

Calderdale ‘Streets for People’ (Park Ward and North Halifax)

Executive Summary

West Yorkshire Combined Authority
Calderdale Council

November 2020



Contents

Introduction	3
Planning	4
Methodology	5
Responses	7
Findings: Executive Summary	10
Next Steps	12

Introduction

Background

Calderdale Council (CC), in partnership with the West Yorkshire Combined Authority (CA), are working to create better spaces for walking and cycling, and to improve access to public transport across Calderdale.

Transforming Cities Fund (TCF) funding

The Combined Authority has received £317m funding through the Transforming Cities Fund (TCF) programme. This is a major new Department for Transport programme of investment that aims to deliver transformational, new infrastructure and help create a step change in travel across the region, and is essential to reducing reliance on private car travel and meeting the wider Leeds City Region commitment to become a net zero carbon city region by 2038. You can read more about the TCF programme by [clicking this link](#). In Summer 2020, Calderdale Council submitted Strategic Outline Cases (SOC) to the Combined Authority to secure TCF funding to develop plans to improve transport and make it easier to get around for communities in North and West Halifax.

‘Streets for People’ (SfP) funding

Calderdale Council received funding for a ‘Healthy Streets’ (now ‘Streets for People’) project. The ‘Streets for People’ approach looks at a specific area in detail and examines how the streets can be made better places to walk, cycle, use public transport and generally spend time in, therefore helping them to be a healthier and more attractive environment. In August 2019, workshops were held with Calderdale Council officers from Highways, Transportation, Planning, Neighbourhoods and Public Health; and with key external stakeholders including the Fire Service, Halifax Opportunities Trust, and a number of health, housing and community organisations. Feedback from the workshops was shared with Councillors and following discussions, the Park Ward area of West Halifax was identified for this project to improve safety, active travel and transport options for communities living, working, and visiting there.

Corridor Improvement Programme (CIP) funding

Calderdale Council also seeks to use Corridor Improvement Programme (CIP) funding to improve transport and connectivity from Halifax town centre through to North Halifax. CIP is a Combined Authority administered programme of low and medium cost highway interventions on strategic highway corridors on the Key Route Network.

Reasons for conducting this survey

Both North and West Halifax contain well used routes through Calderdale which can be busy at times. There is also poor air quality in some of these areas, and limited attractive space for safe walking and cycling, which provided a rationale to use the ‘Streets for People’ approach to engage with communities in both North and West Halifax at the same time and develop ideas which could inform the development of different projects.

Engagement with members of the public, elected ward members, residents, community groups and other important stakeholders will be important to help inform future decisions on the design of infrastructure improvements. This engagement was designed to provide further insight into local travel perceptions, issues, and priorities for improvements in North and West Halifax. The survey is part of a wider programme of consultation and engagement activities which are being planned and delivered to inform the development of these schemes in 2021.

Planning

Calderdale Council Transportation Team, in partnership with West Yorkshire Combined Authority, engaged consultants 'Steer' to deliver an engagement survey in the West and North Halifax areas using the 'Streets for People' approach. Calderdale Council Public Health also fed into planning the engagement survey to gain a better understanding of current levels of walking and cycling in North and West Halifax and help to identify themes for [Active Calderdale](#) to meet what residents see as a priority for improving walking and cycling infrastructure.

Timeline: The survey was live for four weeks on the CA's online engagement platform YourVoice from Monday 14 September 2020 to Friday 16 October 2020.

Aims of the survey: The survey aimed to understand current travel behaviour and perceptions of walking and cycling, including identification of barriers and changes to streets that could encourage more walking and cycling journeys. It also explored perceptions of the local area, in terms of ease of getting around, safety, the physical environment and opportunities for play and recreation. The survey sought perceptions of existing traffic-related problems, current use of walking and cycling for travel in people's local areas and to Halifax town centre, perceived ease of access to the town centre and identification of factors that make it difficult. It also asked whether participants felt lockdown measures over the Spring and Summer of 2020 had made getting around their neighbourhoods better or worse.

Adjusting to COVID-19 restrictions: The overriding priority for Calderdale Council and the Combined Authority must be the public safety of its residents and its employees. That said, consultation and engagement is an essential part of any major project or programme, and the project team discussed at length how to carry engagement out in a safe and meaningful fashion.

Previously, planned engagement activity would typically include 'face to face' interactions such as public meetings and focus groups, which would not meet current government guidelines on public gatherings and social distancing. Similarly, information in public places such as touch screen interactive displays are not possible due to contamination risks and continuing efforts to reduce crowding in public spaces.

While planning to conduct online engagement avoids many of these risks, it is vital to ensure the engagement is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, while coordinating 'online-led' engagement activity, the project team also planned to utilise more traditional options of communications such as post and telephone, to ensure consultation was safe but also accessible and inclusive.

Methodology

Communication channels

Your Voice Online Engagement Page: the engagement was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub on the following web address: (<https://www.yourvoice.westyorks-ca.gov.uk/calderdale-sfp>).

Your Voice Survey Tool: The survey itself was hosted on the YourVoice site, which could be reached on the bottom of the project page or directly via the weblink below: (https://www.yourvoice.westyorks-ca.gov.uk/calderdale-sfp/survey_tools/calderdale-streets-for-people-survey).

Your Voice Q&A Tool: The Your Voice site hosted a Question & Answer tool (Q&A) which allowed participants to submit any queries for the project team to respond to. To ensure compliance with the GDPR, responses from officers were either sent privately or made public depending on the nature of the query and the information provided within it.

FAQs: The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources.

Emails and Letters: Responses, questions or feedback were encouraged in the Residents' Letter Drop and Project Page by written letter and via the YourVoice email address (yourvoice@westyorks-ca.gov.uk).

MetroLine: West Yorkshire Combined Authority's 'MetroLine' number was made available for members of the public to request further information or to request information in other formats.

Freepost: Freepost envelopes were provided with any printed copies of the survey requested, for return to the address FREEPOST CONSULTATION TEAM (WYCA).

Outreach and promotion

Residents' Letter Drop: 16,245 letters were delivered by the Royal Mail Household Delivery Service to households in the Park Ward and North Halifax areas over one week beginning on Monday 14th of September 2020. The letter explained the aims of the project, outlined the timeline and purpose of the survey and signposted ways people could give their feedback. The letter also advertised the incentive of a prize draw (see below).

Prize Draw: The incentive of a prize draw was included to encourage people to take part in the survey. Participants had the option to be entered into a free prize draw to win one of five £50 shopping vouchers when they completed the survey online and provided contact details. The prize draw took place on 10th of November and five winners were contacted.

Press Releases: A series of press releases were sent out to local and regional media organisations to promote the project and encourage people to participate in the survey.

Social Media: Various social media posts from Calderdale Council and West Yorkshire Combined Authority were used to promote engagement. Calderdale Council's seven social media posts on Facebook and Twitter across the duration of the survey generated 18,925 impressions and 338 engagements.

Support from Community Partners: Printed copies of the letter to residents were distributed by Halifax Opportunities Trust and North Halifax Partnership in local community hubs and children's centres for people to take away. The link to the online survey was also shared by community stakeholders who disseminated the information to their networks via social media and online newsletters.

Responses

Engagement with the YourVoice project page

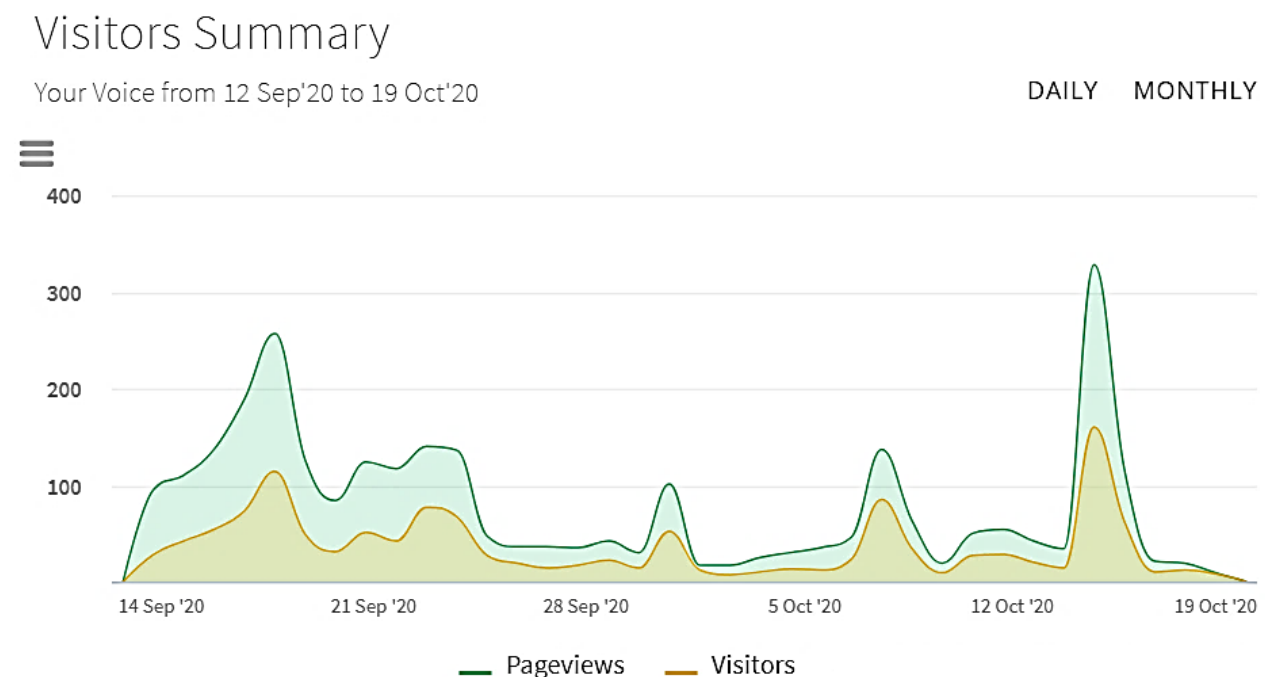
Over the period of the engagement, there were **over 1000 visits** to the Project Page on West Yorkshire Combined Authority's 'YourVoice' engagement hub. Visitors to the 'Your Voice' project page can be divided into the following categories:

Aware (1200 Visitors): Visitors that we consider to be 'aware' have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but not taken any further action (not clicked on anything).

Informed (738 Visitors): An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs) about the project, download the Privacy Notice, or look at Key Dates.

Engaged (533 Visitors): On top of these actions, every visitor that contributes to a website 'tool' (in this case, the Survey and Q&A tools) is considered to have actively 'engaged' with the project.

Below: Number of site visits over time to <https://www.yourvoice.westyorks-ca.gov.uk/calderdale-sfp>



Please Note – The 'Visitors' line (shaded brown) represents the number of unique visits by individuals to the site. The 'Pageviews' line (shaded green) represents the number of times the page was loaded or refreshed by visitors.

Traffic Channels: Most web traffic to the project page was 'Direct' (by people who typed the web address into a browser by hand). This suggests that this was likely to be people who were responding to the Residents' Letter, which included the full web address.

Other traffic was via 'Social' (social media), 'Search Engine' (e.g. Googling 'Calderdale Streets for People') and 'Referrals' (When someone clicks on a hyperlink to go to a new page on a different website - e.g. via an embedded hyperlink to the project page in a press release or newsletter).

TRAFFIC CHANNEL	AWARE VISITS	INFORMED VISITS(%)	ENGAGED VISITS(%)
DIRECT	1000	542 (54.2%)	377 (37.7%)
SOCIAL	255	95 (37.3%)	59 (23.1%)
EMAIL	4	4 (100%)	3 (75%)
SEARCH ENGINE	119	86 (72.3%)	64 (53.8%)
.GOV SITES	28	16 (57.1%)	7 (25%)
REFERRALS	65	45 (69.2%)	31 (47.7%)

Number of survey responses

A total of **582 responses** were received. These can be categorised as follows:

- **533** respondents gave feedback via the YourVoice Survey tool
- **31** responses via emails
- **14** responses via letters
- **4** Questions via the Your Voice Q&A tool

It should be noted that some respondents will have submitted comments via multiple methods and therefore the number of individuals who have taken part may be less than 582. For example, some respondents referred to this in their emails, which they used to provide additional comments and feedback.

Data Analysis

Analysis of the raw data, comments and feedback obtained through the online survey, emails and written correspondence was carried out by consultants Steer.

Quantitative Data Analysis

The quantitative responses from the survey were analysed using standard frequency counts and percentages.

Qualitative Data Analysis

As mentioned, there were a number of different opportunities provided for respondents to submit free text comments as follows:

- Via the online survey on the YourVoice website
- Via the Q&A tool on the Your Voice website
- Via email sent to the YourVoice inbox
- Via letter posted to the project team

The analysis of this type of free text qualitative data was undertaken using thematic coding. This process involves the identification of themes that are present throughout the

dataset and the assignment of responses, or elements of responses, to these themes to gain a deeper understanding of respondents' views and perceptions. Comments relating to each theme are then grouped together and counted which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' views and perceptions.

Responses without sentiment

Some responses, such as the majority of those submitted through the Q&A tool (and one email requesting a paper copy of the survey), asked questions rather than provided comments or feedback. Where there was no obvious sentiment attached to these questions, they were not included within the analysis. All questions received by either email or the Q&A tool were responded to by staff from the project team.

Respondent Characteristics

The table created by project consultants Steer (below) compares the characteristics participants self-identified into when responding to the online survey against the general population profile, using data from the Office for National Statistics and partial postcode information provided by respondents. A summary of the respondent sample is:

- Over 45s are over-represented in the sample, while under 25s are under-represented.
- The ethnicity profile of respondents closely matches the local population.
- People who have access to or own a car are over-represented.
- Economically active respondents under-represented.

		Overall Sample Respondents	ONS Overall Sample	Difference (nearest %)
Age	Under 25	5%	34%	(29%)
	25-44	30%	28%	2%
	45-64	38%	24%	15%
	65+	24%	14%	10%
	Prefer not to say	3%	-	
Ethnicity	Asian or Asian British	15%	17%	(2%)
	Black or Black British	0%	1%	(0%)
	Mixed or multiple ethnic groups	1%	2%	(0%)
	White	76%	80%	(5%)
	Other	1%	0%	0%
	Prefer not to say/don't know	6%	-	
Other	Have access to car	79%	62%	17%
	Have access to a bike	29%	Unknown	N/A
	Are economically active	58%	67%	(9%)

Findings: Executive Summary

Frequency of travel by mode

- It is worth noting that restrictions in place relating to the Coronavirus pandemic are likely to have altered travel patterns at the time of this survey (September – October 2020).
- Walking is the most popular mode with 86% of respondents claiming to travel by walking at least once per week. Overall, two thirds of respondents said they never travel by cycling.
- Respondents were also asked how many trips they had made by walking, cycling and bus in the week before completing the survey. The average number of trips made was:

Walking: 4.7

Cycling: 0.5

Bus: 0.8

Perceptions of traffic problems

- Joy riding and speeding traffic are the top two perceived problems – both have over 80% of respondents saying they are a major or slight problem.
- Over a quarter of respondents say every traffic problem is major.
- Over half of respondents say every traffic problem is either major or slight.

Perceptions of the local area

- Overall, under 10% of respondents say there are places to stop and rest in their area.
- 72% of respondents agreed or strongly agreed that there were good walking routes to bus stops. However, only 40% feel adequate crossings are provided where needed.
- When asked if they felt safe in the daytime, 65% of respondents agreed or strongly agreed, but these levels dropped to 26% when asked if they felt safe in hours of darkness.
- Only around a quarter feel there is a range of spaces and opportunities to meet people.

Barriers to walking

- Speeding traffic was a major issue with respondents facing barriers to walking, as were overgrown footpaths and pavements.
- However, Personal safety concerns stop the most people from going walking with 52% of respondents saying it was a barrier at least sometimes.
- In open text comments asking if there were other factors that deter or prevents them from walking, 24% of respondents who commented mentioned the condition of streets (e.g. dog mess, litter, uneven footpaths).

Changes to streets to encourage walking

- Respondents were shown a list of 14 proposed changes which would encourage walking (such as 'wider pavements' or 'improved street lighting') and asked to select up to five.
- Improvements to pavements and footpaths were the most popular changes at 40+% approval from respondents.
- In particular, 'keeping the streets clean' was the most popular option at 72% approval.

Barriers to cycling

- For almost half of respondents, a lack of access to a bike prevents them from cycling.
- Almost a fifth of respondents in the overall sample are prevented from cycling by a health condition or illness.
- Safety concerns, related to amount of traffic and speeding traffic, all had around 30% of respondents commenting that it often prevents them from cycling.
- In open text comments asking if there were other factors that deter or prevents them from cycling, 7% of respondents who commented mentioned cycle routes were unattractive.

Changes to streets to encourage cycling

- Respondents were shown a list of 8 proposed changes which would encourage cycling (such as 'cycle training' or 'secure cycle parking at home') and asked to select up to five.
- Overall, more/improved cycle lanes/tracks were the most popular changes at 44%
- About a quarter of respondents also support measures to reduce traffic volume/speeds in residential areas.
- About 30% of respondents want more secure cycle parking at local destinations.

Frequency of travel to Halifax town centre by mode

- It is worth noting that restrictions in place relating to the Coronavirus pandemic are likely to have altered travel patterns at the time of this survey (September – October 2020).
- Overall, cycling is seldom used as a mode of travel to Halifax, though one in ten respondents travel to Halifax town centre by bike at least once a year.
- Car (as a passenger) is the most popular mode at 41% at least once a week.
- Almost 40% of respondents say they never walk into Halifax town centre from their area.

Ease of travel to Halifax town centre by walking and cycling

- Overall, one in three respondents felt that walking to Halifax town centre was difficult or very difficult with a similar number feeling that cycling was difficult or very difficult.
- Of those who had walked or cycled to Halifax at least once, fewer were likely to state it was difficult or very difficult. Notably, few of those who cycled stated it was very easy (one in ten). 60% of those who had walked to Halifax at least once felt it was easy or very easy.

Factors that make it difficult to walk to Halifax town centre

- These results relate to a subset of respondents (170, 32% of the overall sample) who stated that walking to Halifax was 'difficult' or 'very difficult'.
- Overall, two thirds of respondents said it's too far to walk to Halifax town centre.
- A third of respondents stated that the walk to Halifax town centre was unpleasant.
- Around one in four to one in five respondents chose of footpaths, traffic speed, personal safety concerns, amount of traffic, inconsiderate driving and poor pavement conditions.

Factors that make it difficult to cycle to Halifax town centre

- These results relate to a subset of respondents (113, 17% of the overall sample) who stated that cycling to Halifax was 'difficult' or 'very difficult'.
- More than half of the respondents cited lack of cycling facilities such as cycle lanes/tracks and the amount of traffic as factors.
- Over 40% of respondents also cited inconsiderate driving and the speed of traffic.
- Only 8% of respondents said, "it's too far to cycle" from their area to Halifax town centre, but 46% agreed with the statement "it's too hilly".

Next Steps

Full report and breakdown of North and West Halifax feedback

This document is an executive summary of the planning, methodology, responses and main themes from the feedback of the 'Streets for People' engagement survey. Calderdale Council's consultants, Steer, have conducted full analysis of the data and feedback from the survey and written / email correspondence. They have used partial postcode information provided by respondents to the survey to differentiate between themes emerging from people living in North and West Halifax, as well as the overall responses. These two survey reports can be read and downloaded on the YourVoice 'Streets for People' project page here alongside this Executive Summary.

This engagement survey has sought to gather baseline information and identify themes in current issues, perceptions, and ideas for improvements in North and West Halifax. It is part of a wider programme of consultation and engagement activities which are being planned and delivered to inform the development of these business cases in 2021.

Other activity and next steps in North Halifax

In Autumn 2020, Living Streets (a national charity for everyday walking) and project consultants Steer facilitated a 'Community Street Audit' to investigate barriers to walking in the North Halifax area. The Living Streets Community Street Audit (CSA) methodology is a way of effectively involving community stakeholders in the process of evaluating the quality of the walking environment. The CSAs also provide recommendations to overcome physical and emotional barriers to walking for everyday journeys; and to feed into schemes to ensure places are fit for walking. Due to COVID-19 restrictions, each CSA session was delivered online using video conferencing. Two Community Street Audit sessions were held, involving ward members in the Ovenden, Illingworth & Mixenden and Town wards:

- A "Walking in North Halifax", looking at walking in Illingworth and Ovenden. This session aimed to identify "typical" walking issues, reviewing locations in Illingworth and Ovenden as examples of the types of issues experienced elsewhere across North Halifax.
- Walking from North Halifax to Halifax town centre. This session specifically focused on the walking route into Halifax town centre from North Halifax.

The audit was undertaken as part of the wider 'Streets for People' public survey for North and West Halifax which is the subject of this report. Key stakeholders along the North Halifax to Halifax town centre corridor were also engaged. Further stakeholder workshops are being organised with community stakeholders over Winter 2020 and engagement will continue into 2021. The issues identified by the engagement survey, alongside that of the street audit and continuing stakeholder engagement, will feed into feasibility design for walking and cycling infrastructure improvements as part of the Outline business Cases being produced for the CIP and TCF programmes in early 2021. There will be further consultation on the scheme designs as part of business case development, the details of which are yet to be finalised.

Other activity and next steps in West Halifax

In December 2018, stakeholder street audits were carried out by Living Streets – the UK charity for everyday walking – on behalf of Steer. This also provided an opportunity for stakeholder input, which supported the process of identifying key walking routes and recommendations for improvements as part of developing Local Cycling and Walking Infrastructure Plans (LCWIP). A follow-up workshop in 2019 captured the most salient points and allowed participants to comment on wider issues that might otherwise have been missed. Comments from participants were used to capture the main barriers to walking and to translate observations into recommendations for infrastructure improvements to enhance the walkability of the area as described later in this section. The audit took place with attendees including representatives from Calderdale Council, WYCA, Halifax Opportunities Trust, Active Calderdale, and local government in Park Ward.

Engagement and planning with these stakeholders have continued into supporting the delivery of this ‘Streets for People’ engagement survey in September to October 2020. Calderdale Council is currently working with ward members and other stakeholders on prioritising locations in the area and in 2021 they will begin co-design work with residents and community stakeholders in the Park Ward area of West Halifax on proposed interventions. They will work in partnership with national cycling charity Sustrans to engage stakeholders and the public and other stakeholders in gathering feedback on initial proposals and locations. In early 2021 Calderdale Council also will be launching a separate bus related engagement exercise around potential bus related improvements also in the Park Ward area – focusing particularly on the areas of Pellon Lane and King Cross Road.

Based on the feedback received, they will draw up more detailed plans in spring 2021. Stakeholders, residents, and businesses will then be formally consulted before any scheme goes ahead. Throughout the process Calderdale Council, the Combined Authority and their partners will work closely with residents and stakeholders to share timeframes and provide clear feedback to the community on what has been said and how it has informed the emerging proposals.

Find out more

westyorks-ca.gov.uk

@WestYorkshireCA

YourVoice@westyorks-ca.gov.uk

+44 (0)113 251 7272

Calderdale Streets for People Survey Report: North Halifax



Client: Calderdale Council
December 2020
Our ref: 23770501

Calderdale
Council

**West
Yorkshire**
Combined
Authority

steer

Contents

- 1** Introduction
- 2** Key Findings
- 3** Respondent characteristics
- 4** Current travel behaviour
- 5** Perceptions of the local area
- 6** Perceptions of walking in the local area
- 7** Perceptions of cycling in the local area
- 8** Travel to Halifax town centre
- 9** Walking and cycling to Halifax town centre
- 10** Summary

Introduction

Improving active travel in North Halifax

This report provides the results of a questionnaire survey undertaken to provide an evidence base for making improvements to active travel (walking and cycling) provision in North Halifax.

The survey was undertaken to inform the business case for investment in active travel through two funding programmes: Transforming Cities Fund (TCF) and Corridor Improvement Programme (CIP) administered by the West Yorkshire Combined Authority. Both programmes aim to improve transport and connectivity in North Halifax with overarching objectives of improving productivity by providing better sustainable transport options for accessing key destinations, including for employment, education and shopping.

The survey was undertaken as part of an engagement exercise which also includes the following activities, reported separately:

- Street audits involving ward members in the Ovenden, Illingworth & Mixenden and Town wards. These comprised virtual sessions to review imagery of the streets in North Halifax from the pedestrian perspective to identify barriers and potential improvements to the walking environment.
- Engagement with key stakeholders on the North Halifax to Halifax town centre corridor.

Background

Calderdale Council submitted Strategic Outline Cases (SOC) to West Yorkshire Combined Authority (WYCA) in Summer 2020 for the TCF and CIP phase two. TCF is a national funding programme administered by the Department for Transport from which WYCA secured £317 million of investment. CIP is a WYCA administered programme of low and medium cost highway interventions on strategic highway corridors on the Key Route Network.

The TCF SOC included a North Halifax Active Travel Package comprising the following proposals for North Halifax:

- Cycle links from the core town centre towards Mixenden, Ovenden and Illingworth, identified in the Calderdale Cycling Strategy
- Creating greater space for walking within residential neighbourhoods of Ovenden and Holmfield

The A629N Corridor Improvement Plan scheme includes an aim to provide infrastructure to support modal shift to wards more sustainable modes, allowing associated health benefits and provide capacity for growth. The SOC included proposals for improvements to junctions on the A629 including facilities for pedestrians and for cycle route improvements.

The results of the survey undertaken provide further insight into local travel issues and perceptions in North Halifax and the priorities for improvements, which will inform the design of walking and cycling infrastructure improvements to include in the Outline Business Cases being developed in 2021.

Survey Method

All households in North Halifax were sent a letter inviting them to complete the survey, which was hosted on WYCA's "Your Voice" online engagement platform. The survey was also promoted through local social media. Response to the survey was encouraged by a prize draw to win one of five £50 shopping vouchers.

Survey content

The survey aimed to understand current travel behaviour and perceptions of walking and cycling, including identification of barriers and changes to streets that could encourage more walking and cycling journeys. It also explored perceptions of the local area, in terms of ease of getting around, safety, the physical environment and opportunities for play and recreation, incorporating themes from Streets for People (LINK) and the Place Standard. The survey also asked about perceptions of existing traffic-related problems in and current use of walking and cycling for travel to Halifax town centre, perceived ease of access to the town centre and identification of factors that make it difficult.

Key Findings

Residents of North Halifax have a mostly poor perception of their local area

There was a very poor perception of some elements of the local area. Less than 15% of respondents agreed that North Halifax is an attractive place that is easy to get around, has places to stop and rest, residential streets are safe for children to play, well cared for buildings and spaces and attractive streets. There were only two factors on which more than 50% of respondents agreed: there are good walking routes to bus stops and it feels safe in the daytime. Only 25% of respondents felt it was safe in hours of darkness.

Respondents from Illingworth and Holmfield areas rated their local area more highly than respondents from Ovenden, Mixenden, Lee Mount and Wheatley

Most people think there are traffic problems in North Halifax

More than 75% of respondents think speeding traffic, joy-riding/anti-social behaviour, cars parked on pavements and inconsiderate parking are a major or slight problem. 50% of the respondents cited speeding traffic as a **major** problem.

Cars parked on pavements is more of a concern in South Ovenden/Lee Mount/Wheatley areas.

Speeding traffic is more of a concern in North Ovenden/Mixenden.

Traffic noise, joy-riding/anti-social driving and rat-running are less of concern in Illingworth/Holmfield.

Traffic, parking and maintenance problems deter walking trips

Overgrown footpaths/pavements, speeding traffic, inconsiderate parking and personal safety concerns are the top four barriers to walking. These barriers often or sometimes prevent 40% to 48% of respondents from making walking trips.

A particular area of concern that came out strongly in open text responses was the condition of the streets with many respondents expressing concern about dog mess, litter and uneven footpaths. Antisocial behaviour, crime and speeding traffic were other elements that were felt be deterring walking.

The most commonly suggested changes to streets to encourage walking were keeping the streets clean, clearing overgrown footpaths and improved pavement maintenance. Measures to prevent parking on pavements were also chosen by almost 50% of respondents as a way to encourage walking.

Concerns about safety deter cycling trips

Concerns about safety, the amount of traffic, speeding traffic and lack of cycling facilities such as cycle lanes/tracks were the main barriers to cycling. Provision of more/improved cycle lanes/tracks was the most commonly suggested change to encourage cycling, chosen by 42% of respondents.

Around 25% of respondents suggested changes to traffic e.g. reducing traffic speeds and through traffic in residential areas.

Few people walk from North Halifax to the town centre and it's an unpleasant walk

10% of respondents walk to Halifax at least once a week. Less than 10% cycle to Halifax at least once a month.

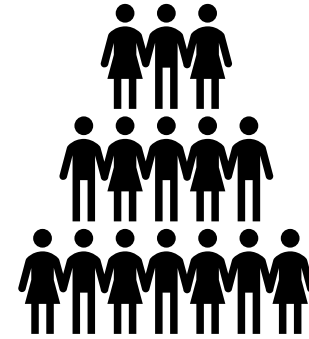
The most popular mode is Car (as driver); 43% of respondents say they travel to Halifax town centre this way at least once per week.

It is likely that the social distancing measures in place during the survey period influenced frequency of travel to Halifax, the most likely impact being fewer trips made.

Only 32% of respondents felt it was easy or very easy to travel to Halifax town centre by walking. Respondents in Lee Mount, South Ovenden and Wheatley were more likely to say walking is easy but 50% did not state it was easy. Overall, 25% respondents felt cycling to Halifax town centre was easy or very easy.

40% of respondents felt it was difficult or very difficult to travel to Halifax town centre by walking. Of these, 67% felt it was too far to walk and 34% believe it is an unpleasant walk.

Respondent Characteristics



Responses by area

The home postcode area of respondents is shown in the figure opposite.

