

Transport Focus

Satisfaction with the Strategic Road Network: Cyclists, Pedestrians & Equestrians

Populus Report

Populus

East Midlands (Area 7)

transportfocus 

Agenda

-
1. Background and Methodology
 2. Quantitative Findings – East Midlands (Area 7)
 3. Qualitative Case Study - East Midlands (Area 7)
 4. Broad Learnings
-

Background and Approach



Project background

Understand the priorities of cyclists, pedestrians and equestrians in relation to the parts of the SRN they use. Specifically:

- To identify and measure journey satisfaction of the parts of the SRN used by cyclists and pedestrians
- Identifying what measures to take to improve satisfaction with parts of the SRN
- Provide contextual information about the local area and the provision within which the quantitative data is gathered



Two stage project approach - focused by specific area

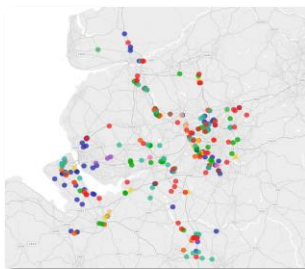
Stage 1: Online survey measuring satisfaction

Online methodology with **1297** respondents (**799** pedestrians and **498** cyclists) who have travelled on, alongside or over an SRN within the last month

- **Area 10** – 472 Pedestrians, 256 Cyclists
- **Area 7** – 327 Pedestrians, 242 Cyclists

Populus integrated an *interactive map* into the survey in order for respondents to manually map out the journey they took that interacted with the SRN and identify hotspot issues

- 10 minute interview
- Screener
 - Interactive map
 - Experience questions
 - Problems experienced



Stage 2: In-depth face to face interviews

44 interviews (22 per area) identified via stage 1 online survey / free found

	Area 10	Area 7
Pedestrians	11	9
Cyclists	9	11
Equestrians	2	2



The Interview pre task and subsequent face-to-face interviews are designed to provide photographs, journey diaries and other contextual evidence from SRN users to illustrate specific problem hotspots and provide visual evidence

Quantitative Questionnaire Flow (12 min average length)

1. Questionnaire screener

- QS2. Respondents had to have travelled on, alongside or over a Motorways or major 'A' in the last month/ 3 months
- The SRN roads had to be within the two chosen areas – Area 10 and Area 7
- Respondents were asked to read the list of roads and self assess whether their journey had interacted with any
- Respondents had to have travelled either on foot or bicycle



2. Map screener

- Respondents were then taken into the mapping system (right)
- They were asked to enter the start and end postcode (or location) of their journey - this could be amended if needed
- If the journey did not interact with an SRN road, respondents were given an opportunity to re-enter their journey
- If the final route did not interact with the SRN, respondents were screened out



3. Main survey questions

- Respondents were taken back into the survey to complete key questions relating to their journey, which included:
- Reason and frequency of journey
- Overall satisfaction of journey
- Likelihood to revisit



4. Map hotspots

- Respondents were then taken back into the mapping system to manually indicate if they experienced any hotspot issues along their journey
- Respondents were able to drop up to three hotspot 'pins' on the route they took



5. Follow up questions

Respondents were taken back into the survey to complete a few follow up questions which include:

- Safety concerns
- Future needs

Qualitative Methodology

Recruitment process - 2 stage:

1. 22 respondents were recruited off the back of the quantitative survey (respondents gave their contact details expressing their interest in participating in a subsequent qualitative stage)
 2. 22 respondents were recruited based on free find
-

Recruitment screener

The screener for recruiting qual respondents was in line with the quant research with a few amendments:

- Needed to have cycled/walked/ridden in the **last 6 months**
- Locations were read out from a **list of sub areas** e.g. for Area 10: Manchester area. And **then the applicable roads** e.g. M60, M53, M6.
- Respondents confirmed whether they had made a journey that interacted with any of the above
- **Screened out if very satisfied** with their SRN experience (in the quant survey they needed to have a hotspot)

Pre task

Once recruited respondents were asked to complete a pre-task which included:

- **Task 1:** My general travel area – how do they travel around, what transport options do they have
 - **Task 2:** My typical travel route – step by step explanation of their journey and supporting photos. Specific probes on ease, safety, quality etc.
 - **Task 3:** Media - information about their route in newspapers, online or on social media
 - **Task 4:** In the future - explain what their route might look like in the future, 5 years from now
-

F2F Interviews (40 minute interview)

Respondents were probed on their overall experiences as a walker/cyclist on their journey that interacted with a SRN road

Using an interactive map, respondents and interviewer mapped together issues they experienced along their journey, generating around 10-15 individual route points

Lastly, respondents were asked what was the most important thing they feel should be improved for their interactions with the SRN

Survey Quality Checks to ensure SRN Users

In survey

During fieldwork a number of pedestrians/cyclists were excluded to ensure the correct data was gathered. Screen outs included:

1. Respondents who did not map a journey that interacted with an SRN road
2. Respondents who did not complete all the relevant questions
3. Respondents who failed standard quality control questions

Post survey

Once fieldwork was completed we went through a manual quality check stage to ensure all the data was valid, the steps we took were:

1. Removed any respondents with unrealistic journeys:
Respondents who had a journey greater than 80 miles were removed
2. Removed invalid journeys:
Using a map produced by Beacon Dodsworth, we manually removed any respondents who's journey was not within the two chosen areas (Area 10/ Area 7) but were able to complete the survey as they mapped a route on an SRN road

3,545

Respondents who self identified they had walked/cycled in area



1,384

Respondents remaining after in survey checks



1,297

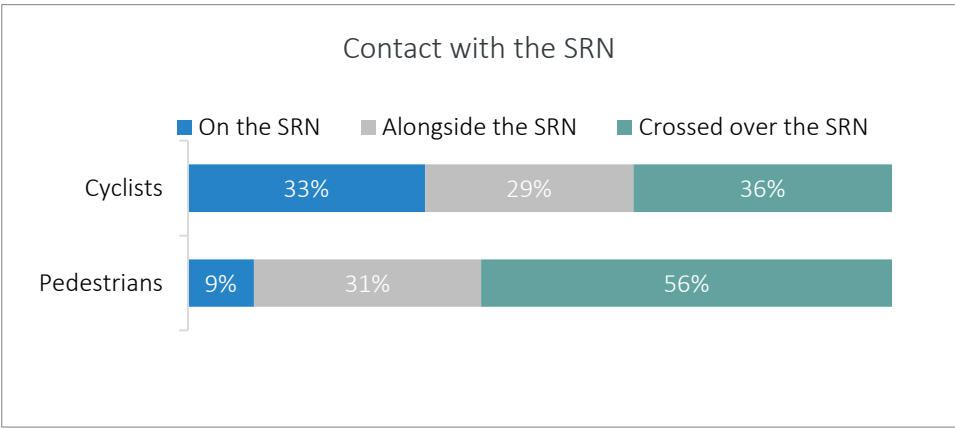
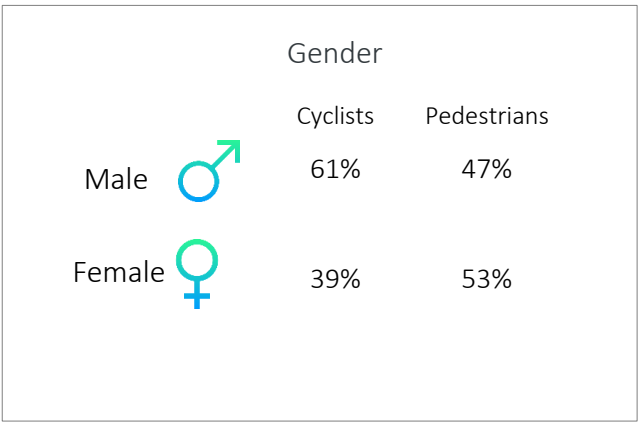
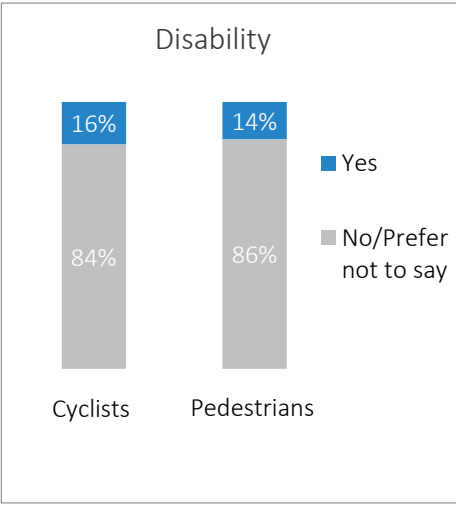
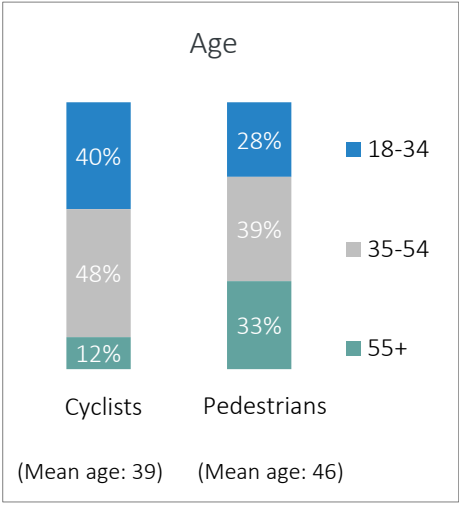
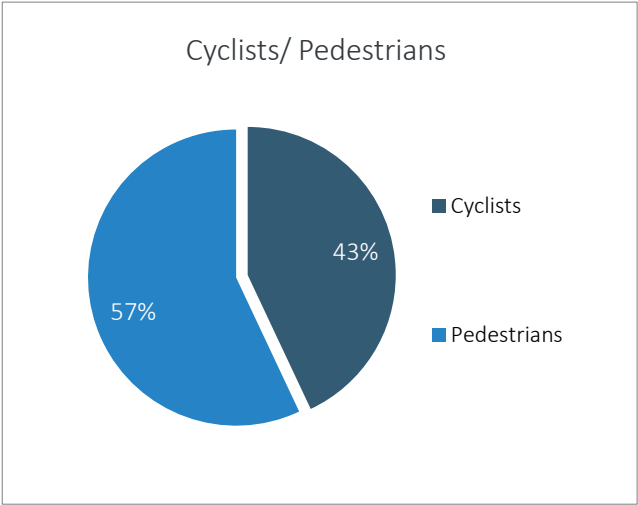
Respondents remaining after post survey checks

Qualitative quality checks

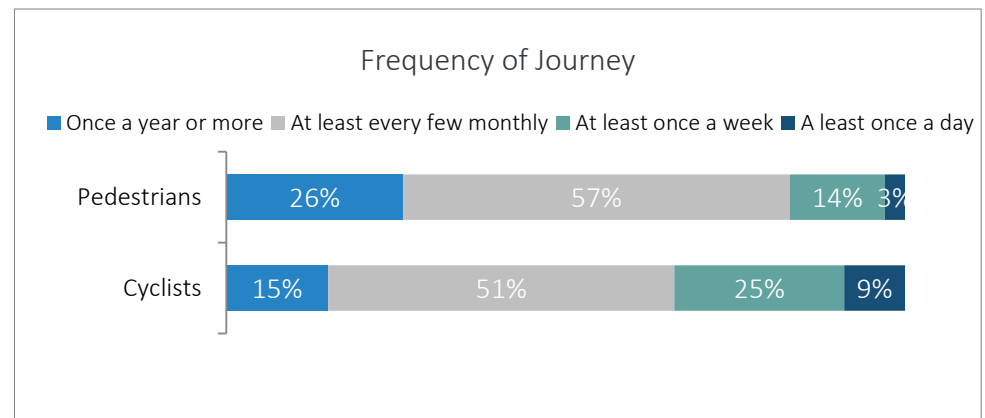
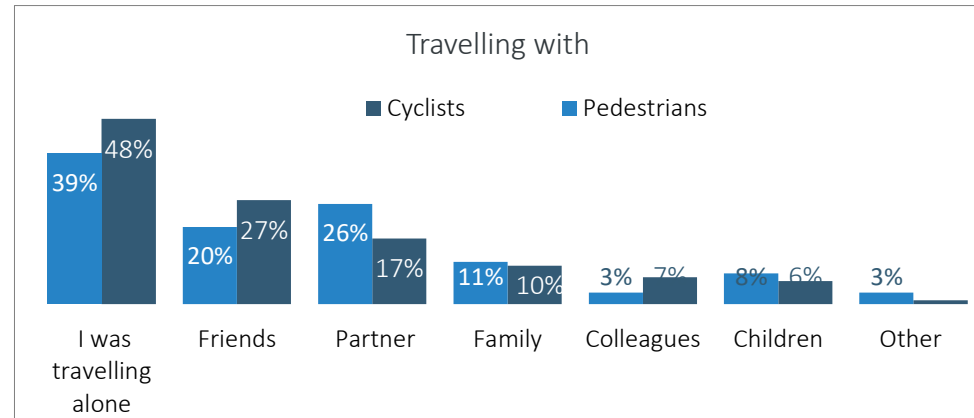
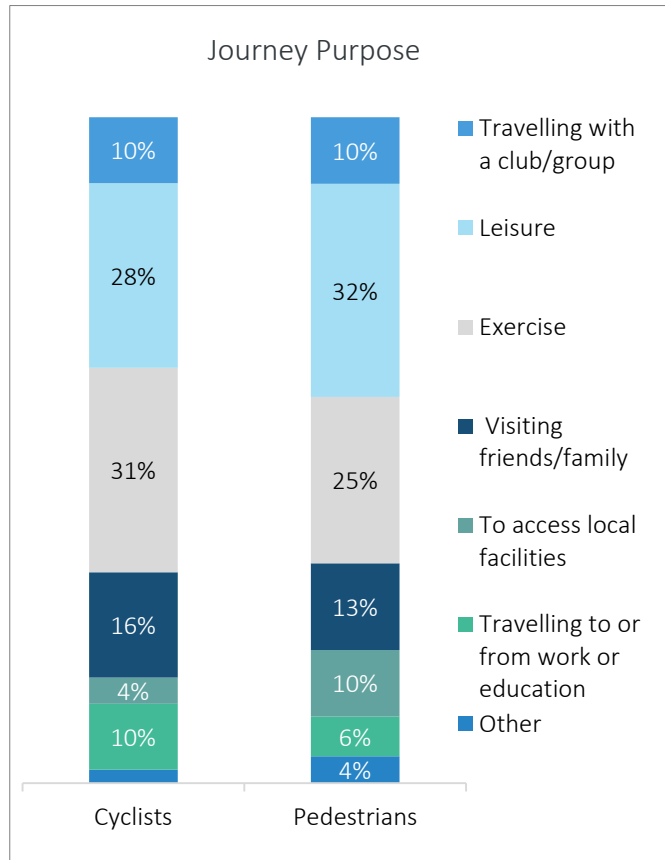
1. We used a detailed SRN map to cross reference all data collected from F2F interviews
2. Post interview, we manually removed any respondents data who referred to roads that were not owned by the SRN

Quantitative Research – East Midlands

Respondent Profile [I]

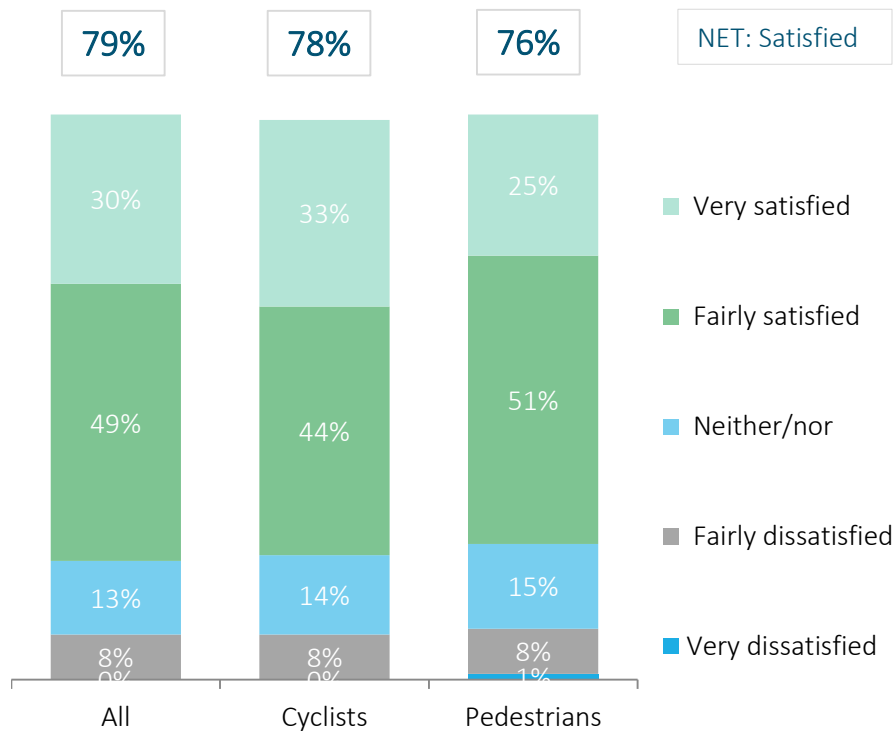


Respondent Profile [II]



