

## Cycle Working Consultation Results

### Demographic profile of the sample

#### Gender

	N=730	%
Male	404	55
Female	260	36
Prefer not to say	66	9

#### Age group

	N=730	%
15 or under	3	1
16-24	71	10
25-44	212	29
45-64	251	34
65-74	82	11
75-84	35	5
85+	12	2
Prefer not to say	64	8

#### Ethnicity

	N=730	%
British	530	73
Irish	6	1
Other white	49	7
Indian	3	-
Pakistani	2	-
Chinese	5	1
Mixed	5	1
Other/Prefer not to say	130	17

#### Do you have a disability?

	N=730	%
Yes	60	8
No	544	75
Prefer not to say	126	17

#### How often do you cycle?

	N=730	%
On a daily basis	291	40
On a weekly basis	125	17
A few times a month	71	10
Now and again	68	9
Not at all	96	13
I am unable to cycle	38	5
I would prefer not to say	3	-
Not indicated	38	5

Comment: sample is still a bit biased in term of those who cycle (57%)

**Area A: Yellow shaded area on town centre map**

Shared space Area A	Total N=730	%	Disabled sample = 60	%
I support	485	66	20	33
I do not support	238	33	40	66
I have no opinion	7	1	-	1

Comments for I support shared space Area A	N=181	%
Cyclists and pedestrians can co-exist/respect for both users sharing/ There is 'enough space' for everyone/ works well at the moment	59	33
<u>Access</u> Access generally - 30 Easy access to bike parking -13 Easy access to station – 2 Easy access to town square – 10 Easy access to canal paths – 3 Easy access to the market and Commercial way	56	31
Safety/careful – cycle considerately, safe cycling with children/ dangerous and busy road around the town	48	27
Green agenda – reduce car usage/ encourage use of cycling	25	14
Education – this is about educating both cyclists and pedestrians about using shared space / noticing signs/ obey rules / use bells etc.	18	10
Cost - it will cost money to change to a segregated area and to maintain it afterwards	1	-
Considerate when cycling	8	4
Europe – shared space works well in many European countries	8	4
'For' Cycle Lanes – clearly marked cycle lanes	15	8
Hard to police – including: Rules (people disobeying rules), Demarcated areas (not easy to police specific areas)	5	3
Health benefits – cycle to keep healthy	3	2
Investment from Cycle Woking project	10	6
Maintenance – anything new that is implemented will have to be maintained (cycle lanes/different surfaces, signs etc)	1	-
Physical changes – have different colour lanes/ paths with kerbs for cyclists/ different road surfaces/ colour on paths	1	-
Restricted areas – have specific restricted areas such as the Town square during peak times, along the library, Commercial way, Wolsey walk etc	7	4
Better than nothing	9	5

### Summary

Two thirds of respondents support shared space in the yellow area on the map, area A. It is supported mainly;

- respondents support shared space because they feel that pedestrians and cyclists can co-exist and share the same space
- for easy access to bike parking, the station, the town square, canal path, the market and Commercial way.
- it is a safe option as long as cyclists are considerate, respect on both parties, also safer if you cycle into town with the children, the road around the town is very busy and dangerous.

Comments for I do not support shared space Area A	N=155	%
Safety issues - Dangerous for vulnerable people/ Pedestrians at risk/ inconsiderate cyclists	77	49
Pedestrians and cyclists do not mix/ Should be on road	44	28
Near misses	41	26
Cyclists/pedestrians will not change behaviour/ no respect for one another / don't adhere to rules	2	1
Hard to Police/not abiding by rules – cyclists & pedestrians	2	1
Access issues - Victoria arch - Commercial way - Church path - Chapel Street	1	1
Educate e.g. need for bells, signs / to share/be responsible/ need mutual respect	1	1
Physical changes	-	-
Legal issues	1	1
Co-exist/joint responsibility of pedestrians & cyclists	-	-
Costs	-	-
Lanes will not work e.g. why?	-	-
Maintenance of areas	-	-
No cycling in Town Square	-	-
Not enough space	-	-
Over complicated/common sense/ demarcated areas will complicate it even more	-	-
Restricted areas e.g. when/where	-	-
Better than nothing	-	-

