

Transport Focus

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

Populus Report

MAY 2018

Populus

North West (Area 10)

transportfocus 

Agenda

-
1. Background and Methodology
 2. Quantitative Findings - **North West (Area 10)**
 3. Qualitative Case Study - **North West (Area 10)**
 4. Broad Learnings
 5. Considerations for Future Research
-

Background and Methodology

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

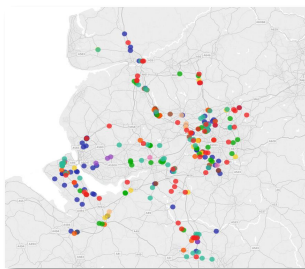
Stage 1: Online survey measuring satisfaction

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

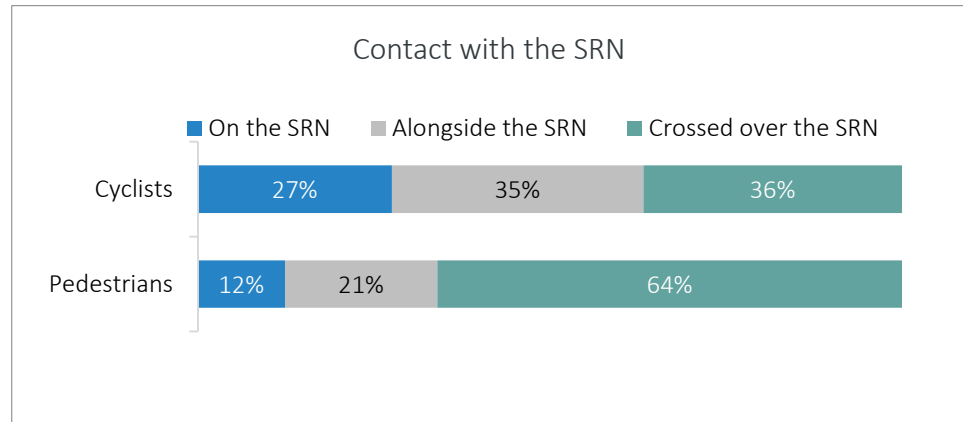
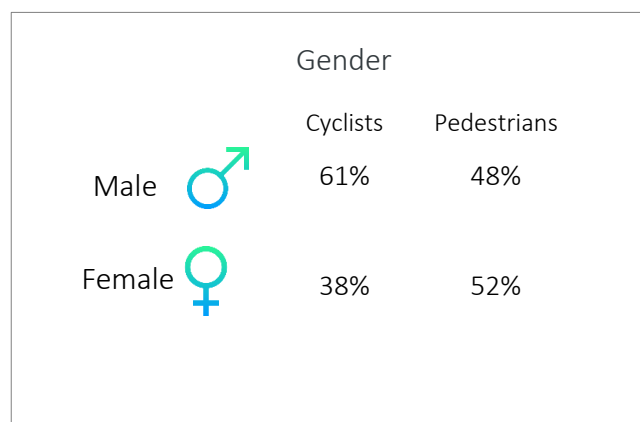
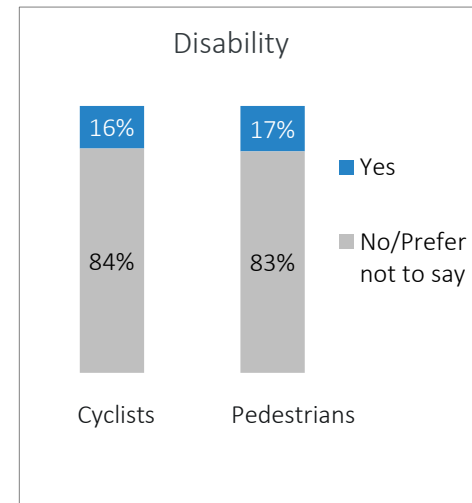
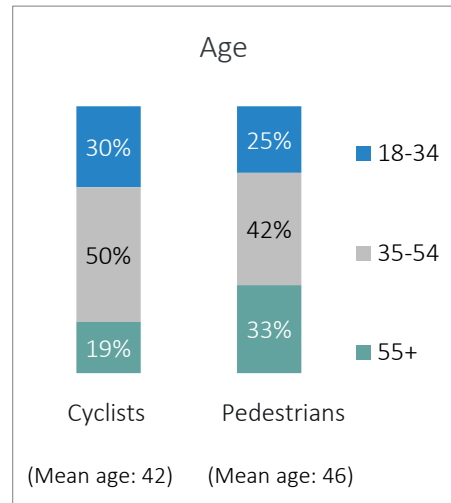
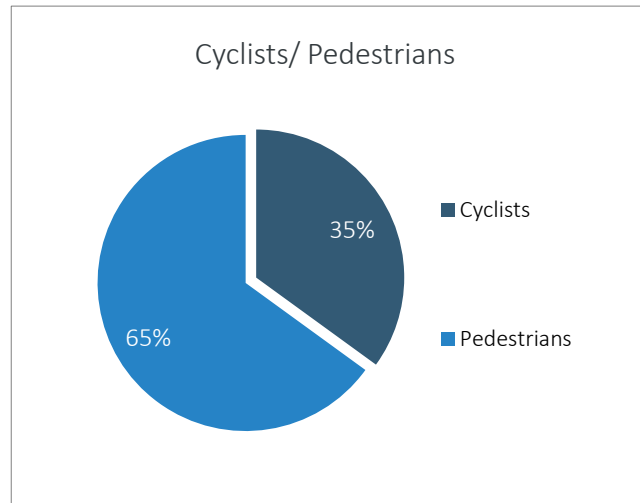
1. We used a detailed SRN map to cross reference all data collected from F2F interviews
2. Post interview, we manually removed any respondents data who referred to roads that were not owned by the SRN

Quantitative Research - North West

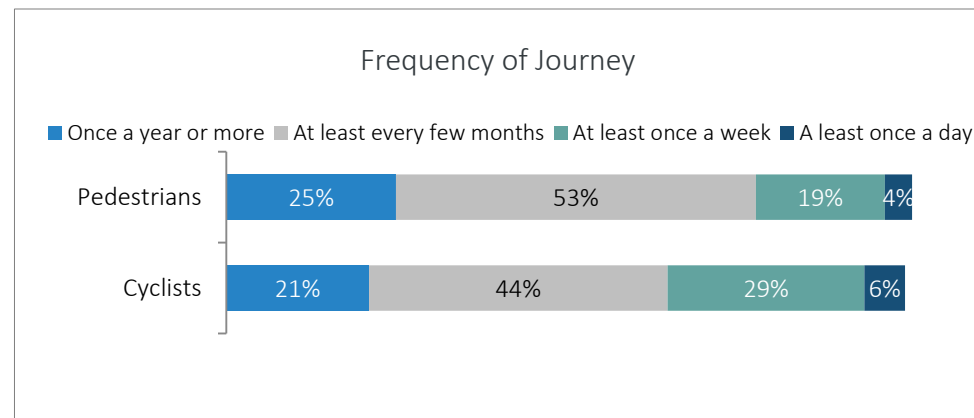
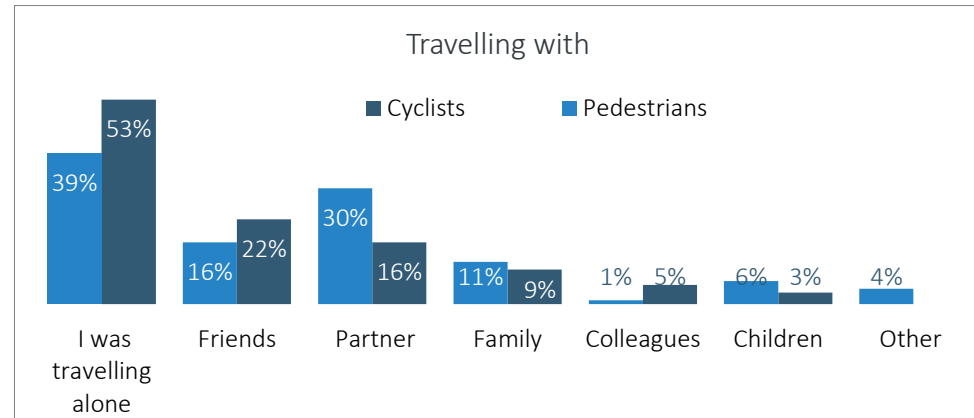
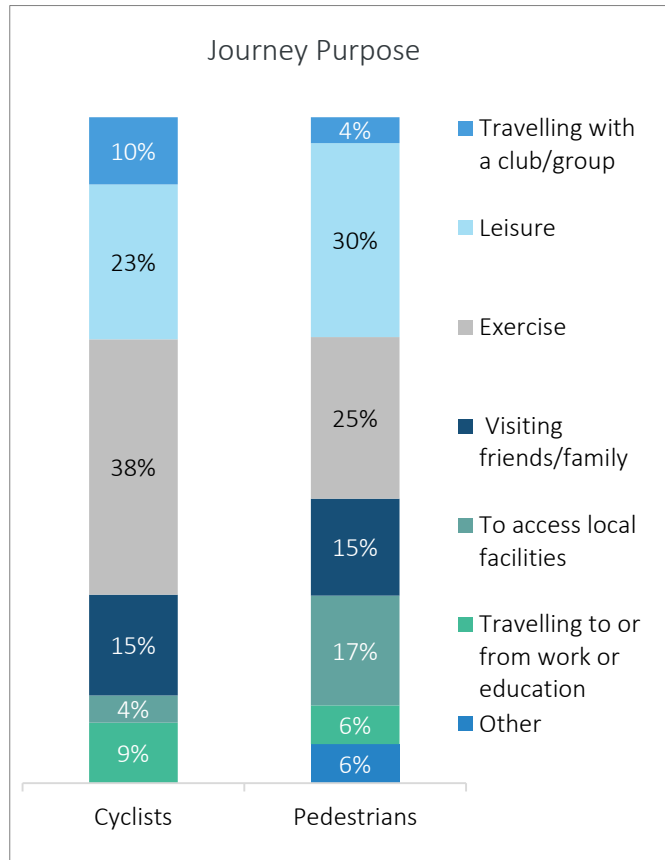
North West – Key Quant Insights

1. Cyclists and pedestrians want their journeys to be enjoyable, stress free and easy. The majority are taking these journeys for leisure rather than as a necessity and are not typically part of their daily routine
2. Satisfaction on the whole is relatively high; 78% in the North West. However, for those that felt unsafe it has a noticeable impact on their satisfaction and likelihood to continue using the route
3. Only 23% indicated they had any problematic hotspot on the SRN section of their journey, although this was higher amongst cyclists than pedestrians
4. **Pedestrians** are least satisfied with SRN due to the level of lighting and signage – which could be impacting their safety and level of risk taking on their journey
5. **Cyclists** are least satisfied with the SRN due to the availability of a path and signage – both of which may increase their likelihood of coming into contact with fast moving road traffic

Respondent Profile [I]

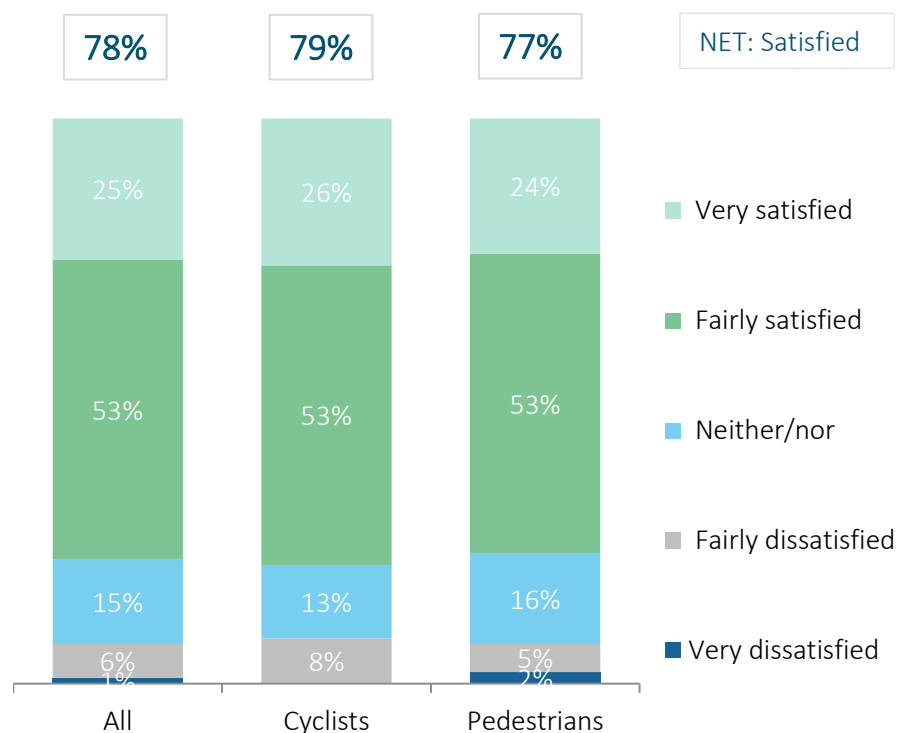


Respondent Profile [II]



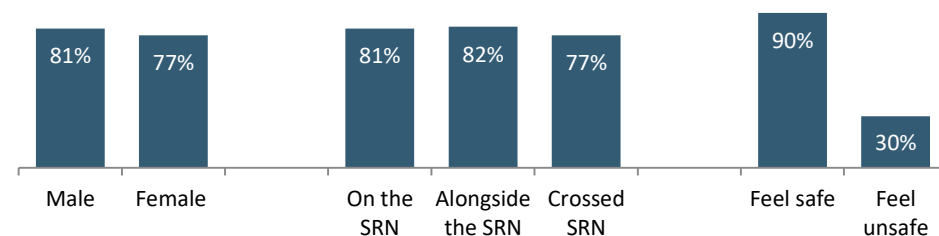
Just under 8 in 10 cyclists and pedestrians are satisfied with their experience on the part of the journey that interacts with the SRN. Overall satisfaction is particularly reliant on how safe they feel

