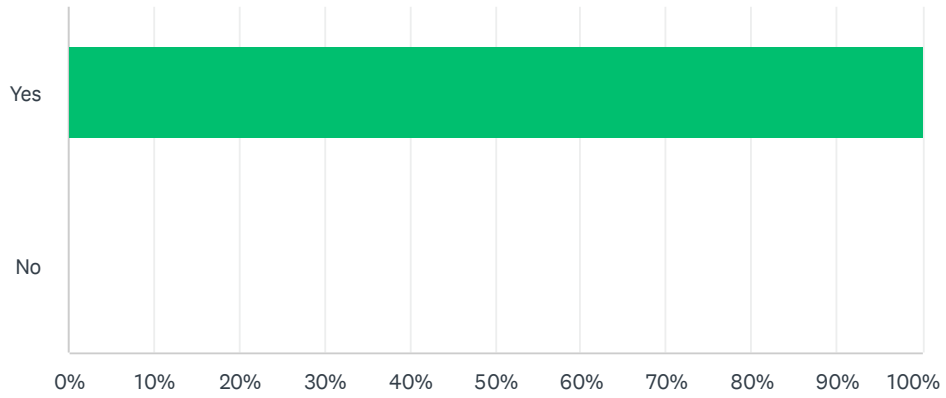


Q1 Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

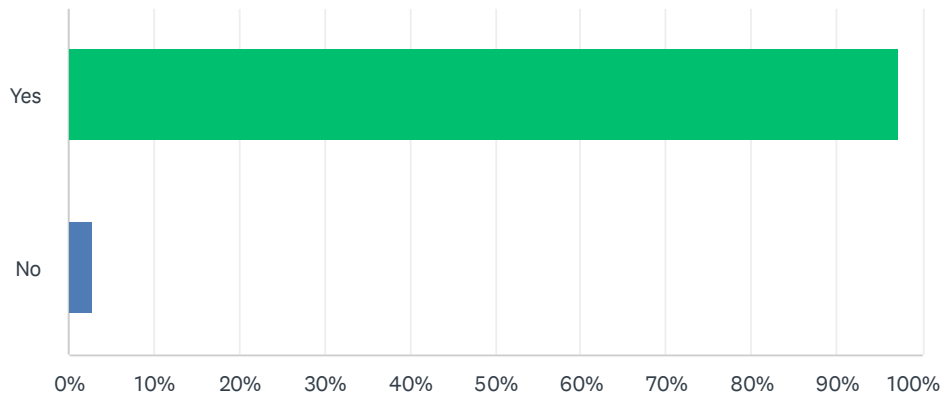
Answered: 210 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	210
No	0.00%	0
TOTAL		210

Q2 Do you currently travel on/to Hospital Fields Road?

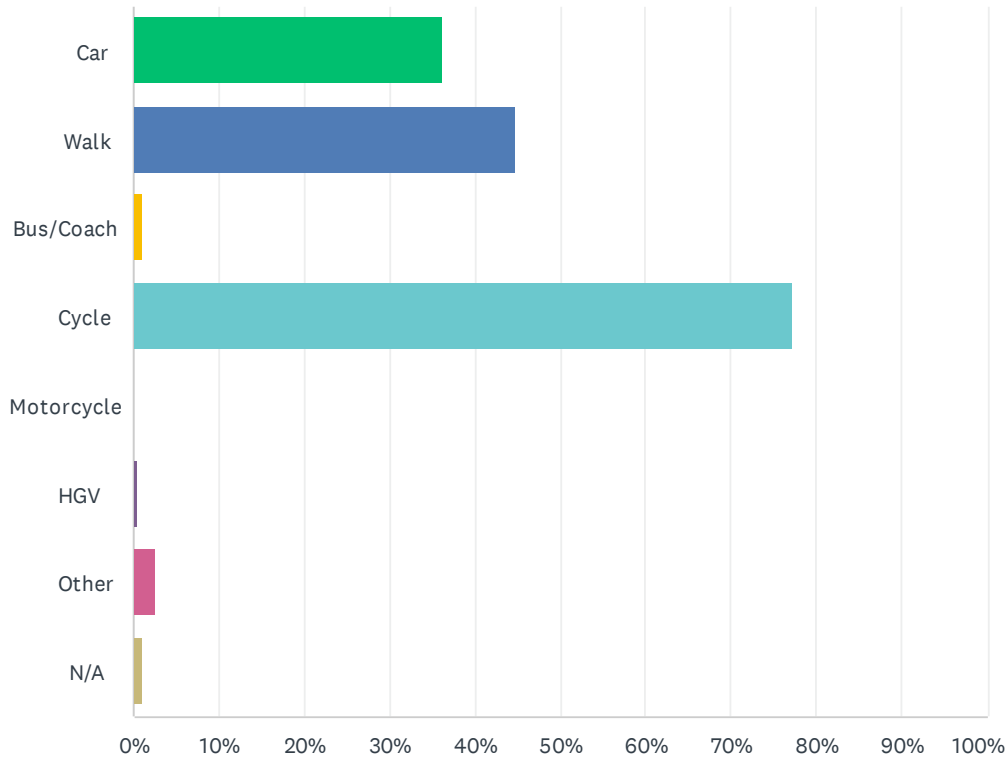
Answered: 184 Skipped: 26



ANSWER CHOICES	RESPONSES	
Yes	97.28%	179
No	2.72%	5
TOTAL		184

Q3 How do you normally travel on/to Hospital Fields Road? (Please select all that apply)

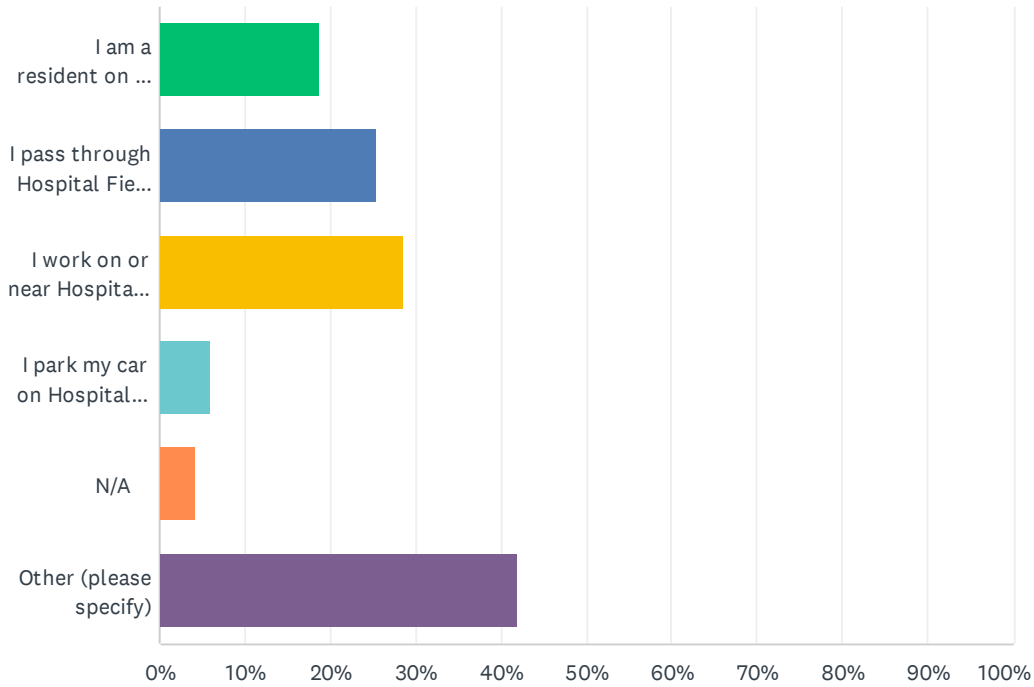
Answered: 188 Skipped: 22



ANSWER CHOICES	RESPONSES	
Car	36.17%	68
Walk	44.68%	84
Bus/Coach	1.06%	2
Cycle	77.13%	145
Motorcycle	0.00%	0
HGV	0.53%	1
Other	2.66%	5
N/A	1.06%	2
Total Respondents: 188		

Q4 For what purpose(s) do you currently travel on/to Hospital Fields Road? (Please select all that apply)

Answered: 186 Skipped: 24



ANSWER CHOICES	RESPONSES
I am a resident on or near (within 500 metres of) Hospital Fields Road	18.82% 35
I pass through Hospital Fields Road on my commute to work	25.27% 47
I work on or near Hospital Fields Road	28.49% 53
I park my car on Hospital Fields Road	5.91% 11
N/A	4.30% 8
Other (please specify)	41.94% 78
Total Respondents: 186	

#	OTHER (PLEASE SPECIFY)	DATE
1	I pass through HFR to access east side of York for shopping and leisure	12/19/2022 7:32 PM
2	Local resident greater than 500m away	12/19/2022 7:30 PM
3	To visit cycle shops and others on the estate, sometimes when NewWalk is flooded for each the main road on my way into the city (I live in Fulford)	12/19/2022 4:14 PM
4	I regularly use it for a variety of trips, between 1 and 10x a week, but never less than once a week.	12/19/2022 2:53 PM
5	Occasional trip to university	12/19/2022 2:17 PM

Hospital Fields Road – Improvements to the cycle facilities

6	visiting friends who live on Hospital Fields Road	12/19/2022 2:07 PM
7	Local business	12/19/2022 2:05 PM
8	Occasional route from uni where I work to Fulford / Bishy road	12/19/2022 1:35 PM
9	accessing south side of the city for appointments, visiting Rowntrees Park and local shops on Bishy Rd, reaching Bishopthorpe village for work, travelling to the Nimbus healthcare centre at Askham Bar, leisure cycling	12/19/2022 12:56 PM
10	Delivering goods. Visiting businesses.	12/19/2022 12:55 PM
11	Use regularly to access Millennium Bridge and some businesses on or near hospital fields road	12/17/2022 5:23 PM
12	To visit shops or businesses or to travel onwards to the university or other parts of York such as Fulford	12/16/2022 5:08 PM
13	I commute from South Bank to the uni via Tier eScooter.	12/16/2022 8:57 AM
14	travelling from knavesmire to fulford rd	12/12/2022 11:57 AM
15	Use as a through route for purposes other than commute to work	12/11/2022 5:19 PM
16	I walk through when visiting local facilities	12/11/2022 2:51 PM
17	Resident a bit further but still cycling distance to centre	12/9/2022 8:04 PM
18	I pass through to cycle to town for shopping and leisure activities	12/9/2022 4:00 PM
19	I organise cycle club rides from near by.	12/9/2022 10:03 AM
20	travelling to from university	12/9/2022 9:15 AM
21	The cycle club I ride with meet near here	12/8/2022 7:14 PM
22	Leisure, for access to Millennium bridge and riverside	12/8/2022 2:51 PM
23	To visit family in Badger Hill	12/8/2022 12:58 PM
24	leisure, visiting friends living within 500m	12/8/2022 2:31 AM
25	Just when I happen to be riding in that direction, because of the route I have planned.	12/7/2022 11:41 PM
26	I pass though Hospital Fields road on occasional basis a few time per month.	12/7/2022 10:47 PM
27	Visit Cycle Heaven and sometimes use it to get to the university	12/7/2022 10:29 PM
28	Access to or from Millennium Bridge, or to visit Cycle Heaven	12/7/2022 9:22 PM
29	I cycle via HFR to get to Cycle Heaven or across Millennium Bridge.	12/7/2022 9:20 PM
30	local resident	12/7/2022 8:24 PM
31	To visit a business in that location	12/7/2022 8:16 PM
32	Travelling about the city	12/6/2022 8:04 PM
33	Cycle to and from the sport village, as part of a longer cycle ride, as part of a walk	12/6/2022 6:09 PM
34	Drop-off at Adventurers Day Nursery	12/6/2022 11:51 AM
35	A customer of a business	12/6/2022 11:23 AM
36	Walking with my family, leisure cycle rides	12/5/2022 9:32 PM
37	I used to work on HFR. Visiting the cycle shops. Shopping at Aldi. Travelling to/from the Uni.	12/5/2022 4:13 PM
38	Bike rides. Shopping.	12/5/2022 1:56 PM
39	I go shopping in the area, and I use it on orbital journeys	12/5/2022 8:49 AM
40	To go to cycle shop or cafe	12/4/2022 10:36 PM
41	Visiting businesses	12/4/2022 9:55 PM
42	Heading to bus stop on main road, from Reginald Grove becasue bus service is better than on	12/4/2022 5:27 PM

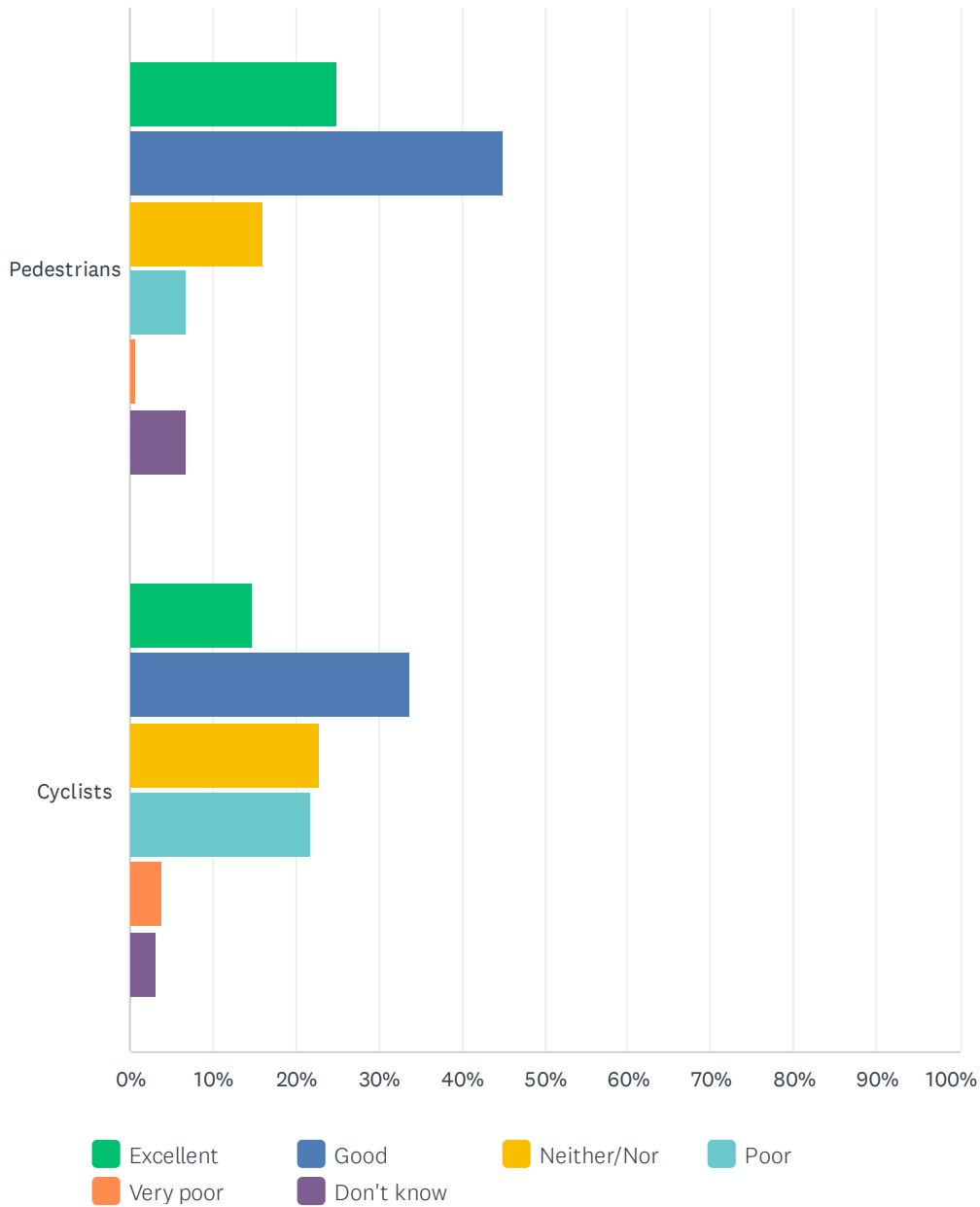
Hospital Fields Road – Improvements to the cycle facilities

Bishopthorpe Rd, Also, heading UoY by bike.

43	Leisure cycling	12/4/2022 3:30 PM
44	Cycle along this road as part of longer cycle journey. Also visit businesses here by bicycle.	12/4/2022 12:51 PM
45	I go to events at the University via this road.	12/4/2022 12:03 PM
46	Visiting local business or travel to riverside cycle path	12/4/2022 11:47 AM
47	Occasional route to university	12/4/2022 11:10 AM
48	Occasionally for leisure cycle rides	12/3/2022 10:29 PM
49	I pass through on a semi regular basis when going to other locations.	12/3/2022 4:40 PM
50	I use Hospital Fields Road to access the eastern parts of York on my bicycle, via Walmgate Stray.	12/3/2022 4:40 PM
51	Other essential journeys	12/3/2022 2:16 PM
52	Visiting family and Cycle heaven	12/2/2022 9:52 PM
53	Passing through for leisure cycling now and again	12/2/2022 8:47 PM
54	I use Hospital Fields Road as a route to & from South Bank, mix of work & leisure riding	12/2/2022 6:06 PM
55	Access cyclepath near millennium bridge	12/2/2022 5:51 PM
56	It's my preferred safe route into town from my home in Heslington by bike. I previously commuted by bike on it for 5 years when I lived in the city centre.	12/2/2022 5:19 PM
57	Leisure (to/from riverside/Millennium Bridge/etc)	12/2/2022 4:51 PM
58	I visit businesses and cafe in area	12/2/2022 3:57 PM
59	Cycle or run through for meetings, leisure rides or to access amenities - eg Cycle Heaven	12/2/2022 3:52 PM
60	Until recently was a resident off Bishopthorpe Rd.	12/2/2022 2:59 PM
61	I have my car serviced.	12/2/2022 2:51 PM
62	Customer of business on the road. Recreational use to access the riverside path and Millennium Bridge	12/2/2022 8:24 AM
63	Access across city	12/2/2022 7:28 AM
64	I use local amenities on Hospital Fields Road	11/30/2022 9:00 AM
65	Recent regular commuter on the road	11/30/2022 8:20 AM
66	Visiting local hackspace	11/29/2022 9:25 PM
67	I regularly visit multiple businesses on hospital fields road	11/29/2022 9:18 PM
68	Member of a local group with premises on hospital fields lane	11/29/2022 7:28 PM
69	I cycle through to reach York Hackspace and to reach leisure facilities	11/29/2022 6:43 PM
70	To access town via river footpath	11/29/2022 7:22 AM
71	I use it to get to Walmgate Stray	11/28/2022 10:11 PM
72	Work	11/28/2022 9:20 PM
73	My children cycle to school along this route. I use this route to walk and cycle to do essential tasks.	11/28/2022 8:12 PM
74	Leisure	11/28/2022 5:35 PM
75	Visit Cycle heaven for servicing	11/28/2022 4:59 PM
76	I ride or walk from Acomb to do errands like visiting cycle heaven, aldi, etc	11/25/2022 11:14 AM
77	To reach Millenium Bridge	11/24/2022 7:53 PM

Q5 The aim of this project is to improve safety, usability, and connectedness of Hospital Fields Road for cyclists. Please rate the existing conditions on Hospital Fields Road for pedestrians and cyclists.

