

Tell us what you think

FREETOWN WAY CYCLE SCHEME 2024

Results from Insight@hullcc.gov.uk

OFFICIAL

Copyright © 2024 Hull City Council Insight Team

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the publisher, except in the case of brief quotations embodied in critical reviews and certain other non-commercial uses permitted by copyright law.

Where quotations or research results are used, other than in whole, the Insight Team must be given the opportunity to check the usage for purposes of accuracy and reserve the right to provide edits accordingly.

For permission requests, contact the publisher, at the address below:

**Insight Team
Hull City Council
The Guildhall
Alfred Gelder Street
Hull
HU1 2AA**

Or by email Insight@hullcc.gov.uk

About this survey

The Freetown Way Cycle Scheme survey ran from 16 May – 1st July 2024.

The survey was available as an electronic survey primarily through Hull City Council's Your Say engagement website.

- The link to the digital survey was promoted through the local media and on the council's websites, Hull CC News and Travel Hull.
- The survey was also promoted via the council's corporate and Travel Hull social media accounts on X (formerly Twitter) and Facebook.
- A link to the survey was sent to all People's Panel members.
- QR codes linking to the survey were included on scheme display collateral.
- Paper copies were also made available at a series of drop-in sessions held in June, including at the Hull History Centre, Trinity Market, the Freedom Centre, Hull College and St Stephen's Shopping Centre.

Overall, 283 respondents have completed this survey. This provides a confidence level of 95% with a confidence interval (margin of error) of approximately 5.82%, which is outside the corporate standard of a maximum confidence interval of 5%.

The results therefore do not meet the Corporate Standards for Research and Consultation as they do not meet the minimum sample size. Care should be taken when interpreting these results which may be significantly different if the survey were to be repeated.

Respondent Characteristics

Q. Which of the following age ranges are you in?

Under 16	-	-
16 - 24	3	1.1%
25 - 34	33	12.1%
35 - 44	55	20.1%
45 - 54	56	20.5%
55 - 64	67	24.5%
65 - 74	48	17.6%
75+	11	4.0%

Q. Which of the following best describes you?

Male / Man	170	62.3%
Female / Woman	97	35.5%
FTM	-	-
MTF	-	-
Gender fluid	2	0.7%
Non-binary	-	-
I describe myself another way (please state)	4	1.5%

Q. Which of the following best describes your ethnic background?

White - British / English / Welsh / Scottish / Northern Irish	257	94.8%
Other white	5	1.8%
Black / Black British	1	0.4%
Asian / Asian British	1	0.4%
Mixed / Multiple ethnicities	3	1.1%
Arab	2	0.7%
Other (please state	2	0.7%

Q. Are your day-to-day activities more difficult because of an illness or impairment?

Yes, a little	53	19.5%
Yes, a lot	20	7.4%
No	199	73.2%

Q. If Yes, Which of the following describes your health problem or impairment??

Mobility issues – non wheelchair / mobility scooter user	37	52.1%
Mobility issues – wheelchair / mobility scooter user	5	7.0%
Blind, visually impaired or partially sighted	3	4.2%
Deaf, hearing impaired or hard of hearing	8	11.3%
Cognitive or learning difficulty	6	8.5%
Assistance dog user	-	-
Other (please state)	28	39.4%

Usage of Freetown Way

Q. Which of the following best describes you?

I regularly travel along Freetown Way	221	78.1%
I live in the Freetown Way area	17	6.0%
I work in the Freetown Way area	44	15.5%
I own a business in the Freetown Way area	2	0.7%
I am a regular visitor to the Freetown Way area	69	24.4%
I belong to a local group / organisation interested in the Freetown Way area	3	1.1%
Other	20	7.1%
None of these	17	6.0%

Of those who regularly travel along Freetown Way:**Q. How often do you travel along Freetown Way?**

Daily	76	34.5%
2 or 3 times a week	98	44.5%
Once a week	31	14.1%
Less often than once a week	15	6.8%

Q. When do you typically travel along Freetown Way?

	Weekdays	Weekends	None of these
Early peak hours (7.00am – 9.30am)	74.2% (121)	19.0% (31)	20.2% (33)
During the day (9.30am – 4.00pm)	66.7% (118)	70.1% (124)	4.0% (7)
Late peak hours (4.00pm – 6.30pm)	84.1% (148)	36.4% (64)	6.8% (12)
Evenings (After 6.30pm)	56.9% (70)	57.7% (71)	17.9% (22)

Q. How do you currently regularly travel along Freetown Way?

Car, as a driver	165	74.7%
Car, as a passenger	49	22.2%
Walking	44	19.9%
Mobility scooter	3	1.4%
Cycle	84	38.0%
Bus	19	8.6%
Motorcycle / scooter	4	1.8%
Other	4	1.8%