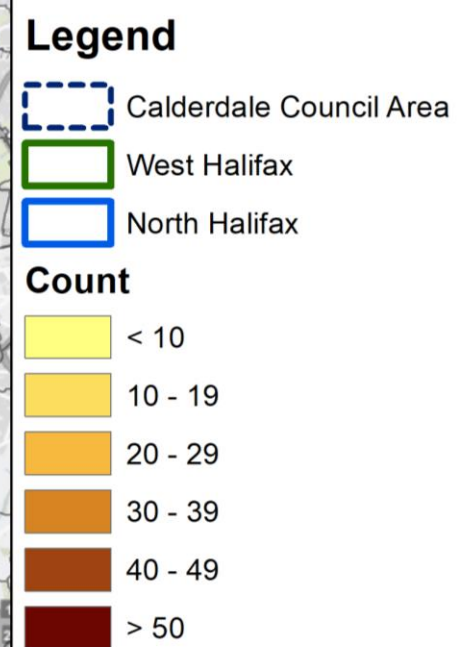
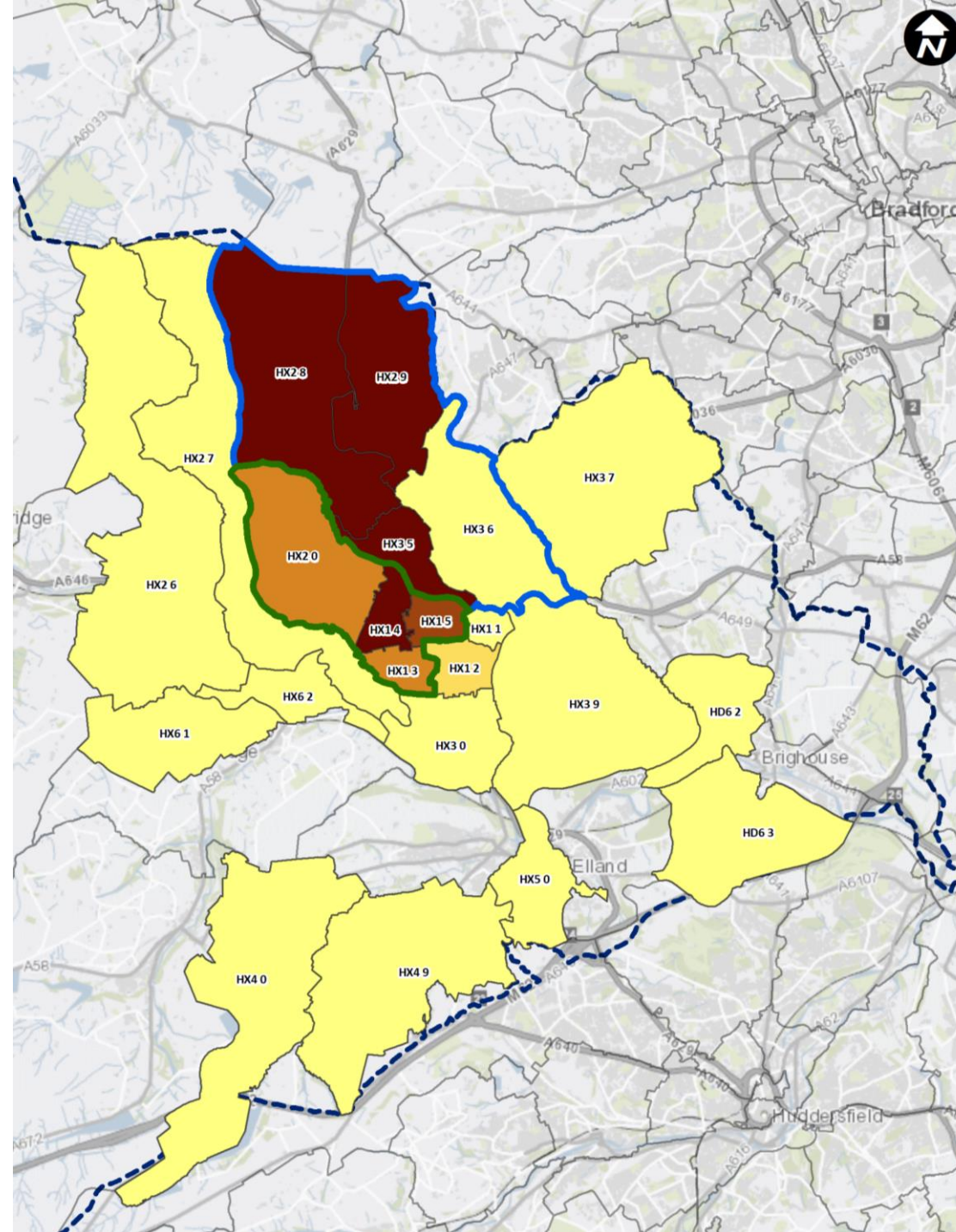
The response by area was as follows:

- North Halifax (309 respondents)
- West Halifax (165)
- Other areas (70)

The response in North Halifax by postcode area was :

- HX3 5 (Lee Mount, southern Ovenden) **89**
- HX2 8 (Wheatley, Mixenden, northern Ovenden) **102**
- HX 2 9 (Illingworth) **112**
- HX3 6 Boothtown (and a small part of Ovenden close to the Shay Lane junction). **6**

West Halifax comprises postcode areas HX1 5, HX1 3, HX 1 4 and HX 2 0.



Respondent characteristics, North Halifax

The table opposite compares the survey respondent characteristics in North Halifax against the general population profile, using data from the Office for National Statistics.

- Over 45s over represented
- Under 25s under-represented
- Ethnicity profile of respondents closely matches local population
- Car owners over-represented
- Economically active respondents under-represented

Respondent characteristics and local population

		North Halifax Respondents	ONS North Halifax	Difference (nearest %)
Age	Under 25	3%	32%	(29%)
	25-44	25%	27%	(3%)
	45-64	41%	26%	15%
	65+	28%	15%	13%
	Prefer not to say	3%	-	-
Ethnicity	Asian or Asian British	1%	2%	(1%)
	Black or Black British	1%	1%	0%
	Mixed or multiple ethnic groups	1%	2%	(0%)
	White	93%	96%	(3%)
	Prefer not to say	4%	-	-
Other	Have access to car	83%	61%	22%
	Have access to a bike	28%	Unknown	N/A
	Are economically active	54%	70%	(15%)

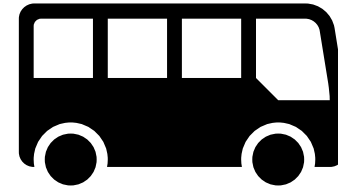
Respondent characteristics, Overall sample

- Over 45s over represented
- Under 25s under-represented
- Ethnicity profile of respondents closely matches local population
- Car owners over-represented
- Economically active respondents under-represented

Respondent characteristics and local population

		Overall Sample Respondents	ONS Overall Sample	Difference (nearest %)
Age	Under 25	5%	34%	(29%)
	25-44	30%	28%	2%
	45-64	38%	24%	15%
	65+	24%	14%	10%
	Prefer not to say	3%	-	
Ethnicity	Asian or Asian British	15%	17%	(2%)
	Black or Black British	0%	1%	(0%)
	Mixed or multiple ethnic groups	1%	2%	(0%)
	White	76%	80%	(5%)
	Other	1%	0%	0%
	Prefer not to say/don't know	6%	-	
Other	Have access to car	79%	62%	17%
	Have access to a bike	29%	Unknown	N/A
	Are economically active	58%	67%	(9%)

Current travel behaviour



Frequency of travel by mode: North Halifax respondents

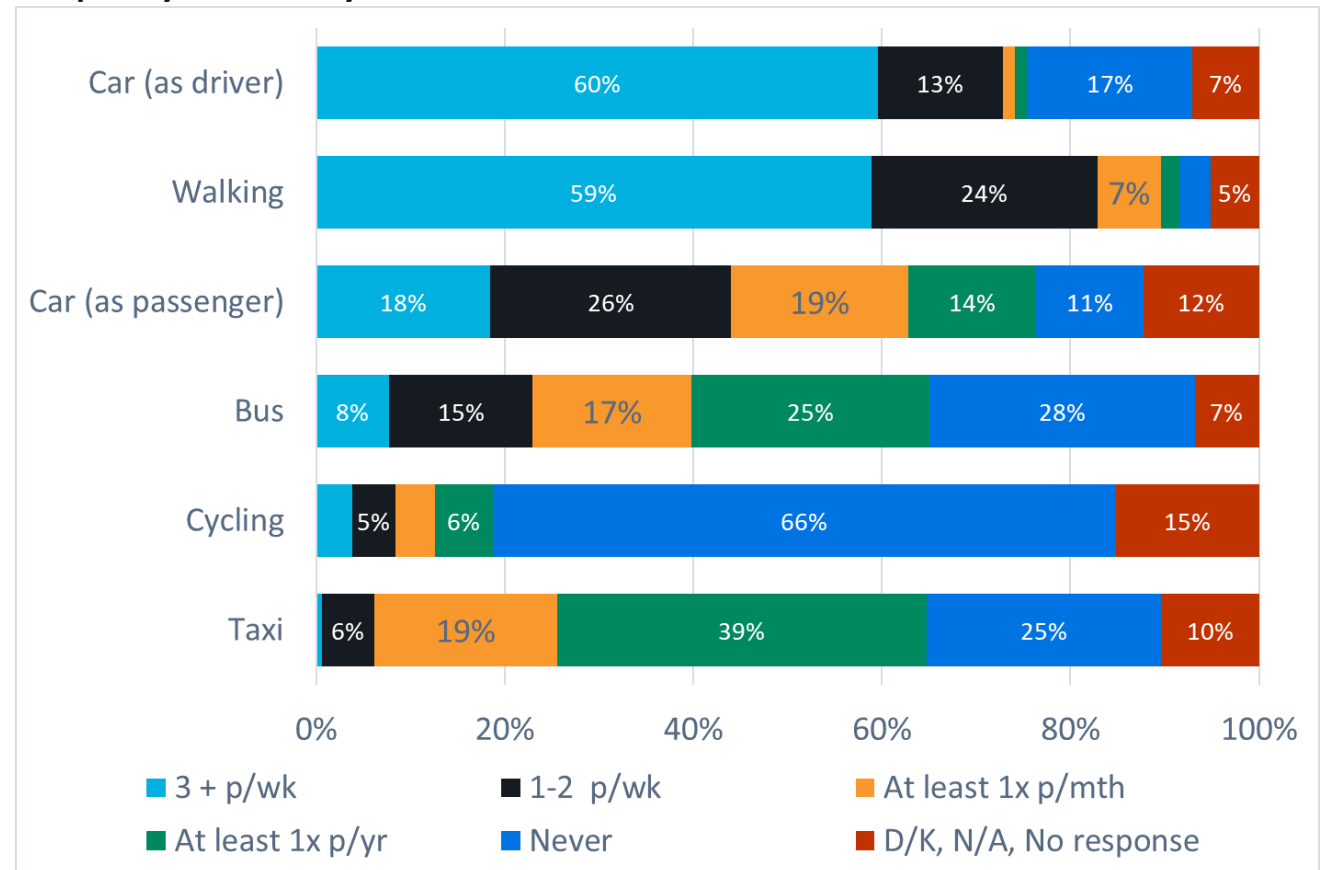
- Nearly two thirds make more than seven walking trips per week.
- Over three quarters of respondents make more than five walking trips per week.
- One in five stated that they make at least one cycling trip per week.
- Responses in North Halifax were generally very consistent with the overall sample.

Respondents were also asked to state how many trips they had made by walking, cycling and bus in the week before completing the survey.

The **average number of trips made** was:

- Walking 4.5
- Cycling 0.4
- Bus 1.0

Frequency of travel by mode



Q: How often do you use the following types of transport? Number of respondents: 309

Frequency of travel by mode: Overall sample respondents

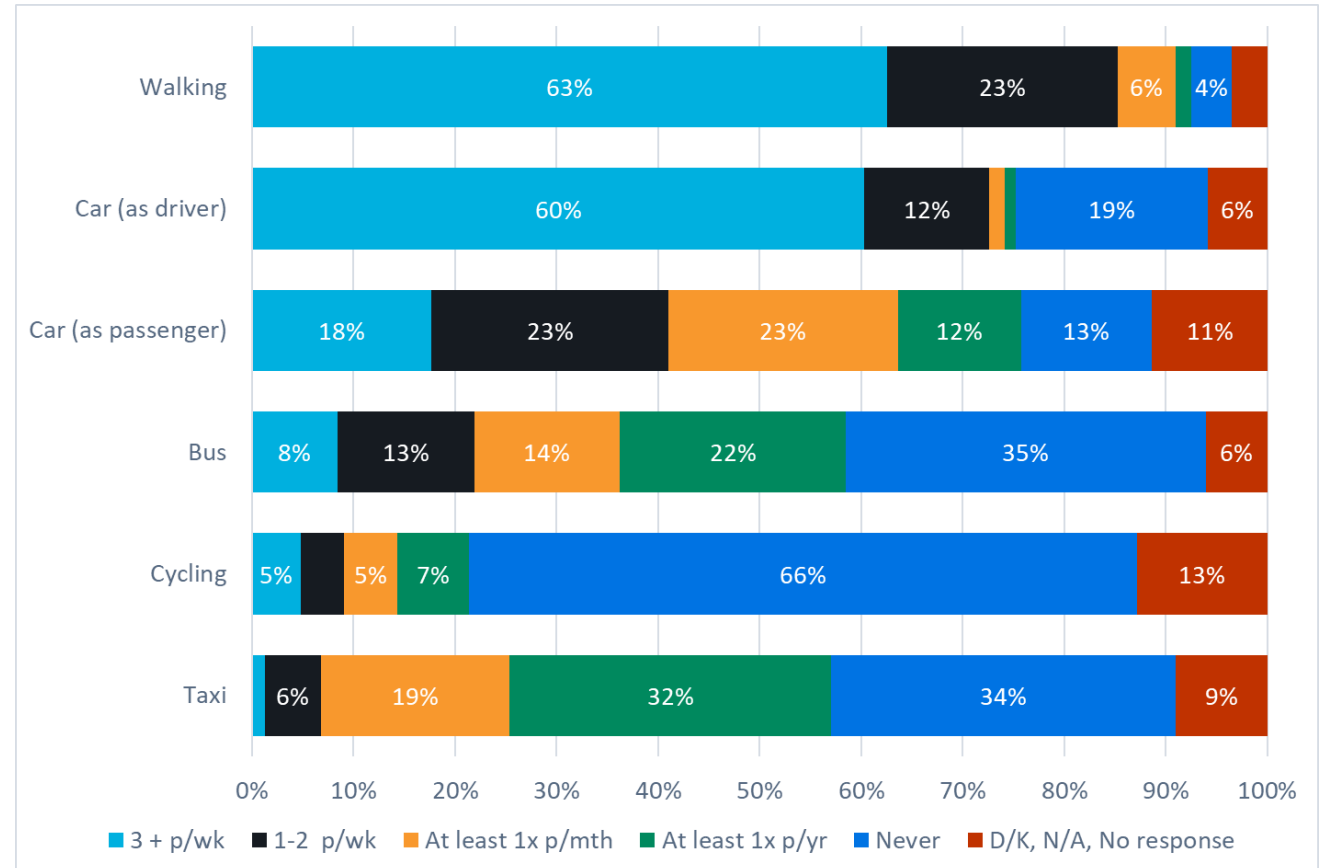
- Walking is the most popular mode with 86% claiming to travel by walking at least once per week.
- Overall, two thirds of respondents said they never travel by cycling.

Respondents were also asked to state how many trips they had made by walking, cycling and bus in the week before completing the survey.

The **average number of trips made** was:

- Walking 4.7
- Cycling 0.5
- Bus 0.8

Frequency of travel by mode



Q: How often do you use the following types of transport? Number of respondents: 544

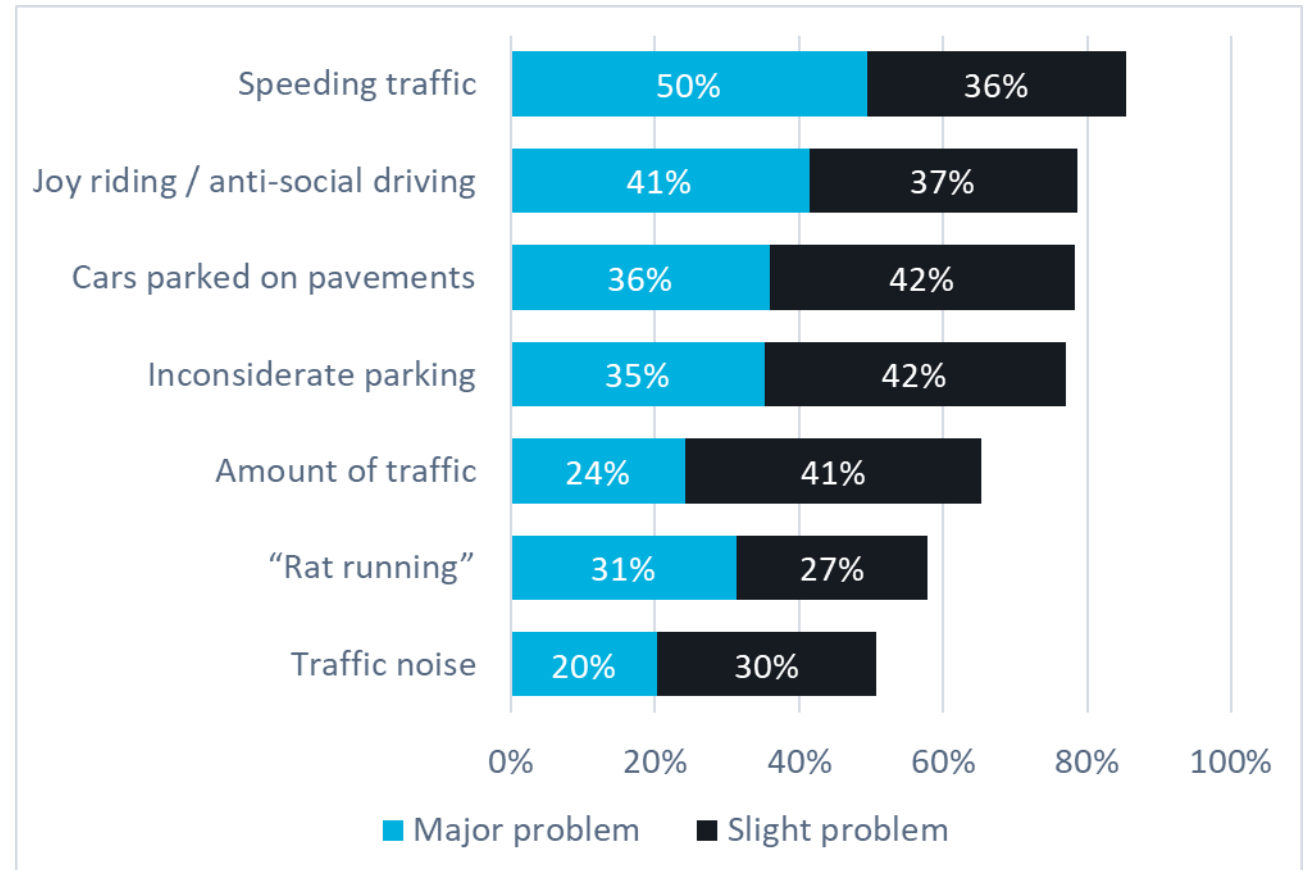
Perceptions of the local area



Perception of traffic problems, North Halifax respondents

- More than half the respondents think each issue is a major or slight problem.
- More than three quarters of respondents think speeding traffic, joy-riding/anti-social behaviour, cars parked on pavements and inconsiderate parking are a major or slight problem.
- Half of respondents think speeding traffic specifically is a major problem.
- Generally more people perceived slight as opposed to major problems in North Halifax compared to the overall sample.

Perception of traffic problems



Q: Thinking about the streets in your neighbourhood, how much of a problem are these issues? Number of respondents: 309

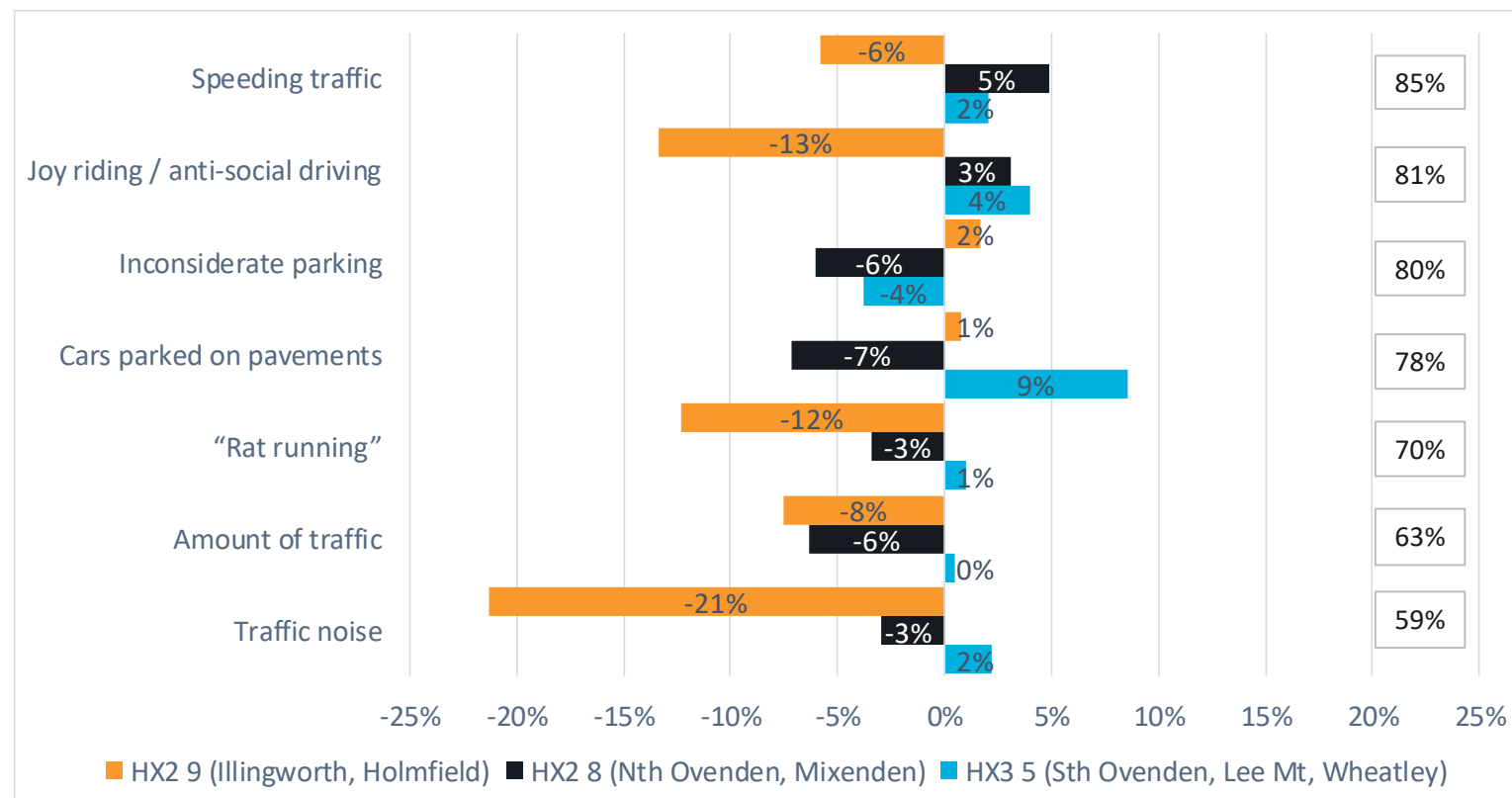
Perception of traffic problems in different parts of North Halifax

The perception of traffic problems is similar across North Halifax, but there are some notable differences:

- Cars parked on pavements is more of a concern in South Ovenden/Lee Mount/Wheatley areas.
- Speeding traffic is more of a concern in North Ovenden/Mixenden.
- Traffic noise, joy-riding/anti-social driving and rat-running area less of a concern in Illingworth/Holmfield.

Perception of traffic problems in different parts of North Halifax
(% perceiving issue to be a major or slight problem, variation from overall sample)

% of overall sample perceiving issue to be major or slight problem

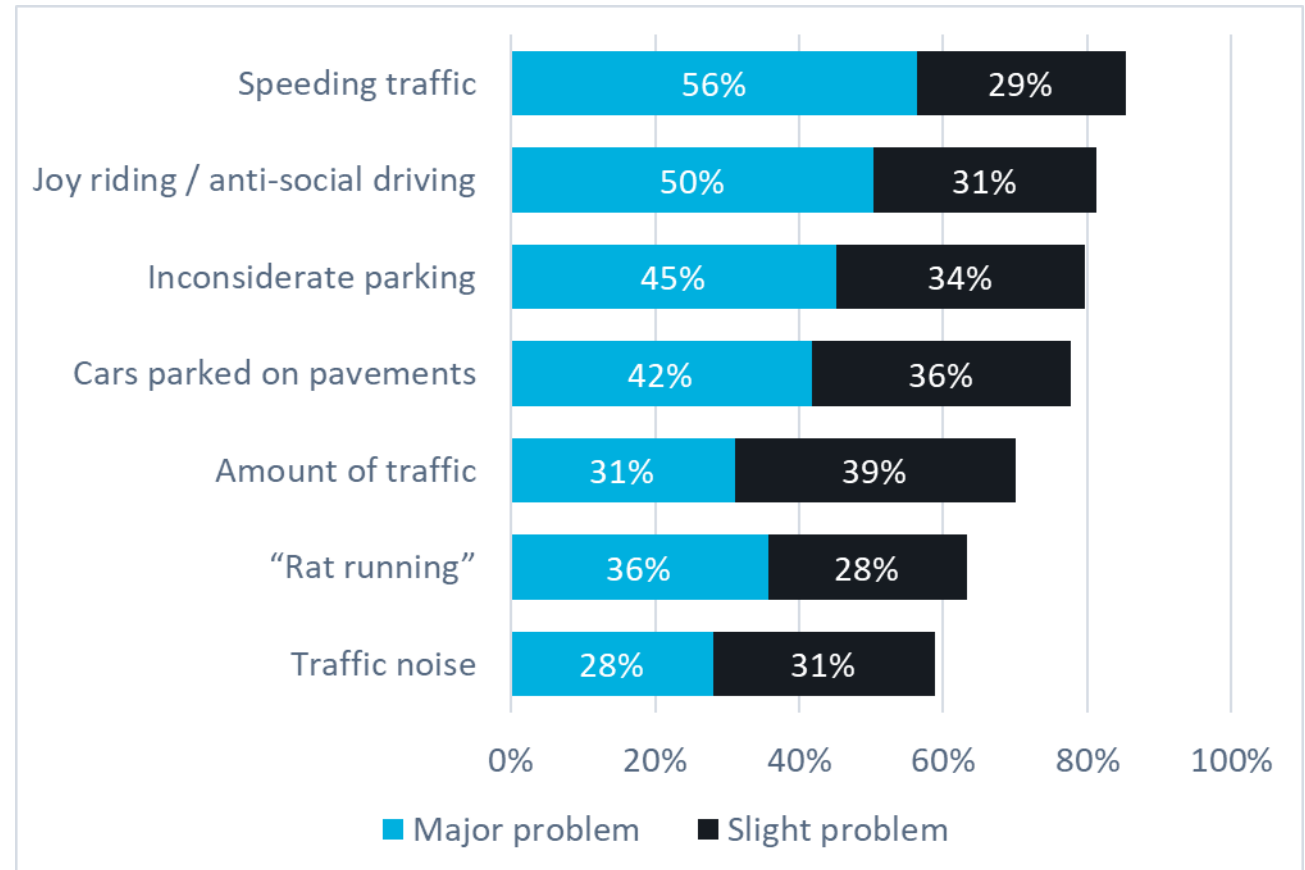


Q: Thinking about the streets in your neighbourhood, how much of a problem are these issues? Number of respondents: 309

Perception of traffic problems, Overall sample respondents

- Joy riding and speeding traffic are the top two perceived problems – both have over 80% of respondents saying they're a major or slight problem.
- Over a quarter of respondents say every traffic problem here is major.
- Over half of respondents say every traffic problem is either major or slight.

Perception of traffic problems

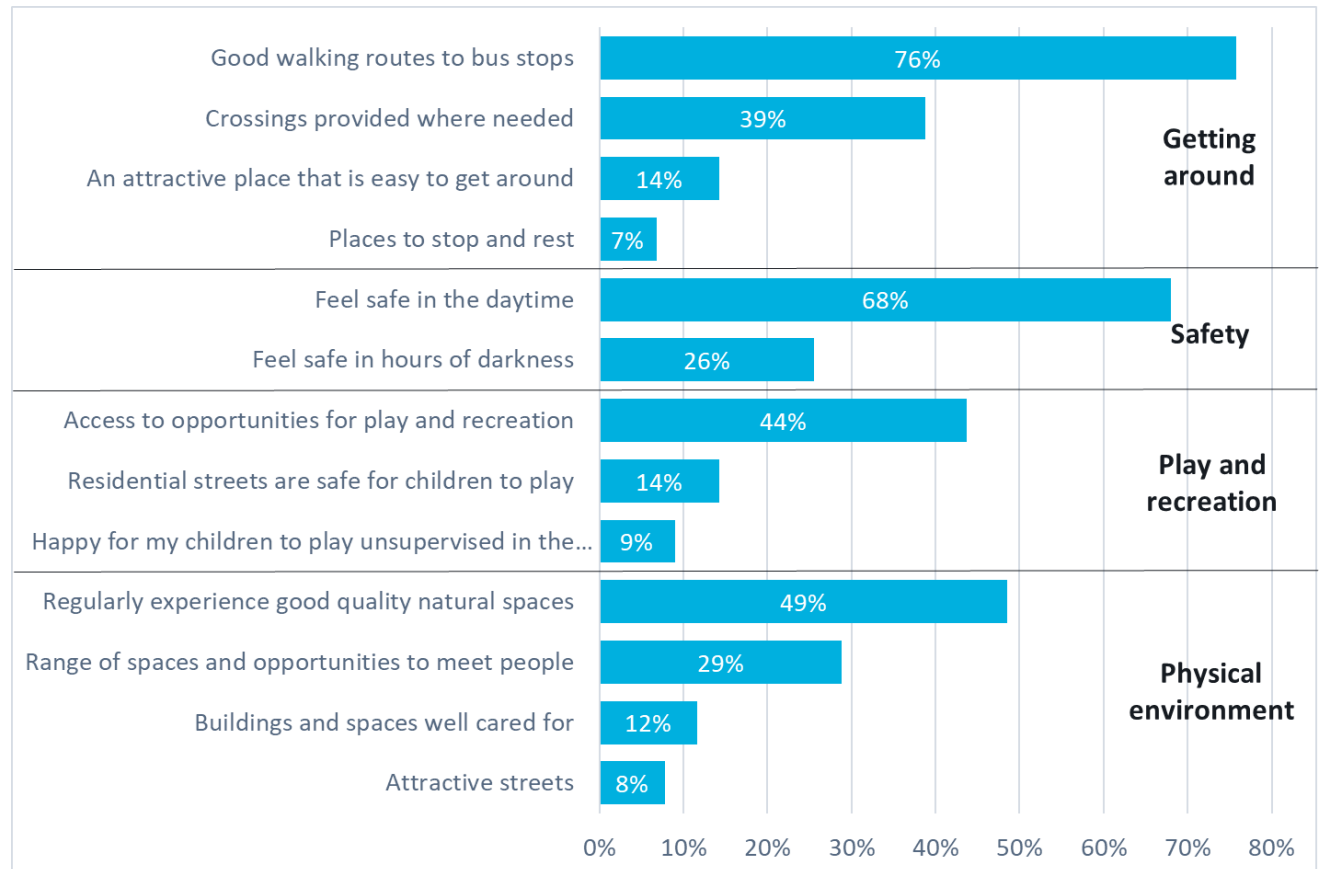


Q: Thinking about the streets in your neighbourhood, how much of a problem are these issues? Number of respondents: 544

Perception of the local area, North Halifax respondents

- A majority feel that they have good walking routes to local bus stops and feel safe in the daytime, though only one if four feel safe in hours of darkness.
- Just under half regularly experience good quality natural spaces and have access to opportunities for play and recreation.
- Less than 15% of respondents feel North Halifax is an attractive place that is easy to get around, has places to stop and rest, residential streets are safe for children to play, buildings and spaces are well cared for and the streets are attractive.
- 7% of respondents in North Halifax report there are places to stop and rest vs 9% in the overall sample. In all other areas, the perception in North Halifax was roughly the same or better than in the overall sample.