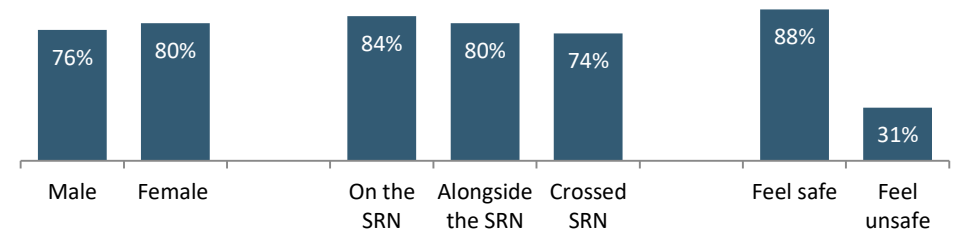
Around 8 in 10 cyclists and pedestrians are satisfied with their experience on the part of the journey that interacts with the SRN. Those who travel 'on' the SRN are significantly more satisfied than those who crossed or went alongside

Overall satisfaction of journey

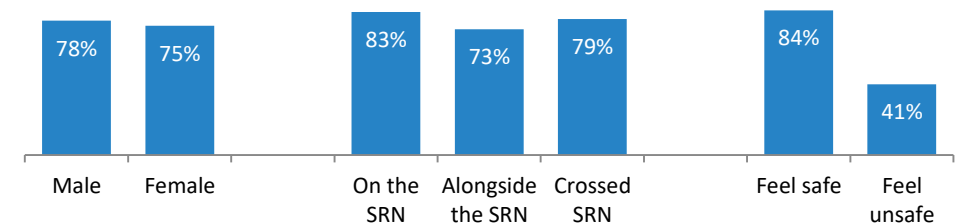


% Satisfaction

Cyclists

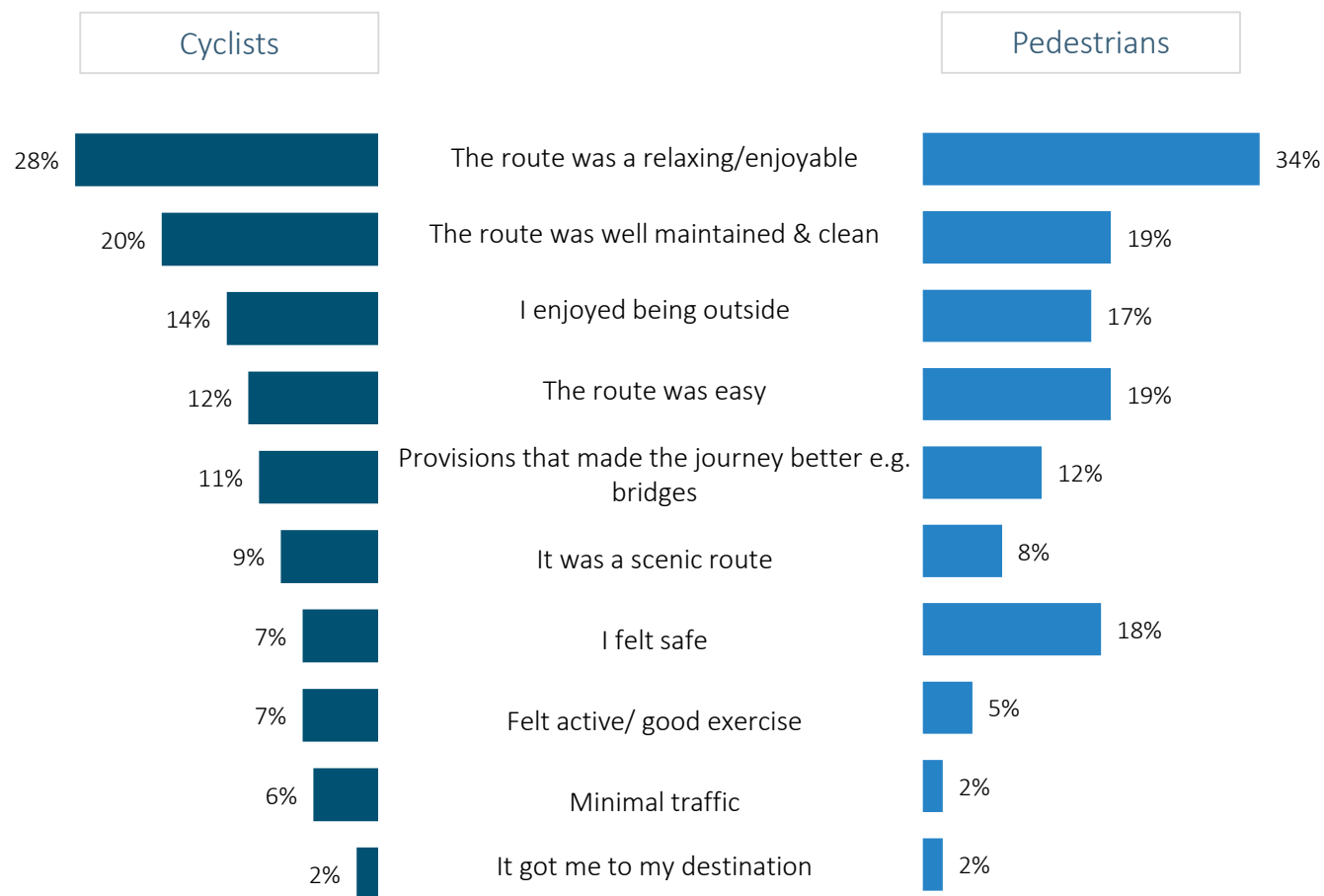


Pedestrians



Having a relaxing/enjoyable route is key for overall satisfaction of both cyclists and pedestrians. Feeling safe and having an easy route is important to pedestrians more so than cyclists

Reasons for overall satisfaction of journey [spontaneous]



Top three mentions for overall satisfaction refer to the route being relaxing, well maintained & clean and enjoyable to be outside

Reasons for overall satisfaction of journey [spontaneous]

The route was a relaxing/enjoyable

'I was just enjoying my walk, and nothing stopped me enjoying it'
(Pedestrian)

*'The route crossed the motorway at right angles so road noise was limited. The route was also **picturesque and enjoyable**'*
(Pedestrian)

'It was fun and enjoyed all the way to the destination'
(Cyclist)

The route was well maintained & clean

*'It's easily accessible, picturesque, **safe and clean**'*
(Pedestrian)

*'The bridge was **clean and safe**'*
(Cyclist)

'A well maintained cycle path crossed underneath the A50....very smooth to ride a cycle on'
(Cyclist)

I enjoyed being outside

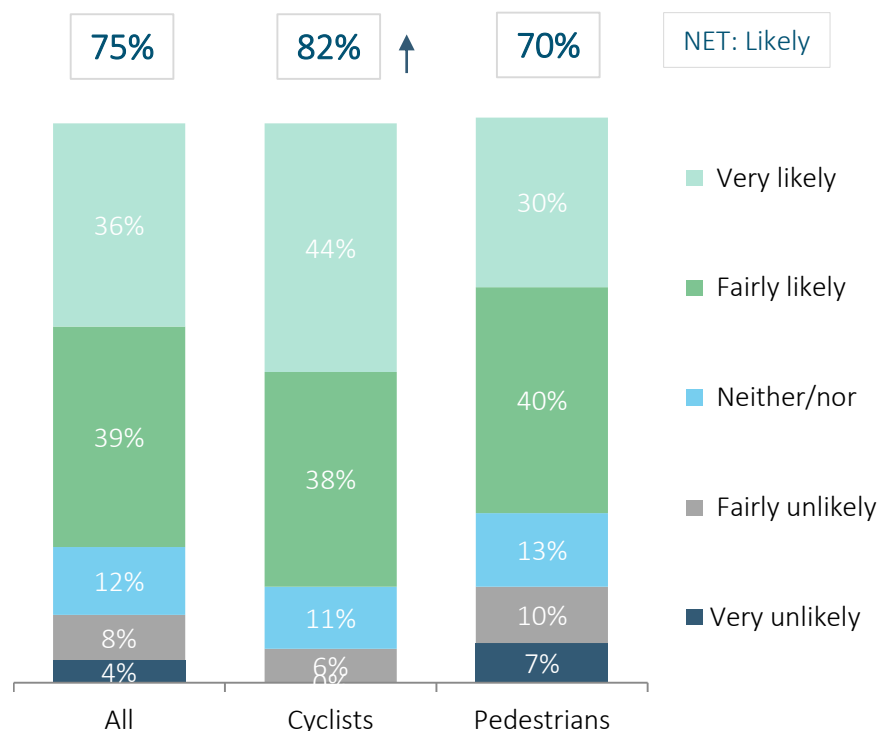
'Enjoyable walk in the fresh air.'
(Pedestrian)

'Plenty of fresh air, good company and the walk was if not picturesque pleasant enough.'
(Pedestrian)

'Being out in the open and fresh air is simply enjoyable'
(Cyclist)

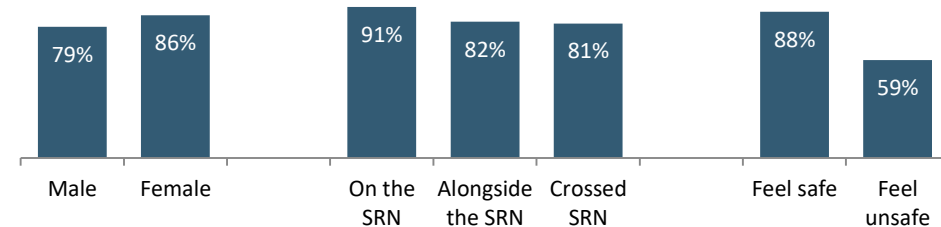
Cyclists are significantly more likely to continue using the route compared to pedestrians, in particular those who travel 'on' the SRN are notably more likely

Likelihood to continue using the route

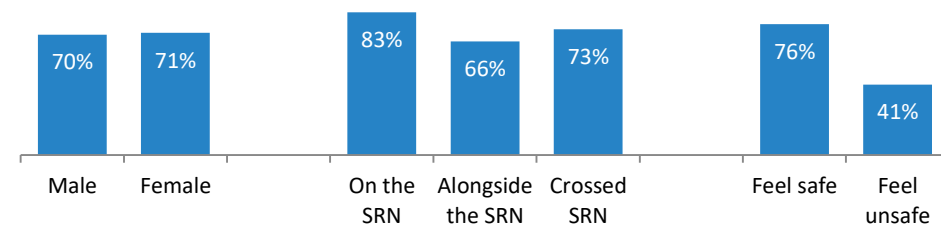


% Likely

Cyclists

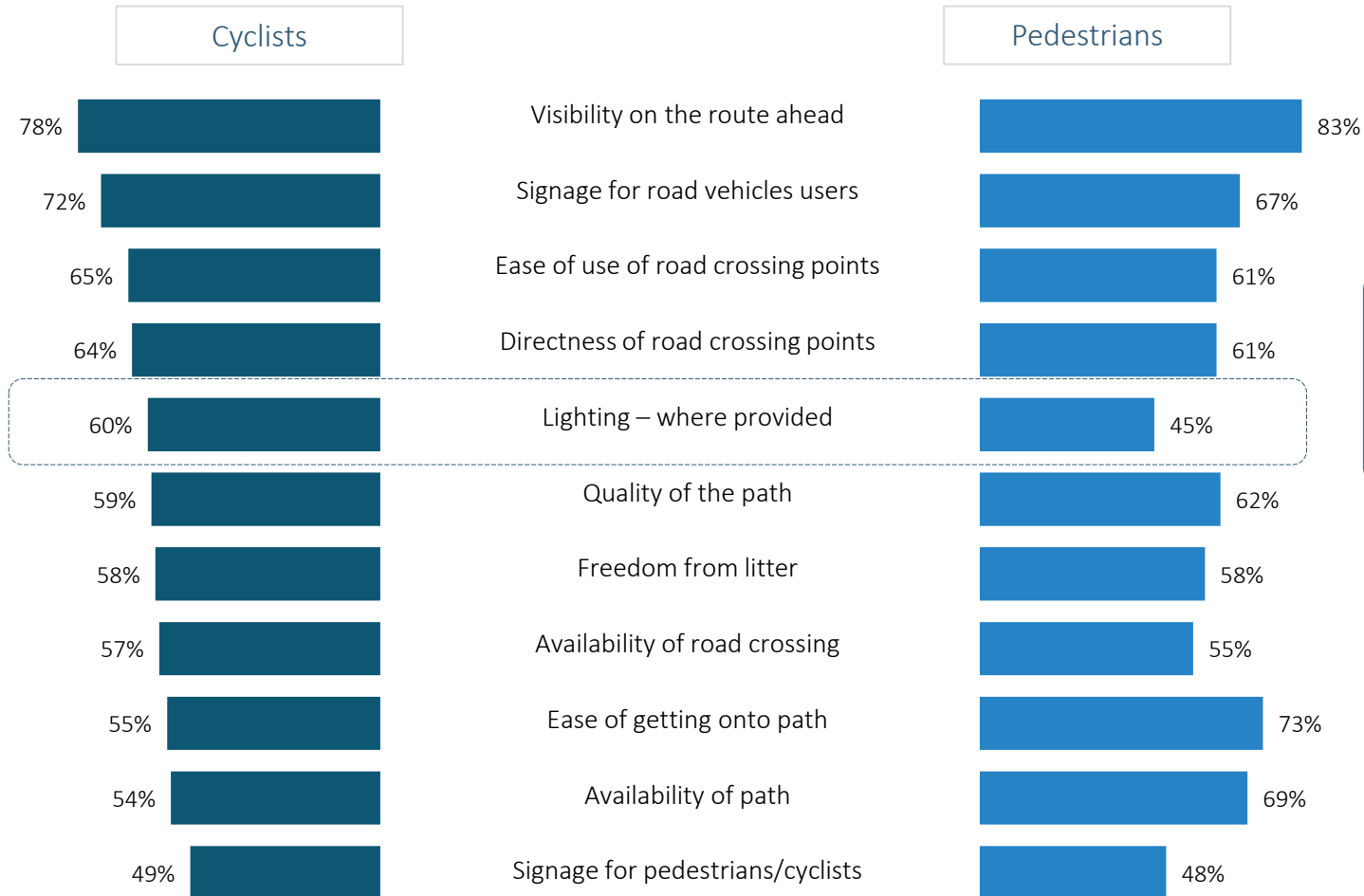


Pedestrians



When asked to rate aspects of the journey, cyclists and pedestrians needs differ somewhat, with pedestrians far more satisfied with the ease of paths provided but less satisfied with the lighting

Satisfaction with aspects of the SRN (% very/fairly)



Cyclists & pedestrians who crossed over the SRN tend to rate the aspects of the SRN lower than those who went alongside or on it

Just under a quarter of cyclists & pedestrians record having hotspots on the part of the journey that interacts with the SRN. This was significantly higher among cyclists and those who went 'on' the SRN