Overall satisfaction of journey

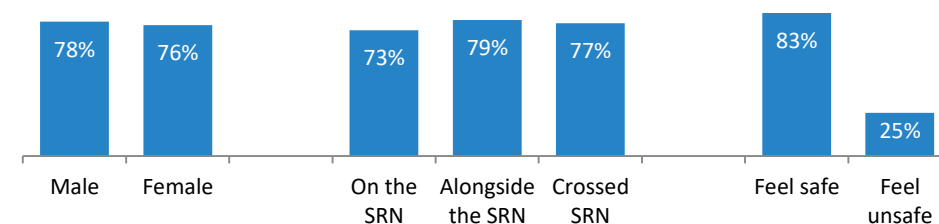


% Satisfaction

Cyclists

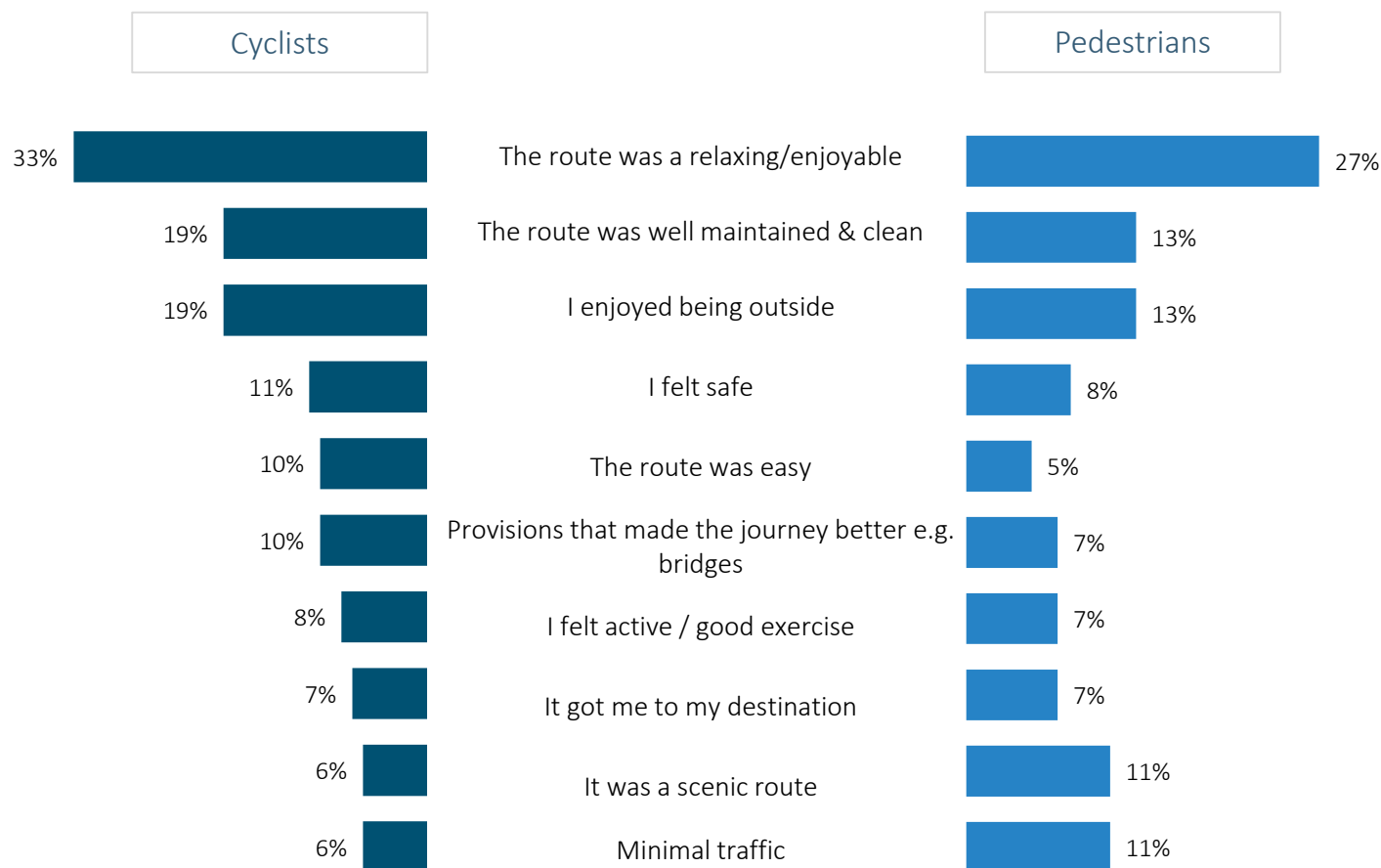


Pedestrians



Having a relaxing/enjoyable route is the most prevalent mention as to why cyclists & pedestrians are satisfied with their journey. Pedestrians refer to minimal traffic and a scenic route as key reasons 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

'Just a relaxing walk, with easy access over the A59.'
(Pedestrian)

'Very nice views and felt relaxing also a good chance for exercise'
(Cyclist)

'Although it is a bit hectic crossing roads, I still find it relaxing and I enjoy the walk.'
(Pedestrian)

The route was well maintained & clean

'It was clean and safe and well maintained.'
(Pedestrian)

'It was an enjoyable walk. Nice clean area, and easy to get across the M6.'
(Pedestrian)

'The roads were well maintained and an easy route crossing over the M56 along to Chester.'
(Pedestrian)

I enjoyed being outside

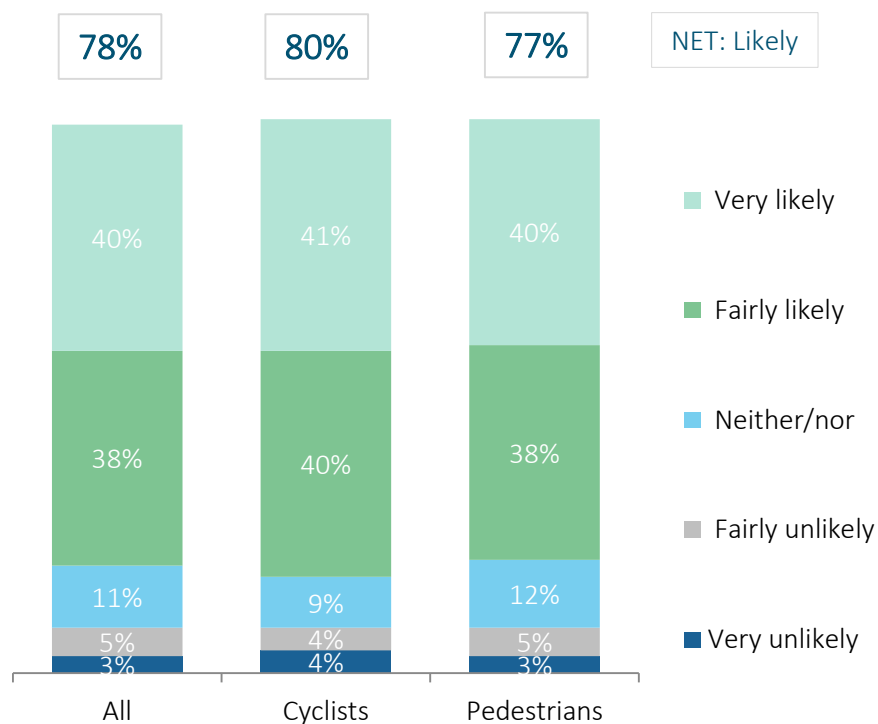
'Enjoyed the walk. Nice wide footpath over the bridge, fresh air.'
(Pedestrian)

'I managed to get fresh air, to see some good views and to have a nice enjoyable exercise.'
(Pedestrian)

'It is always nice to have a cycle, fresh air and get outside'
(Cyclist)

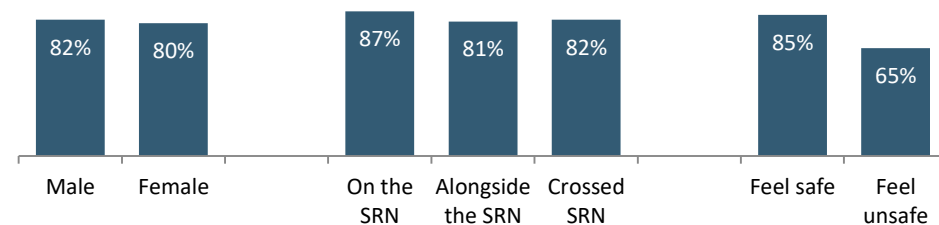
8 in 10 cyclists and pedestrians are likely to continue using the route in the future. This decreases slightly for those who do not feel safe and for pedestrians who walk on the SRN as opposed to alongside/crossing over

Likelihood to continue using the route

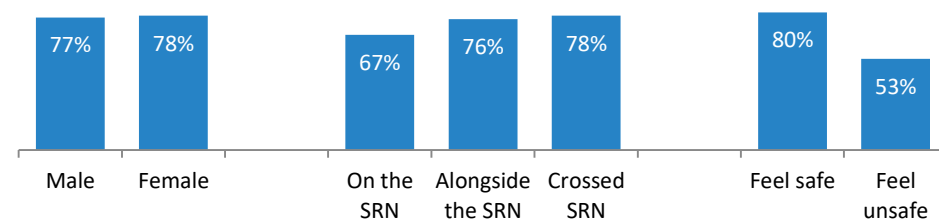


% Likely

Cyclists

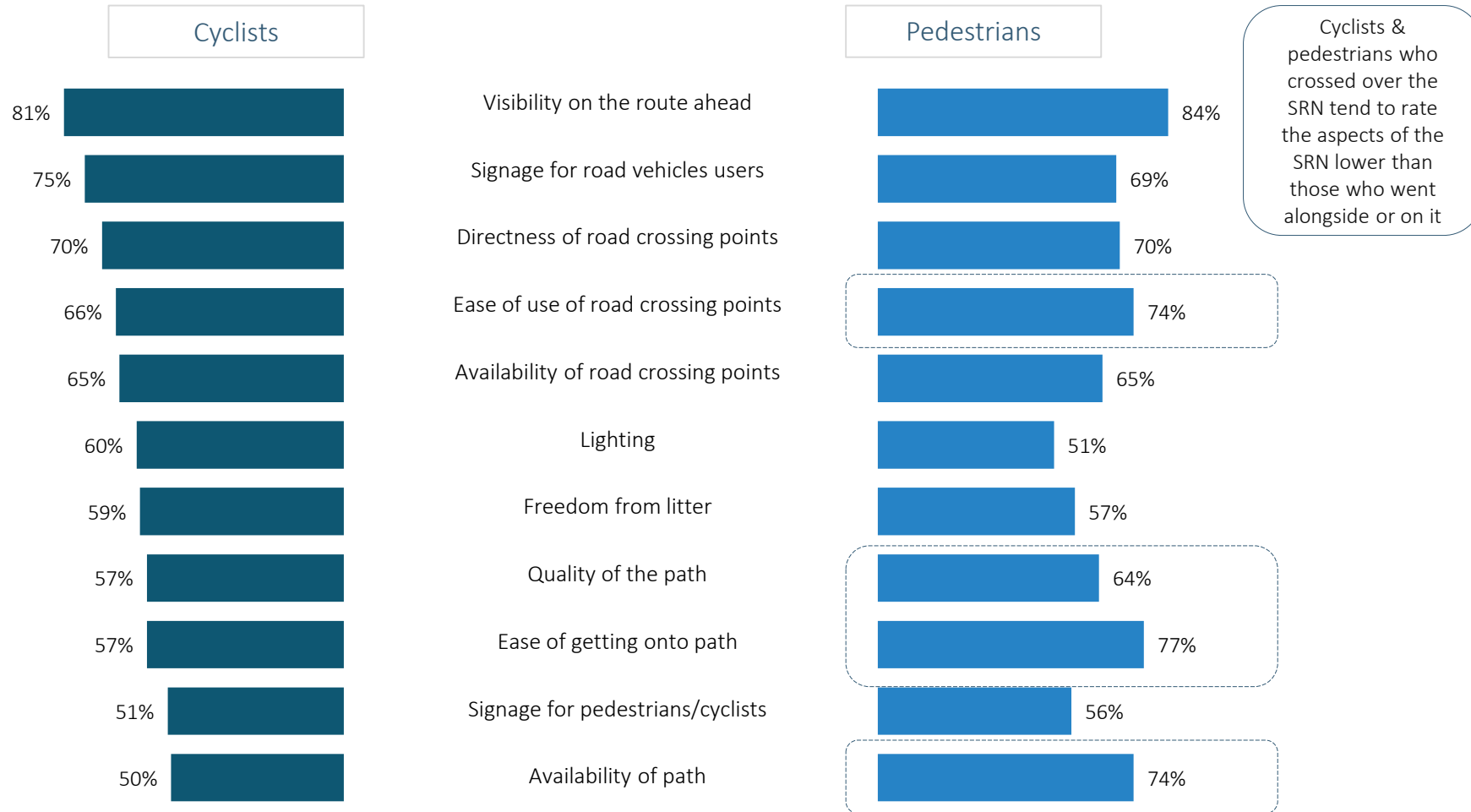


Pedestrians



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

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



Just under a quarter of cyclists and 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