Q. And which of these is your main mode of transport when travelling along Freetown Way - that is the one you use most?

Car, as a driver	127	58.0%
Car, as a passenger	14	6.4%
Walking	12	5.5%
Mobility scooter	3	1.4%
Cycle	57	26.0%
Bus	4	1.8%
Motorcycle / scooter	-	-
Other	2	0.9%

Support For The Major Elements of the Plans

Q. How much do you support plans to?

All Respondents

	Strongly Oppose	Oppose	Neither	Support	Strongly Support	Oppose	Support
Relocate the cycle lanes currently on the road, on Freetown Way, off-road by widening the footway to provide separate areas for off-road cyclists and pedestrians and return the carriageway to two lanes of traffic in both directions	7.8% (22)	4.3% (12)	5.3% (15)	24.1% (68)	58.5% (165)	12%	83%
Alter the road junctions to prioritise traffic along Freetown Way e.g. allow drivers to make a right turn using ahead traffic lanes (such as at the junction with Wincolmlee)	7.6% (21)	6.9% (19)	30.4% (84)	28.6% (79)	26.4% (73)	15%	55%
Install a CYCLOPS junction at Blundell's Corner to provide pedestrian cross facilities and separate cyclists from motorists	17.6% (49)	5.0% (14)	11.5% (32)	23.4% (65)	42.4% (118)	23%	66%
Install a CYCLOPS junction at Witham to provide pedestrian cross facilities and separate cyclists from motorists	18.7% (52)	4.7% (13)	12.2% (34)	21.9% (61)	42.4% (118)	23%	64%
Extend the right turn lane on Freetown Way onto Great Union Street to aid traffic flow and reduce congestion	6.5% (18)	3.3% (9)	24.4% (67)	33.5% (92)	32.4% (89)	10%	66%
Remove the right turn from Witham onto New Cleveland Street to aid traffic flow and reduce congestion	16.2% (45)	14.4% (40)	31.0% (86)	17.7% (49)	20.6% (57)	31%	38%
Remove the left turn from New Cleveland Street onto Witham to aid traffic flow and reduce congestion	19.6% (54)	16.7% (46)	35.1% (97)	13.0% (36)	15.6% (43)	36%	29%
Remove the on-street parking near Witham Pharmacy to aid traffic flow and reduce congestion	13.7% (38)	11.2% (31)	26.6% (74)	19.1% (53)	29.5% (82)	25%	49%

Analysis By Key Respondent Characteristic

Average Score: -2 (Strongly Oppose), -1 (Oppose), 0 (Neither), +1 (Support), +2 (Strongly Support)

	All Respondents	Those Who Regularly Travel Along Freetown Way	Main Method of Travel: Car Driver / Passenger	Main Method of Travel: Cycle	Main Method of Travel: Walking and Mobility Scooter	Those With Health Problem or Impairment
Number of Respondents	283	221	141	57	15	73
Relocate the cycle lanes currently on the road, on Freetown Way, off-road by widening the footway to provide separate areas for off-road cyclists and pedestrians and return the carriageway to two lanes of traffic in both directions	+1.21	+1.18	+1.38	+0.98	+0.29	+1.29
Alter the road junctions to prioritise traffic along Freetown Way e.g. allow drivers to make a right turn using ahead traffic lanes (such as at the junction with Wincolmlee)	+0.59	+0.60	+0.75	+0.41	-0.14	+0.66
Install a CYCLOPS junction at Blundell's Corner to provide pedestrian cross facilities and separate cyclists from motorists	+0.68	+0.63	+0.41	+1.25	+0.79	+0.59
Install a CYCLOPS junction at Witham to provide pedestrian cross facilities and separate cyclists from motorists	+0.65	+0.61	+0.35	+1.28	+0.86	+0.63
Extend the right turn lane on Freetown Way onto Great Union Street to aid traffic flow and reduce congestion	+0.82	+0.84	+1.00	+0.64	+0.23	+0.87
Remove the right turn from Witham onto New Cleveland Street to aid traffic flow and reduce congestion	+0.12	+0.14	+0.04	+0.50	-0.21	+0.04
Remove the left turn from New Cleveland Street onto Witham to aid traffic flow and reduce congestion	-0.12	-0.11	-0.32	+0.42	-0.29	-0.07
Remove the on-street parking near Witham Pharmacy to aid traffic flow and reduce congestion	+0.40	+0.41	+0.27	+0.89	-0.14	+0.25

OFFICIAL

- Overall, a larger proportion of respondents **support** each of the major elements of the plan than **oppose** them.
- The only exception to this is plans to remove the left turn from New Cleveland Street onto Witham to aid traffic flow and reduce congestion.
- This specific element of the plan is **opposed** by a larger proportion of respondents than **support** it across **all** key population groups; except amongst those who regularly travel along Freetown Way and whose main method of travel is **cycle**.

