

28 Westwood Road
Beverley
HU17 8EJ
27th January 2024

Gary McMaster lead Councillor for Infrastructure ERYC
Andrew Humphrey ERYC Principal Engineer
Richard Lewis ERYC Civil Engineering
Contracts Director at Graham Engineering i/c Jock's Lodge Project
Duncan Dollimore, Head of Campaigns, C-UK

Re: Jock's Lodge upgrades and implications for cyclists

Dear

I write as a concerned cyclist, and in my capacity of Secretary to the East Yorks Cyclists' Touring Club (a member group of Cycling-UK). A number of our members attended the presentation given some years ago on the proposed (at that stage) scheme to increase road capacity and improve the flow between the A164 and the A1079 at Jock's Lodge and we valued the opportunity to air our thoughts.

The works are now in progress, and our current concerns relate to the interim provision of a suitable, and above all safe, cycle route through the road works.

Fundamentally the (present) requirement for cyclists to cross two narrow busy lanes of already inconvenienced motorists at the Bentley farm access road is, we think extremely dangerous. Previously when there was a refuge (albeit rather narrow) at this point, it was at least clear to traffic that there would be people crossing here. The present arrangement leaves cyclists and pedestrians no option but to cross both lanes at once. The chances that both lanes might be clear at any one instance is slim in the extreme. There is a temporary notice in place warning motorists of cyclists crossing, but we think in practice this will not produce a great deal more care or consideration from motorists who will already have experienced delays to their journeys.

Additionally, once this busy thoroughfare has been crossed, cyclists are faced with a cycleway which, whilst built no doubt to minimum standards of width etc, has become narrower through lack of adequate hedge cutting and encroaching vegetation at ground level. Add to this the frequent hazard presented by Travellers' tethered horses with their chains stretching across the cycleway, and I hope you will recognise that our concerns are legitimate.

As an experienced and confident cyclist, I may well choose to ride on the main thoroughfare on a route south of Beverley, until able to join the cycleway on the East side of the road at Bentley. Whilst no doubt some motorists would object to this, at least I would be able retain some "rights" as a road user, rather than having to cross the two carriageways on foot at the mercy of nose to tail 30 mph traffic. On a route north, I would be feel less inclined to use the road from Skidby roundabout, principally because the uncompromising metal barrier that has been erected to separate off the workforce would leave me no "get out" for example were I to suffer a puncture or I needed to avoid raised ironworks or potholes. I would thus have little other option than to cross the road at Bentley (as you intend me to), facing the dangers outlined above.

Encouraging people to cycle rather than drive, where practicable requires adequate infrastructure, This in turn requires planners and contractors to be fully aware of the issues faced by the cyclist, and

better still, to be active cyclists themselves. Such an approach would go a long way towards designing cycleways fit for cyclists and designed with cyclists' needs and limitations in mind.

It clearly makes sense to separate cyclists from heavy traffic, but one effect of this is to ghetto-ise cyclists and reinforce the idea in some motorists' minds that cyclists are second-class road/highway users and should never be seen on the road, notwithstanding the most recent edition of the Highway Code with its Hierarchy of users.

We have quite often experienced abuse and a lack of consideration from a minority of motorists. This happens even when riding considerately, both as individual riders and when in a group. As an organisation, EYCTC is much keener and happier to ride on quiet country roads, but to access those roads we do sometimes need to use portions of more main thoroughfares.

One suggestion that has arisen from within the cycling fraternity is the possibility of installing a temporary Pelican-style crossing at the Bentley crossing. This would indeed hold up the thoroughfare traffic at times, but it would enable cyclists and pedestrians to cross the road in safety and it would encourage all cyclists to stay off the A164.

We would be interested to hear your thoughts on the possibility of a signal-controlled crossing at this point, or indeed alternative ideas to make the Bentley crossing fit for safe use during the road works. We would also like to make two pleas:

- 1) that contractors and others do not obstruct the cycleways you wish us to use by placing temporary road signage partly straddling the cycleway, as is often the case alongside the A164.
- 2) when hedge-cutting is carried out, that those doing so to sweep the cycleway afterwards. Hawthorn spikes are the bane of many cyclists and frequently cause punctures, potentially leading to loss of control. Glass from road accidents is routinely swept up from the roadway, but no such courtesy is extended to the cyclist.

We would be most happy to meet with any interested parties to speak about our concerns on matters of particular relevance to cyclists. We are very far from being anti motorist, indeed most of our members do also drive.

Yours Sincerely

Dave Berger
Secretary EYCTC

The following form Roger England:

Hello

I am contacting you as a CyclingUK representative you to express my concern that the A164 road works are creating a dangerous situation for cyclists.

Unfortunately the cycle track on the west side of the A164 has now been closed and cyclists are now forced to cross the A164 at the Bentley junction. This is very dangerous as now there is nose to tail traffic in both directions on the A164 due to the new speed limits. Before the western track was built cyclists had to cross the road at Lazaats and a cyclist (a CTC member) was killed while crossing the road there. Forcing cyclists to cross the road on an unmarked crossing at Bentley across a very busy main road could lead to further accidents. Ideally the contractors need to set-up a temporary pelican crossing at the Bentley junction.

I have contacted the council expressing my concerns, but I am a loan voice that will be ignored. Could you contact the Council on behalf of CyclingUK expressing concerns over a most unsatisfactory situation.

Thank you.

Roger England, Skidby

1) The central refuge on the A164 at the Bentley crossing has been removed making the crossing even more dangerous. On a busy Saturday morning I was at the mercy of drivers who were willing to stop and allow me to cross. Words such as death-trap and an accident waiting to happen come to mind.

2) The contractors have made provision for cyclists to cross the A164 at Dunflat Road. This is equally dangerous.

3) The eastern cycle path is very narrow with insufficient space for cyclists to pass safely, made even worse by overhanging bushes. These need cutting back. (No doubt leaving debris on the path).

4) Cyclists approaching Skidby from the south will encounter a path closed notice at the new mini roundabout with no indication of a diversion. I suspect that they will then follow the A164 to Beverley. Due to the reduced width of the lanes there is little opportunity for motorists to overtake causing frustration and anger.

I have now decided that the crossing points are far too dangerous for cyclists and will seek alternative routes while these works continue. I suspect many others will come to the same conclusion but there are those who use the A164 cycle path every day who will have no choice.