### Summary

A third of respondents do not support shared use in area A. Of those respondents who do not support this option, 37% are over the age of 65. Of those who said they have a disability, two thirds do not support shared space. The main reasons for not supporting shared space are;

- safety issues
- pedestrians and cyclists do not mix
- have observed near misses

<b>Segregated space Area A</b>	<b>Total N=730</b>	<b>%</b>	<b>Disabled sample = 60</b>	<b>%</b>
I support	303	42	19	32
I do not support	344	47	35	58
I have no opinion	83	11	6	10

<b>Comments for I support segregated space Area A</b>	<b>N=98</b>	<b>%</b>
'For' Cycle Lanes – clearly marked cycle lanes/ Physical changes – have different colour lanes/ paths with kerbs for cyclists/ different road surfaces/ colour on paths	28	<b>28</b>
Safer – safer for pedestrian and cyclist, cycle considerately, safe cycling with children/ dangerous and busy road around the town	25	<b>26</b>
Hard to police: Rules (people disobeying rules), Demarcated areas (not easy to police specific areas)	23	<b>23</b>
Better than nothing	19	<b>19</b>
Access Access generally - 2 Easy access to bike parking -2 Easy access to town square – 10 Easy access to canal paths Easy access to the market and Commercial way	14	14
	13	13
Cyclists and pedestrians can co-exist/respect for both users sharing/ There is 'enough space' for everyone/ works well at the moment	8	8
Education – this is about educating both cyclists and pedestrians about using shared space / noticing signs/ obey rules / use bells etc.	7	
Restricted areas – have specific restricted areas such as the Town square during peak times, along the library, Commercial way, Wolsey walk etc	3	3
Cost - it will cost money to change to a segregated area and to maintain it afterwards	2	2
Europe – shared space works well in many European countries	2	2
Considerate when cycling		
Green agenda – reduce car usage/ encourage use of cycling		
Health benefits – cycle to keep healthy		
Investment from Cycle Working project		
Maintenance – anything new that is implemented will have to be maintained (cycle lanes/different surfaces, signs etc)		

### **Summary**

Only 42% of respondents support area A to be a segregated area. This option is supported, but with a condition of having clearly marked areas(i.e. separate lanes/ paths with kerbs, different colour surfaces), however this will be costly, will need to be maintained and will be hard to police. Some respondents felt that this would be a safer option.

Comments for I do not support segregated space Area A	N=143	%
Do not over complicated things /use your common sense/ demarcated areas will complicate it even more	41	29
Safety issues - Dangerous for vulnerable people/ Pedestrians at risk/ inconsiderate cyclists	25	17
Cyclists/pedestrians will not change behaviour/ no respect for one another / don't adhere to rules	25	17
No cycling in Town Square	14	10
Hard to Police/not abiding by rules – cyclists & pedestrians	11	8
Educate e.g. need for bells, signs / to share/be responsible/ need mutual respect	11	8
Costs	11	8
Physical changes	9	6
Pedestrians and cyclists do not mix/ Should be on road	7	5
Near misses	3	2
Not enough space	3	2
Co-exist/joint responsibility of pedestrians & cyclists	1	1
Lanes will not work e.g. why?	2	1
Maintenance of areas	2	1
Better than nothing	1	1
Access issues - Victoria arch - Commercial way - Church path - Chapel Street	-	-
Legal issues	-	-
Restricted areas e.g. when/where	-	-

### Summary

Almost half of the respondents (47%) do not support area A to be a segregated area. Respondents felt that demarcated areas will over complicate it even more and that people should use their common sense. They also felt that cyclists and pedestrians will not change their behaviour and not adhere to rules and that it is difficult to police segregated areas. Some do not support this option because of safety issues.

