

Emergency Active Travel Fund - Frequently Asked Questions

1. Why are you doing this?

There is a huge opportunity to increase cycling levels further in Hull. The city is seeing an resurgence and more and more people are dusting off their two wheels as part of their daily exercise or commute.

The coronavirus (COVID-19) pandemic has impacted on the lives and health of many people across the UK, as well as the economic consequences.

With less traffic on the roads, it has also resulted in cleaner air and quieter streets, transforming the environment in many of our towns and cities, including Hull.

As a result, millions of people have discovered, or rediscovered, cycling and walking and there's been a significant rise in the number of people on bikes - for exercise, or for safe, socially distanced travel.

As many people start to go back to work, we need those who can walk or cycle to continue to do so, and to be joined by many more. With public transport capacity reduced in the city, cycling and walking can become the new norm.

2. What does a cycling city ambition mean?

To create a vibrant walking and cycling culture, where cycling and walking are a natural choice for everyone, no matter your age, ability or background.

A cycling city is all about changing the culture, using cycling as an alternative and healthier way to travel, from getting to A to B no matter the distance. This is in addition to the many other health and economic benefits, and supporting the local environment.

With more bikes and less cars on the road, the city will become a better place to live, work and invest.

3. Why Hull?

Hull is one of the flattest cities in the country and has a history of cycling going back over 100 years particularly for the likes of dock workers who spent their whole life commuting by bicycle.

As a result we have a significant advantage over many other areas in the country that are not as flat and this is a great opportunity to make a significant difference in our city.

As more people see the economic and health benefits of cycling, the uptake levels are continuing to increase, the council will capitalise on this opportunity.

As a leader in Smart City data, the city's traffic will continue to flow better and an increase in cycling will reduce the amount of cars and other vehicles on the city's road network.

4. Where is the money coming from?

The money is coming from Central Government. The Secretary of State announced a new £250 million emergency active travel fund on 9 May to support implementation of pop-up bike lanes, widened pavements, and cycle and bus-only corridors.

The first tranche of that funding (£45 million) has been allocated to successful local authorities.

5. How much money have you been awarded?

As part of the first round, Hull City Council has been awarded £272,000.00. Further bids for additional money later could be submitted in the summer.

6. Why are you doing it so quickly?

According to data from Sport England, 29 per cent of people in Yorkshire and Humber are currently more active as a result of Covid-19 and there has also been an increase in cycling levels in Hull. This is the right time to seize this huge opportunity to increase cycling levels, fully embrace sustainability and accelerate our plans to improve the city's cycling infrastructure.

Also, the Department for Transport has stipulated that work on the approved schemes must start within four weeks of receiving the allocation of funding and be completed within eight weeks of starting. The Department for Transport has reserved the right to claw back the funding if the deadlines cannot be met.

7. Why can't it be spent on repairing potholes?

The funding is specific to the purposes of promoting cycling and walking in Hull and to support social distancing as the lockdown is eased.

8. How have you chosen the roads that you have?

The roads where we are implementing changes have been chosen because:

- They have been identified as some of our busiest locations for cyclists and public transport corridors and therefore where we might expect to see new and additional cyclists and pedestrians as people start to return to work.
- They are also where cyclists might require additional support to feel safe and secure whilst cycling on road, particularly if they are new to cycling.
- The measures help ensure that there is sufficient space for pedestrians and cyclists to maintain social distancing.

9. Why are you taking road space from motorists?

Part of the reason why so many people are reluctant to cycle is due to confidence and their fear of being in a collision with another road user. Separating cyclists from vehicles provides an element of security removing to some extent the psychological barriers which deter some people from traveling to work by bike. By allocating road space to cyclists, demonstrates to those commuters who are reluctant to cycle, that there is an alternative.

As more and more commuters walk or cycle to work, the lower the number of vehicles on the road will help in reducing congestion and improving air quality. The Department of Transport provided the funding specifically to enable road space to be reallocated and for roads to be closed to support pedestrian and cycle activity.

10. Are the pop up cycle lanes temporary or permanent?

All these measures are expected to be delivered quickly using temporary materials, such as barriers and planters. The benefits of the scheme will then be monitored with regards to increased cycle journeys and reduced congestion to ascertain whether it could be a more permanent facility in the future.

11. Who will these measures help?

Increased cycling and walking has a number of benefits to our health and well-being. Providing good quality segregated cycling and walking infrastructure will assist in promoting alternative ways of travelling to and from work other than using the normally singly occupied private car reducing congestion and improving air quality.

