8. Public Transport

8.1. Bus

8.1.1. Revised Bus Strategy

In August 2008 a revised Bus Strategy was adopted by the Council. The new strategy reinforces the Authority’s commitment to improving facilities to encourage the use of bus travel reducing the reliance on the private car, thereby decreasing the ‘stress’ on the network and reducing points of congestion, especially at peak times. A copy of the Revised Bus Strategy is available on the Council’s Website: http://www.hullcc.gov.uk.

The Bus strategy adopted the following vision:

‘to work in collaboration to maintain and improve the standard of bus services, encouraging the stability and growth of bus use in the City’

This vision was translated into a strategy setting out the following key objectives:

- To introduce measures to give buses priority along major corridors and at key junctions in order to reduce bus delays, improve punctuality and give buses a journey time advantage over other vehicles, especially at peak periods.

- To develop further Park and Ride facilities on the edge of the built-up area that will provide effective alternative travel opportunities into the City Centre for car users, with priority given to sites in the North and East of the City.

- To maximise the effectiveness of Paragon Interchange and develop the concept of local interchanges at key locations around the City.

- To improve the information available to current and future bus passengers to broaden knowledge of travel choices and encourage greater bus use.

- To encourage operators to continue to invest in quality accessible vehicles and staff training to ensure passenger needs are met to the highest standards.

- To use new technology to develop ticketing systems that reduce delays, promote integration and encourage greater bus use.

- To focus expenditure on supporting non-commercial bus services in a consistent manner using criteria that address identified accessibility problems.
To develop demand responsive and Community Transport solutions for those areas and times for which conventional bus services cannot be justified.

To explore, using best practice from other areas, opportunities for brokerage services to provide effective transport solutions for people with disabilities, including the use of taxis, private hire cars and vehicles owned by Community Transport groups and charities.

To continue to develop consultation processes to allow users of the bus network to have an input into its future direction.

To develop workplace travel plans that includes travel by bus at their heart.

To provide through its civil enforcement powers high standards of traffic control enforcement, particularly for bus lanes, to assist the efficient movement of buses and ensure that the impact of investment in physical measures is maximised.

To monitor the efficiency and effectiveness of the bus network through observations, formal and informal meetings with the bus operators, meetings with stakeholder partners, the existing public consultation processes and other comments received.

Further information relating to how each of the objectives is to be delivered through the life of this plan is highlighted through this chapter.

8.1.2. Existing Bus Infrastructure

- **Paragon Interchange**

Paragon Interchange was opened in 2007. Built as part of the St. Stephen’s retail and leisure development, it comprises of a ‘state-of-the-art’ transport interchange, built as an extension to Paragon rail station, offering seamless transfer between rail, bus, coach and taxis. The new interchange complements an extensive refurbishment of the rail station, which is the terminus of lines from the west (Sheffield, Doncaster and Leeds) and from the north (Scarborough). The Interchange provides a fitting gateway to the City Centre for passengers arriving by public transport and is a major asset to the City, complementing other major public and retail developments.
Currently there are about 1,700 bus departures (Sept 2010) with 3500 bus movements (in and out) from the Interchange on a typical weekday. All buses enter and leave the interchange to and from Ferensway. Service buses drive up to the departure doors and park in a “saw tooth” arrangement, reversing away from the gate when loaded and turning at a roundabout at the west end of the Interchange to exit down the back of the bus manoeuvring area. The pedestrian access gates, which control passenger movements onto the bus, are secured until a bus arrives at the particular service gate and releases the pedestrian access gate. A control building overlooks the bus area and individual drivers are able to be contacted by radio to minimise vehicle conflicts and improve service punctuality.

The Council’s Strategy for the Interchange is focused on making this valuable and strategic asset work efficiently, effectively and safely for both passengers and the bus operators. There is regular monitoring of complaints, problems and issues with stakeholders through public consultation meetings (See Section 8.1.4).

- **Park and Ride**

The city has two existing park and ride sites, one located at Walton Street and the second at Priory Park. The site at Walton Street was originally operated by the Council from when it commenced in the mid 80’s as a Saturday only service extended to six day operation in the late 90’s but in 2010 the service was taken on as a commercial operation by EYMS.

The site at Priory Park opened in January 2003 and is the Council’s first purpose built Park and Ride site. Since it opened the site has proved to be very successful with patronage growing by 257% between 2003/4 and 2008/9. Figure 29 illustrates the trend in growth of the service. However, in 2009/10 the service experienced a slight fall of approximately 5%, this has been attributed to the downturn in the current economic climate.