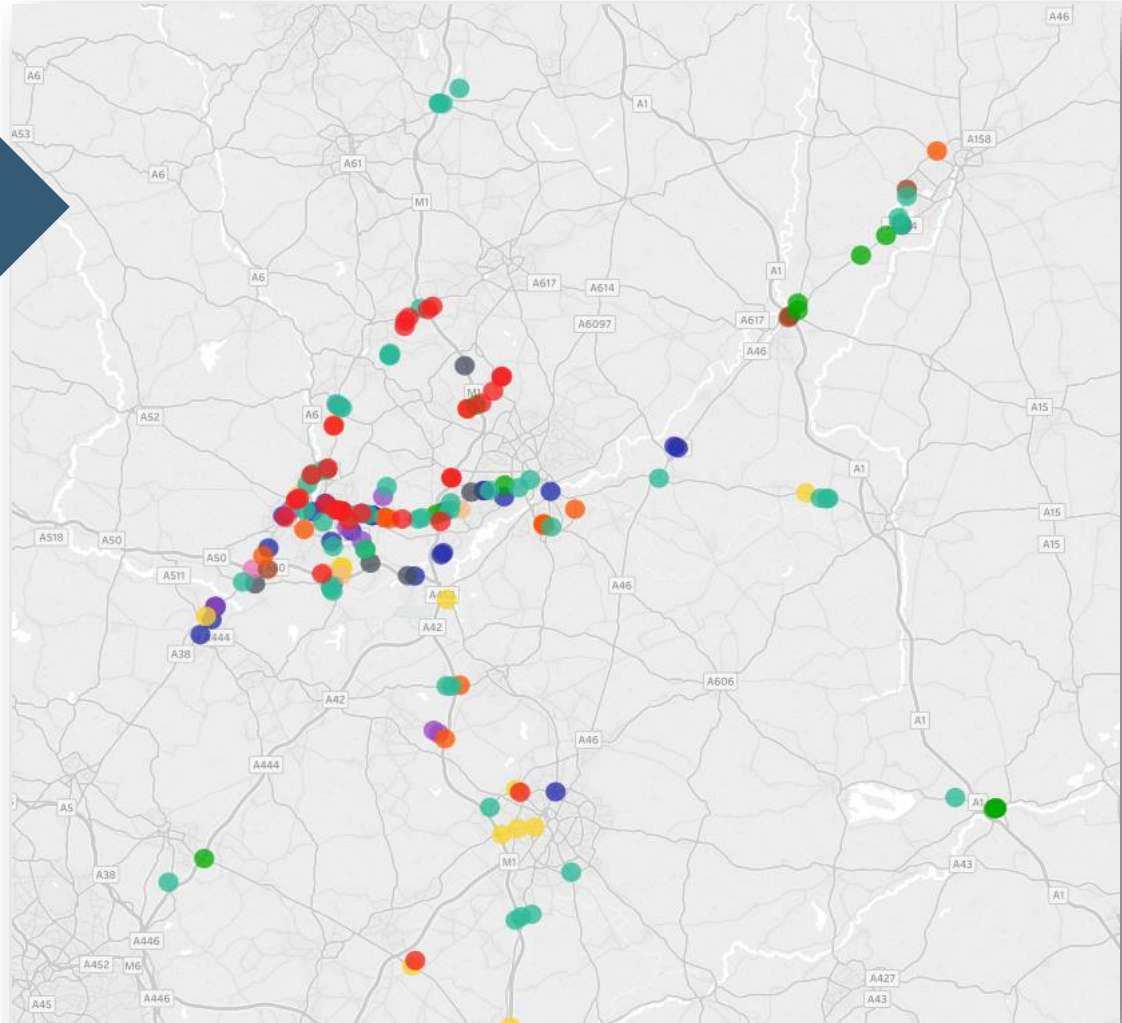
Hotspot Issues

24%

experienced problematic hotspots in the area

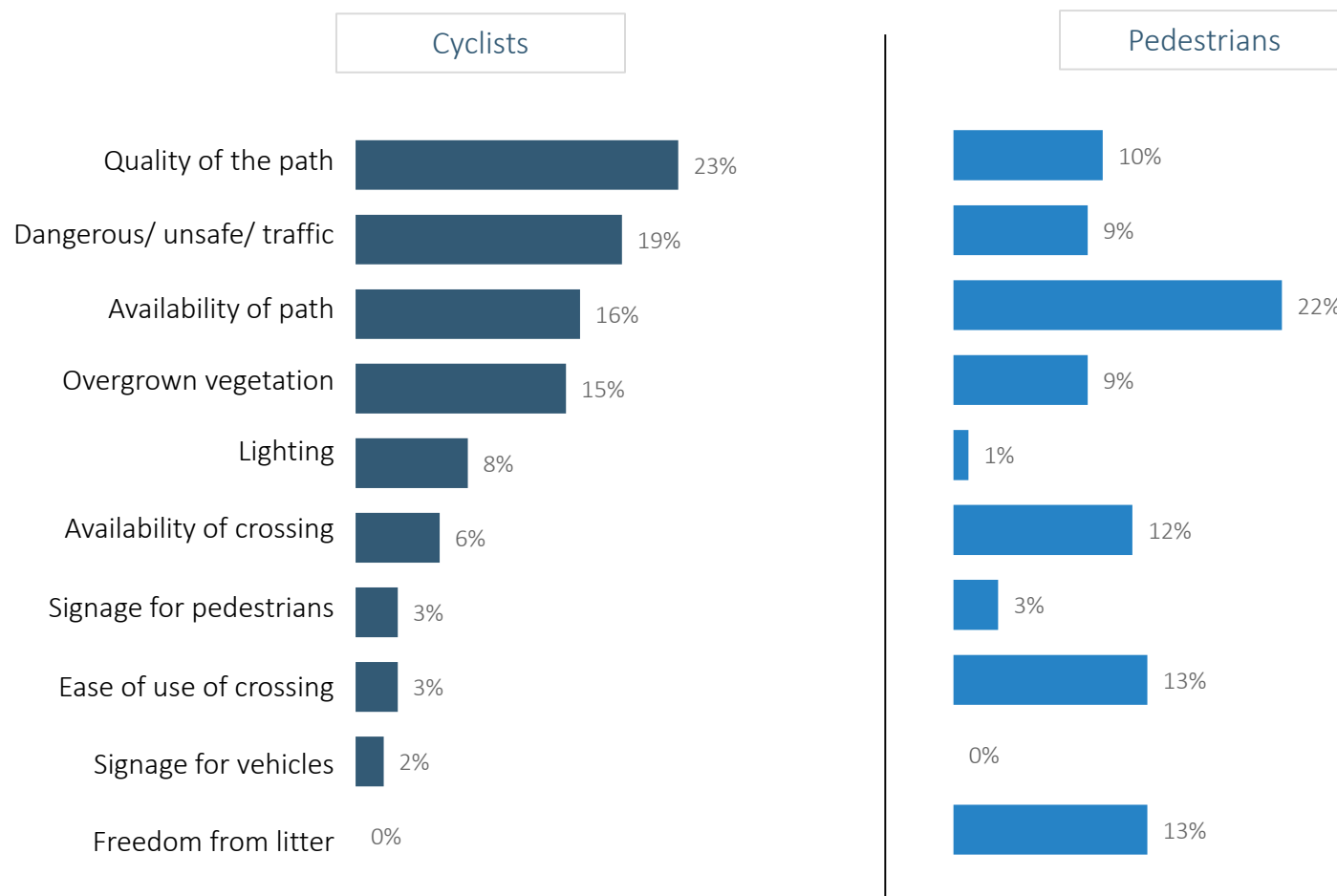
Cyclists 31%

Pedestrian 19%



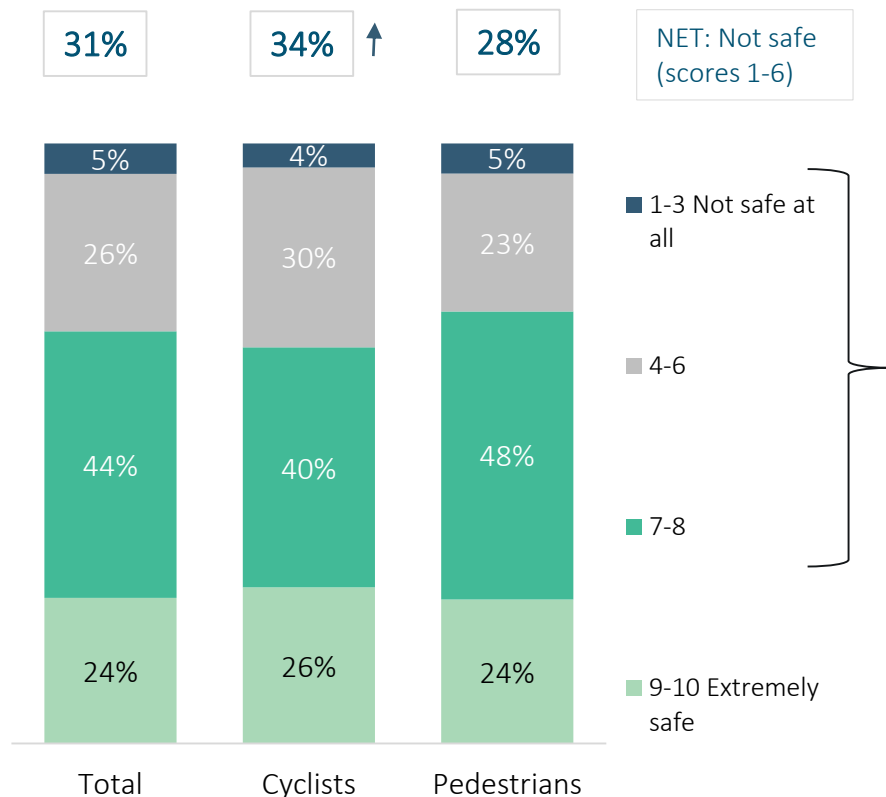
Pain points for cyclists and pedestrians differ notably; key pain points for cyclists are the quality of cycle path and traffic, where as for pedestrians the issues relate to overgrown vegetation

Reason for problematic hotspot

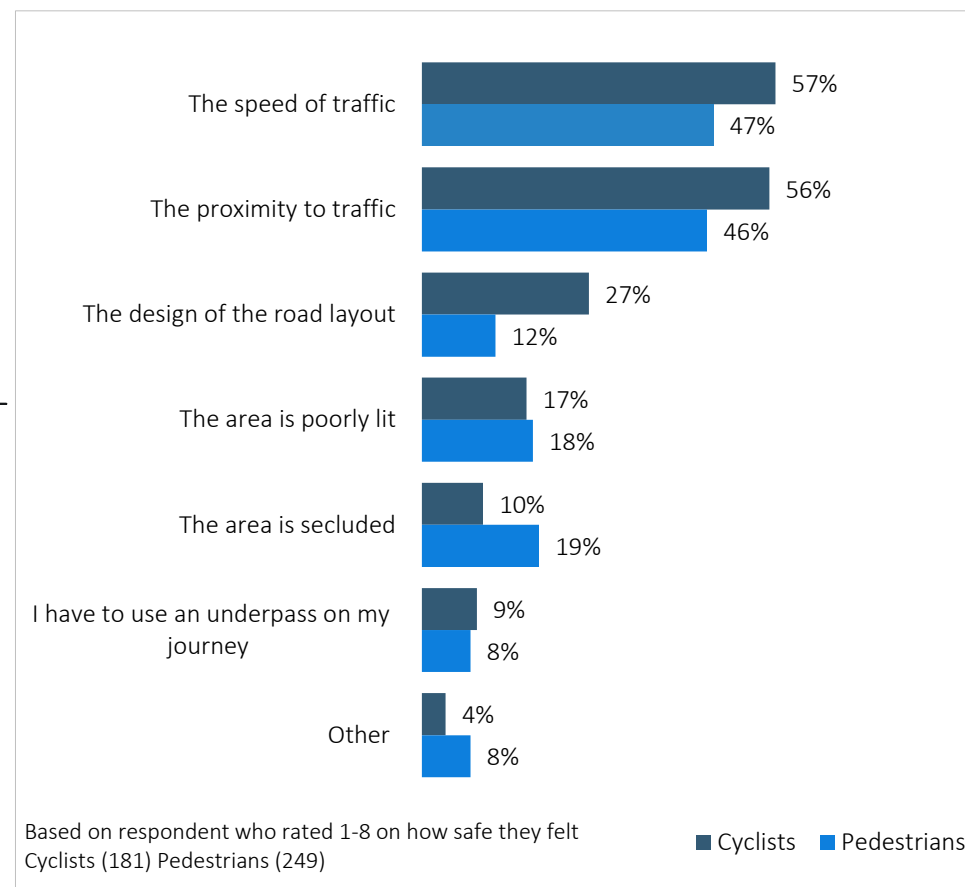


Cyclists feel significantly more unsafe than pedestrians on their journey. This is predominantly owing to the speed and proximity of traffic

Overall how safe felt



Reason for safety concerns



The most common suggestions for improvement for both cyclists and pedestrians are to improve or create more cycle lanes, better lighting & more crossings

Improvements to journey

20% said there was nothing in particular that needed improving. Of the remaining 80% the most common themes are listed below...

Better/more cycle lanes

'More cycle paths made which allow room for both cyclists and walkers'
(Cyclist)

Designated cycle lane and cross over points
(Cyclist)

'Better signage for cyclists, better cycle lane pathways, cycle lane separated from the road.'
(Cyclist)

Better/more lighting

'The lights in the area at night.'
(Pedestrian)

'Better lighting around and underneath the bridge.'
(Pedestrian)

'More lighting and less obstruction to the lighting already and a more even road surface.'
(Cyclist)

More crossings

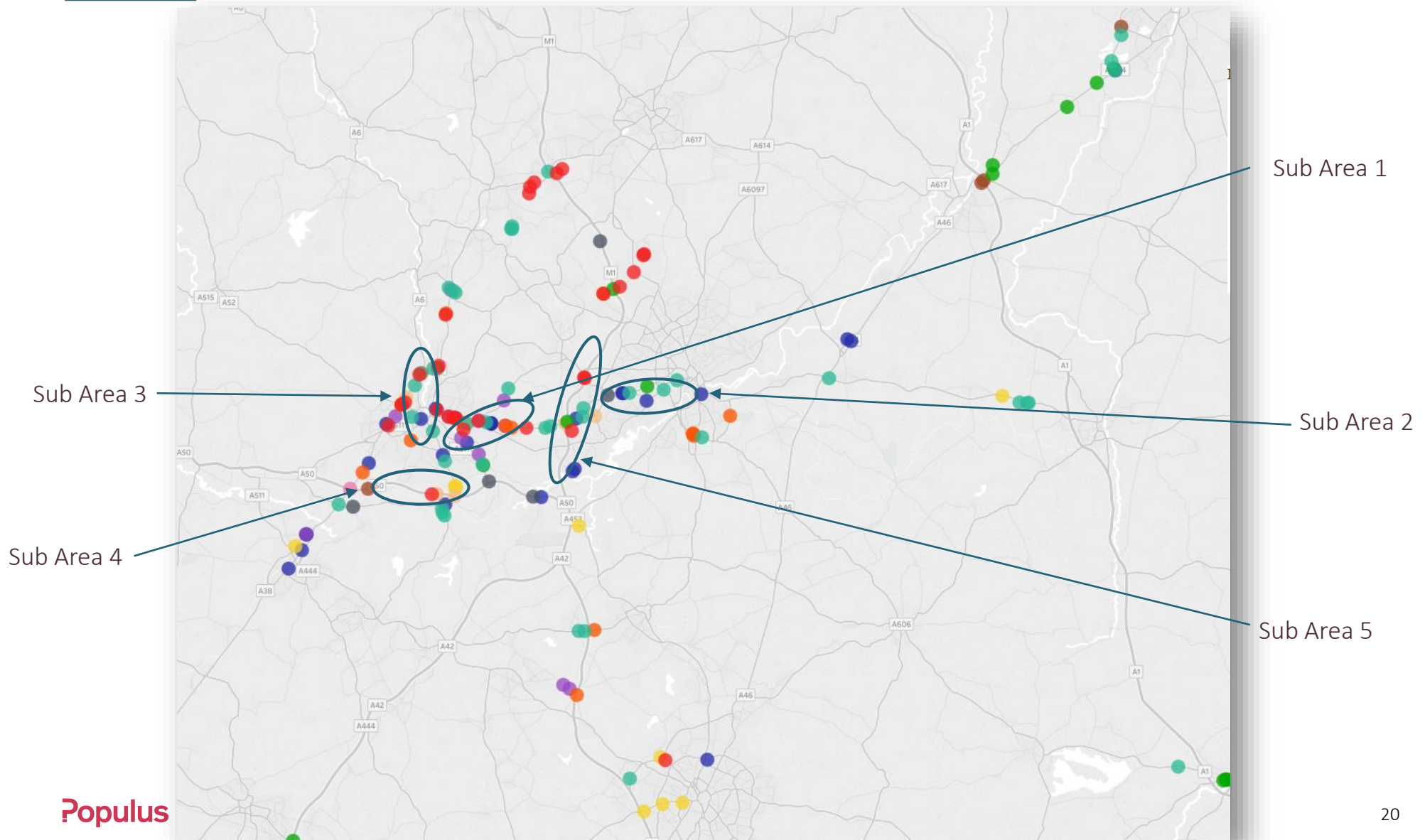
'Where the road crosses the A38 it would be better for pedestrians if there was some kind of crossing on both parts of the road.'
(Pedestrian)

