

Wharfedale Greenway Consultation Executive Summary

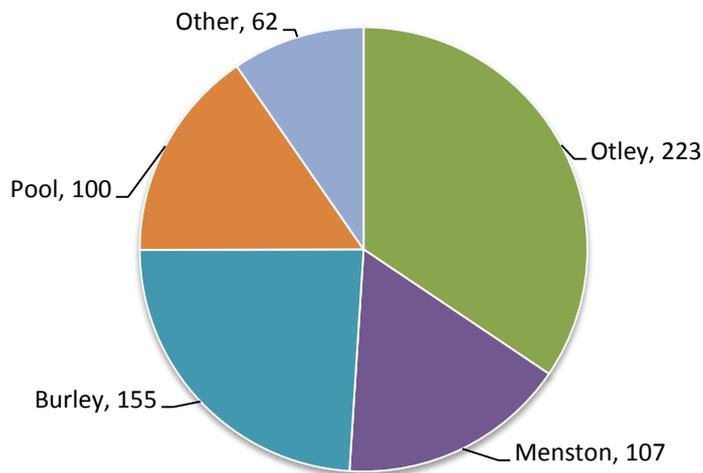
Key Findings:

- The vast majority of people who responded to the consultation were in favour of the proposed Wharfedale Greenway
- People saw the route as benefitting the area for the purpose of leisure, journeys to work, school, shops and access to rail stations, especially Menston.
- Of those supporting the route an overwhelming number felt a traffic free route was needed as the roads felt unsafe to cycle, walk or ride on.
- There are some areas of concern that need more detailed work

Summary of findings

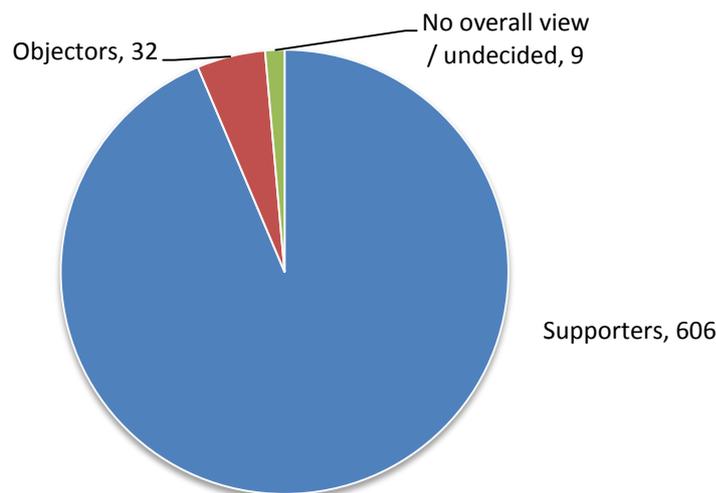
The communities of Burley in Wharfedale, Menston, Otley and Pool in Wharfedale were asked if they were largely in favour of the proposed Wharfedale Greenway at a series of public consultations held in each area in June 2014. As well as attending staffed events people had the option to drop their response forms off at a later date. In total 647 people attended and commented on the proposal.

Number of completed consultation forms received by area



Number supporting and objecting to the Wharfedale Greenway

- 94% of the 647 people who responded to the public consultation were in favour-of the route seeing it as a benefit to people who live, work and visit Wharfedale.



Although the support for the route was overwhelming it can be seen there were some objections either to specific sections of the route or concerns about issues that the route may bring to communities.

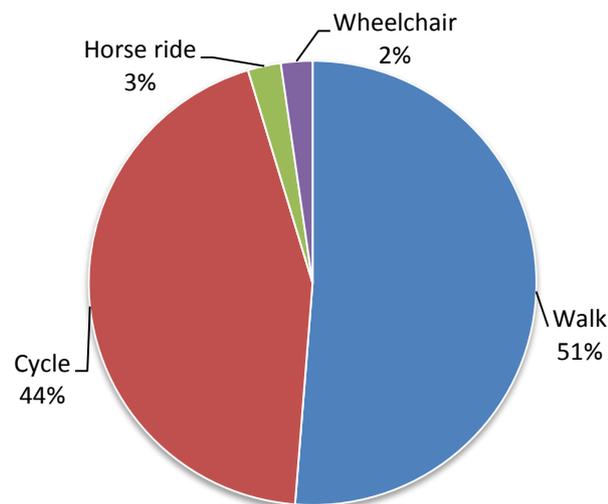
What people would use the route for:

