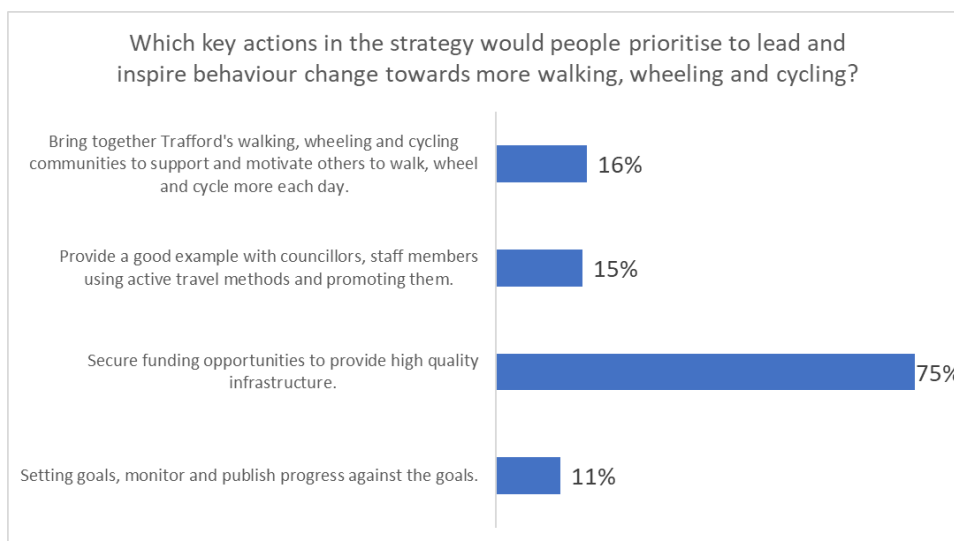
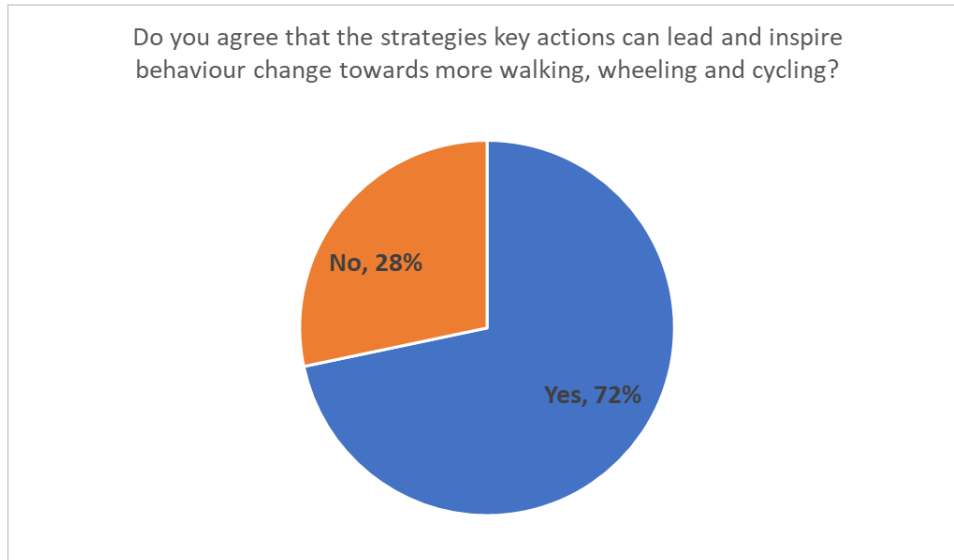


Walking Wheeling and Cycling Consultation Results

Objective 1 – Actions to lead and inspire behaviour change towards more walking, wheeling and cycling.



310 of the 357 respondents commented on this objective. The image below shows the most repeated words by size with the larger words being the most mentioned.