'The installation of traffic lights for pedestrian use.'
(Pedestrian)

'More pedestrian bridges or ways to cross safely'
(Pedestrian)

Qualitative Case Studies - East Midlands

Qualitative Case Studies



East Midlands Sub Area One

A52 Brian Clough Way Retail Park-map



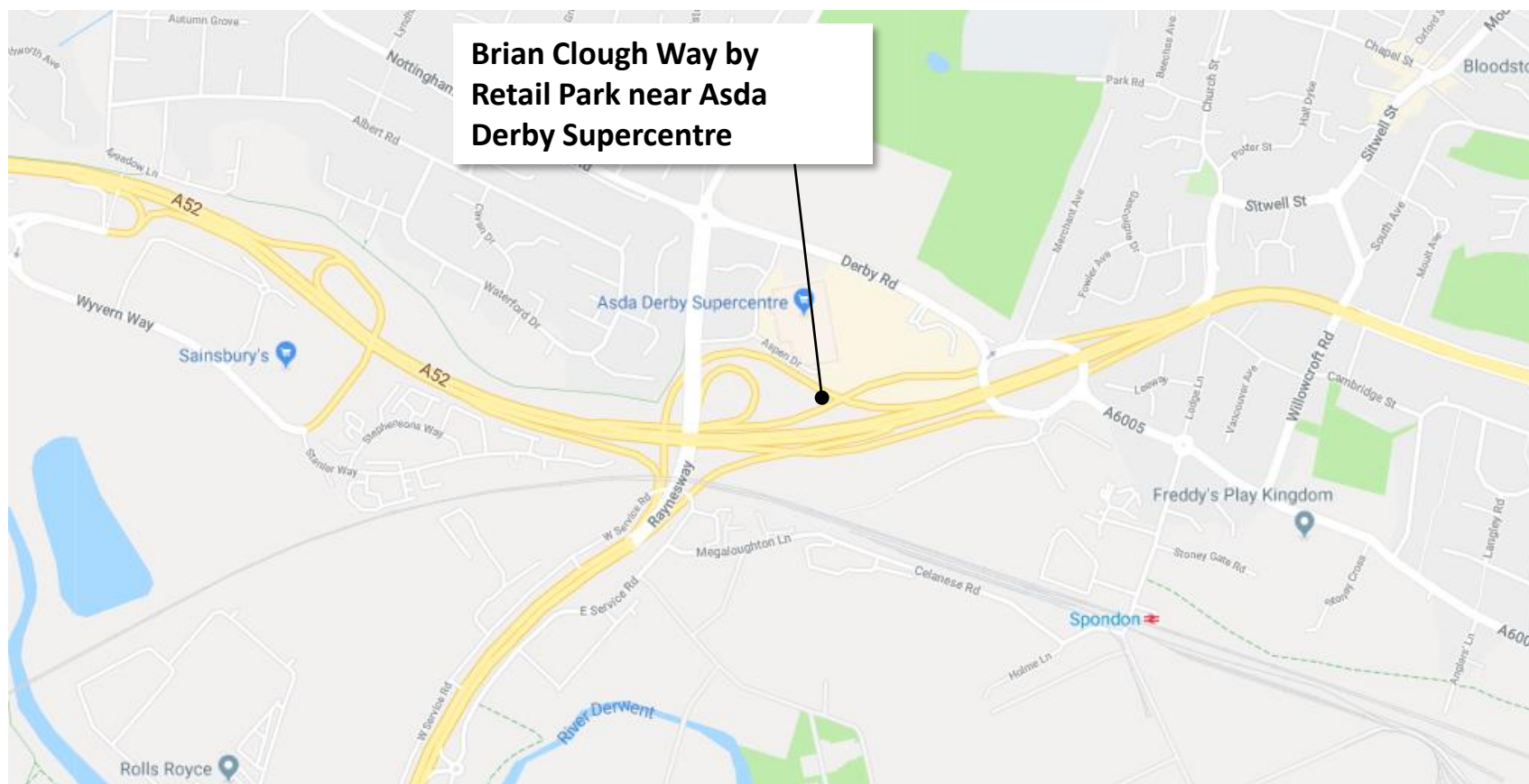
Cyclists



Pedestrians



Equestrian



A52 Brian Clough Way Retail Park-photos

Brian Clough Way by Retail Park near Asda Derby Supercentre

Users would like to see a bridge here to access the retail park more easily

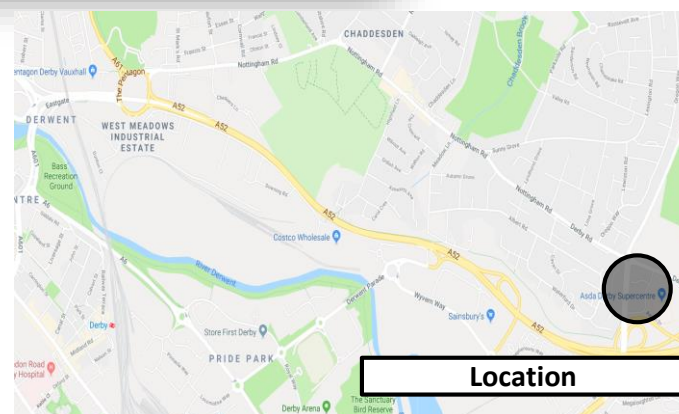


Lack of bridge means users will walk down A52 and climb grassy bank on Derby Road to reach retail park

A52 Brian Clough Way Retail Park-photos

Brian Clough Way by Retail Park near Asda Derby Supercentre

This needs a new pedestrian bridge. This would allow access to Asda and the other retail and business parks.
– pedestrian



East Midlands

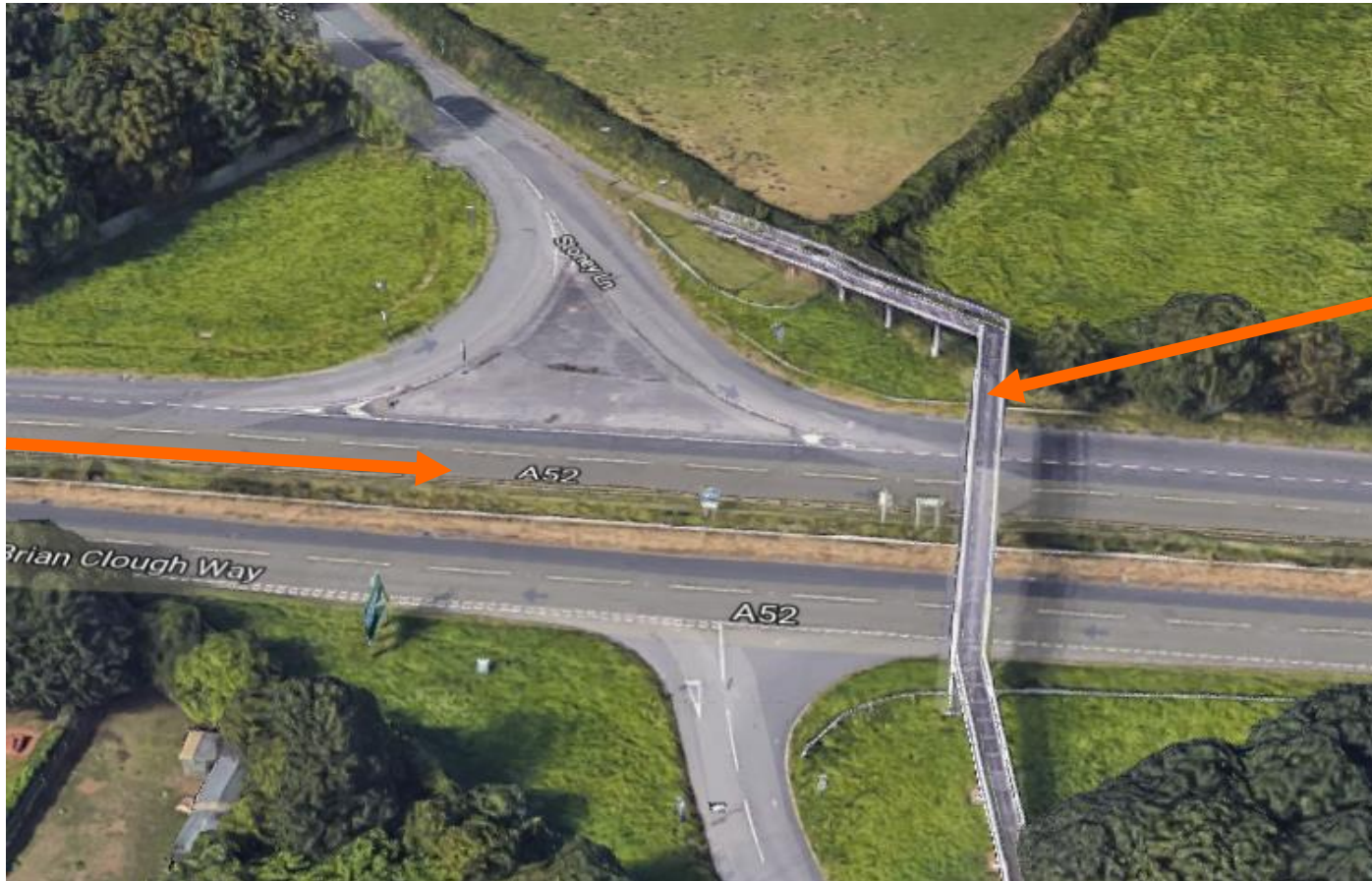
Sub Area two



A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Stoney Lane Bridge

There have been reports of pedestrians cross A52 at night while intoxicated instead of using the bridge



Low railings on bridge doesn't make it feel secure

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Stoney Lane Bridge

*The railings are only at hip height so it doesn't feel very secure.
— pedestrian*



Low bridge railings



Location



Bridge over the A52

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Victoria Avenue Bridge

Dangerous area-
respondent said
this was a
known suicide
spot for people
walking out in
front of traffic

Low railings on
bridge- reports
of people sitting
on them and
dying after
falling off



Poor visibility when
coming off A52 onto
Victoria Avenue and
the bridge

There can also be
overgrown trees

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Victoria Avenue Bridge

There are very low railings here and kids sit on them. One of them fell back into the traffic on the A52 and died– pedestrian



Low bridge railings



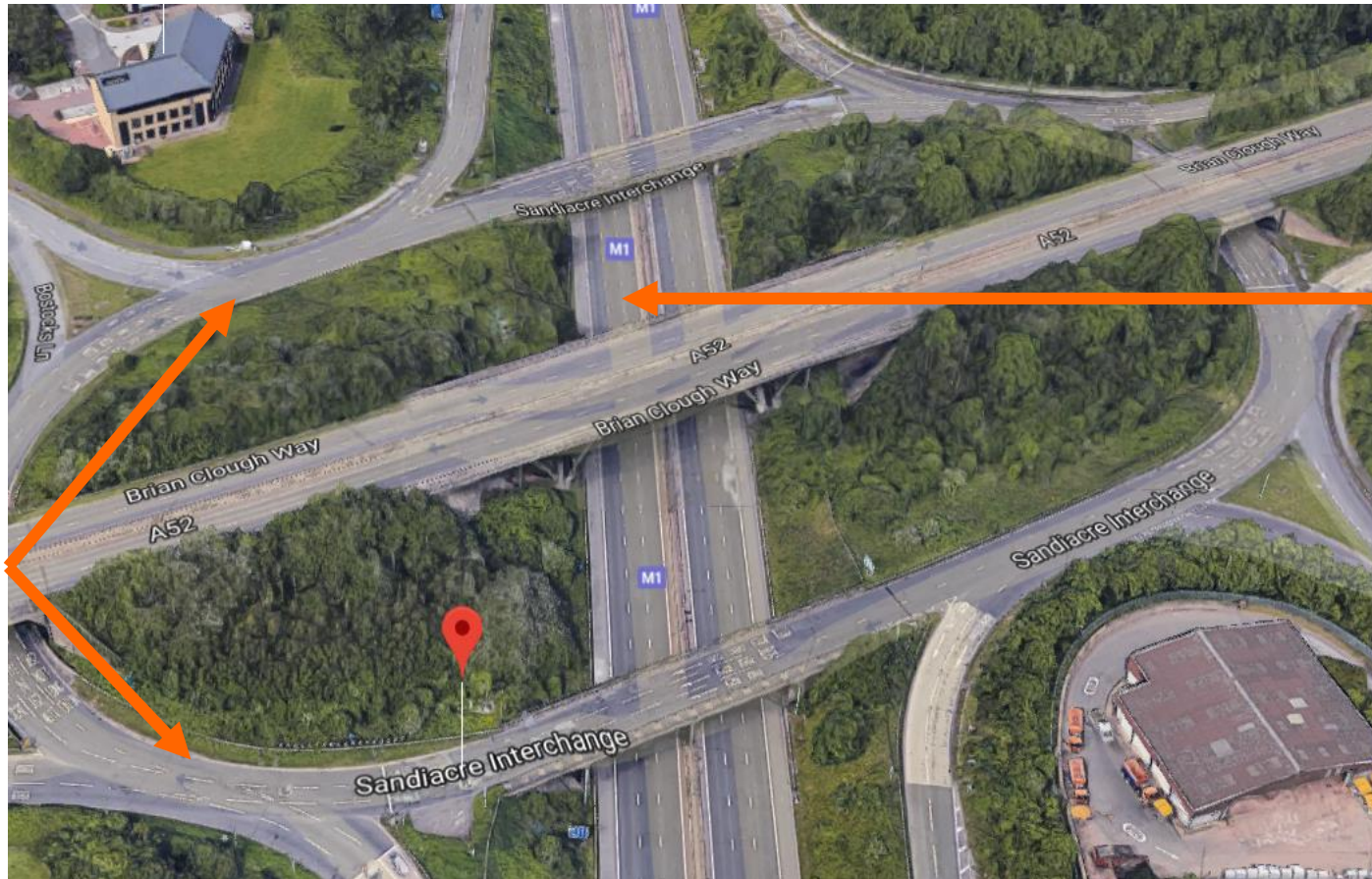
Location



A52 onto Victoria Avenue and bridge

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Sandiacre Interchange (roundabout)



Cyclists find it hard to join the roundabout

There are lots of roadworks on the M1 and it's often gridlocked and motorists can get impatient with users

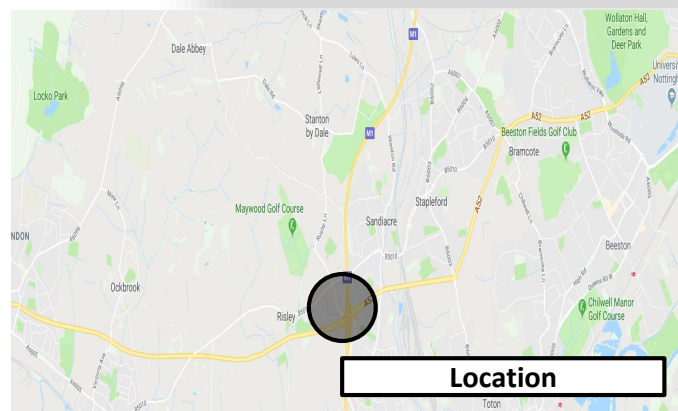
A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Sandiacre Interchange (roundabout)

This roundabout is a nightmare to join as there are lots of roadworks on the M1. The island is congested with road works too. It's gridlocked with cars and they are all angry. No one likes cyclists!
— cyclist