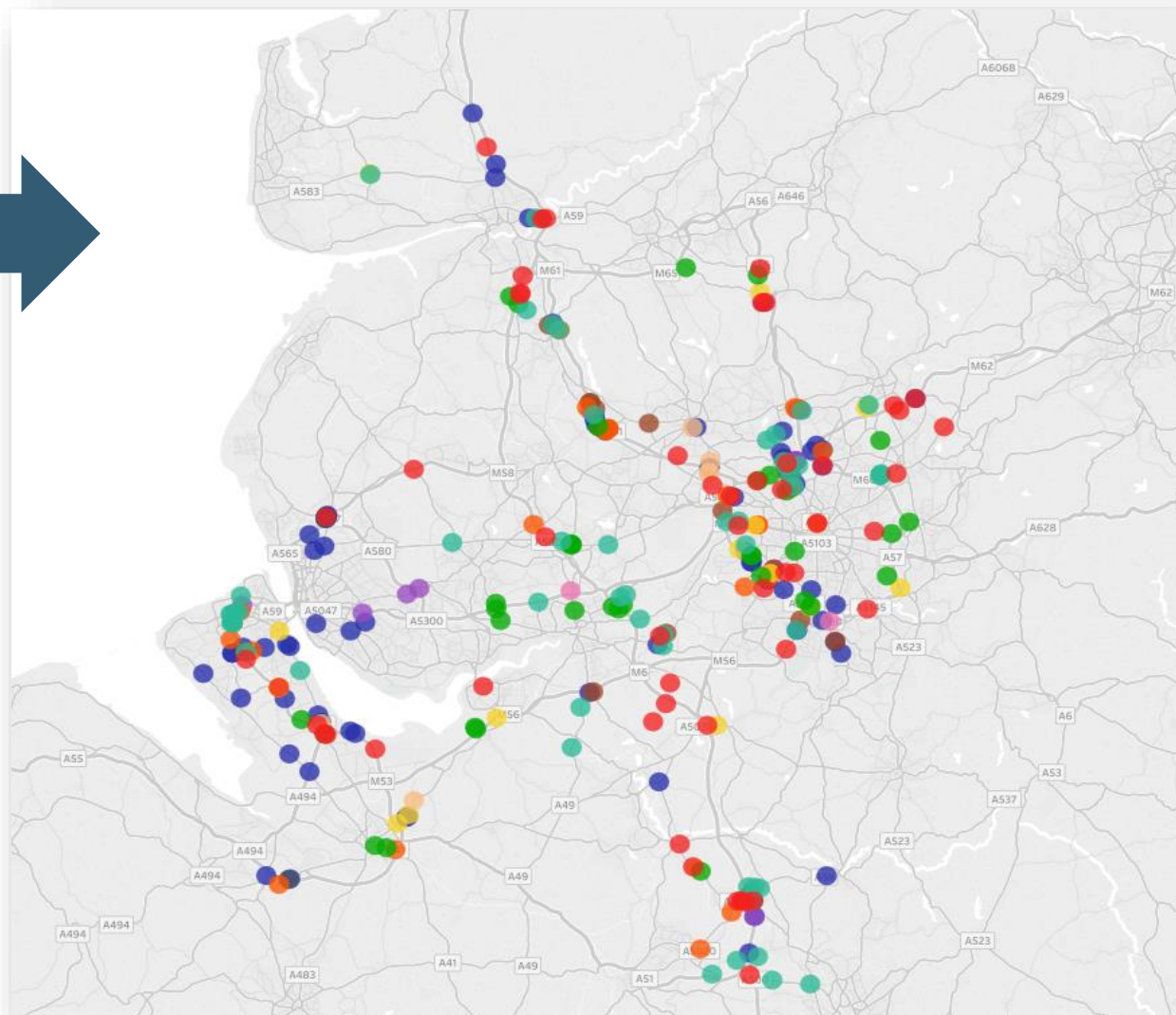
Hotspot Issues

23%

experienced problematic hotspots in the area

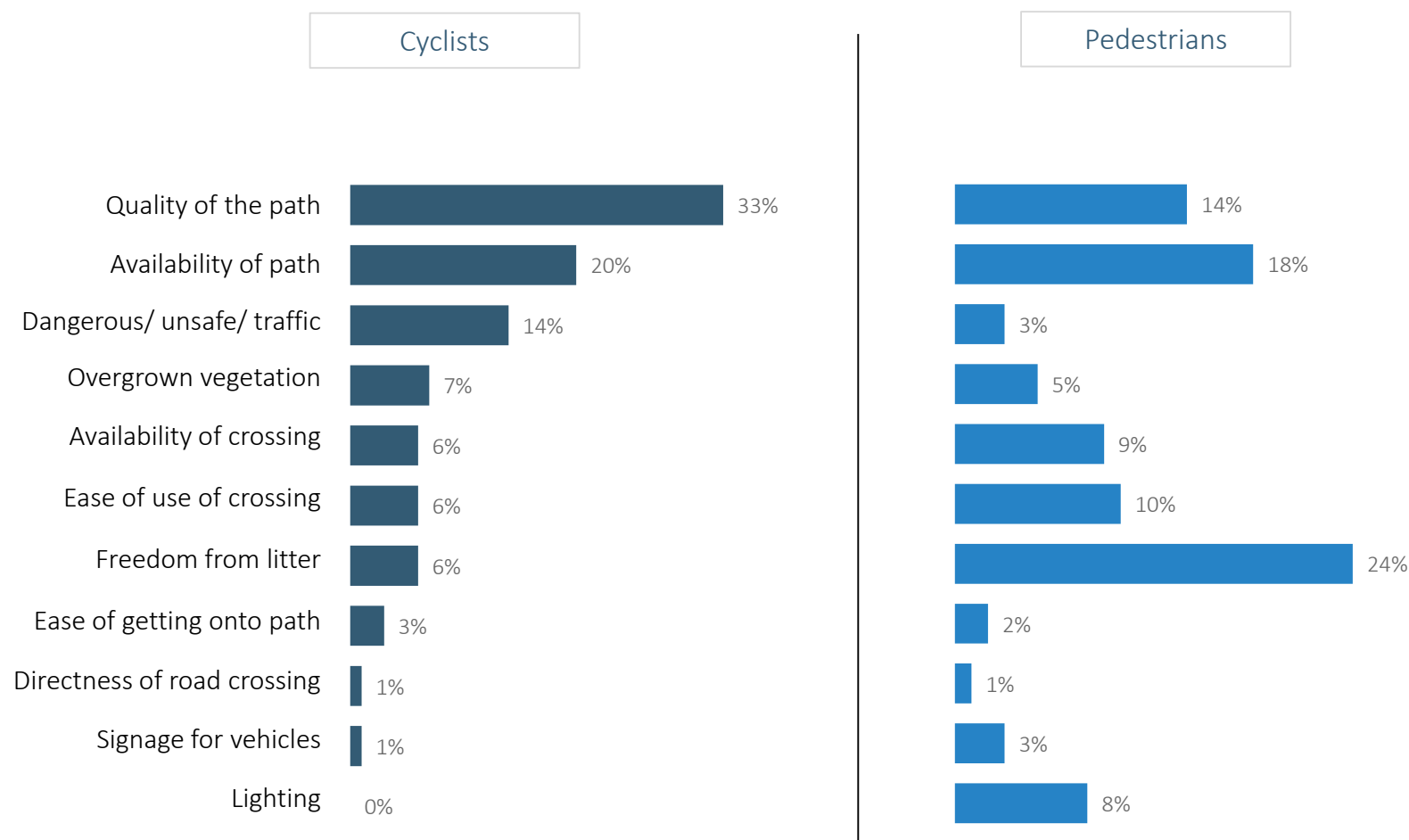
Cyclists 28% ↑

Pedestrians 20%



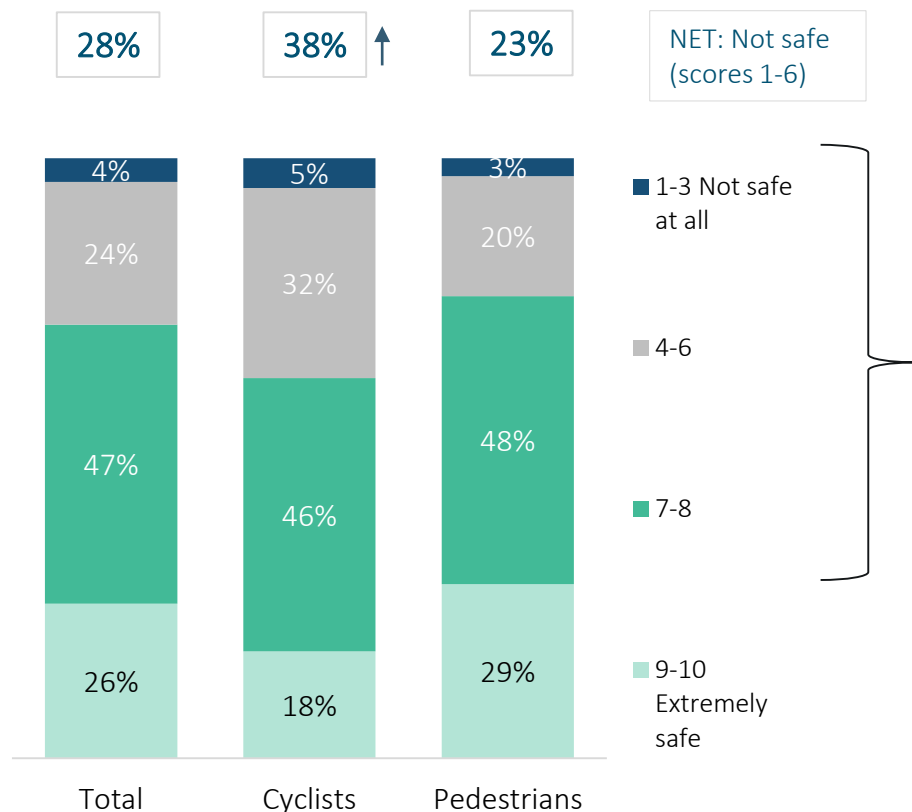
The reasons given for problematic hotspots differ among cyclists and pedestrians. For cyclists, the quality of cycle path is a key pain point, where as for pedestrians litter tends to be the most prevalent problem

Reason for problematic hotspot

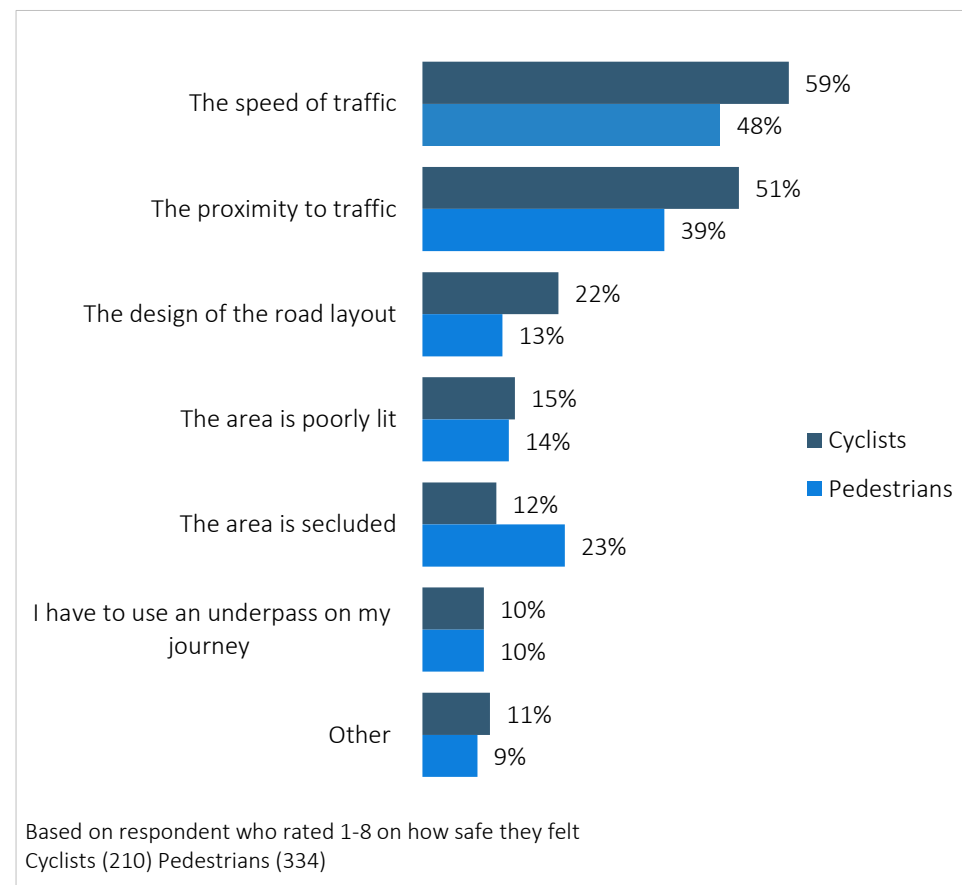


Overall cyclists feel significantly less safe than pedestrians on their journey, predominantly owing to the speed and proximity of traffic

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 & improve the road surface

Improvements to journey

12% said there was nothing in particular that needed improving. Of the remaining 88% the most common themes are listed below...

Better/more cycle lanes

*'There should be **clear cycling tracks** across and the signals should cater to cyclists and pedestrians.'*
(Cyclist)

*'A **separate cycle lane** to ensure not having to contend with bicycles.'*
(Pedestrian)

*'A **raised cycle lane** like the new ones on Wilmslow road in Manchester, more awareness about giving cyclists a meter'*
(Cyclist)

Better/more lighting

*'**Better lighting** for those who use the footpath at night.'*
(Pedestrian)

*'**Better street lighting**. It's **very gloomy in parts**.'*
(Pedestrian)

*'**Better lighting**, better visibility i.e. cut back shrubs etc.'*
(Cyclist)

Improve the road surface

*'**Repair and maintenance of the road surface** for all users.'*
(Cyclist)

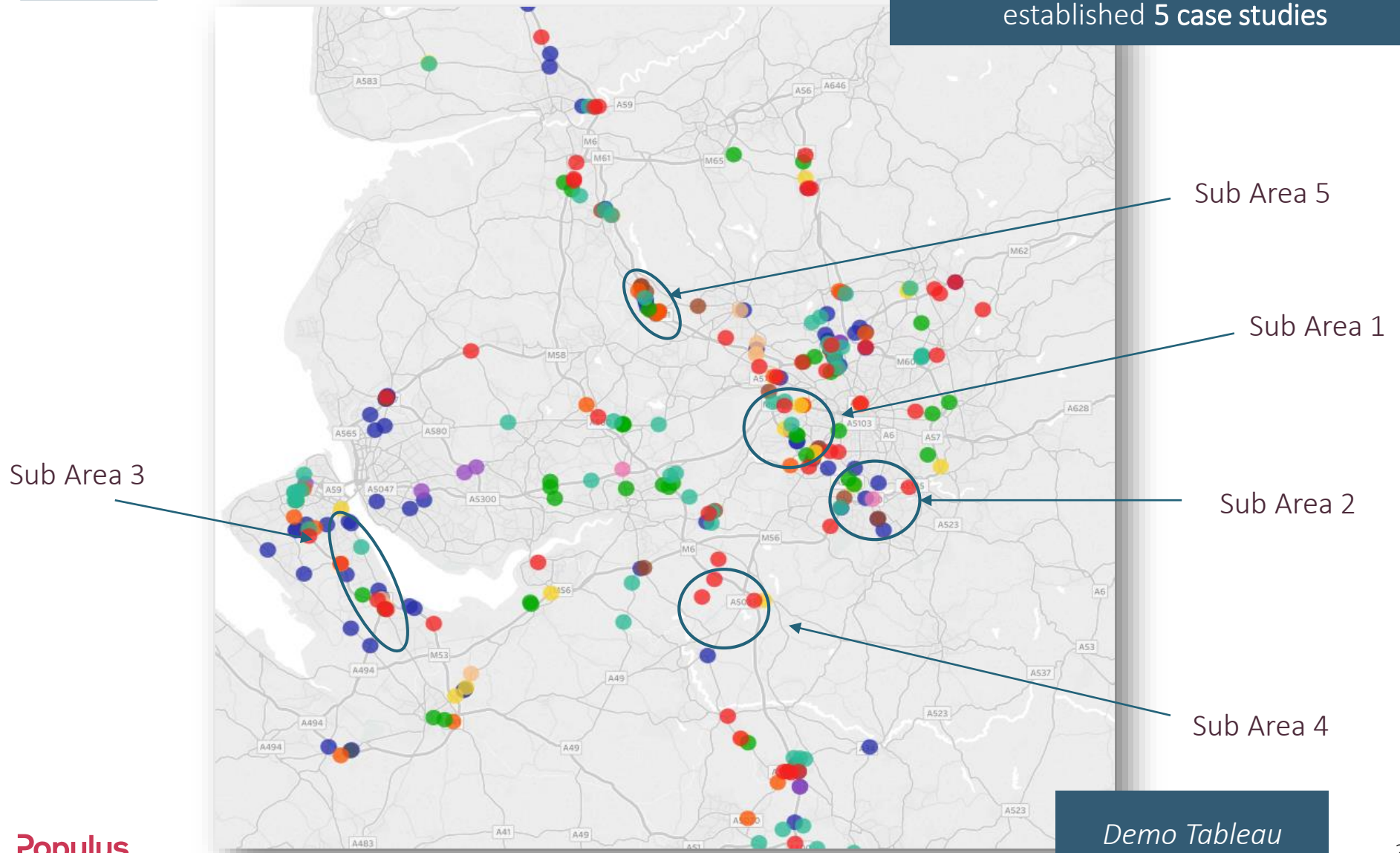
*'The pavement on the bridge that crosses the M57 **would benefit from being resurfaced** at some point.'*
(Pedestrian)

*'**Better road surfaces** or at least better **repairs of pot holes**'*
(Cyclist)

Qualitative Case Studies - North West

Qualitative Case Studies

Small clusters of hotspots along the SRN were identified from which we established 5 case studies



North West – Key Qual Insights

1.



Safety

Personal risk and security

- Poor lighting
- Using the pavement instead of the road
- Height of bridge barriers
- Poor weather
- Sharing the road with vehicles
- Lack of traffic lights
- Overuse of traffic lights

2.



Convenience

Direct and dedicated route

- People are often diverted
- Poor signage for crossing points
- Pedestrians cross the SRN unsafely
- Congestion on pavements/paths and roads

3.



Quality

Surface & structure

- Potholes
- Pavement width
- Quality and height of barriers, handrails, fences
- Poor quality environment

4.