Perception of the local area (% agree or strongly agree with statement)



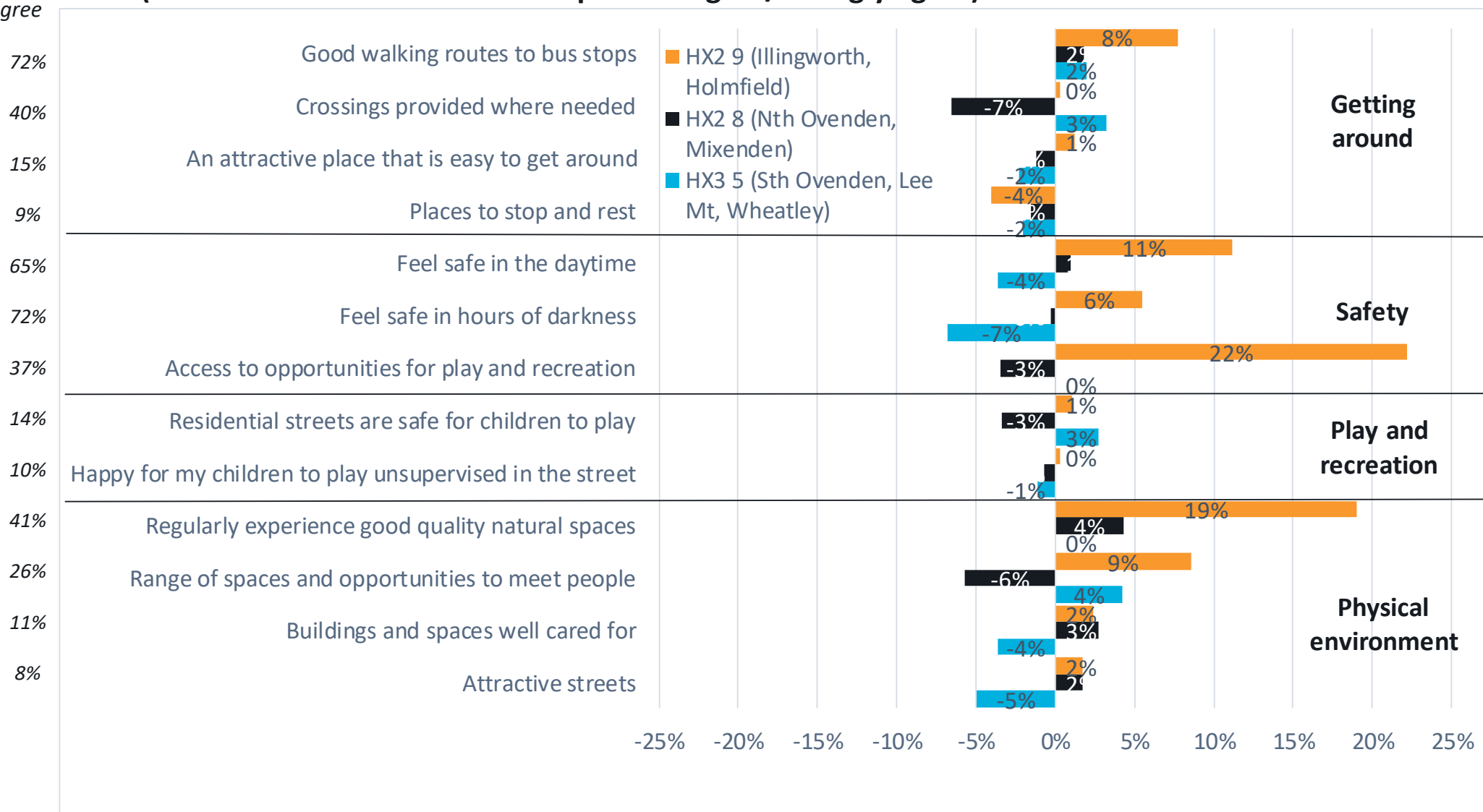
Q: Thinking again about the streets in your neighbourhood, please indicate if you agree/disagree with the following statements Number of respondents: 309

Perception of different areas of North Halifax

Perception of different areas of North Halifax

(Variation from % of overall sample that agree/strongly agree)

% of overall
sample agree or
strongly agree



Q: Thinking again about the streets in your neighbourhood, please indicate if you agree/disagree with the following statements. Number of respondents: 309

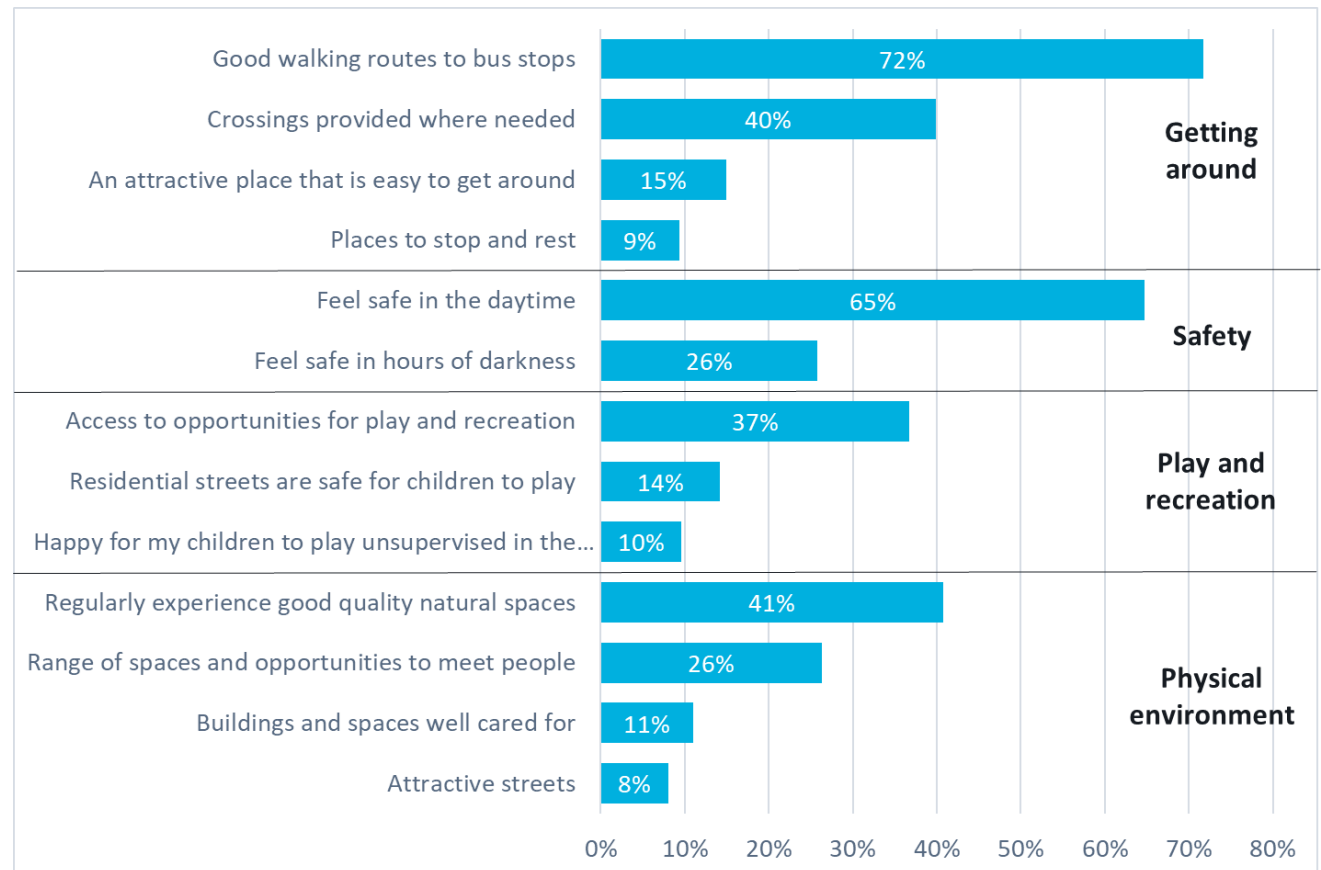
Perception of different areas of North Halifax, cont.

- Respondents from Illingworth were more likely to agree they had access to opportunities for play and recreation and regularly experience good quality natural spaces.
- Respondents from North Ovenden/Mixenden were less likely to agree that there are crossing points provided where needed.
- Only 3% of respondents from South Ovenden, Lee Mount, Wheatley areas felt their streets were attractive.

Perception of the local area, Overall Sample respondents

- Overall, under 10% of respondents say there are places to stop and rest.
- Only 40% feel adequate crossings are provided where needed.
- Only around a quarter feel there is a range of spaces and opportunities to meet people.

Perception of the local area (% agree or strongly agree with statement)



Q: Thinking again about the streets in your neighbourhood, please indicate if you agree/disagree with the following statements Number of respondents: 544

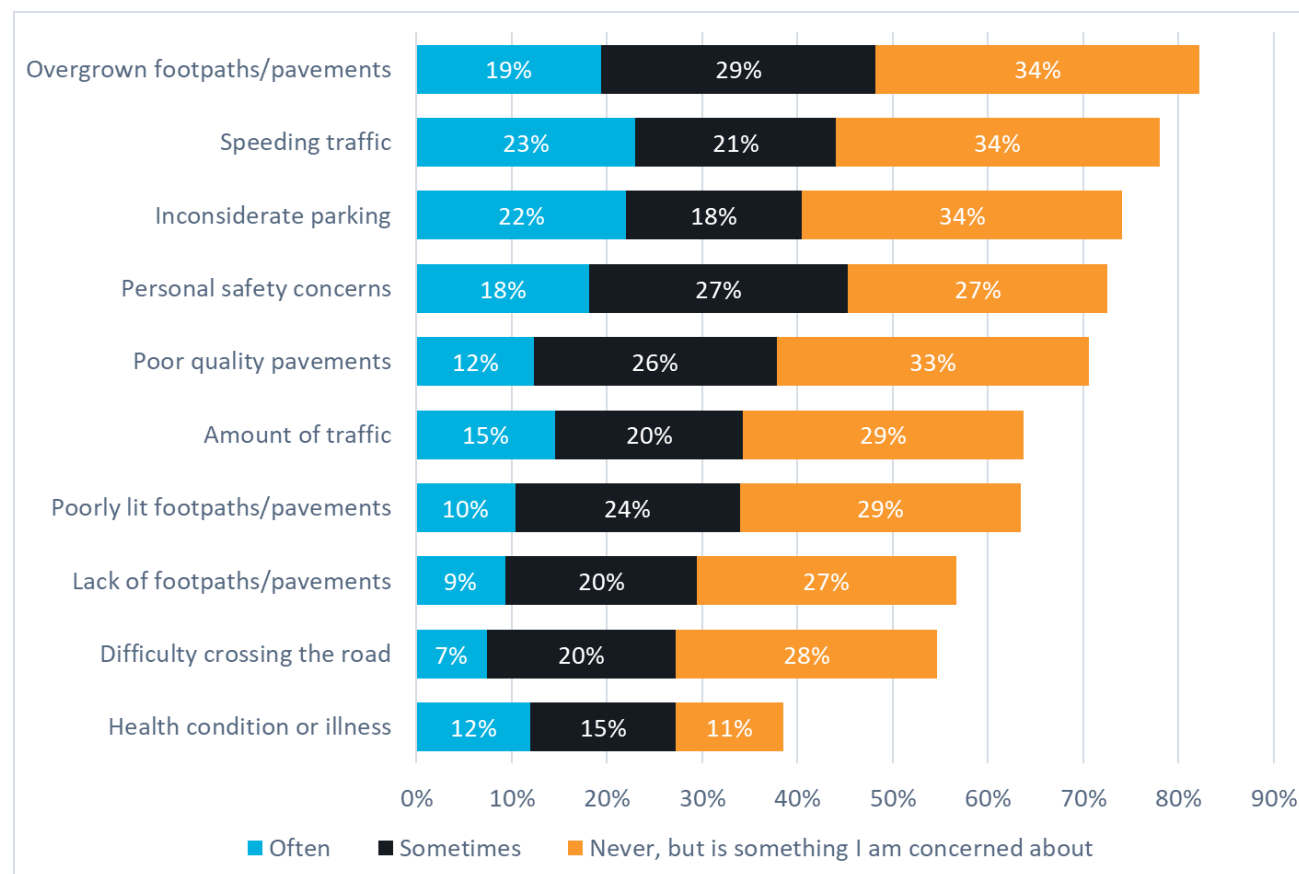
Perceptions of the walking in the local area



Barriers to walking, North Halifax respondents

Barriers to walking

- Overgrown footpaths/pavements speeding traffic, inconsiderate parking and personal safety concerns are the top four barriers to walking. These barriers often or sometimes prevent 40% to 48% of respondents from making walking trips.
- The majority of respondents were prevented from walking or concerned about each potential barrier to walking (except health condition or illness).
- Respondents in North Halifax reported concerns at slightly smaller proportions than in the overall sample, with the exception of overgrown footpaths/pavements.



Q: Please indicate whether any of the following prevent or deter you from walking in your neighbourhood? Number of respondents: 309

Factors that deter/prevent walking, North Halifax respondents

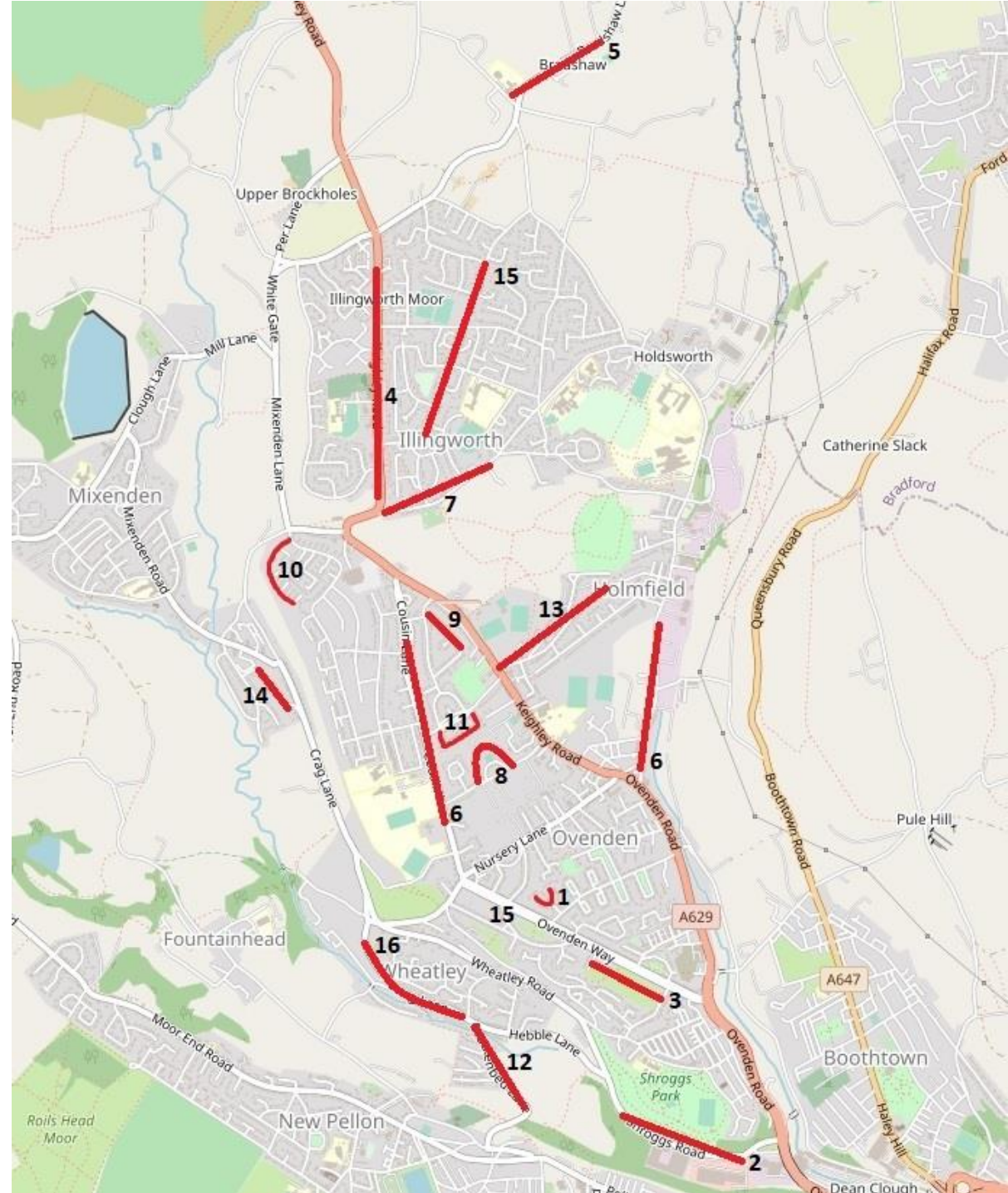
Respondent comments to the question “is there anything else that deters or prevents you from walking?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Street conditions (e.g. dog mess, litter, uneven footpaths)	80	26%	<p>“Dog mess everywhere. Very hard to enjoy the local area when it is covered in dog mess.”</p> <p>“Overgrown footpaths, blocked pavements, flooding, Dumped litter / rubbish / leaves”</p>
Antisocial behaviour and crime	24	8%	<p>"Anti social behaviour in certain areas e.g. Youths around Ovenden."</p>
Speeding traffic	23	7%	<p>“The speed limit is 20 but no one keep to it. It’s like a speed track I live down Whitehill road”</p>
Cars parked on pavements	13	4%	<p>“Cars parked on pavements so have to walk on road with pram. Lots of litter & dog mess. Bins left outside houses on pavement.”</p>
Other	11	4%	<p>“Love to visit Beechwood park, but because I have to cross Keighley Road, it puts me off. A pedestrian crossing at Beechwood road junction would make crossing more safe.”</p>
No	20	6%	-

Respondent comments by location

Where respondents made comments about specific streets in response to open questions, the key themes are summarised below with the streets mentioned highlighted in the map opposite.

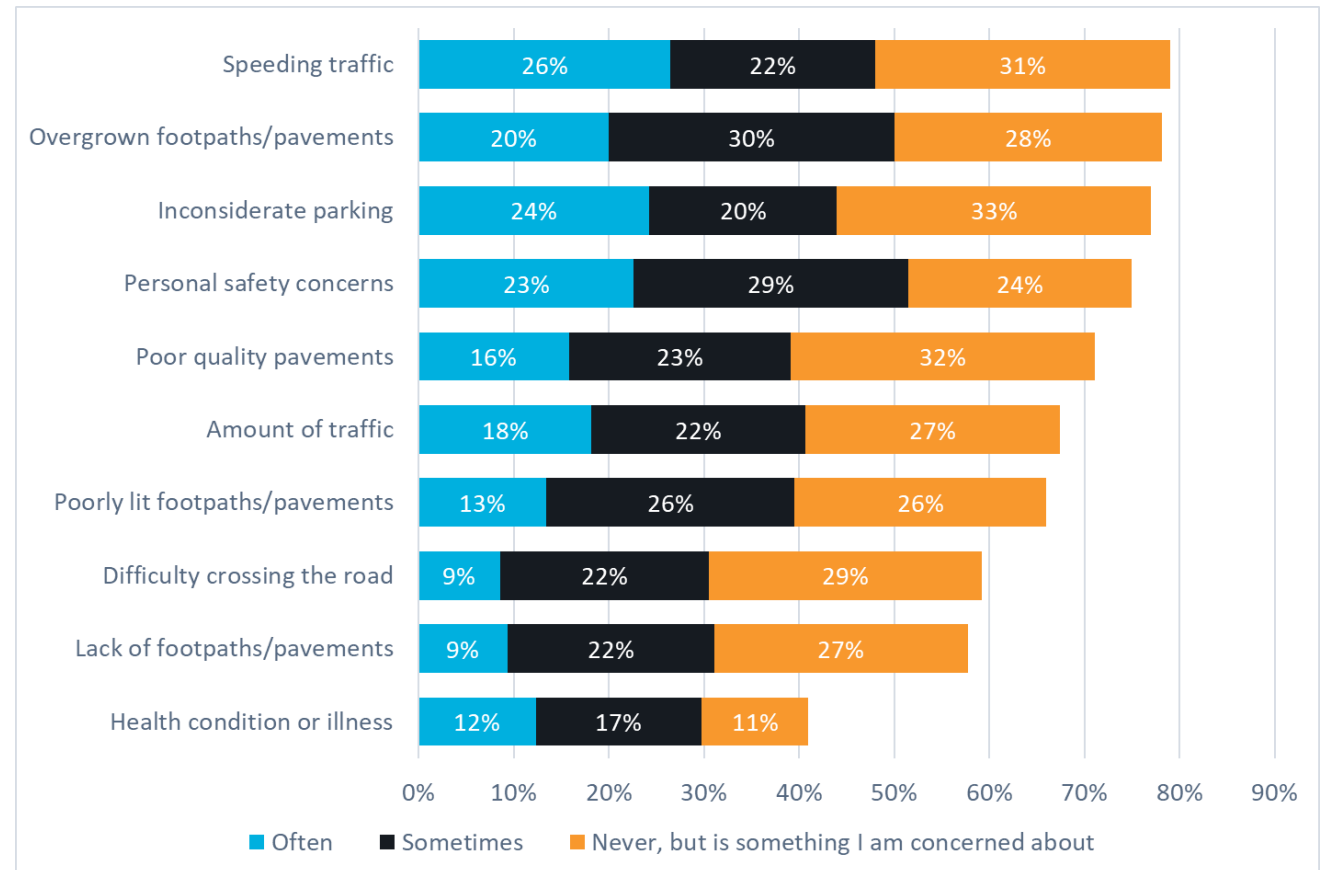
1. Denfield Square - **Overgrown footpaths**, litter
2. Shroggs Road (near B&Q) - Doesn't feel safe for pedestrians at night, speeding traffic
3. Ovenden Green/Way - **Motorcyclists on grass**, dog fouling, litter
4. Keighley Road in Illingworth - No bins for dog fouling, **speeding traffic**, no pedestrian crossing at Beechwood Road junction
5. Bradshaw Lane - **Speeding traffic** between the park and the school, hilly, potholes
6. Cousin Lane and Shay Lane - **Speeding traffic**, tailgating, dangerous parking on pavements
7. Whitehill Road - **Speeding traffic**, **dangerous parking**, dog fouling
8. Laurel Crescent - Potholes, road needs resurfacing
9. Myrtle Drive - **Dangerous parking**, litter, **overgrown footpaths**
10. Dudley Crescent - No children's play areas, dangerous parking, **speeding traffic**
11. Forest Avenue - Narrow street which should be one-way
12. Brackenbed Lane - **Overgrown footpaths**
13. Beechwood Road - **Overgrown footpaths**, **speeding traffic**
14. Roper Green - Litter, **overgrown footpaths**
15. Illingworth Road – **Speeding traffic** and antisocial behaviour
16. Long Lane – **Speeding traffic**



Barriers to walking, Overall sample respondents

- Again, speeding traffic is a major issue with respondents.
- However, Personal safety concerns stop the most people from going walking with 52% of respondents saying it was a barrier at least sometimes.

Barriers to walking



Q: Please indicate whether any of the following prevent or deter you from walking in your neighbourhood? Number of respondents: 544

Factors that deter/prevent walking, Overall sample respondents

Respondent comments to the question “is there anything else that deters or prevents you from walking?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Street conditions (e.g. dog mess, litter, uneven footpaths)	132	24%	<p>“Dog dirt on footpaths”</p> <p>“Amount of litter on the pavements can be quite depressing”</p>
Antisocial behaviour and crime	45	8%	<p>“fear of undesirable and dangerous people/ gangs of teens loitering in the evenings”</p> <p>Nothing, just fear for my family’s safety when they’re walking in public places. E.g. Ovenden road speeding traffic, less places for public walkers to cross the road during peak times.”</p>
Speeding traffic	42	8%	<p>“Speeding traffic on Wheatley lane, i think there should be a speed camera here”</p>
Cars parked on pavement	22	4%	<p>“Cars on pavements is really annoying”</p>
Other	21	4%	<p>“I am disabled and can only walk 10 metres unaided. I have an electric scooter so issues for me are pavements, dropped herbs etc”</p>
No	30	6%	<p>“</p>

Changes to streets to encourage walking, North Halifax respondents

- The majority of respondents would support proposed changes to encourage walking: keeping the streets clean and clearing overgrown footpaths.
- Almost half of respondents felt that measures to prevent parking on pavements and improved maintenance of pavements would encourage walking.
- Parking restrictions and reducing clutter on pavements the least popular measures.
- Clearing overgrown footpaths was 8% more popular in North Halifax than in the overall sample.

Changes to streets to encourage walking

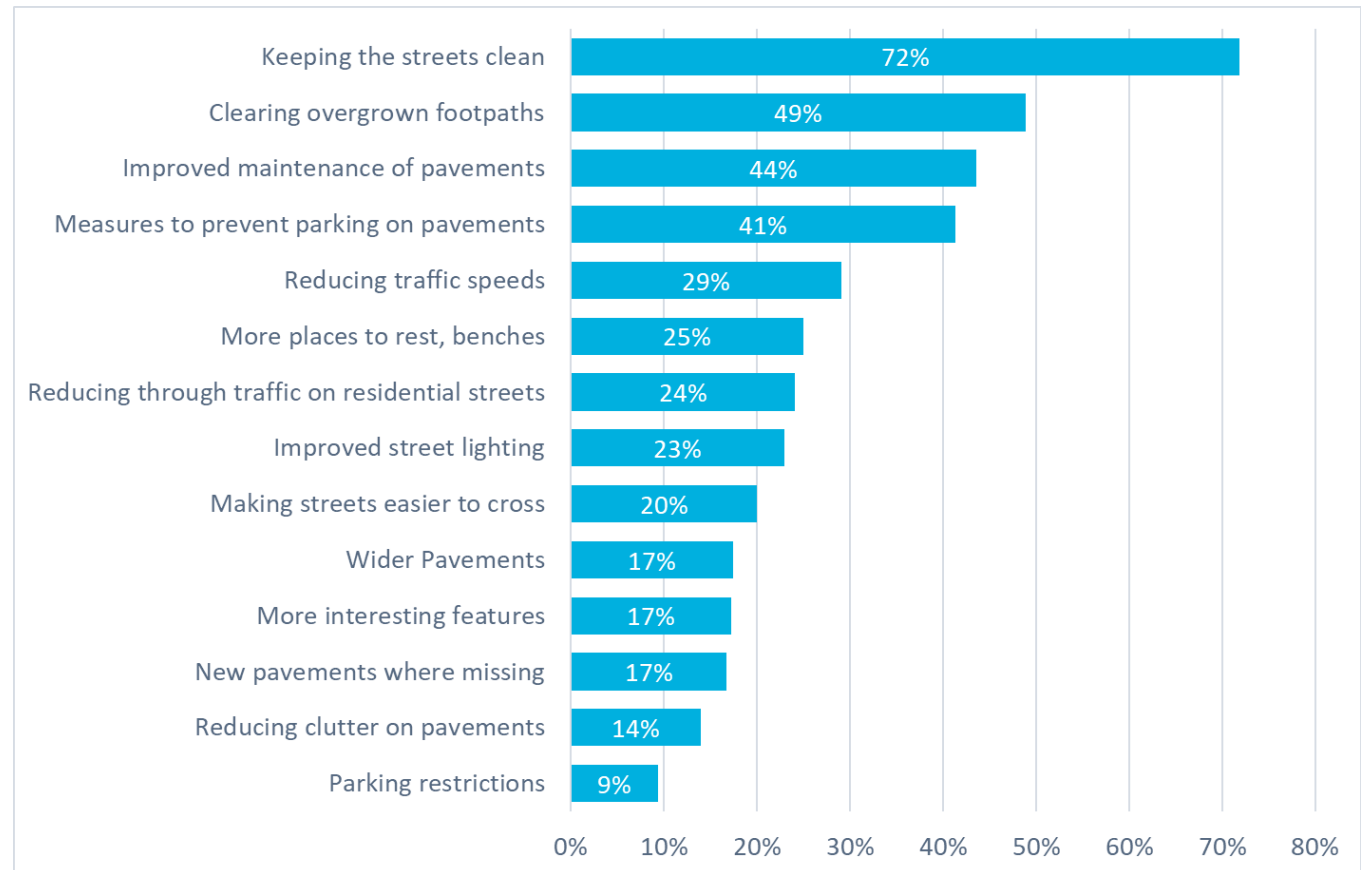


Q: What changes to streets in your neighbourhood would encourage you to make more walking journeys in your local area? Number of respondents: 309

Changes to streets to encourage walking, Overall sample respondents

- Improvements to pavements and footpaths are all the most popular changes at 40+% approval.
- 9 of the 14 proposed changes were suggested by at least a fifth of respondents.

Changes to streets to encourage walking



Q: What changes to streets in your neighbourhood would encourage you to make more walking journeys in your local area? Number of respondents: 544

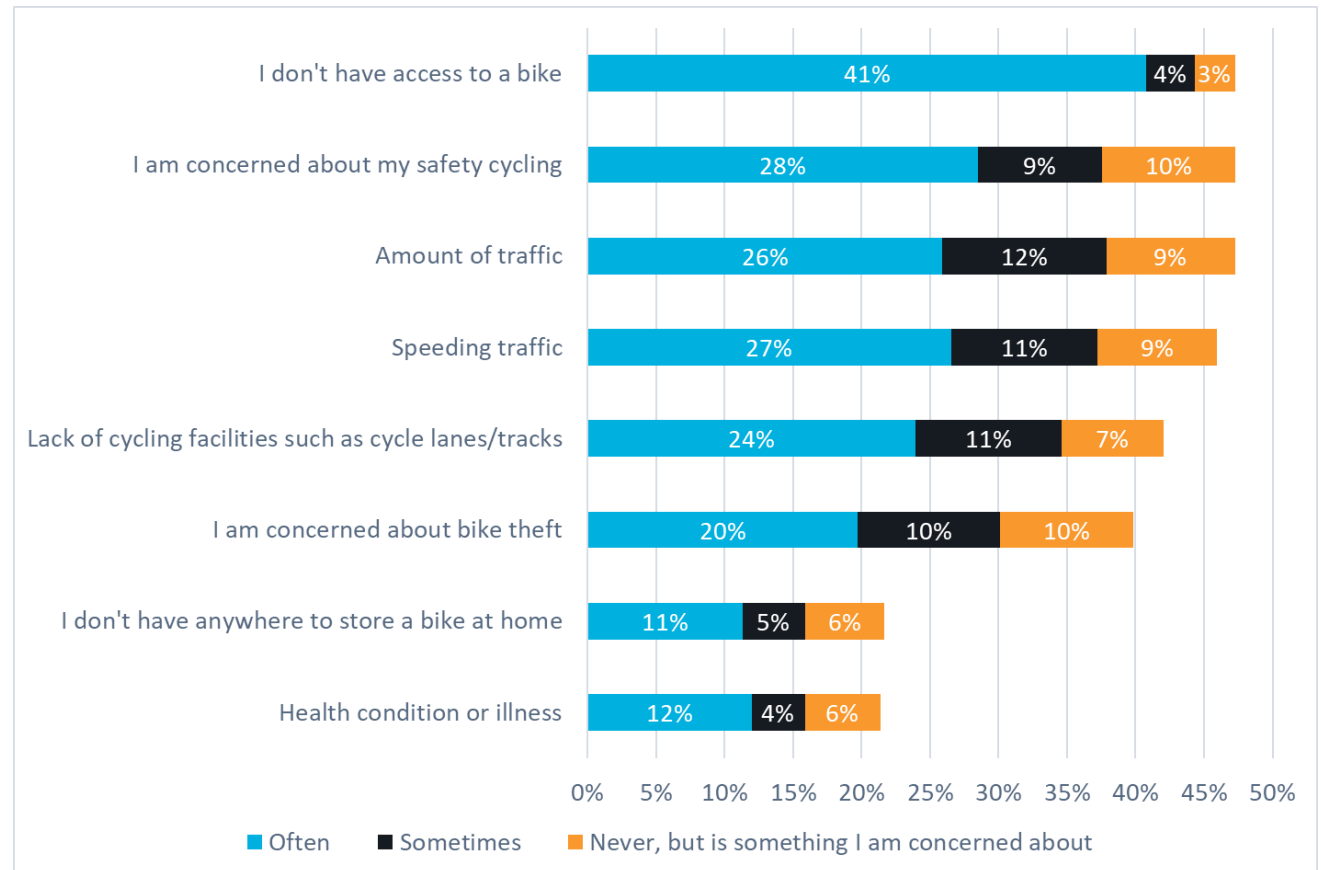
Perceptions of the cycling in the local area



Barriers to cycling, North Halifax

- Lack of access to a bike is the biggest barrier to cycling, cited by 45%.
- Concerns about safety, the amount of traffic, speeding traffic and lack of cycling facilities such as cycle lanes/tracks often or sometimes prevent between 35% to 38% of respondents from cycling.
- Around a fifth of respondents are prevented from cycling at least sometimes by a health condition.
- Responses to this question in North Halifax were fairly consistent with the overall sample.

