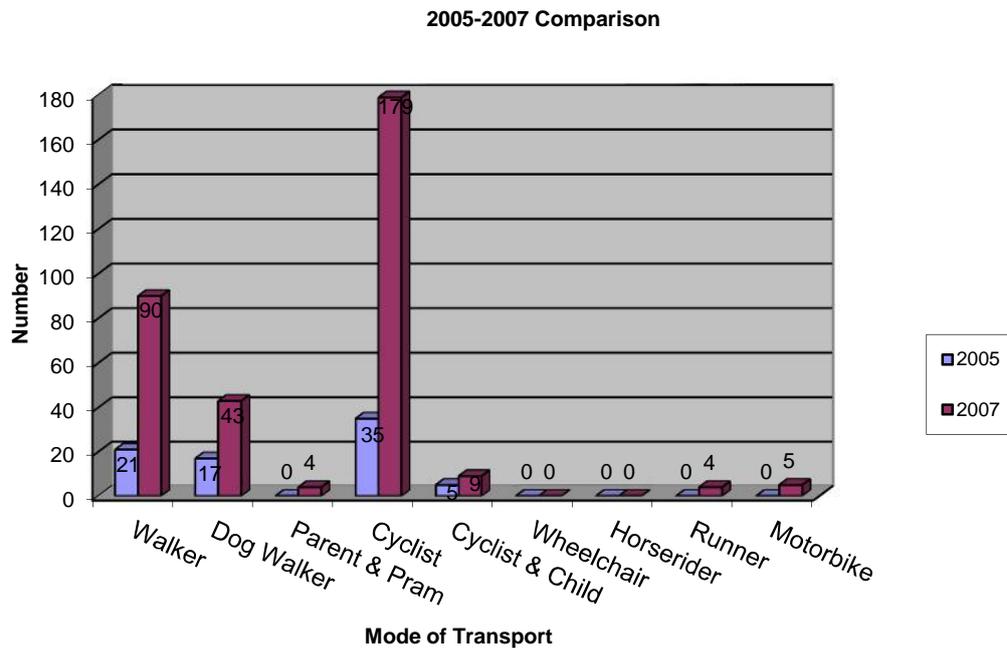
This cycle ride takes users on a looped circuit from the historic city of Lancaster out along the banks of the River Lune to Glasson Dock. For more information, see: <http://www.cyclerroutesuk.com/cycle-route/north-west/lancaster.html> (visited 21 March 2016).

### Usage

Use of the route was surveyed on one late August day in 2005 and at a similar time in 2007. This provides only two snapshots of usage, but of interest nonetheless. A comparison of data for the two years is provided in the figure below (see **Figure 9.A1**).

Walkers, dog walkers and cyclists are apparently the main uses of this route, with limited mobility users and horse riders poorly represented. It is interesting to note the much higher usage in 2007 than in 2005 (although this could be attributable to differences in weather between the two days). Also, if the average of the two days' usage was a typical one for the whole of the period, and assuming that all users of the route passed the survey location (in Aldcliffe, close to Lancaster) then total annual usage would be about 75,000. (Note: this figure is highly speculative).

**Figure 9.A1 Usage by Mode in August 2005 and 2007 (one day per year only)**



Source: Simpson 2008

### Cycle Routes in Lancashire

Lancashire County Council monitored cycle use at a number of locations around the county and have made this data available. The data are for a 24-hour flow of cyclists and cover a number of years (the monitoring period varies between sites. Data are provided in Table 9.A1.

**Table 9.A1 Cycle Usage of Routes in Lancashire**

24 hour cycle flows Mon - Fri	2002	2003	2004	2005	2006	2007
Lancaster - Morecambe cycle track, north west of Millennium Bridge	594	624	642	693	667	673
Cycle track north east of Millennium Bridge to Lune St					244	259
River Lune Cycle Path, east of Millennium Bridge, west of Water St				598	603	614
Millennium Bridge - St Georges Quay East Exit					183	227
Millennium Bridge - St Georges Quay West Exit	137			134	131	106
Millennium Bridge - Long Marsh Lane Cycle Track					121	136
Lancaster - Morecambe cycle track, west of Asda					609	613