Roadworks on the M1



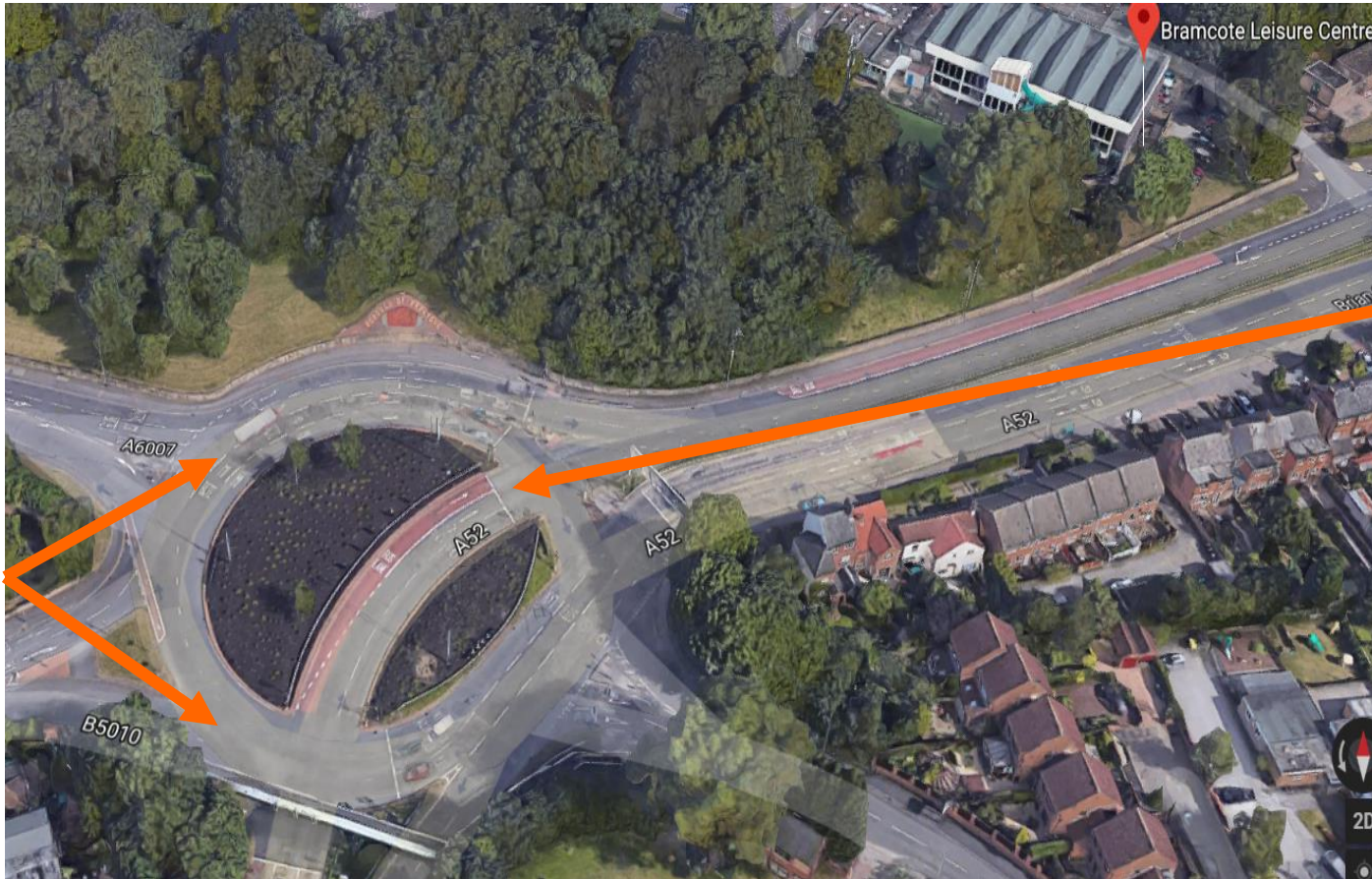
Location



Congested roundabout

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Roundabout near Bramcote Leisure Centre



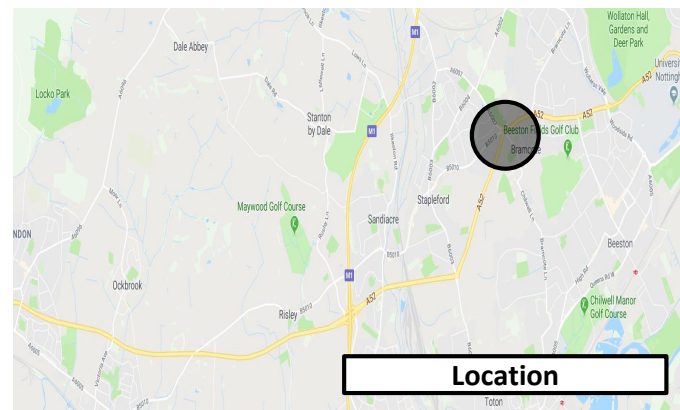
There is no cycle lane on the roundabout so users have to go with traffic flow and worry they will be knocked down

The shared bus/cycle lane is very difficult to access

A52 from Derby Golf Centre to University of Nottingham Hospital (Queens Medical Centre)- photos

Roundabout near Bramcote Leisure Centre

There is a shared bus and cycle lane but it's not clear how to get to that lane across the island. I feel like I will get knocked off my bike as it's such a busy junction. I take my life in my hands to go with the traffic flow to get into the shared bus lane!
— cyclist



A52 from Derby Golf Centre to The University of Nottingham Hospital (Queens Medical Centre)

Media Coverage:

Improvements along other parts of the A52 suggest that this area is already well known to the local council:

We completed improvements at the Nottingham Road junction in July and the Cropwell Road junction in September 2017. Safety and flow of traffic at these junctions have been improved by the addition of new traffic signals and pedestrian crossings. Street lighting, road signs and road surfacing have all been replaced to reduce the need for maintenance work in the near future.

The improvement scheme which started in 2014 points to other key areas of concern:

Aims

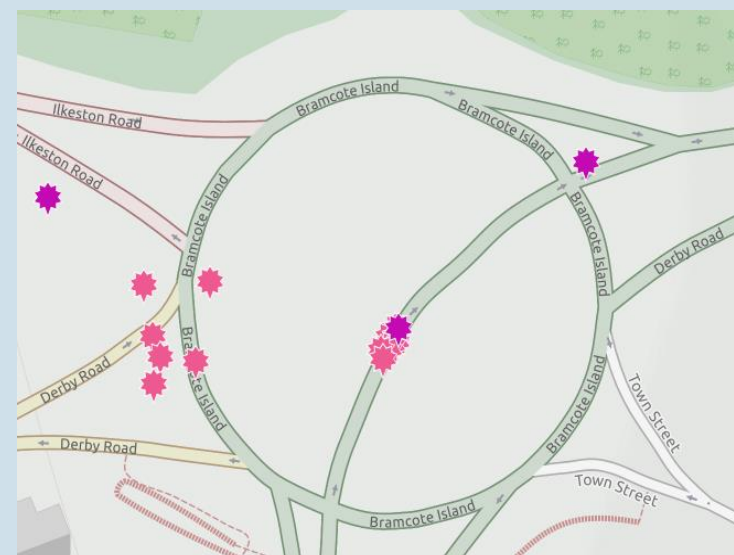
The scheme aims to:

- reduce queuing and delays
- ease congestion by increasing capacity at the junctions
- ensure journey times are more reliable
- improve pedestrian and cycle routes at the junctions
- make the road safer for all users
- support growth in the area

Cyclist & Pedestrian collision mapping

Roundabout near Bramcote Leisure Centre

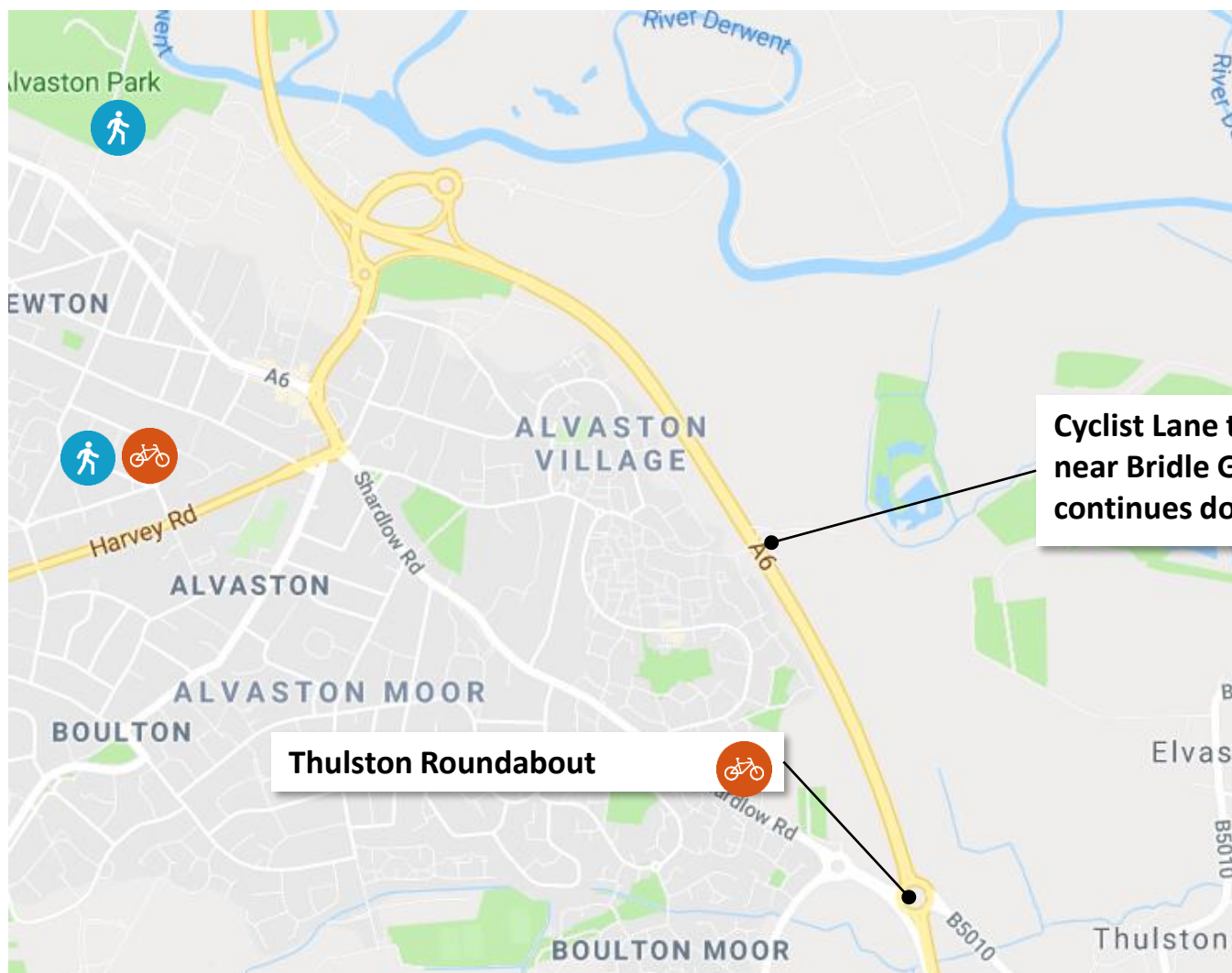
- Hotspot of pedestrian and cyclist collisions at roundabout near Bramcote Leisure Centre



East Midlands

Sub Area three

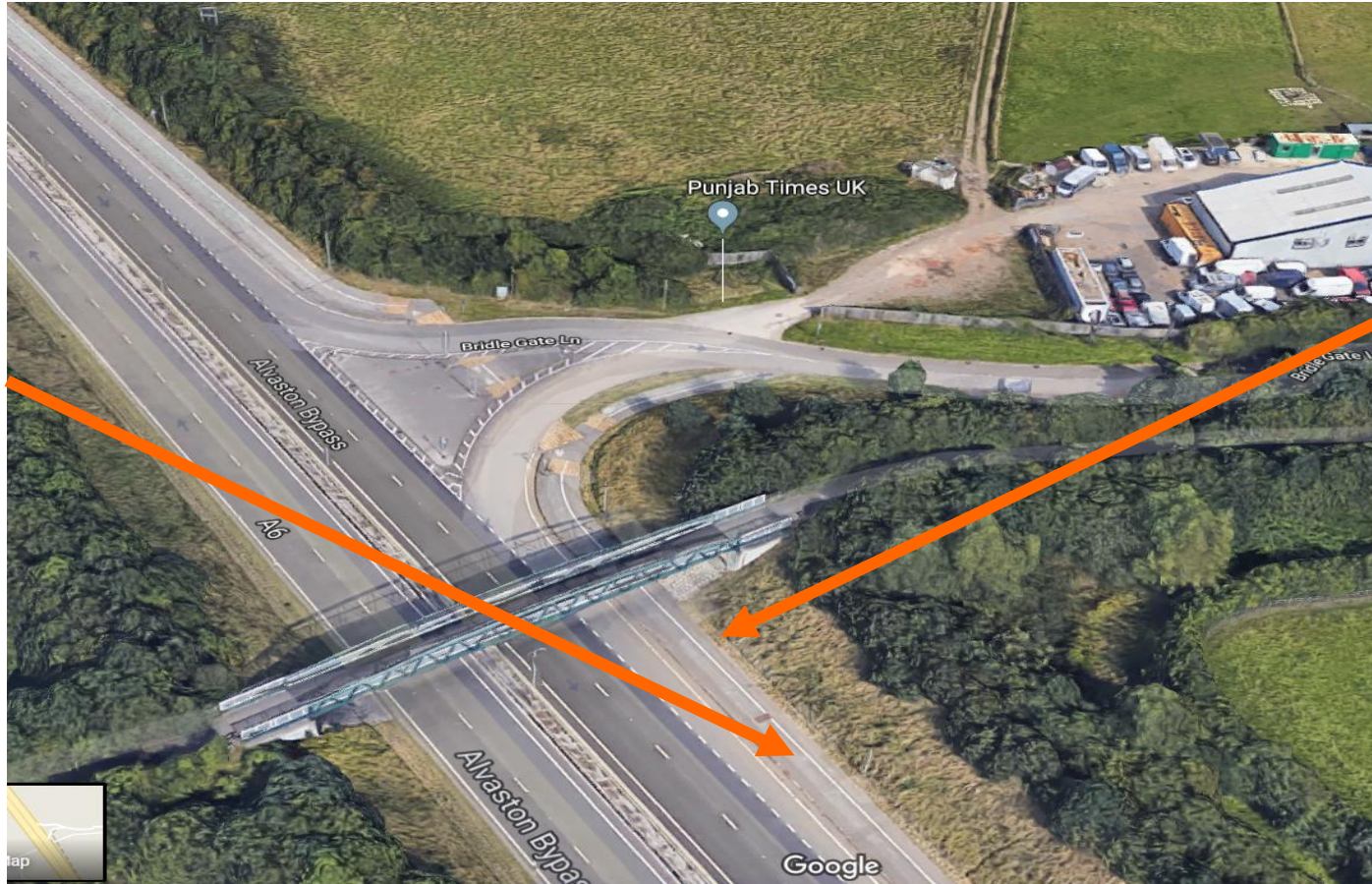
A6 Bridal Gate Lane to Thulston-map



A6 Bridal Gate Lane to Thulston-photos

Cyclist Lane that starts near Bridal Gate Lane and continues down the A6

There is less lighting on one side of the cycle path making it hard to use at night

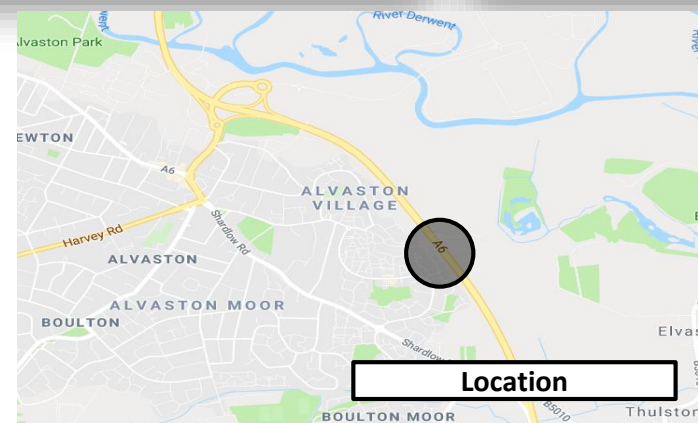


The cycle path can have mud and overgrown trees creating visibility problems

A6 Bridal Gate Lane to Thulston-photos

Cyclist Lane that starts near Bridal Gate Lane and continues down the A6

On the cycle path there is sometimes mud and over hanging branches that could hit a cyclist in the face. Also at some points there are no lights so it makes it hard to cycle in the dark.
– cyclist



A6 Bridal Gate Lane to Thulston-photos

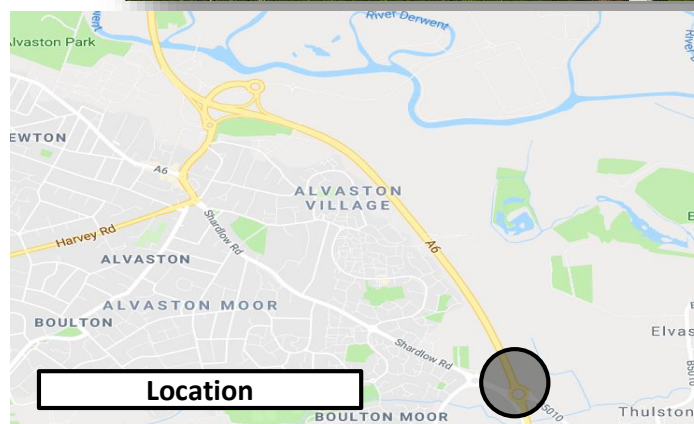
Thulston Roundabout



A6 Bridal Gate Lane to Thulston-photos

Thulston Roundabout

There is lots of debris on the cycle path so punctured tires and crashing is an issue. Also the grit and rock salt can pop tires. They should use a different compound of salt that is ground down more.
– cyclist



A6 Bridal Gate Lane to Thulston

Media Coverage:

Articles in the press raise safety concerns for cyclists using roundabout at Fernbrook Avenue:

Cyclist dies after collision with lorry in Derby

A cyclist has died after being involved in a collision with a lorry in Derby. The incident happened at 4.10pm at Fernhook Avenue, near the roundabout for the Blue Jay pub in Alvaston.