Because of the small sample sizes within each sub group of respondents, all results have been checked for statistical significance.

Those figures highlighted in orange are significantly different from the equivalent overall figure.

This means that:

- Respondents who regularly travel along Freetown Way and whose main method of travel is **cycle** are significantly **more** likely than average to **support** plans to:
 - Install a CYCLOPS junction at Blundell's Corner to provide pedestrian cross facilities and separate cyclists from motorists
 - Install a CYCLOPS junction at Witham to provide pedestrian cross facilities and separate cyclists from motorists
 - Remove the right turn from Witham onto New Cleveland Street to aid traffic flow and reduce congestion
 - Remove the left turn from New Cleveland Street onto Witham to aid traffic flow and reduce congestion
 - Remove the on-street parking near Witham Pharmacy to aid traffic flow and reduce congestion
- Respondents who regularly travel along Freetown Way and whose main method of travel is **walking or mobility scooter** are significantly **less** likely than average to **support** plans to:
 - Relocate the cycle lanes currently on the road, on Freetown Way, off-road by widening the footway to provide separate areas for off-road cyclists and pedestrians and return the carriageway to two lanes of traffic in both directions
 - Extend the right turn lane on Freetown Way onto Great Union Street to aid traffic flow and reduce congestion
 - Alter the road junctions to prioritise traffic along Freetown Way e.g. allow drivers to make a right turn using ahead traffic lanes (such as at the junction with Wincolmlee)

It should be noted that in the first two instances the majority of those walking / using a mobility scooter **do still support** these plans.

However in the latter instance the majority of those walking / using a mobility scooter **oppose** this plan.

Satisfaction With Design Elements of the Plans

Q. How satisfied are you with each of the following?

All Respondents

	Very Dissatisfied	Dissatisfied	Neither	Satisfied	Very Satisfied	Don't Know / No Opinion	Dissatisfied	Satisfied
The designs overall	10.6% (29)	10.6% (29)	16.8% (46)	40.1% (110)	20.1% (55)	1.8% (5)	21%	60%
Separation / delineation between off-road cycle lane and road)	10.3% (28)	7.0% (19)	10.3% (28)	35.4% (96)	35.4% (95)	1.8% (5)	17%	71%
Separation / delineation between off-road cycle lane and pedestrian footpath	10.2% (28)	8.7% (24)	12.7% (35)	36.7% (101)	29.1% (80)	2.5% (7)	19%	66%
Amount of space provided for motorists	13.0% (36)	12.3% (34)	18.5% (51)	29.7% (82)	21.4% (59)	5.1% (14)	25%	51%
Amount of space provided for cyclists	9.5% (26)	13.1% (36)	13.9% (38)	35.0% (96)	24.1% (66)	4.4% (12)	23%	59%
Amount of space provided for pedestrians	10.8% (30)	6.9% (19)	17.0% (47)	37.9% (105)	23.8% (66)	3.6% (10)	18%	62%
Separation of left turning traffic from cyclists riding straight ahead at junctions	10.9% (30)	5.1% (14)	19.2% (53)	30.8% (85)	29.3% (81)	4.7% (13)	16%	60%
Early start signals for cyclists	9.8% (27)	6.5% (18)	12.7% (35)	30.1% (83)	35.1% (97)	5.8% (16)	16%	65%
Provision of pedestrian crossings	8.4% (23)	7.3% (20)	14.2% (39)	34.9% (96)	31.3% (86)	4.0% (11)	16%	66%
Provision of cycle crossings	10.5% (29)	9.5% (26)	17.5% (48)	30.9% (85)	27.6% (76)	4.0% (11)	20%	59%
Locations where off-road cycle lanes rejoin on road cycle lanes	11.6% (32)	8.3% (23)	25.0% (69)	29.7% (82)	17.4% (48)	8.0% (22)	20%	47%
Cycle links with other roads / streets	11.1% (30)	5.5% (15)	25.5% (69)	31.7% (86)	18.8% (51)	7.4% (20)	17%	51%
Vehicles making right turns off Freetown Way	8.2% (22)	6.7% (18)	25.7% (69)	30.9% (83)	19.3% (52)	9.3% (25)	15%	50%
Designs for the CYCLOPS junction at Blundell's corner	18.4% (51)	7.9% (22)	15.5% (43)	26.7% (74)	23.8% (66)	7.6% (21)	26%	51%
Designs for the CYCLOPS junction at Witham	17.7% (49)	7.9% (22)	17.7% (49)	25.6% (71)	22.7% (63)	8.3% (23)	26%	48%

Analysis By Key Respondent Characteristic

Average Score: -2 (Very Dissatisfied), -1 (Dissatisfied), 0 (Neither), +1 (Satisfied), +2 (Very Satisfied)