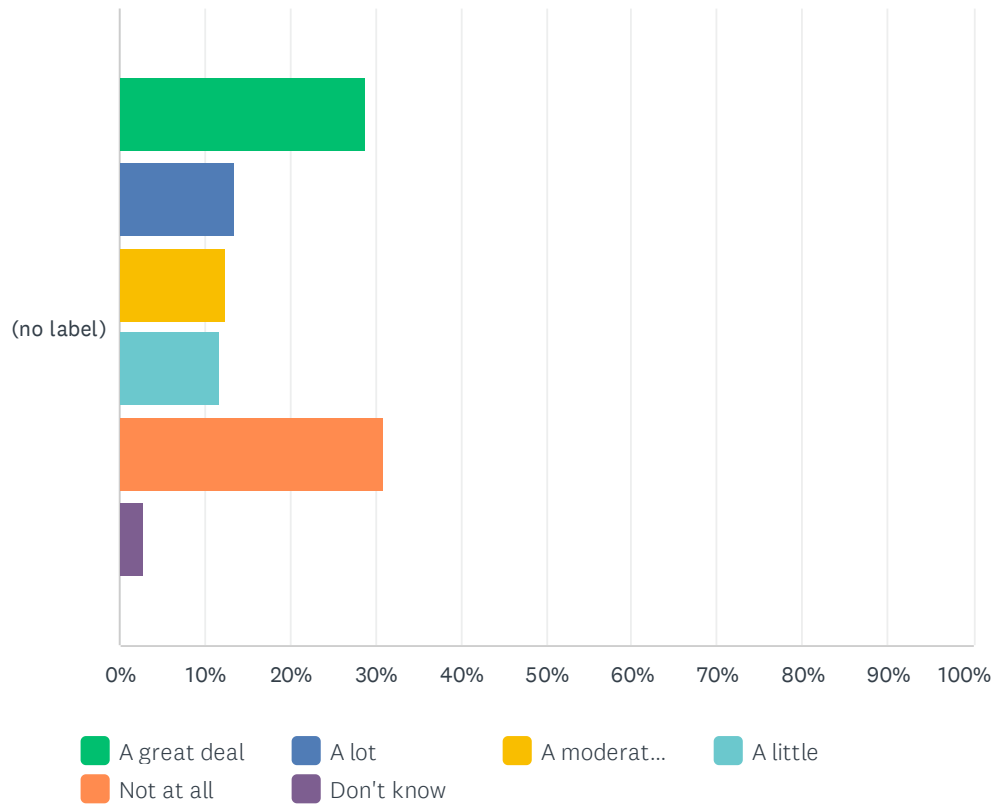
Answered: 187 Skipped: 23



	EXCELLENT	GOOD	NEITHER/NOR	POOR	VERY POOR	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Pedestrians	25.00% 44	44.89% 79	15.91% 28	6.82% 12	0.57% 1	6.82% 12	176	2.34
Cyclists	14.67% 27	33.70% 62	22.83% 42	21.74% 40	3.80% 7	3.26% 6	184	2.76

Q6 Currently there are 26 free parking spaces (22 on the northern kerb line and 4 on the southern kerb line), which we propose to remove. This is necessary to reclaim carriageway space that can be reallocated to cyclists. To what extent do you support the proposals to remove these parking spaces?

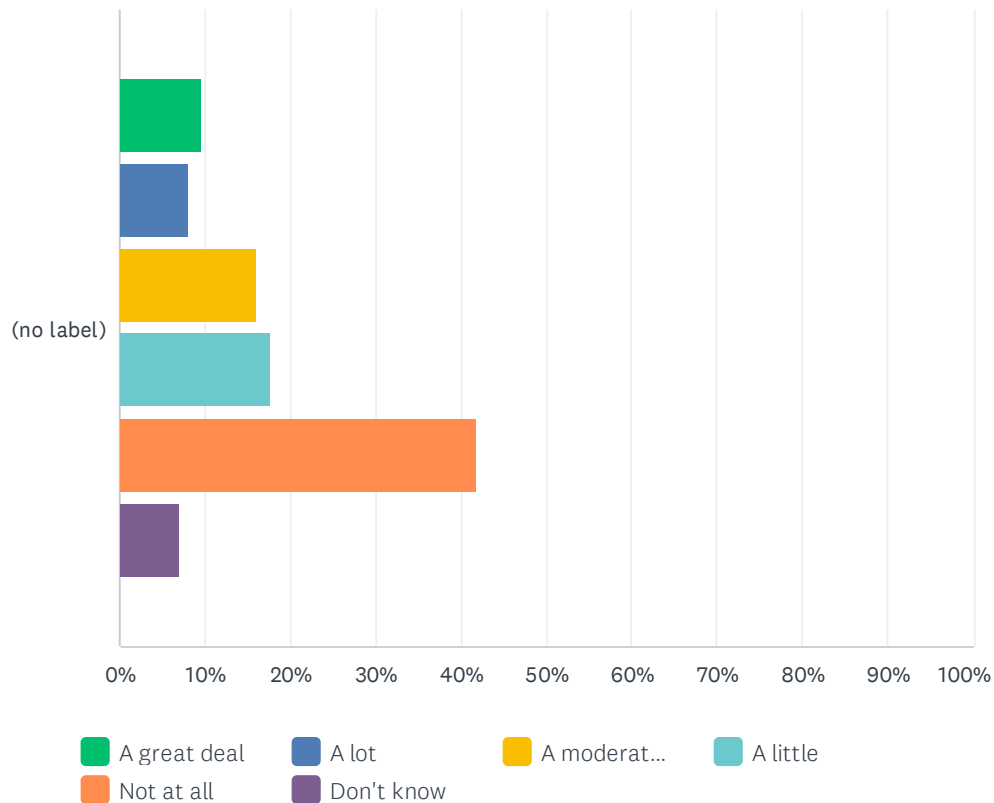
Answered: 187 Skipped: 23



	A GREAT DEAL	A LOT	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	28.88% 54	13.37% 25	12.30% 23	11.76% 22	31.02% 58	2.67% 5	187	3.11

Q7 The pavement on the north side of Hospital Fields Road is proposed to be reduced to create space for the eastbound segregated cycle lane. The amount the pavement is reduced will vary depending on the option and more information is provided in the option descriptions later in the survey. To what extent do you support the proposals to reduce the north side pavement?

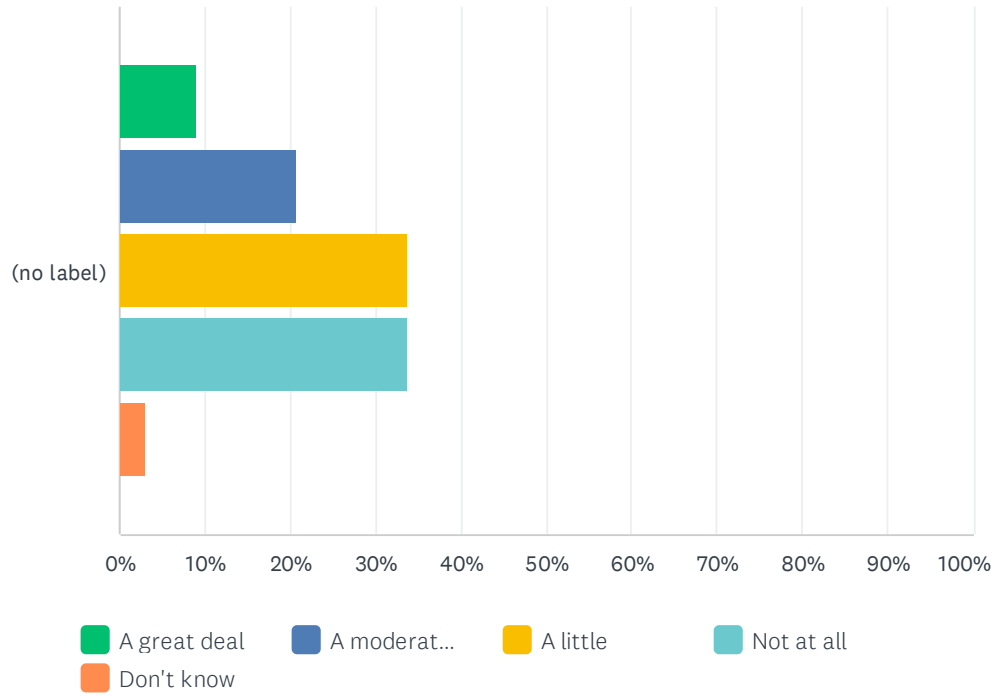
Answered: 187 Skipped: 23



	A GREAT DEAL	A LOT	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	9.63% 18	8.02% 15	16.04% 30	17.65% 33	41.71% 78	6.95% 13	187	3.95

Q8 To what extent do you support this option?

Answered: 169 Skipped: 41



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	8.88% 15	20.71% 35	33.73% 57	33.73% 57	2.96% 5	169	3.01

Q9 Would you like to provide more information about your support of this option?

Answered: 85 Skipped: 125

#	RESPONSES	DATE
1	Support improved segregation of cycling from traffic but not at the expense of pedestrian space	12/19/2022 7:34 PM
2	Why are you taking space from pedestrians and not from vehicles?	12/19/2022 7:19 PM
3	I'd like to see all 4 options to compare before I can comment.	12/19/2022 5:50 PM
4	Not worth the money	12/19/2022 4:01 PM
5	Currently, even with bus movements and lorries servicing the units at the bottom of HFR, this road doesn't seem unsafe for cyclists. I wonder if these proposed changes are actually necessary? I use it regularly and don't have a problem EVER! I can't speak for other cyclists, of course.	12/19/2022 3:00 PM
6	Whilst I thoroughly approve of improving safety for cyclists, this road is already fairly safe and cannot imagine why the council find it necessary to spend money here. We were told there isn't the money for cycle wands on Tadcaster Road, and yet, there is for here, a relatively safe road. It makes no sense at all and will only create anger amongst the public who already feel cyclists are pandered to far too much. Remove the parking by all means, but does this not just create problems elsewhere?	12/19/2022 2:22 PM
7	these do not protect cyclist at junctions and from vehicles (inc hgvs) exiting premises	12/19/2022 2:08 PM
8	It concerns me as an amateur cyclist that there isn't space to overtake.	12/19/2022 2:07 PM
9	I think the road is already good for cyclists as relatively little traffic and it moves slowly	12/19/2022 1:36 PM
10	Fine without the posts.	12/19/2022 1:11 PM
11	Waste of resources when other areas require immediate attention.	12/19/2022 12:39 PM
12	No cycle infrastructure should compromise provision for pedestrians	12/17/2022 7:21 PM
13	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
14	It's an ok option but not great	12/16/2022 2:11 PM
15	A small benefit would be the removal of parked cars (which I have to give a very wide berth on the eScooter lest I get "doored", and thus I end up in a vulnerable position in the middle of the road) rather than because of the - flimsy - separators. But why only eastbound? It's going to be the same cyclists going east- and west-bound, why not offer them the same protection going both ways?	12/16/2022 9:15 AM
16	The pavement is quite narrow already. Pedestrian safety should be considered on dark evenings. 1.4m or 1.6m is not enough for people to pass comfortably. It's a side road anyway with not a great amount of traffic - the cycling dangers are low if the cyclist is well lit.	12/15/2022 11:57 AM
17	More space needed for cargo bikes, tricycles and trailers	12/13/2022 2:14 PM
18	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:49 PM
19	York needs to start putting cyclists above cars at every opportunity	12/9/2022 8:05 PM
20	Any cycle Lane is better than nothing	12/9/2022 4:09 PM
21	Given the large number of cycles using Hospital Fields Road it is important that cyclists can pass each other while remaining in the safety of the cycle lane. However, this observation	12/9/2022 10:26 AM

Hospital Fields Road – Improvements to the cycle facilities

does not detract from my overall opinion that the money the council is proposing to spend on Hospital Fields Road could be better spent on cycle facilities elsewhere.

22	The segregation is not wide enough for cyclists to pass each other. Given the high number of cyclists using this road being able to pass safely is essential.	12/8/2022 7:19 PM
23	Seems odd that cyclists only protected in one direction also separation needs vertical elements otherwise cars will park in it	12/8/2022 1:00 PM
24	I don't support any of these options.	12/7/2022 11:42 PM
25	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:25 PM
26	2 metre widths should be the norm as cargo bikes become more popular.	12/7/2022 8:18 PM
27	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:23 PM
28	I feel that traffic is pretty light on hospital fields road, and the road is rather wide so allowing differing users to be present together as it is.	12/6/2022 8:33 PM
29	Cycle lane too narrow to easily pass other cyclists	12/6/2022 8:17 PM
30	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:16 PM
31	Do it properly or don't bother. If it only gives a limited amount of space down a very low traffic road then this is the worst of both worlds.	12/6/2022 2:01 PM
32	I do not understand why the proposal is for a cycle lane in one direction only. People will only switch to bikes if they perceive the journey (out & back) as being safe.	12/5/2022 8:51 PM
33	The light segregation provides minimal safety improvement and is limited to cycles in only one direction. This would not help to encourage usage because there were any improvement in safety perception eastbound, cyclists would then have to cycle in a narrower roadway on their westbound leg.	12/5/2022 9:03 AM
34	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:56 PM
35	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:21 PM
36	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
37	From my experience of using Hospital fields road I think this is a sufficient option given constrained finances, (which would be far better used on more heavily trafficed faster roads that are core to the network).	12/4/2022 12:03 PM
38	It is not safe enough.	12/3/2022 4:42 PM
39	It seems to give some protection to cyclists with lower cost. Car traffic is not that bad in Hospital Fields road, so this option would be sufficient.	12/2/2022 10:36 PM
40	I cycle from my home at Fulford place all the time and if anything cyclist need to slow down in this area they fly through down to the river access and cause problems for pedestrians of which there are many.	12/2/2022 6:15 PM
41	This entire proposal is a silly waste of money and time to make things significantly worse on this road. The road is relatively quiet most times of day and only sees a lot of cyclists for	12/2/2022 6:09 PM

Hospital Fields Road – Improvements to the cycle facilities

about an hour each day at the start and end of work times. But so few cars use the road relatively it's really no issue at all. Removing curb space will add further stress to an already crazy Fulford parking situation for those working in the area. Especially after proposals to build new housing in the street without the proper thought for parking space (which has already been proposed) goes ahead at the old bus depot. Scrim this idea and stop wasting everyone's money and time, there's no benefit here.