12. Why are the Council forcing cars off the roads?

At a time when capacity on buses is significantly reduced to maintain social distancing, if everyone who used to catch a bus switched to using a car, there would be even greater congestion and delays on our roads.

Hull City Council is concerned that increasing car use is resulting in longer journey times during the morning and evening commute, if there are no safe alternatives for those who could use public transport, walk or cycle the shorter distances, all road users, residents and businesses will suffer from the increased congestion and poorer air quality.

The Council receives many comments from residents that they do not feel safe using some roads, by making space for safer cycling and walking this gives the city's residents choice and increased confidence and reassurance.

13. Why bother, I see lots of people riding bikes on the footway?

Cycling on the footway contravenes existing laws, which are enforced by the Police who are allowed to use their discretion following advice from Government. Safer, wider or protected cycle lanes should help discourage people from riding bicycles on footways.

14. How many schemes are being delivered?

There are 15 schemes and these are expected to be delivered in July, August and September 2020.

- Anlaby Road
- Ferensway
- Beverley Road
- 4a. Holderness Road (Bus Lane Areas)
- 4b. Holderness Road (No Bus Lanes)
- Freetown Way
- Cleveland Street
- Clough Road & Cottingham Road
- Southcoates Lane & Preston Road
- Hessle Road
- Witham
- Spring Bank
- Point closure of Wright Street and Baker Street
- Pedestrianisation of Silver Street and Land of Green Ginger
- Cycle contra-flow on one-way streets in the city centre

15. When will they be delivered?

As soon as the allocation of funding is received from Central Government, we will have four weeks to make a start with all schemes completed within eight weeks of that start date.

16. Why have you not consulted me on this?

Due to speed at which the funding has been made available and the tight timescales for delivery, it has not been possible to start the consultation until now. We welcome any comments you may have and you can send them to the following email address cyclinghull@hullcc.gov.uk

17. You have taken away the parking space outside my business.

A few on-street parking spaces will need to be suspended to create space for social distancing and ensure that we can provide facilities for cyclists and pedestrians that are as safe, continuous and unobstructed as possible.

18. I notice there are temporary barriers out...is this a permanent scheme?

The pop up cycle lanes are part of a trial to ascertain whether there is any merit to introducing them permanently.

19. Why are you prioritising bus lanes?

Cyclists are already able to use bus lanes but they are not in operation all day. By creating a bus lane that operates throughout the day and relining them to highlight that it is also a cycle route we can provide a safer space for cyclists. When restrictions are eased and more people can use the bus we know that public transport plays a key part in providing an alternative mode of travel other than using the private car.

A single bus could in theory remove over 50 vehicles from the roads therefore reducing congestion and improving air quality. Bus lanes contribute towards reducing journey times for travelling occupants, improving journey time reliability and making it more appealing for future bus passengers.

20. Drivers pay road tax, cyclists don't.

What drivers pay is Vehicle Excise Duty (VED). The amount depends on the vehicle's carbon dioxide emissions, with owners of low-emission vehicles (Band A) paying nothing. Since bicycles are zero emission, cyclists would pay nothing even if bicycles were subject to VED. Note that VED is not ring-fenced for roads, just as the tax on alcohol doesn't directly pay for alcohol-related illnesses. Roads are paid for out of: general taxation, which includes everything from income tax to duty on booze; and local taxation, which is to say, Council Tax. If you pay tax, you pay for roads.

Also, many cyclists also own a car and will pay Vehicle Excise Duty (VED).

21. Roads were built for cars

Only motorways were built for cars and not bicycles. The vast majority of the UK's road network is for all road users, including cyclists. Most of our roads pre-date the car in any case. Some of them are Roman! Roads have been surfaced better over the last hundred years, but the impetus for that came largely from cyclists in the late 19th and very early 20th centuries, when cars were in their infancy and hardly anyone owned one.

22. Why are you penalising car owners

In order to minimise traffic congestion the council has to make the best use of the available road space to give choice to all road users.

When restrictions are eased and more people can use the bus we know that public transport plays a key part in providing an alternative mode of travel other than using the private car.

A single bus could in theory remove over 50 vehicles from the roads therefore reducing congestion and improving air quality. Bus lanes contribute towards reducing journey times for travelling occupants, improving journey time reliability and making it more appealing for future bus passengers. Fewer people travelling short journeys by car, will help make it less congested for those who have to travel further or are unable to travel by foot, cycle or bus.