Comments for I have no opinion about segregated space Area A	N=11	%
Cost	3	27
Hard to police	3	27
Education	2	18
Physical changes	2	18
Lanes will not work	2	18
Not enough space	1	9

<b>Area B: Blue Shaded area on town centre map</b>
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Shared space Area B	Total N=730	%	Disabled Sample = 60	%
I support	480	66	19	32
I do not support	226	31	39	65
I have no opinion	24	3	2	3

Comments for I support shared space Area B	N=160	%
Safety/careful – cycle considerately, safe cycling with children/ dangerous and busy road around the town	40	25
Access Access generally - 10 Easy access to bike parking -5 Easy access to station – 12 Easy access to town square – 8 Easy access to canal paths – 1 Easy access to the market and Commercial way – 3	36	23
Cyclists and pedestrians/push chairs/ wheel chairs/ town buggy can co-exist/respect for both users sharing/ There is 'enough space' for everyone/ works well at the moment	14	9
Education – this is about educating both cyclists and pedestrians about using shared space / noticing signs/ obey rules / use bells/cycling etiquette etc.	14	9
Green agenda – reduce car usage/ encourage use of cycling	11	7
Considerate when cycling	11	7
Restricted areas – have specific restricted areas such as the Town square during peak times, along the library, Commercial way, Wolsey walk etc	8	5
Hard to police – including: Rules (people disobeying rules), Demarcated areas (not easy to police specific areas)	6	4
Health benefits – cycle to keep healthy	4	3
Physical changes – have different colour lanes/ paths with kerbs for cyclists/ different road surfaces/ colour on paths	4	3
Europe – shared space works well in many European countries/it is the norm in many European countries	4	3
'For' Cycle Lanes – clearly marked cycle lanes	1	-
Investment from Cycle Working project	1	-
Maintenance – anything new that is implemented will have to be maintained (cycle lanes/different surfaces, signs etc)	1	-
Cost - it will cost money to change to a segregated area and to maintain it afterwards	1	-
Other	1	-

### Summary

Two thirds of respondents support the blue shaded area on the map (B) to be a shared space. It is supported mainly;

- it is a safe option as long as cyclists are considerate, respect shown by both parties, also safer if you cycle into town with the children, the road around the town is very busy and dangerous.
- for easy access to bike parking, the station, the town square, canal path, the market and Commercial way.
- respondents support shared space because they feel that pedestrians, cyclists, push chairs, wheel chairs and the town buggy can co-exist and share the same space and that there is enough space for everyone.

<b>Comments for I do not support shared space Area B</b>	<b>N=84</b>	<b>%</b>
Safety issues - Dangerous for vulnerable people/ Pedestrians at risk/ inconsiderate cyclists	53	63
Near misses	10	12
Hard to Police/not abiding by rules – cyclists & pedestrians	9	11
Restricted areas e.g. when/where	7	8
Over complicated/common sense/ demarcated areas will complicate it even more	6	7
Legal issues	6	7
Access issues -Victoria arch/ Commercial way/ Church path/ Chapel Street	5	6
Co-exist/joint responsibility of pedestrians & cyclists	5	6
Pedestrians and cyclists do not mix/ Should be on road	4	5
Cyclists/pedestrians will not change behaviour/ no respect for one another / don't adhere to rules	4	5
Not enough space	2	2
Educate e.g. need for bells, signs / to share/be responsible/ need mutual respect	1	1
Costs	1	1
Physical changes	-	-
Lanes will not work e.g. why?	-	-
Maintenance of areas	-	-
No cycling in Town Square	-	-
Better than nothing	-	-

### Summary

A third of respondents do not support shared space in area B. Of those who do not support this option, 31% are over the age of 65. The main reasons for not supporting this option are;

- safety issues
- Near misses
- hard to police segregated areas

<b>Comments for I have no opinion about shared space Area B</b>	<b>N=1</b>	<b>%</b>
No respect for one another	1	100
Busy area	1	100

<b>Segregated space Area B</b>	<b>Total N=730</b>	<b>%</b>	<b>Disabled sample = 60</b>	<b>%</b>
I support	316	43	17	28
I do not support	328	45	35	58
I have no opinion	86	12	8	14