42	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!)	12/2/2022 5:28 PM
43	Hospital Fields is a wide road. This would restrict the opportunity for cyclists to cycle side by side or to overtake within the light segregated area.	12/2/2022 3:56 PM
44	cheapest and simplest	12/2/2022 3:35 PM
45	It's completely unnecessary and a waste of money. Residents and non-residents use this area to park, there is very little parking space as it is. Those who live at Fulford Place have this as their only option for parking for when visitors come. There is currently no issue for cyclists, they/we use the road and cars/buses/lorries are aware of this.	12/2/2022 3:13 PM
46	As a cyclist I don't think Hospital Fields Road is a highly priority for improvement. The most material difference would be to resurface the street.	12/2/2022 3:00 PM
47	Cyclists have too much priority as it is.	12/2/2022 2:52 PM
48	I and my housemate live in Fulford Place. My flatmate owns a car and is therefore using up the one space we are allowed to have in the car park. I am currently learning to drive at the moment with the expectation that once I pass, I will be able to park my car outside Fulford Place on Hospital Fields Road. If you install a cycle lane, I am not sure where else I will be able to park (I will not be able to use the Fulford Place car park given the car my flatmate drives). I am also a cyclist and have not found the lack of cycle lanes on Hospital Fields road a problem. Given the low level of car use on the road anyway, I don't particularly see a benefit to cyclist safety.	12/2/2022 2:39 PM
49	I regularly cycle down this road with my children. And it is well used by other cyclists. Whilst a segregated bike lane would be appreciated, there are many, many more places in York that present much higher dangers to cyclists where this money would be better spent. The Fishergate area, just down the road for example it's terrible dangerous for cyclists. This road needs cycle lane improvements much less than many other roads.	12/2/2022 2:17 PM
50	Physical segregation is a good thing, so I support this option in principle, but hospital fields road is so wide and generally quiet that this is one of the least necessary places for this work.	12/2/2022 11:47 AM
51	In my experience the biggest issue cycling on this road is westbound; the surface is bad and the straight road with lack of parking makes me feel vulnerable to traffic from behind. Eastbound I don't experience conflicts with traffic except oncoming lorries; cars traveling east are "calmed" by the parked vehicles. The path on the north is too narrow already in places due to the size of the verge and overgrown plants. I go east in the mornings and west after work.	12/2/2022 11:36 AM
52	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
53	not needed	12/1/2022 9:12 AM
54	Needs 2 cycle lanes	11/30/2022 9:04 PM
55	It would be better than now, but would expect more for £800k. Also doesn't address west bound	11/30/2022 9:04 PM

Hospital Fields Road – Improvements to the cycle facilities

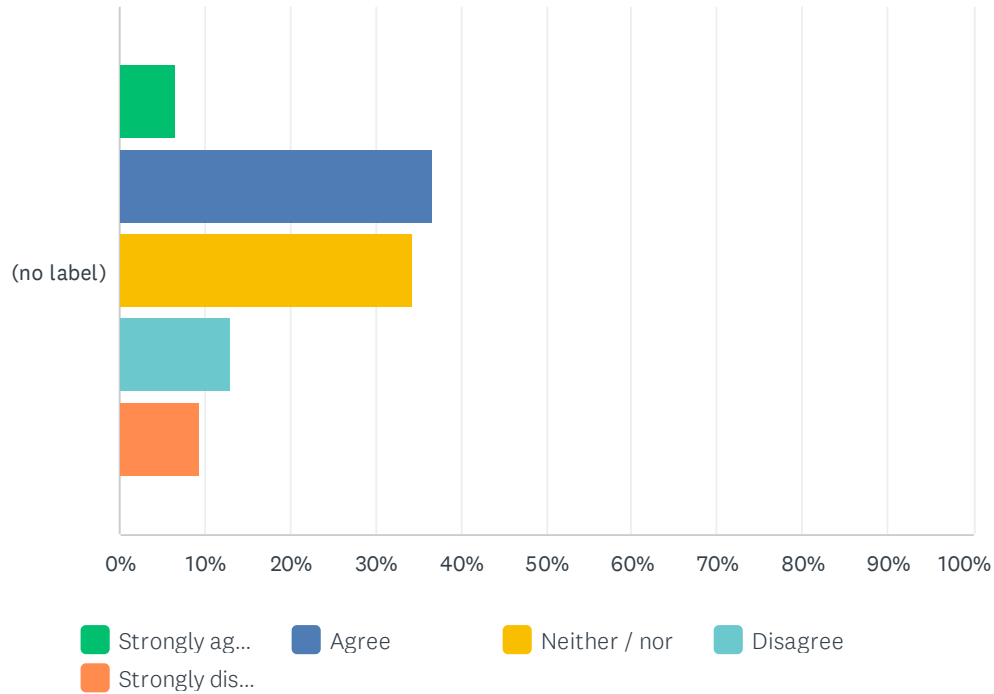
56	I fully support removing the parking spaces, but do not support narrowing the path at all. If this is truly about reducing the impact on the environment, removing car spaces and encouraging walking is the cheapest and most environmentally friendly method. Removing cars to make way for construction is counter-productive to the aim.	11/30/2022 1:32 PM
57	A large number of people work on Hospital Fields Road and need somewhere to park. Businesss also need parking for their visiting customers who sometimes are here for long periods of time. A large number of people use the footpaths to walk their dogs down to the river these include small children on bikes and in pushchairs and the footpaths are busy now and even more so in the summer. The area by the river is a very popular green space and is used by people from other areas of the city who access it via Hospital Fields Road. Also it is not only cyclists who use Hospital Fields Road to move from the East to the West but pedestrians too. So narrowing the footpath serves only to push pedestrians into the road in order to pass each other. Traffic can not get out of Hospital Fields Road from about 4.30pm due to the yellow box being unclear, bad driving and the number of people wishing to leave if segregation is in place it will be impossible to get out under the current light change timings. All this will do will cause people to be in the middle of the road at the A19 junction at the lights causing greater danger for cyclists to cross the A19 and get down Hospital Fields Road. This is a current problem for cyclists now so I don't think a cycle lane will solve the issue. Once cyclists are on Hospital Fields Road the traffic is not an issue and they can move freely.	11/30/2022 10:57 AM
58	Parking is already at a premium - you would be better served trying to stop the dozens of people who park here on a doily basis and walk into town for work. They arrive on a morning, go into town and come back around 5pm. Stop these and there would be way less traffic and hence little need to spend a fortune on an unnecessary cycle lane. I have been here for 30 years and not seen any incident with cycles on the estate.	11/30/2022 9:36 AM
59	The image depicts bollards to segregate traffic, which pose an additional hazard for cyclists overtaking or pulling out to avoid surface defects or debris.	11/30/2022 9:02 AM
60	Cars will still park on the road unless they are physically prevented from doing so. They park on double-yellow lines now.	11/30/2022 8:45 AM
61	Suboptimal cycle lane width - we just should not be doing this. Light segregation will not be maintained and billards will soon be damaged and removed.	11/30/2022 8:23 AM
62	Currently the most dangerous part of the road for me as a cyclist is the part near the bus depot as I cycle west. Cars heading east will often pull out to overtake the parked cars, and will not give way to me cycling in the opposite direction. Removing the parked cars is a good idea, I'm not sure if installing a segregated cycle lane is a good idea though.	11/29/2022 9:22 PM
63	The traffic on Hospital Fields Road does not honour the rights of cycles. eg. lorries are frequently parked blocking the cycle track to the river. I believe they would simply park in lightly segregated lanes, possibly making the situation worse as drivers would now expect cyclists to be off the main area of road. (I have tried to explain to drivers in the past that cyclists are allowed outside of cycle lanes where present. It's fair to say that a considerable portion do not believe this to be true.)	11/29/2022 4:08 PM
64	How on earth do the BUSINESSES located on Hospital Fields Road access their units with the necessary vehicles involved with their business? e.g how does a coach at Ingleby's reverse into and out of their premises?	11/29/2022 2:38 PM
65	This provides no protection for cyclists	11/29/2022 2:26 PM
66	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
67	Hospital Fields Road is regularly used by HGVs. It's likely the segregation measures would be damaged due to insufficient carriageway space when two HGVs try to pass.	11/29/2022 9:16 AM
68	Seems totally unnecessary	11/28/2022 10:22 PM
69	You are is ng precious funding to solve a problem that does not exist. This money should go to an area in the city with greater need. It is a complete farse.	11/28/2022 10:12 PM
70	2 meters is ample as it already is on lots of other roads	11/28/2022 9:23 PM

Hospital Fields Road – Improvements to the cycle facilities

71	Not needed at all	11/28/2022 9:12 PM
72	I don't support any option. The 800k could be better spent on road surfacing in and around the city.	11/28/2022 8:50 PM
73	How much will this option cost? Has reducing the carriageway width been explored, as a means of creating space for cycling? I question whether creating segregated cycle infrastructure on HFR is the best way of spending active travel money. There are other locations in York that are far more in need of segregated cycling, and would likely result in a far greater increase in levels of cycling.	11/28/2022 8:17 PM
74	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park on the pavement over double yellow lines. Reducing the pavement width further will make this problem worse	11/28/2022 7:24 PM
75	Direct savngs to less safe routes	11/28/2022 5:01 PM
76	I work on Hospital Fields and have to park my car on the road, there is no other option. Where do you propose people who work there should/could park their vehicles while at work ?	11/28/2022 3:54 PM
77	Unnecessary as HFR is safe for cyclists - ask them and they will tell you this.	11/28/2022 2:42 PM
78	WHY CHANGE SOMETHING THAT IS NOT BROKEN? THIS IS AN INDUSTRIAL ESTATE WHICH IS SHARE BY EVERYONE. GET RID OF THE SCOOTERS AS THEY ARE THE BIGGEST PROBLEM IN THIS AREA.	11/28/2022 12:36 PM
79	I regularly cycle down Hospital Fields Road as I live in the block of flats at the Fulford Road end, and whilst in theory a segregated cycle lane sounds good, it is generally quite a quiet road that I feel safe cycling on. With the bus depot moving, I feel this will become even safer.	11/27/2022 2:43 PM
80	Don't see the need for any changes. There is a free to use road and believe that a change to the roads would be a waste of money and impact business in the area negatively as well as removing parking used by residents	11/26/2022 7:58 PM
81	You have to take into account that there s an industrial estate as well as 2 bus depots so obviously large vehicles utilize this road. They need to be able to access, their businesses safely too	11/26/2022 12:05 PM
82	Provides safety to cyclists and is not visually deprecating	11/26/2022 10:49 AM
83	Would prefer to see segregated cycle lanes in both directions like at Navigation Road.	11/25/2022 3:01 PM
84	It's cheap, and in my experience I feel generally fine cycling down here. It would be an improvement. Confused as to why it's only in one direction though?	11/25/2022 11:16 AM
85	It's pretty safe already, money could be better spent elsewhere	11/24/2022 7:54 PM

Q10 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

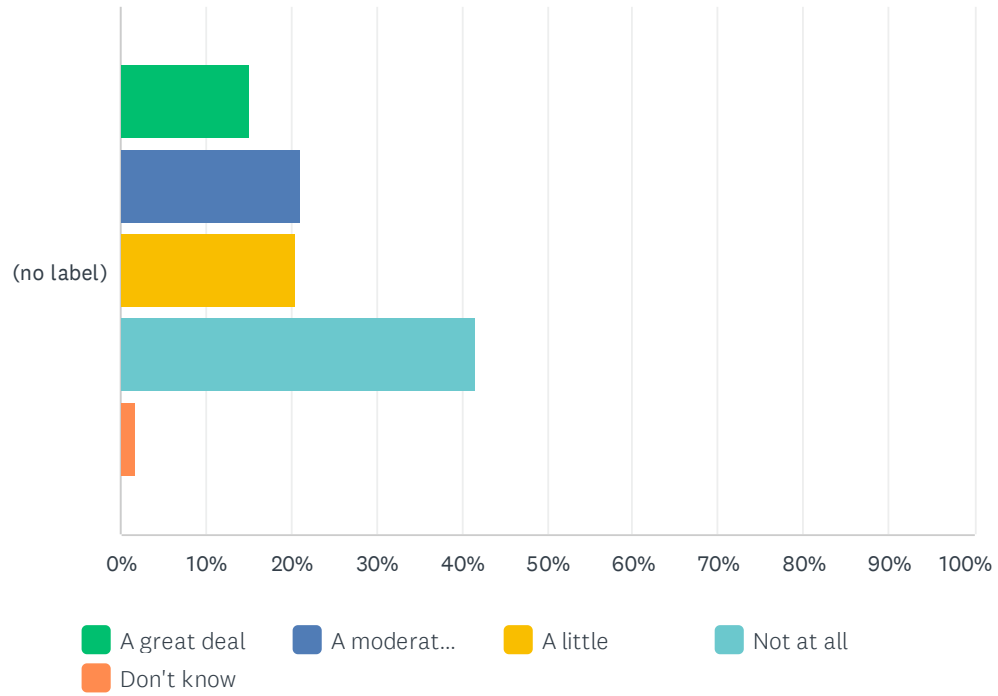
Answered: 169 Skipped: 41



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	6.51% 11	36.69% 62	34.32% 58	13.02% 22	9.47% 16	169	2.82

Q11 To what extent do you support this option?

Answered: 166 Skipped: 44



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	15.06% 25	21.08% 35	20.48% 34	41.57% 69	1.81% 3	166	2.94

Q12 Would you like to provide more information about your support of this option?

Answered: 84 Skipped: 126

#	RESPONSES	DATE
1	HFR is a relatively safe no through road. Money would be better spent improving the poor road surface and traffic light control to prioritise pedestrians and cyclists	12/19/2022 7:39 PM
2	Why does this road need this type of segregation when Fulford Rd is a much better project focus.	12/19/2022 7:21 PM
3	The best option	12/19/2022 4:02 PM
4	If it's more expensive and you *absolutely have* to make changes on HFR, spend as little as possible and use the money elsewhere where there are really necessary changes needed, where cyclists are actually put off cycling by the road layout or proximity to motor vehicles. HFR is, in my opinion, very low priority to put in cycling infrastructure. And, if you have the choice, just leave it as-is and use the funding on the Fishergate Gyratory, or Tadcaster Road, or various other places which could be radically improved.	12/19/2022 3:04 PM
5	See comments for previous scheme	12/19/2022 2:22 PM
6	cyclists are still in danger at junctions and from hgvs and other motor vehicles exiting premises	12/19/2022 2:09 PM
7	More segregation	12/19/2022 2:07 PM
8	Expensive and not needed as per previous comments	12/19/2022 1:36 PM
9	Over the top.	12/19/2022 1:11 PM
10	You're leaving very little room for truck manoeuvring.	12/19/2022 12:40 PM
11	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
12	no	12/16/2022 2:46 PM
13	This idea offers more protection to cyclists and eScooters heading east. I am concerned however that cyclists will be more vulnerable than present when they are heading westbound because cars won't be looking out for cyclists (possibly assuming they will be on the cycle lane). I don't understand why you can't have cycle lanes on both sides, with a 1 1/2 sized roadway? Where there is one central lane, and then cars have to squeeze past each other if they meet. This would be standard in the Netherlands on this type of road. car traffic is very light here - lighter than cycle traffic - why can't we have this?	12/16/2022 9:16 AM
14	More space needed for cargobikes, tricycles and trailers	12/13/2022 2:15 PM
15	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:49 PM
16	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
17	Would be better to see all options before making a view	12/9/2022 8:05 PM
18	Seems excessive barriers between cars and cyclists on a road that never seems that busy	12/9/2022 4:09 PM
19	This option does not allow cycles to travel in a parallel or overtake. Given the high number of cyclists along this section of road this is essential. However, this observation does not detract from my overall opinion that the money the council is proposing to spend on Hospital Fields Road could be better spent on cycle facilities elsewhere.	12/9/2022 10:26 AM
20	why only protected lane in one direction - traffic is light on Hospital fields road compared to	12/8/2022 1:02 PM

Hospital Fields Road – Improvements to the cycle facilities

	other roads	
21	I don't support any of these options.	12/7/2022 11:42 PM
22	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:25 PM
23	Improvement in safety is worth extra cost.	12/7/2022 8:19 PM
24	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
25	I worry it would reduce space for westbound traffic.	12/6/2022 8:34 PM
26	Too narrow to easily pass other cyclists	12/6/2022 8:17 PM
27	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:17 PM
28	I prefer this over the previous option *currently*, because I think cyclists, especially those with children heading to the nurseries, need protection from the large steel lorries that head down Hospital Fields Road. Depending on what the future is for that steel depot, it might not be needed in the longer term.	12/6/2022 11:53 AM
29	I'd rather have a decent on street cycle lane (light segregation as per option 1) but IN BOTH DIRECTIONS	12/5/2022 8:52 PM
30	Holds the same issue as option 1 regarding perception of safety across the journey - most cyclists will cycle both directions. The westbound journey will be less pleasant because the on road cycling will be sharing a narrower roadway than previously. However, I believe that this raised curb on the eastbound leg is much better than option 1	12/5/2022 9:07 AM
31	This could be used for much safer cycling including for young cyclists and people with bike trailers etc.	12/4/2022 10:38 PM
32	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:56 PM
33	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:22 PM
34	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
35	A narrow track with a rigid kerb both sites is not attractive to me.	12/4/2022 12:04 PM
36	Physical segregation is best.	12/3/2022 4:43 PM
37	There is enough cycle traffic that cyclists need to overtake other cyclists. This would make that difficult or impossible.	12/2/2022 10:46 PM
38	I feel that the kerb is actually dangerous for cyclists who might step on it in the dark.	12/2/2022 10:39 PM
39	Too expensive and no a good use of public money in such a small area of road.	12/2/2022 6:16 PM
40	See previous statement	12/2/2022 6:09 PM
41	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref	12/2/2022 5:28 PM