- **Most people would use the route for leisure trips; this represented 52% of the overall total.**
- **11 % would use the route as a part of a commuting journey to work.** Otley residents were far more likely to use the route for work with 17% of Otley respondents saying they would do so.
- **21% of responders would use the route for shopping trips.**
- **4% of respondents would use the route to get to school.** The consultation did not specifically focus on school age children so it would be reasonable to expect this number to be conservative. Out of the 4% nearly 49% were from Otley; this may be explained by travel between Otley residents who choose to attend St Mary's Catholic High School in Menston.

How people would travel on the Greenway

Respondents were directly asked how they would use the Greenway; obviously people may choose to use it in more than one way and the total number of responses (880) reflects this.

People would mainly use the greenway for walking (51%), but cycling is also very important (44%); in fact many would use both modes of travel.



The 2011 Census data shows 17.6% of the population of England have an activity limiting health problem or disability and of that number just less than 8% nationally use a wheelchair (Papworth Trust Disability Facts and Figures 2010). Therefore a 2% use of the route by wheelchair users is significant.

Further comments

People were also invited to give further comments about the route, in all 548 further comments were gathered in favour of the route (from the 606 supporters) and 63 objecting (from the 32 objectors).

Comments from supporters of the route fell in to 6 main sections:

- **Safety** - 237 comments detailed safety as a reason for supporting the route. Local roads are perceived as dangerous and not a place suitable to walk/ride for families and the novice rider or pleasant for more confident riders. 107 respondents specifically mentioned the need to walk / ride away from traffic and roads. Combining these two figures, and adjusting to avoid double counting, a total of 309 comments mentioned the importance of the greenway in improving safety and / or the importance of traffic free routes.
- **Sustainable Transport** - 74 responses were made that the greenway would give people an alternative to using their cars for journeys. Access to a rail station for Otley residents was seen as a key benefit.

- **Health & Wellbeing** - 58 comments highlighted the benefit that the Greenway could bring to people becoming more active and improving health and wellbeing.
- **Access** - 49 mentioned improvements to access either to get to facilities or physical access to outdoor routes with mobility scooters and pushchairs.
- **Land use** - 37 observations saw the bringing back into use pieces of underused land as a positive benefit of the route.
- **Horse riders** - 20 responses were made requesting that the needs of horse riders be considered on the greenway; in particular comment was made that the issues faced by horse riders in relation to road safety are the same as cyclists and off road routes are needed to connect in to and extend existing routes.
- Other comments were varied but included attracting visitors which would benefit the economy, linking to existing walking and riding routes, a benefit to the community and a good legacy from the Tour de France. Several people also based their support on their positive experience of using greenways in other areas.
- There were also comments from people that although in favour of the route as a whole had some concerns about particular sections which they felt needed closer examination and people who felt the route should be extended to Arthington and Ilkley.

Analysis of these comments showed that there were some key recurring points, some of these related to specific sections of the route and some to the route overall . For the objectors they were

- Anti-social behaviour – dog fouling , litter, route users not respecting other users, car parking
- Lack of privacy to properties adjacent to route
- Impact on existing environment
- Road routes already exist and adequate for cyclists
- Sections of the route where crossing / using roads being dangerous
- Money could be better spent

(Details of all comments can be found in appendices)

Menston Link

Two options were presented linking Menston Station to the linear route between Burley-in-Wharfedale and Otley. The favoured option was B (45%) which provides a closer link to Otley than Option A (32%) which linked Menston to Burley more directly; however neither is without issues. 18% had no opinion whilst several people commented that both should be developed to create a circular route, or that other routes be considered.

Next Steps

The sizeable support for the project implies that the Wharfedale Greenway should move forward but not ignore the comments of those who are unhappy and concerned about some aspects of the route. This document should be used as a starting point, illustrating public support for the route and to move the project forward.