Vehicles

Volume, management & behaviour

- Congestion
- Parked vehicles
- Larger vehicles such as HGVs cause issues when diverting onto smaller roads
- Frustration and resulting driving recklessly

North West Sub Area One

M60 Junction 17 to Junction 18 - Map



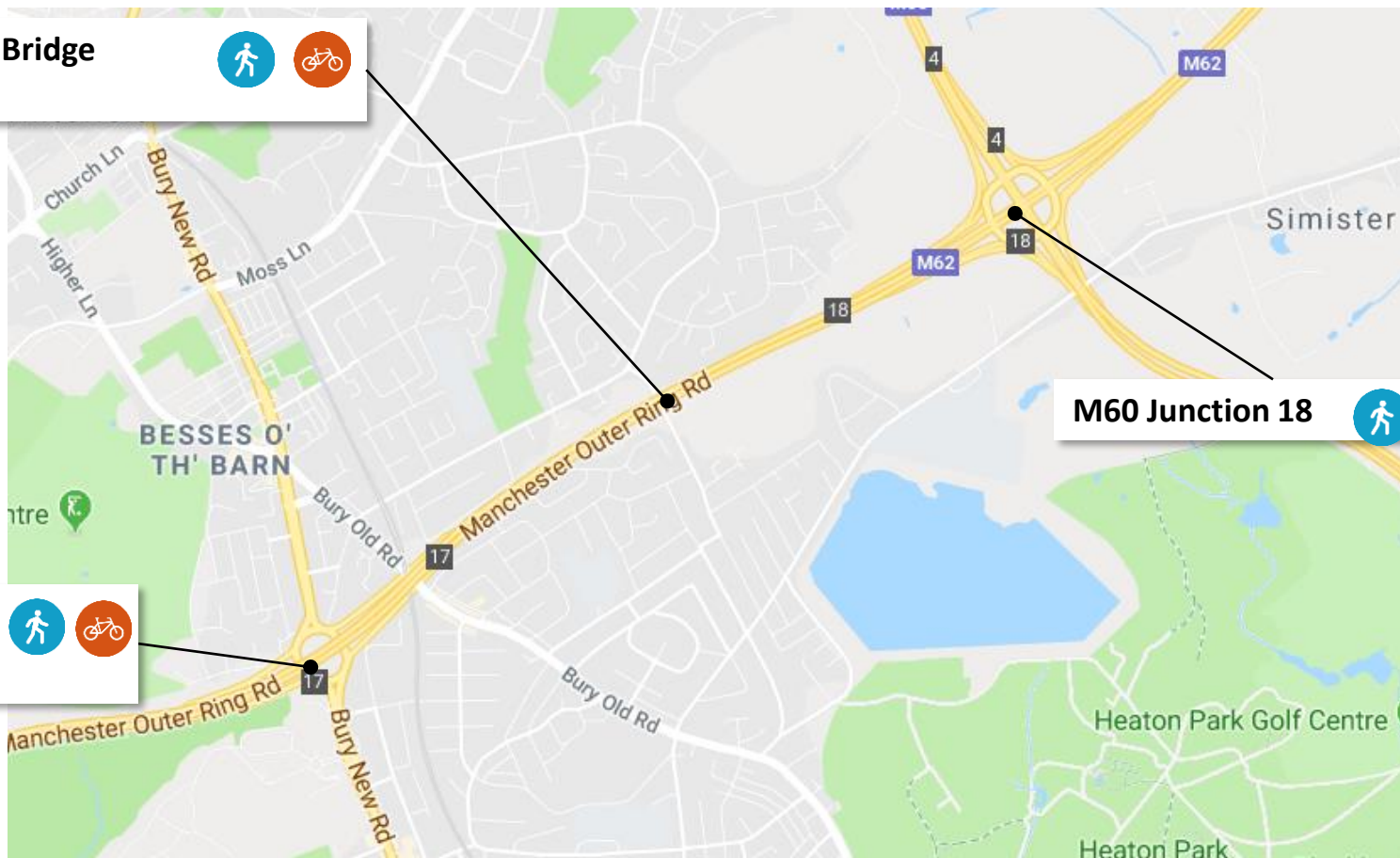
**M60 Sandgate Road Bridge
Between Junctions**



M60 Junction 18



M60 Junction 17



M60 – photos

Junction 17

Complicated crossing (bridge) means some choose to cross at slip road. No formal crossing here so people wait for a break in the traffic and then run across when they think they can.

Bridge shakes and is noisy which adds to apprehension about crossing as the noise is disorientating and the traffic below is very fast



Underpass here is dark and feels unsafe (personal safety rather than feeling the underpass is structurally unsound) Although our respondent pointed this underpass out specifically, the three other underpasses are very similar in nature

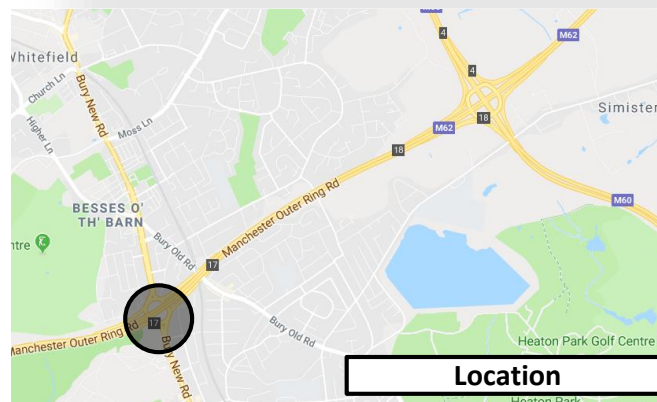
M60 – photos

Junction 17

“You do really notice the noise on the bridge Unbelievably more, this is one the busiest stretches of motorway in the UK” – pedestrian



Underpass



Location



Slip road where people cross



Bridge over junction

M60 – photos

Sandgate road bridge between junctions

Bridge is very high up so there is the worry about falling over the bridge

Bridge is quite secluded and there is no lighting so can't be used safely at night

Bridge has lots of vehicle traffic at peak times (7- 9 am / 3-6 pm) so can be hard to navigate

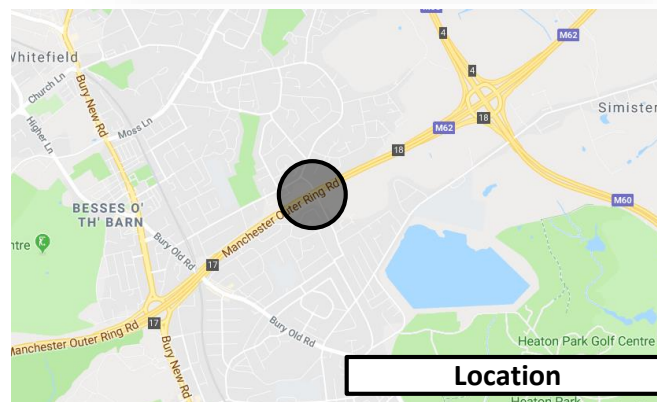
Bridge has a steep incline and an exposed manhole cover which increases risk of accidents



M60 – photos

Sandgate road bridge between junctions

*“I might walk
over this bridge
at night if there
were lights on it”
– pedestrian*



M60 – photos

Junction 18



Lots of horses kept here who use bridge

A lot of congestion at different points on junction - Speed limit of 50mph creates high traffic congestion so there is the potential of horses getting scared and injuring others around them

No bridal way so equestrians are forced to ride very close to the motorway – say it feels like they are on the hard shoulder

Bridge is dangerous as barriers are not high enough to protect falling onto the motorway. No lighting so don't feel safe using this at night

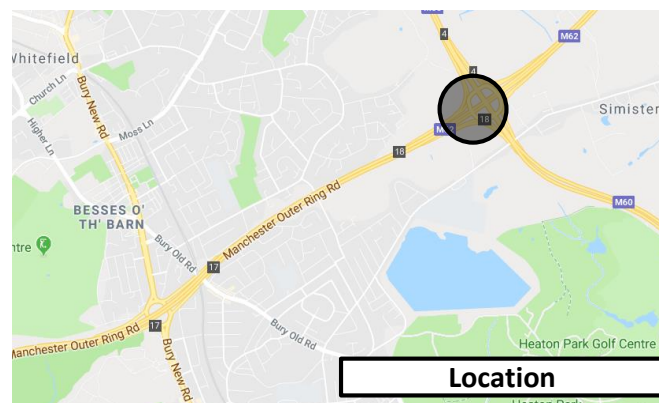
M60 – photos

Junction 18

“It’s ok because horses can see on coming traffic - if it was behind you it would be a different story” – Equestrian



View from bridge onto junction



Location



Barriers on bridge

M60 Junction 17 to Junction 18

Media Coverage:

Newspaper stories express safety concerns over bridge over M60 Motorway:

Woman aged in her 70s who fell from M60 motorway bridge at Whitefield dies in hospital

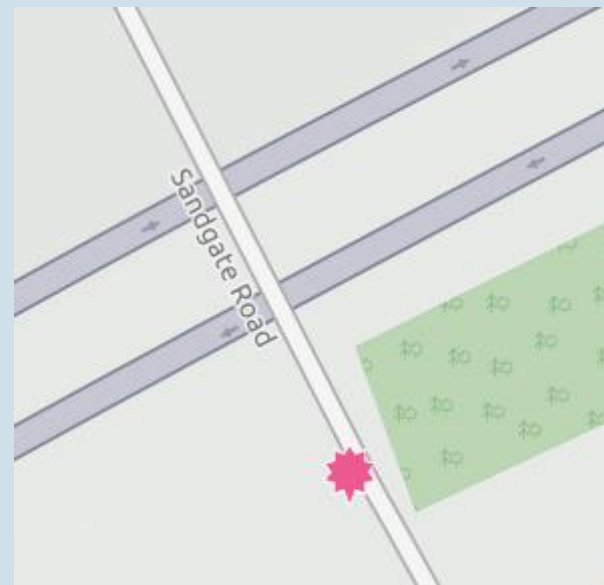
"There are not believed to be any suspicious circumstances surrounding the woman's death."

Police reports suggest that the woman fell which indicates very real and serious safety concerns that need to be addressed

Cyclist & Pedestrian collision mapping

M60 Sandgate Road Bridge

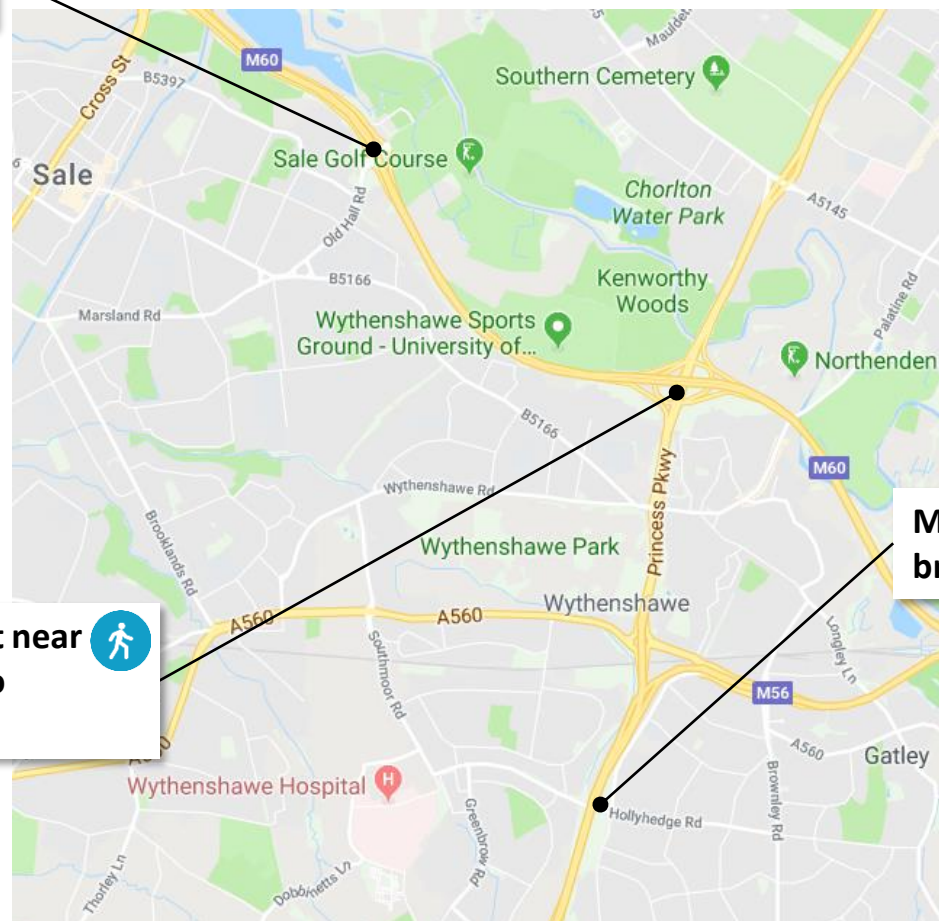
- Pedestrian was struck by a car on Sandgate Road Bridge at night supporting claims that the bridge is poorly lit and can be dangerous



North West Sub Area Two

M60 Junction 6 to M56 near Benchill - Map

**M60 Junction 6 near Sale
Golf Course**



**M56 /A5103 Roundabout near
Wythenshawe, leading to
junction 5 on M60**



**M56 Hollyhedge road
bridge near Benchill**

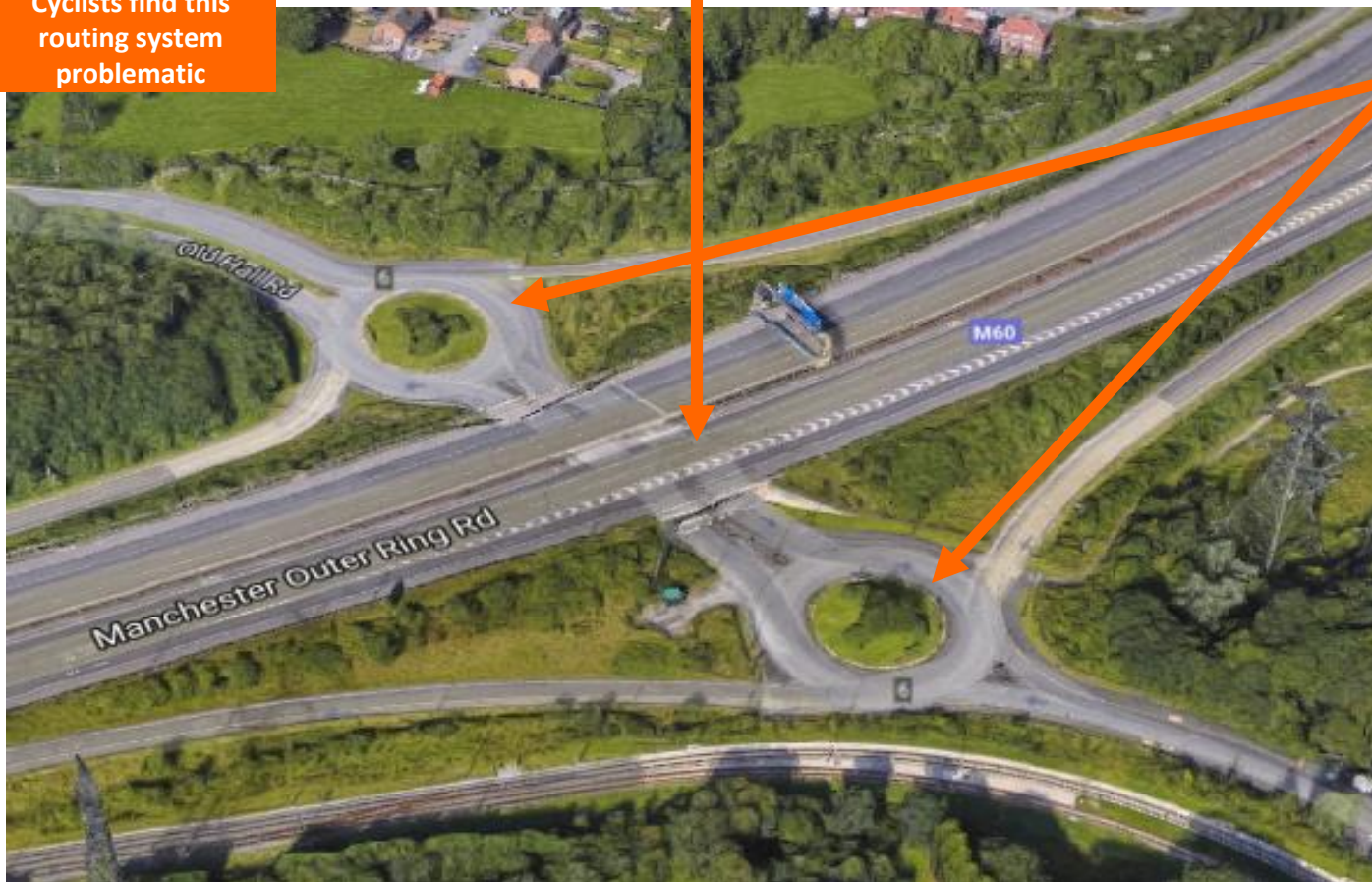


M60

Junction 6 Near Sale Golf Course

Cyclists find this routing system problematic

Lorries park under bridge posing visual problems for users



Two smaller roundabouts feed into roads under M60 problem area for cyclists as cars don't expect to see them – one respondent witnessed a cyclist get hit here