Don't Know / No Opinion Removed

	All Respondents	Those Who Regularly Travel Along Freetown Way	Main Method of Travel: Car Driver / Passenger	Main Method of Travel: Cycle	Main Method of Travel: Walking and Mobility Scooter	Those With Health Problem or Impairment
Number of Respondents	283	221	141	57	15	73
The designs overall	+0.49	+0.48	+0.49	+0.68	-0.07	+0.60
Separation / delineation between off-road cycle lane and road)	+0.79	+0.83	+0.92	+0.93	-0.07	+0.85
Separation / delineation between off-road cycle lane and pedestrian footpath	+0.68	+0.70	+0.86	+0.70	-0.40	+0.62
Amount of space provided for motorists	+0.36	+0.40	+0.41	+0.49	+0.45	+0.45
Amount of space provided for cyclists	+0.53	+0.57	+0.69	+0.58	-0.14	+0.61
Amount of space provided for pedestrians	+0.59	+0.64	+0.80	+0.63	-0.33	+0.51
Separation of left turning traffic from cyclists riding straight ahead at junctions	+0.66	+0.69	+0.61	+1.04	+0.36	+0.78
Early start signals for cyclists	+0.79	+0.83	+0.60	+1.49	+0.82	+0.65
Provision of pedestrian crossings	+0.77	+0.83	+0.77	+1.19	+0.54	+0.76
Provision of cycle crossings	+0.58	+0.61	+0.43	+1.09	+0.73	+0.58
Locations where off-road cycle lanes rejoin on road cycle lanes	+0.36	+0.39	+0.34	+0.58	+0.50	+0.48
Cycle links with other roads / streets	+0.45	+0.47	+0.48	+0.52	+0.50	+0.52
Vehicles making right turns off Freetown Way	+0.51	+0.56	+0.56	+0.67	+0.78	+0.62
Designs for the CYCLOPS junction at Blundell's corner	+0.32	+0.28	+0.15	+0.66	+0.42	+0.42
Designs for the CYCLOPS junction at Witham	+0.30	+0.28	+0.15	+0.67	+0.27	+0.38

- Overall, a larger proportion of respondents are **satisfied** with the **designs overall** than are **dissatisfied** with them.
- This true across all key population groups with the exception of those respondents who regularly travel along Freetown Way and whose main method of travel is **walking / mobility scooter**.
- However, in this instance the difference in satisfaction with the designs overall is **not** statistically significant – and it is actually specific design elements that those who mainly walk / use a mobility scooter are significantly dissatisfied with (see below).

Because of the small sample sizes within each sub group of respondents, all results have been checked for statistical significance.

Those figures highlighted in orange are significantly different from the equivalent overall figure.

This means that:

- Respondents who regularly travel along Freetown Way and whose main method of travel is **cycle** are significantly **more** likely than average to be **satisfied** with:
 - Separation of left turning traffic from cyclists riding straight ahead at junctions Install a CYCLOPS junction at Witham to provide pedestrian cross facilities and separate cyclists from motorists
 - Early start signals for cyclists
 - Provision of pedestrian crossings
 - Provision of cycle crossings
- Respondents who regularly travel along Freetown Way and whose main method of travel is **walking or mobility scooter** are significantly **less** likely than average to be **satisfied** with:
 - Separation / delineation between off-road cycle lane and road)
 - Separation / delineation between off-road cycle lane and pedestrian footpath
 - Amount of space provided for cyclists
 - Amount of space provided for pedestrians

In these instances a larger proportion of those walking / using a mobility scooter are **dissatisfied** with these designs than are **satisfied**.

Additional Questions

Of those who DO regularly CYCLE along Freetown Way:

Q. Will the new scheme change the frequency with which you currently cycle along Freetown Way?

I am more likely to cycle as a result of the new scheme	43	51.8%
The amount I cycle will not change as a result of the new scheme	34	41.0%
I am less likely to cycle as a result of the new scheme	6	7.2%

Of those who DO regularly travel along Freetown Way but DO NOT CYCLE:

Q. Will the new scheme make you more likely to start cycling along Freetown Way?

Yes	18	13.2%
No	103	75.7%
Don't know / Not sure	15	11.0%

All Respondents

Q. Do you think that other stretches of roads would benefit from similar off-road cycle schemes?

Yes	185	65.8%
No	46	16.4%
Don't know / Not sure	50	17.8%

Q. If Yes, which stretches of road do you think would benefit from similar off-road cycle schemes?

New Cleveland Street	103	56.9%
Clough Road	136	74.1%
Preston Road	86	47.5%
Cottingham Road	128	70.7%
Other	92	50.8%

Q. Would you be interested in any cycle training?

Yes, to help me learn how to ride a bike	5	1.9%
Yes, to help me get back into riding a bike	9	3.5%
No	246	94.6%