Barriers to cycling



Q: Please indicate whether any of the following prevent/deter you from cycling in your local area. Number of respondents: 309

Factors that deter/prevent cycling, North Halifax respondents

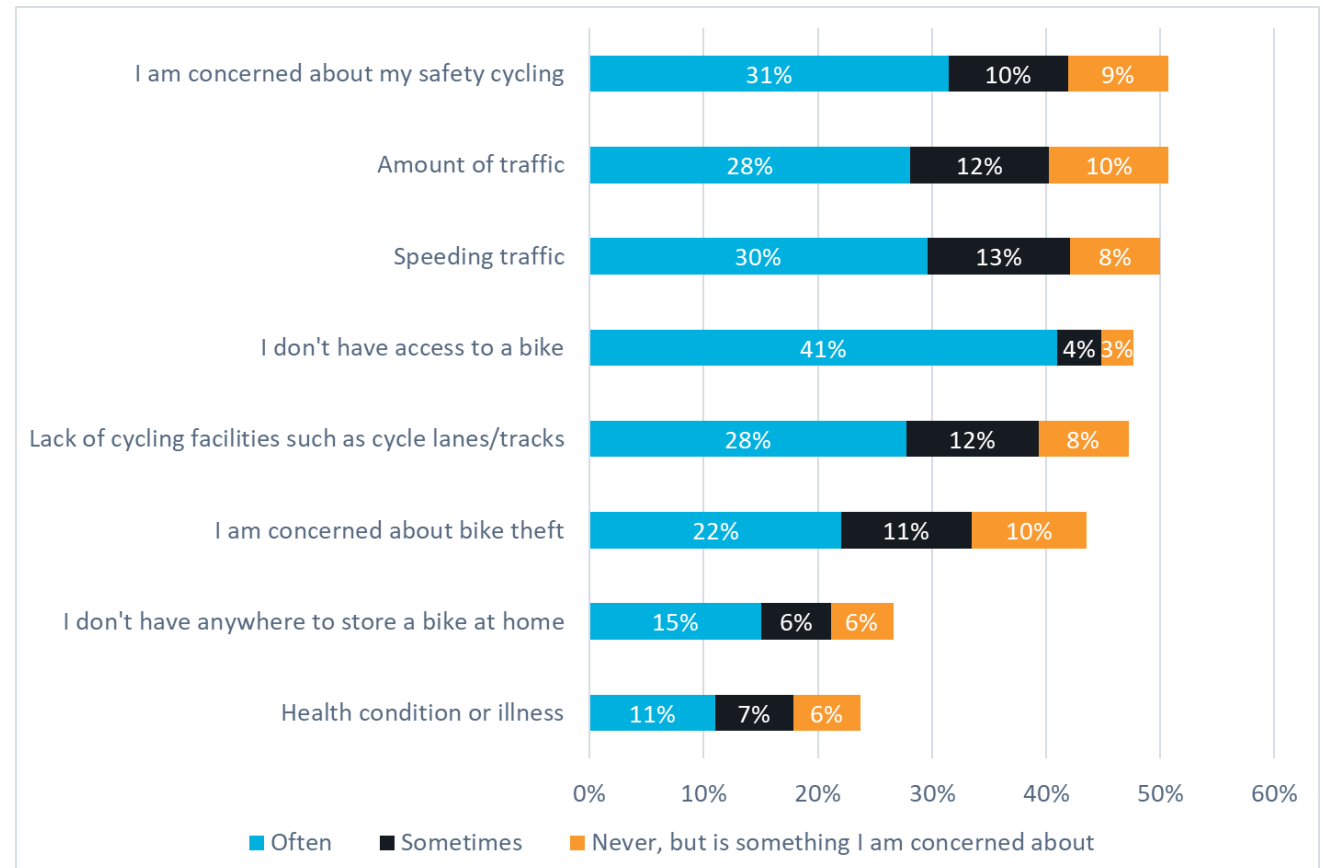
Respondent comments to the question “is there anything else that deters or prevents you from cycling?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Don't cycle	20	6%	“I do not cycle and have no interest in doing so I would rather walk.”
Unattractive cycle routes	19	6%	“Lack of cycle lanes on main roads”
Safety concerns due to speeding vehicles	16	5%	“I don't cycle simply because it's too dangerous on the roads, I wouldn't feel safe.” “Just want to feel safe”
Don't have access to a bike	14	5%	“Don't have a bike or room to store one”
No	14	5%	-
The local area is too hilly	12	4%	“the hills in Halifax!” “Illingworth is very hilly so all I really do is a circuit. None of the shops on School Lane or Illingworth Road have bike rests, so I can't lock and leave my bike to run errands”
Speeding traffic	10	3%	“speeding traffic on Wheatley lane, i think there should be a speed camera here” “Speeding cars”

Barriers to cycling, Overall sample respondents

- For almost half of respondents, lack of access to a bike prevents them from cycling.
- Almost a fifth of respondents in the overall sample are prevented from cycling by a health condition.
- Safety concerns related to the amount of traffic and speeding traffic all have around 30% of respondents saying it often prevents them from cycling.

Barriers to cycling



Q: Please indicate whether any of the following prevent/deter you from cycling in your local area. Number of respondents: 544

Factors that deter/prevent cycling, Overall sample respondents

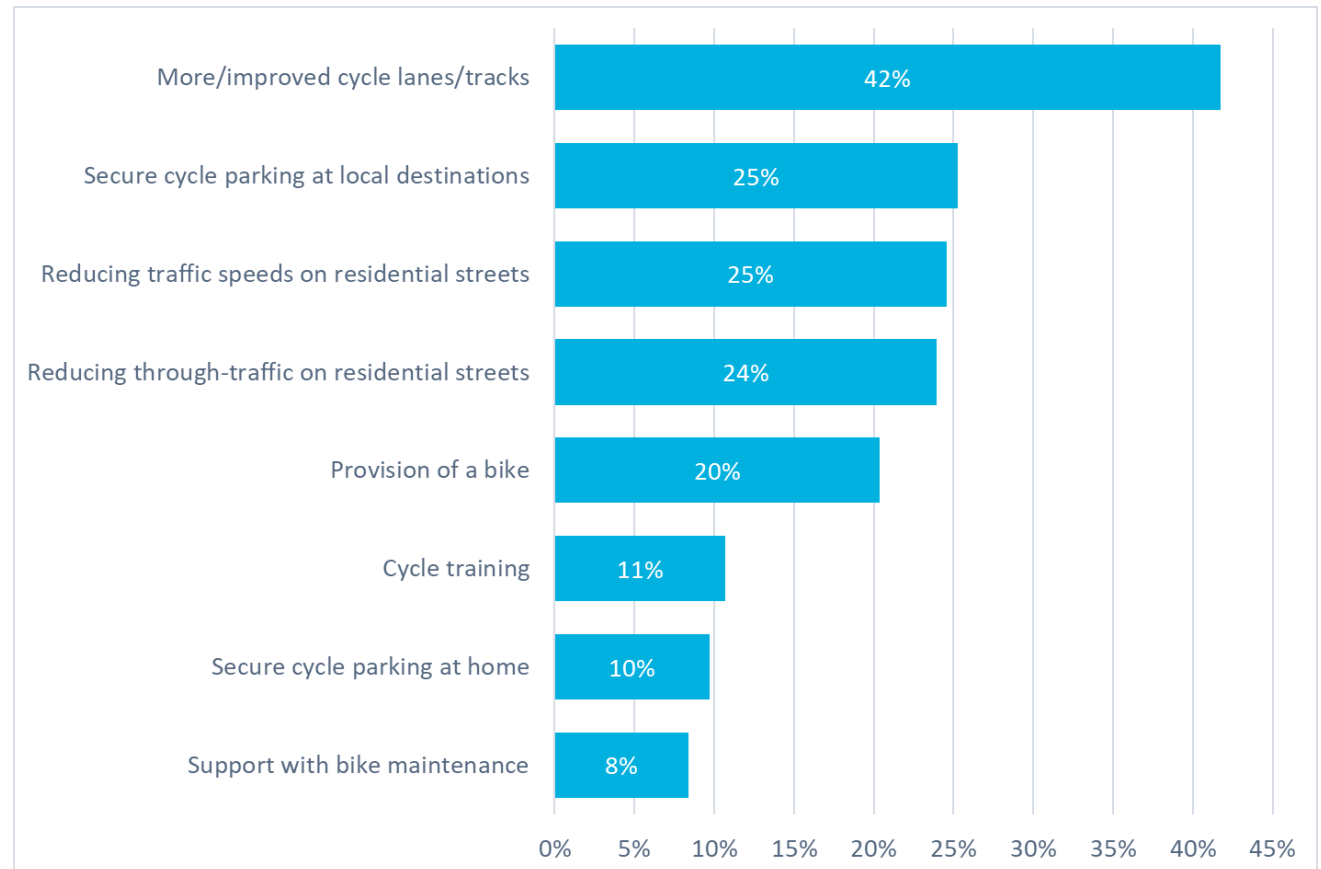
Respondent comments to the question “is there anything else that deters or prevents you from cycling?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Unattractive cycle routes	36	7%	“The disgraceful pot holes and road surface condition”
Don't cycle	30	6%	“i do not want to cycle full stop. nothing would encourage me to cycle”
Safety concerns due to speeding vehicles	29	5%	“I would like to cycle from home but the speeding and unchecked traffic in the area makes it much too hazardous.”
No	24	4%	-
Don't have access to a bike	21	4%	“I don't have a bike . Our area is very hilly and steep --- quite difficult for cycling . I know cycling is healthy and it's the latest " fad " , we really should cycle around much more --- but in our weather and with our landscape We don't live in nice , flat Holland !!!”
The local area is too hilly	18	3%	“Not go bike at the moment - getting one but Covid has paused collection”
Speeding traffic	17	3%	“Rush hour traffic”

Changes to streets to encourage cycling, North Halifax respondents

- In North Halifax, the most popular change to encourage more cycling far would be more/improved cycle lanes/tracks, though this was chosen by a minority of respondents overall (42%).
- Least popular change would be support with bike maintenance with 8%.
- Around a quarter of respondents suggested changes around traffic e.g. Reducing traffic speeds and through traffic in residential areas.
- Responses to this question in North Halifax were very consistent with the overall sample.

Changes to streets to encourage cycling



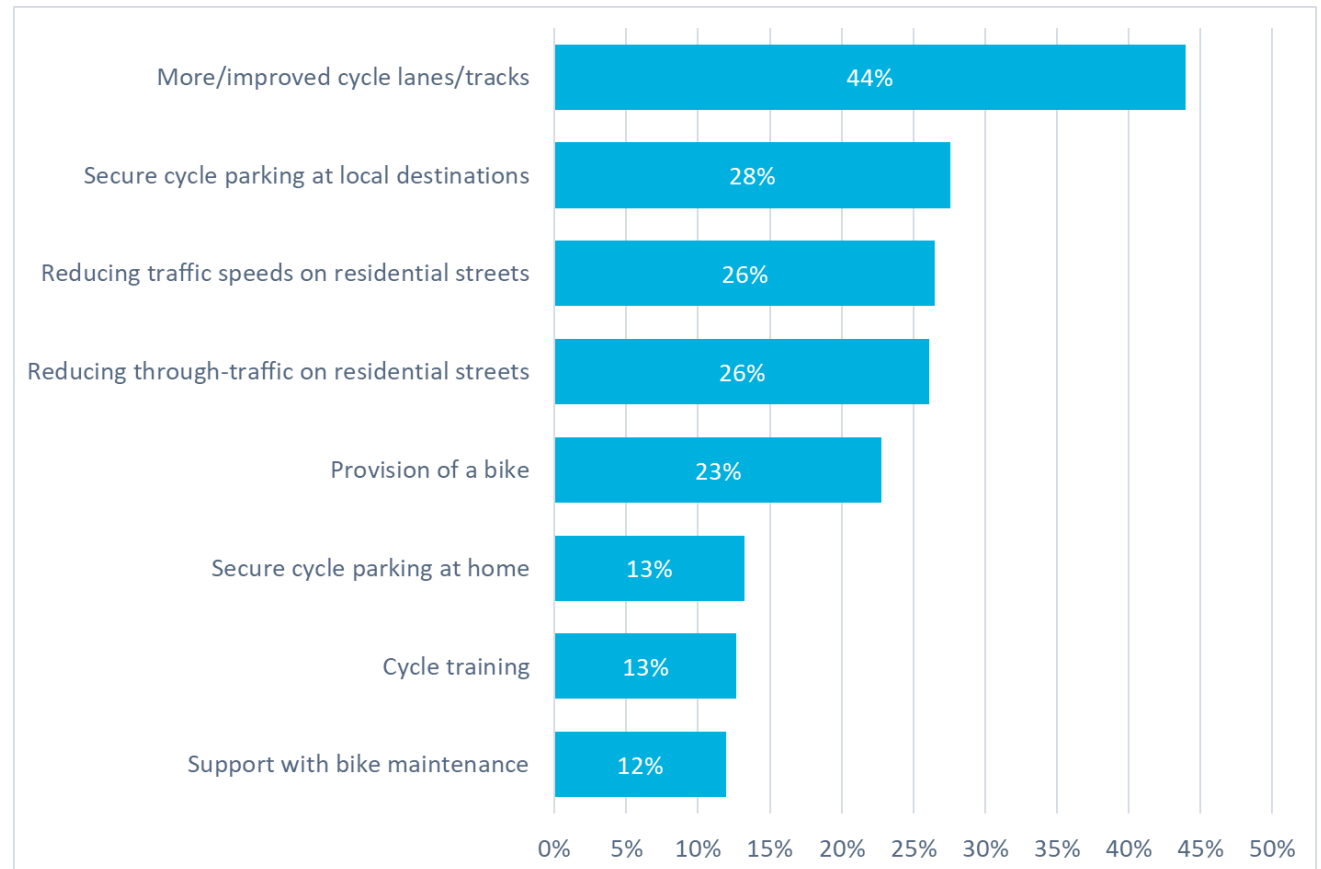
Q: What changes would encourage you to make more cycling journeys in your local area?

Number of respondents: 309

Changes to streets to encourage cycling, Overall sample respondents

- Overall, more/improved cycle lanes /tracks are the most popular change to streets to encourage cycling.
- About a quarter of respondents also support measures to reduce traffic volume/speeds in residential areas.
- About 30% of respondents want more secure cycle parking at local destinations.

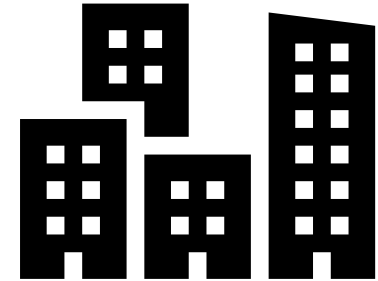
Changes to streets to encourage cycling



Q: What changes would encourage you to make more cycling journeys in your local area?

Number of respondents: 544

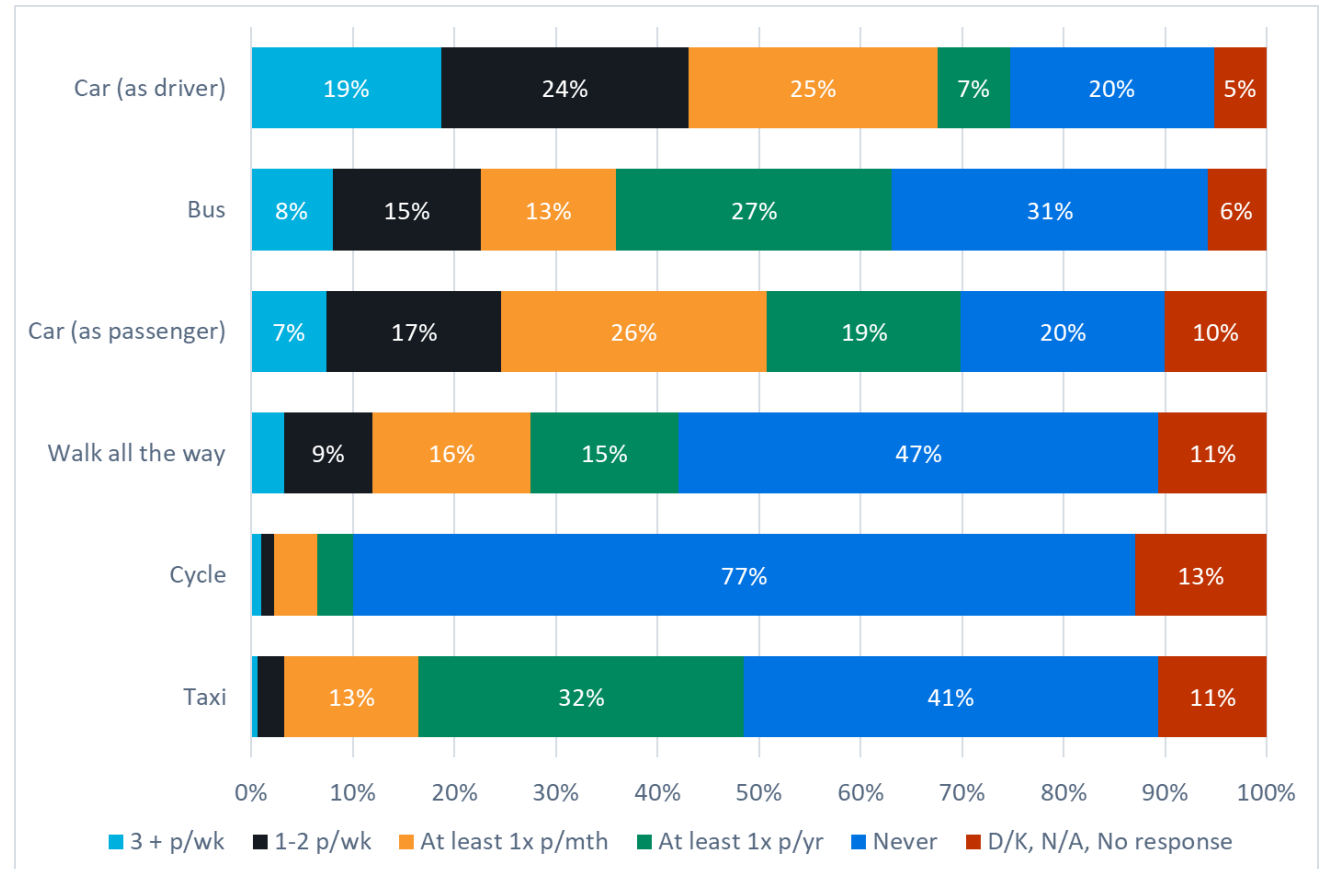
Travel to Halifax town centre



Frequency of travel to Halifax town centre by mode, North Halifax respondents

- 10% of respondents walk to Halifax at least once a week.
- Less than 10% cycle to Halifax at least once a month. Although this appears low, it represents a higher level of cycling than found in the 2011 Census, where around 1% of trips to work in Calderdale were made by cycling. The Census only collects cycling to work information, so it may be that cycling levels for other journeys are higher, while still representing a very small proportion of trips currently.
- The most popular mode is Car (as driver); 43% of respondents say they travel to Halifax town centre this way at least once per week.
- It is likely that the social distancing measures in place during the survey period influenced frequency of travel to Halifax, the most likely impact being fewer trips made.
- 9% fewer respondents report never walking to Halifax in North Halifax compared to the overall sample, and half as many report walking 3+ times per week.

Frequency of travel to Halifax town centre by mode



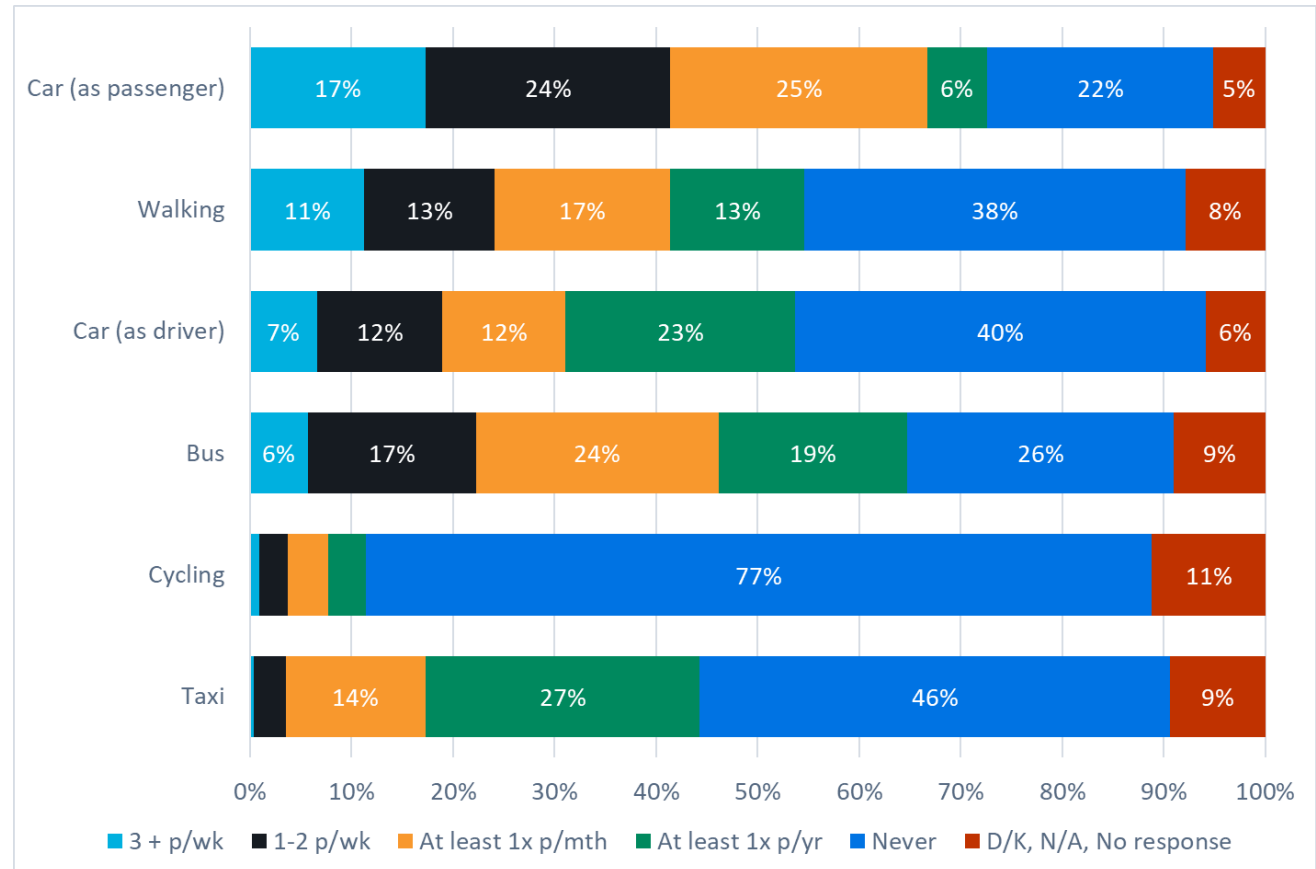
Q: How often do you travel to Halifax town centre using the following types of transport?

Number of respondents: 309

Frequency of travel to Halifax town centre by mode, Overall sample respondents

- Overall, cycling is seldom used as a mode of travel to Halifax, though one in ten respondents travel to Halifax town centre by bike at least once a year.
- Car (as passenger) is the most popular mode at 41% at least once a week.
- Almost 40% of respondents say they never walk into Halifax.

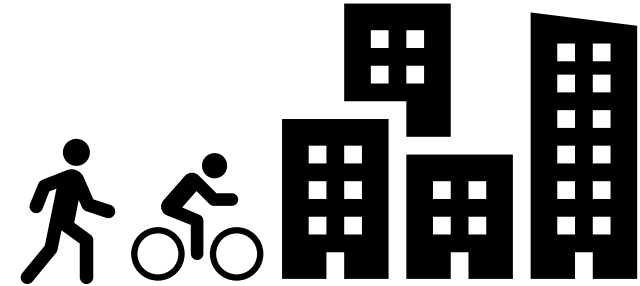
Frequency of travel to Halifax town centre by mode



Q: How often do you travel to Halifax town centre using the following types of transport?

Number of respondents: 544

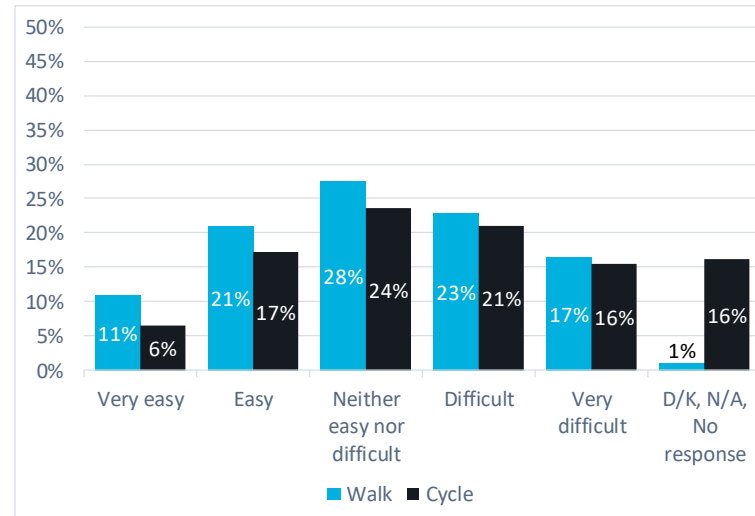
Walking and cycling to Halifax town centre



Ease of travel to Halifax town centre by walking and cycling, North Halifax respondents

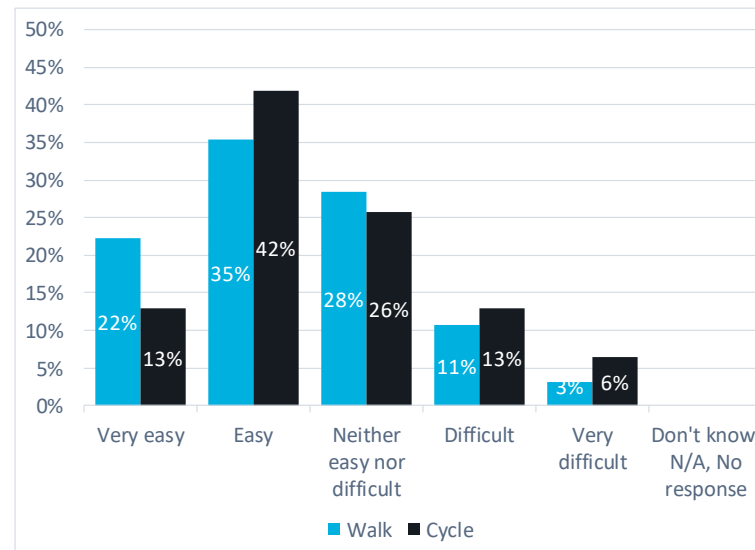
- Only a third of respondents felt it was easy or very easy to travel to Halifax town centre by walking. Just under one in four thought cycling to Halifax was easy or very easy.
- Respondents in HX3 5 (Lee Mount, South Ovenden Wheatley) were more likely to say walking is easy or very easy (52%) but only 29% thought cycling to Halifax was easy or very easy.
- 40% either don't know how easy it is to cycle or stated it was neither easy nor difficult. Given low levels of cycling to Halifax, it is likely that many of these respondents did not have personal experience or had not previously thought about it.
- Around half as many respondents said walking and cycling was 'very easy' in North Halifax compared to the overall sample.
- 130 respondents walked and 31 cycled to Halifax town centre at least once a year.
- Just over half who walked stated it was easy or very easy as did 57% of those who cycled.
- There were still a sizeable number of those who walked that found it difficult (around one in seven).

Ease of travel to Halifax town centre by walking and cycling: all North Halifax respondents



Q: How easy do you think it is to walk/cycle from your home to Halifax town centre? Number of respondents: 309

Ease of travel to Halifax town centre by walking and cycling: all North Halifax respondents who have walked or cycled at least once



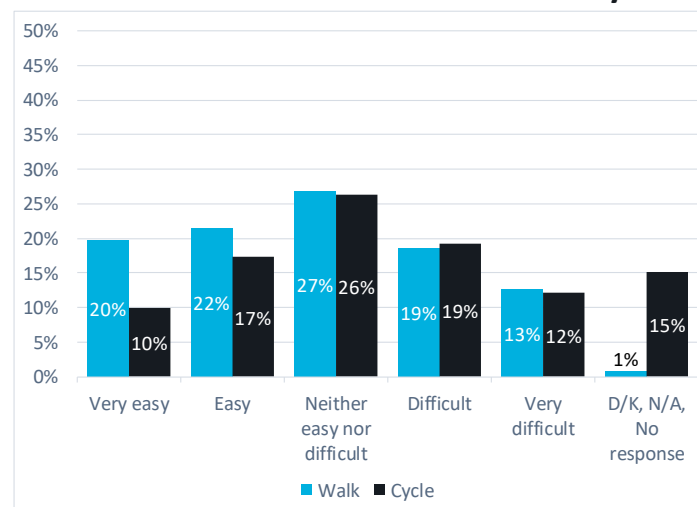
For walking, the number of respondents is 130

For cycling, the number of respondents is 31

Ease of travel to Halifax town centre by walking and cycling, Overall sample respondents

- Overall one in three respondents felt that walking to Halifax town centre was difficult or very difficult with a similar number feeling that cycling was difficult or very difficult.
- Of those who had walked or cycled to Halifax at least once, fewer were likely to state it was difficult or very difficult. Notably, very few of those who cycled stated it was very easy (one in ten). 60% of those who had walked to Halifax at least once felt it was easy or very easy.

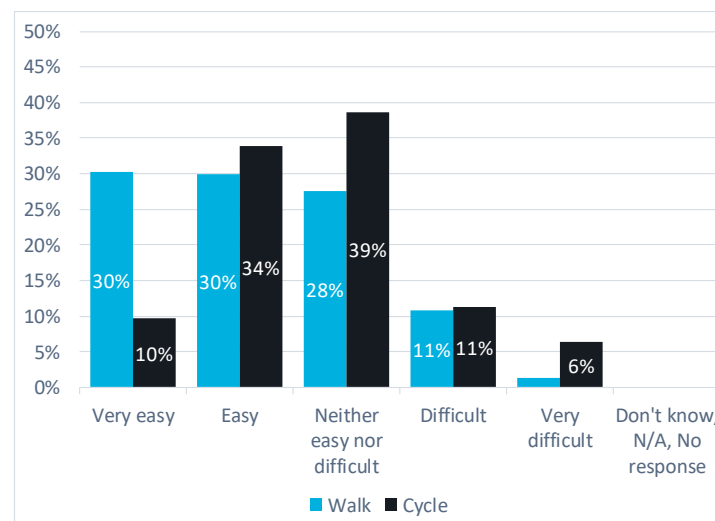
Ease of travel to Halifax town centre by walking and cycling: all respondents



Q: How easy do you think it is to walk/cycle from your home to Halifax town centre?