Hospital Fields Road – Improvements to the cycle facilities

para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2>

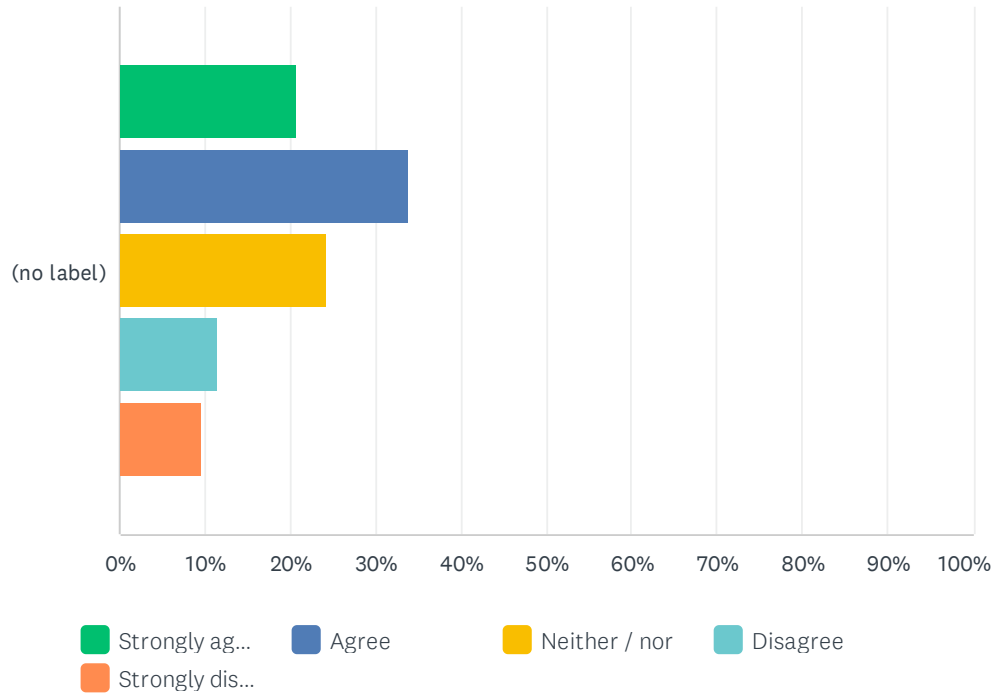
42	I find higher risk of cyclist/pedestrian conflict on these	12/2/2022 5:22 PM
43	Again, width is an issue, but it's better than the previous option.	12/2/2022 3:57 PM
44	cost likely disproportionate to benefit	12/2/2022 3:36 PM
45	Same reason as option 1. Waste of money and there is currently no safety issue.	12/2/2022 3:14 PM
46	See previous comment. I don't believe this street is the best target for funding as it's already a quiet street.	12/2/2022 3:02 PM
47	Please see the answer I provided on the last page.	12/2/2022 2:39 PM
48	See my answer above. Cyclists need segregation like this on other busier roads in York, not this road. This road is already well used. Segregation on other busier roads would increase their use. Segregation is not going to make any difference to the users/usage of this road which is already between two good bits of cycle track (riverside and Walmgate stry). We need better segregation on other busier roads.	12/2/2022 2:19 PM
49	As before, support in principle but unnecessary here.	12/2/2022 11:48 AM
50	As it's a one-way track, it exacerbates the issues of westbound cyclists in the evening, who are now compressed into a tighter space with faster traffic	12/2/2022 11:38 AM
51	Cost?? why say 'expensive' without quantifying?	12/2/2022 8:28 AM
52	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
53	Fixing a problem that doesn't exist	12/1/2022 8:20 PM
54	There are other places in the city where full segregation would provide more benefits	12/1/2022 2:26 PM
55	Needs 2 cycle lanes	11/30/2022 9:05 PM
56	As option 1	11/30/2022 9:05 PM
57	The construction needed to achieve this is so counter-productive to saving the environment. I don't think the cost of this is justifiable for the amount of cyclists that use Hospital Fields Road and will cause a great deal of disruption to businesses and homes around the area.	11/30/2022 1:35 PM
58	Cyclists are not in as much danger driving down Hospital Fields Road as they are at the junction where vehicles are turning right to access the A19. Due to congestion at this junction thats when cyclists can not cross and access Hospital Fields Road. All this will do will squeeze the cars into one lane turning right and left and it will be impossible for anyone to leave unless they sit in the yellow box blocking a safe route for the cyclists.	11/30/2022 11:00 AM
59	Kerbed segregation on a narrow cycle lane provides no ability for cyclists to pull out to overtake others or to avoid surface defects or debris	11/30/2022 9:04 AM
60	The kerb prevents cars blocking the cycle lane.	11/30/2022 8:46 AM
61	Better than first option but concern re suboptimal width.	11/30/2022 8:24 AM
62	This sounds like it gives better protection to cyclists heading west, however: if the cycle lane is broken up by entrances to the side streets or business premises then it will make it more dangerous for cyclists as it will increase the number of conflict points with cars. It also would need to go all the way to the junction with fulford road, otherwise there will still be the main problem with eastbound cars overtaking parked cars and dangerously too close to westbound cyclists.	11/29/2022 9:26 PM

Hospital Fields Road – Improvements to the cycle facilities

63	Hospital fields lane is extremely quiet. There is little point in putting a cycle lane in when there is barely any traffic	11/29/2022 7:30 PM
64	Protects cyclists a lot More importantly the dutch kerbs may tackle overly aggressive driving I've repeatedly experienced from people leaving the Ebor Fitness gym	11/29/2022 6:47 PM
65	I think this would force drivers to honour the system in place but could prevent cyclists overtaking each other. Some cyclists are barely faster than pedestrians on that stretch.	11/29/2022 4:11 PM
66	It will obstruct access for coaches or hgv's reversing into and out of those businesses along hospital fields road which have deliveries, repairs, etc	11/29/2022 2:39 PM
67	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
68	Seems totally unnecessary- cycling on hospital fields road is currently fairly safe compared to other parts of the city	11/28/2022 10:23 PM
69	It's complete overkill. Squandering cash here is putting lives at risk elsewhere in the city where it could be much better spent. It is a shameful waste of resources.	11/28/2022 10:13 PM
70	Not needed	11/28/2022 9:24 PM
71	This section of road is used by cyclists on a morning and evening but is not a road that is used regularly by many cyclists. Accidents involving cyclists are very rare on this stretch of road.	11/28/2022 8:52 PM
72	I cannot see how this road justifies spending large amounts of money on cycle infrastructure. As my previous answer said, I think there are other roads in York that would bring far greater benefit and increase levels of cycling. The cycling propensity tool shows that HFR has near zero propensity to cycle, no matter what infrastructure is installed.	11/28/2022 8:20 PM
73	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. With that said it does seem like a better idea than option 1, to me, given the inclusion of proper kerbs make it feel like a permanent solution and therefore safer. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park on the pavement over double yellow lines. Reducing the pavement width further will make this problem worse.	11/28/2022 7:24 PM
74	Over the top for a quiet route	11/28/2022 5:02 PM
75	In excess of 26 parking spaces will be lost if this scheme comes to fruition. Where do people park who work on Hospital Fields or visit the local businesses ?	11/28/2022 3:58 PM
76	I do not want to see the pavement area reduced for pedestrians	11/28/2022 3:40 PM
77	Unnecessary and costly - money can be better spent elsewhere in York where greater need for cycling safety	11/28/2022 2:43 PM
78	THIS INDUSTRIAL ESTATE IS JUST THAT - USE MAPLE GROVE FOR A SAFER OPTION. STOP WASTING OUR COUNCIL TAX MONEY ON STUPID IDEAS.	11/28/2022 12:37 PM
79	As before, can't see the improvement but can see lot's of disadvantages	11/26/2022 7:59 PM
80	So, you either reduce the space on the road for vehicles or the space on the pavement for pedestrians	11/26/2022 12:07 PM
81	Less visually pleasing and more expensive to construct	11/26/2022 10:50 AM
82	Prevents ability to overtake slower cyclists.	11/25/2022 3:03 PM
83	Good. But again, it's only in one direction?	11/25/2022 11:17 AM
84	No need for it. Very little motor traffic, all moving at low speed. Better off spending the money elsewhere.	11/24/2022 8:00 PM

Q13 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

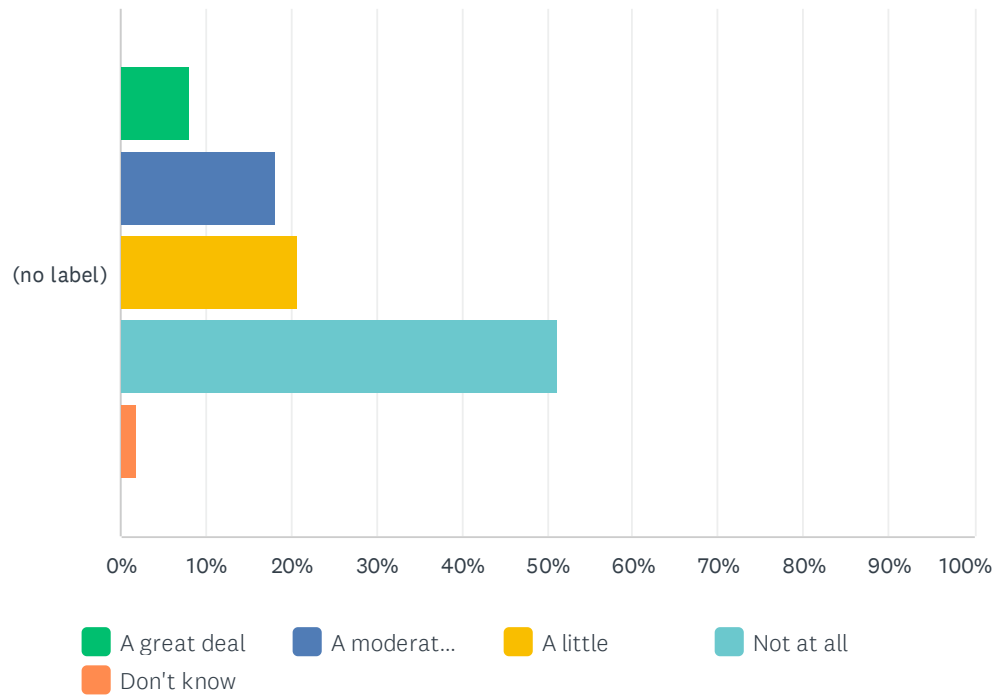
Answered: 165 Skipped: 45



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	20.61% 34	33.94% 56	24.24% 40	11.52% 19	9.70% 16	165	2.56

Q14 To what extent do you support this option?

Answered: 160 Skipped: 50



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	8.13% 13	18.13% 29	20.63% 33	51.25% 82	1.88% 3	160	3.21

Q15 Would you like to provide more information about your support of this option?

Answered: 74 Skipped: 136

#	RESPONSES	DATE
1	Stepped cycle lane is only in one direction. Doesn't prevent vehicles driving or parking on the cycle lane. Money better spent on improving road surface of HFR or used elsewhere in York where the injury risks to cyclists are greater	12/19/2022 7:45 PM
2	Again this would be better on main roads, like Fulford Rd and would benefit children cycling to school. It's not really expensive compared to dualling the outer ring road. Parking and driving violations can be designed out and then enforced with cameras	12/19/2022 7:24 PM
3	I prefer the non-kerb option as this makes it easier for faster cyclists to overtake slower cyclists at peak times.	12/19/2022 5:53 PM
4	It's the most expensive? Just don't. No need. Use the money elsewhere where cycle improvements would actually benefit cyclists!	12/19/2022 3:06 PM
5	see comments for first scheme	12/19/2022 2:22 PM
6	needs proper kerbing to slow motor vehicles crossing cycle lane - not just a bit of green paint that wears off after a couple of years	12/19/2022 2:11 PM
7	Inclusive cycling for those using wider bikes is better serviced with wider cycle lane, and allows for safe overtaking.	12/19/2022 2:10 PM
8	Expensive	12/19/2022 1:37 PM
9	Well over the top and might possibly trip pedestrians or cyclists.	12/19/2022 1:12 PM
10	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
11	no	12/16/2022 2:47 PM
12	Lack of physical barrier/kerb between cycle lane and car pane makes this less desirable	12/16/2022 2:14 PM
13	Cars will just park in the cycle lane! And it offers no protection for cyclists. Gagarin I am concerned that there is no protection for cyclists going westbound. It's a highly visible cycle Lane like this, I strongly expect cars to be hostile to cyclists travelling westbound because they would think they should be in the cycle lane. People who cycle eastbound will likely also cycle westbound - why are you only protecting one direction but not the other? The only way this makes sense is if the cycleway is two-directional but there's no space for that. Again - why not have one single lane of car traffic with just enough space for cars to squeeze past each other (or move temporarily into the bike lanes to pass), and thereby have two cycle ways?	12/16/2022 9:17 AM
14	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:51 PM
15	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
16	Cars will park there if they can	12/9/2022 8:06 PM
17	Not good for disabled pedestrians to negotiate	12/9/2022 4:09 PM
18	Don't waste funds putting in a cycle way where it is not necessary. There must surely be places in York where £800,000 can be better utilised to improve cycling safety.	12/9/2022 10:26 AM
19	This will be parked in by cars as not protection for the lane	12/8/2022 1:03 PM
20	I don't support any of these options.	12/7/2022 11:42 PM

Hospital Fields Road – Improvements to the cycle facilities

21	Danger of cars and cycles coming into conflict	12/7/2022 9:27 PM
22	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
23	As per previous, I'm not super convinced traffic density is that high as to warrant these measures. I'm ready to be wrong, but generally I find travelling down Hospital fields road an easy experience as a cyclist. The road is basically wide. The real problem is actually the junction. The lights need phasing better. Between say 0830 and 0930 Eastbound cycl density is very high, and yet the lights do not stay green for very long. This means vehicles get stuck. This is frustrating and I can see that vehicles could try dangerous maneuvers to "make it through" on the tail of the head of cyclists.	12/6/2022 8:38 PM
24	Cars will park on it	12/6/2022 8:26 PM
25	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:18 PM
26	Feels like another half baked solution leading to confusion.	12/6/2022 2:03 PM
27	I like the sound of the dutch kerbs. What about having a 2m wide cycle track, but offering it in both directions.	12/5/2022 8:53 PM
28	Physical prevention of cars entering cyclists' space is a great mental safety bonus of option 2 over this. A wider cycleway is less useful unless the idea is for bidirectional cycle traffic on this wider segment? I have the same general complaint as with options 1 and 2 in that the westward journey will remain shared with cars but now on a narrower roadway. I think this wide cycle path could be used for cycle traffic in both directions though - this could be an improvement given the limited total width available.	12/5/2022 9:13 AM
29	For the high number of cyclists at peak times often congregating at the lights en mass (eg 8.30 am) a designated channel with different levels and widest track would be most beneficial. It's a busy road with many large vehicles (lorries, buses, vans) entering and leaving - so a much demarcation as possible to create safer cycling.	12/4/2022 11:28 PM
30	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:57 PM
31	Would there still be vehicle access for Hospital Fields houses?	12/4/2022 2:23 PM
32	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
33	If motorists CAN get onto a cycle track to park, they sure as hell WILL!	12/3/2022 4:45 PM
34	It's good that the footway retains its width, but it doesn't feel like there's much protection for cyclists.	12/2/2022 10:41 PM
35	This is interesting, but perhaps not much more convenient than the other options.	12/2/2022 8:50 PM
36	See previous statement	12/2/2022 6:10 PM
37	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended	12/2/2022 5:28 PM

Hospital Fields Road – Improvements to the cycle facilities

minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2>

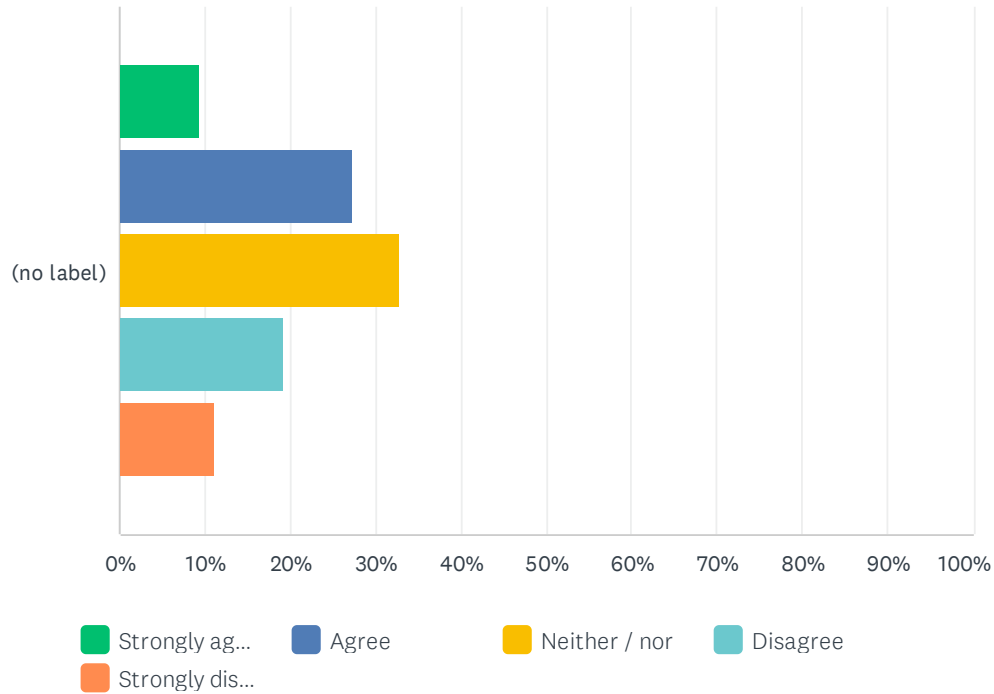
38	It will get parked on and become unusable unless penalties are issued for doing so. There's too many occasional visitor vehicles on this rd for this not to happen.	12/2/2022 5:25 PM
39	One car, van, etc bumped up on to the kerb restricts cycle movements.	12/2/2022 4:00 PM
40	Same as 1 & 2	12/2/2022 3:14 PM
41	Please see the answer I provided on one of the previous pages.	12/2/2022 2:40 PM
42	See previous comments	12/2/2022 2:20 PM
43	People would park/wait in this, so its a bad idea	12/2/2022 1:28 PM
44	exacerbate issues for westbound cyclists in the evening	12/2/2022 11:39 AM
45	Why say it could be parked on if that would be offence subject to PCN?	12/2/2022 8:30 AM
46	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
47	Ridiculous to even think about	12/1/2022 8:21 PM
48	What about WB cyclists?	12/1/2022 2:27 PM
49	It looks awful and I am struggling to see how this will improve safety for cyclists given the highlighted point that traffic can pull onto the cycle way for such an expensive option.	11/30/2022 1:37 PM
50	its the junction that needs improving not Hospital Fields Road itself. This will prevent cars leaving at the junction with the A19 and then they will block the road across the junction meaning cyclists have to weave amongst them.	11/30/2022 11:01 AM
51	This doesn't lose any of the availability road space and doesn't prevent cyclists pulling onto the road to overtake or avoid debris. Parking or driving violations can be dealt with via periodic enforcement action.	11/30/2022 9:06 AM
52	Cars will block the cycle lane	11/30/2022 8:47 AM
53	Width is very important. Vehicle incursion could be dealt with by incursion.	11/30/2022 8:26 AM
54	I like the ideas behind this option, but it appears that it does nothing for west bound cyclists at all, when I am cycling along hospital fields road I already feel like I am safer heading east than I am heading west.	11/29/2022 9:32 PM
55	In my experience drivers will park on the cycle lane without a care. This option seems unwise.	11/29/2022 6:48 PM
56	The nature of the businesses along the road probably means parking violations would occur, but it would be an improvement.	11/29/2022 4:13 PM
57	Re- direct cycle traffic up Maple Avenue instead	11/29/2022 2:41 PM
58	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
59	Seems unnecessary	11/28/2022 10:23 PM
60	It's utter nonsense. There is no issue with cycling here. I am a man extremely nervous cyclist and yet have no qualms about cycling with my 5 year old and 8 year old on Hospital Fields Road. Spend the cash somewhere else.	11/28/2022 10:14 PM
61	Not needed	11/28/2022 9:25 PM

