



APPENDIX G

NON-MOTORISED USER SURVEY ANALYSIS

1. INTRODUCTION

- 1.1 A Non-Motorised User Survey (NMU) was carried out by Sky High Traffic at 3 Sites in the area of The Den, Dalry on the A737.
- 1.2 The purpose of the survey was to determine the level of pedestrian, equestrian and pedal cycle usage in the surrounding roads and footpaths. The results of the survey will be used to establish the level of NMU facilities required in the trunk road realignment scheme proposed for this area.
- 1.3 The surveys were carried out between Thursday 8th September 2011 and Sunday 11th September 2011 between 0700 and 1900 each day. The weather was overcast on the Thursday and raining during the three other survey days.
- 1.4 A 4 arm NMU turning count was undertaken at the junction of the A737 with Brownhill Road to the North and a track leading to Barkip Stables in the south, Site 1.
- 1.5 A 3 arm survey was undertaken at the junction of the A737 with Auchengree Road, Site 2.
- 1.6 A 4 arm survey was also carried out at Site 3, the pedestrian and vehicular access to Maulside Loge from the A737. This junction was included in the NMU survey as Maulside Lodge stables 27 breeding horses which may have an impact on equestrian movements in this area



Figure 1 - A737 The Den, Dalry NMU Survey Extents

2. NMU SURVEY ANALYSIS

2.1 Over the four days of survey there were 40 recorded NMU movements across all 3 sites.

Table 1 below summarises these movements

Day	Site 1 - No NMU's				Site 2 - No NMU's				Site 3 - No NMU's				Total 1 - 3
	PC	Ped	Equ	Total 1	PC	Ped	Equ	Total 2	PC	Ped	Equ	Total 3	
Thur	0	3	0	3	2	0	1	3	1	0	0	1	7
Fri	1	5	0	6	2	0	2	4	1	0	0	1	11
Sat	1	3	1	5	2	1	1	4	2	2	0	4	13
Sun	0	4	0	4	0	4	0	4	0	1	0	1	9
Total	2	15	1	18	6	5	4	15	4	3	0	7	40

Table 1 – Summary of NMU Survey

2.2 30% of these movements (12 No.) were Pedal Cyclists, 58% (23 No.) were Pedestrian movements and 12% (5 No.) were Equestrian movements.

2.3 The majority of the pedestrian movements originate at Site 1 with pedestrians heading north to either Site 2 or 3.

2.4 Nearly all of the Equestrian movements (4 out of 5) were concerned with coming from or going to Arm C of Site 2.

2.5 The majority of movements (33 out of 40) could be found at Site 1 and Site 2 combined, there was less NMU activity located around Site 3 to the North.

2.6 In terms of days, a slight increase in movements could be found on Friday and Saturday in comparison to the other days (11 and 13 respectively)

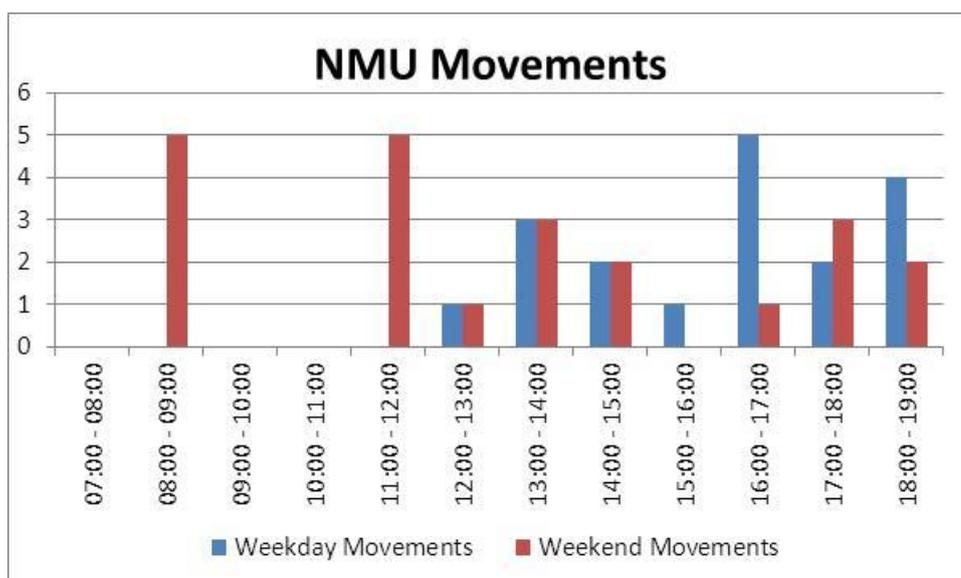


Figure 2 - A737 The Den, Dalry Graph of NMU Weekday/Weekend Movements

2.7 A trend was also observed in Figure 2 (above) that the majority of Weekday movements were concentrated in the PM whereas the movements at Weekends appear to be concentrated in the AM

3. CONCLUSIONS

- 3.1 The surveyed levels of NMU movements were considered low and therefore no obvious trends could be established within the data sets.
- 3.2 What was indicated by the data and worth note was a general movement of pedestrians from South to North and a focus of Equestrian activity around Arm C of Site 2.
- 3.3 Given the limited number of movements by equestrians and pedal cyclists, the proposed pedestrian and cycle provisions included in the realignment scheme are considered adequate, and no additional NMU facilities are considered necessary.

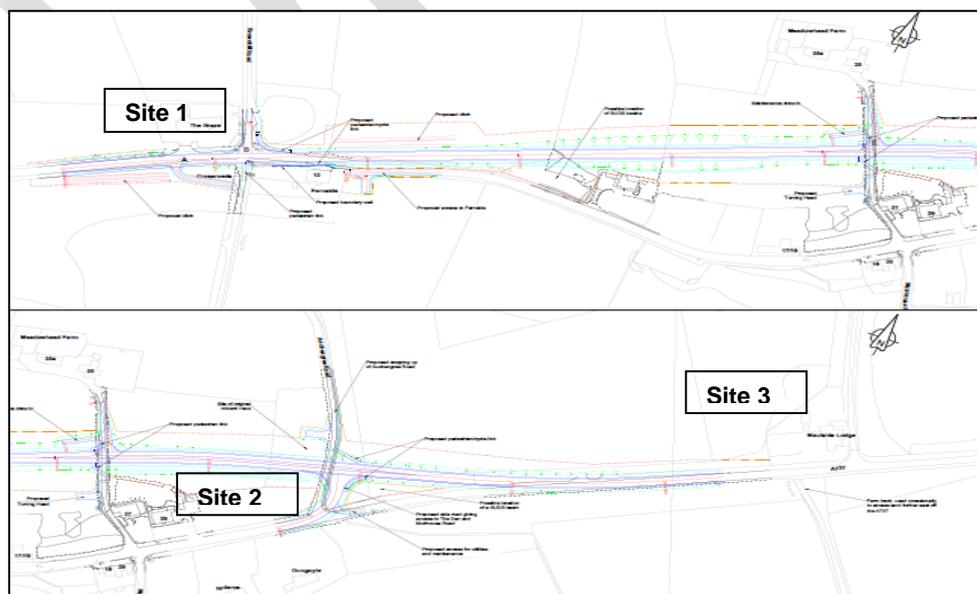


Figure 3 - A737 Road Realignment Scheme, The Den, Dalry – General Layout