There is a national cycling route that crosses these roundabouts however the exit / entrance to the route isn't clearly marked

cyclists find navigating the road system daunting and most dismount and walk round

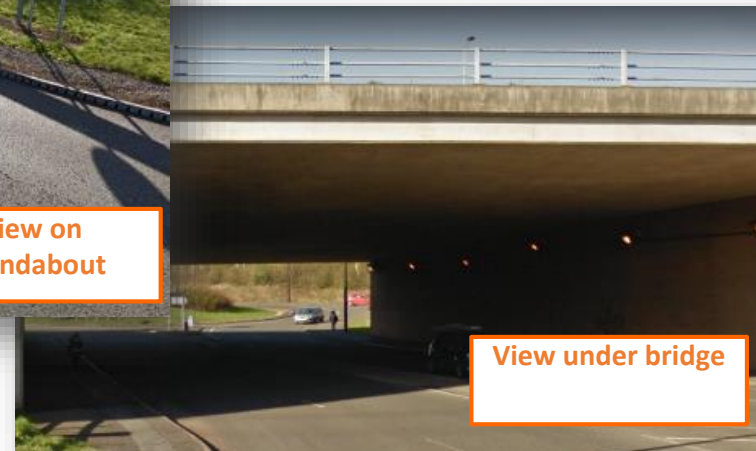
M60 – photos

Junction 6 Near Sale Golf Course

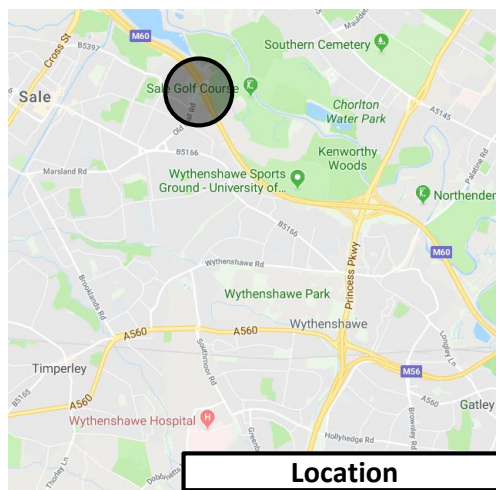
*“I saw a cyclist
get hit here
because a
car didn’t see
him ” – cyclist*



View on
roundabout



View under bridge



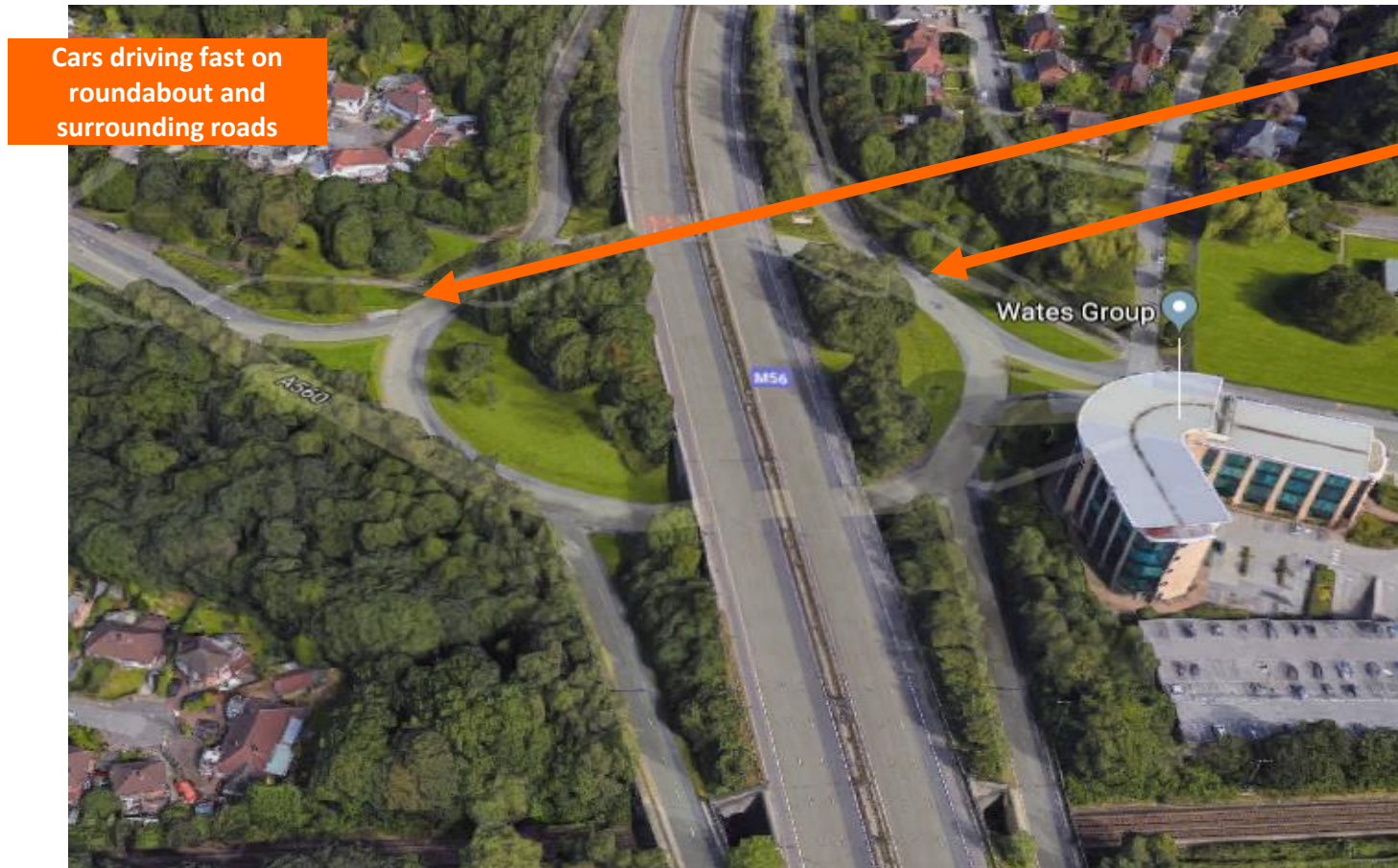
Location



View on
roundabout

M56 / A5103

Roundabout near Wythenshawe, leading to junction 5 on M60



Underpass starts and ends here (goes across roundabout not under)

Underpasses are in very bad condition lots of vandalism lots of puddles etc

All users have to use underpass to cross as there's not any other formal crossing on the roundabout

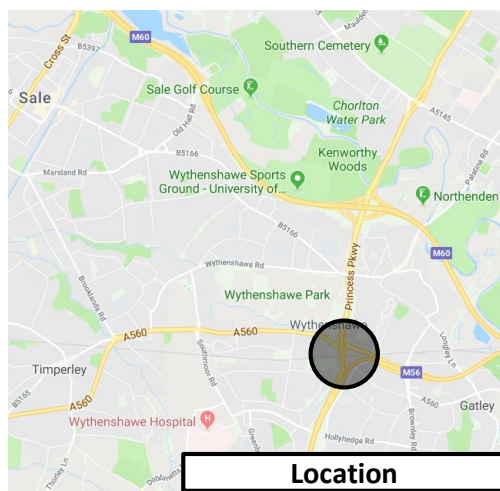
M56 / A5103 – photos

Roundabout near Wythenshawe, leading to junction 5 on M60

“Very hard for drivers to see they're still trying to slow down and there's not enough time to register that there's a crossing coming up” – pedestrian



View of path from underpass on roundabout



Location



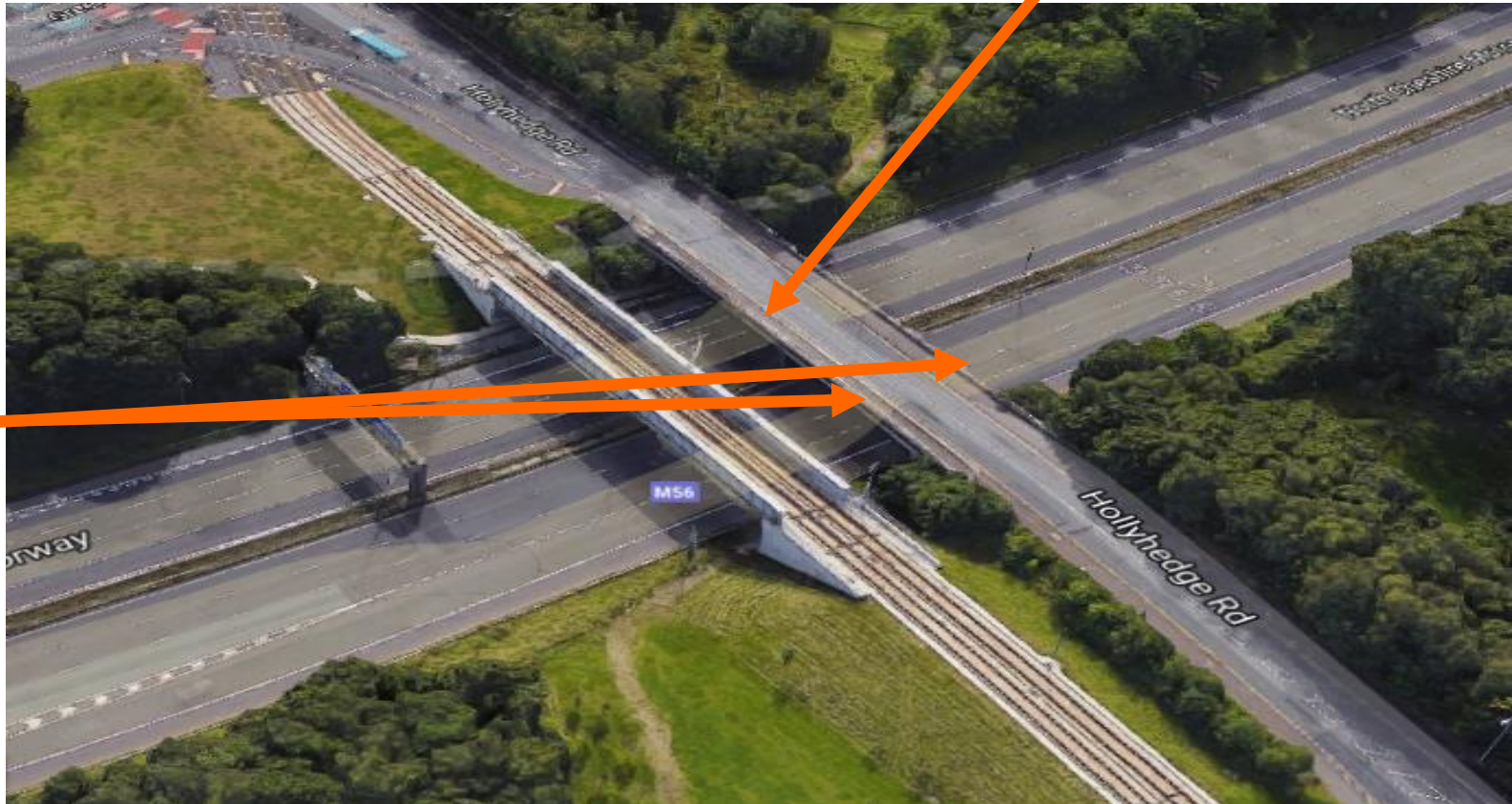
View of underpass leading off roundabout

M56

Hollyhedge road bridge near Benchill

Pavement this side (tram line) not wide enough for an equestrian and a pedestrian to be on it together

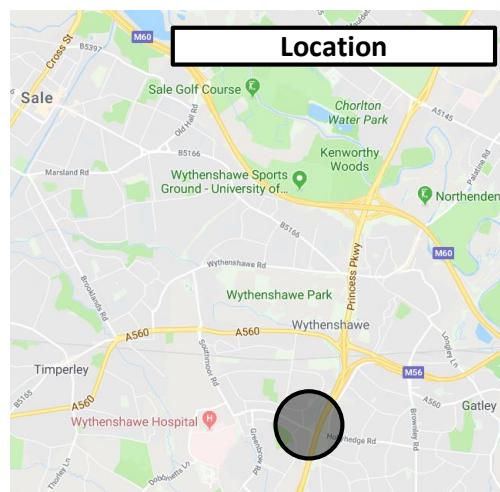
Barriers on both sides see through meaning you can see the traffic below – can impact equestrians



M56 – photos

Hollyhedge road bridge near Benchill

“The barriers are see through - not great you can see the traffic and for a ‘spooky’ horse this could cause a problem” – Equestrian



M60 Junction 6 to M56 near Benchill

Media Coverage:

Newspaper stories express safety concerns over Bridge over M60 Motorway:

Man falls from bridge on M56

Emergency services were called to Hollyhedge Road bridge just before 8am on the M56

Two people suffer serious injuries after both falling from motorway bridges on the M60 and the M56

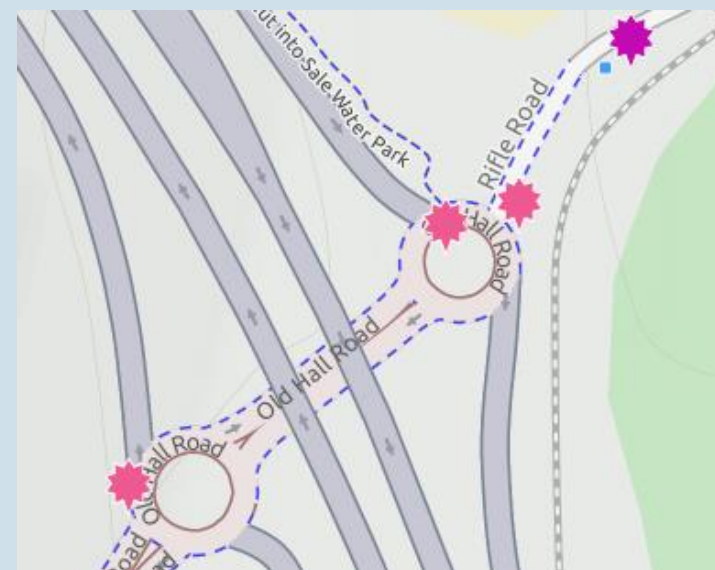
Wayne Phillips, who lives in Wythenshawe, said: "The police had just got there when I drove over Hollyhedge Road Bridge. I saw someone walking on the road, in the middle of the motorway.

"There were a lot of police on the bridge and I assumed it was because of that. The police were blocking off part of the motorway. Then I heard that a woman had fallen."

