

## Privacy

### **Background**

As part of the [Active Travel Programme](#), City of York Council is proposing to deliver improvements to the cycle facilities along Hospital Fields Road by introducing segregated cycle lanes, designed to separate cyclists from the carriageway.

Hospital Fields Road is an important part of the East-West Cycle Route that links Millennium Bridge to the Barracks and gets a high volume of cycling traffic. The proposed design options aim to improve the safety and usability of the road for cyclists in the eastbound direction.

We want to hear your thoughts on these proposed changes prior to formal decisions being made.

### **What will change?**

The works aim to improve the safety and usability of Hospital Fields Road for cyclists. The design team has proposed the following changes:

- The delivery of an eastbound segregated cycle lane. There are four separate options to consider (presented in more detail later in the survey)
- The removal of 26 on-street parking spaces (22 on the north side and 4 from the south)
- The reduction of the north side pavement to create space for the cycle lanes

**Hospital Fields Road Consultation**

The map displays a street layout with several key features: Ordnance Lane at the top, a large 'Works' area on the left, Hospital Fields Road running horizontally across the middle, Maple Grove below it, and Fulford Road running vertically on the right. Other labels include 'PW', 'TA Centre', and 'Sch'. A north arrow is located in the upper right corner of the map area.

Produced by Business Intelligence Hub	© Crown copyright and database rights 2022 Ordnance Survey 100020818
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We want to hear your thoughts on the proposed changes to the area and any further comments you would like to share with us about this scheme at this early stage.

This survey is an opportunity for you to share your opinions on the proposed solutions. Please help with the evaluation by completing this survey. The survey should take around 5-10 minutes to complete. The survey will close on Friday 23 December.

Our survey may ask for personal information which you may choose not to give. We do not publish or share any information which can identify you. Please read our [privacy notice](#) to find out more about how we protect your personal information. We will ask for your consent to do this at the start of the survey.

You can withdraw your consent at any time by contacting [activetravel@york.gov.uk](mailto:activetravel@york.gov.uk).

\* 1. Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

Yes     No





## Option information: Option 1

**This section outlines the four options proposed to deliver a segregated cycle lane along the north pavement, heading eastbound towards Fulford Road Junction.**

**All four options propose on-street cycling heading westbound towards New Walk Riverside Path / Millennium Bridge.**

**Option 1 - Light segregated:**

A lightly segregated cycle lane heading eastbound and on-street cycling heading westbound. This option proposes to construct a cycle lane that is on the same level as the road surface but with light physical segregation to separate cars and cyclists to ensure protection.

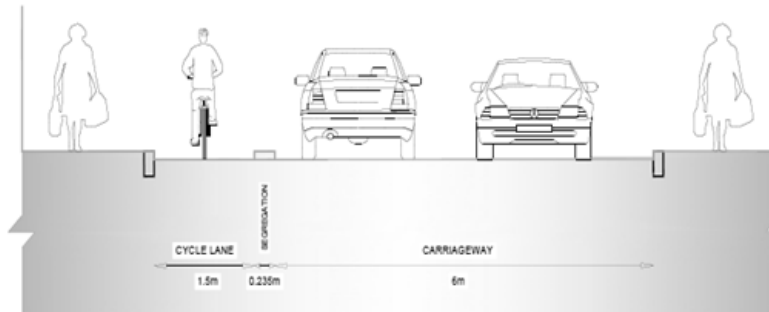
Below is an image of light segregation in the real-world, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.

## CROSS SECTION

NTS



### **Pros:**

- Cheapest option
- Offers some segregated protection to cyclists, which is an improvement to the existing facilities on Hospital Fields Road
- The cycle lane is on the road, so it directly aligns with Hospital Fields Road for eastbound cyclists, rather than the setbacks seen at junctions in option 2, 3, and 4

### **Cons:**

- This option proposes the narrowest cycle track that averages 1.5 metres wide. The recommended width is 2 metres. Other options propose wider cycle lanes
- This option reduces the northern pavement width to an average of 1.6m, with a 1.4m pinch point for 70 metres
- Lowest audit score (78% on Cycling Level of Service tool), which is still a pass, but means option 2, 3, and 4 are better
- Does not offer the same level of segregated protection as options 2, 3, or 4
- Less aesthetically appealing than the other options

8. To what extent do you support this option?

A great deal

A moderate amount

A little

Not at all

Don't know

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

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

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree

## Option information: Option 2

**Option 2 - Kerbed segregation:**

A kerbed cycle lane heading eastbound and on-street cycling heading westbound. This cycle lane would be at the same level as the carriageway with a kerb that physically separates cyclists and vehicles to ensure protection.