<b>Comments for I support segregated space Area B</b>	<b>N=84</b>	<b>%</b>
Safety/careful – cycle considerately, safe cycling with children/ dangerous and busy road around the town	23	27
Access Access generally - 3 Easy access to bike parking - 1 Easy access to station – 4 Easy access to town square – 2 Easy access to canal paths – Easy access to the market and Commercial way - 11	21	25
Physical changes – have different colour lanes/ paths with kerbs for cyclists/ different road surfaces/ colour on paths/ for cycle lanes	14	17
Hard to police – including: Rules (people disobeying rules), Demarcated areas (not easy to police specific areas)	8	10
Cyclists and pedestrians/push chairs/wheels chairs can co-exist/respect for both users sharing/ There is 'enough space' for everyone	4	5
Education – this is about educating both cyclists and pedestrians about using shared space / noticing signs/ obey rules / use bells etc.	3	4
Cost - it will cost money to change to a segregated area and to maintain it afterwards	2	2
Green agenda – reduce car usage/ encourage use of cycling	1	1
Considerate when cycling	1	1
Maintenance – anything new that is implemented will have to be maintained (cycle lanes/different surfaces, signs etc)	1	1
Restricted areas – have specific restricted areas such as the Town square during peak times, along the library, Commercial way, Wolsey walk etc	-	-
Health benefits – cycle to keep healthy	-	-
Europe – shared space works well in many European countries	-	-
Investment from Cycle Working project	-	-
Other	8	10

### Summary

Just over 40% of the sample support area B to be segregated. Main reasons for support are;

- a segregated area will be safer
- easy access to bike parking, station, town square etc
- that physical changes such as different colour lanes etc will have to be made to make it work, but this will be hard to police.



<b>Comments for I do not support segregated space Area B</b>	<b>N=84</b>	<b>%</b>
Safety issues - Dangerous for vulnerable people/ Pedestrians at risk/ inconsiderate cyclists	20	24
Not enough space	9	11
Cyclists/pedestrians will not change behaviour/ no respect for one another / don't adhere to rules	8	10
Lanes will not work e.g. why?	8	10
Pedestrians and cyclists do not mix/ Should be on road	7	8
Co-exist/joint responsibility of pedestrians & cyclists	6	7
Access issues - Victoria arch/ Commercial way/ Church path/Chapel Street	5	6
Costs	5	6
Educate e.g. need for bells, signs / to share/be responsible/ need mutual respect	4	5
Legal issues	3	4
Near misses	2	2
Hard to Police/not abiding by rules – cyclists & pedestrians	2	2
Physical changes	2	2
Restricted areas e.g. when/where	1	1
Over complicated/common sense/ demarcated areas will complicate it even more	1	1
Maintenance of areas	1	1
No cycling in Town Square	-	-
Better than nothing	1	1
Busy area	1	1
Other	10	12

### Summary

Forty five percent of respondents do not support a segregated are for blue area B. Main reasons for not supporting this option are;

- safety issues
- not enough space
- cyclists and pedestrians will not change there behaviour and not adhere to rules.

<b>Comments for I have no opinion about segregated space Area B</b>	<b>N=9</b>	<b>%</b>
Cost	2	22
Hard to police	1	11
Physical changes	1	11
Access to market/Victoria Arch/station	4	44

## Conclusion

The majority of respondents (66%) support shared space in area A and area B.

Shared space will allow easy access into town for both pedestrians and cyclists. Segregated space will be costly, hard to police and both pedestrians and cyclists will not change their behaviour and ignore rules. Respondents also felt people should use their common sense and that you should not over-complicate the matter. Respondents also mentioned that the road around the town is a very busy and dangerous road and the option of going through town is much safer.

Shared space could work if both pedestrians and cyclists are educated about spaces that are shared and about etiquette of using shared space, whether that is using bells, looking out for signs etc. There is enough space and works well at the moment. However, people felt that the Town Square and Commercial Way should be a cycle free area during peak time / weekends or when there are specific events.

Shared space is also supported because of cycling being a health benefit, reducing use of cars into town and supporting the green agenda. The investment into Woking becoming a cycling town also supports this option.

## Other comments

- Concerns about the questionnaire and how questions were asked. / concerns about it being online etc. Map and questions confusing.
- Respondents responding more than once ( about 10 of them)
- 3/4/5 people from one household responding
- Leave as is as it is working well, just educate people
- For Woking to deliver its cycling Agenda it is important that safe routes link into town.
- Too many cycle signs at the moment, does not mean anything (referred to minutes and it depends on your cycle ability)