More safety issues as teenager is stabbed in underpass under A6:

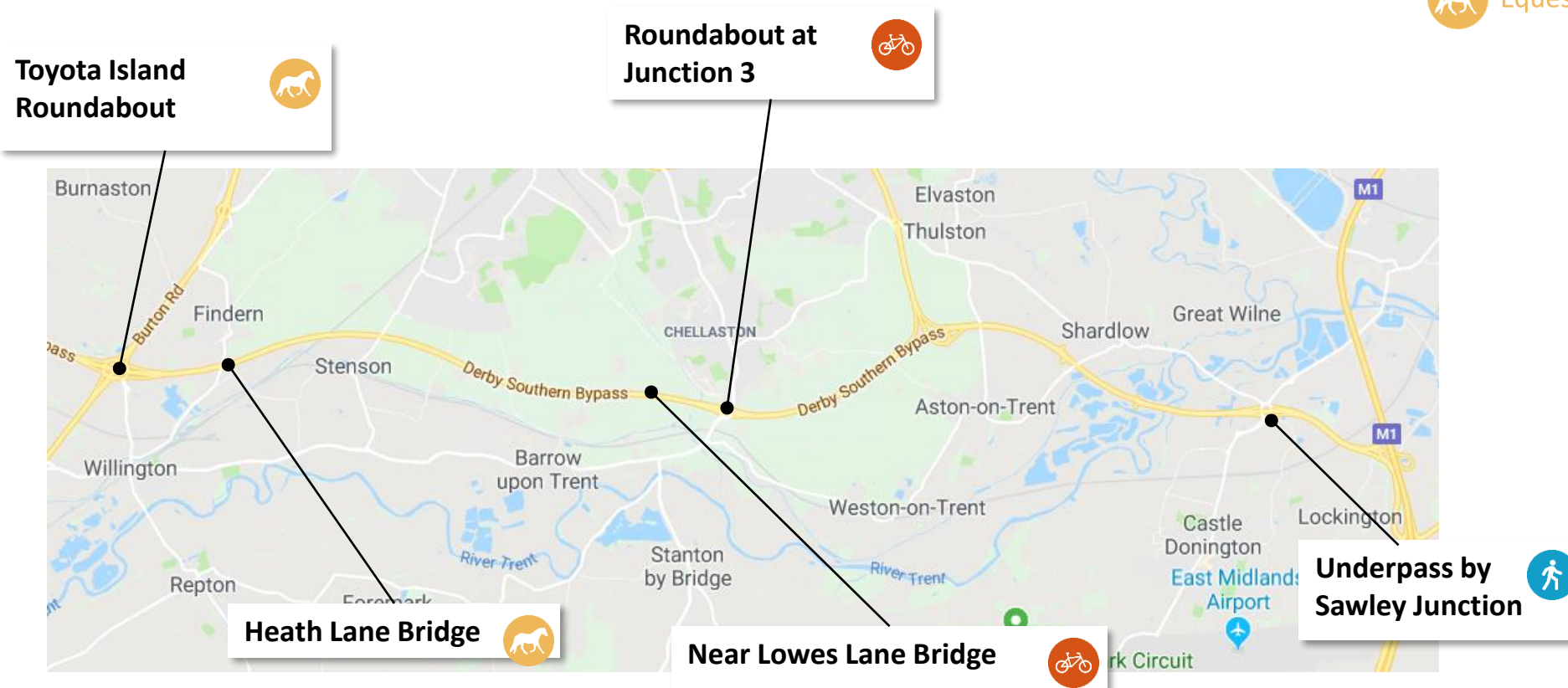
Teenager charged following alleged stabbing near Derby's Riverside Gardens

19-year-old has been charged with wounding with intent and possessing an offensive weapon

East Midlands

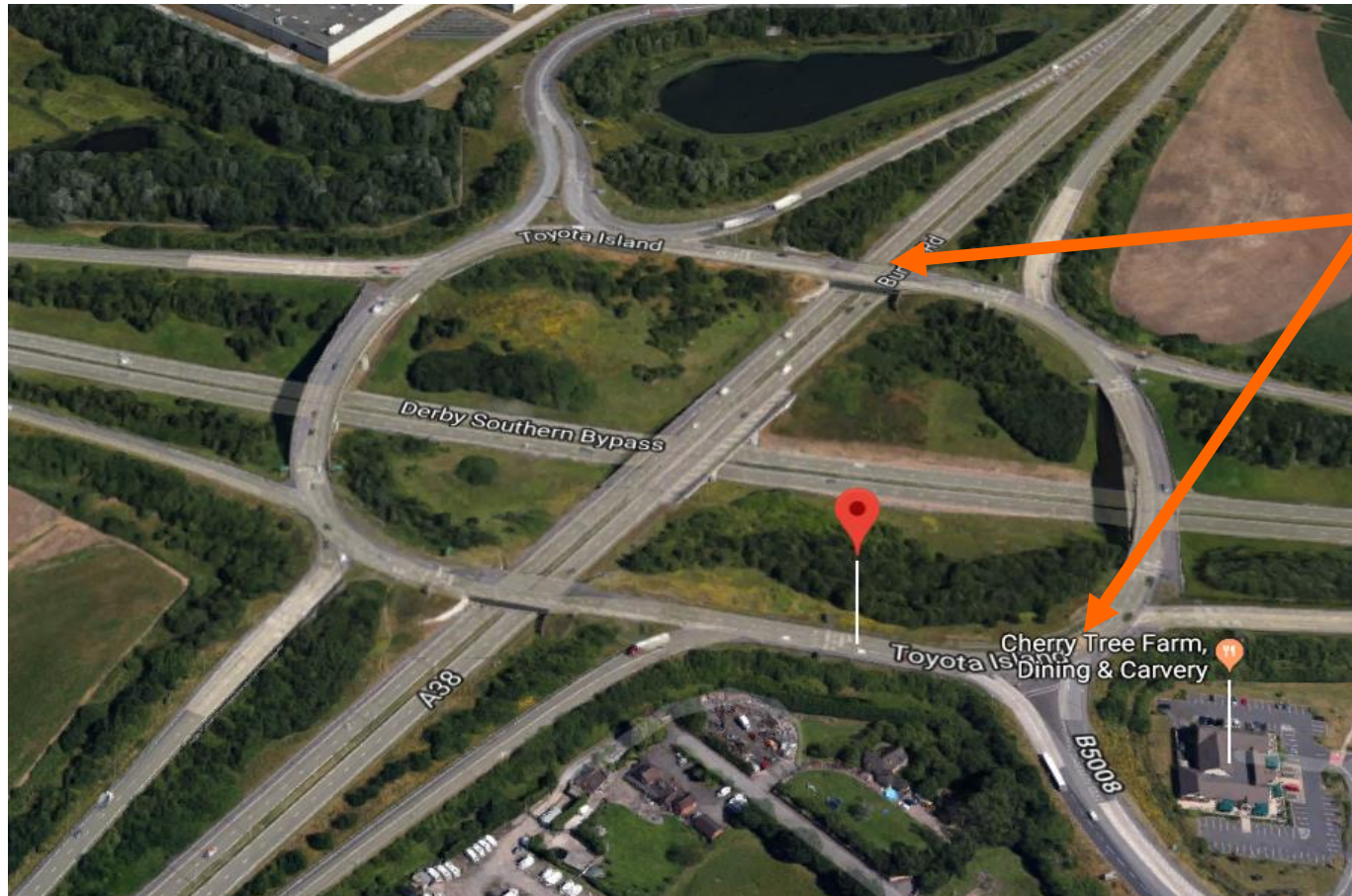
Sub Area four

A50 from Cavendish Bridge (village) to Toyota Island Roundabout - Map



A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Toyota Island Roundabout

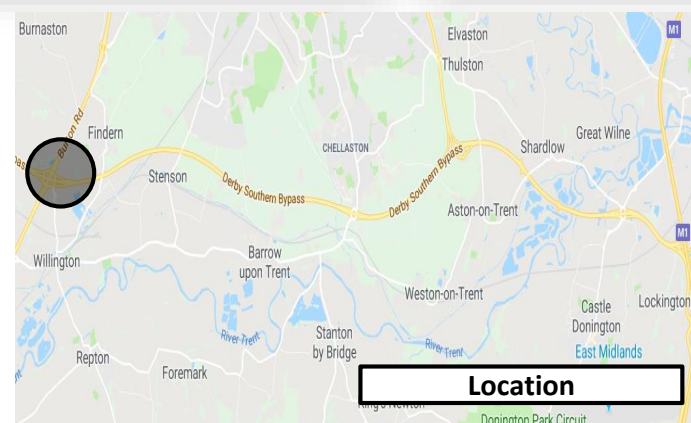


Users have to access this island as there is no other way to get onto the B508 (going to Willington) and this experience is very stressful for equestrians and horses

A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

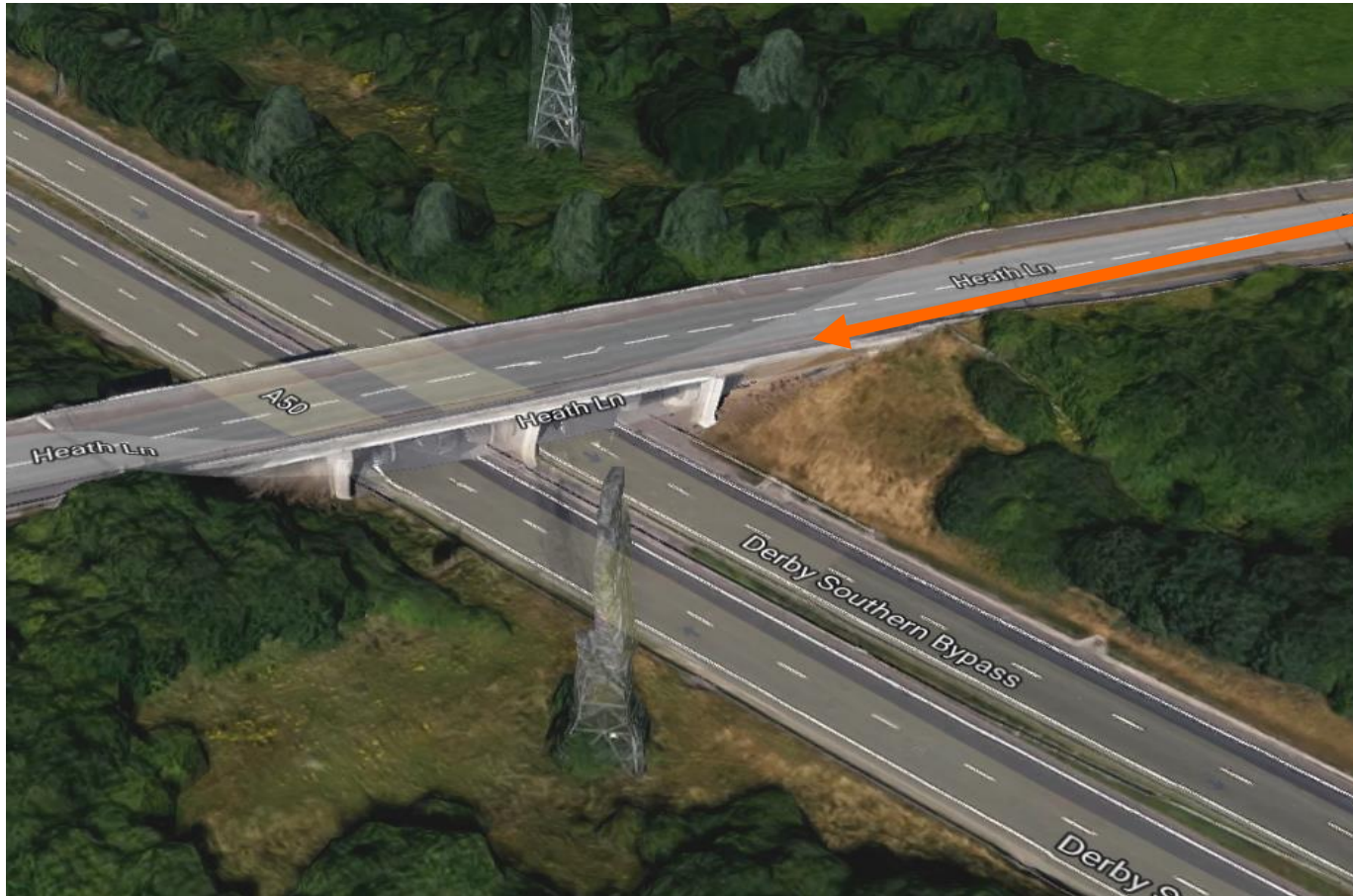
Toyota Island Roundabout

For horses you have to come to this island, and cross over the A50 to get to the B508 (to Willington) to then make a loop back to Findern stables. This is the only way as it's essentially a one way system . This stresses the horses out with all the traffic.
— equestrian



A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Heath Lane Bridge



Bridge is narrow and has low railings so users worry about falling over the bridge

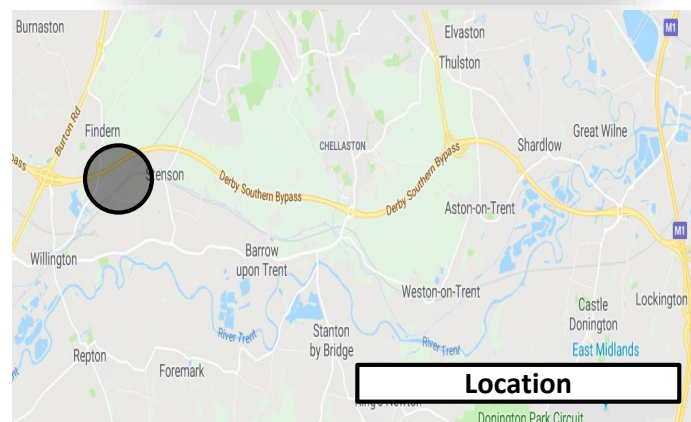
A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Heath Lane Bridge

The bridge is quite narrow for a horse and the sides of the bridge are quite low, so if a horse was spooked it could easily throw a rider over the bridge.
– equestrian