Below is an image of kerbed segregation in the real-world, along with a cross sectional view.



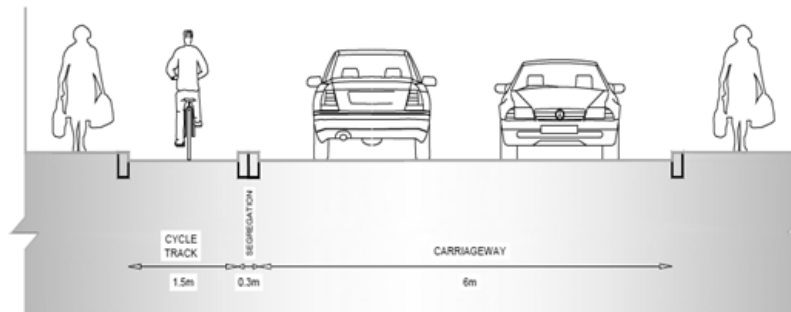
Example of kerb-segregated cycle track  
Credit: PJA

**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.



## CROSS SECTION

NTS



### **Pros:**

- Offers good physical protection for cyclists travelling eastbound
- Established form of cycle track segregation that is widely used around the UK
- Creates a continuous link along the entire north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the Cycling Level of Service tool). This is the same as option 3 and 4

### **Cons:**

- Northern footway averages 1.6m in width, with a 1.4m pinch point that lasts 70 metres. This is the joint worst pinch point proposed and is the same as option 1
- Joint narrowest cycle track that is an average of 1.5m wide
- This option is expensive

11. To what extent do you support this option?

A great deal

A moderate amount

A little

Not at all

Don't know

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

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

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree

## Option information: Option 3

**Option 3 - Stepped segregation:**

A stepped cycle lane heading eastbound and on-street cycling heading westbound. This option proposes putting the road, cycle lane, and pavement on different levels, which allows all to be completely segregated from one another.

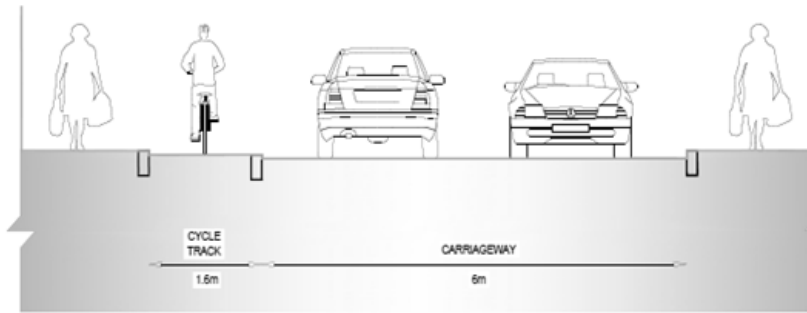
Below is an image of what this would look like in real-life, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.

## **CROSS SECTION**

NTS



### **Pros:**

- Most space efficient option.
- It retains 1.8m footway width on north side with a 1.7m pinch point for 70 metres
- It offers the widest cycle track that is an average of 1.6m
- Creates a continuous link on north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the Cycling Level of Service tool). This is the same as option 2 and 4

### **Cons:**

- There is no physical boundary stopping cars pulling onto the cycle way, which can result in parking or driving violations
- This option has increased design complexities, which increase the risk of delays and cost increases
- The most expensive option

14. To what extent do you support this option?

A great deal

A moderate amount

A little

Not at all

Don't know



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

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

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree

Option information: Option 4

**Option 4 - Footway level demarcated cycle way:**

A footway level, demarcated cycle lane eastbound and on-street cycling heading westbound. This means that the footway and cycle track will be the same level and separated by a small kerb-like dividing line.

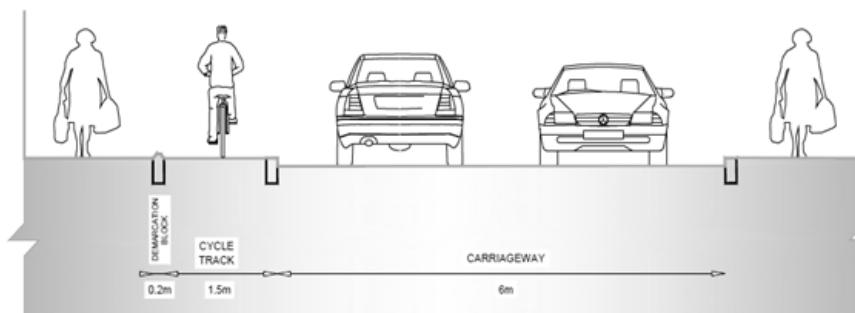
Below is an image of what a footway level demarcated cycle way looks like in real-life, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and could be subject to change.