Cyclist & Pedestrian collision mapping

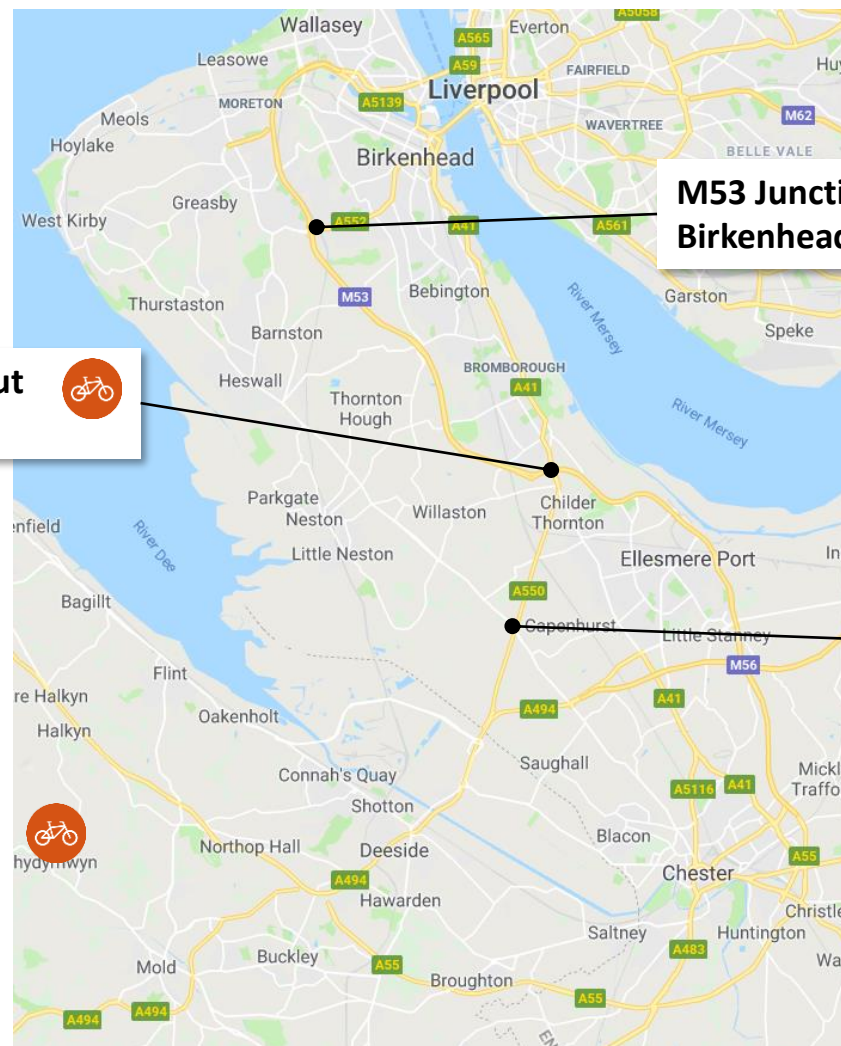
M60 Junction 6 near Sale Golf Course

- Incidents show that M60 junction 6 is difficult for pedestrians and cyclists to navigate



North West Sub Area Three

M53 Junction 3 to A550 - Map



**M53 Junction 3 near
Birkenhead**



**M53 Junction 5 roundabout
near Eastham**



A550 road near Hooton



M53

Junction 3 Near Birkenhead

Bridge over the M53 at J3 near Woodchurch Road needs repairing and feels run down

One respondent claimed that there was an underpass at this junction and that it doesn't feel safe to use i.e. personal safety

However during the site visit we were unable to locate an underpass

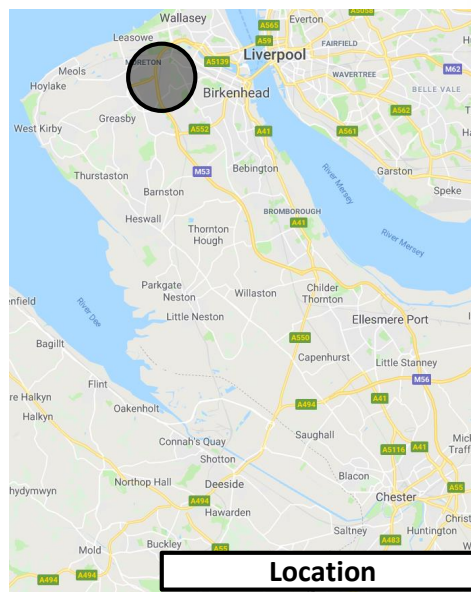
What we could see was what appeared to be the remnants of an underpass here (closed when we visited)



M53 – photos

Junction 3 Near Birkenhead

“The bridge over the M53 looks like its repaired but doesn't fill you with confidence.. It seems ‘70's esque” – pedestrian



View leading up to bridge
(left hand side)



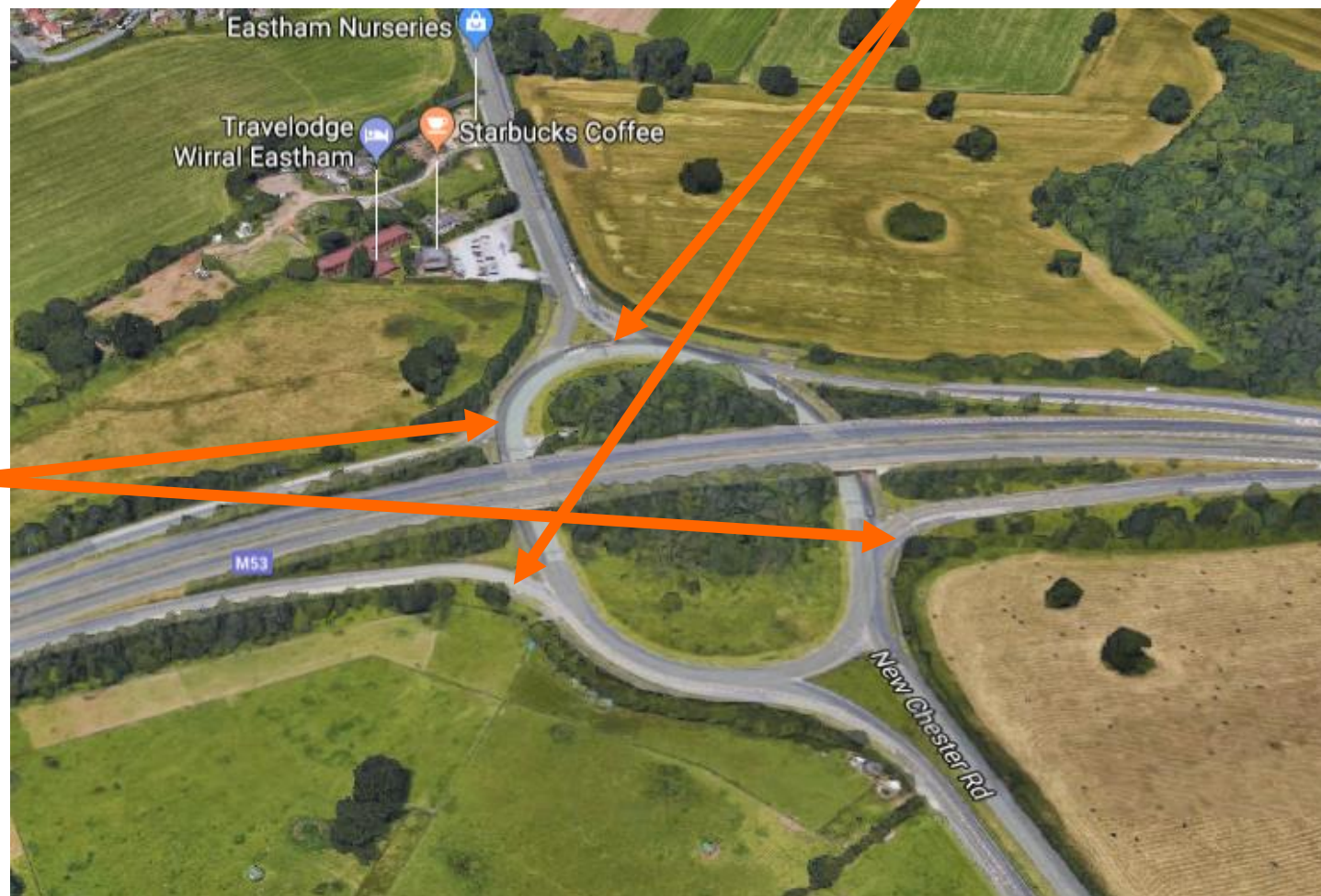
Underpass closed

M53

Junction 5 roundabout near Eastham

Exits that cause issues for Cyclists. It's hard for cyclists to get across at the second exit as they cant build up as much speed as motorists

These two exits have traffic lights



M53– photos

Junction 5 roundabout near Eastham

“Most motorist's are trying to build speed to get away quickly from the lights, but as a cyclists I cant do that to the same level” – Cyclist



Location



Traffic lights



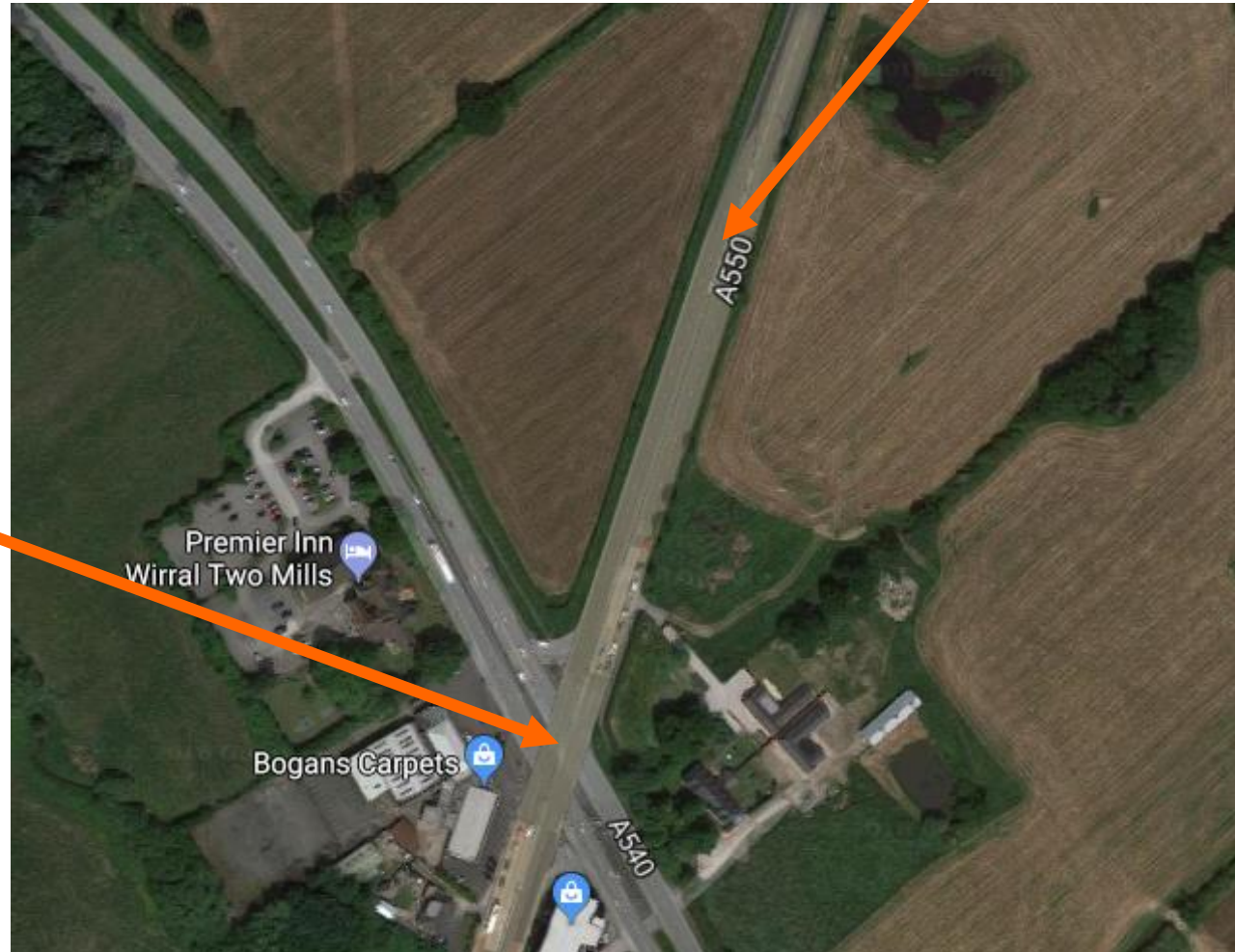
View traveling walking around roundabout

A550

Road Near Hooton

Road continues towards Hooton where road gets busier – lots of different road users join here from alternative routes (such as A41)

A550 junction crossing the A540 (parkgate road) very busy junction – problematic for users



A550 – photos

Road Near Hooton

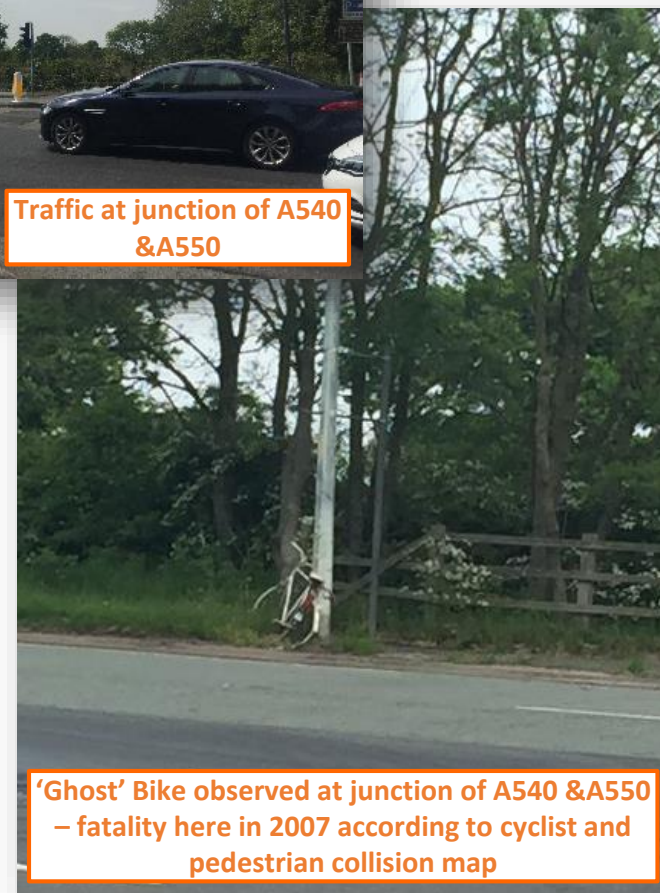
“There used to be no sign posts, but there is now, it’s very busy but it has got wider in recent years” – Cyclists



Traffic at junction of A540 & A550



Location



‘Ghost’ Bike observed at junction of A540 & A550 – fatality here in 2007 according to cyclist and pedestrian collision map

M53 Junction 3 to A550

Media Coverage:

Concerns that much needed updates may be affected by collapse of construction giant:

A55 roundabout removal among projects hit by Carillion collapse

However there is better news elsewhere as issues cited by many cyclists, i.e. lack of cycle lanes appears to be taken seriously

The Highways England project at Two Mills, where the A550 meets the A540, is due to start on Monday 17 July. A new 320 metre cycle path will be created through the junction, with traffic lights and toucan crossings making it easier to cross the A550.

Phil Tyrrell, Project Manager at Highways England, said:

“ We’re committed to significantly improving safety across our road network, and the new cycle path as well as the wider and longer right turn lanes will make it much easier and safer for drivers, cyclists and pedestrians to cross the junction.

