



York Civic Trust

Fairfax House, Castlegate, York, YO1 9RN

Tel: 01904 655543

## **Proposal to install cycle lanes on Hospital Fields Road, Fulford**

### **Response from York Civic Trust Transport Advisory Group**

**16<sup>th</sup> December 2022**

The proposal is to provide a dedicated cycle lane eastbound on Hospital Fields Road between Millennium Bridge and Fulford Road. Four layout options are offered. The consultation does not indicate the cost of the scheme, but the recent Active Travel report to the Executive shows it as £800k. The scheme appears to have been brought forward because it appears on the Council's outdated (pre LTN1/20) priority list and is relatively uncontroversial to install. No indication is given of the benefits to be gained from such a level of expenditure, and we understand from representatives of cyclists that this road is not seen as a significant cycling hazard.

Against a background in which funding for much more hazardous locations such as Bootham and Acomb Road has been withheld for lack of funds, we very strongly reject this proposal. We recommend, instead, that the Council updates its scheme prioritisation process to reflect the LTN1/20 focus on coherence, consistency and continuity of provision, and to respond to the information on perceived hazard locations provided by York Cycling Campaign. It then needs to devote its limited staff and financial resources to those schemes which represent the best value for money against these criteria.

If, despite the lack of evidence on relative value for money, the Executive Member decides to progress this scheme, we would observe that:

- no provision is offered for westbound cyclists, who might well be adversely affected if traffic is limited to a narrower carriageway
- no provision is offered to improve the crossing of Fulford Road, which is a considerable source of concerns about safety for cyclists; a much lower cost scheme which simply increases the time in which cyclists can cross should anyway be implemented
- of the four options presented, Option 1 is unacceptable in offering no segregation, while Option 3 is unduly complex; our preference is for Option 4 which, while having a relatively narrow cycle track and pavement, permits users of each to divert into the other's space where required for safety.