**Figure 29 – Priory Park- Park and Ride Patronage (2003/04 – 2009/10)**
During LTP2 the Council were looking to progress a second Park and Ride site in the north of the city in-line with the proposed park and ride implementation strategy. However, due to land acquisition issues the Council switched its attention to delivering a site in East Hull on the site of the former Hedon Airfield.

In 2009 the Council submitted an outline planning application to the East Riding of Yorkshire Council to develop a site on the former Hedon Airfield. The site was proposed to be accessed via a new roundabout on Hull Road. The City Council subsequently withdrew the application in order to address issues raised by Natural England. However, before the issues could be addressed the project was put on hold whilst the Council reviewed its financial position following the Government spending review.

The Council still considers that Park and Ride will form an essential element in the Council’s LTP3 programme to help encourage the use of sustainable modes but it is currently unlikely that any scheme will be progressed in the short term.

- **Raised Bus Boarders**
  To help improve access to bus services in the city, the Council has for a number of years been introducing raised bus boarders to allow level access onto buses. The introduction of the bus boarders significantly improves the accessibility for people boarding or alighting the bus especially the disabled, the elderly and those people with particular access requirements or difficulty in pushing a push chair, carrying bags etc. The programme of introducing raised bus boards will continue through the plan period.

  The ATCO benchmarking survey for December 2010 identifies that out of the 1350 bus stops within the city 43% (581) have been upgraded.

- **Bus Shelters**
  In 1998 the Council entered into a twenty years agreement with J.C. decaux UK Ltd for the provision and maintenance of 305 bus shelters in return for the right to display advertising material on the highway. This agreement enabled a large number of old often damaged shelters to be replaced by new shelters that contained a seat and information display, which is maintained by the Council to a standard set out in the Bus Strategy. A number of bus shelters also have fitted a real time passenger information display.

8.1.3. **Bus Services**

Bus services within Hull are mainly operated on a commercial basis by two major bus operators, Stagecoach Hull and East Yorkshire Motor Services (EYMS). EYMS also run services outside the City into the East Riding and to neighbouring urban centres (York and Scarborough) whilst Stagecoach operate a service to Leeds. Of all the scheduled services which operate in the city there are only a
limited number of contracts (13 Contracts) which are financially supported by the Council. This level of support equates to less than 5% of the total bus mileage operated in the city.

The Council also manages a significant number of school transport contracts (29 contracts) which operate across the city.

The number of service changes in a year is limited to 7 following agreement with the operators in 2004 to enter into the Voluntary Code of Service Stability. This significantly helps to assist the distribution of up to date information at bus stops and thereby helps to minimise confusion for bus users.

Hull is also served by long distance coaches operated by National Express and Megabus (Stagecoach). These predominantly serve London direct (National Express) and interchange with rail at the East Midlands Parkway (Megabus), Birmingham and Nottingham for connecting destinations. The Humber Fastcat provides a half hourly service to Scunthorpe during the day and the Humber Flyer provides an hourly service to Grimsby via Humberside Airport.

**Home to School Transport**
Due to the compact nature of the city the majority of pupils attending primary schools with the exception of faith schools, attend their neighbourhood primary school. The same applies to secondary schools. This leaves the Council to be responsible for the organisation of transport for children with Special Educational Needs. This is provided through a mixture of taxis, private hire cars and minibuses fitted with tail lifts to provide accessible transport for pupils who need to travel in their wheelchair.

**Home to School Bus Scholars Network**
As previously highlighted the compact nature of the City does not require the provision of free home to school transport. Throughout the city a supported school bus network has been in operation throughout the LTP1 and 2 periods. This network provides bus services that complement the local bus network.

**Bus Patronage**
The Council continues to make excellent progress in encouraging the use of public transport in the city. Figure 30 illustrates bus patronage levels over the last 8 years. It can be clearly identified that bus patronage grew by 17% from 20.7m in 2001/02 to 25.0m in 2008/09 (financial years). However in the last year patronage fell by 4.5%. This is considered to be as a direct result of the current recession. Monitoring of the passenger journeys will continue and it is assumed that as the economy recovers the previous patronage trend will be re-established in the coming years especially with focussed use of resources.
Community Transport Services

In addition to the scheduled bus services there are two active Community Transport Groups that operate in the City namely West Hull and East Hull Community Transport. The West Hull Community Transport is a community based project managed by CT Plus (Hull Ltd) in partnership with the Goodwin Development Trust. Whilst the East Hull Community Transport group started in 2001 supported by local people from assistance from PRNDC Ltd and ERDF funding. In February 2005 the group became a social enterprise and a limited company was formed which acquired charitable status.