Hospital Fields Road – Improvements to the cycle facilities

62	Improvement to the existing traffic lights could help frustrated road users as the box is very confusing at the top of the road. There should be a cyclists filter 30 seconds before the main lights change to green and the lights should stay on for longer to allow more vehicles to exit hospital fields road	11/28/2022 8:54 PM
63	Same as previous answer.	11/28/2022 8:21 PM
64	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. That said, 1.6m is a better option than the previous two. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park over double yellow lines and onto the pavement already. Reducing the pavement widths will make this problem worse, and if there is no physical barrier stopping them from getting into the cycle lane then they'll do that as well.	11/28/2022 7:28 PM
65	Over the top for this road	11/28/2022 5:03 PM
66	It is frankly absurd to remove the vast majority of the available parking spaces without addressing the parking issues which will result if this scheme goes ahead. I have nowhere to park my vehicle when at work.	11/28/2022 4:01 PM
67	This would be a ridiculous waste of public money	11/28/2022 3:41 PM
68	Unnecessary and costly. Money could be more effective elsewhere in York where more need to improve cycling safety.	11/28/2022 2:45 PM
69	USE MAPLE GROVE. THE COST WILL BE MINIMAL. TRAFFIC LIGHTS AT THE TOP SENDING CYCLISTS ACROSS FULFORD ROAD ONTO THE EXISTING CYCLE PATH.	11/28/2022 12:38 PM
70	As before	11/26/2022 12:08 PM
71	Good for pedestrians as cyclists cannot easily use the pavement	11/26/2022 10:51 AM
72	Would prefer segregated cycle lanes in both directions	11/25/2022 3:05 PM
73	Yes to dutch kerbs! No because people will park or load in it anyway. Only one direction again	11/25/2022 11:18 AM
74	No point in it. Traffic levels are very low on this road. The most dangerous part of Hospital Fields Road is leaving it at the end, joining Fulford Road or crossing to the barracks. For a real safety improvement, increase the time for green lights leaving Hospital Fields Road or the barracks. Particularly on the Eastern side, there is not enough time permitted to cross Fulford Road when turning right.	11/24/2022 8:06 PM

Q16 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

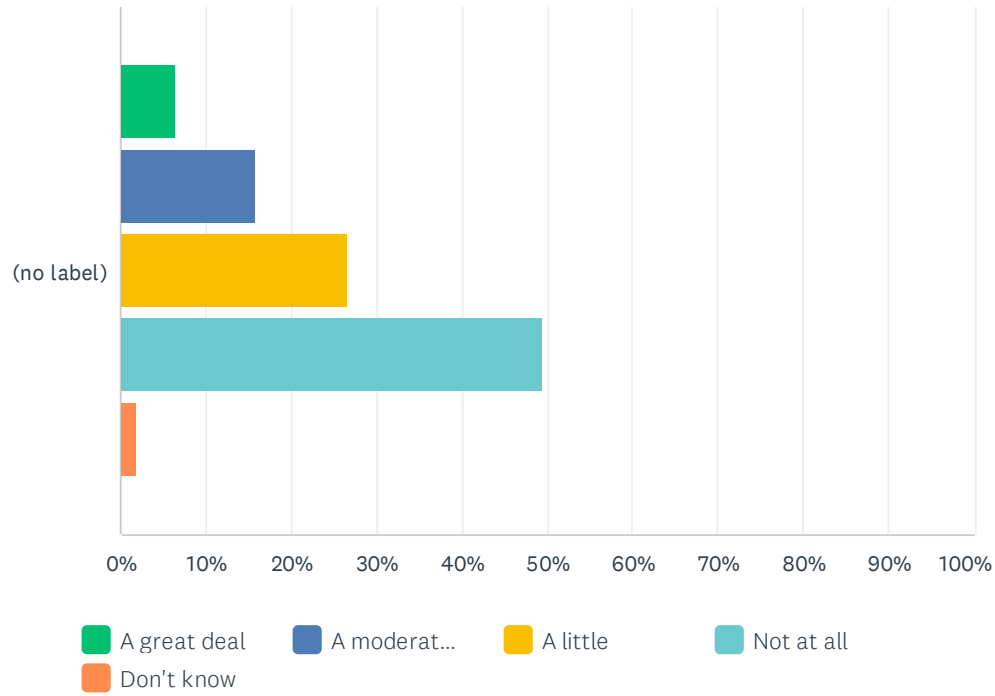
Answered: 161 Skipped: 49



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	9.32% 15	27.33% 44	32.92% 53	19.25% 31	11.18% 18	161	2.96

Q17 To what extent do you support this option?

Answered: 158 Skipped: 52



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	6.33% 10	15.82% 25	26.58% 42	49.37% 78	1.90% 3	158	3.25

Q18 Would you like to provide more information about your support of this option?

Answered: 82 Skipped: 128

#	RESPONSES	DATE
1	Small kerbs separating pedestrians and cyclists are not safe for cycling in the dark or in icy conditions	12/19/2022 7:49 PM
2	Shared use paths like this are not appropriate for any project in York.	12/19/2022 7:25 PM
3	Prefer pedestrians and cyclists to be more segregated.	12/19/2022 5:54 PM
4	Same as the other expensive option. Use ANY funds you have to make cycling safer elsewhere, since HFR is not really at all dangerous for cyclists - in my opinion - other than perhaps lorries, vans and buses turning out of their yards etc, and no amount of cycle lane infrastructure will stop them going in and out of their respective units and bus depots.	12/19/2022 3:09 PM
5	It will just be parked on. Like the endemic pavement parking that ruins the experience for walkers and wheelers on the public space around this area.	12/19/2022 2:57 PM
6	Pedestrians and cyclists at conflict in narrow space whereas car is given ample space. Active travel deserves more space at the expense of cars.	12/19/2022 2:12 PM
7	Generally like on pavement lanes but this seems expensive	12/19/2022 1:38 PM
8	Probably best. No silly posts or kerbs.	12/19/2022 1:14 PM
9	Sharing the path with pedestrians is not a good option.	12/17/2022 5:28 PM
10	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
11	I expect that pedestrians will simply spill into the cycle lane - especially when the paint fades away - and put themselves at risk. I have the same problems with this only being an eastbound option too.	12/16/2022 9:20 AM
12	Cyclists will clash with pedestrians on dark evenings.	12/15/2022 11:57 AM
13	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:52 PM
14	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
15	Cars will park on it	12/9/2022 8:07 PM
16	Pedestrians and cyclists need to be educated to be tolerant of each other and share space as they do in Germany	12/9/2022 4:09 PM
17	Don't waste funds putting in a cycle way where it is not necessary. There must surely be places in York where £800,000 can be better utilised to improve cycling safety.	12/9/2022 10:26 AM
18	this will be used two way by cyclists and may get parked in	12/8/2022 1:04 PM
19	I don't support any of these options.	12/7/2022 11:42 PM
20	I am not convinced that pedestrians would not be walking in the cycle lane.	12/7/2022 10:53 PM
21	Not sure this would stop parking. You see cars parked all over pavements, so they could simply do the same with the cycle track. Similar tracks like those on Leeman Road already get blocked by vehicles.	12/7/2022 10:35 PM
22	Conflict between pedestrians and cyclists	12/7/2022 9:29 PM
23	HFR can be improved but with a limited budget I would much rather see this going towards	12/7/2022 9:28 PM

Hospital Fields Road – Improvements to the cycle facilities

other projects

24	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
25	This seems like it could allow wide vehicles to mount the cycle path if absolutely necessary which can be needed as obviously buses use this road.	12/6/2022 8:39 PM
26	Would want to be clear that cyclists on this path have right of way at crossing road junctions. But more room to pass other cyclists if no pedestrians around.	12/6/2022 8:26 PM
27	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:18 PM
28	This feels like it would slow the route down and encourage drivers to cross.	12/6/2022 2:04 PM
29	cycles and pedestrians usually find ways to share spaces like these. Keeping motor traffic on the highway (not encroaching onto pedestrian footways) is the way to go. A kerb is important.	12/5/2022 8:55 PM
30	The road markings on these routes regularly wear out and are not renewed. This creates conflict between pedestrians and cyclists.	12/5/2022 1:58 PM
31	Pedestrians tend to spread out across the full width, especially as the demarcation paint ages. (For example, Rowntree Park often has people walking in the cycle half of the paving.) This suggestion also leaves westbound cycle traffic sharing the road with cars on a narrower roadway, but now the eastbound cyclists are also potentially conflicting with pedestrians.	12/5/2022 9:16 AM
32	Too much ambiguity between pedestrians and what can be a lot of cyclists at the start and end of the working day. Including families with small children and dog walkers.	12/4/2022 11:28 PM
33	Too many angry cyclists/pedestrians make shared spaces difficult to negotiate.	12/4/2022 10:39 PM
34	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:57 PM
35	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:24 PM
36	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
37	I think this is an unacceptable option for certain categories of disabled pedestrians and should not be considered where other reasonable solutions are possible. Don't like shared space from either an ordinary pedestrian / cyclist point of view.	12/4/2022 12:08 PM
38	If motorists CAN access a cycle track to park, they sure as hell WILL!	12/3/2022 4:48 PM
39	This will be slower and bumpier than the road. In all of these more segregated options, cycles will be less obvious to turning drivers.	12/2/2022 10:51 PM
40	There's always contrast between cyclists and pedestrians, and this option would end up in cyclists getting annoyed at pedestrian walking on the cycle lane.	12/2/2022 10:43 PM
41	The option of the bikes on the road with the seperating bars seems better than this.	12/2/2022 8:51 PM
42	I have not hear of any issues with regard to accidents?	12/2/2022 6:17 PM
43	See previous statement	12/2/2022 6:10 PM
44	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to	12/2/2022 5:36 PM

Hospital Fields Road – Improvements to the cycle facilities

deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2> If the "kerb-like dividing line" is thick paint as per Wigginton Road (part), Stirling Road (part) and Clifton Moor Gate (part), this is pretty worthless and liable to eroding away/breaking off. If it's a proper raised kerb hump like has been installed at e.g. Water Lane (part) that would be somewhat better.

45	I already find "share and care" spaces difficult, both as a pedestrian and cyclist. As a pedestrian one "zones out" so steps into cycleway, and doesn't tend to use reflective gear or lighting, making us really hard to see by cyclists. As a cyclist I'm more alert but find it frustrating to have to be on alert to unpredictable pedestrians. Eg a jogger wearing headphones inexplicably deciding to shift sharply into my path once. Barely managed not to hit her. She continued oblivious to the incident even occurring.	12/2/2022 5:29 PM
46	Building in potential for cycle / pedestrian conflict.	12/2/2022 4:01 PM
47	As other options	12/2/2022 3:15 PM
48	Please see my answer on one of the previous pages.	12/2/2022 2:40 PM
49	See comments above	12/2/2022 2:20 PM
50	Don't like shared space.	12/2/2022 1:29 PM
51	This is effectively a 'do nothing' option. We already have many such lanes in York and cyclists have to constantly contend with a total lack of respect of the lane from car drivers.	12/2/2022 11:50 AM
52	This would help me as a cyclist, but not enough to justify the loss of parking. A better benefit for cycle commuters might be to order ETAS House to reinstate its cycle parking per its original planning consent.	12/2/2022 11:41 AM
53	Expensive??	12/2/2022 8:32 AM
54	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road. This is the worst non-LTN compliant suggestion of all. Use the £800k where benefits would be achieved.	12/2/2022 7:31 AM
55	Making it worse for pedestrians, corner of footpath blocked with electric scooters most days	12/1/2022 8:23 PM
56	too narrow - plenty of carriageway to achieve something within existing kerblines	12/1/2022 2:28 PM
57	"Considered an expensive option" to achieve very little in terms of segregating the path, cycle lane and road	11/30/2022 1:40 PM
58	Pedestrians don't tend to walk on cycle lanes but they do walk on segregated cycle paths.	11/30/2022 9:09 AM
59	Pedestrians will veer into the cycle lane. Cars pulling out of junctions do not always see cyclists on footway cycle routes	11/30/2022 8:48 AM
60	We need to end footway style cycle tracks. The demarcations are the better design but have problems. Given peak cycle traffic this is unsuitable, will result in road use and the increased conflict experienced when road use happens with a (substandard) facility nearby. York is full of substandard tracks like this (see Clifton Moor).	11/30/2022 8:29 AM
61	These are the worst design of cycle lane I've ever used. Pedestrians often walk in the cycle lane, and it encourages cyclists on to the footpath too. Car drivers tend to see these cycle lanes as parking areas.	11/29/2022 9:34 PM
62	This probably balances pedestrian and cycle usage pretty well, although the conflicts are a mild annoyance.	11/29/2022 9:30 PM
63	Shared space between pedestrians and cyclists is common for this area and route (most of the	11/29/2022 6:49 PM

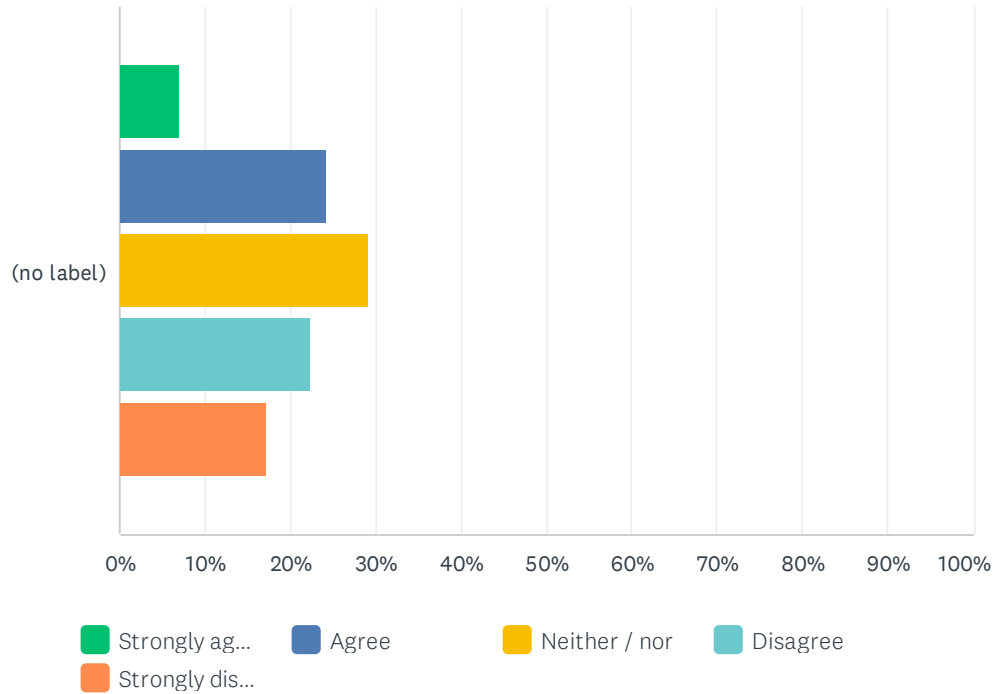
Hospital Fields Road – Improvements to the cycle facilities

distance from rowntree park to the university campus)

64	I'm afraid that pedestrian space is insufficient at the current time and the pedestrians are unpredictable. Drivers would react badly to cyclists who chose to avoid them by cycling on the road. By badly, I mean that I've repeatedly seen road rage in similar circumstances.	11/29/2022 4:15 PM
65	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
66	Seems unnecessary	11/28/2022 10:24 PM
67	There is absolutely no real need for any of this, whereas in other parts of the city kids lives are in real danger. The transport team need to ask themselves some very serious questions about their priorities and purpose. Calling this a priority site is an insult to all our children who face dangerous conditions everyday.	11/28/2022 10:17 PM
68	Cheapest and most common sense approach	11/28/2022 9:26 PM
69	A traffic survey has never been carried out on the section of this road so not sure why this stretch of road should be altered thus causing loss of valued street parking	11/28/2022 8:56 PM
70	As previous answer, though this option is probably the worst.	11/28/2022 8:22 PM
71	The state of the shared footpath down by the river and over millenium bridge makes me think any attempt at having pedestrians and cyclists on the same level separated only by paint will end badly. Pedestrians don't care for the cycle lane, for the most part, by the river and walk wherever they want. Some cyclists don't care for the cycle lane and ride where they want. Dog walkers are a law unto themselves and do basically anything and everything you can think of. If we're going to be making any changes at all then just making the pavement wider (is that actually a suggestion? Not clear from the writing/image) and putting some paint down isn't going to be worth the hassle. Also laughable that it's deemed an expensive option when it's just resurfacing an already terrible quality pavement and then throwing some paint down?	11/28/2022 7:28 PM
72	Not necessary on lightly traffic route	11/28/2022 5:03 PM
73	Any scheme that reduces the availability of parking spaces is simply unacceptable both to local businesses and individuals working at them.	11/28/2022 4:04 PM
74	Cyclists do not need this. It will reduce space for the many pedestrians who use the road. Shared space does not work well.	11/28/2022 3:42 PM
75	Unnecessary and costly. Money could be better used for cycling safety elsewhere in York.	11/28/2022 2:46 PM
76	I AM A CYCLIST AND USE THIS ROAD MOST DAYS UNLESS ITS RAINING. THE ONLY ISSUE IS THAT CYCLISTS DO NOT USE THE TRAFFIC LIGHT WAITING BOX CORRECTLY. SIGNS NEED ADDED FOR CYCLISTS TO USE THE BOX FOR THEIR OWN SAFETY AND BY INSTALLING A NEW TRAFFIC SIGNAL FOR CYCLISTS TO GIVE THEM A 30 SECOND START BEFORE THE TRAFFIC, WOULD WORK EXTREMELY WELL.	11/28/2022 12:42 PM
77	The pavement isn't wide enough to accommodate this at the moment. I think it could cause issues with people coming in and out of businesses on the north side of the road, whether by car or foot.	11/27/2022 2:48 PM
78	As before	11/26/2022 12:08 PM
79	Does not always work to segregate as seen on New Walk	11/26/2022 10:51 AM
80	Would prefer segregated cycle lanes in both directions! Better to have completely separate cycle ways away from footpaths and roads, like they do in the Netherlands.	11/25/2022 3:08 PM
81	I don't bother using these and would prefer to ride on the road instead. Conflict with pedestrians and it's usually awkward to join and leave. It could also be blocked by kerb parking/loading.	11/25/2022 11:20 AM
82	This would cause conflict with pedestrians, who never see white lines. No way should this be implemented, cycling is safer on the road here.	11/24/2022 8:09 PM