Number of respondents: 544

Ease of travel to Halifax town centre by walking and cycling: all respondents who have walked or cycled at least once



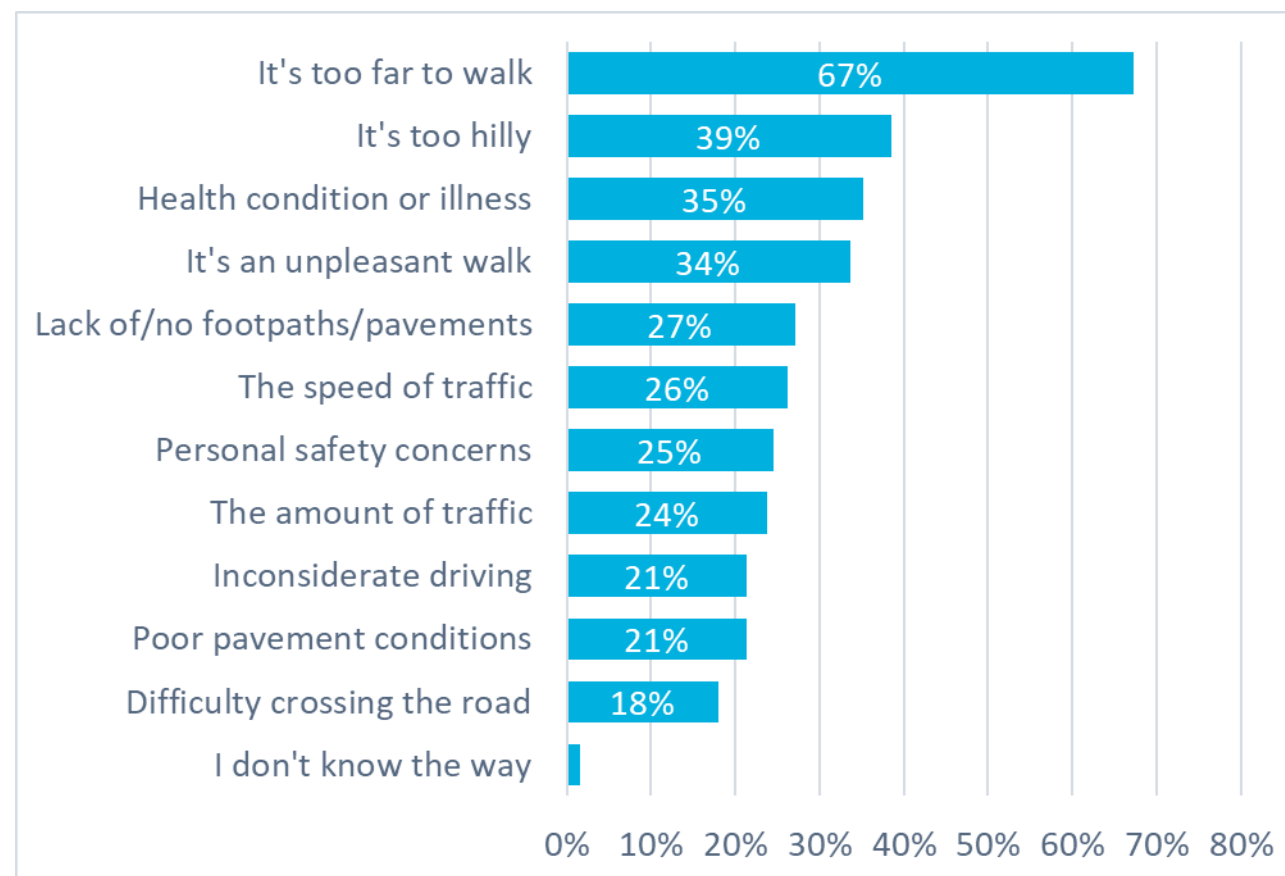
For walking, the number of respondents is 297

For cycling, the number of respondents is 62

Factors that make it difficult to walk to Halifax town centre from North Halifax

- The 32% of respondents who stated it was difficult or very difficult to walk to Halifax town centre were asked to choose from a list of reasons for it being difficult. Respondents could also provide their own reason in a free text box (results of which are provided later).
- Two thirds of respondents say North Halifax is too far to walk to the town centre.
- 35% say a health condition precludes them from walking.
- One in three believe it is an unpleasant walk.
- Lack of footpaths, traffic speed, personal safety concerns, amount of traffic, inconsiderate driving and poor pavement conditions were chosen by 21% to 27% of respondents.
- Responses to this question in North Halifax were very consistent with the overall sample.

Factors that make it difficult to walk to Halifax town centre (cited by respondents who stated that walking to Halifax is difficult or very difficult)



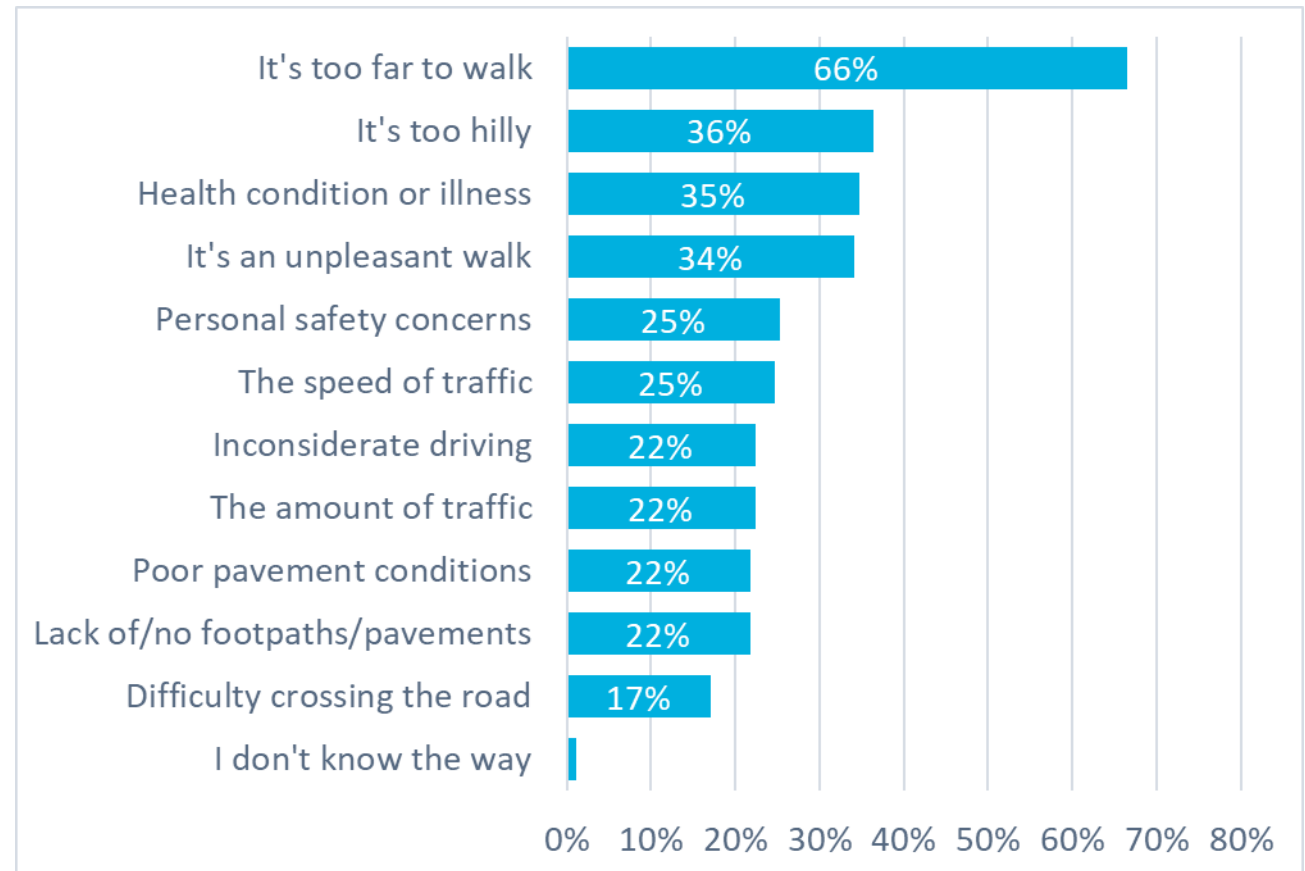
Q: Which of these factors make it difficult to walk to Halifax town centre?

Number of respondents: 122

Factors that make it difficult to walk to Halifax town centre, Overall sample respondents

- Overall, two thirds of respondents say it's too far to walk to Halifax town centre.
- A third of respondents stated that the walk to Halifax town centre was unpleasant.
- Around one in four to one in five respondents chose of footpaths, traffic speed, personal safety concerns, amount of traffic, inconsiderate driving and poor pavement conditions.

Factors that make it difficult to walk to Halifax town centre (cited by respondents who stated that walking to Halifax is difficult or very difficult)



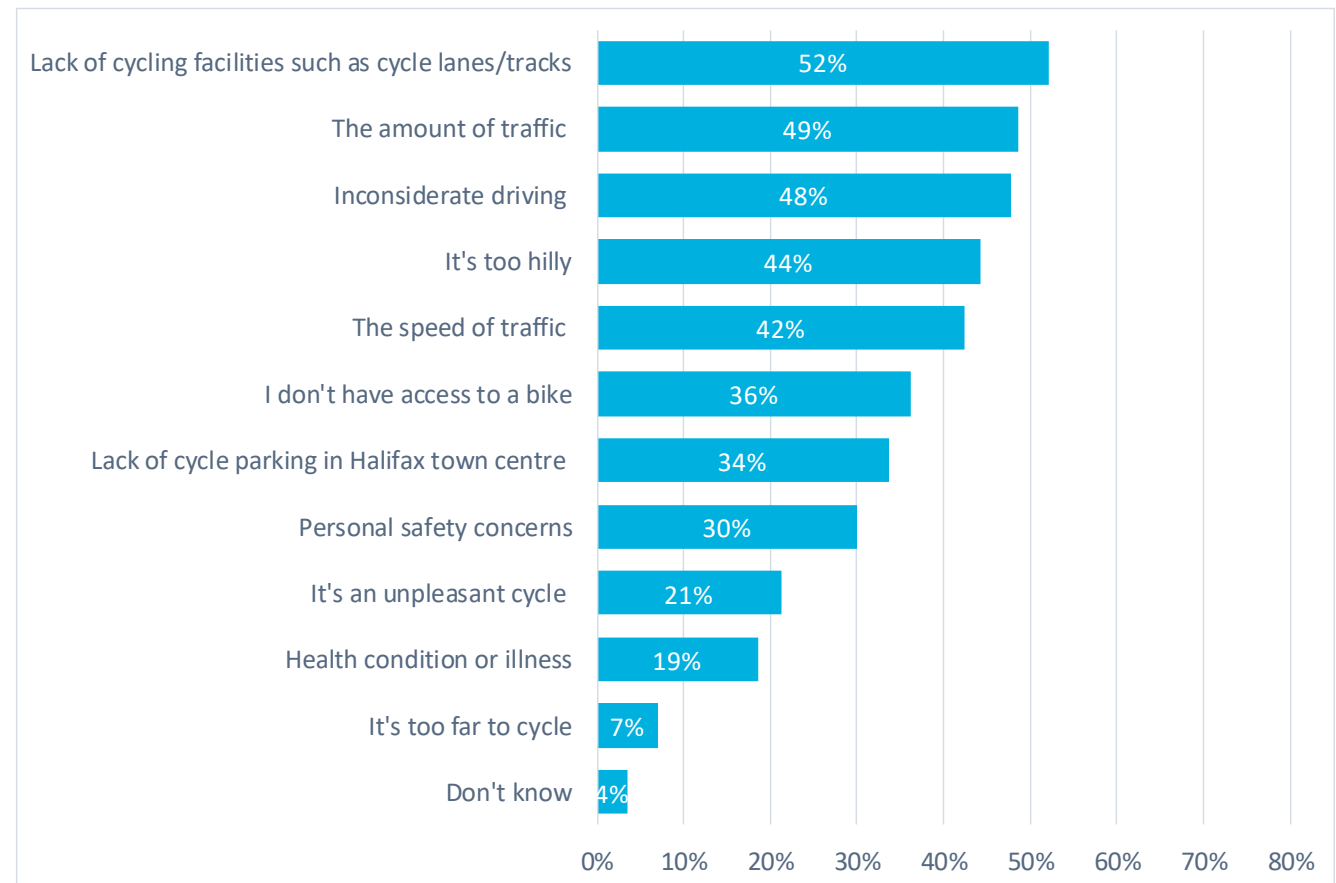
Q: Which of these factors make it difficult to walk to Halifax town centre?

Number of respondents: 170

Factors that make it difficult to cycle to Halifax town centre from North Halifax

- Respondents who stated it was difficult or very difficult to cycle to Halifax town centre (17% of the sample) were asked to choose from a list of reasons for it being difficult. Respondents could also provide their own reason in a free text box (results of which are provided later).
- Half of respondents say there's a lack of cycling facilities in North Halifax.
- Half also cite the amount of traffic and inconsiderate driving as things that make it difficult to cycle.
- Very few say it's too far to cycle, just 7%.
- Responses to this question in North Halifax were fairly consistent with the overall sample.

Factors that make it difficult to cycle to Halifax town centre (cited by those who stated that walking to Halifax is difficult or very difficult)



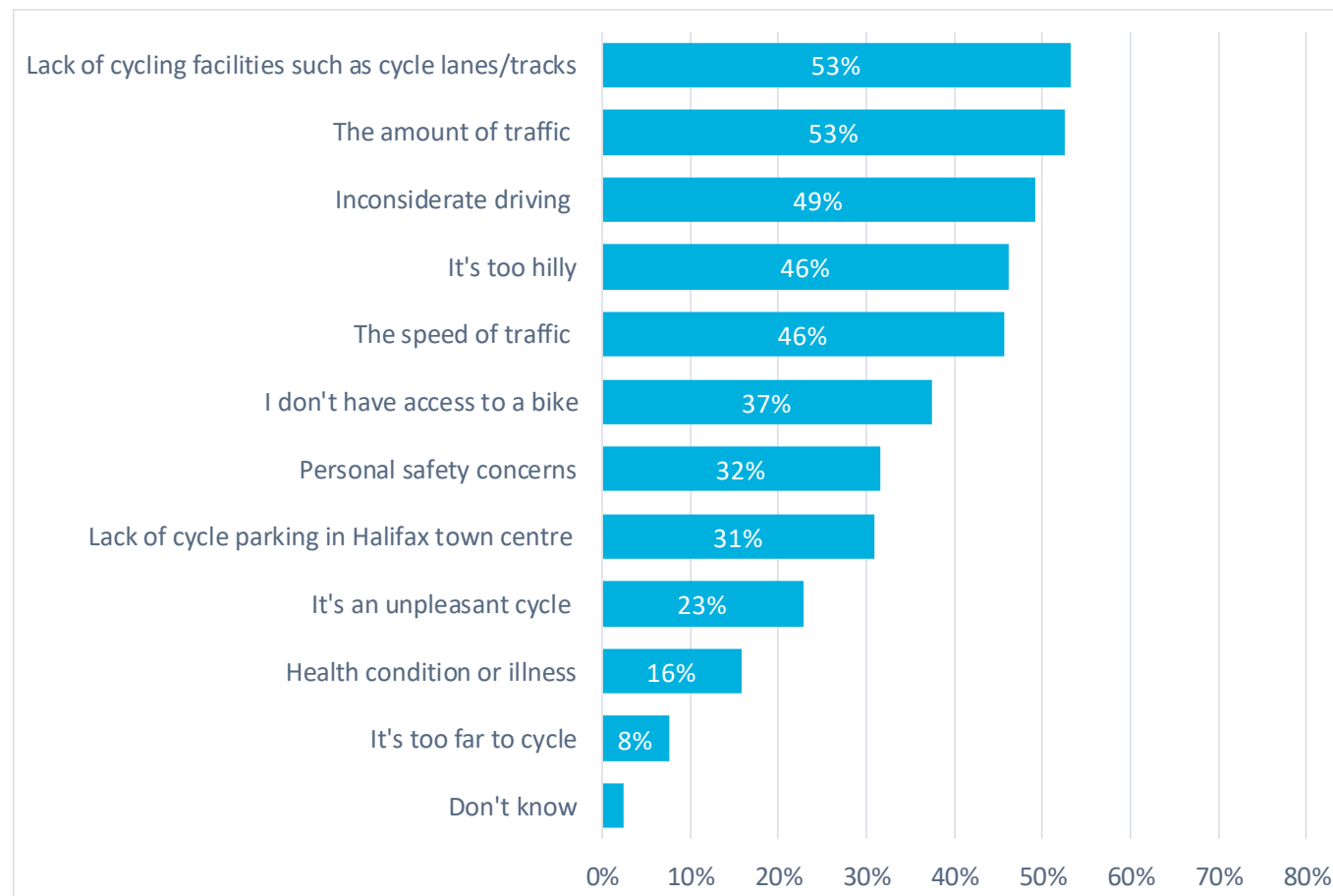
Q: Which of these factors make it difficult to cycle to Halifax town centre?

Number of respondents: 113

Factors that make it difficult to cycle to Halifax town centre, Overall sample respondents

- More than half of the respondents cited lack of cycling facilities such as cycle lanes/tracks and the amount of traffic as being factors that make it difficult to cycle to Halifax town centre.
- Only 8% say it's actually too far to cycle.

Factors that make it difficult to cycle to Halifax town centre



Q: Which of these factors make it difficult to cycle to Halifax town centre?

Number of respondents: 171

Changes observed during Coronavirus restrictions



Changes observed during Coronavirus restrictions, North Halifax respondents

Respondent comments to the question “During the period that coronavirus lockdown restrictions have been in place, have you noticed getting around your neighbourhood being better or worse?”

Most common themes	Number of comments	% of respondents making comment	Example comments
No different	86	28%	“I have not seen much of a difference as people don’t take any notice of restrictions”
Better, reduced traffic	54	17%	“At the height of the lockdown, traffic was reduced and walking or cycling was much more pleasant”
Better	30	10%	All comments simply stated “better except the following...” “somewhat better” / “slightly easier but the litter and refuse issue has gotten worse” / “Better apart from speeding quads and bikes” / “Better but Footpaths are overgrown from both public and private land. Lots of rubbish about” / “Much Better” / “pretty good” / “Far easier” / “lightly easier” / “It has been slightly better, but have experienced a lot of anti social driving around the streets”
Worse, speeding traffic	23	7%	“Worse speeding traffic around the area”
Better initially but has returned to ‘normal’	20	6%	“There has been less traffic but now that has increased again, our road has more cars than ever now!”
Worse, street conditions (e.g. dog mess, litter, overgrown shrubs)	13	4%	“They have got worse, with worsening conditions – i.e. lack of repairs to infrastructure and a reduction in bus provision”

Contact information

For further details, please contact:

Hannah Thompson

Assistant Consultant

Hannah.Thompson@steergroup.com

0207 910 5168

Ian Bewick

Principal Consultant

Ian.Bewick@steergroup.com

0113 389 6380

Steer

67 Albion Street

Leeds LS1 5AA

0113 389 6400

www.steergroup.com

marketing@steergroup.com

DISCLAIMER: This work may only be used within the context and scope of work for which Steer Davies & Gleave Ltd. trading as Steer was commissioned and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this work without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom.

Calderdale Streets for People Survey Report: West Halifax



Client: Calderdale Council
December 2020
Our ref: 23770501



Contents

- 1** Introduction
- 2** Key Findings
- 3** Respondent characteristics
- 4** Current travel behaviour
- 5** Perceptions of the local area
- 6** Perceptions of walking in the local area
- 7** Perceptions of cycling in the local area
- 8** Travel to Halifax town centre
- 9** Walking and cycling to Halifax town centre
- 10** Summary

Cover image: imagery@2020 Google
Imagery:2020Infoterra Ltd & Bluesky, Maxar Technologies,
The GeoInformation group, Map data@2020

Introduction

Improving active travel in West Halifax

This report provides the results of a questionnaire survey undertaken to provide an evidence base for making improvements to active travel (walking and cycling) provision in West Halifax.

The survey was undertaken as part of the business case for investment in active travel through the Transforming Cities Fund (TCF). TCF is a Department for Transport funding programme from which West Yorkshire Combined Authority (WYCA) secured £317 million of investment. It aims to improve transport and connectivity in West Halifax with overarching objectives of improving productivity by providing better sustainable transport options for accessing key destinations, including for employment, education and shopping.

Background

Calderdale Council submitted a Strategic Outline Cases (SOC) to West Yorkshire Combined Authority (WYCA) in Summer 2020 for the TCF.

The TCF SOC included proposed “Healthy Streets” interventions for the Park ward of Halifax, comprising the following proposals:

- Walking improvements to address barriers to accessing the town centre for Park Ward residents
- Community-led urban realm and placemaking within these deprived neighbourhoods.

The results of the survey undertaken provide further insight into local travel issues and perceptions in West Halifax and the priorities for improvements, which will inform the design of walking and cycling infrastructure improvements to include in the Outline Business Cases being developed in 2021.

Survey Method

Households in West Halifax (HX1 4, HX1 5) were sent a letter inviting them to complete the survey, which was hosted on the West Yorkshire Combined Authority’s “Your Voice” online engagement platform. The survey was also promoted through local social media. Response to the survey was encouraged by a prize draw to win one of five £50 shopping vouchers.

The survey was also promoted to residents of North Halifax, where there are also proposals through TCF to improve walking and cycling infrastructure.

Survey content

The survey aimed to understand current travel behaviour and perceptions of walking and cycling, including identification of barriers and changes to streets that could encourage more walking and cycling journeys. It also explored perceptions of the local area, in terms of ease of getting around, safety, the physical environment and opportunities for play and recreation, incorporating themes from West Yorkshire Combined Authority’s Streets for People and the Scottish [Place Standard](#). The survey also asked about perceptions of existing traffic-related problems in and current use of walking and cycling for travel to Halifax town centre, perceived ease of access to the town centre and identification of factors that make it difficult.

Key Findings

Residents of West Halifax have a mostly poor perception of their local area

There was a very poor perception of some elements of the local area. Only 17% of respondents agreed that West Halifax is an attractive place that is easy to get around. Less than 10% agreed that West Halifax has attractive streets with buildings and spaces well cared for. There were only two factors on which more than 50% of respondents agreed: that there are good walking routes to bus stops and that it feels safe in the daytime. Only 23% of respondents felt it was safe in hours of darkness. Only around 25% reported regularly experiencing good quality natural spaces.

Most people think there are traffic problems in West Halifax

More than 75% of respondents think speeding traffic, joy-riding/anti-social driving, cars parked on pavements, amount of traffic, traffic noise, “Rat running” and inconsiderate parking are a major or slight problem. 71% of the respondents cited speeding traffic as a **major** problem. 72% of the respondents cited joy-riding/anti-social driving as a **major** problem. Over 50% also cited inconsiderate parking and cars parked on pavements as **major** problems.

Traffic, parking and maintenance problems deter walking trips

Poor quality pavements, speeding traffic, inconsiderate parking and personal safety concerns are the top four barriers to walking. These barriers often or sometimes prevent 44% to 62% of respondents from making walking trips.

A particular area of concern that came out strongly in open text responses was the condition of the streets with many respondents describing issues with dog mess, fly-tipping, litter and uneven footpaths. Antisocial behaviour and speeding traffic were other elements that were felt to be deterring walking.

The most commonly suggested change to encourage walking was keeping the streets clean - 78% of respondents suggested this, more than twice the proportion of respondents making any other suggestion. Clearing overgrown footpaths, improved pavement maintenance and measures to prevent parking on pavements were also chosen by over 30% of respondents as ways to encourage walking.

Concerns about safety deter cycling trips

Concerns about speeding traffic, safety when cycling, amount of traffic and a lack of cycling facilities were the main barriers to cycling reported. Provision of more/improved cycle lanes/tracks was the most commonly suggested change to encourage cycling, chosen by 47% of respondents

Around 30% of respondents suggested changes around traffic e.g. Reducing traffic speeds and through traffic in residential areas.

Almost half walk from West Halifax to the town centre but there are still barriers

44% of respondents walk into Halifax at least once a week; the most popular weekly mode.

Roughly 10% cycle into Halifax at least once a month.

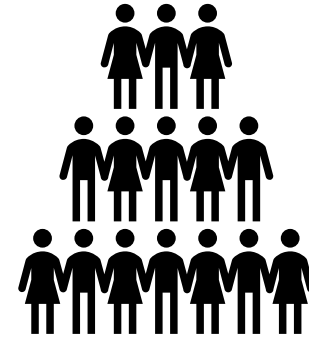
The second most popular mode is Car (as driver); 43% of respondents say they travel to Halifax town centre this way at least once per week.

It is likely that the social distancing measures in place during the survey period influenced frequency of travel into Halifax, the most likely impact being fewer trips made.

59% of respondents felt it was easy or very easy to travel to Halifax town centre by walking. Only 13% felt that doing so was difficult or very difficult.

64% of respondents who found it difficult to walk into Halifax stated that it was too far to walk. Personal safety concerns, inconsiderate driving and poor pavement conditions were chosen as barriers by 32% to 36% of respondents. 41% said they didn't walk into Halifax due to a health condition or illness making it difficult to do so.

Respondent Characteristics



The response by area was as follows:

- West Halifax comprises postcode areas
HX1 3, HX 1 4, HX1 5, and HX 2 0.

- HX1 3: 36
- HX1 4: 53
- HX1 5: 45
- HX2 0: 31



Respondent characteristics, West Halifax

- The table opposite compares the survey respondent characteristics in West Halifax against the general population profile, using data from the Office for National Statistics.
- 25 to 44 and 45 to 64 age groups over represented.
- Under 25s under-represented.
- Under-representation of respondents from “White” ethnicity group.
- Car owners over-represented.
- Proportion of economically active respondents closely matches local population.

Respondent characteristics and local population

		West Halifax Respondents	ONS West Halifax	Difference (nearest %)
Age	Under 25	8%	38%	(29%)
	25-44	42%	29%	13%
	45-64	32%	20%	11%
	65+	16%	13%	3%
	Prefer not to say	2%	-	-
Ethnicity	Asian or Asian British	44%	40%	4%
	Black or Black British	0%	1%	(1%)
	Mixed or multiple ethnic groups	1%	2%	(1%)
	White	44%	57%	(12%)
	Other	1%	1%	1%
	Prefer not to say	10%	-	-
Other	Have access to car	73%	64%	9%
	Have access to a bike	28%	Unknown	N/A
	Are economically active	64%	63%	1%

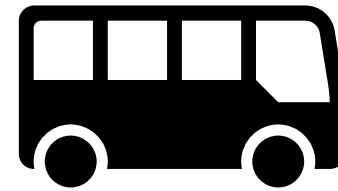
Respondent characteristics, Overall sample

- Over 45s over represented
- Under 25s under-represented
- Ethnicity profile of respondents closely matches local population
- Car owners over-represented
- Economically active respondents under-represented

Respondent characteristics and local population

		Overall Sample	ONS Overall Sample	Difference (nearest %)
Age	Under 25	5%	34%	(29%)
	25-44	30%	28%	2%
	45-64	38%	24%	15%
	65+	24%	14%	10%
	Prefer not to say	3%	-	
Ethnicity	Asian or Asian British	15%	17%	(2%)
	Black or Black British	0%	1%	(0%)
	Mixed or multiple ethnic groups	1%	2%	(0%)
	White	76%	80%	(5%)
	Other	1%	0%	0%
	Prefer not to say/don't know	6%	-	
Other	Have access to car	79%	62%	17%
	Have access to a bike	29%	Unknown	N/A
	Are economically active	58%	67%	(9%)

Current travel behaviour



Frequency of travel by mode: West Halifax respondents

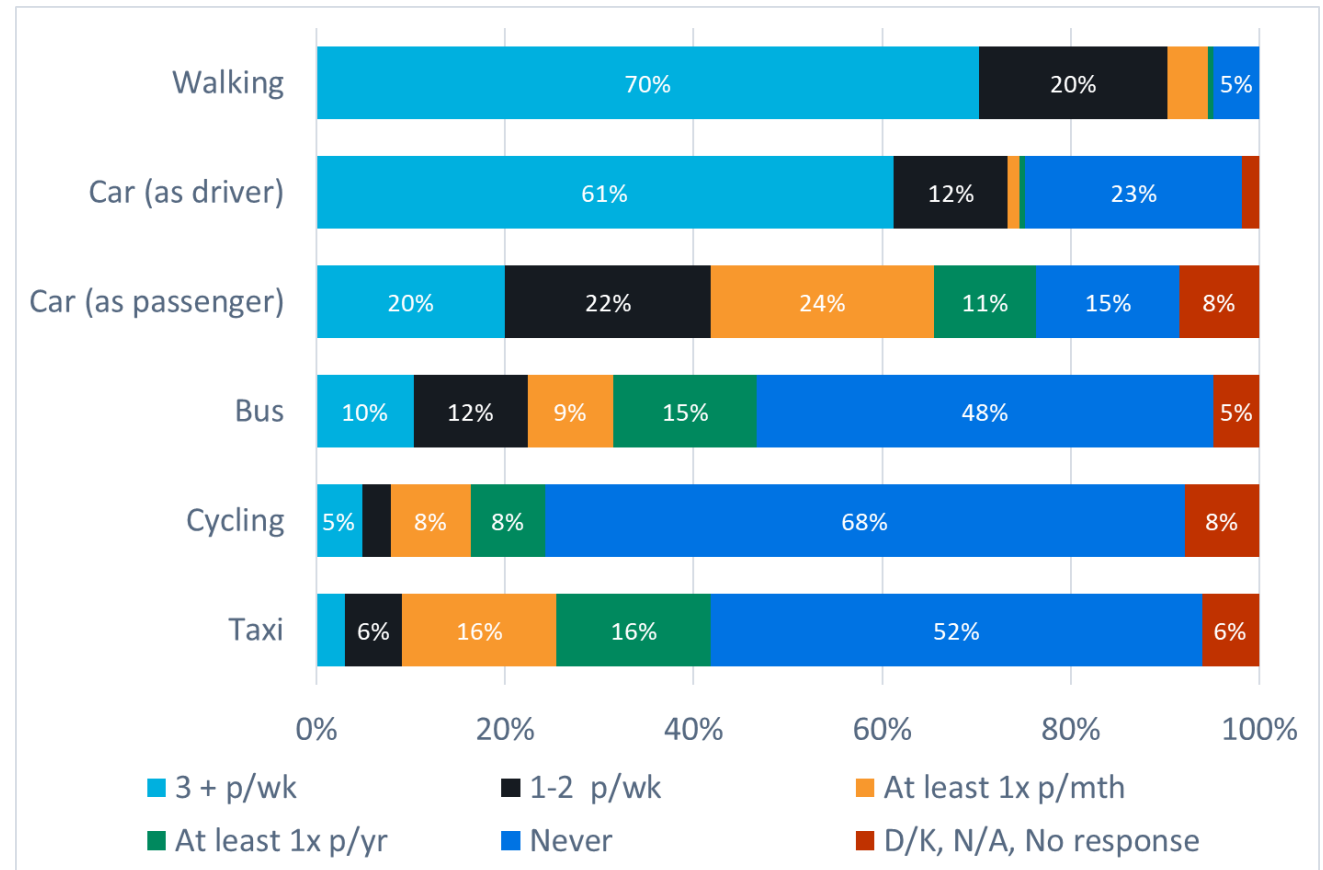
- 90% of respondents said they travel by walking at least once per week.
- 8% of respondents said they travel by cycling at least once per week.
- Over two thirds said they never travel by cycling; the highest proportion of any mode.
- Slightly more people (+7%) walk regularly in West Halifax compared to the overall sample.

Respondents were also asked to state how many trips they had made by walking, cycling and bus in the week before completing the survey.

