

Tell us what you think

PRESTON ROAD CYCLE SCHEME 2024

Results from Insight@hullcc.gov.uk

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About this survey

The Preston Cycle Scheme survey ran from 3rd June – 14th July 2024.

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

Overall, 42 respondents have completed this survey. This provides a confidence level of 95% with a confidence interval (margin of error) of approximately 15.12%, 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	1	2.6%
16 - 24	-	-
25 - 34	8	21.1%
35 - 44	8	21.1%
45 - 54	8	21.1%
55 - 64	6	15.8%
65 - 74	6	15.8%
75+	1	2.6%

Q. Which of the following best describes you?

Male / Man	22	55.0%
Female / Woman	18	45.0%
FTM	-	-
MTF	-	-
Gender fluid	-	-
Non-binary	-	-
I describe myself another way (please state)	-	-

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

White - British / English / Welsh / Scottish / Northern Irish	39	97.5%
Other white	-	-
Black / Black British	-	-
Asian / Asian British	1	2.5%
Mixed / Multiple ethnicities	-	-
Arab	-	-
Other (please state)	-	-

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

Yes, a little	5	13.5%
Yes, a lot	1	2.7%
No	31	83.8%

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

Mobility issues – non wheelchair / mobility scooter user	2	50.0%
Mobility issues – wheelchair / mobility scooter user	-	-
Blind, visually impaired or partially sighted	-	-
Deaf, hearing impaired or hard of hearing	1	25.0%
Cognitive or learning difficulty	1	25.0%
Assistance dog user	-	-
Other (please state)	2	50.0%

Usage of Preston Road

Q. Which of the following best describes you?

I regularly travel along Preston Road	26	61.9%
I live in the Preston Road area	16	38.1%
I work in the Preston Road area	6	14.3%
I own a business in the Preston Road area	-	0.0%
I am a regular visitor to the Preston Road area	12	28.6%
I belong to a local group / organisation interested in the Preston Road area	2	4.8%
Other	6	14.3%
None of these	6	14.3%

Of those who regularly travel along Preston Road:**Q. How often do you travel along Preston Road?**

Daily	10	38.0%
2 or 3 times a week	8	30.8%
Once a week	6	23.1%
Less often than once a week	2	7.7%

Q. When do you typically travel along Preston Road?

	Weekdays	Weekends	None of these
Early peak hours (7.00am – 9.30am)	88.2% (15)	58.8% (10)	-
During the day (9.30am – 4.00pm)	80.0% (16)	70.0% (14)	5.0% (1)
Late peak hours (4.00pm – 6.30pm)	85.0% (17)	60.0% (12)	5.0% (1)
Evenings (After 6.30pm)	70.6% (12)	82.4% (14)	-

Q. How do you currently regularly travel along Preston Road?

Car, as a driver	21	80.8%
Car, as a passenger	8	30.8%
Walking	11	42.3%
Mobility scooter	1	3.8%
Cycle	9	34.6%
Bus	3	11.5%
Motorcycle / scooter	-	-
Other	-	-

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

Car, as a driver	15	57.7%
Car, as a passenger	1	3.8%
Walking	1	3.8%
Mobility scooter	1	3.8%
Cycle	7	26.9%
Bus	1	3.8%
Motorcycle / scooter	-	-
Other	-	-