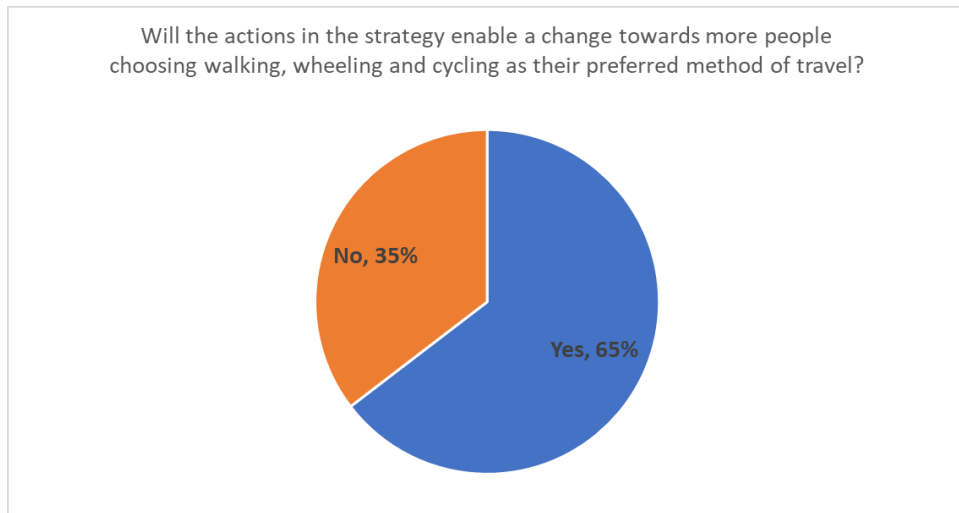
Key messages were that:

- The infrastructure is a key element to get right prior to trying to lead and inspire behaviour change. Comments focused on more / better infrastructure as well as maintenance and lighting.
- Walking needs more focus and paths need to be in better condition and have an equal or higher priority than roads. For example, grit pavement as well as roads and don't allow pavement parking.

- Safety came through as a theme with related comments focusing on cycling infrastructure being away from road infrastructure.
- There were also comments relating to making driving harder, especially in relation to driving into Towns and villages such as parking being on the edge of towns and villages and cycling parking being far more plentiful.
- Health benefits were also mentioned in relation to highlighting the positive impact of cycling and walking.
- There were also comments against the principle of changing behaviour with focus on cycling infrastructure taking up road space.



Objective 2 - Actions to enable a change towards choosing walking, wheeling and cycling