The **average number of trips made** was:

- Walking 5.1
- Cycling 0.6
- Bus 0.7

Frequency of travel by mode



Q: How often do you use the following types of transport? Number of respondents: 165

Frequency of travel by mode: Overall sample respondents

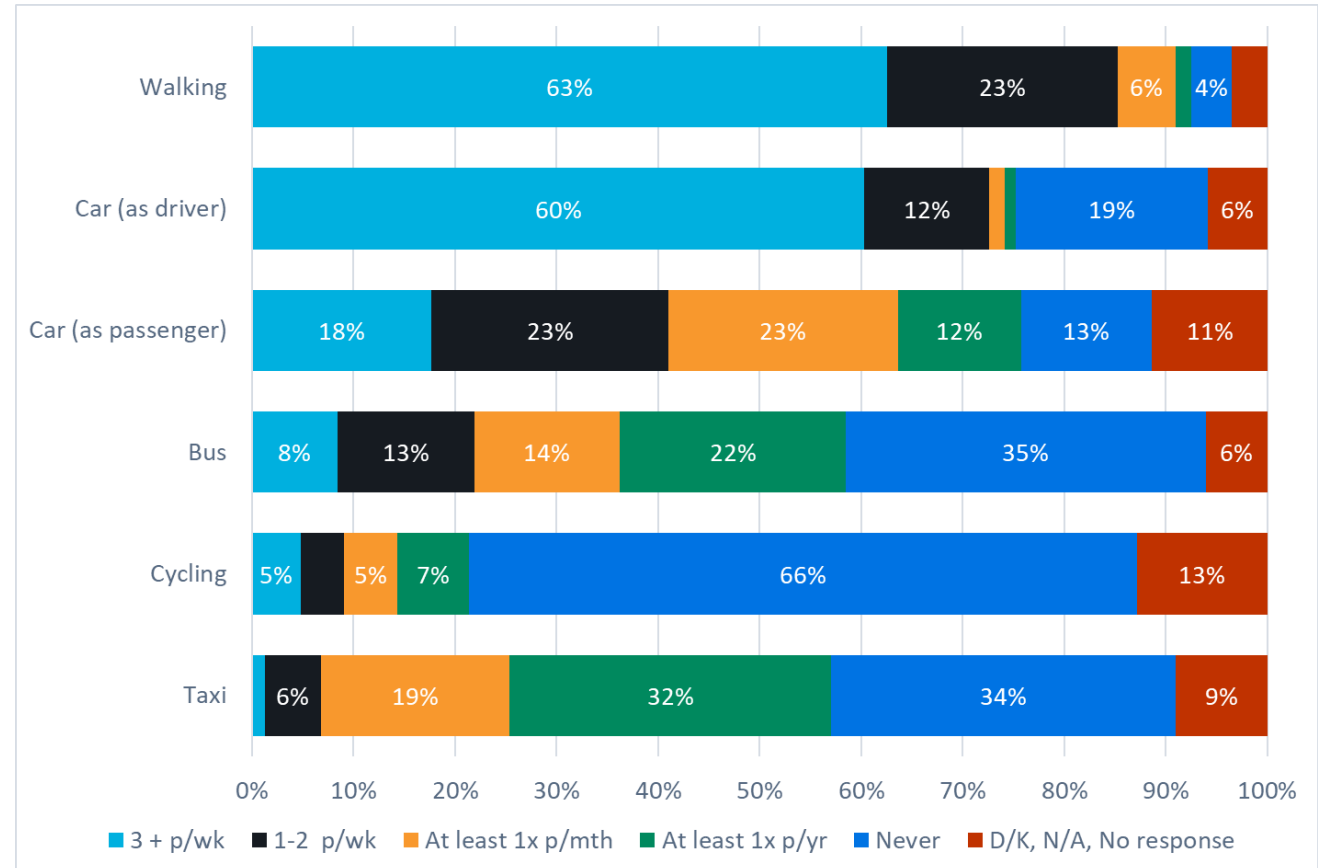
- Walking is the most popular mode with 86% claiming to travel by walking at least once per week.
- Overall, two thirds of respondents said they never travel by cycling.

Respondents were also asked to state how many trips they had made by walking, cycling and bus in the week before completing the survey.

The **average number of trips made** was:

- Walking 4.7
- Cycling 0.5
- Bus 0.8

Frequency of travel by mode



Q: How often do you use the following types of transport? Number of respondents: 544

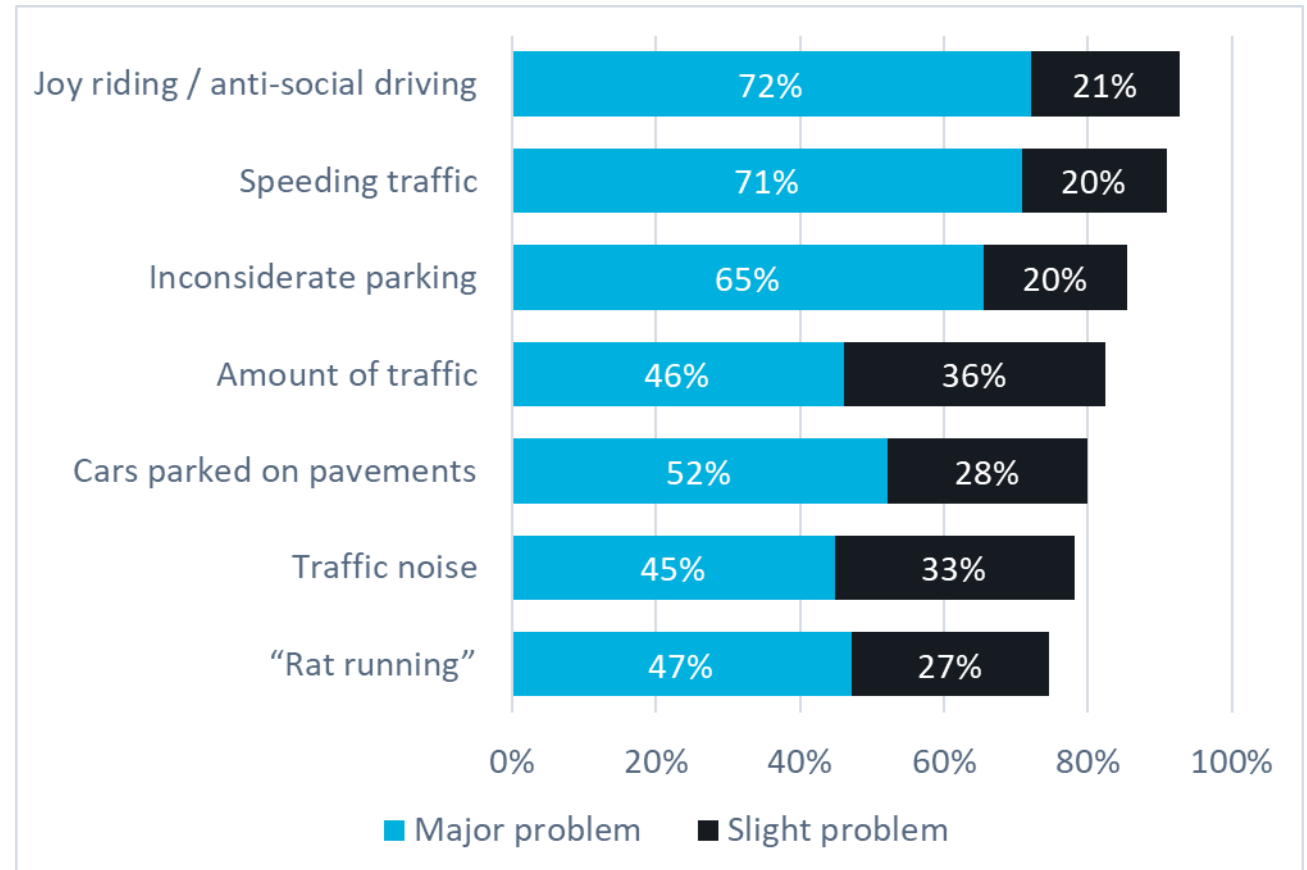
Perceptions of the local area



Perception of traffic problems, West Halifax respondents

- Over 90% see joy riding and speeding traffic as either a major or slight problem.
- Three quarters or more respondents see all of these traffic problems as either a major or slight problem.
- Far more people report slight or major problems in West Halifax than in the overall sample across the board.

Perception of traffic problems

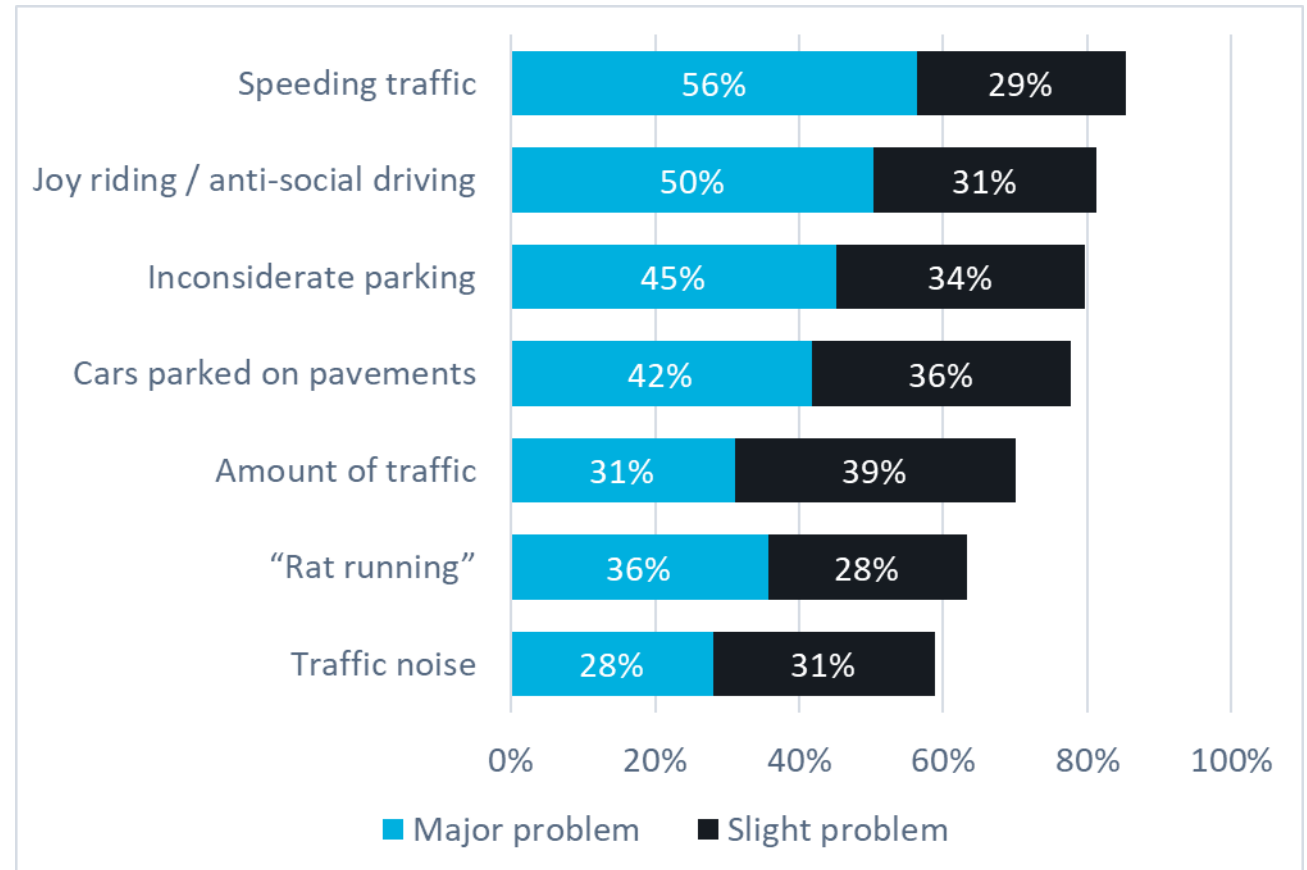


Q: Thinking about the streets in your neighbourhood, how much of a problem are these issues? Number of respondents: 165

Perception of traffic problems, Overall sample respondents

- Joy riding and speeding traffic are the top two perceived problems – both have over 80% of respondents saying they're a major or slight problem.
- Over a quarter of respondents say every traffic problem here is major.
- Over half of respondents say every traffic problem is either major or slight.

Perception of traffic problems

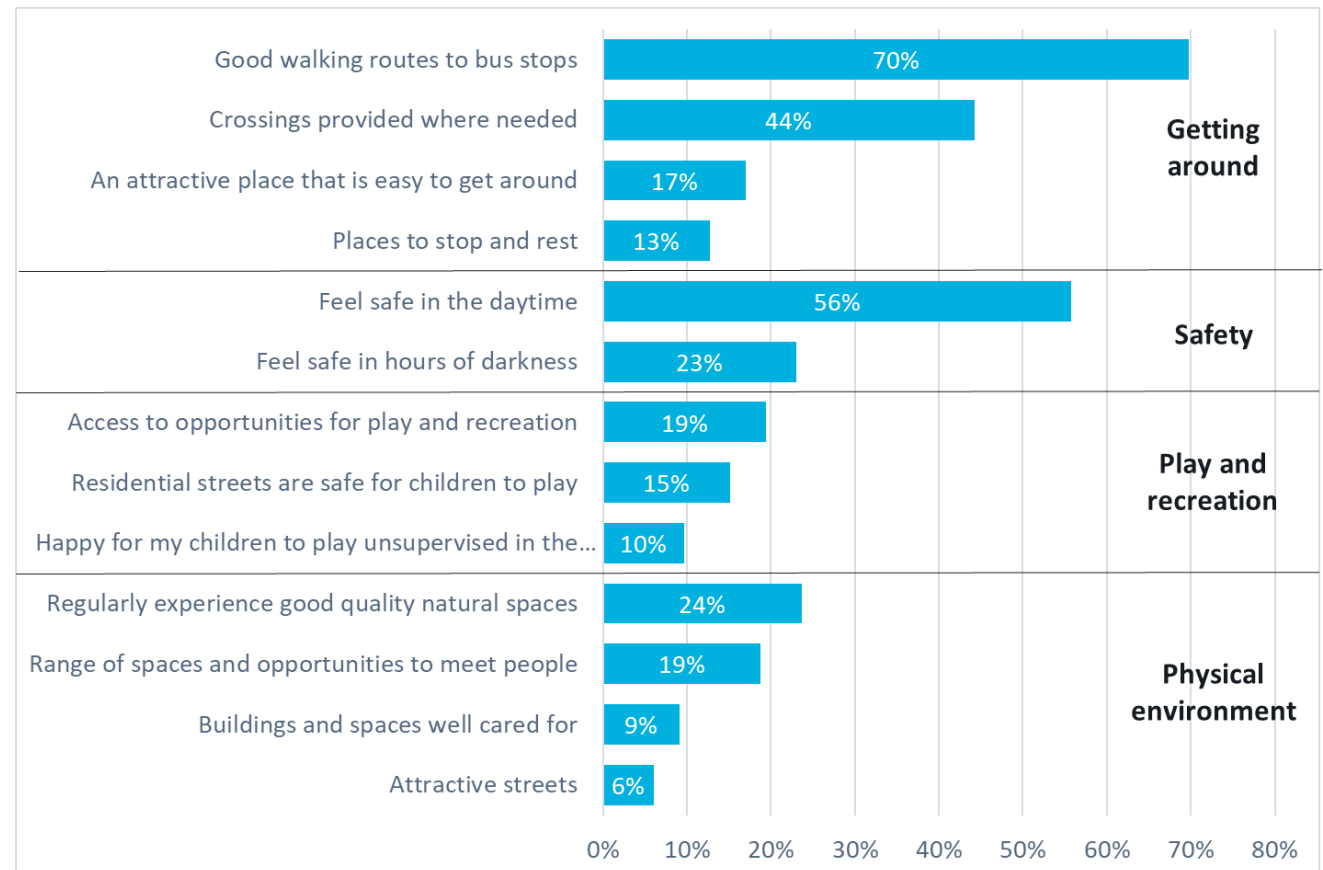


Q: Thinking about the streets in your neighbourhood, how much of a problem are these issues? Number of respondents: 544

Perception of the local area, West Halifax respondents

- Only a fifth of respondents feel they have access to opportunities for play and recreation for children.
- Only a quarter of respondents regularly experience good quality natural spaces and only 17% feel the area is an attractive place that is easy to get around.
- Under half of respondents say that crossings are provided where needed to get around.
- Perceptions of residents in West Halifax are generally more negative than the overall survey sample

Perception of the local area

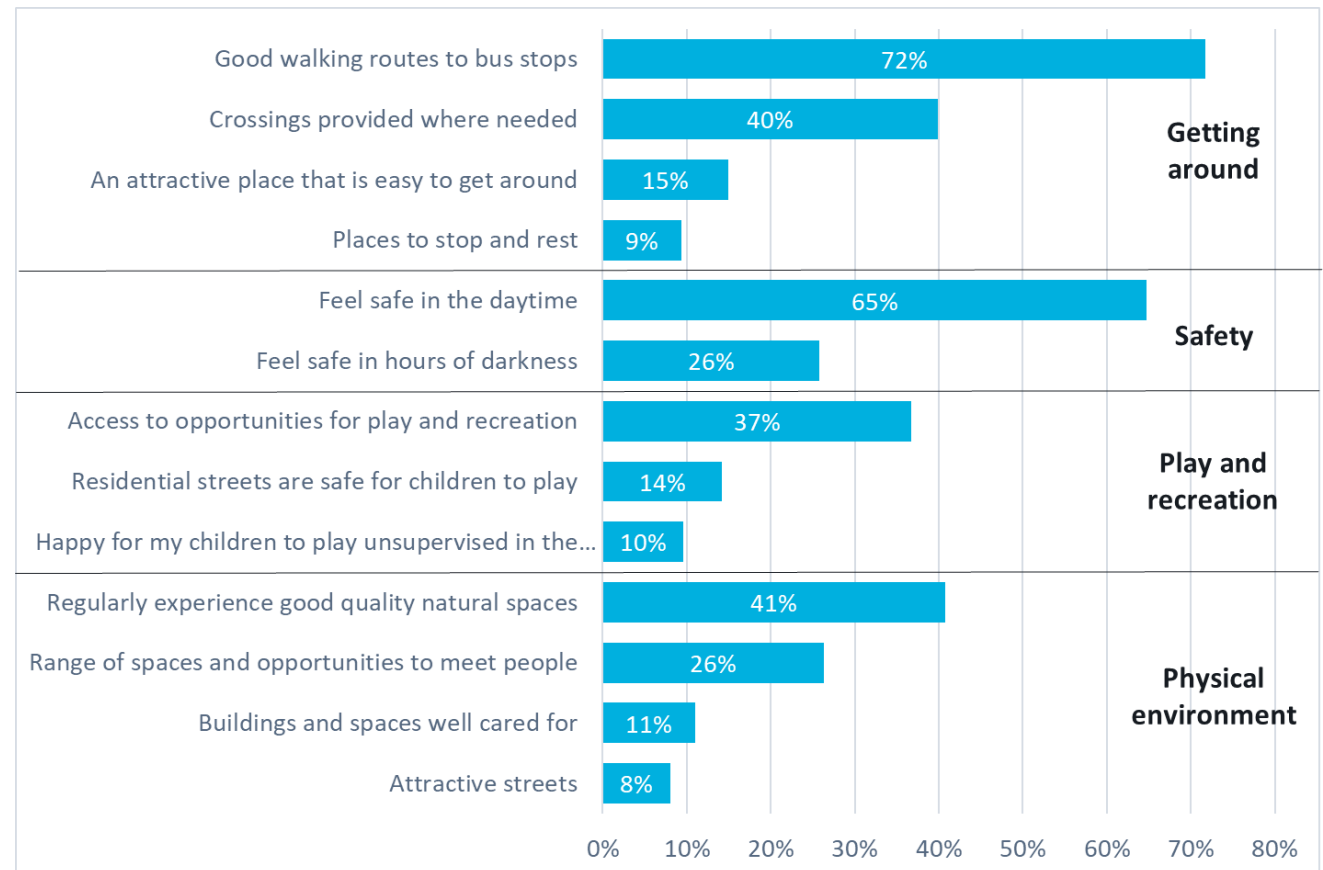


Q: Thinking again about the streets in your neighbourhood, please indicate if you agree/disagree with the following statements. Number of respondents: 165

Perception of the local area, Overall Sample respondents

- Overall, under 10% of respondents say there are places to stop and rest.
- Only 40% feel adequate crossings are provided where needed.
- Only around a quarter feel there is a range of spaces and opportunities to meet people.

Perception of the local area



Q: Thinking again about the streets in your neighbourhood, please indicate if you agree/disagree with the following statements Number of respondents: 544

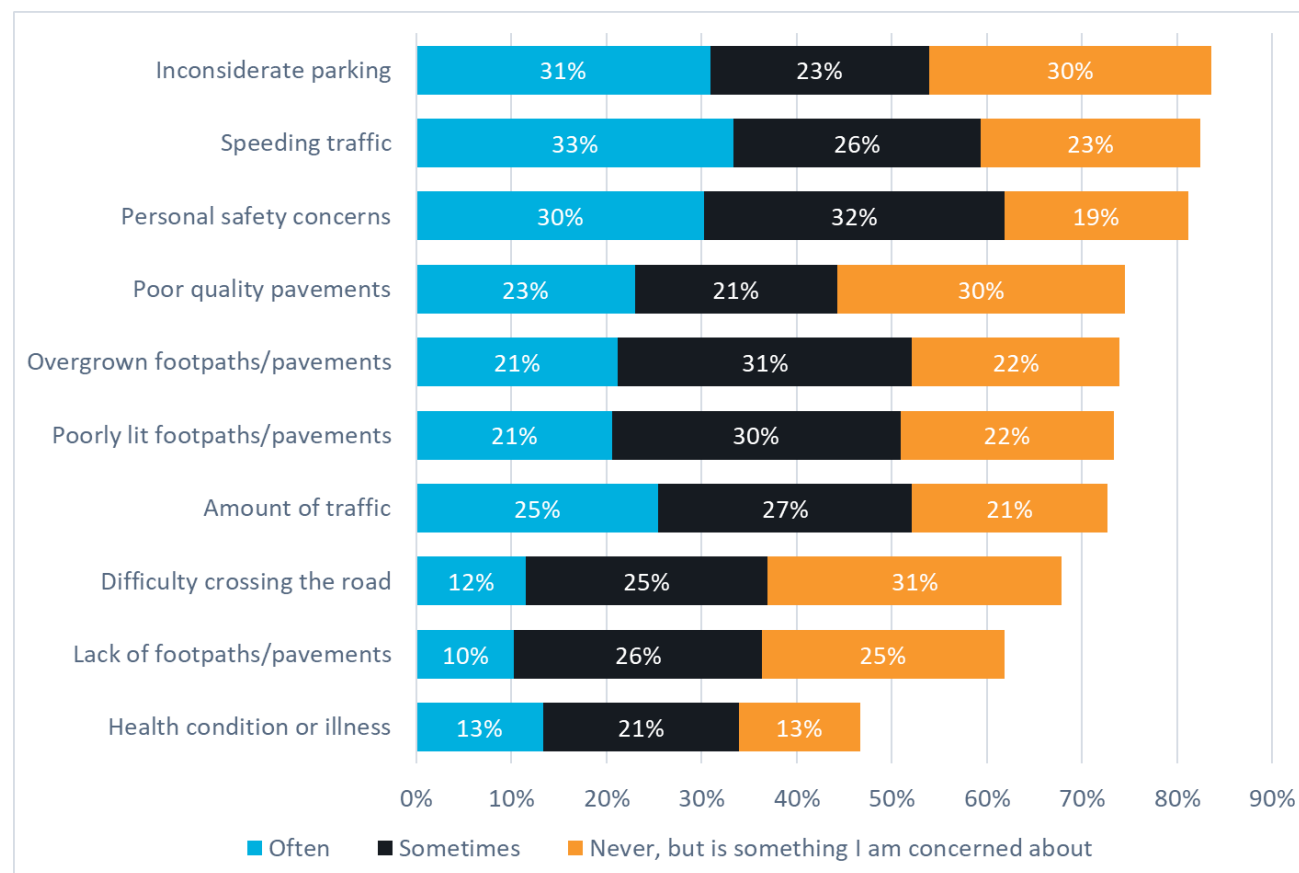
Perceptions of the walking in the local area



Barriers to walking, West Halifax respondents

- The top three barriers to walking are inconsiderate parking, speeding traffic and personal safety concerns.
- The majority of respondents were prevented from walking or concerned about those barriers and poor quality pavements, overgrown footpaths/pavements, poorly lit footpaths/pavements and the amount of traffic.
- Over half of respondents claim 6 of the 10 barriers prevent them from walking at least sometimes.
- Inconsiderate parking was the top reported barrier in West Halifax but only the third most reported issue in the overall sample.

Barriers to walking



Q: Please indicate whether any of the following prevent or deter you from walking in your neighbourhood? Number of respondents: 165

Factors that deter/prevent walking, West Halifax respondents

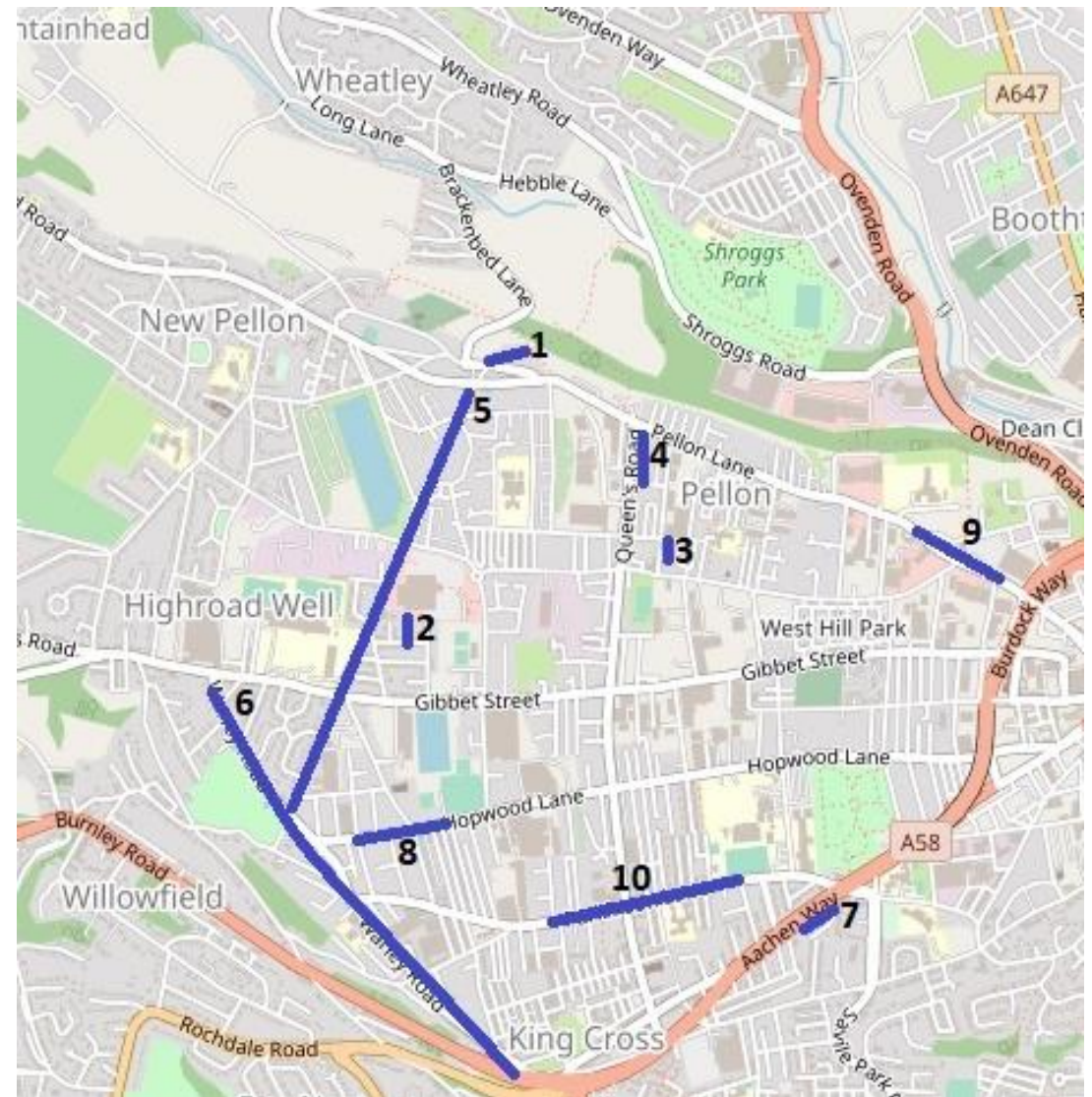
Respondent comments to the question “is there anything else that deters or prevents you from walking?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Street conditions (e.g. dog mess, litter, uneven footpaths)	42	25%	<p>“Yes, the mess on the streets we need more public bins and especially trash from dogs to be cleaned from footpaths”</p> <p>“Condition of pavements and roads in local area”</p>
Antisocial behaviour and crime	14	8%	<p>“Antisocial behaviour/threat of harm/drug dealing/gangs of people. will not go out after dark in this area.”</p>
Speeding traffic	14	8%	<p>“Speeding traffic and feeling vulnerable with reports of cars stopping to pester you”</p>
Other	8	5%	<p>“I don’t mind cyclists using the pavements as the roads are not safe whilst cycling, but they need to get off their bikes when a pedestrian walks there! Sensible use I would say as there is no safe cycle paths anywhere around Peoples Park.”</p>
Cars parked on pavements	6	4%	<p>“Parking on pavements/dropped curbs/yellow lines.”</p>
No	9	5%	-

Respondent comments by location

Where respondents made comments about specific streets in response to open questions, the key themes are summarised below with the streets mentioned highlighted in the map opposite.

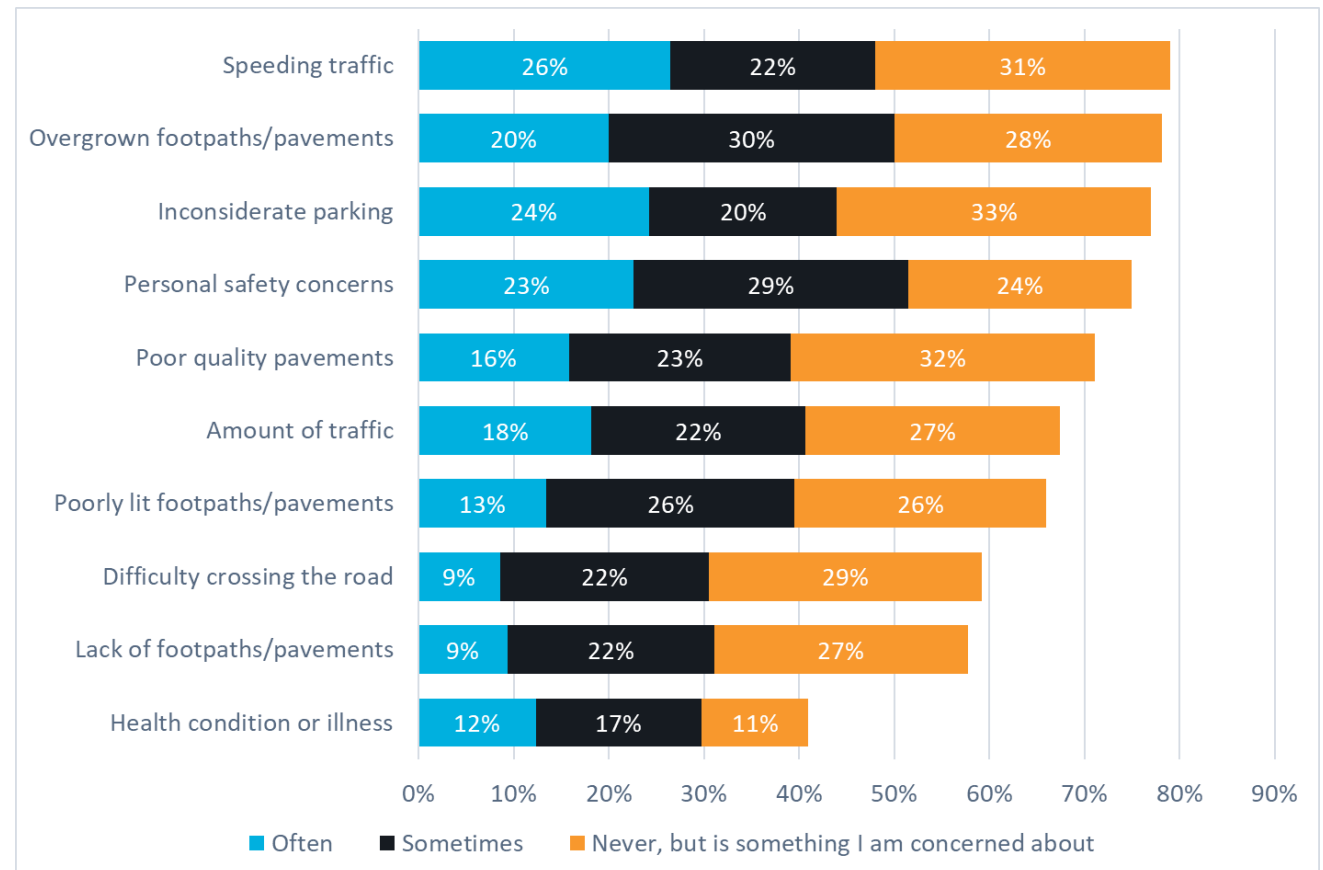
1. **Field Lane** – Litter, overgrown footpaths
2. **Glenholme Heath** – Road in poor condition
3. **Oak Terrace/Lane** – Fly tipping, dangerous parking, damaged walls
4. **Wadsworth Court** – Litter
5. **Spring Hall Lane** – Antisocial driving, litter
6. **Warley Road** – Speeding heavy traffic, lack of a cycle path
7. **Norfolk Place** – Litter, overgrown footpaths
8. **Hopwood Lane near Gibraltar Avenue** – Speeding traffic, dangerous parking, litter, overgrown footpaths
9. **Pellon Lane** – Poor pedestrian access to Greenmount Retail Park and Dunelm Mill
10. **Parkinson Road** – Speeding traffic near the school



Barriers to walking, Overall sample respondents

- Again, speeding traffic is a major issue with respondents.
- However, personal safety concerns stop the most people from going walking with 52% of respondents saying it was a barrier at least sometimes.