Support For The Major Elements of the Plans

Q. How much do you support plans to?

	Strongly Oppose	Oppose	Neither	Support	Strongly Support	Oppose	Support
Introduce off-road cycle lanes on both sides of Preston Road, between Southcoates Avenue and Marfleet Road, parallel to the footways, providing separate areas for both cyclists and pedestrians.	16.7% (7)	4.8% (2)	4.8% (2)	26.2% (11)	47.6% (20)	22%	83%
Install a CYCLOPS junction at Preston Road / Southcoates Avenue to provide pedestrian crossing facilities and to separate cyclists from motorists.	23.8% (10)	4.8% (2)	9.5% (4)	21.4% (9)	40.5% (17)	29%	62%
Install a CYCLOPS junction at Preston Road/Marfleet Lane to provide pedestrian crossing facilities and to separate cyclists from motorists.	26.2% (11)	2.4% (1)	14.3% (6)	21.4% (9)	35.7% (15)	29%	57%
Introduce additional on-street parking to the east of the Archbishop Sentamu Academy.	12.2% (5)	7.3% (3)	41.5% (17)	12.2% (5)	26.8% (11)	20%	39%
Reduce the width of side road junctions, between Southcoates Avenue and Marfleet Lane, to lower vehicle turning speeds and narrow crossing distances for both pedestrians and cyclists.	23.8% (10)	16.7% (7)	19.0% (8)	11.9% (5)	28.6% (12)	41%	41%
Introduce / formalise one-way travel for service roads off Preston Road, near Trinity Grove, to assist with the flow traffic.	23.8% (10)	11.9% (5)	33.3% (14)	16.7% (7)	14.3% (6)	36%	31%
Close the section of Exeter Grove, between Preston Road and Ryehill Grove, to traffic except cycles and pedestrians, to improve active travel.	33.3% (14)	4.8% (2)	23.8% (10)	4.8% (2)	33.3% (14)	38%	38%
Remove a limited number of on-street parking bays along Preston Road to protect existing features, such as trees, as well as accommodating the off-road cycle lanes.	31.0% (13)	9.5% (4)	23.8% (10)	11.9% (5)	23.8% (10)	41%	36%

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It can confidently be said that the majority of respondent's support plans to:

- Introduce off-road cycle lanes on both sides of Preston Road, between Southcoates Avenue and Marfleet Road, parallel to the footways, providing separate areas for both cyclists and pedestrians.

It can also be confidently said that more respondents support (rather than oppose) plans to:

- Install a CYCLOPS junction at Preston Road / Southcoates Avenue to provide pedestrian crossing facilities and to separate cyclists from motorists.
- Install a CYCLOPS junction at Preston Road/Marfleet Lane to provide pedestrian crossing facilities and to separate cyclists from motorists.
- Introduce additional on-street parking to the east of the Archbishop Sentamu Academy.

Respondents are split when it comes to the following, and it is not possible to confidently say whether more support or oppose these plans:

- Reduce the width of side road junctions, between Southcoates Avenue and Marfleet Lane, to lower vehicle turning speeds and narrow crossing distances for both pedestrians and cyclists.
- Close the section of Exeter Grove, between Preston Road and Ryehill Grove, to traffic except cycles and pedestrians, to improve active travel.
- Introduce / formalise one-way travel for service roads off Preston Road, near Trinity Grove, to assist with the flow traffic.
- Remove a limited number of on-street parking bays along Preston Road to protect existing features, such as trees, as well as accommodating the off-road cycle lanes.