Cyclist & Pedestrian collision mapping

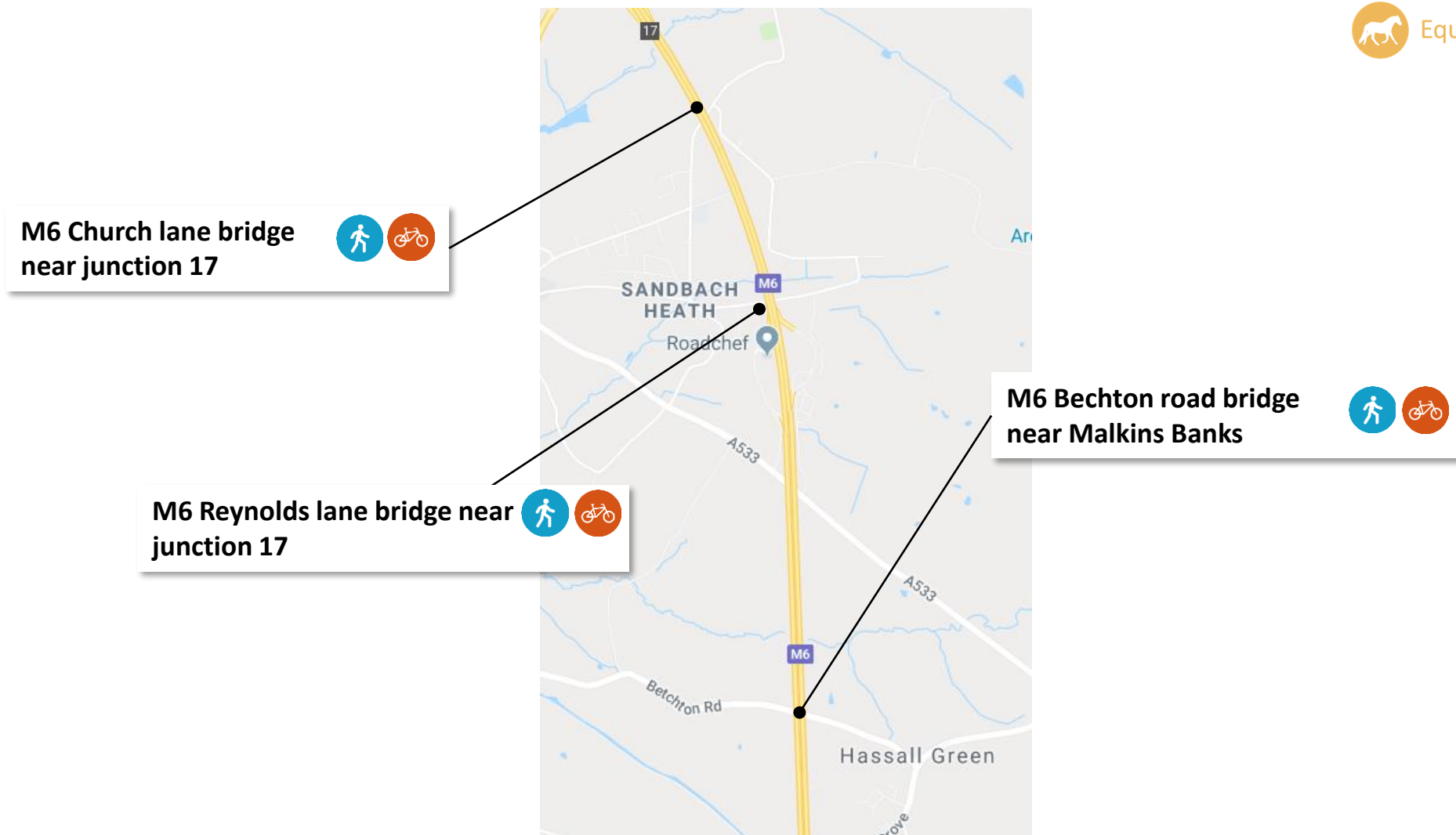
Junction 3 Near Birkenhead

- A cluster of cyclist and pedestrian collisions in a comparatively quiet area shows the dangerous nature of roundabout system



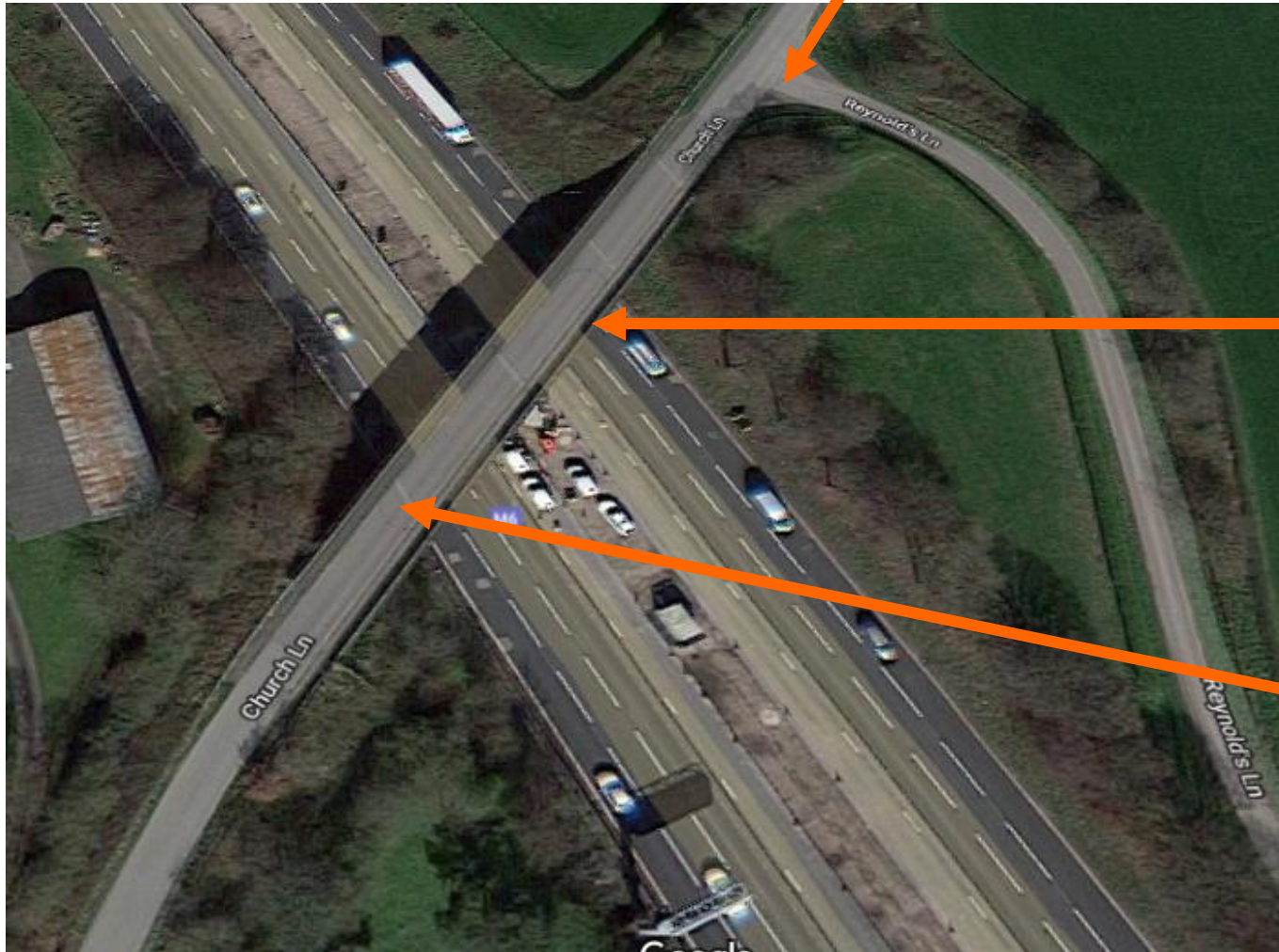
North West Sub Area Four

M6 near junction 17 to M6 Bechton road bridge - Map



M6

Church lane bridge Near junction 17



As the bridge is not covered so there is exposure to high wind

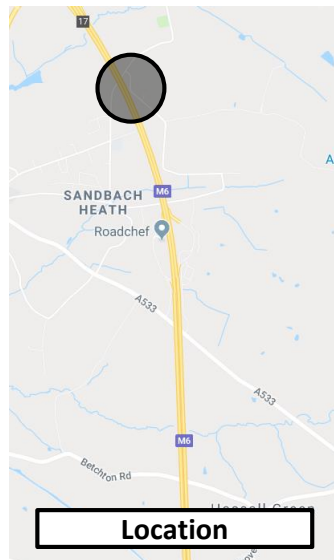
On visit – barriers very low contributing to over exposure

Crossing the bridge feels dangerous because of poor visibility here as bridge is on an incline and leads to a bend in the road

M6 – photos

Church lane bridge Near junction 17

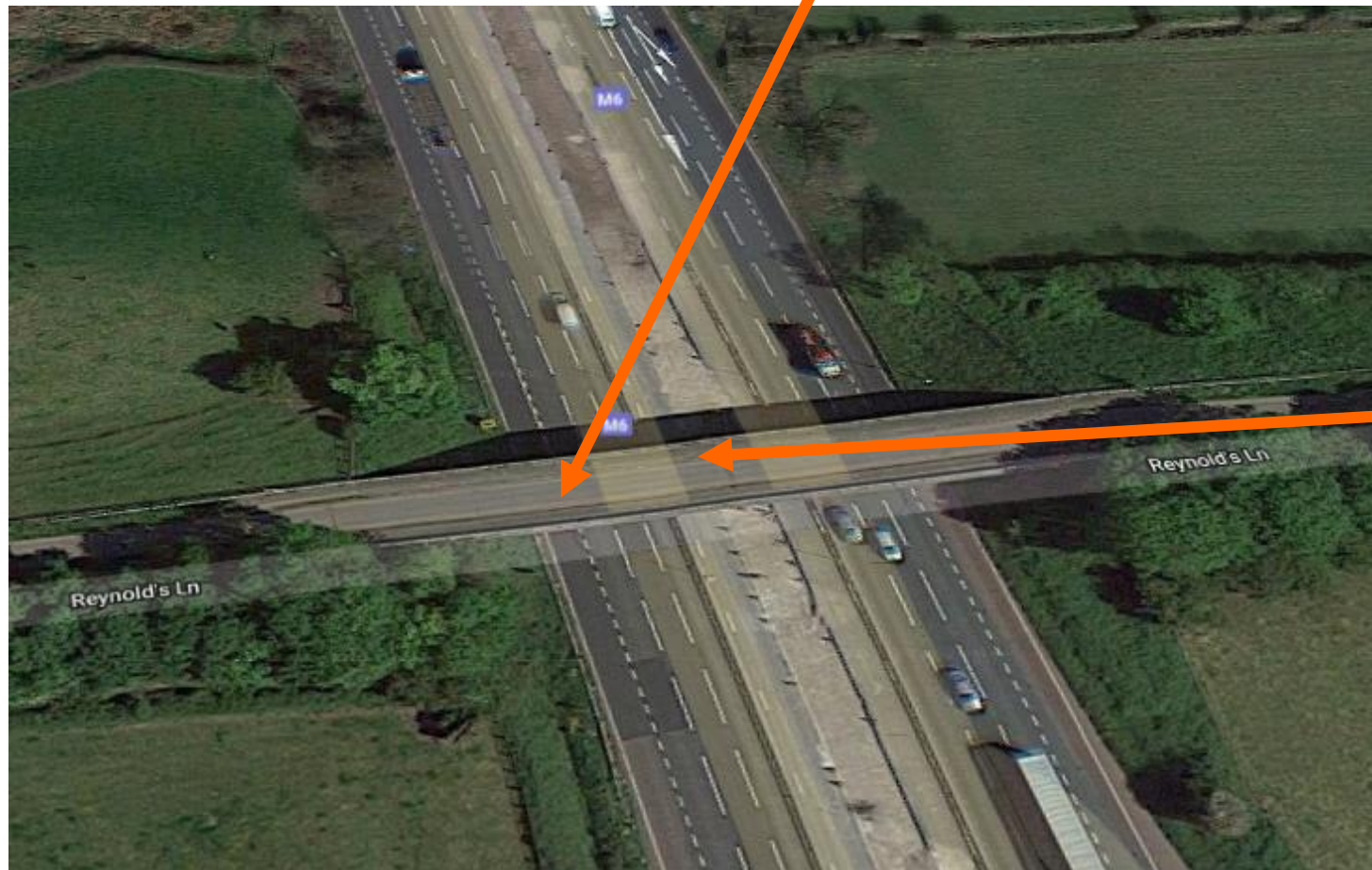
*“This bridge feels ‘windier’
then others to me ” –
pedestrian*



M6

Reynolds Lane bridge near junction 17

The bridge is very high up so there is the worry about falling over the bridge, it is also noisy and disorientating with users having to be particularly careful to check for vehicles on the bridge as they cant differentiate between noise from M6 and the lane

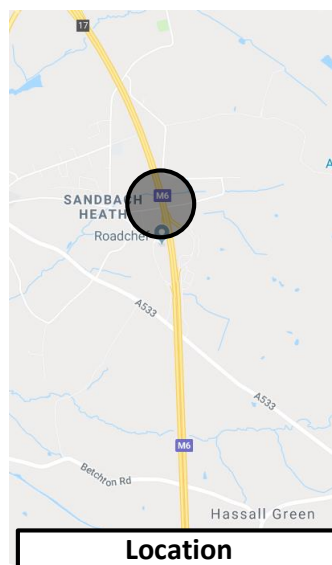


Road surface is very poor pavement surface include potholes, eroding curbs and overgrown weeds

M6 – photos

Reynolds Lane bridge near junction 17

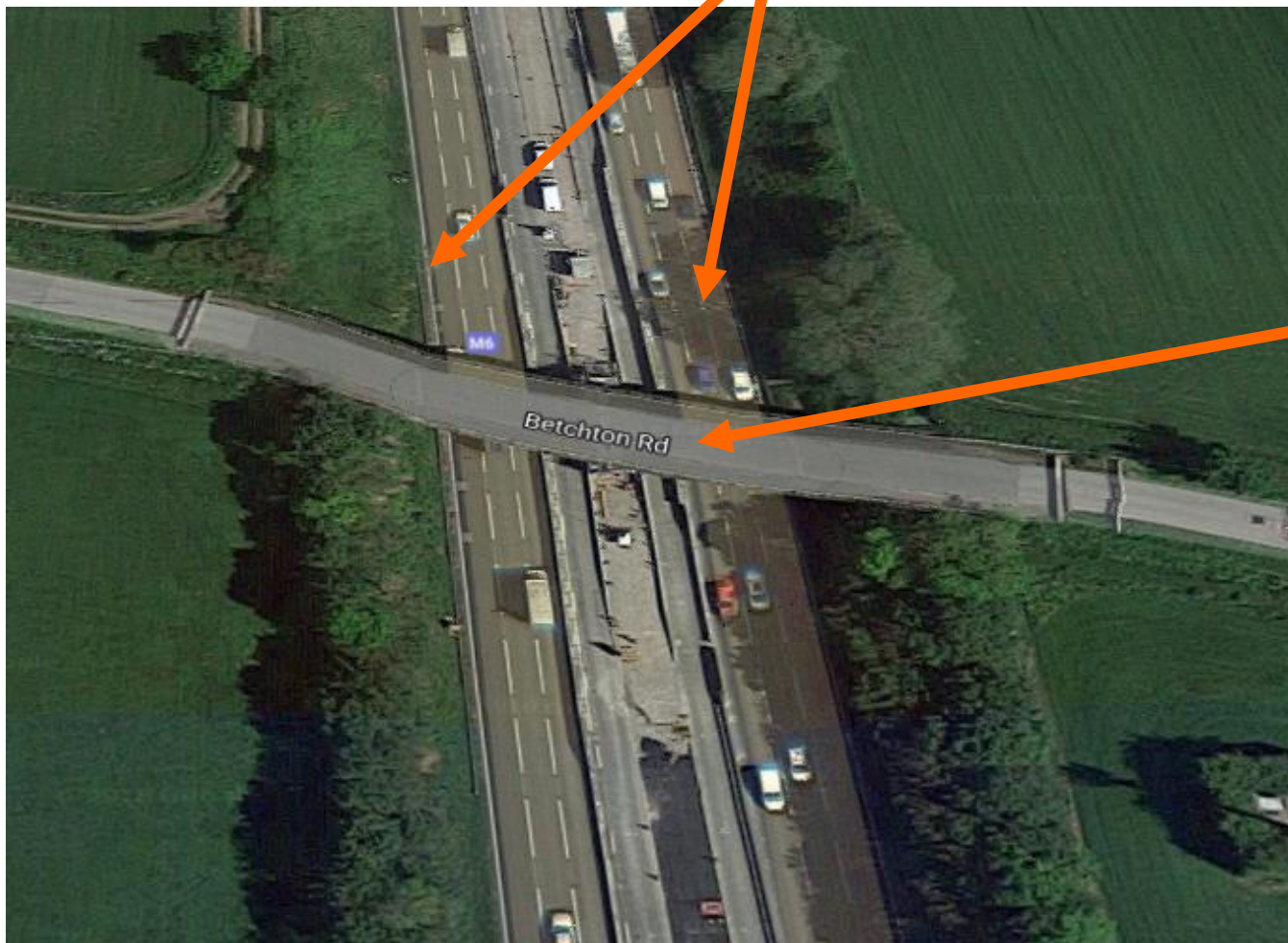
*“You have to check for vehicles behind you as you cant differentiate between the noise from the M6 and the road”
– pedestrian*