24 hour cycle flows Mon - Fri	2002	2003	2004	2005	2006	2007
Ryelands Park (Owen Rd - Noel Rd)				95	78	78
Gaint Axe - Railway Station				116	124	127
Sylvester St - Carr House Lane Cycle Track						174
River Lune Cycle Path, west of Crook O'Lune	105	137		113	128	128
River Lune Cycle Path, west of Halton	121	156	143	152	165	157
River Lune Cycle Path, north of Skerton Bridge		173	172	195	220	212
New Quay Rd - Aldcliffe	37			38	40	
Saltaire - Snatchems				12	10	13
Canal north of Hammerton Hall Lane, Lancaster				46	50	61
Canal north of Moor Lane					83	91
University cycle track, north of Bailrigg Lane	299	300	334	336	384	368
Morecambe Promenade by Town Hall	93	135		146	135	140
Morecambe Promenade by B5274 West End Road					157	148
Lancaster - Morecambe Cycle Track by Hillmore Rd, Morecambe Station	111		141	136	142	148
Hillmore Road - West End Road by Hillmore Rd, Morecambe Station					108	108
St Andrews Drive - Arnside Cres (Morecambe High School)					56	62
Westgate - Outmoss Lane Cycle track		211		185	216	189
Cycle track running east from Glenworth Road to main Lancaster - Morecambe cycle track					180	207
Lancaster - Morecambe Cycle Track east of Out Moss Spur				444	449	430
Canal towpath east of Valentines Lane (Preston)				24	25	28
Old tramway bridge over River Ribble, south side	282	295	293	313	310	303
Coronation Park, west of Duckpond, Ormskirk				47	34	41

24 hour cycle flows Mon - Fri	2002	2003	2004	2005	2006	2007
Cycle track, north of Railway Station, Ormskirk				12	14	17
Rishton - Great Harwood by Cemetery	90	83	86	89	88	85
Accrington - Baxenden, north of Hurstead St				11	15	13
Platts Lodge Causeway, Accrington by council offices						33
West Accrington Cycle Path, east of Star St					14	25
West Accrington Cycle Path, west of Star St					10	17
West Accrington Cycle Path, north of Star St					18	25
Canal towpath, Nelson					41	45
Canal towpath, west of Harwood St, Daisyfield	25	18	20	25	31	
Promenade by Princess Way, Blackpool					95	98
<b>Weighted average</b>	<b>172</b>	<b>213</b>	<b>229</b>	<b>172</b>	<b>162</b>	<b>168</b>

Source: Osbourne 2008

It is not possible within the scope of this study to assess the circumstances of each of these routes individually. The data will contain a mix of recreational and utilitarian users, with probably a predominance of the latter as most of these sites appear to be located in urban areas. However, it can be seen that usage is highly variable, with some routes having very little use (as low as 10) per day, some very high (up to around 670 per day). It is misleading to place too much weight on the average figure, as the routes that contribute to each yearly average it vary. However, five sites have data for each of the 6 years of monitoring and these provide a more reliable guide to trends (all other things being equal). The annual averages for these routes are:

Year	2002	2003	2004	2005	2006	2007
Average Daily Use	277.2	291.6	299.6	316.6	322.8	317.2
Total Annual	101,178	106,434	109,354	115,559	117,822	115,778

Although there is not a consistent pattern, the general trend is upwards.

## Cheshire Lines

### Context

The Cheshire Lines route is not just a specific multi-use route but is part of a promoted Sustrans route (NCN Route No. 62). This route as surveyed in 2006 using the standard

Sustrans method and so is of peripheral interest. The section of route lies near Lydiate (northern outskirts of Liverpool) and is a quiet road (Carr Lane). For more information, see: <http://www.westlancs.gov.uk/leisure-recreation/parks-and-countryside/parks-and-countryside-sites/cheshire-lines-path.aspx> (visited 21 March 2016).

### Usage

Usage data, based on 104 interviews and observed use of 669 over a four-day period (48 hours of surveying in total), was aggregated to provide an estimate of annual usage is:

- Cyclists: 31,795
- Walkers: 9,310
- Others: 281

A large majority of this usage (98% for cyclists and 82% for walker) was for recreational purposes, the rest being personal, business or 'other'.

## Stratford Greenway

### Context

The Stratford Greenway runs out from Stratford Upon Avon railway station out into the Warwickshire countryside along an old railway line. It comprises part of NCN Route 5. It crosses two roads (at grade) along its length and terminates in deep countryside that is largely devoid of major attractions. It is 7.5 km in length, giving a 15 km return trip, although there is scope for returning to Stratford by minor roads. Bikes can be hired in Stratford, where a wide range of other facilities is available.