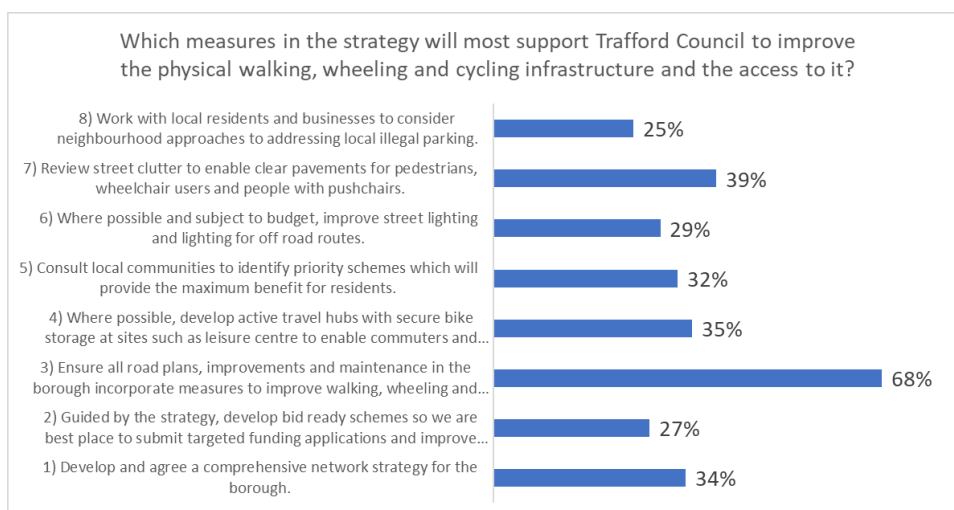
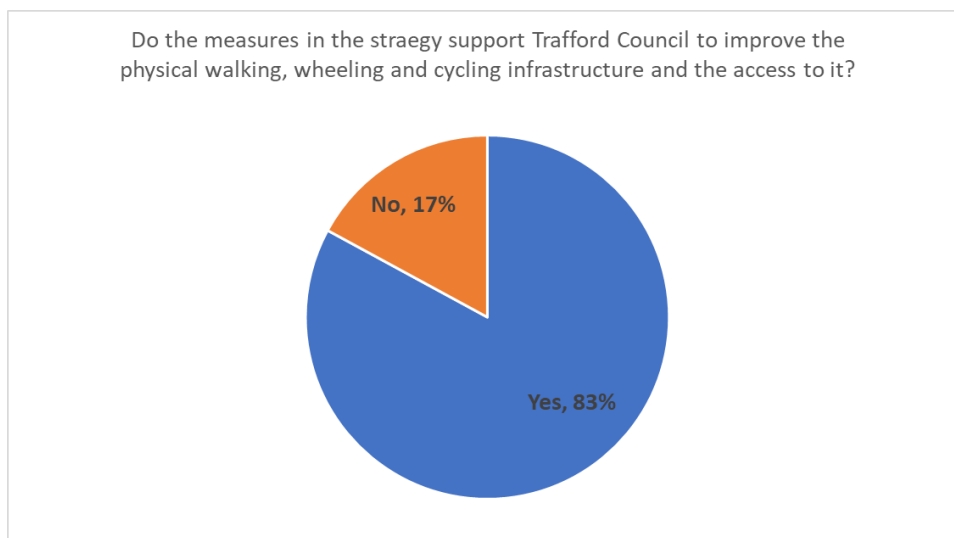
286 of the 357 respondents commented on this objective. The image below shows the most repeated words by size with the larger words being the most mentioned.

Key messages were that:

- 20 mph zones / limits were mentioned a significant number of times highlighting their importance to feeling safe and increasing walking and cycling.
- Increasing awareness of the positive impacts of more people walking and cycling in terms of reducing Co2 and other greenhouse gases is important.
- The actions need to focus on positives as being negative towards the car will bring resistance and result in the topic being divisive.
- Slower car speeds would result in walkers and cyclist feeling safer.
- Public transport needs to be cheaper than using the car for a single journey.
- There needs to be more incentives to use active travel methods.
- The phasing of traffic lights needs to give parity to cyclists, walkers and cars. Currently the car is given far too much priority.
- Against the idea, weather was consistently mentioned as an issue.



Objective 3 – Measures to improve physical infrastructure for walking, wheeling and cycling.