The two Community Transport providers have specialist vehicles that are designed to provide services to enable customers to gain access to facilities across the City which would otherwise be difficult for them to access using commercial bus services. The groups provide a number of services including Dial-A Ride, Home-to-Health, Home-to Work/Training, Group Hire, Self Service and Shopmobility as well as training services.

The city-wide dial-a-ride service was set up in July 2004 and is operated jointly by East Hull and West Hull Community Transport. The service uses fully accessible vehicles and operates from 8am to 6pm. In 2008/09 and 2009/10 the service carried 42,693 and 44,464 passengers respectively an increase of 4.1% over the previous year.

East Hull Community Transport provides a demand responsive accessible minibus service branded Home to Hospital (H2H) which is operated in partnership with Hull City Council, between East Hull and the City’s hospitals. In 2005 North Carr residents were also included for Door-to-Door pick-ups to the main hospitals (although the clinical services offered at Princess Royal Hospital have now significantly reduced). During 2009/10 the service carried
over 2,859 passengers with investment of £37,000 through a mix of grant funding and the use of the concessionary fare scheme.

The Council continues to have a good working relationship with both community transport groups, NHS and other organisations and plans to continue to work closely with the groups to build on the success of these current initiatives and to explore any future opportunities to further enhance the services provided to the benefit of the local communities. However, due to the current uncertainties in funding it is unclear at this time as to whether the Council will be in a position to provide the same level of financial support in the future.

8.1.4. Public Consultation

The Council identifies the importance of undertaking regular public consultation on the City’s public transport network. Not only does it provide feedback from the public on the operation of the bus services but it also provides the opportunity, at an early stage to identify any service/financial changes which are to be made to the network or to provide information on any legislative changes which are to be introduced.

The Council carries out public consultation on all bus services on a regular basis in the form of:

- **A Bus Forum is held on a frequent basis.**
  This event is attended by bus operators (EYMS and Stagecoach Hull), together with officers of the Council. The objective of the forum is to hear what the public have to say about local bus services and consult on issues pertaining to bus operations in the city.

- **Bus Surgeries:**
  The Council holds these events in partnership with the local bus service operators on a bimonthly basis at venues around the city (North Point Shopping Centre, Princess Quay and Hull College) to make the public aware of the bus services that operate in the area and to raise awareness of forthcoming service changes or initiatives.

Besides the consultation fora identified above the Council has a complaints procedure for the public to report any problems and issues regarding public transport facilities in the city.

8.1.5. Bus Concessionary Fares

In April 2005 the Council operated its own ‘free’ concessionary fare scheme, which allowed older and certain categories of disabled persons to free travel around the City and to Castle Hill Hospital, with a 50% reduction in the fare for trips outside the city boundary. The introduction of this scheme resulted in a significant increase in patronage of 1.2 million when compared against the previous year.
The Government introduced a Concessionary Fare Scheme in April 2008. This scheme entitles a concessionary bus pass holder to travel anywhere in England on public bus services free of charge, between 9:30 and 11:00 Monday to Friday and all day Saturday, Sunday and Bank Holidays. The introduction of the scheme gave a further boost to bus patronage with an increase of 1.2% (83,807 trips) from 2008/09 to 2009/10

8.1.6. Partnerships

The Council has entered into a number of public transport partnerships over the years in order to improve the quality of public transport services offered to the public in the city. Details of the ongoing partnerships are given below.

• In 1997 the Council entered into a Quality Bus Partnership with the bus operators and Humberside Police. The main objective of the partnership was to improve the quality of the infrastructure, bus service information and bus service quality to the public. It also included, monitoring the introduction of priority measures designed to improve the flow of buses.

Since the partnership commenced Quality Bus Corridors have been developed on all major radial routes in the City (six routes). All of the routes boast raised bus boarding areas and where location allows, bus shelters (23%) incorporating lighting and seating and timetable information. Real Time passenger information has been introduced at key locations.

In 2005 the Council negotiated a Punctuality Improvement Partnership (PIP) with East Yorkshire Motor Services and Stagecoach in Hull. A subsidiary of the Quality Bus Partnership this partnership set out to identify a number of poor punctuality ‘hotspots’ in the city, verify them through survey and electronic ticket machine (ETM) data prior to developing improvement measures (which includes a formal data sharing agreement).