Q19 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

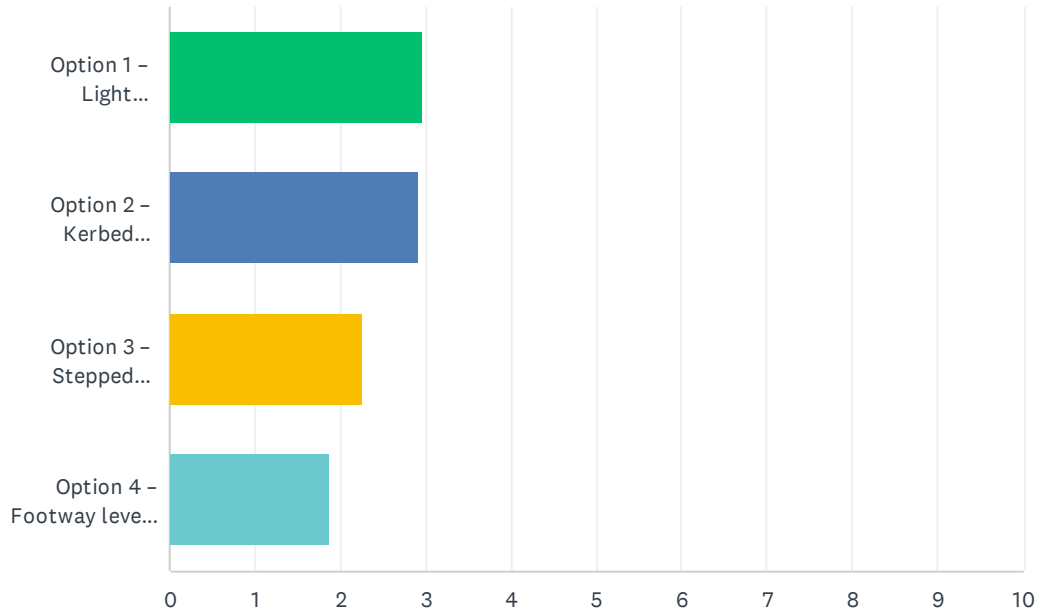
Answered: 157 Skipped: 53



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	7.01% 11	24.20% 38	29.30% 46	22.29% 35	17.20% 27	157	3.18

Q20 Please rank the options from 1 (most support) to 4 (least support).
You can click back to review the pros and cons again.

Answered: 131 Skipped: 79



	1	2	3	4	TOTAL	SCORE
Option 1 – Light segregation	38.52% 47	32.79% 40	15.57% 19	13.11% 16	122	2.97
Option 2 – Kerbed segregation	37.70% 46	29.51% 36	21.31% 26	11.48% 14	122	2.93
Option 3 – Stepped segregation	11.48% 14	22.95% 28	46.72% 57	18.85% 23	122	2.27
Option 4 – Footway level demarcated cycle way	15.20% 19	14.40% 18	13.60% 17	56.80% 71	125	1.88

Q21 Would you like to provide more information about your support of these options?

Answered: 94 Skipped: 116

#	RESPONSES	DATE
1	In my experience HFR is a relatively safe cycling route at present which would benefit from an improved surface for cycling along. The high costs associated with the four options would be better spent on improving dangerous road junctions in other parts of the city where the risks to cyclists is far greater.	12/19/2022 7:54 PM
2	In general I support all spending to help improve infrastructure for pedestrians and cyclists but I regularly cycle on this section and don't feel it is where spending is needed most urgently.	12/19/2022 7:35 PM
3	Why are these proposals being considered for Hospital Field Road when there are more heavily trafficked roads such as the inner ring road remain hostile to cycling and walking?	12/19/2022 7:26 PM
4	It's a pretty easy route already for cyclists - light motor traffic and a wide road. There are more important priorities in my opinion, especially routes used by children and with higher traffic levels.	12/19/2022 5:56 PM
5	I would be happy to visit the road with my bike and a cycling decision-maker to show that it's not really a very busy road, that motor traffic doesn't make cycling particularly difficult or dangerous, and that the 'improvements' are not needed and that funds can and should be spent elsewhere. Re Q20, I don't really support any of the changes. I don't believe they're necessary, when other routes in the city could have the investment put in and actually make a difference.	12/19/2022 3:13 PM
6	can the council do it properly this time rather than half-heartedly badly, so it is no use to anyone and doomed to failure	12/19/2022 2:13 PM
7	This scheme is not a priority for the very limited Active Travel budget. Focus should be to provide safe, separated cycling provision around schools and their catchment areas.	12/19/2022 1:47 PM
8	I honestly think there are much worse areas which need improving first, for example, new lane needs a cycle path, the lights at New lane / Malton road need putting back in	12/19/2022 1:39 PM
9	In an ideal world proper light segregation clearly divided cycleway is the best option. However, this would improve safety only on one side. Cyclists on the other side of the road would be using a painted lane, with likely reduced space due to space being given to the better lane on the other side. This whole scheme is nuts when there are so many higher priority areas - such as the two primary schools within half a mile of here. Many, many cyclists have stated that they feel this road is not a problem. Cyclists outnumber traffic by 2-1 giving safety in numbers, literally. This is already regarded as one of the safer routes in the city and most business traffic in the area is well-driven and considerate of cyclists. The problem here is that the other main roads around HFR have no safe cycle infrastructure for an average model user (a 12yr old). Invest in the main routes to school, not a road which is way down the list of dangerous spots for cycling and walking in the city. CYC you have got your priorities wrong. Listen to people who cycle in the city and reassess how you prioritise routes that need work.	12/19/2022 1:10 PM
10	None of the above	12/19/2022 12:41 PM
11	Will I like to see improvements to the cycling infrastructure, I feel this will have minimal impact for the cost as the road feels pretty safe compared to other more dangerous areas such as Fulford Road, fishergate and through Fulford or near fawcett Street in the area.	12/17/2022 5:38 PM
12	Concerned about section of road between new walk and end hospital fields road. This area offers poor safety to pedestrians due to cyclists travelling at speed, (an area often used by local nursery / preschool) not sure how any of these proposals would improve this risk.	12/16/2022 8:13 PM
13	I do not believe funds should be spent on Hospital Fields Road as the the traffic does not merit special measures to protect cyclists other than improving the entire carriageway. I would suggest funds be redistributed to those areas of acute need in York where existing cycle	12/16/2022 5:10 PM

Hospital Fields Road – Improvements to the cycle facilities

facilities are in poor condition (worn lane markings stand out) or are non-existent (the fragmented nature of Acomb Road's lanes).

14	no	12/16/2022 2:47 PM
15	All are insufficient. I think you would honestly find more cost-benefit from simply removing parking spaces and painting in on street cycle lanes. Note that this would still be insufficient, but at least would be insufficient and cheap, rather than insufficient and hugely expensive. The sufficient option would be to have cycle lanes in both directions (I cannot understand the reasoning for only eastbound), and a road with no centre line markings. Thus the road would appear single track, with enough space for cars to squeeze past each other if they meet. This would have the added benefit of naturally calming the road and inherently reducing traffic speed. This design is cheap, easily implemented, and would be standard for such a road in the Netherlands. But fundamentally, protecting eastbound traffic and leaving westbound traffic in the car lane would - I anticipate - make me less likely to be seen by drivers, and more likely to experience aggression when they expect me to be in the cycle lane (not knowing it's eastbound only). Car traffic is extremely light the vast majority of the time on this road, yet all these options seem to prioritise preserving the roadway exactly as is. Rethink this please!	12/16/2022 9:27 AM
16	The pavement is quite narrow already. Pedestrian safety should be considered on dark evenings. 1.4m or 1.6m is not enough for people to pass comfortably. It's a side road anyway with not a great amount of traffic - the cycling dangers are low if the cyclist is well lit.	12/15/2022 11:57 AM
17	I am a very confident cyclist but still think a path will help on this road - I don't mind which one - anything is an improvement!	12/13/2022 1:54 PM
18	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:01 PM
19	I cycle this route regularly for many years, I regularly lead groups of cyclists in both directions. While I welcome any improvements to road safety I find this road safe to ride on. It is wide, well sighted, low traffic and perfectly safe even for inexperienced cyclists, there is simply no need to spend £800,000 on a cycle lane. There must surely be other places in York where £800,000 can be better utilised to improve cycling safety. I have ranked the options purely on cost basis in the hope that if the council do choose to go ahead with this pointless scheme they will spend as little money as possible and spend any change elsewhere. The only improvement that should be made to this area is to re-surface the junction at the western end where I have seen several cyclists crash due to the poor state of the road surface.	12/9/2022 10:30 AM
20	HF is not a priority for improved cycle infrastructure. The money should be spent elsewhere in more dangerous traffic spots & there are plenty of them in York.	12/9/2022 9:19 AM
21	As a cyclist of countless years in York, Hospital Fields Road is relatively quiet and safe, in large part due to being a no through road for motor vehicles. It is very difficult to see how the massive investment required would be justified here compared to many busier roads across the city.	12/8/2022 3:01 PM
22	I think that money better spent on more needed schemes in York - how come its suddenly appeared - is it because its in the Council Leader and Transport leads ward?	12/8/2022 1:05 PM
23	I don't support any of these options, or this proposal. There are far more important areas that are a problem for cyclists and pedestrians than Hospital Fields Lane. Present cycleways in York are in a bad condition and there are other sections of road in York, that are far more of a hazard than this section. We need all the demarcation lines between cyclists and pedestrians being repainted and uneven surfaces repaired. This project is only being carried out to make the council look good, especially after the fiasco with the money from the government for improvements for cyclists and pedestrians, which the council weren't prepared to match.	12/7/2022 11:55 PM
24	I suggest the council holds off doing this scheme and uses the Local Cycling and Walking Infrastructure Plan (LCWIP) to prioritise other more dangerous, high traffic cycling and walking route (such as the dangerous Acomb road cycle route provision). For most cyclists I know HFR isn't a major problem point, and I have not felt threatened by the traffic here. In my view the money could be better spent dealing with one of the MANY problem areas in York's cycle network.	12/7/2022 10:59 PM
25	The fact that this one way is a little odd. What are cyclists going in the opposite direction supposed to do? Should they use the track as well, even though this potentially brings them	12/7/2022 10:37 PM

Hospital Fields Road – Improvements to the cycle facilities

into conflict with cyclists going the other way. Or do they stay on the road, which might be more dangerous if there is less road space.

26	Whilst I am happy with these improvements, there are more important schemes needed in York. Simply removing the parking would be sufficient in this location. Also needed is a longer time of green light at the A19 crossing, as there isn't time for slower cyclist (or several cyclists) to cross. Also why would it only be one way. If there is a need eastbound, there is the same need westbound.	12/7/2022 9:32 PM
27	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:29 PM
28	In an ideal world there would be cycle lanes everywhere but HFR is NOT a pinch point for cyclists and so the money should probably be better spent elsewhere. Also why is this proposal for a one way cycle lane only???	12/7/2022 8:30 PM
29	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:25 PM
30	Honestly; traffic is fairly light. I'm not very certain increased safety here is the most fruitful of investments. However, saying that, this is one of the most cycled streets in York. Countless students commuting to study in the morning for sure. The road is wide though which does allow users to be present together for the most part. In one sense, the easiest method is to remove the free parking, but that could impact the local shops. Overall, I think the lightest option is sufficient here. The biggest problem is the junction. The lights need phasing to offer perhaps 20 more seconds to eastbound traffic between 0800 and 1000. Vehicles get trapped behind a vast head of cyclists. I would say a cycle traffic light that goes early is your biggest improvement for hospital fields road. If nothing else were to happen.	12/6/2022 8:45 PM
31	I think a better option would just to be to remove the parking spaces (ie. add double yellow lines) and resurface the road. If this road is busy with cycles at rush hour, cramming them all into a 1.5 metre wide lane doesn't sound sensible. A 2m wide lane would be better. Unless this is part of a 'route to school', I can't imagine why this no through road is top of the list for a segregated cycle path.	12/6/2022 8:28 PM
32	Hospital Fields Road does not need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere. This really feels like an attempt to use end-of-year budget rather than anything that'll actively benefit cyclists as Hospital Fields Road just doesn't have the level of car traffic that would make such a scheme beneficial.	12/6/2022 3:19 PM
33	There are a lot more dangerous places to cycle in York. Its a low traffic area that feels relatively safe for York. This feels like a box ticking exercise that provides little value but does not tackle some of the more difficult areas where we might have to balance the different types of traffic. It will not improve the cycling provision in York.	12/6/2022 2:09 PM
34	I would strongly argue for a cheaper solution that served BOTH directions with safe, segregated cycling provision. If the available space is limited, then use it for 2 way cycling, and perhaps mix with pedestrians (as per New Walk - but wider).	12/5/2022 8:57 PM
35	Hospital Fields Road is far from dangerous for people who cycle. It can be unpleasant due to driver (high) speeds and close passing. But nothing I have experienced justifies prioritising this link over roads where the conditions for people cycling are so intimidating very few people do cycle or many of us stop cycling.	12/5/2022 4:25 PM
36	Please spend the money on maintaining the existing cycle network instead. The road markings between Heslington Lane and Cemetery Road are badly worn. The cycle path markings	12/5/2022 2:04 PM

Hospital Fields Road – Improvements to the cycle facilities

between millennium bridge and Love Lane are badly worn. The road markings on Holgate Road, especially the Ironbridge are badly worn. The road layout when travelling north on Fulford Road past the end of Hospital Fields road is badly laid out. There is an existing patchwork trench that appears like a cycle lane and creates a pinch point between cars and cycles.

37	If the stepped segregation was able to be implemented bidirectionally (I don't know if the width would be enough), then I would rank it highest. Without that, all options are limited by the westbound roadway sharing with cars on a narrower roadway and I would therefore place first the kerbed option, which I perceive to have the highest safety.	12/5/2022 9:19 AM
38	Option 3&2 gives designated space but 3 provides wider track, curbing on 2 could take up too much space but it does prevent traffic over stepping. 1 is aesthetically un pleasing, on an already industrial looking road. 4 wouldn't handle amount the cycle traffic that passes through	12/4/2022 11:33 PM
39	What a waste of money for a single, straight unimportant road. Why not target some of the junctions in town, Fishergate etc.	12/4/2022 10:01 PM
40	i have lived in Manchester, kerbed segregation on busy Oxford Road really works.	12/4/2022 5:33 PM
41	None of these methods of segregation is needed - the route is fine as it is. It would be much better to use the funds to address issues in other locations.	12/4/2022 2:58 PM
42	Would there still be access for vehicles to Hospital Fields houses? The removal of on-street parking may lead to non-residents parking in residents spaces.	12/4/2022 2:26 PM
43	I don't support any of these options because I don't understand why cycling eastbound is somehow more important than cycling westbound!	12/4/2022 12:53 PM
44	I don't support options 2 or 4.	12/4/2022 12:09 PM
45	Existing road is quiet, I feel that the money could be better spent elsewhere	12/4/2022 11:49 AM
46	This route, while not perfect, is not where we should be focusing spend on active travel in York. There are many other potential schemes where the existing provision is much worse and the money would be better spent.	12/4/2022 11:02 AM
47	i do not agree with any of these options	12/4/2022 10:59 AM
48	I feel it is important to provide as much physical segregation for cyclists as possible. Fear of traffic still the greatest barrier to adoption of active travel. Also, vehicles will park in a cycle lane if they can easily access it.	12/3/2022 4:51 PM
49	The road should be trialled once parking is removed and enforced	12/3/2022 2:21 PM
50	None of these are good. removing parking would be beneficial. The real problems are the rutted surface, the faded markings at the junction, and the design of the junction. Most cars are turning left while most cycles are going straight, but the cycle path is on the left.	12/2/2022 10:55 PM
51	Definitely option 1. It feels the safest for cyclists, because of the physical separation, which is more obvious than the kerb or steps. Plus it's cheap. To be honest, I already feel quite safe on that road, much more than, say, Fulford rd.	12/2/2022 10:46 PM
52	Cheapest effective segregation should be the aim Scheme should operate in both directions otherwise pointless	12/2/2022 10:29 PM
53	Hospital Fields Road is predominantly an Industrial Estate, why use this road when there are 3 / 4 roads that are all residential which doesn't have the flow of commercial vehicles, not forgetting the two bus depots in Hospital Fields Road.	12/2/2022 6:48 PM
54	The road is quiet and well designed already. The road is constantly uses for parking for both visitors and residents including myself. It's a complete waste of time and money and will make lives harder for residents in the area	12/2/2022 6:16 PM
55	I support none of them - it's a pointless endeavour that WILL make things worse.	12/2/2022 6:11 PM
56	I think there are many more dangerous cycle routes in york where money should be spent therefore support cheapest option	12/2/2022 5:57 PM
57	All are pretty bad options due to the substandard width proposed for both pedestrians and cyclists, and that it only benefits cyclists in the eastbound direction (while leaving westbound more at risk of vehicles speeded on their way by the lack of parked cars). As I can't say "don't	12/2/2022 5:43 PM

Hospital Fields Road – Improvements to the cycle facilities

support" I've ranked these in order of least-disliked. Why not remove the parking and introduce on-street mandatory cycle lanes on both sides of the road? Surely the vehicular traffic on this dead-end street isn't high enough to take the scoring beyond the "suitable" threshold for cycle lanes in figure 4.1 of LTN 1/20? If traffic speed is the issue there reduce the limit to 20 and add a few build-outs!