Barriers to walking



Q: Please indicate whether any of the following prevent or deter you from walking in your neighbourhood? Number of respondents: 544

Factors that deter/prevent walking, Overall sample respondents

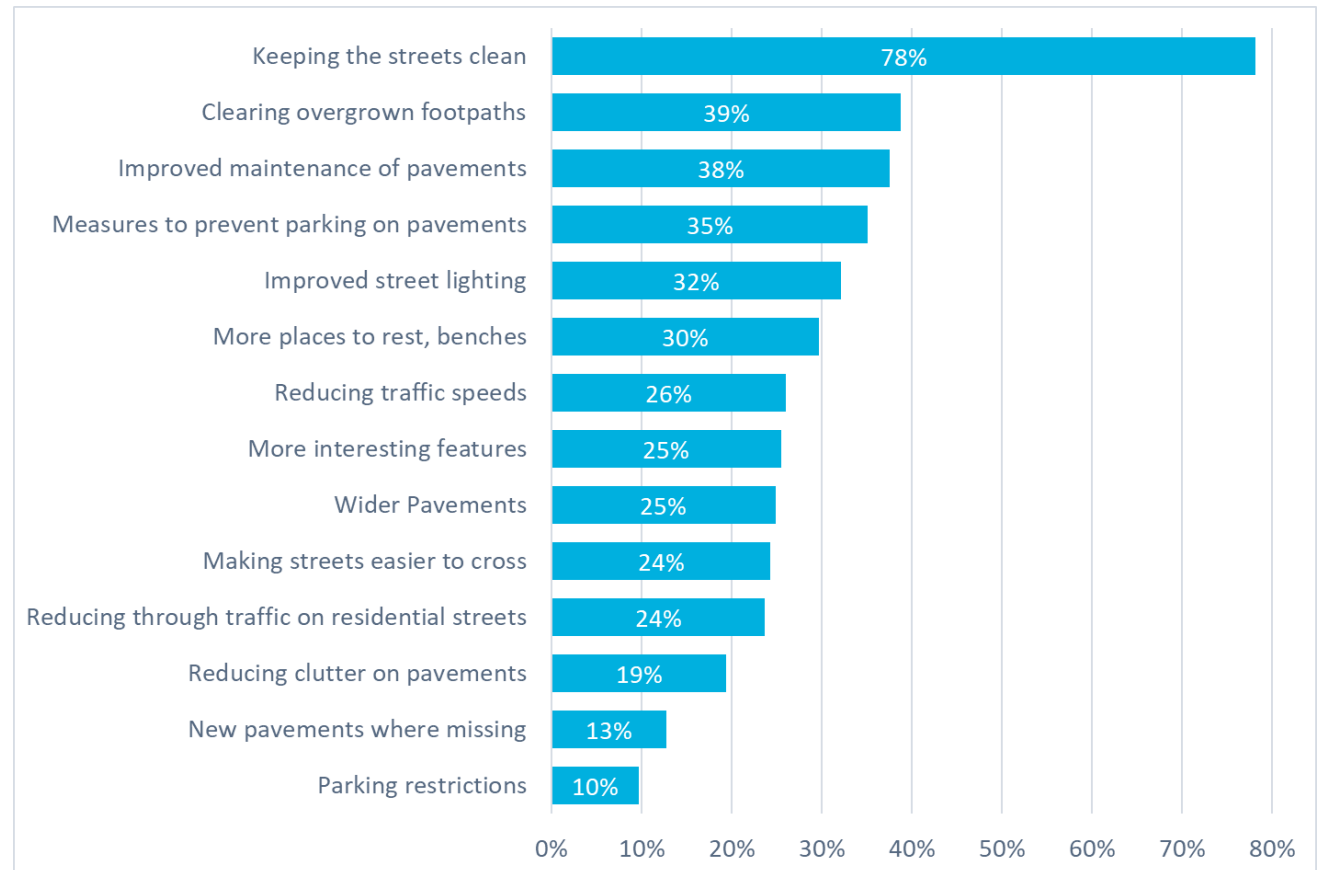
Respondent comments to the question “is there anything else that deters or prevents you from walking?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Street conditions (e.g. dog mess, litter, uneven footpaths)	132	24%	<p>“Dog dirt on footpaths”</p> <p>“Amount of litter on the pavements can be quite depressing”</p>
Antisocial behaviour and crime	45	8%	<p>“fear of undesirable and dangerous people/ gangs of teens loitering in the evenings”</p> <p>Nothing, just fear for my family’s safety when they’re walking in public places. E.g. Ovenden road speeding traffic, less places for public walkers to cross the road during peak times.”</p>
Speeding traffic	42	8%	<p>“Speeding traffic on Wheatley lane, i think there should be a speed camera here”</p>
Cars parked on pavement	22	4%	<p>“Cars on pavements is really annoying”</p>
Other	21	4%	<p>“I am disabled and can only walk 10 metres unaided. I have an electric scooter so issues for me are pavements, dropped kerbs etc”</p>
No	30	6%	<p>“</p>

Changes to streets to encourage walking, West Halifax respondents

- Keeping the streets clean was by far the most popular proposal to encourage walking in West Halifax, chosen by 78% of respondents.
- Almost two in five respondents feel that clearing overgrown footpaths and improving maintenance of pavements would encourage walking.
- Around a third suggested measures to prevent parking on pavements and improved street lighting would encourage walking.
- Parking restrictions are unpopular, only a tenth of respondents feel it would encourage walking.
- Improved street lighting was 10% more popular as a suggestion in West Halifax than in the overall sample.

Changes to streets to encourage walking

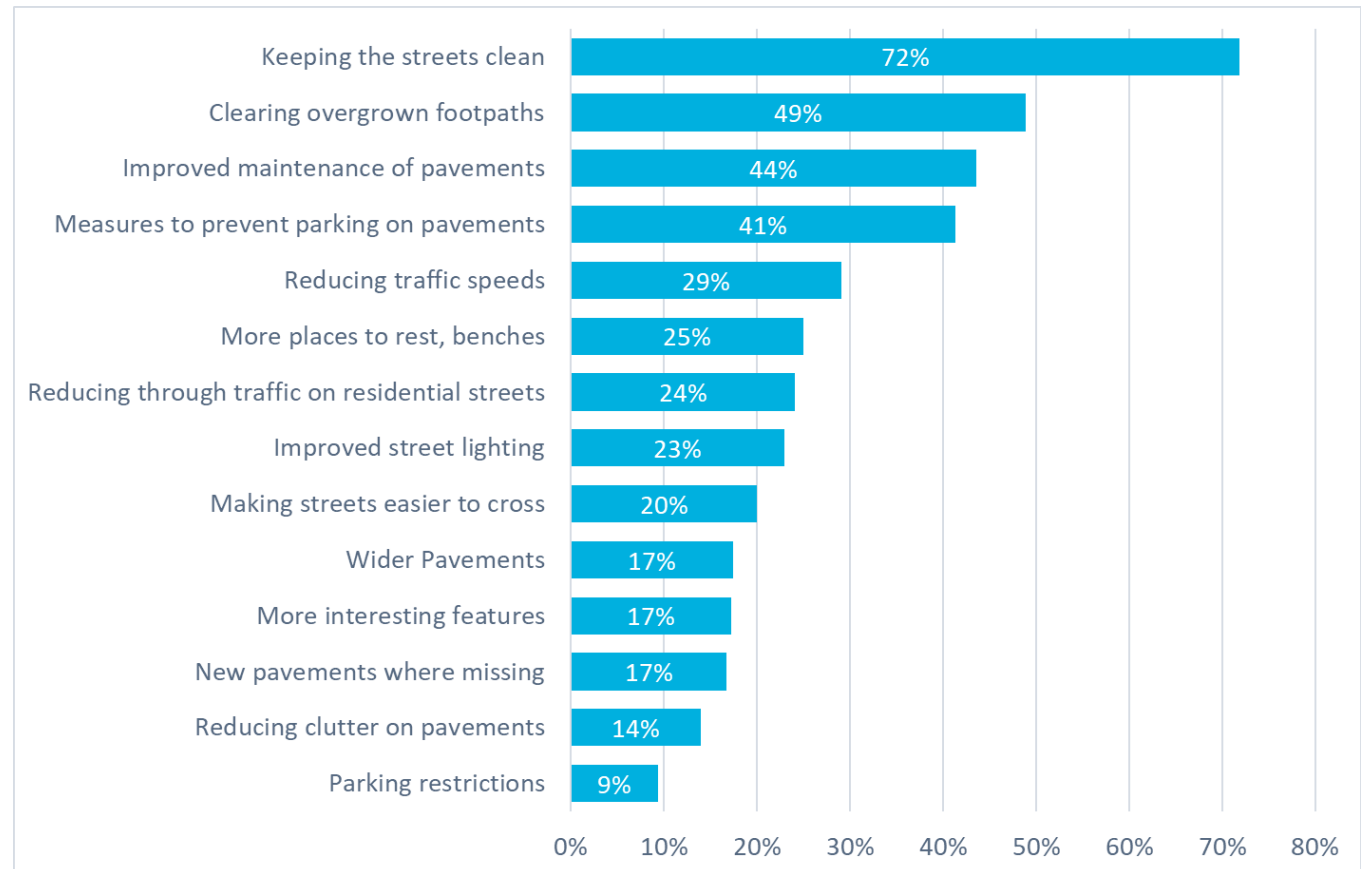


Q: What changes to streets in your neighbourhood would encourage you to make more walking journeys in your local area? Number of respondents: 165

Changes to streets to encourage walking, Overall sample respondents

- Keeping the streets clean is the most popular change to encourage walking, chosen by almost three quarters of respondents.
- 9 of the 14 proposed changes were suggested by at least a fifth of respondents

Changes to streets to encourage walking



Q: What changes to streets in your neighbourhood would encourage you to make more walking journeys in your local area? Number of respondents: 544

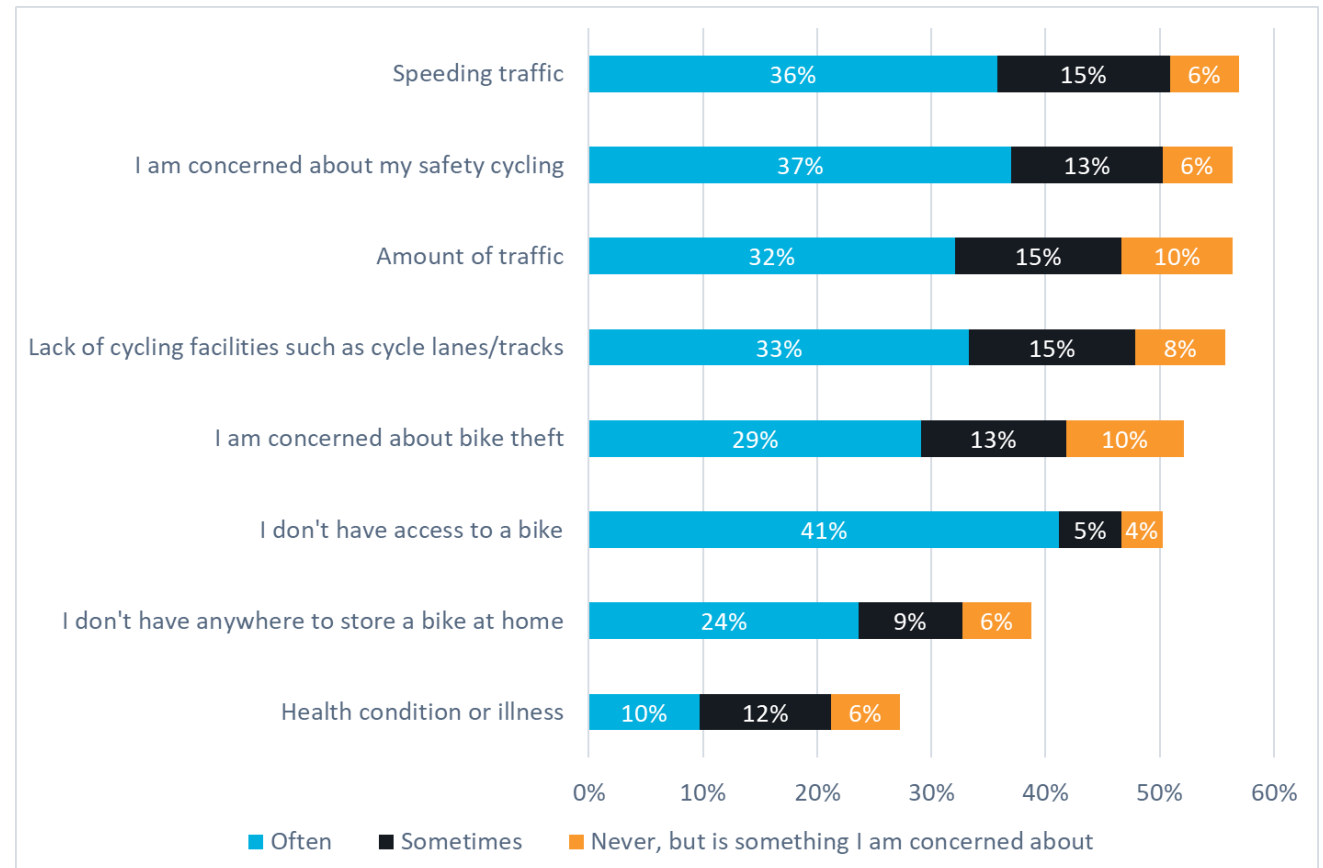
Perceptions of the cycling in the local area



Barriers to cycling, West Halifax respondents

- Not having access to a bike prevents the most respondents from cycling often; 41%.
- Speeding traffic the biggest barrier overall – over half of respondents say it stops them from cycling at least sometimes.
- 22% of respondents are precluded from cycling by a health condition at least sometimes.
- One third of respondents in West Halifax are prevented from cycling at least sometimes by not having anywhere to store a bike at home, compared to just one fifth in the overall sample.

Barriers to cycling

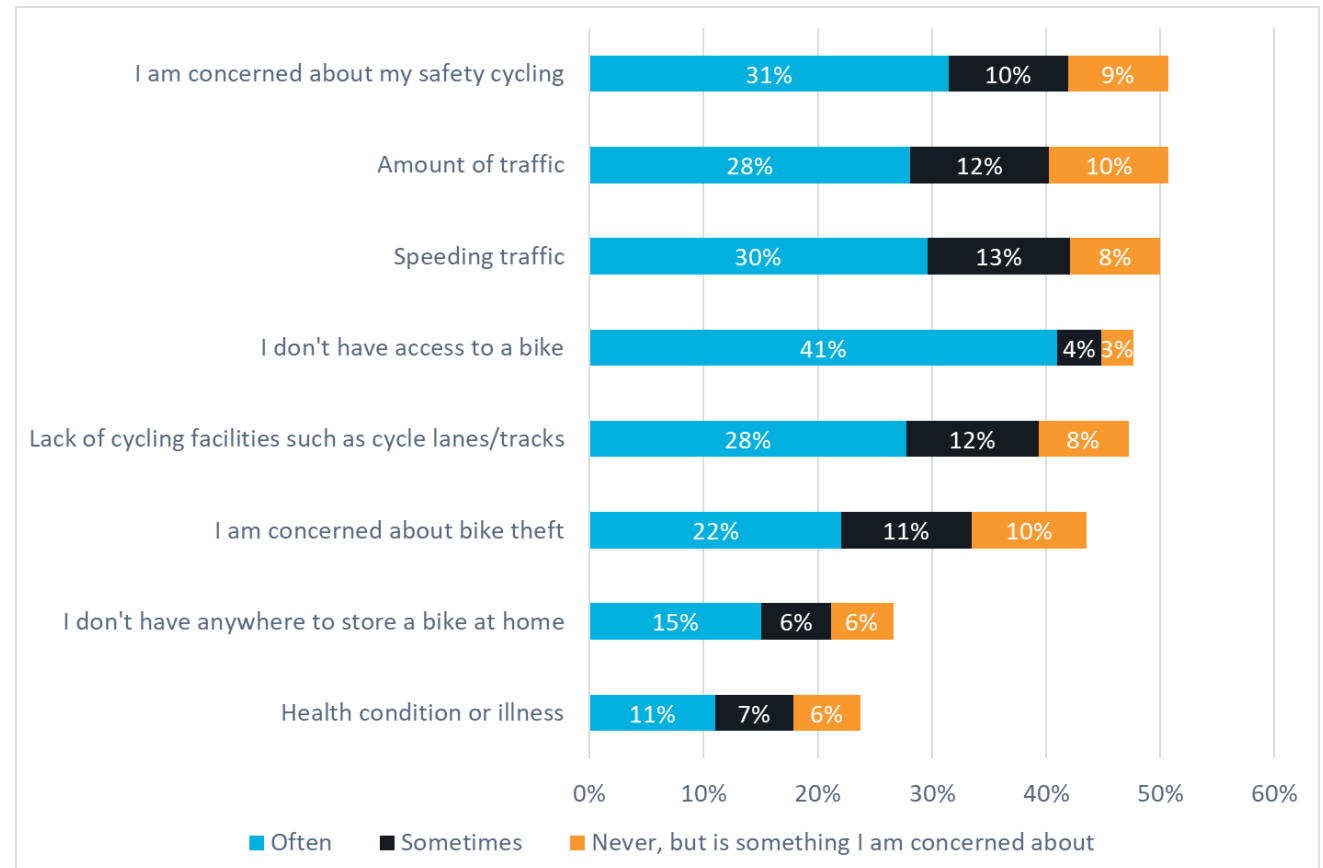


Q: Please indicate whether any of the following prevent/deter you from cycling in your local area. Number of respondents: 165

Barriers to cycling, Overall sample respondents

- For almost half of respondents, lack of access to a bike prevents them from cycling.
- Almost a fifth of respondents in the overall sample are prevented from cycling by a health condition.
- Safety concerns, related to amount of traffic and speeding traffic, all have around 30% of respondents saying it often prevents them from cycling.

Barriers to cycling



Q: Please indicate whether any of the following prevent/deter you from cycling in your local area. Number of respondents: 544

Factors that deter/prevent cycling, West Halifax respondents

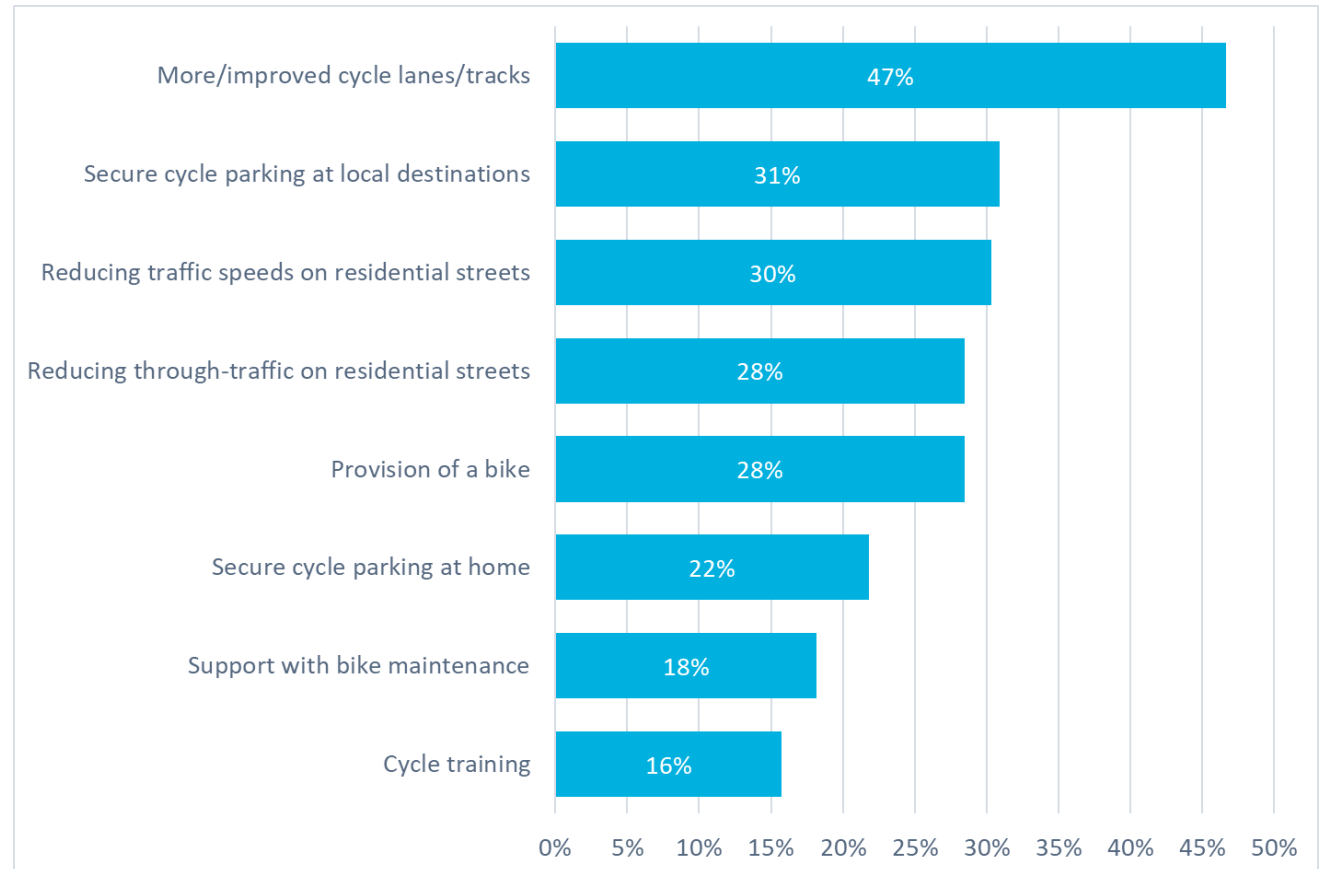
Respondent comments to the question “is there anything else that deters or prevents you from cycling?”

Most common themes	Number of comments	% of respondents making comment	Example comments
Unattractive cycle routes	12	7%	<p>“I do not have a bicycle or anywhere to 'park' it. It is too hilly with too many fast-driving vehicles to cycle anyway.”</p> <p>“I would immediately invest in a bicycle if there were protected cycle lanes.”</p>
Safety concerns due to speeding vehicles	10	6%	<p>“The area is so busy, including road traffic and parking. Too many cars everywhere and also dangerous driving.”</p>
Speeding traffic	5	3%	<p>“Some car drivers drives too close and that is very unpleasant!”</p>
Other	5	3%	<p>“Facilities when you get there - for changing, showers, etc. The British weather!”</p>
Don't have access to a bike	4	2%	<p>“Don't own a bike”</p>
Don't cycle	4	2%	<p>“Don't cycle”</p>
No	6	4%	-

Changes to streets to encourage cycling, West Halifax respondents

- In West Halifax almost half of respondents suggest more/improved cycle lanes /tracks would encourage more cycling.
- Cycle training is the least supported change but still has 16% suggesting it.
- Proposals based around reducing traffic in residential areas have around 30% of respondents saying it would encourage them to cycle.
- Secure cycle parking at home is a change that's around 10% more popular in West Halifax than in the overall sample.

Changes to streets to encourage cycling



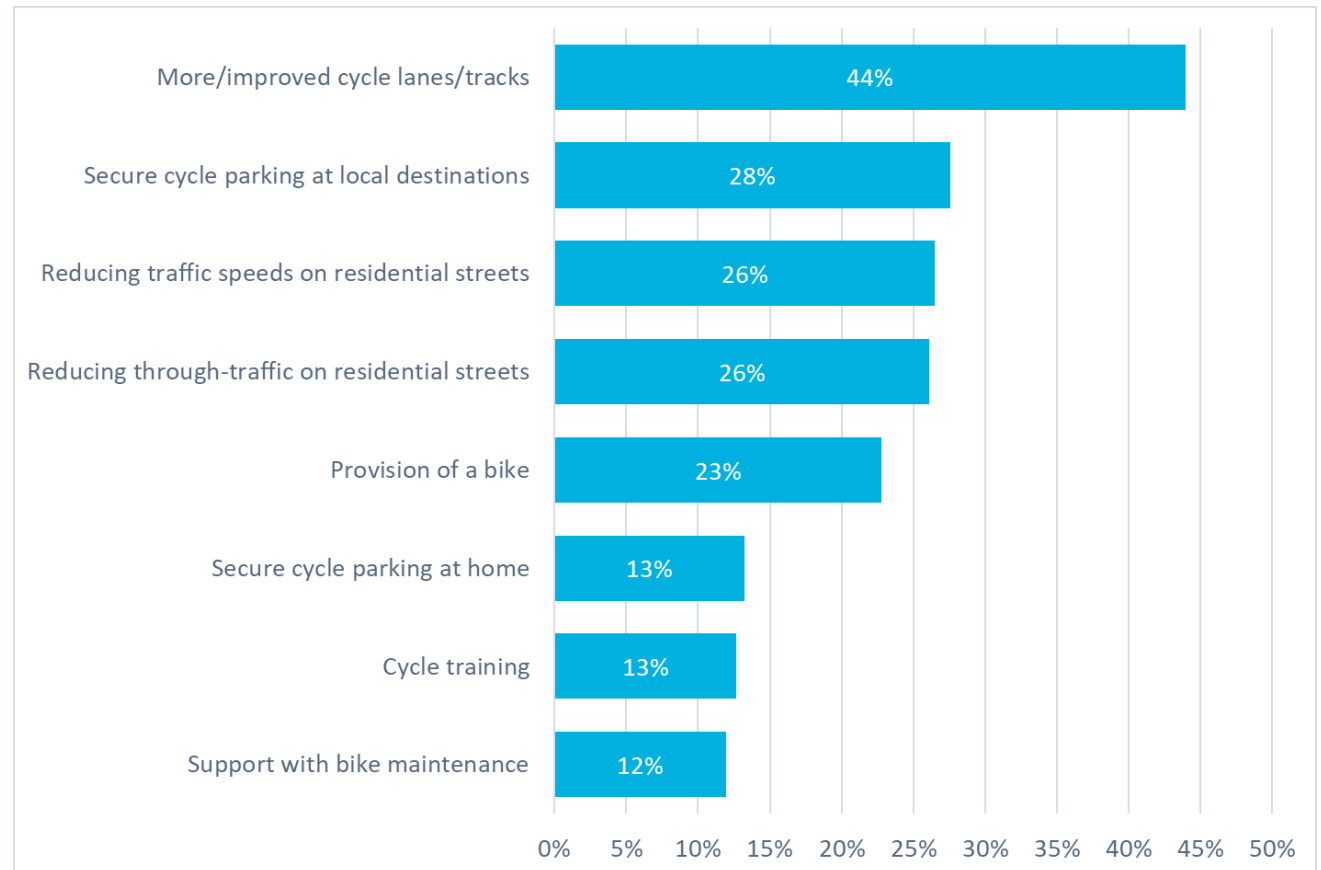
Q: What changes would encourage you to make more cycling journeys in your local area?

Number of respondents: 165

Changes to streets to encourage cycling, Overall sample respondents

- Overall, more/improved cycle lanes /tracks are the most popular change streets to encourage cycling
- About a quarter of respondents also support measures to reduce traffic volume/speeds in residential areas
- About 30% of respondents want more secure cycle parking at local destinations

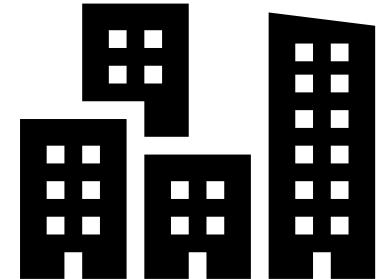
Changes to streets to encourage cycling



Q: What changes would encourage you to make more cycling journeys in your local area?

Number of respondents: 544

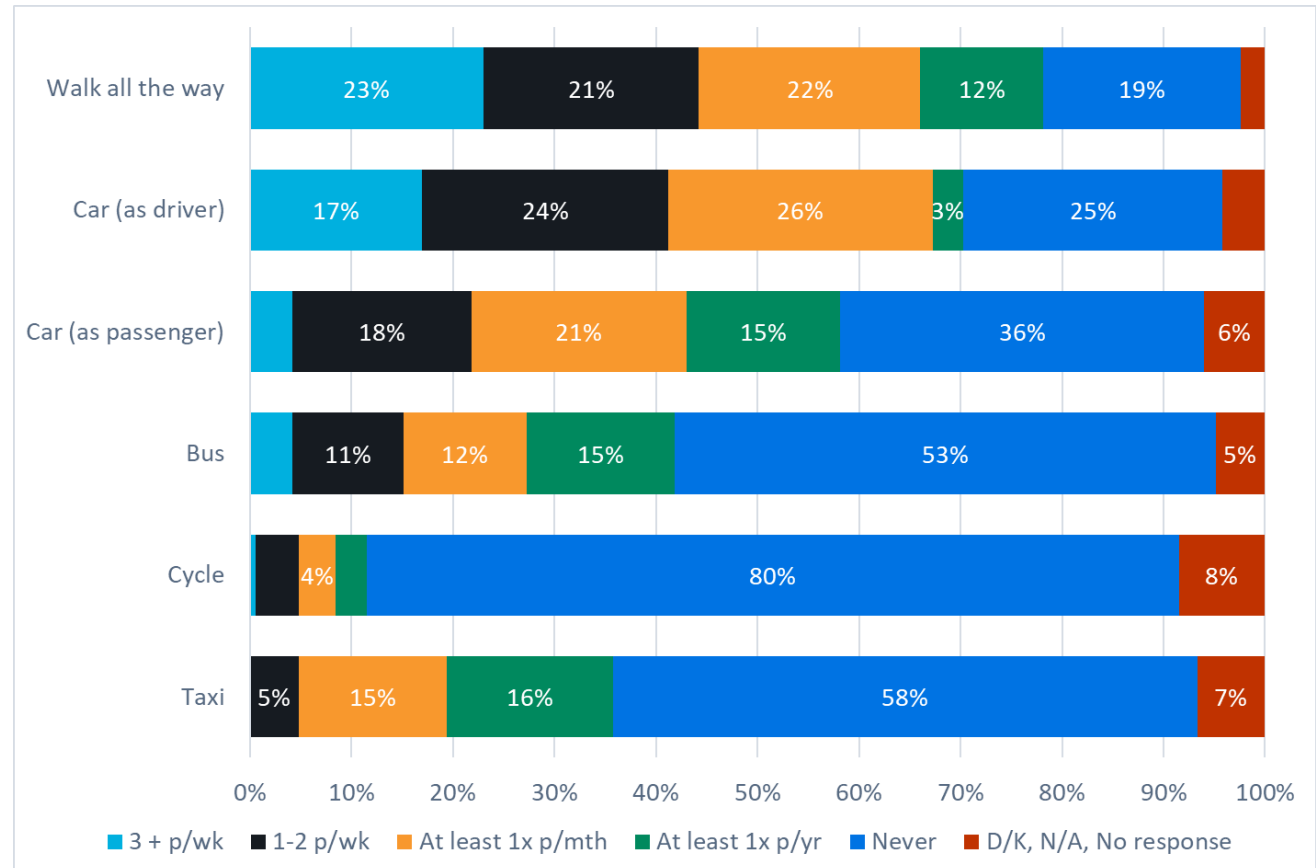
Travel to Halifax town centre



Frequency of travel to Halifax town centre by mode, West Halifax respondents

- 44% of respondents walk to Halifax at least once per week and around a quarter 3+ times per week.
- This is higher than the proportion that travel by car as driver - 41% of respondents saying they do this at least once per week.
- Only around 5% of respondents cycle to Halifax town centre at least once per week and 80% never cycle.
- Bus use in West Halifax is relatively low, likely to be influenced by the coronavirus pandemic.
- Walking to Halifax is far more common in West Halifax than in the overall sample, with more than double the proportion walking 3+ times per week.