Low railings on bridge



Location

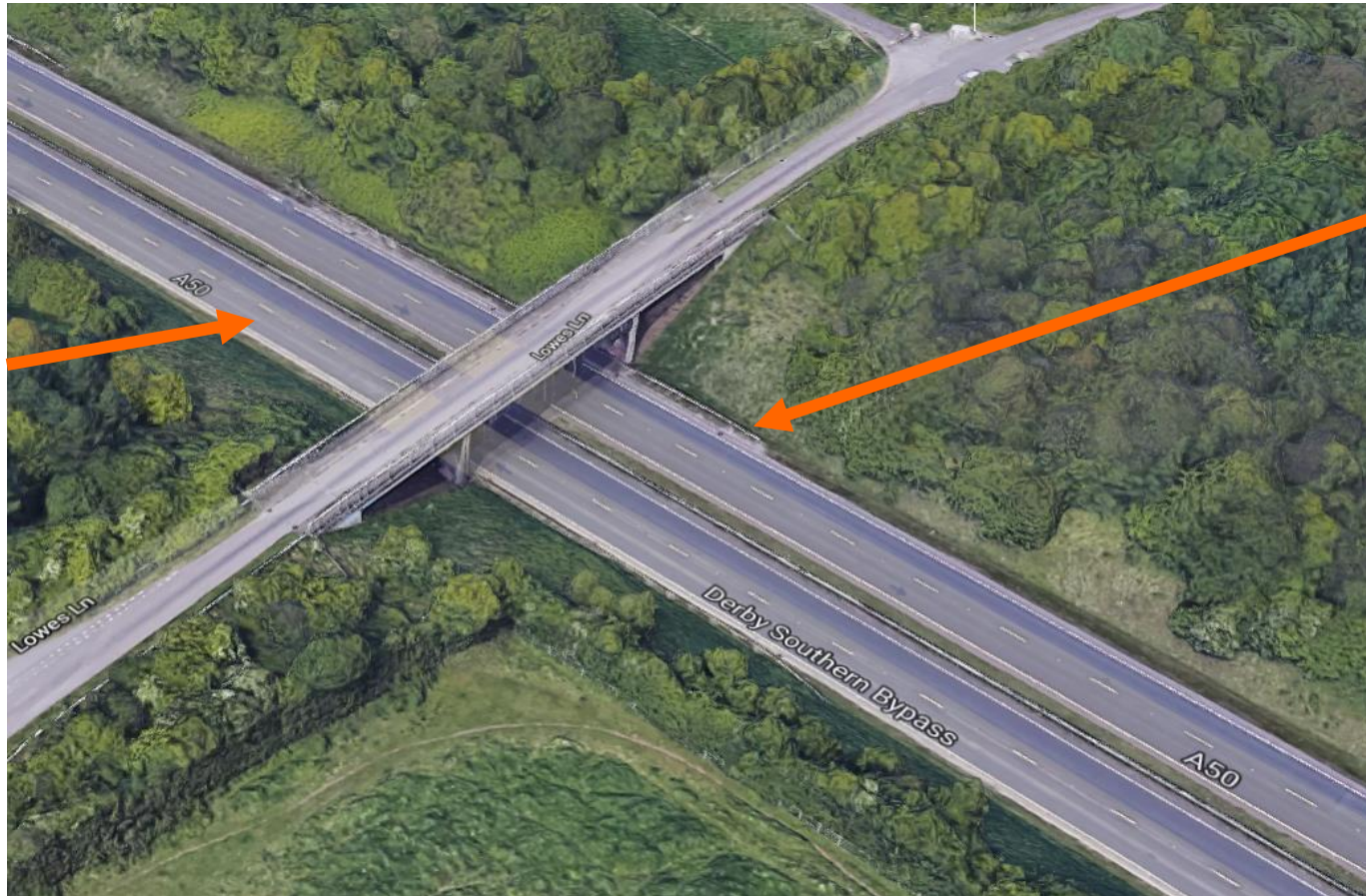


A50 with busy traffic under the bridge

A50 from Cavendish Bridge (village) to Toyota island

Roundabout- photos

Near Lowes Lane Bridge



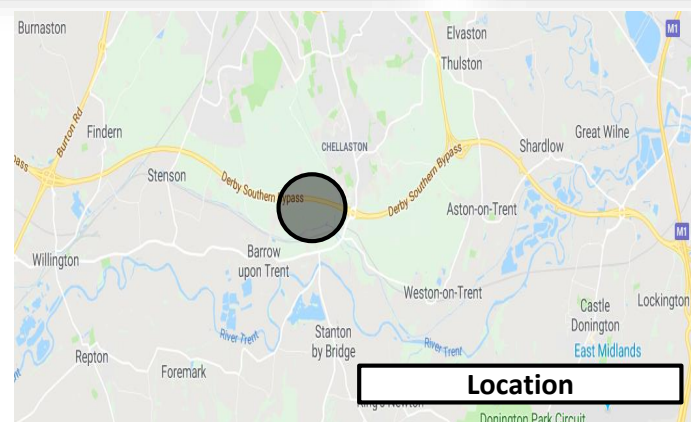
Speed of traffic (70 mph) is intimidating for cyclists

There is no signage or access for cyclists and users to get onto the A50 here

A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Near Lowes Lane Bridge

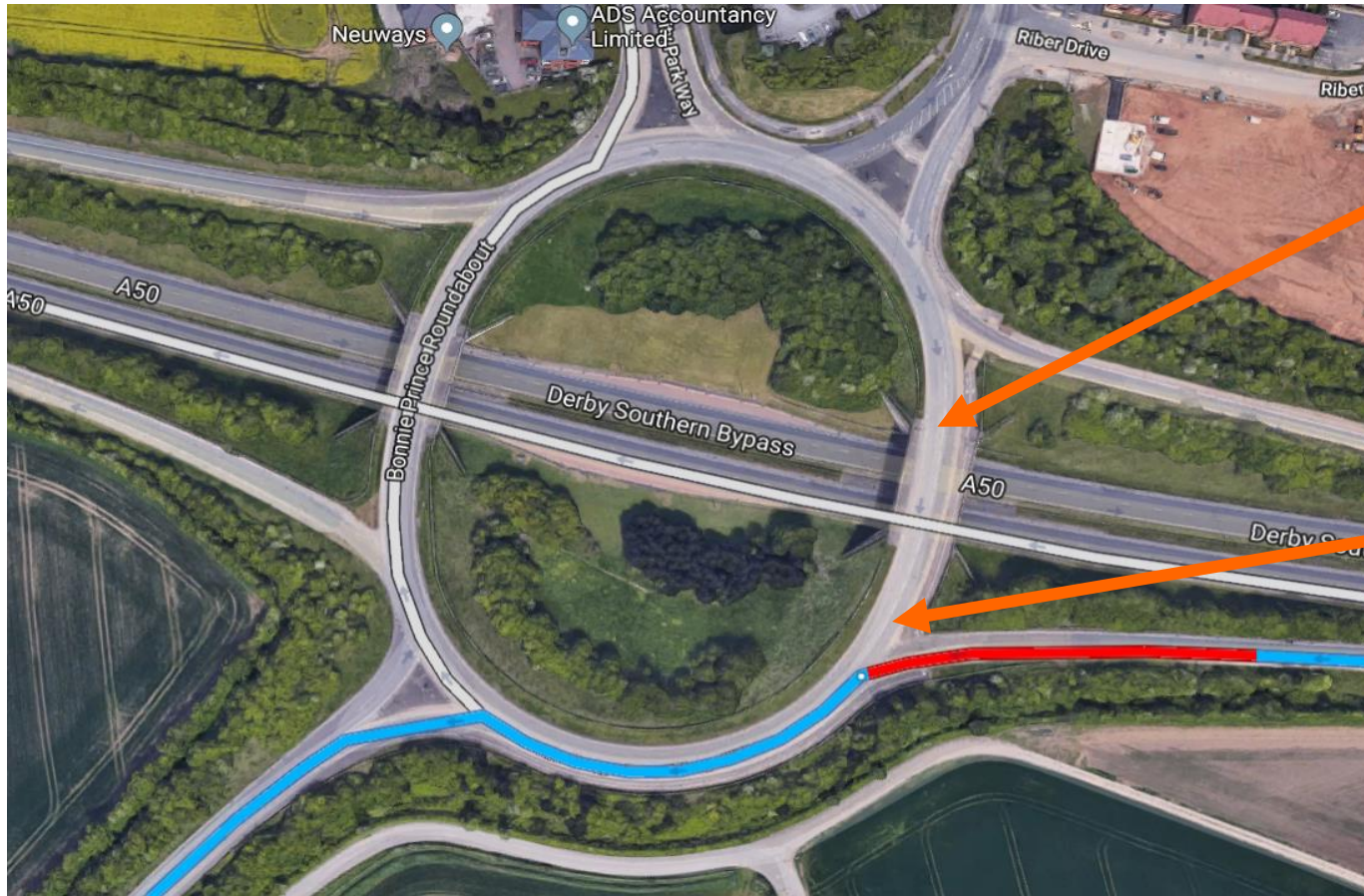
“There is no access for cyclists at all to get on A50. The traffic and lorries are driving at 70 mph and there is nowhere for a cyclist to go. It's a death wish to cycle here.”
– cyclist



A50 from Cavendish Bridge (village) to Toyota island

Roundabout- photos

Roundabout at Junction 3



A50 from Cavendish Bridge (village) to Toyota island

Roundabout- photos

Roundabout at Junction 3

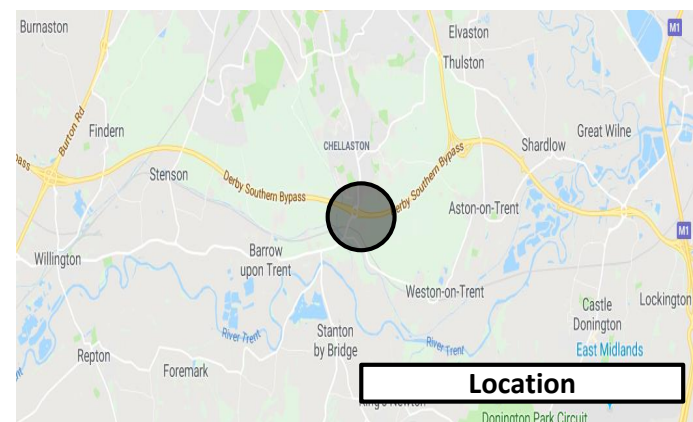
I stay on the road rather than the cycle path because it's easier to go with the flow of traffic instead of stopping and starting. The path is overgrown which makes it slippery and difficult to keep the grip so it needs to be maintained.
— cyclist



Overgrown Cycle Path



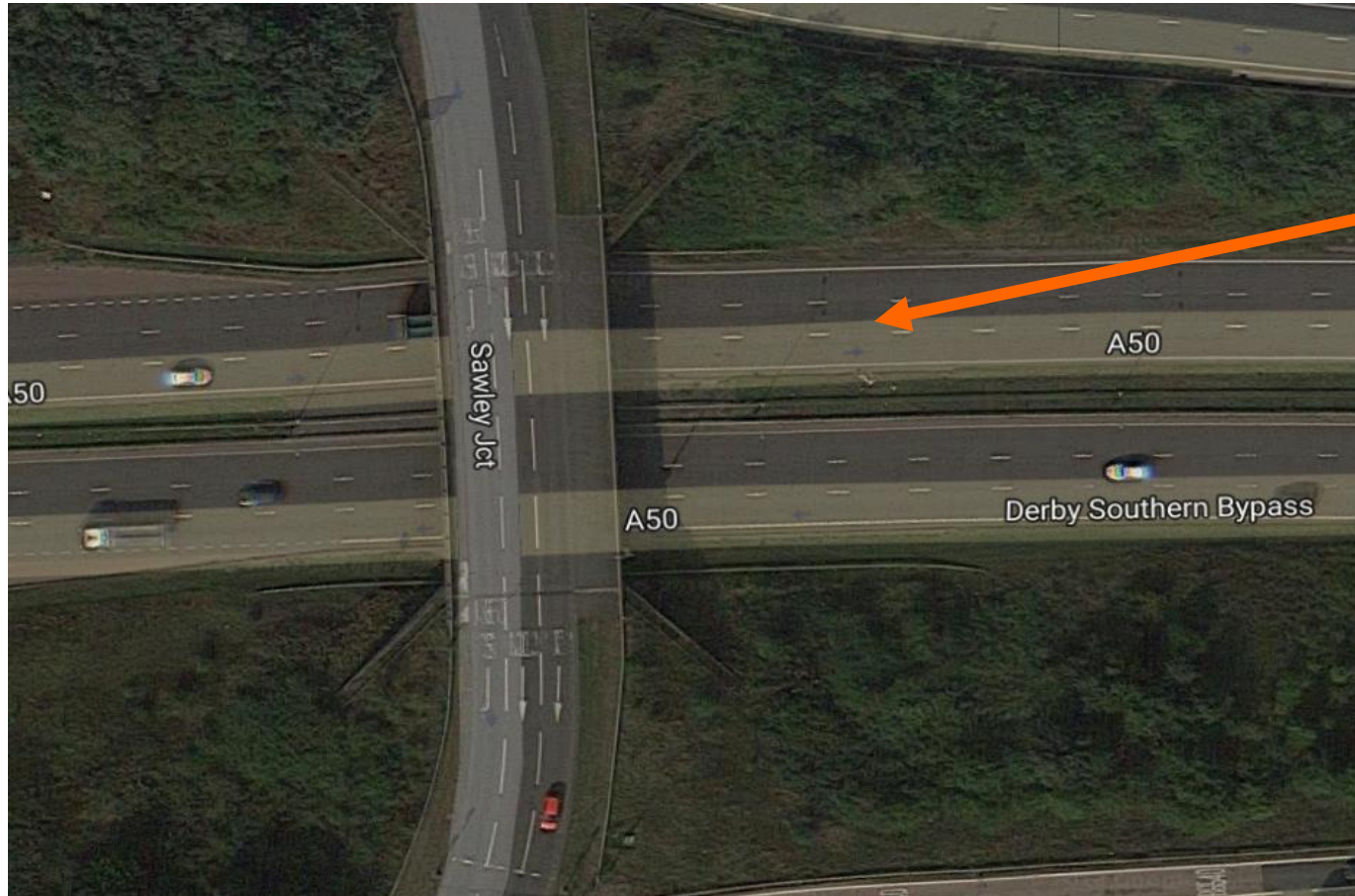
Junction 3 Roundabout



Location

A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Underpass by Sawley Junction



Users sometimes cross the A50 here when the underpass is closed for maintenance

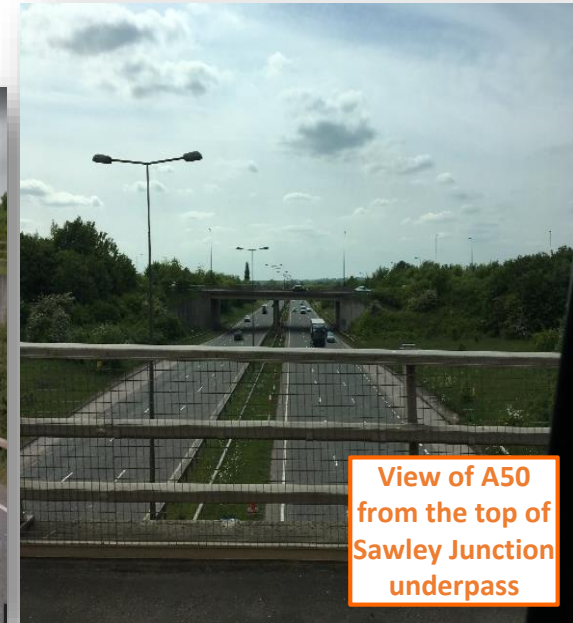
A50 from Cavendish Bridge (village) to Toyota island Roundabout- photos

Underpass by Sawley Junction

*Historically I have had to cross over the A50 when the underpass is closed for major road works and it's very, very dangerous.
— pedestrian*



Sawley Junction underpass



View of A50 from the top of Sawley Junction underpass



A50 from Cavendish Bridge (village) to Toyota Island Roundabout

Media Coverage:

Pedestrian killed after collision with car on junction between Barrow Lane and Lowe Lane:

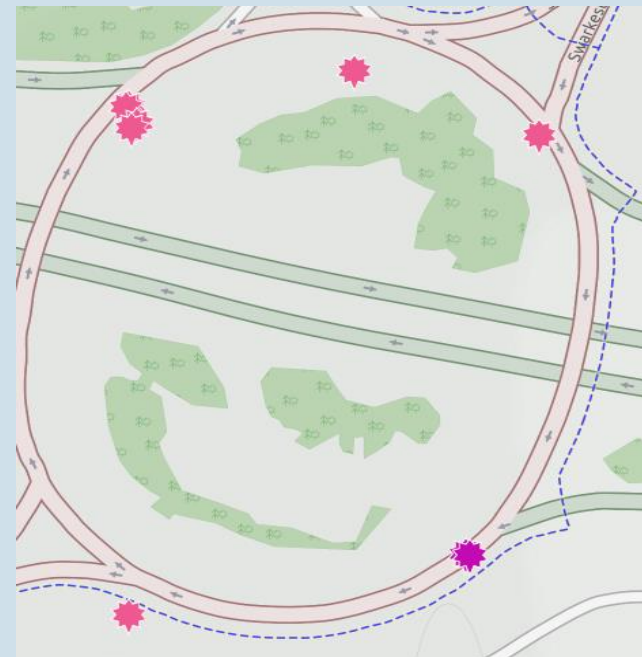
Pedestrian dies in collision with car in Swarkestone

"The driver was travelling along the A5132 Barrow Lane from the A50 direction towards Barrow up on Trent. There are currently road closures at Lowe Lane and Swarkestone Bridge junction with Barrow Lane, and Sinfin Lane junction with Barrow Lane.