58	Given the forthcoming redevelopment of the Transdev bus depot (and possibly other parts of the Hospital Fields estate), is this the right time to make this change? (Ie, will it be 'trashed' by construction traffic?)	12/2/2022 4:03 PM
59	I don't support any of the options, there is no need for this and. I need to waste money on it. Especially as it's all going to change when the new development is built on the bus station land. Spend money now to then have to change it all again when that happens seems like yet another York Council waste of money! Stop spending our money on useless vanity projects.	12/2/2022 3:17 PM
60	Whilst I support cycle improvements in general I think other roads and junctions would provide greater benefits. Hospital Fields Road is quiet (as a cul-de-sac) and already quite wide. Resurfacing would provide a pleasanter cycle journey. Fulford Road/Heslington Road would seem much better roads to target as far busier - Aldi entrance or Cemetery Rd for example. If this goes ahead will it tie in with the Ordnance Lane development?	12/2/2022 3:06 PM
61	No	12/2/2022 2:20 PM
62	I don't support any! They are not needed, a waste of money and the removal of parking space is unacceptable.	12/2/2022 2:09 PM
63	We should do the job properly and kerbed segregation is the way to go here.	12/2/2022 1:30 PM
64	This kind of work is a waste of money. There is so little value to be had here it's astonishing. Hospital fields is so quiet it seems YCC have chosen this location only because it inconveniences drivers the least, with any benefit to cyclists being not even an afterthought.	12/2/2022 12:00 PM
65	I would rather see the road surfaced to support westbound cyclists, but if I were eastbound in the evenings this scheme would probably help. In that case we would want to minimize the chance of drivers intruding on the cycleway, e.g. to make room for oncoming vehicles.	12/2/2022 11:43 AM
66	Have businesses been approached to discuss how it impacts on access to their premises?	12/2/2022 8:34 AM
67	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:32 AM
68	Don't support any of the options all a total waste of money	12/1/2022 8:25 PM
69	why is this being done, its a waste of money and will cause parking problem for residents and workers	12/1/2022 9:14 AM
70	The HGV'S and other large vehicles that use the road will be severely affected by the introduction of a cycle lane. It will likely slowdown traffic and cause wore congestion than currently there. I believe the best option is would be to remove parking, which will leave a wider road for both cyclists and Vehicles, with possibly having a painted cycle track with dashed lines, so that wider veichles can still use the road freely..	11/30/2022 1:43 PM
71	none - waste of money for no apparent reason - and what about the westbound cyclists???? Stop the drivers using the estate as a free parking space for the full day and problem solved	11/30/2022 9:38 AM
72	Stepped segregation loses little space and avoids conflict with pedestrians. Removal of parking spaces is likely to cause some contention as it is, York has right parking to begin with, but there's no sensible way to deal with the lack of space otherwise. One thing I would point out is that the biggest current issue I have on hospital fields road is the poor road surface Westbound, which has ruts and grooves. Maintaining the road surface to a better standard on roads that are also cycle routes would even be a welcome improvement.	11/30/2022 9:14 AM
73	There needs to be a physical barrier stopping cars from parking in the cycle lane.	11/30/2022 8:50 AM
74	Kerbed segregation is the best but has to be wide enough or the kerb creates its own hazard.	11/30/2022 8:30 AM
75	I can only fully support an option that physically prevents conflict points between cars and cyclists, and physically prevents cars from parking in cycling areas. Some of these options	11/29/2022 9:36 PM

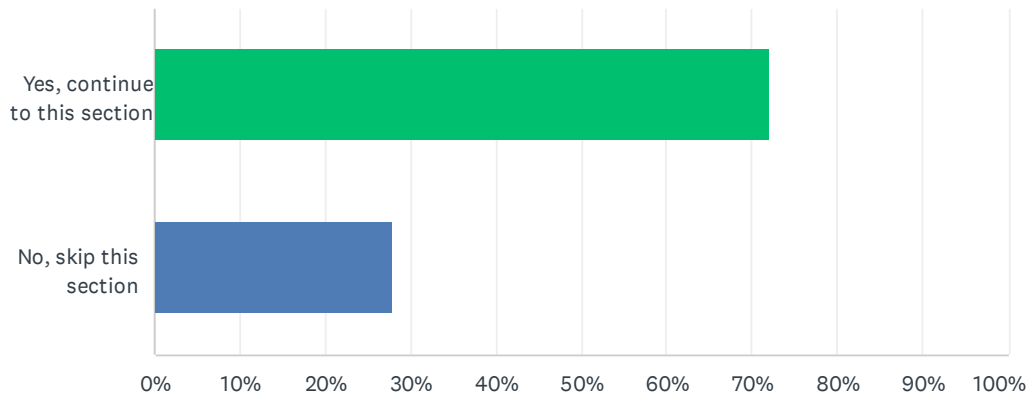
Hospital Fields Road – Improvements to the cycle facilities

might achieve this, depending on the exact details of the proposals. But it's hard to tell without seeing the full proposals. This survey only provides text descriptions at a high level.

76	The best thing you could do for cycle safety is put a cycle head start on the traffic lights at the eastern end of HFR.	11/29/2022 9:17 PM
77	I see little point in a segregated cycle path given the lack of traffic on Hospital Fields Road. It would be far more useful on roads like Grean Dykes Lane or Hull Road	11/29/2022 7:33 PM
78	I'd rather just see a well enforced parking ban. Particularly on the north side where parking reduces visibility for both cyclists and drivers joining Hospital Fields Road from the north.	11/29/2022 4:16 PM
79	No thought has been given to those businesses which use the road and require access for coaches, HGV's and other road vehicles.	11/29/2022 2:42 PM
80	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:43 PM
81	Quiet road does not need cycle path as much as busier areas of the city. Feels like an easy way to spend the money.	11/29/2022 7:24 AM
82	I am very angry that the Council are pursuing this.	11/28/2022 10:18 PM
83	I do not agree to any options. Maple Grove would be a perfect alternative and safer. Stop wasting public money on unnecessary projects.	11/28/2022 8:58 PM
84	I don't support any of the options. My entire family cycles regularly and cannot see why HFR is being prioritised when there are so many other locations that would bring far greater benefit. I would like to see the justification for installing segregated cycle infra on HFR, and preferably I would like the council to wait until the LCWIP is complete and then re-think how this money is spent, to ensure it is spent in a strategic way.	11/28/2022 8:25 PM
85	Whatever option is taken something needs to be done about the pavement parking by the tradespeople at the millenium bridge end of the street. It's annoying enough when it's me on my own trying to get past, I hate to think what a wheelchair user or someone with a pushchair would think. On street parking going won't be a loss either, it's always people from the office buildings with their own car parks or, once again, tradespeople taking liberties.	11/28/2022 7:30 PM
86	Need to see information about accident rates before making a choice.	11/28/2022 5:05 PM
87	I do not support any of the options if there is no alternative parking provided. If I can no longer park my vehicle on Hospital Fields I will be prevented from working for my current employer.	11/28/2022 4:07 PM
88	I don't support any of the options. The proposal takes no account of the impact of the housing to be built on the Ordnance Lane site	11/28/2022 3:43 PM
89	I oppose all the options as the money could be better used for cycling safety elsewhere in York	11/28/2022 2:47 PM
90	ALL THE ABOVE OPTIONS SHOULD NOT BE CONSIDERED. USE MAPLE GROVE AND LEAVE THE INDUSTRIAL ESTATE TO FUNCTION AS JUST THAT!!	11/28/2022 12:43 PM
91	I appreciate the need to 'complete' the off road cycling path route between Millennium Bridge and Hospital Fields Road, but I believe it is quite a safe road nonetheless. Overall I feel the money could be best used to invest in cycling projects elsewhere in the city.	11/27/2022 2:49 PM
92	All seem a waste of money for little benefit at a time when money would be better spent on other things	11/26/2022 8:02 PM
93	http://www.aviewfromthecyclepath.com/2013/04/the-netherlands-sets-best-example-but.html	11/25/2022 3:19 PM
94	Option 4 actually increases risk for all pedestrians and cyclists. Option 3 allows for parking on the cycleway. 2 is effective but unnecessary. 1 keeps cars out but is unnecessary	11/24/2022 8:13 PM

Q22 Would you like to continue to the 'About You' section?

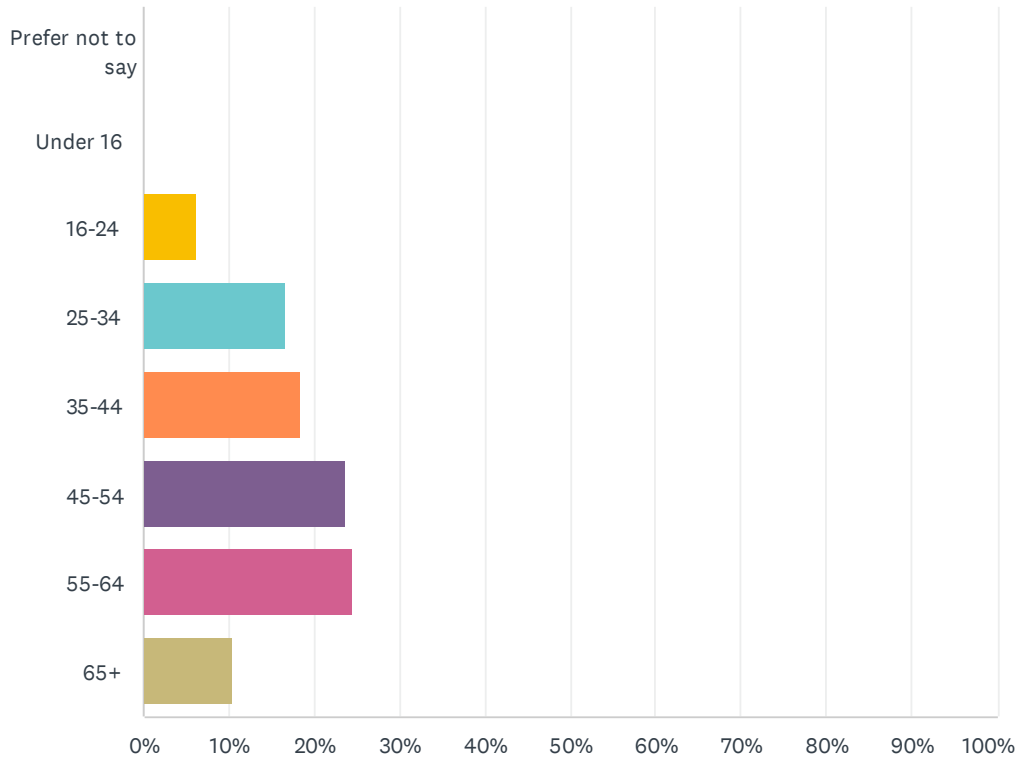
Answered: 157 Skipped: 53



ANSWER CHOICES	RESPONSES	
Yes, continue to this section	71.97%	113
No, skip this section	28.03%	44
TOTAL		157

Q23 Your age: (please select the appropriate range)

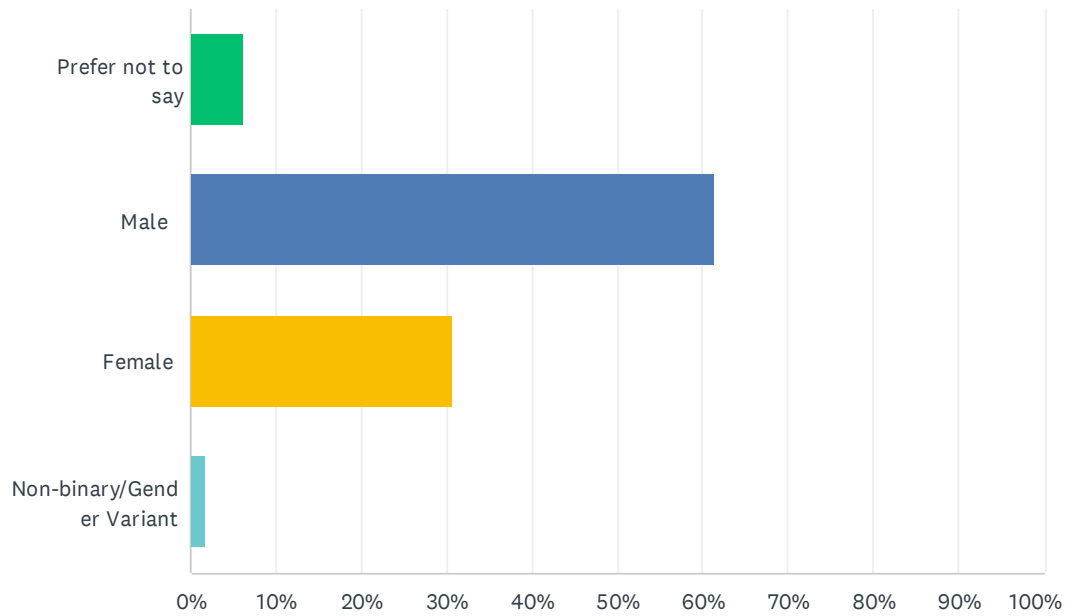
Answered: 114 Skipped: 96



ANSWER CHOICES	RESPONSES	
Prefer not to say	0.00%	0
Under 16	0.00%	0
16-24	6.14%	7
25-34	16.67%	19
35-44	18.42%	21
45-54	23.68%	27
55-64	24.56%	28
65+	10.53%	12
TOTAL		114

Q24 Your Gender:

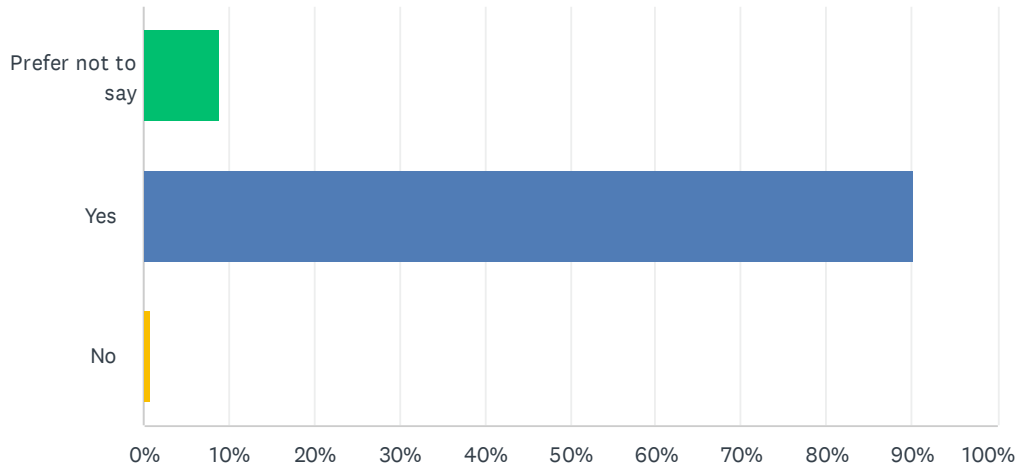
Answered: 114 Skipped: 96



ANSWER CHOICES	RESPONSES
Prefer not to say	6.14% 7
Male	61.40% 70
Female	30.70% 35
Non-binary/Gender Variant	1.75% 2
TOTAL	114

Q25 Is the gender you identify with the same as your sex registered at birth?