Satisfaction With Design Elements of the Plans

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

	Very Dissatisfied	Dissatisfied	Neither	Satisfied	Very Satisfied	Don't Know / No Opinion	Dissatisfied	Satisfied
The designs overall	17.1% (6)	5.7% (2)	20.0% (7)	37.1% (13)	20.0% (7)	0.0% (0)	23%	57%
Separation / delineation between off-road cycle lane and road)	17.1% (7)	2.4% (1)	24.4% (10)	19.5% (8)	36.6% (15)	0.0% (0)	20%	56%
Separation / delineation between off-road cycle lane and pedestrian footpath	14.6% (6)	4.9% (2)	24.4% (10)	24.4% (10)	31.7% (13)	0.0% (0)	20%	56%
Amount of space provided for motorists	20.0% (8)	10.0% (4)	22.5% (9)	27.5% (11)	17.5% (7)	2.5% (1)	30%	45%
Amount of space provided for cyclists	15.4% (6)	7.7% (3)	30.8% (12)	28.2% (11)	17.9% (7)	0.0% (0)	23%	46%
Amount of space provided for pedestrians	14.6% (6)	14.6% (6)	29.3% (12)	26.8% (11)	14.6% (6)	0.0% (0)	29%	41%
Separation of left turning traffic from cyclists riding straight ahead at junctions	14.6% (6)	12.2% (5)	24.4% (10)	31.7% (13)	17.1% (7)	0.0% (0)	27%	49%
Early start signals for cyclists	12.5% (5)	7.5% (3)	20.0% (8)	27.5% (11)	27.5% (11)	5.0% (2)	20%	55%
Provision of pedestrian crossings	9.8% (4)	4.9% (2)	26.8% (11)	29.3% (12)	26.8% (11)	2.4% (1)	15%	56%
Provision of cycle crossings	15.4% (6)	0.0% (0)	30.8% (12)	28.2% (11)	23.1% (9)	2.6% (1)	15%	51%
Locations where off-road cycle lanes rejoin on road cycle lanes	15.0% (6)	20.0% (8)	35.0% (14)	15.0% (6)	12.5% (5)	2.5% (1)	35%	28%
Cycle links with other roads / streets	12.8% (5)	15.4% (6)	35.9% (14)	20.5% (8)	15.4% (6)	0.0% (0)	28%	36%
Provision / location of bus stops	12.5% (5)	10.0% (4)	42.5% (17)	30.0% (12)	5.0% (2)	0.0% (0)	23%	35%
Location of traffic calming measures	17.5% (7)	5.0% (2)	35.0% (14)	27.5% (11)	12.5% (5)	2.5% (1)	23%	40%
The designs for the CYCLOPS junction at Preston Road / Southcoates Avenue crossroads	20.0% (8)	5.0% (2)	27.5% (11)	20.0% (8)	25.0% (10)	2.5% (1)	25%	45%
The designs for the CYCLOPS junction at Preston Road / Marfleet Lane crossroads	25.0% (10)	2.5% (1)	27.5% (11)	17.5% (7)	22.5% (9)	5.0% (2)	28%	40%

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It can be confidently said that more respondents support (rather than oppose) the designs overall.

It can also be confidently said that more respondents support (rather than oppose) the following design elements of the plan:

- Provision of pedestrian crossings
- Separation / delineation between off-road cycle lane and road)
- Separation / delineation between off-road cycle lane and pedestrian footpath
- Provision of cycle crossings
- Early start signals for cyclists
- Amount of space provided for cyclists
- Separation of left turning traffic from cyclists riding straight ahead at junctions
- The designs for the CYCLOPS junction at Preston Road / Southcoates Avenue crossroads
- Location of traffic calming measures

Respondents are split when it comes to the following, and it is not possible to confidently say whether more support or oppose these plans:

- Locations where off-road cycle lanes rejoin on road cycle lanes
- Cycle links with other roads / streets
- Amount of space provided for pedestrians
- Provision / location of bus stops
- The designs for the CYCLOPS junction at Preston Road / Marfleet Lane crossroads
- Amount of space provided for motorists
- Location of traffic calming measures

Additional Questions

Of those who DO regularly CYCLE along Preston Road:

Q. Will the new scheme change the frequency with which you currently cycle along Preston Road?

I am more likely to cycle as a result of the new scheme	6	66.7%
The amount I cycle will not change as a result of the new scheme	2	22.2%
I am less likely to cycle as a result of the new scheme	1	11.1%

Of those who DO regularly travel along Preston Road but DO NOT CYCLE:

Q. Will the new scheme make you more likely to start cycling along Preston Road?

Yes	3	18.8%
No	9	56.3%
Don't know / Not sure	4	25.0%

All Respondents

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

Yes	25	62.5%
No	9	22.5%
Don't know / Not sure	6	15.0%

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

New Cleveland Street	15	60.0%
Clough Road	19	76.0%
Cottingham Road	16	64.0%
Other	13	52.0%

Q. Would you be interested in any cycle training?

Yes, to help me learn how to ride a bike	2	5.3%
Yes, to help me get back into riding a bike	1	2.6%
No	35	92.1%