**CROSS SECTION**

NTS



**Pros:**

- Creates continuous link on north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the CLoS tool). This is the same as option 2 and 4

**Cons:**

- Joint narrowest cycle track that is an average of 1.5m wide
- Northern footway average is 1.7m, with a 1.5m pinch point for 70 metres
- This option proposes for pedestrian/cyclists to be on the same level (with demarcation to separate), which can create potential for conflicts
- This is considered an expensive option

17. To what extent do you support this option?

A great deal	A moderate amount	A little	Not at all	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>









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

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

Strongly agree	Agree	Neither / nor	Disagree	Strongly disagree
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Options summary

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

		Option 1 - Light segregation
		Option 2 - Kerbed segregation
		Option 3 - Stepped segregation
		Option 4 - Footway level demarcated cycle way

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



On the following page we will ask some questions about you.

Any information you share may help us identify themes in specific groups to aid any future support and will not be used to identify you. You may choose not to answer or select 'prefer not to say' to any question. If you would prefer to opt out of this section please click the relevant option below.

22. Would you like to continue to the 'About You' section?

- Yes, continue to this section
- No, skip this section

## About you

### 23. Your age: (please select the appropriate range)

- |                                         |                             |
|-----------------------------------------|-----------------------------|
| <input type="radio"/> Prefer not to say | <input type="radio"/> 35-44 |
| <input type="radio"/> Under 16          | <input type="radio"/> 45-54 |
| <input type="radio"/> 16-24             | <input type="radio"/> 55-64 |
| <input type="radio"/> 25-34             | <input type="radio"/> 65+   |

### 24. Your Gender:

- |                                         |                                                 |
|-----------------------------------------|-------------------------------------------------|
| <input type="radio"/> Prefer not to say | <input type="radio"/> Female                    |
| <input type="radio"/> Male              | <input type="radio"/> Non-binary/Gender Variant |

### 25. Is the gender you identify with the same as your sex registered at birth?

- Prefer not to say
- Yes
- No

### 26. What is your ethnic group?

- |                                                                                     |                                                                                        |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| <input type="radio"/> Prefer not to say                                             | <input type="radio"/> Asian - Indian                                                   |
| <input type="radio"/> White - English / Welsh / Scottish / Northern Irish / British | <input type="radio"/> Asian - Pakistani                                                |
| <input type="radio"/> White - Irish                                                 | <input type="radio"/> Asian - Bangladeshi                                              |
| <input type="radio"/> White - Gypsy or Irish Traveller                              | <input type="radio"/> Asian - Chinese                                                  |
| <input type="radio"/> White - Roma                                                  | <input type="radio"/> Any other Asian background                                       |
| <input type="radio"/> Any other White background                                    | <input type="radio"/> Black - African                                                  |
| <input type="radio"/> Mixed - White and Black Caribbean                             | <input type="radio"/> Black - Caribbean                                                |
| <input type="radio"/> Mixed - White and Black African                               | <input type="radio"/> Any other Black / Black British / African / Caribbean background |
| <input type="radio"/> Mixed - White and Asian                                       | <input type="radio"/> Other - Arab                                                     |
| <input type="radio"/> Any other Mixed / multiple ethnic background                  | <input type="radio"/> Any other ethnic background                                      |

## About you

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

- Prefer not to say
- Yes
- No

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

- A lot
- A little
- Not at all

29. What is your religion or belief?

- |                                         |                                   |
|-----------------------------------------|-----------------------------------|
| <input type="radio"/> Prefer not to say | <input type="radio"/> Muslim      |
| <input type="radio"/> Buddhist          | <input type="radio"/> Sikh        |
| <input type="radio"/> Christian         | <input type="radio"/> No religion |
| <input type="radio"/> Hindu             | <input type="radio"/> Other       |
| <input type="radio"/> Jewish            |                                   |

If 'Other' please tell us what your religion or belief is or leave blank if you prefer not to say

30. Which of the following best describes your sexual orientation?

- Prefer not to say
- Bisexual
- Gay or Lesbian
- Heterosexual/straight
- Other

31. 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)

Prefer not to say

Yes

No

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

## End of survey

Thank you for taking the time to complete this survey. Your feedback is very valuable to us! If you would like to contact us about anything, please email [activetravel@york.gov.uk](mailto:activetravel@york.gov.uk).

This scheme is part of the Government's Active Travel Programme, shaping the future of walking, cycling and active travel in York. If you would like to know more about this programme, please visit our [Active Travel Programme](#) page.