Stratford is a major tourist destination (not only as Shakespeare's birthplace, but also because of its attractive setting by the river Avon), as well as having a significant resident population (111,000 residents in 2001 Census). For more information, see: <http://countryparks.warwickshire.gov.uk/greenways/stratford-greenway/> (visited 21 March 2016).

### Usage

The route is also available for all its length by walkers and cyclists and half of it can be ridden on horseback. Warwickshire County Council (Fry, 2008) estimate that 60,000 people a year use the Stratford Greenway. However this figure is an estimate as there are no counters of any sort on the route. There are 3 car parking areas that serve the route, one at each end and one in the middle; other paths connect the route to Stratford and other villages and, the route is also promoted as part of the Monarchs Way and other local promoted routes. No breakdown into user types was available.

## Plym Valley Cycleway

### Context

As the name suggests, this route follows the Plym Valley along a former railway line, providing an easy off-road route into Plymouth. Although described as a cycleway, it is also available for walkers. Its length is about 15 km and it provides easy cycling (ranked 3 out of 10 for difficulty). It comprises a part of NCN Route 27 but is part of a much longer route (along the Devon Coast) extending to over 150 km. The route gives access to many historic landmarks, including Cann Viaduct. For more information, see: [http://www.cycle-route.com/routes/Plym\\_Valley\\_Cycle\\_Track-Cycle-Route-58.html](http://www.cycle-route.com/routes/Plym_Valley_Cycle_Track-Cycle-Route-58.html) (visited 21 March 2016).

### Usage

Counters have been placed on the route that discriminate between walkers and cyclists. Information has been provided by Devon County Council (Gardner, 2008). Results are as follows:

	Walkers	Cyclists	Total Use
May to Dec 2006	14,909	33,566	48,475
Jan to Dec 2007	25,935	56,369	82,304
Jan to May 2008	9,836	19,225	29,061

This will comprise a mix of cyclists and walkers, likely to be a mix of recreational and utilitarian users.

## East Devon Way/Lympstone

### Context

The cyclepath and walkway starts at Exmouth railway station and follows the Exe Estuary to Lympstone. The trail provides a link to the picturesque village of Lympstone, with its many small cottages and its lovely Harbour nestling in the middle of sandstone cliffs. There are shops including the post Office a food shop and two public houses serving food. For more information, see: <http://www.explored Devon.info/activities/walk/accessible-walks/exe-estuary-trail-exmouth-lympstone-2/> (visited 21 March 2016).

### Usage

Counters have been placed on the route (which was extended in 2007, leading to a major uplift in usage in 2008). Information has been provided by Devon County Council (Gardner, 2008). Results are as follows:

- April to Dec 2006: 18,722
- Jan to Dec 2007: 27,493

■ Jan to May 2008: 52,392

This will comprise a mix of cyclists and walkers, likely to be a mix of recreational and utilitarian users.