Following detailed discussions late last year, the Partnership agreed to extend the membership to include representatives from the business community in an attempt to develop bus travel as a component of travel planning.

Bus reliability has been defined as the “Proportion of bus services running on time and excess waiting times” (DCLG). Bus punctuality is generally measured according to the guidance by Department for Transport. The figure shows an increase of 4.6% from 2006/07 (90.4%) to 2009/10 (95%) which illustrates the positive impact of the new Paragon interchange and the effectiveness of the Quality Bus Partnership.

• The Council entered into a Taxi Quality Partnership with the Hull Hackney Drivers Association in 2005/06 to raise the importance of the public using
licensed taxis and provide a conduit for the identification of potential taxi ranks that can be managed through the use of Traffic Regulation Orders.

The Council is currently undertaking an audit of all the existing taxi ranks in the city to establish current provision and to identify the characteristics of each location. The need for additional ranks across the City has already been identified by the partnership and these are currently being progressed wherever space is available subject to public consultation.

8.1.7. **Bus Timetable Information**

To encourage greater use of bus travel the Council works closely with the bus operators through the Bus Quality Partnership and the Bus Punctuality Partnership to help identify issues and measures to improve the reliability of the bus services.

In order to build public confidence in the bus network the Council has introduced protocols with the bus operators to ensure that bus timetable information is accurate and easily accessible. The Council currently produces bus timetable information in a number of forms utilising technology advances to broaden the accessibility of the information to the public. At present the following opportunities are available:

- **Bus Map**
  
  The Authority in partnership with the local bus operators produce a bus map (shown in Figure 31) showing the entire local bus services and their routes and frequencies. Hard copies of the map are produced and widely distributed regularly to Customer Service Centres, Libraries, Health Centres, Community Centres and Tourist Information Centres etc.

  The most recent map was produced in Sept 2009 to show the routes and frequencies of all buses within the City as well as an enlargement of the City Centre showing the location of on-street stops and the services using them.

  The map also covers the suburban areas of Anlaby, Cottingham, Hessle and Willerby, which lie in the East Riding of Yorkshire. These areas are included because the City is the main provider of employment, shopping and leisure facilities for these areas and also provides for many of their health and education requirements.

  The map provides valuable bus service information to enable people living within Hull to find out how to get to Castle Hill Hospital, which is located within this suburban area. Over recent years the hospital has become a centre for certain specialist services and therefore it is important that sustainable access to the site is maintained and encouraged to reduce car borne trips and impact on the neighbouring Authority’s highway network. The Council is working jointly with the East Riding of Yorkshire Council to address this particular issue.
**Bus Call Telephone Information Line**

The Bus Call information line was established in 1998 in partnership with the East Riding of Yorkshire Council, East Yorkshire Motor Services and Stagecoach in Hull. The service forms part of the National Travelline Network. It is available from 8.00 a.m. to 8.00 p.m. seven days a week, except days when no buses are running. The service uses an easily remembered telephone number of 222 222 and the target is for 80% of calls to be answered within 30 seconds. The usage of this service has increased in the recent years as shown in Table 13.

In 2008 the service was expanded to cover York and parts of North Yorkshire with both City of York Council and North Yorkshire County Council contributing to the costs of running the service which were previously met wholly by ERYC and Hull. Information about forthcoming service changes is put into the system which automatically updates itself on the date the changes take effect.
Table 13 - Usage of Bus Telephone Information Line

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Calls taken by service</th>
<th>Calls relating to Hull’s Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006 / 07</td>
<td>550,878</td>
<td>333,281</td>
</tr>
<tr>
<td>2007 / 08</td>
<td>576,612</td>
<td>373,645</td>
</tr>
<tr>
<td>2008 / 09</td>
<td>647,707</td>
<td>413,561</td>
</tr>
<tr>
<td>2009 / 10</td>
<td>548,322</td>
<td>358,328</td>
</tr>
</tbody>
</table>

As access to the information becomes easier using advancements in technology for example sms text messaging, Applications for smart phones etc., it is highly likely that the use of this ‘traditional' phone service will diminish over life of the plan.

- **Real Time Passenger Information**
  In 2004 the Council entered into a partnership with West and South Yorkshire PTEs, York City Council and East Yorkshire Motor Services (2008) to develop a Regional Real Time Passenger Information System.