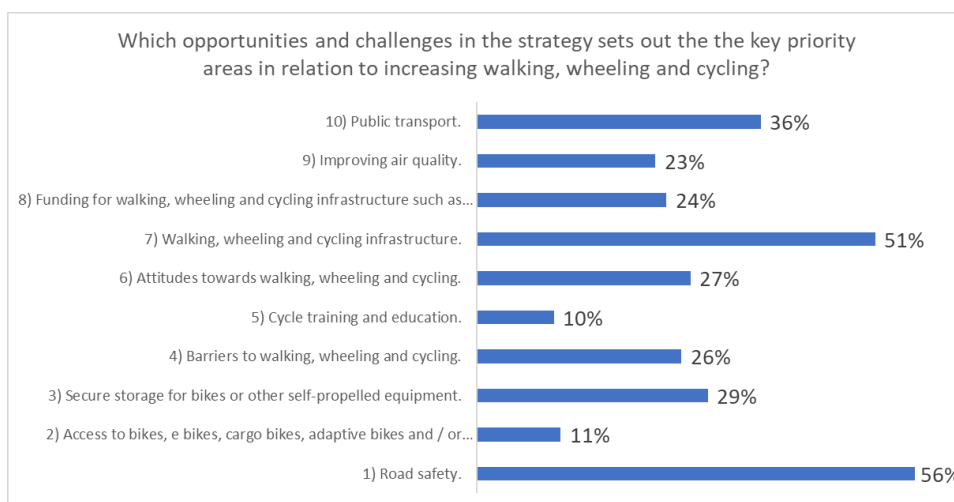
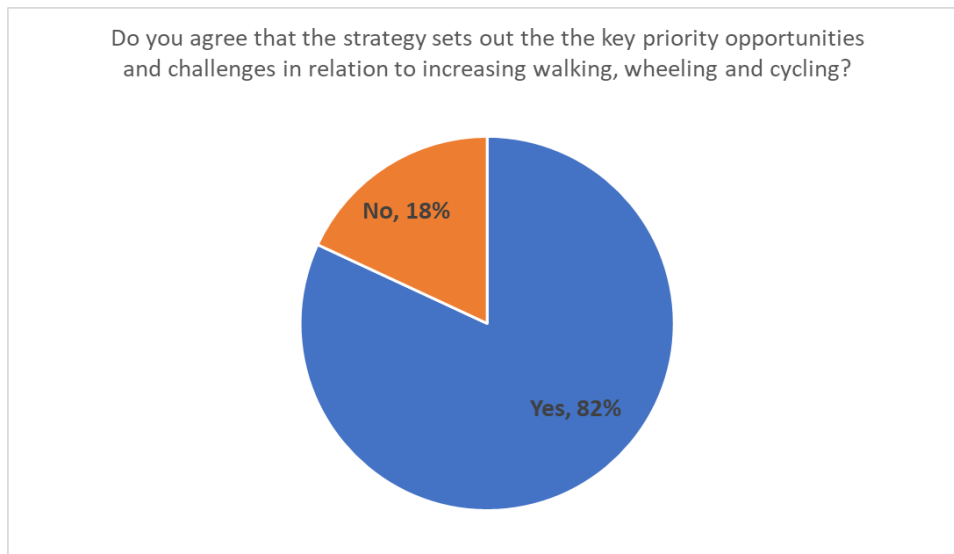
262 of the 357 respondents commented on this objective. The image below shows the most repeated words by size with the larger words being the most mentioned.

Key messages were that:

- Open space and parks need to be used as routes for cycling and walking, especially to link Partington with the rest of Trafford. Also need to be well maintained.
- Maintain what is already there (such as clear overgrown and overhanging plants and have budget to maintain new routes.
- Many bus stops are inaccessible due to car parking meaning that wheelchair users must get down from the curb on to the road (when there isn't a drop-down curb) or the bus driver doesn't stop as they can't see the customer as cars are in the way.
- Barriers and surfaces along the canal path deter cycling.
- Cycling and walking routes need to be suitable for winter and summer in terms of being safe, lit, clear of debris (leaves, mud, water etc.
- Prioritise cycling over the car. For example, where cycle paths meet roads, use build outs instead of give way so the cycling can carry on without stopping.

- Link bus and tram stops with town centres better and allow bikes on trams.
- Fee bike lockers at key locations needed.
- Bike hire will be key along with bike storage which needs to be fee as most car drivers get free parking outside their house.
- In terms of comments against cycling and walking infrastructure, there were comments questioning if anyone in Trafford would want walking and cycling infrastructure.

Section 5 and 6 – The key opportunities and challenges in relation to increasing walking, wheeling and cycling.



237 of the 357 respondents commented on this objective. The image below shows the most repeated words by size with the larger words being the most mentioned.

Key messages were that:

- Infrastructure needs to be improved and increased
- Safety is key
- Separate cycling infrastructure will help to change behaviour positively.
- Improving people's confidence with their bike will be key.