## Phoenix Trail

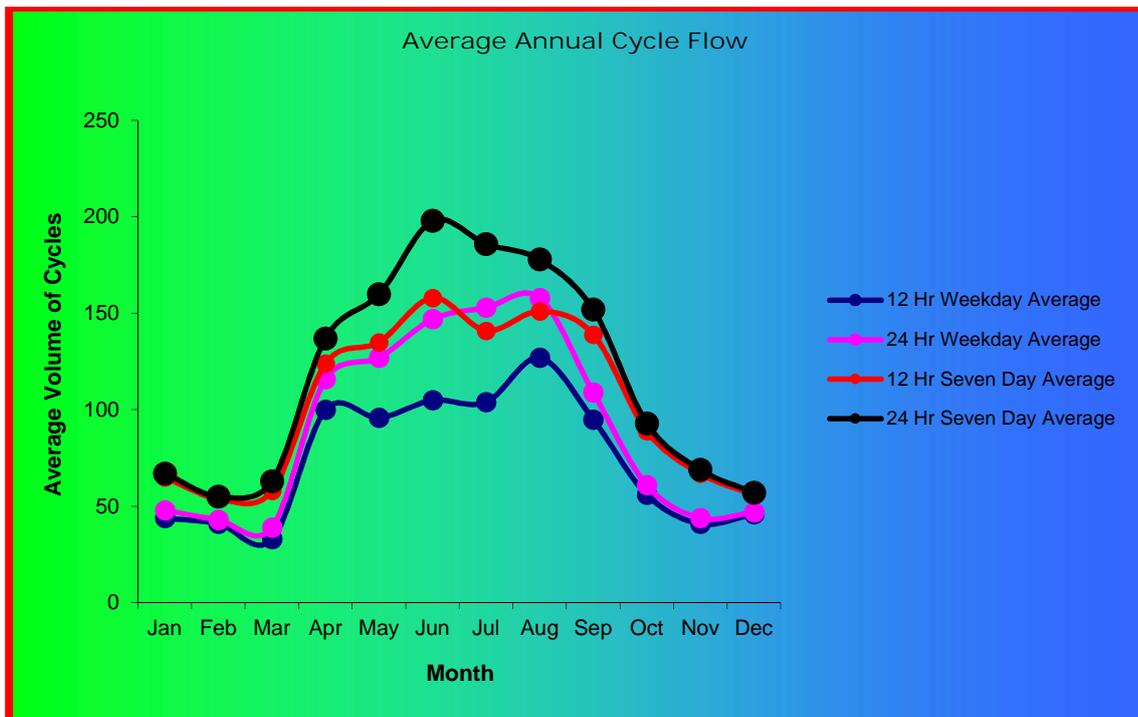
### Context

The Phoenix Trail runs from Thame to Princes Risborough (in Oxfordshire) and forms part of NCN Route No. 57. The leaflet describes the route as follows: “The Phoenix Trail has something to suit everyone, whether it’s a quick and traffic-free cycle ride between Princes Risborough and Thame, a tranquil path to amble along with your dog on a summer’s evening, somewhere safe to teach your child to ride their first bicycle, or a connecting route for horses to get on to and off the Ridgeway at Bledlow.” The basic route is about 6 km but has several branches/link routes to adjoining villages. For more information, see: <http://www.sustrans.org.uk/ncn/map/route/phoenix-trail-princes-risborough-to-thame> (visited 21 March 2016).

### Usage

Usage data for the trail was provided by Sustrans; it covers 2006 only. The data are reproduced in **Figure 9.A2** below and show the average daily flow measured in several different ways. Depending on the figure used, this equates to annual usage of between 27,000 and 43,000. Note that this applies to cyclists only.

**Figure 9.A2: Phoenix Trail Usage Data**



Source: Sustrans

## Tissington and High Peak Trails

### Context

The web page<sup>2</sup> covering this route says:

*“The Tissington Trail runs along a 13 mile route from Ashbourne to Parsley Hay. At this point it joins up with the High Peak Trail, which runs from High Peak Junction to Dowlow near to Buxton. Surrounded by beautiful countryside the traffic-free trail is ideal for horse riders, cyclists, naturalists and walkers. It is suitable for wheel chairs and pushchairs along the flat sections.”*

### Usage

The source consulted (Dallison, 2008) referred to counts undertaken on the trails and other data which shows:

- about 50,000 visits per annum to the trails;
- cycle hire from the two largest of the three cycle hire shops on the trails is about 11,000 to 12,000 per year;
- usage by cyclists on hired bikes represent about 1/3<sup>rd</sup> of total cycling usage;
- bikes adapted for use by disabled people are hired about 300 times per year; and
- relatively few users are horse riders (no number stated).

## Cuckoo Trail

### Context

The web page<sup>3</sup> covering this route says:

*“This 14 mile surfaced path through the Sussex countryside is mostly traffic free and is a safe route for walkers and cyclists of all ages, forming part of the National Cycle Network - route 21.*

*The picturesque trail follows the former ‘Cuckoo Line’ railway track and stretches from Heathfield to Eastbourne Park. It passes through Horam, Hailsham and Polegate.*

**What you will find** - *A green corridor with a host of natural wildlife. Some verges are managed for wild flowers, and trees cut to allow light to reach the ground. Other areas are wooded and shady. There are good views of the surrounding countryside and plenty of rest points. There are lots of opportunities to pick up refreshments just a short distance from the route. There are benches, picnic tables and sculptures in wood and steel, as well as other artwork to look out for. Don’t miss the Victorian’s engineering skills in the brick arch bridges, between Hellingly and Horam and most striking example*

<sup>2</sup> See: <http://www.derbyshire-peakdistrict.co.uk/tissingtontrail.htm> (visited 21 March 2016)