  A demonstration real time information show case corridor was introduced in Hull in 2005 on the Spring Bank West / Willerby Road Corridor. The system performance was monitored and following a successful trial the system was expanded into other areas of the City.

  In 2006/2007 Anlaby Road, Hull Royal Infirmary, Princes Avenue, Chanterlands Avenue and Cottingham Road areas were added onto the system followed by Holderness Road and Hessle Road in 2009 /10. Further expansion has led to all buses operated by Stagecoach in Hull being fitted with tracking equipment. Buses operating the Priory Park – Park and Ride Service are also fitted with tracking equipment.

  It was proposed that the East Riding of Yorkshire Council would join the partnership in 2009/10 and this would enable the gap between the Hull and York systems to be filled and key stops in the East Riding sections of the Quality Corridors to be covered. However to date the East Riding have not joined the partnership although the opportunity for them to join the system still exists.

- **Bus Timetables by SMS Text Messaging**
  In August 2005 the Council launched a service which allows the public to receive scheduled and more recently predicted departure time information using their mobile phone (SMS text messages). All bus stops in the City are covered by the system.
The Council intends to use the system to interrogate the database to obtain a better understanding of how the current network operates and to identify punctuality hotspots and to maximise operational efficiency.

8.1.8. **Bus Passenger Satisfaction Surveys**

The Authority has high aspirations for public transport and has specific objectives within the Bus Strategy, which are considered to be both deliverable and measurable. The Council has been performing well in the provision of public transport services in terms of its operation and maintenance. The Place survey carried out by the Department for Local Government and Communities (DLGC, 2008), collated information on people’s perceptions of their local area and the local services they receive. Based on the responses, only 14.6% highlighted that they feel there is a need to improve public transport services in the city. When asked about usage of local bus services, 75.4% people highlighted that they use them regularly and out of which 68.1% stated, they are satisfied with the delivery of the service in the city.

Over the last two years (2009 and 2010) the Council has taken part in the National Highways and Transport Survey. One of the principal sections relates to the public’s levels of satisfaction with bus services and other public transport. The City performed well in its delivery of local transport services including community transport and taxi services as identified in Table 14.

**Table 14 - Bus Satisfaction Survey**

<table>
<thead>
<tr>
<th>Benchmarking Indicator</th>
<th>Overall Satisfaction</th>
<th>Scope for Improvement</th>
<th>Ranking (of 95 unitary authorities)</th>
<th>Ranking (of top 25 unitary authorities)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Satisfaction with Local Bus Services</td>
<td>71.22</td>
<td>3.90</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Satisfaction with Local Bus Service</td>
<td>75.74</td>
<td>0.97</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Satisfaction with Local Public Transport Information</td>
<td>62.74</td>
<td>7.72</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Satisfaction with Local Taxi (or Mini cab) Services</td>
<td>72.8</td>
<td>4.18</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Overall satisfaction with Community Transport</td>
<td>59.55</td>
<td>3.60</td>
<td>24</td>
<td>8</td>
</tr>
</tbody>
</table>

*Source: Highways and Transport Network (NHTN, 2010)*

Although this independent survey indicates that the Council is performing well in partnership with the stakeholders, the Council is not intending to ‘rest on its laurels’ and will be striving to improve on its performance over the life of this plan.

8.1.9. **Bus Accessibility**

The LTP strategy has been developed to reflect the Government’s Transport and Health White Papers and the Sustainable Communities Plan. One of the important
aspects of this LTP has been accessibility and to provide a high standard of transport opportunity to everyone in the City. It is expected that the transport strategy will help to improve accessibility to jobs and services which will help meet national and local objectives including promoting social inclusion, economic regeneration and welfare to work.

Given the synergy between transport and land-use planning and the need to meet the increasing travel demands generated by the location of homes, businesses and recreational facilities, this plan has been aligned with the city’s emerging spatial planning strategy and the Local Development Framework (LDF). The emerging LDF will acts as a blueprint for the land use development of the city up to 2026. Land use planning for the city is largely focussed on the development of Brownfield sites and protection of the green belt including public open space. There is a requirement to ensure that all new developments are sustainably accessible. The City Council’s core strategy is to place accessibility analysis and strategy at the heart of its work on transport planning. This means that accessibility will be one of the principal drivers behind, inter alia, investment decisions relating to:

- Public transport expenditure – the Council is developing proposals to integrate accessibility planning and modelling with the allocation of funding for supported public transport services. In this way the Council will demonstrate an objective means of allocating scarce funding for supported services. These proposals are to be developed in partnership with transport operators and key stakeholders.