M6

Bechton road bridge near junction 17

Ongoing roadworks are frustrating (2016- 2019) and
reduce the hard shoulder
These are contributing to noise issues



No street lights
on bridge and
pavement
seems smaller
then average

M6

Bechton road bridge near junction 17

“There's been roadworks here both sides of the road for a couple of years ” – pedestrian



M6 near junction 17 to M6 Bechton road bridge

Media Coverage:

Lack of investment and failing to update structures could lead to even bigger problems down the line:

Police close M6 southbound due to unsafe bridge

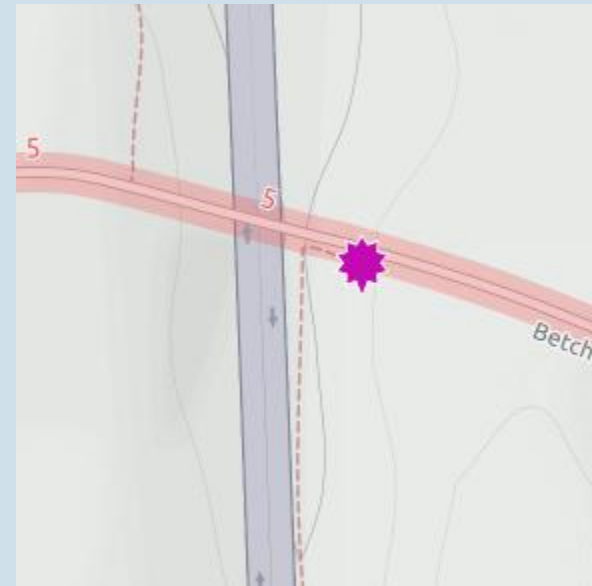
Evidence in the media suggests that is more than a stand alone issue and hints towards underinvestment in infrastructure

The Highways Agency is carrying out wear and tear repairs to two bridges which carry Congleton Road and Betchton Road at Malkins Bank over the M6 between junction 16 at Barthomley and junction 17 at Sandbach.

Cyclist & Pedestrian collision mapping

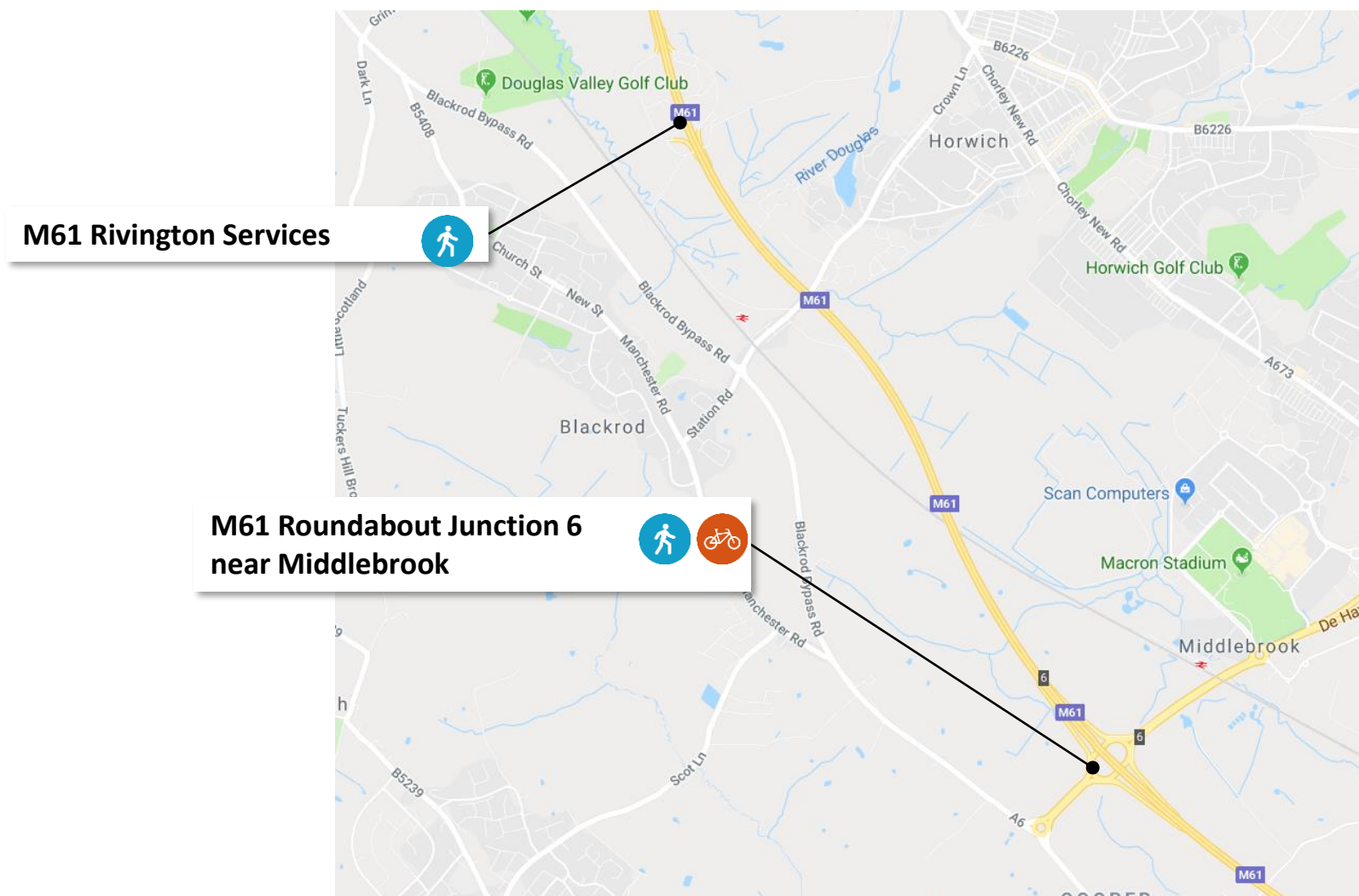
Bechton road bridge near junction 17

- Cyclist was involved in a serious incident with a vehicle when approaching bridge



North West Sub Area Five

M61 Rivington Services to Roundabout Junction 6 - Map



M61

Rivington Services

Bridge impacting disabled users as there are stairs up and down – also a slope however our disabled users felt there could be a better solution



M61 – photos

Rivington Services

*“More steps always feels harder, going up is not so bad but going down is higher”
– pedestrian*



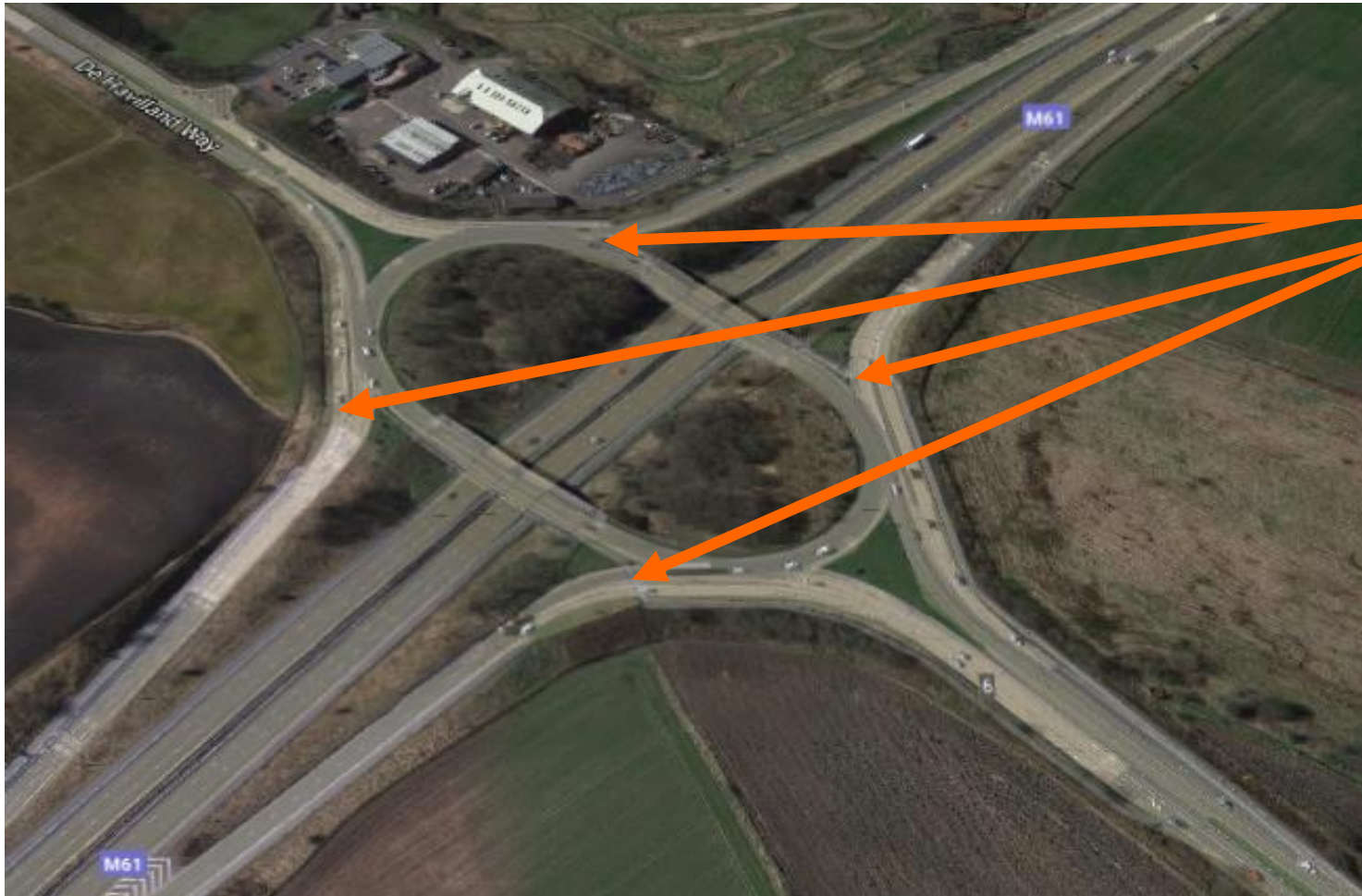
Accessibility
issues on bridge



M61

Roundabout Junction 6 near Middlebrook

The roundabout is difficult to cross due to busy two way traffic



No traffic lights adds to issues with crossing the roads

Issues with roads leading onto roundabout and motorway pavement runs out forcing pedestrians to cross with no lights

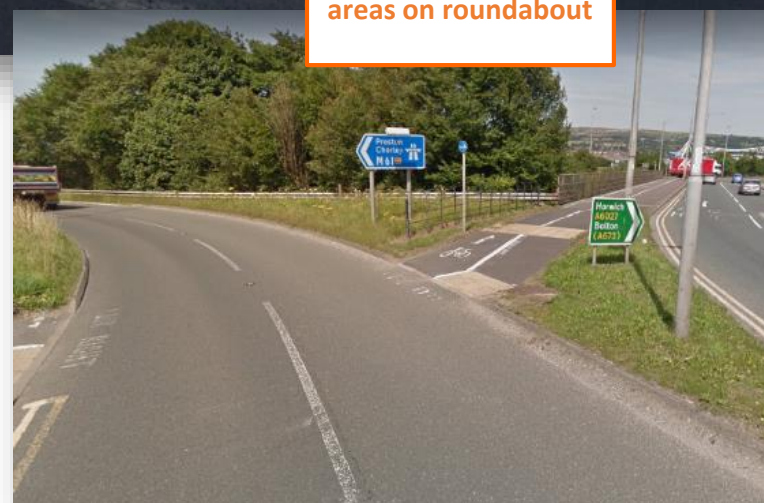
M61 – photos

Roundabout Junction 6 near Middlebrook

“It’s very difficult to cross, on all four points there's no traffic lights, it’s scary you have to keep looking left and right” – pedestrian



Visuals of crossing areas on roundabout



M61 Rivington Services to Roundabout Junction 6

Media Coverage:

Articles in the press suggest that the M61 is a hotspot for collisions between pedestrians and vehicles:

Boy, 16, dies after he is struck by HGV on M61 near Bolton West services

Man Killed Walking On M61 Motorway Is Named

Gary Wood, from Blackburn, was walking on the motorway when he was hit by a car travelling southbound near Bolton.

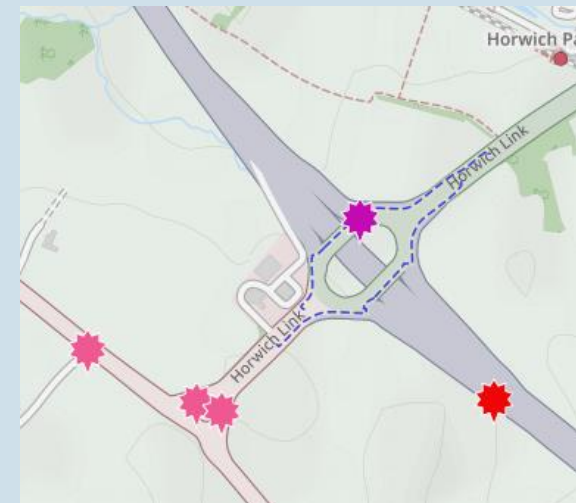
68 year-old man killed on M61

A 68-YEAR old man — killed after he was hit by a lorry as he walked on the M61 motorway — had been questioned by police less than an hour before his death.

Cyclist & Pedestrian collision mapping

Roundabout Junction 6 near Middlebrook

- A number of incidents involving cyclists (ranging in severity have occurred at this roundabout and the roundabout that feeds on to it



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

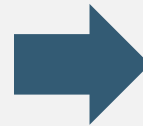
Positive changes: Greater availability of pathways, dedicated routes away from traffic, well maintained, people feel safer

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

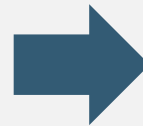
Expectations of improvements

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

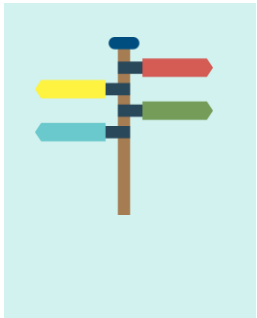
They suggest education and encouraging a cycle friendly culture could aid in bringing about enhancements



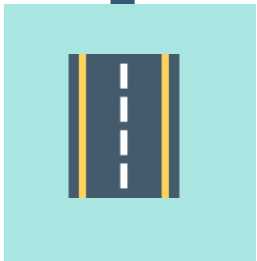
- ✓ Greater advertisement of routes
- ✓ Walking/cycling literature
- ✓ Cycling proficiency sessions to build confidence

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

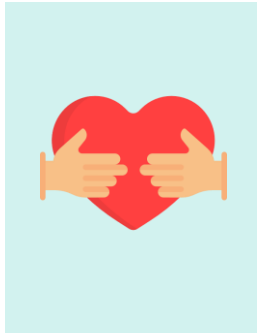
I want more cycle lanes, there are pot holes everywhere... Very bumpy paths for cycling

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

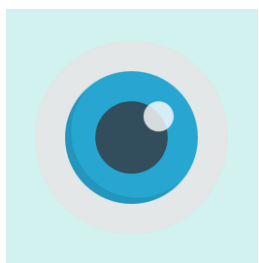
Safety improvements could be made to the bridge. The railings are quite low and it's a high bridge. There is not much to hold onto when you are crossing

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'