<sup>3</sup> See: <https://new.eastsussex.gov.uk/leisureandtourism/countryside/walks/cuckootrail/> (visited 21 March 2016)

*at Heathfield Tunnel (open during the summer). There are lots of sights, sounds and smells to experience. In May, look for butterflies such as the orange-tip. You might even see bullfinch, lesser whitethroat, cuckoos or weasels. Listen for the laughing call of the green woodpecker and a host of other birds. There's also wild garlic at several places between Hellingly and Horam with its pungent aroma. In early summer, orchids grow near path edges and under trees."*

### Usage

The survey site lies on the Cuckoo Trail at a point on a reclaimed railway line that serves the centre of Hailsham. This research was conducted in partnership with East Sussex County Council Transport and Environment. An estimated 191,500 individual journeys passed the counter during 2000. The user composition and trip functionality are shown in the following tables.

This analysis is based on three distinct components:

- data from the automatic bicycle counter at the site;
- questionnaires conducted with route users during four 12-hour survey periods, and
- manual data collected during the same four 12-hour periods.

Cyclists	Pedestrians	Day trip/just cycling/walking	Other purpose
47.5%	52.0%	71.2%	28.8%
(a small number of other user types were recorded)		(particular purpose trips included those made to reach locations where users can pursue leisure/social activities)	

Of those respondents on a **day trip, or just cycling/walking**, 97.4% travelled from home, and 2.6% from a holiday base. 22.0% were undertaking the trip as part of a longer journey. 20.7% expected the duration of their journey to exceed three hours. (Data supplied by Sustrans).

## Strawberry Line

### Context

The Strawberry Line Path is a continuous 30-mile traffic-free path spanning Mid-Somerset from Clevedon to Shepton Mallet. It will follow as much of the old Strawberry Line trackbed as possible, and represents a wonderful opportunity to open up the countryside for cyclists, walkers of all ages, runners, parents with buggies and wheelchair users. More information about the Strawberry Line can be found on: <http://www.thestrawberryline.org.uk/>.

### Usage

North Somerset Council (Mallender 2008) provided data showing cyclists' use of the Strawberry Line. Up to 2005, the counter was very close to the end of the section of the

trail open for cycling. In 2005/06 the council implemented improvements enabling the entire 11 km of the Line to be opened to cyclists. Since then the numbers of cyclist have increased significantly year on year, as can be seen in the figures in the table below.

Year	Average monthly cycle trips (except August)
2003/04	177
2004/05	166
2005/06	174
2006/07	230
2007/08	322

## Sett Valley Trails

### Context

The Sett Valley Trail is a 2.5 mile recreational trail for walkers, cyclists and horse riders linking New Mills and Hayfield. It follows a former railway line through outstanding countryside and forms part of the Pennine Bridleway National Trail between Hayfield and Birch Vale.

For more information, see:

[http://www.derbyshire.gov.uk/leisure/countryside/access/walking/walks\\_and\\_trails/sett\\_valley\\_trail/](http://www.derbyshire.gov.uk/leisure/countryside/access/walking/walks_and_trails/sett_valley_trail/) (visited 21 March 2016).

### Usage

Details of usage over the 12 month period from Nov 2006 to Oct 2007 are provided in the table below, split between cyclists and pedestrians (Turnbull, 2008).

Month	Cyclists	Pedestrians	Totals
Nov-06	235	1960	2195
Dec-06	575	1395	1970
Jan-07	611	1553	2164
Feb-07	776	1533	2309
Mar-07	1109	2023	3132
Apr-07	2290	3650	5940
May-07	1809	3203	5012
Jun-07	1553	3181	4734
Jul-07	2025	3320	5345

Month	Cyclists	Pedestrians	Totals
Aug-07	2161	4066	6227
Sep-07	1968	2014	3982
Oct-07	2109	1531	3640
TOTALS	17,221	29,429	46,650

## Other Cycle Routes

UCLAN (2006) estimated the demand for a number of longer distance rural cycle routes in or around Yorkshire. These are road routes estimated to attract 4,300 to 10,800 cyclists. UCLAN reports much larger numbers of users on certain scenic trails suitable for a wide range of abilities and interests. These include the Camel Trail in Cornwall (29 km with 280,000 cyclists) and the Moor to Sea coastal section (31 km with 65,000 cyclists).

## References

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