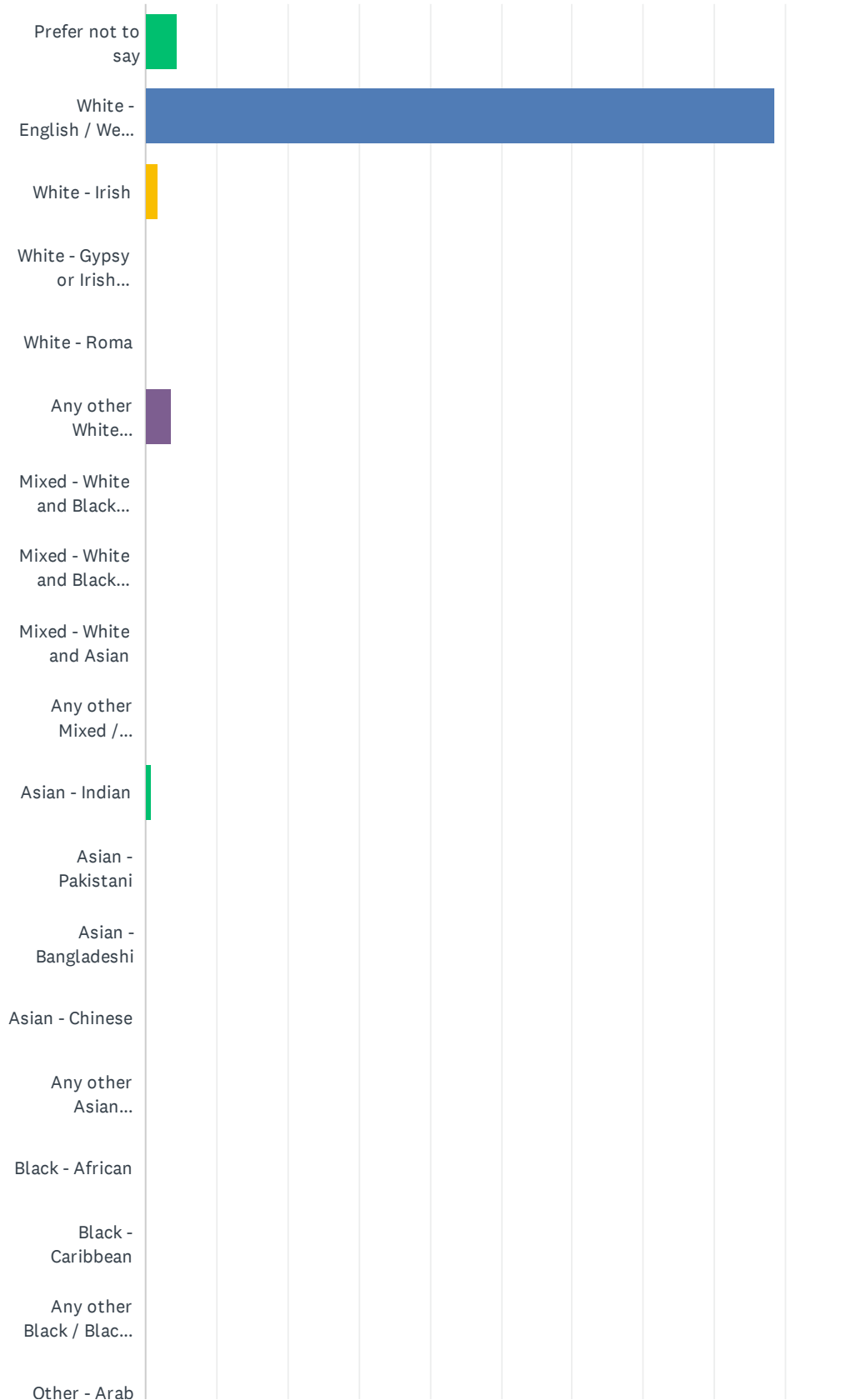
Answered: 113 Skipped: 97



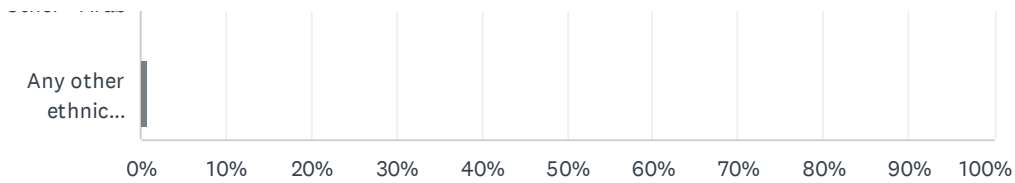
ANSWER CHOICES	RESPONSES	
Prefer not to say	8.85%	10
Yes	90.27%	102
No	0.88%	1
TOTAL		113

Q26 What is your ethnic group?

Answered: 113 Skipped: 97



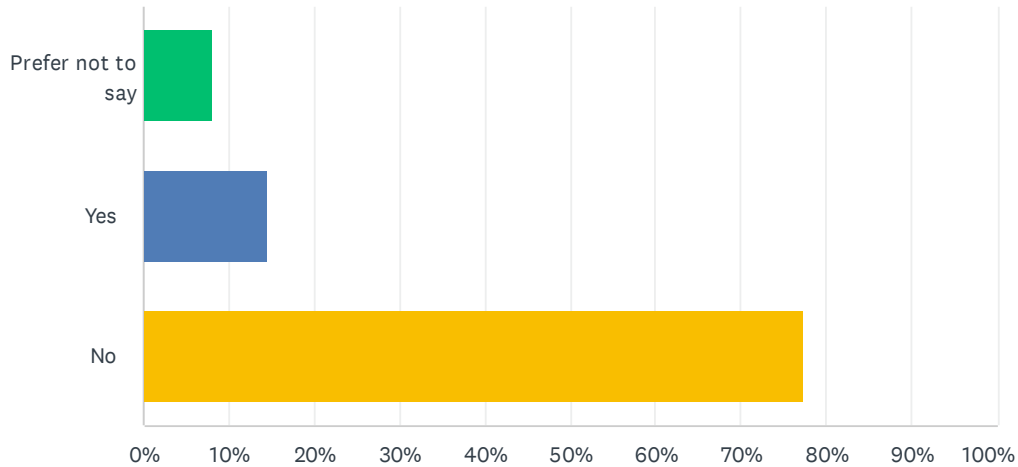
Hospital Fields Road – Improvements to the cycle facilities



ANSWER CHOICES	RESPONSES	
Prefer not to say	4.42%	5
White - English / Welsh / Scottish / Northern Irish / British	88.50%	100
White - Irish	1.77%	2
White - Gypsy or Irish Traveller	0.00%	0
White - Roma	0.00%	0
Any other White background	3.54%	4
Mixed - White and Black Caribbean	0.00%	0
Mixed - White and Black African	0.00%	0
Mixed - White and Asian	0.00%	0
Any other Mixed / multiple ethnic background	0.00%	0
Asian - Indian	0.88%	1
Asian - Pakistani	0.00%	0
Asian - Bangladeshi	0.00%	0
Asian - Chinese	0.00%	0
Any other Asian background	0.00%	0
Black - African	0.00%	0
Black - Caribbean	0.00%	0
Any other Black / Black British / African / Caribbean background	0.00%	0
Other - Arab	0.00%	0
Any other ethnic background	0.88%	1
TOTAL		113

Q27 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

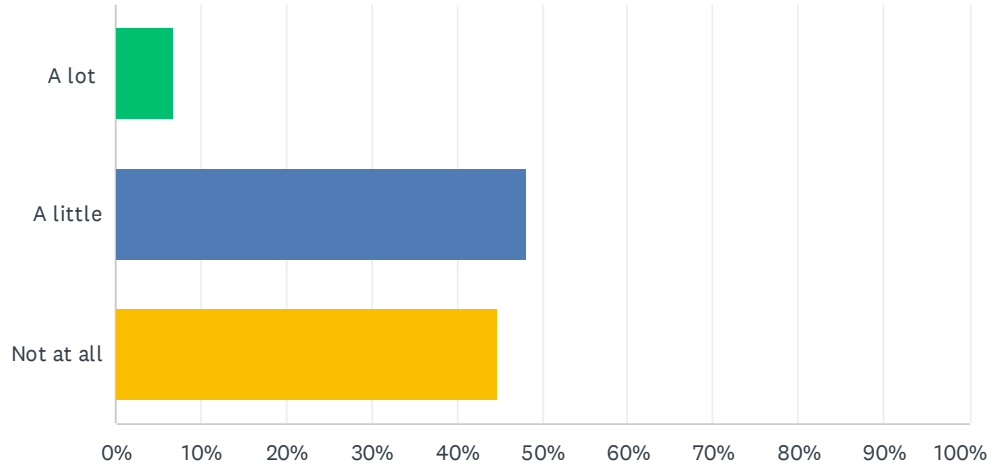
Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES
Prefer not to say	8.11% 9
Yes	14.41% 16
No	77.48% 86
TOTAL	111

Q28 If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

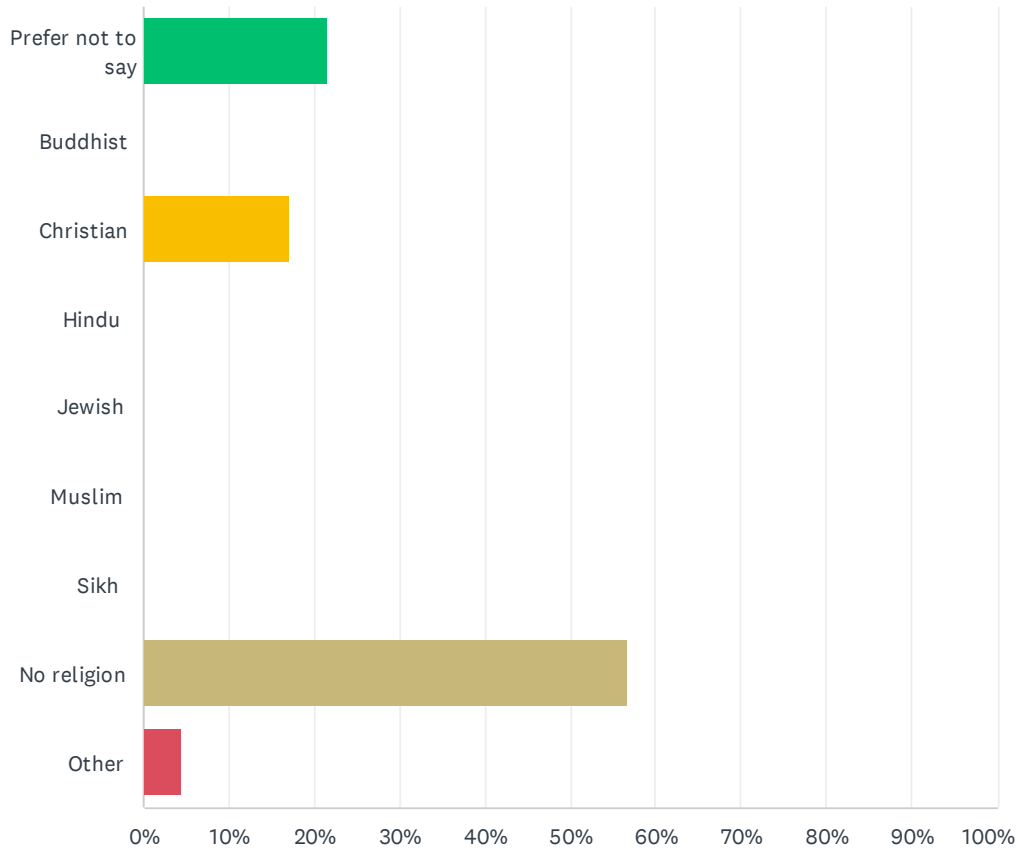
Answered: 29 Skipped: 181



ANSWER CHOICES	RESPONSES
A lot	6.90% 2
A little	48.28% 14
Not at all	44.83% 13
TOTAL	29

Q29 What is your religion or belief?

Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	21.62%	24
Buddhist	0.00%	0
Christian	17.12%	19
Hindu	0.00%	0
Jewish	0.00%	0
Muslim	0.00%	0
Sikh	0.00%	0
No religion	56.76%	63
Other	4.50%	5
TOTAL		111

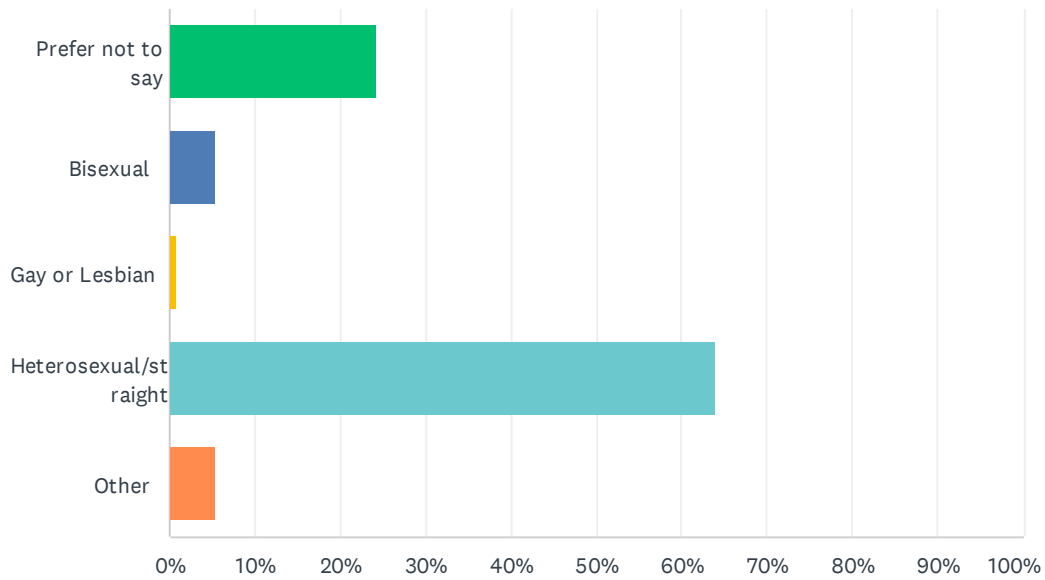
#	IF 'OTHER' PLEASE TELL US WHAT YOUR RELIGION OR BELIEF IS OR LEAVE BLANK IF YOU PREFER NOT TO SAY	DATE
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Hospital Fields Road - Improvements to the cycle facilities

1	humanist	12/19/2022 2:58 PM
2	Agnostic	12/16/2022 5:11 PM
3	Humanist	12/8/2022 1:06 PM
4	Atheist/humanist	11/29/2022 4:19 PM

Q30 Which of the following best describes your sexual orientation?

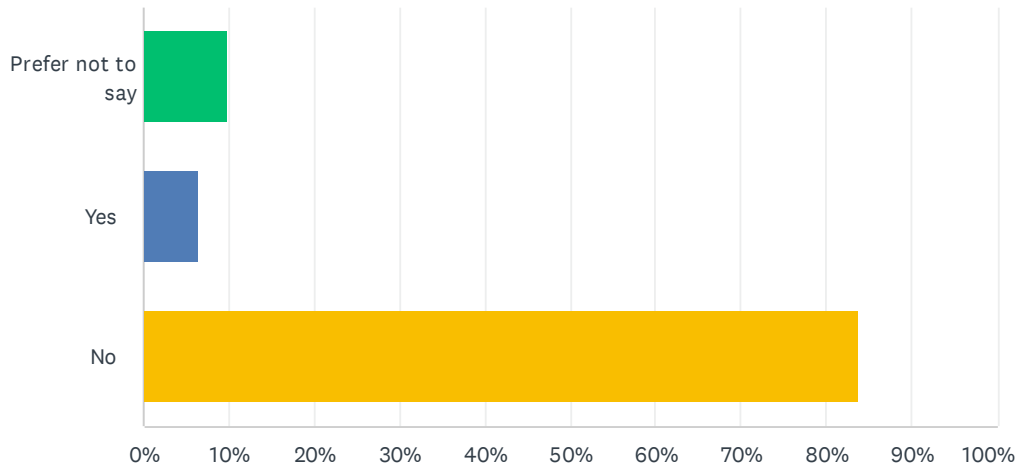
Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	24.32%	27
Bisexual	5.41%	6
Gay or Lesbian	0.90%	1
Heterosexual/straight	63.96%	71
Other	5.41%	6
TOTAL		111

Q31 Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	9.91%	11
Yes	6.31%	7
No	83.78%	93
TOTAL		111

Q32 If you feel you may be disadvantaged by any of the design options presented, please detail why below.

Answered: 15 Skipped: 195

#	RESPONSES	DATE
1	I cycle on HFR on a tandem trike wit my disabled son. We would prefer segregation and we have a wide cycle	12/19/2022 4:30 PM
2	I have a large cycle trailer and on occasions do prefer to use the road instead of a less accessible cycle lane (as the highway code does allow us cyclists to do!) but when a cyclist chooses to use the roadway instead of a cycle path, occasionally this draws complaints from entitled motorists who think we HAVE to use the cycle path. So, by having the road usable for cyclists and motorists shared equally, this means that cyclists get the 'usual' amount of respect that motorists give to cyclists, rather than less. I do use well designed cycle lanes but there are quite a few in York I choose not to use as they slow me down and are uncomfortable and badly designed/maintained. I would hope any changes to HFR, if you have to do this, give a really good cycling infrastructure, which cyclists like me are happy to use! Cheers, jscossham@gmail.com	12/19/2022 3:21 PM
3	Some options may not work well with adaptive cycles. I would not support any solutions that are not safe and inclusive.	12/19/2022 2:58 PM
4	My tax should go to things that genuinely improve the cycle infrastructure, this scheme does not do that.	12/6/2022 3:21 PM
5	People who have children in tow, or for some other reason feel less confident cycling and potentially facing aggressive cyclists/pedestrians/drivers, will automatically feel more vulnerable using shared lanes or lanes not properly protected from traffic.	12/4/2022 10:41 PM
6	Non-residents may use residents parking spaces, and there would be nowhere for residents to park if on-street spaces are removed. Hospiatl Fields road is not very busy, and many cyclists cycle here without problems. Cycle provision may be better spent elsewhere in the city.	12/4/2022 2:28 PM
7	To lose the additional parking would be such a shame it is well used and a bonus to the area.	12/2/2022 6:19 PM
8	I live at Fulford place and when I have visitors, the only place they can park is on Hospital Fields Road. I do cycle on Hospital Fields Road and have never felt unsafe. This is our money you're wasting at a time when there are people that need help, use the money for them instead. Bikes and cars have shared roads since cars were invented, it's not an issue. Train cyclists, drivers take tests. If we all learnt to be safe on the roads together there would be no need to waste money like this.	12/2/2022 3:21 PM
9	Any which are likely to be blocked by inconsiderate drivers	12/2/2022 8:36 AM
10	I will be disadvantaged as my commute to work will be affected by the construction and implementation of this cycle track. It is congested enough without adding cycling priority to it. If cyclist's safety is of utmost importance in this area, the industrial estate should be removed as while HGV's, heavy traffic flow and Cyclists are using the same road, cyclists will never be truly safe	11/30/2022 1:47 PM
11	why is any of the personal information relevant in the slightest to a proposed cycle lane.	11/30/2022 9:39 AM
12	Many of the options would increase conflicts between pedestrians, cyclists and drivers, with cyclists, eg. not providing a way to pass each other brings cyclists into conflict with each other.	11/29/2022 4:19 PM
13	Because I will not be able to park my sole mode of transport used to commute from home to my place of work.	11/28/2022 4:10 PM
14	No representation of how it will impact access to my road and off-street parking. Don't see any benefit.	11/26/2022 8:05 PM