Frequency of travel to Halifax town centre by mode



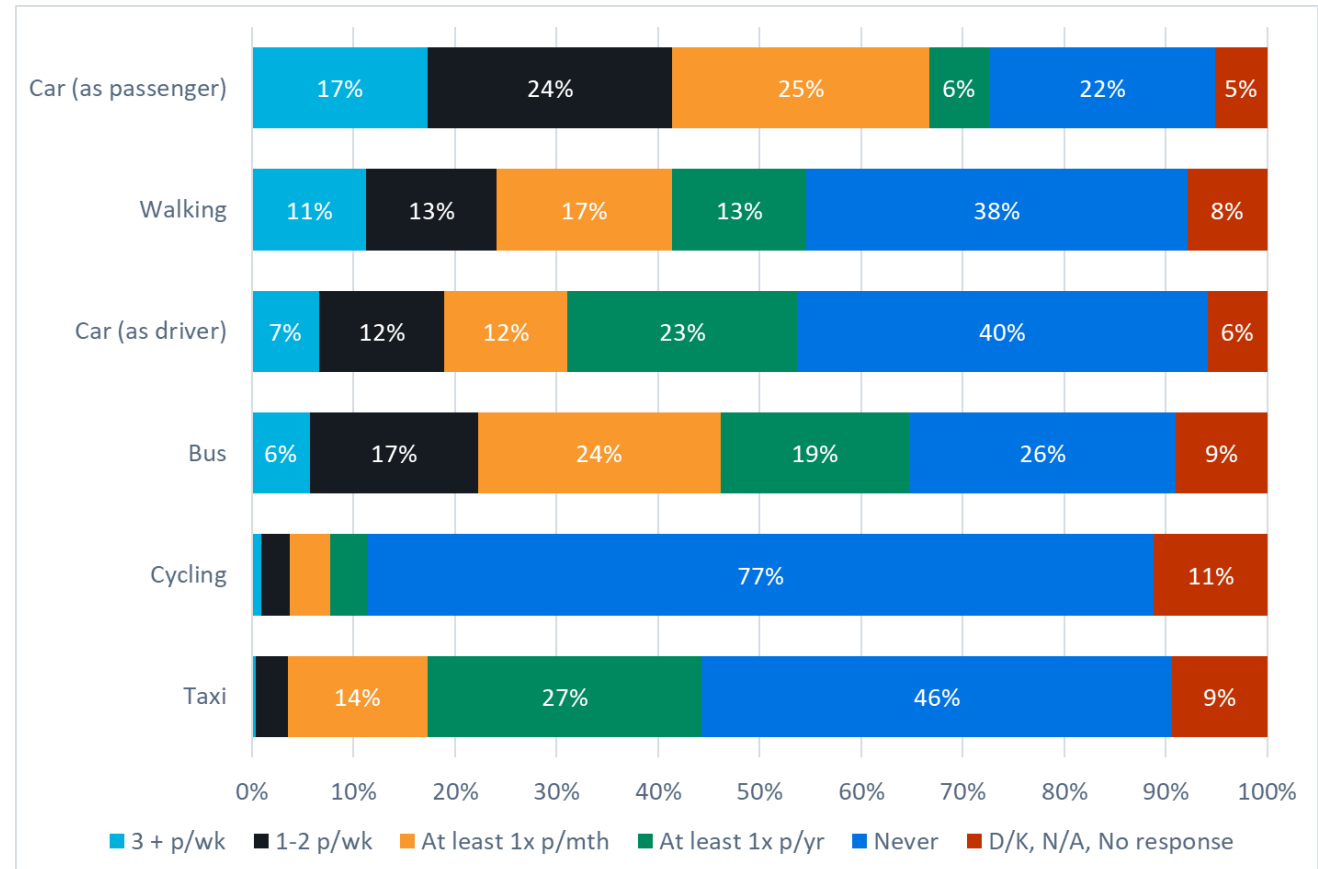
Q: How often do you travel to Halifax town centre using the following types of transport?

Number of respondents: 165

Frequency of travel to Halifax town centre by mode, Overall sample respondents

- Overall, cycling is seldom used as a mode of travel to Halifax, though one in ten respondents travel to Halifax town centre by bike at least once a year.
- Car (as passenger) is the most popular mode at 41% at least once a week.
- Almost 40% of respondents say they never walk into Halifax.

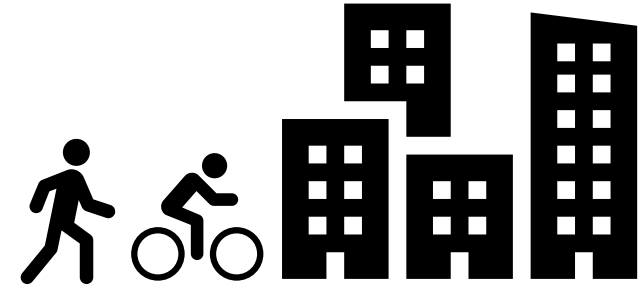
Frequency of travel to Halifax town centre by mode



Q: How often do you travel to Halifax town centre using the following types of transport?

Number of respondents: 544

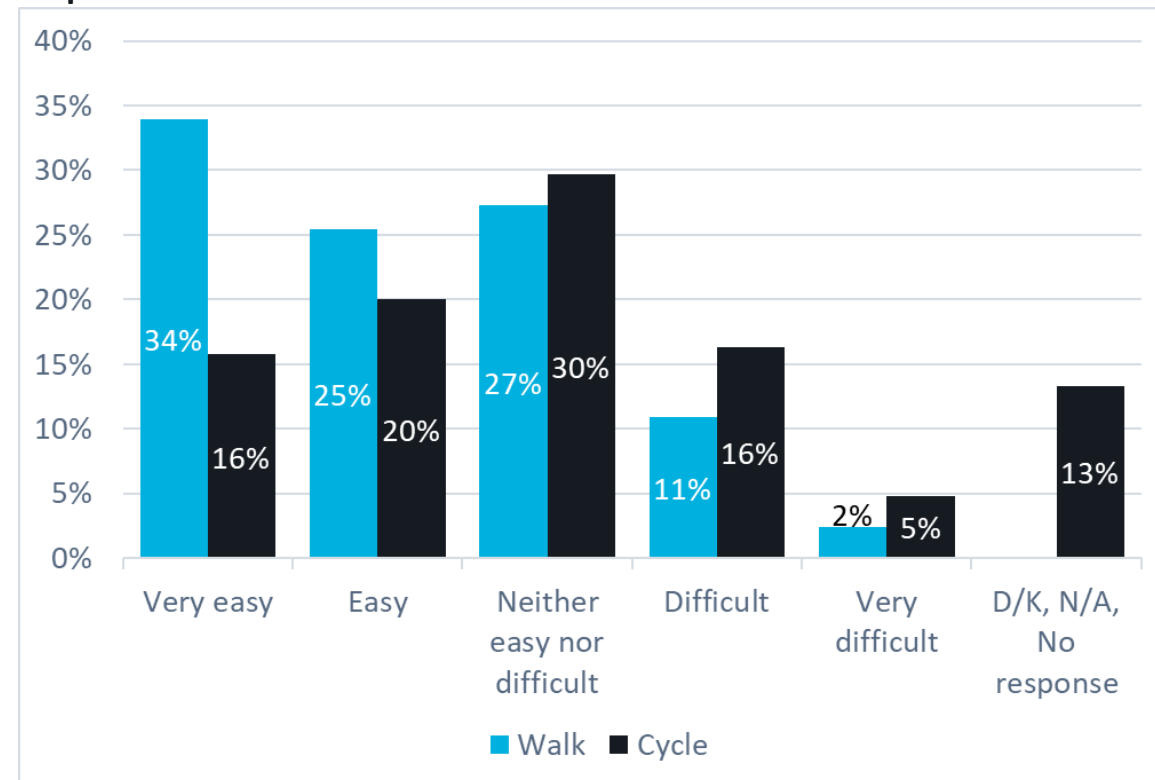
Walking and cycling to Halifax town centre



Ease of travel to Halifax town centre by walking and cycling, West Halifax respondents

- A minority of respondents (13%) felt that walking to Halifax was difficult or very difficult though one in five felt cycling was difficult or very difficult.
- A majority of respondents felt that walking to Halifax was easy or very easy; this figure was much lower for cycling at 36%.
- 59% of respondents felt walking to Halifax was easy or very easy in West Halifax compared to 42% in the overall sample

Ease of travel to Halifax town centre by walking and cycling: all West Halifax respondents



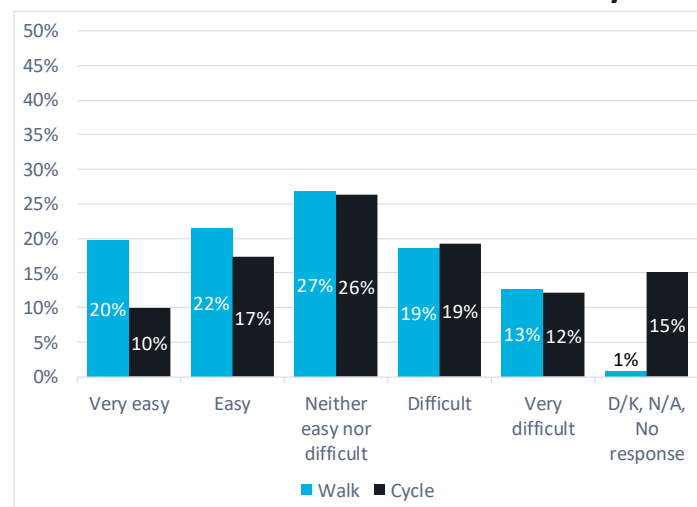
Q: How easy do you think it is to walk/cycle from your home to Halifax town centre?

Number of respondents: 165

Ease of travel to Halifax town centre by walking and cycling, Overall sample respondents

- Overall one in three respondents felt that walking to Halifax town centre was difficult or very difficult with a similar number feeling that cycling was difficult or very difficult.
- Of those who had walked or cycled to Halifax at least once, fewer were likely to state it was difficult or very difficult. Notably, very few of those who cycled stated it was very easy (one in ten). 60% of those who had walked to Halifax at least once felt it was easy or very easy.

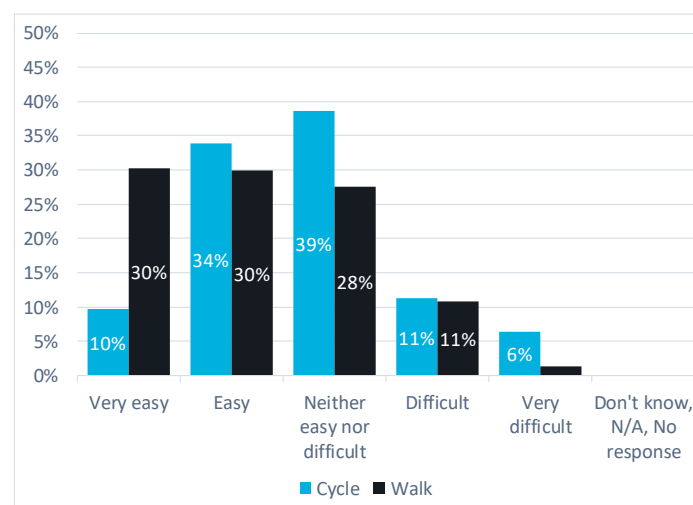
Ease of travel to Halifax town centre by walking and cycling: all respondents



Q: How easy do you think it is to walk/cycle from your home to Halifax town centre?

Number of respondents: 544

Ease of travel to Halifax town centre by walking and cycling: all respondents who have walked or cycled at least once



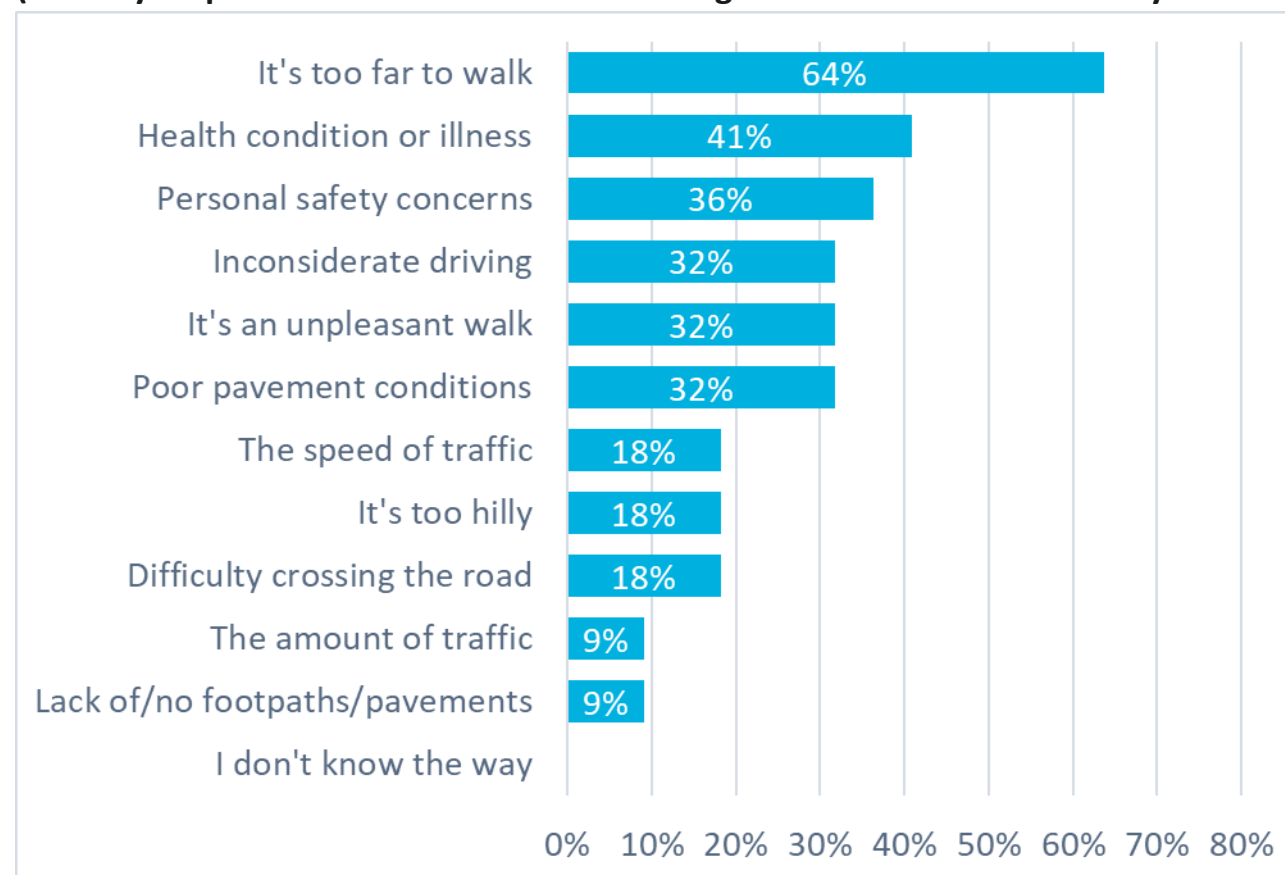
For walking, the number of respondents is 297

For cycling, the number of respondents is 62

Factors that make it difficult to walk to Halifax town centre from West Halifax

- Respondents who stated it was difficult or very difficult to walk to Halifax town centre were asked to choose from a list of reasons for it being difficult. Respondents could also provide their own reason in a free text box (results of which are provided later).
- Only 22 respondents fell into this group of which:
 - Two thirds stated West Halifax is too far to walk to the town centre
 - 41% stated that a health condition precludes them from walking
 - Around 30% claim it's an unpleasant walk, probably related to similar responses citing poor pavement conditions, safety concerns and inconsiderate driving.
 - These factors (poor pavement conditions, safety concerns and inconsiderate driving) were all around 10% more reported in West Halifax compared to the overall sample.

**Factors that make it difficult to walk to Halifax town centre
(cited by respondents who stated that walking to Halifax is difficult or very difficult)**



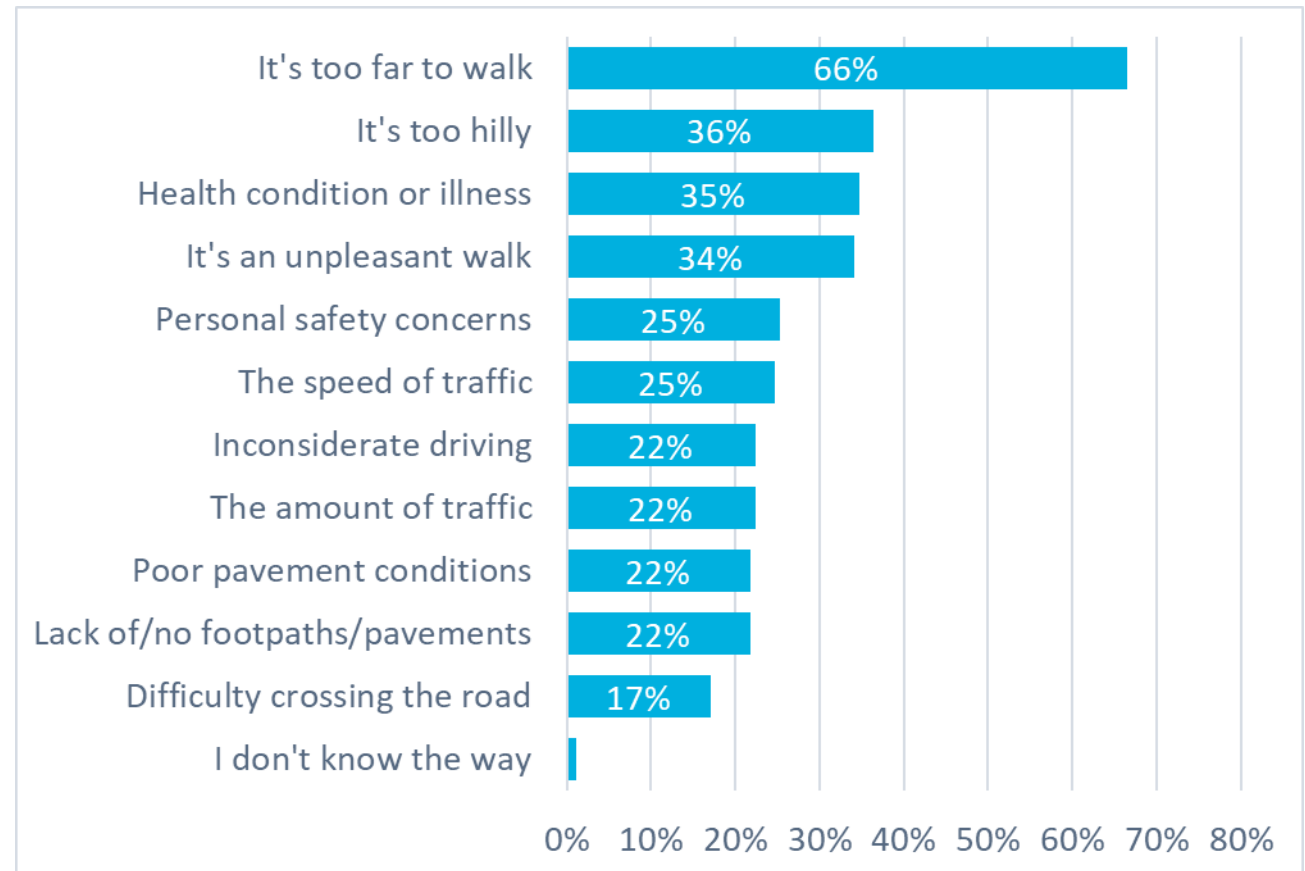
Q: Which of these factors make it difficult to walk to Halifax town centre?

Number of respondents: 22

Factors that make it difficult to walk to Halifax town centre, Overall sample respondents

- Overall, two thirds of respondents say it's too far to walk to Halifax town centre.
- A third of respondents stated that the walk to Halifax town centre was unpleasant.
- 20-25% of respondents cited a lack of footpaths, traffic speed, personal safety concerns, amount of traffic, inconsiderate driving and poor pavement conditions.

Factors that make it difficult to walk to Halifax town centre (cited by respondents who stated that walking to Halifax is difficult or very difficult)



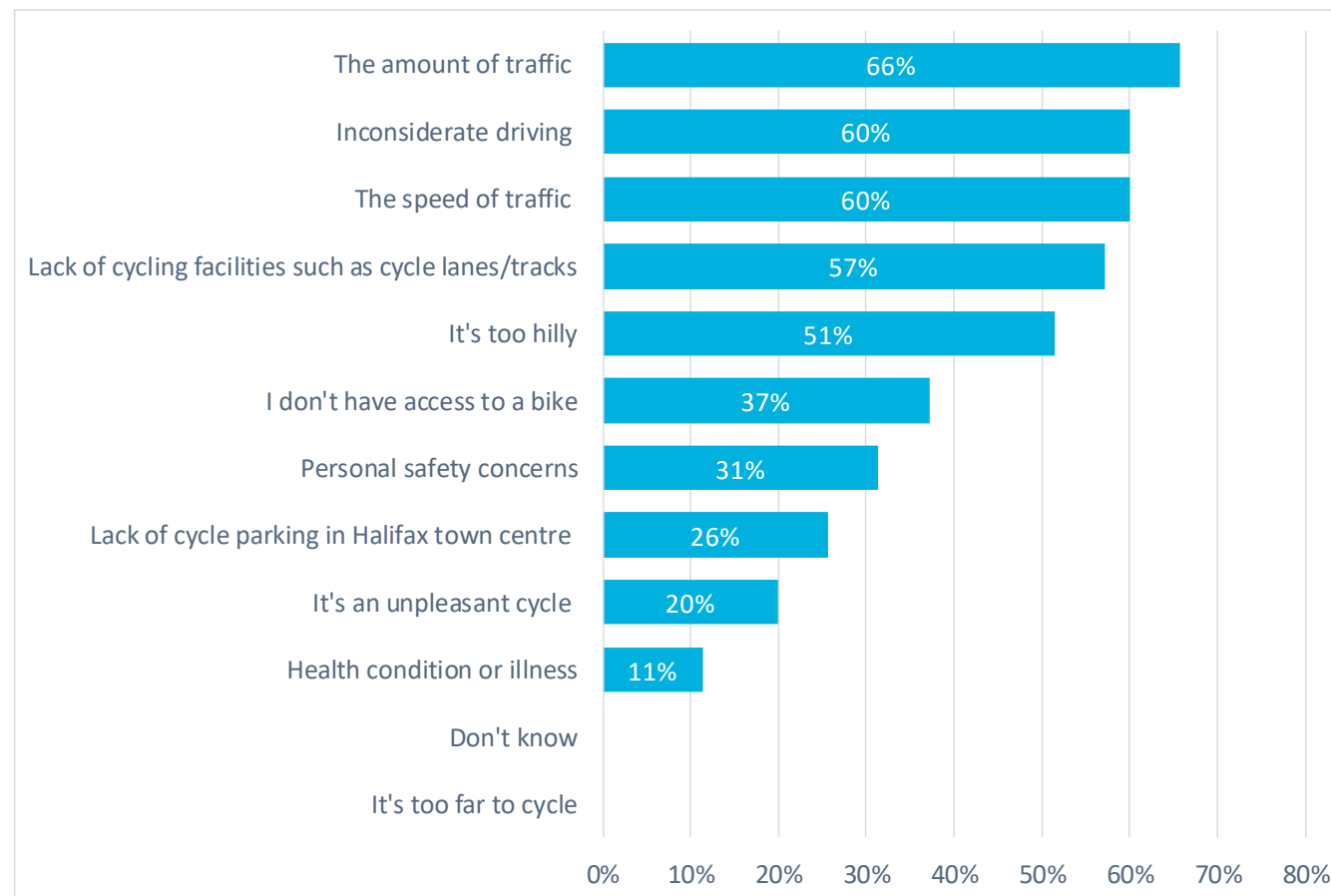
Q: Which of these factors make it difficult to walk to Halifax town centre?

Number of respondents: 170

Factors that make it difficult to cycle to Halifax town centre from West Halifax

- Two thirds of respondents say the amount of traffic makes it difficult for them to cycle.
- Inconsiderate driving and the speed of traffic were both cited as barriers by 60% of respondents.
- No respondents stated it is too far to cycle.
- Inconsiderate driving, the amount of traffic and the speed of traffic were all 10-15% more highly cited in West Halifax than in the overall sample.

Factors that make it difficult to cycle to Halifax town centre



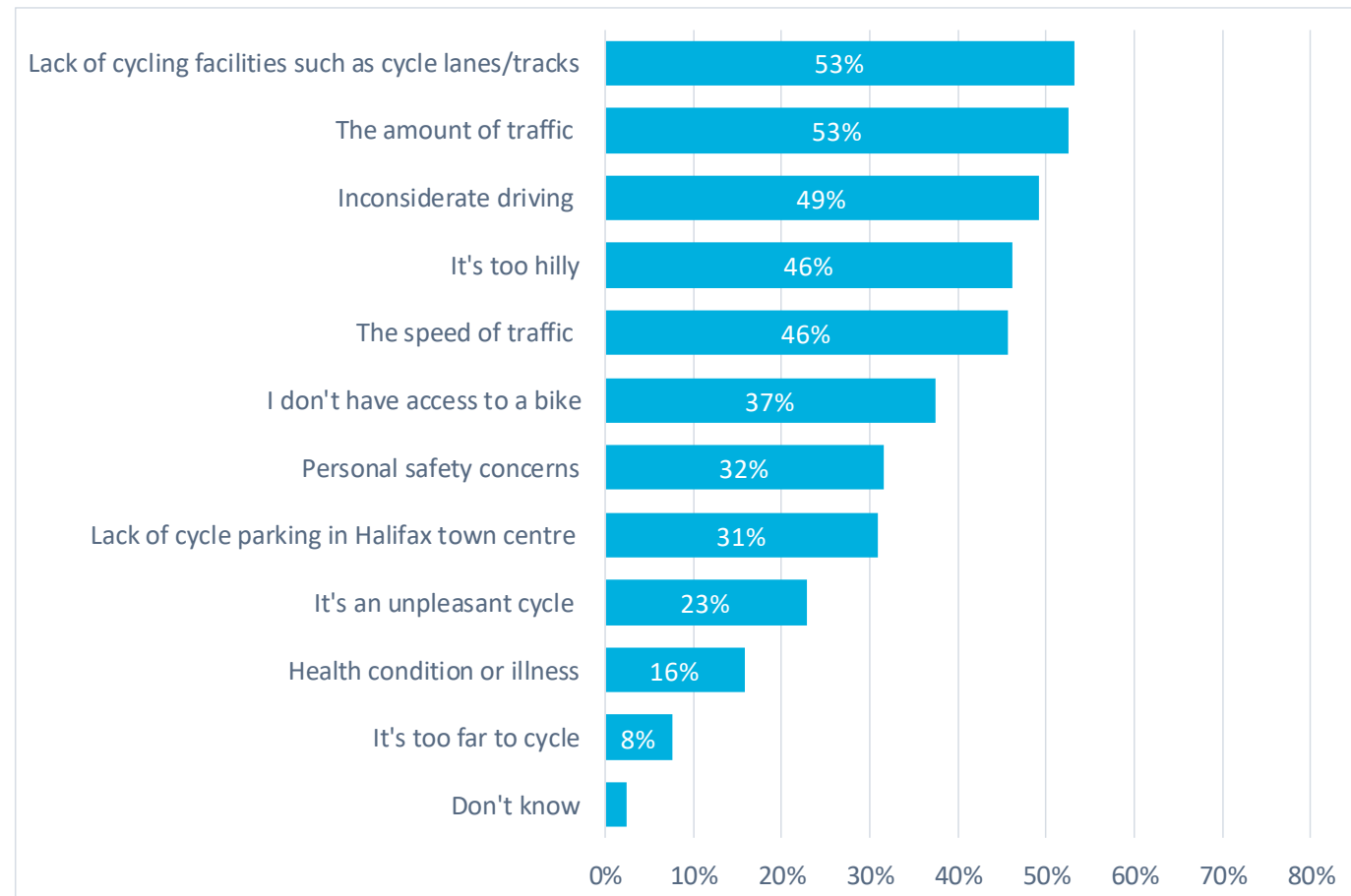
Q: Which of these factors make it difficult to cycle to Halifax town centre?

Number of respondents: 35

Factors that make it difficult to cycle to Halifax town centre, Overall sample respondents

- More than half of the respondents cited lack of cycling facilities such as cycle lanes/tracks and the amount of traffic as being factors that make it difficult to cycle to Halifax town centre.
- Only 8% say it's actually too far to cycle.

Factors that make it difficult to cycle to Halifax town centre



Q: Which of these factors make it difficult to cycle to Halifax town centre?

Number of respondents: 171

Changes observed during Coronavirus restrictions



Changes observed during Coronavirus restrictions, West Halifax respondents

Respondent comments to the question “During the period that coronavirus lockdown restrictions have been in place, have you noticed getting around your neighbourhood being better or worse?”

Most common themes	Number of comments	% of respondents making comment	Example comments
No different	37	22%	“It was much better because there were hardly any vehicles on the roads - you could hear the birds singing. No speeding vehicles because no weddings. Now we are back to normal and it is loud, noisy and dangerous.”
Better, reduced traffic	22	13%	“Easier to move around, walk and cycle. Felt much safer on a bike. Felt more fresh air when walking.”
Better	14	8%	“It has been better there has been less litter and anti social behaviour”
Worse, street conditions (e.g. dog mess, litter, overgrown shrubs)	12	7%	“rubbish on streets, weeds, unkempt” “slightly easier but the litter and refuse issue has gotten worse”
Worse	11	7%	“Worse, there still seems to be a lot of traffic in the usual places, ie. Queens Road, Pellon”
Worse, speeding traffic	6	4%	“More speeding traffic (and this means very high speeds, not just over limit). Also aggressive drivers (high speeds + poor, inconsiderate driving). Seems to be more litter and dumping too”
Worse, antisocial behaviour	6	4%	“There has been an increase in anti social driving in my neighbourhood of Wheatley since the Covid-19 control measures has been in place”

Contact information

For further details, please contact:

Hannah Thompson

Assistant Consultant

Hannah.Thompson@steergroup.com

0207 910 5168

Ian Bewick

Principal Consultant

Ian.Bewick@steergroup.com

0113 389 6380

Steer

28-32 Upper Ground

London SE1 9PD

+44 20 7910 5000

www.steergroup.com

marketing@steergroup.com

DISCLAIMER: This work may only be used within the context and scope of work for which Steer Davies & Gleave Ltd. trading as Steer was commissioned and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this work without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom.