

Hostile Vehicle Measures

Statement for Executive Meeting 13th January 2022



York Cycle Campaign asks that the council consider whether the installation of HVM barriers could provide an opportunity to also provide much needed cycle parking.

There are several off-the-shelf products on the market that combine a Sheffield type cycle stand with a bollard, achieving the required PAS 68 standard for HVMs. Using these bollards, where appropriate, would provide everyday functionality for a piece of street furniture which would otherwise hopefully never be used and without additional clutter detracting from the aesthetics and accessibility of the foot streets.

The proposed locations of the bollards around the city centre are also where additional cycle parking is needed, at the point where shoppers arrive at the foot streets and need a secure place to leave their cycles - without needing to push them through crowds to reach the current racks. This need is evident in the number of cycles chained to railings around the junction of Parliament Street and Piccadilly any weekend afternoon.

We also note the proposed location map of the fixed bollards on St. Andrewgate and Goodramgate are in the same location as the current bollards/temporary HVM barriers. In both locations these are immediately before popular cycle racks, meaning that to access the racks cyclists would have to pass through bollards.

Our understanding is that government guidance means HVM bollards should be no more than 1.2m apart, below the 1.5m required for wider cycles such as trikes to fit through. This means they would not be able reach the parking and it would be difficult for a dismounted cyclist to pass through the gap pushing their bike. We ask the council whether in these locations the arrangement of bollards and cycle parking can be considered so that racks are accessible without travelling through the barriers. If barrier arrangements can't be amended, we'd like assurances that the openable barriers will be usable in situations where wider cycles do need to access/egress the city centre - such as accessing cycle parking or when being used for cycle logistics.



A HVM cycle stand product by landscaping company Marshalls