Cyclist & Pedestrian collision mapping

Roundabout at Junction 3 – A50

- 9 cyclist collisions around the roundabout for Junction 3 on the A50



East Midlands

Sub Area five

A38 from Burton Albion Football Club to Rawson Green (Kilburn) - Map



Cyclists



Pedestrians



Equestrian

Footbridge near
Markeaton Island



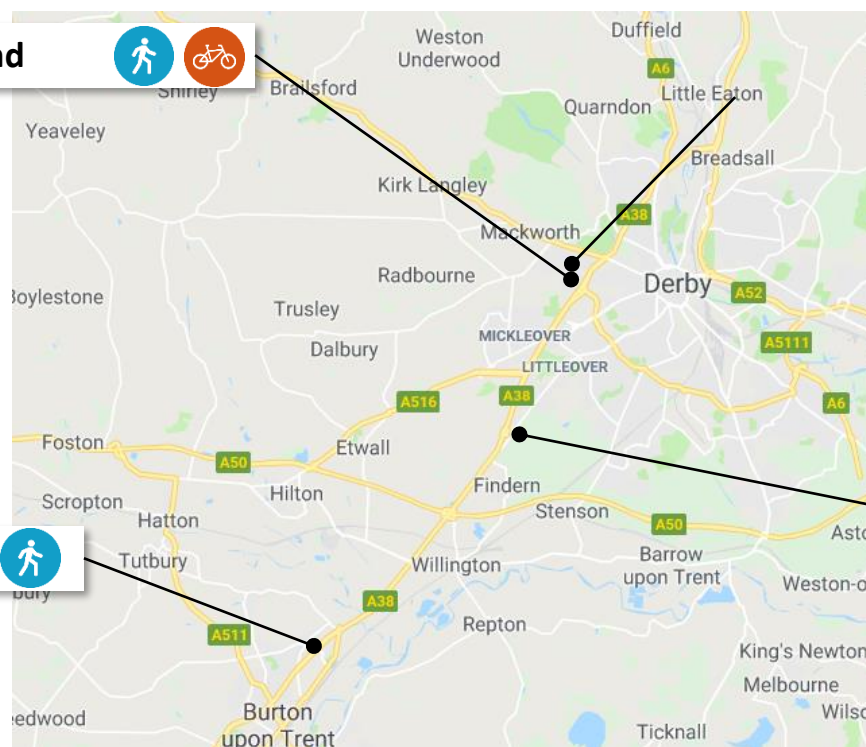
Markeaton Island



Roundabout near
Micklemeadow

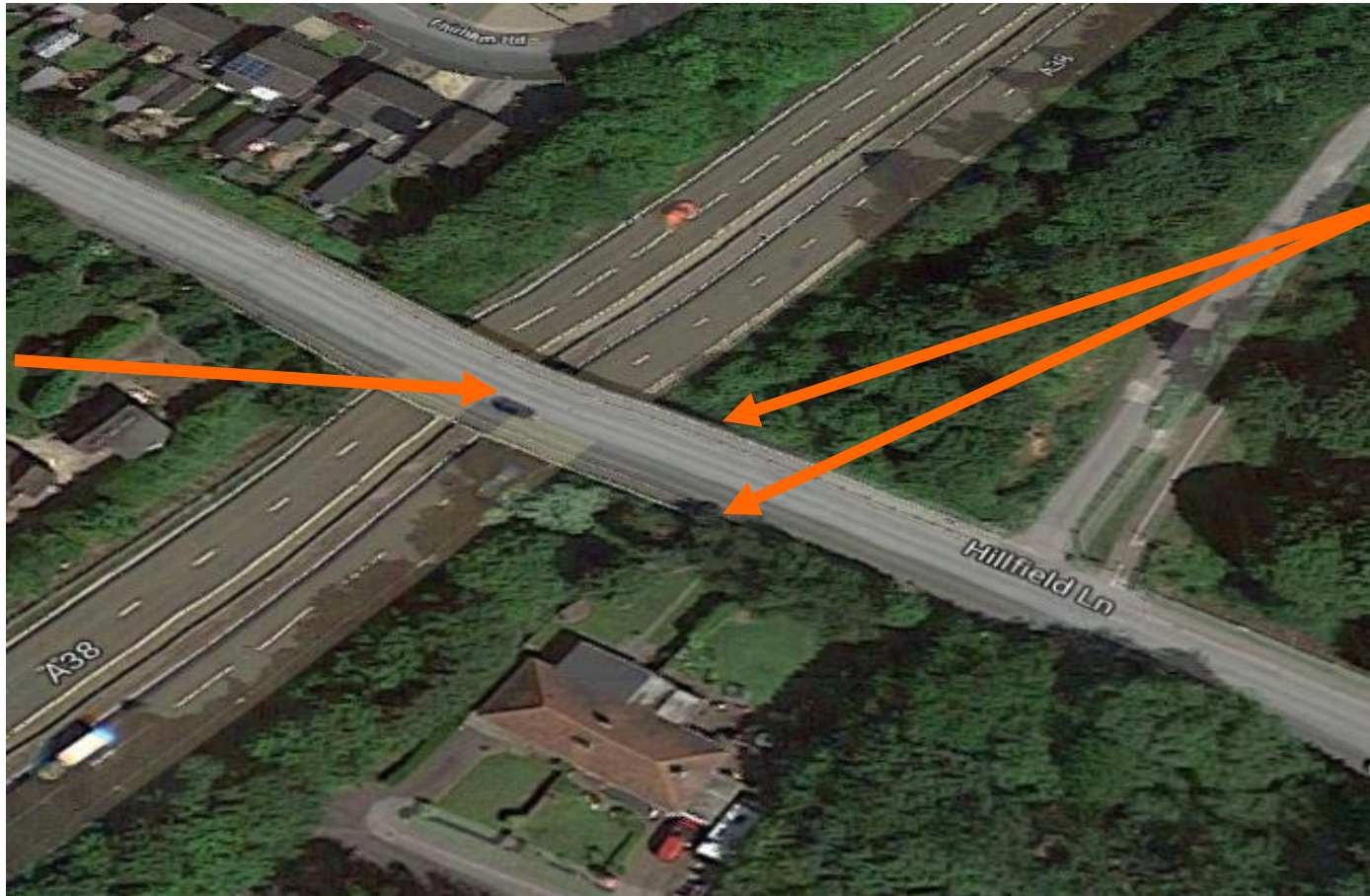


Hillfield Lane Bridge



A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Hillfield Lane Bridge



There are wooden barriers on either side bridge which are easy to climb and feels unsafe

No lights on the bridge so users can't use this at night

A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

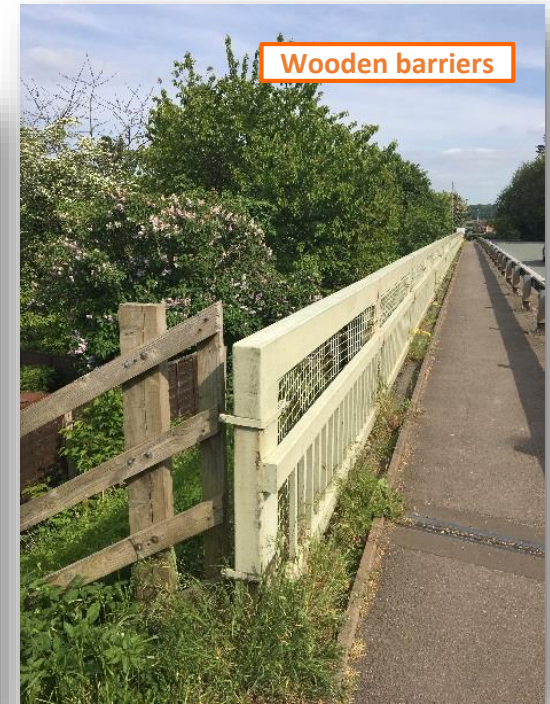
Hillfield Lane Bridge

The wooden barriers are climbable and easy to get over. They are a hazard risk. And there are signs on the bridge from the Samaritans to discourage jumping.— pedestrian

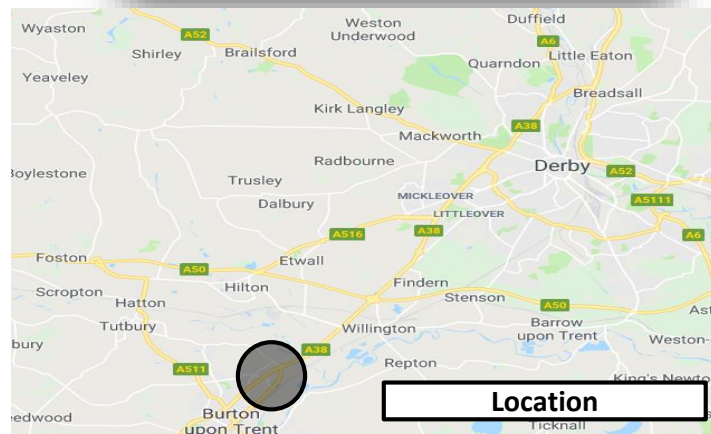
View across bridge



Wooden barriers



No lighting



Location

A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Roundabout near Micklemeadow



This is a very busy roundabout for users due to volume of traffic

A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Roundabout near Micklemeadow

For horses this roundabout is very busy so this is as far as I will go in this direction. If I go farther on the A38 I will get hit, especially in rush hour.– equestrian



A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Markeaton Island

The traffic routing is complex making it stressful for users



Road surface is poor at points

A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Markeaton Island

Because of the traffic I walk at the side of the road. It's difficult to cross the 3 lanes. I had to grab my lad to stop him from crossing.
– pedestrian



A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Footbridge near Markeaton Island

Railings are low on
either side of bridge
which feels unsafe



The bridge feels
very exposed and
unsafe

A38 from Burton Albion Football Club to Rawson Green (Kilburn)– photos

Footbridge near Markeaton Island

The bridge for cyclists is very slippery and quite exposed in the wind. It also has low railings, so when you are on a bike the top of the railings are only level with your hips. – cyclist



Low railings



Exposure



Location



View across bridge

A38 from Burton Albion Football Club to Rawson Green (Kilburn)

Media Coverage:

Articles suggest money has been set aside for improvements to roundabouts along the A38:

We are improving the three existing roundabout junctions at A38/A5111 Kingsway, A38/A52 Markeaton and A38/A61 Little Eaton.

Region:	East Midlands	Type:	Improvement Scheme
Start date:	2019/20	End date:	2022/23
Cost:	£200 – £250 million	Programme:	Regional Investment Strategy

- Pedestrian and cyclist issues may not have been taken into account fully when planning this improvement

Aims

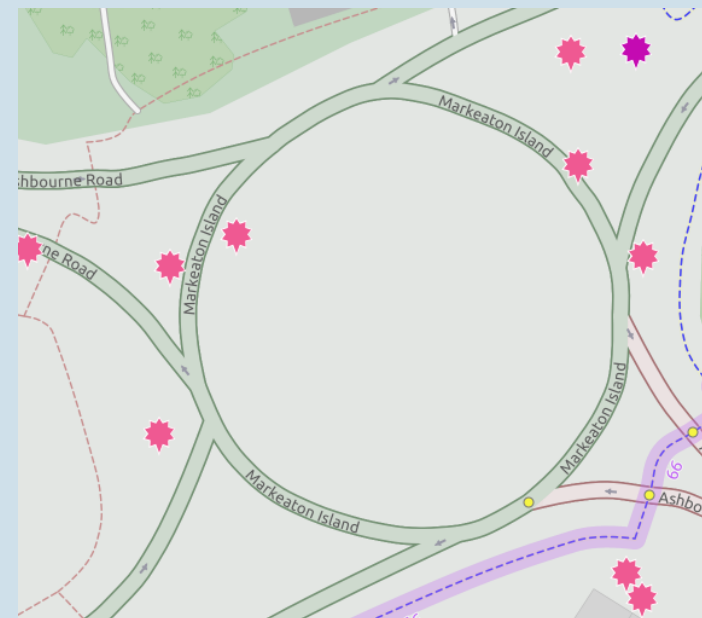
The aims of the scheme are to:

- reduce congestion
- increase capacity
- improve journey time reliability
- improve road safety
- support local regeneration and development plans

Cyclist & Pedestrian collision mapping

Markeaton Island

- Markeaton Island proves to be yet another hotspot of cyclist and pedestrian collisions



Broad learnings

Using the SRN as a cyclist/pedestrian

Current travel patterns

Driving is the 'main' mode of transport for most respondents

Walking and cycling is not typically chosen for convenience and is rarely out of necessity

- Mainly for leisure and fitness on short local journeys
- For a few, well maintained paths, difficulty parking and traffic encourage them to opt to walk/cycle



Cycling/walking in the future

Respondents are polarised with some indicating that in 5 years cycling/walking will be more common due to better provisions and others believe it will only become more dangerous

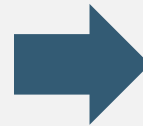
Positive changes: Greater availability of pathways, dedicated routes away from traffic, well maintained, people feel safer

Don't envisage any major changes: Cars will still be used for commuting and cycling will remain for recreational purposes

Negative changes: With increase in population there will be more cars, accidents and holes/wear and tear along the road

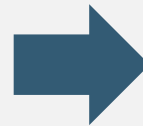
Expectations of improvements

Nearly all respondents believe that improving safety is paramount in the future and this involves car users



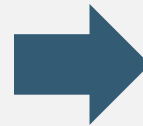
- ✓ Measures to control speeding cars to keep number of collisions to a minimum

They have realistic expectations about how infrastructure can be amended to suit the needs of non-car users



- ✓ Clearly marked signs for all users
- ✓ More street lighting installed

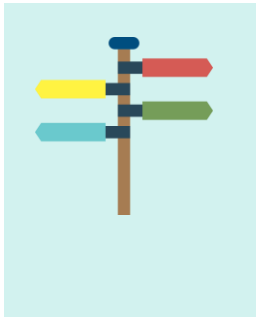
They suggest education and encouraging a cycle friendly culture could aid in bringing about enhancements



- ✓ Greater advertisement of routes
- ✓ Walking/cycling literature
- ✓ Cycling proficiency sessions to build confidence

Cyclists are mostly concerned with route accessibility and road quality

They want to see ...



- More cycle lanes on major A roads
- Easier access to cycle lanes particularly when crossing junctions or roundabouts
- More 'complete' cycle lanes – i.e. ones that don't stop half way down a road or half way around a roundabout



- Better road / cycle lane surfaces with less potholes
- Less litter on roads and cycle lanes
- More consideration about how road surface maintenance impacts them, for instance in the winter gritted roads often results in punctured tyres

I want easier access to cycle paths. The condition of the roads; there are pot holes. Also there is not much leeway for cyclists to ride across with the other traffic

The cycle paths tend not to be continuous. At parts it can be difficult to cross over because of the amount of high speed traffic

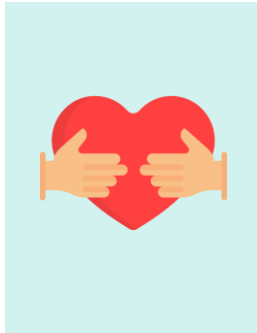
I want more cycle lanes, there are pot holes everywhere... Very bumpy paths for cycling

Possible actions...

- Ensure cycle lanes are properly routed
- Display signage specifically for cyclists if there is something on the route that will impact them i.e. recently gritted road or cycle lane ends in x miles

Pedestrians care about their own personal safety and pavement surface

They want to see ...



- Higher barriers between them and traffic, on both roads and bridges
- Crossing points that prioritise their safety i.e. pelican and zebra crossings where possible
- Non slip surfaces for bad weather



- Wider pavements
- Paving to be maintained regularly i.e. even surface and no overgrown vegetation

Possible actions...

- In areas with high pedestrian volume prioritise their safety over vehicles needs
- Ensure pavements are maintained

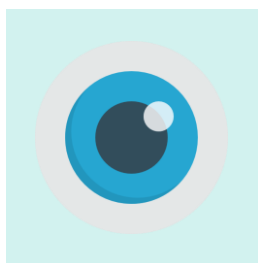
Safety improvements could be made to the bridge. The railings are quite low and it's a high bridge. There is not much to hold onto when you are crossing

Some of the pathways are quite dilapidated

Little bit nervous crossing over M60 even on Sunday as it is rather busy...you do notice that the speed and the amount of traffic is extremely busy. If you are walking with the children then it is difficult. I don't know how you can improve it

Equestrians would like other SRN users to be made more aware of their presence

They want to see ...



- Dedicated 'bridal ways' on routes, exclusively for their use
- Drivers and other SRN users to be more aware of the needs and experiences of equestrians
- Crossing points designed with their needs in mind

I want more driver awareness of horses

I'd like to see road signs to make people aware of horses on the road

Possible actions...

- Educate SRN users on how to treat an equestrian on the SRN i.e. correct way to overtake, speed guidelines etc.
- Ensure crossings in areas with a high population of equestrians have crossings where the operation button is 'high up'