- Major capital investment schemes – alongside conventional appraisal techniques, the Council will use accessibility planning to guide the development of any major transport schemes (> £5 million in capital cost) that emerge during the period of this Local Transport Plan; and

- Corridor treatment schemes – the Council has and will continue to implement measures on the main radial corridors to provide facilities to encourage the use of sustainable travel. Accessibility considerations are already paramount in the design decisions taken for these schemes, and accessibility modelling will be one of the tools used to help reinforce this emphasis in future design work.

The Council adopted a two-stage approach to assessing accessibility issues in the City:

- Strategic Accessibility Assessment – This includes strategic mapping of accessibility to key destinations such as hospitals, health centres, job centres educational centres, and district centres using the ‘Accession’ accessibility planning tool. This work on accessibility planning has been incorporated at the heart of our new transport strategy. It has been used to develop a
comprehensive and qualitative means of measuring absolute accessibility to identify problems (refer Figure 32 to Figure 41). Given the scale of changes that are currently occurring and those which are proposed in the City over the coming years – with major changes to housing, education and health sectors set to take place – Accessibility modelling has been an important tool to assess the impacts of these changes and plan mitigating measures accordingly.

- Local Accessibility Action Plans – using the outputs from the strategic assessments a series of local action plans are proposed to be developed. These will often be centered on a particular area of the City, be it a housing area or a key destinations such as Hull Royal Infirmary. The Council’s structure has a strong focus on local areas through its Area Committee structure, and a Local Accessibility Action Plan will be developed for each area of the City during the implementation period of the plan.

An important element of the whole process of accessibility planning – right from identifying problems through assessing solutions and delivering action plans – is the involvement of a wide range of stakeholders. Even the area chosen for this overall assessment includes the urban areas to the west of the City that lie in the East Riding of Yorkshire (Hessle, Willerby, Cottingham).
Figure 32 - Accessibility of City Centre by Bus (Weekday 7:00 – 9:00)
Figure 33 - Accessibility of City Centre by Bus (Weekday 18:00 – 20:00)
Figure 34 - Accessibility of Hull City Centre by Bus (Saturday 10:00 – 15:00)
Figure 35 - Accessibility of Hull Royal Infirmary by Bus (Weekday 08:00 – 10:00)
Figure 36 - Accessibility of Hull Royal Infirmary by Bus (Weekday 18:00 – 20:00)
Figure 38 - Accessibility of Castle Hill by Bus (Weekday 18:00 – 20:00)
Figure 39 - Accessibility of University of Hull by Bus (Weekday 8:00 – 10:00)
Figure 40 - Accessibility of St Andrews Quay (West) by Bus (Weekday 7:00 – 9:00)

Legend
City Boundary

Journey time (Minutes)
- 0 – 15
- 15 – 30
- 30 – 45
- 45 – 60
- > 60

This map is © Crown Copyright 2021. All rights reserved. This work is subject to the terms of the Open Government Licence v3.0.
Figure 41 - Accessibility of Kingswood by Bus (Saturday 12:00 – 14:00)
8.1.10. Recent Developments

- The opening of the Council’s award winning Paragon Interchange in September 2007 (See Section 8.1.2).

- To enhance the reliability and punctuality of the local bus services the Council is trialling, with the help and assistance of the bus operators, a bus priority facility on the A165 Holderness Road. The system utilises five signalised crossing installations in conjunction with real time passenger information in order to provide priority to late running bus services to assist them in achieving the scheduled timetable. Any services that are running to time will receive no prioritised benefit although certain services will still gain a benefit when priority is given to other services on the same route which do require assistance.

It is to be monitored to assess the impacts of the scheme over a 12 month period. Assuming the trial is successful the Council’s Bus Punctuality Improvement Partnership will consider other locations where this system could be utilised to provide a benefit to the public transport services, subject to funding being available.

- Corridor Improvements - Over the last 10-15 years improvements to the main radial corridors have been introduced in a phased co-ordinated manner. The improvements have generally involved the redistribution of road space to address issues such as congestion, parking, servicing etc. The proposed solutions have included measures to improve facilities for public transport, walking and cycling to make it more attractive for users and improve journey times and safety. Specific measures for public transport have included bus priority measures such as:
  - Peak hour tidal bus lanes
  - Bus priority at critical signal controlled junctions and car parking lay-bys introduced, where practical.
  - Improvements to shelters and bus stops for increased passenger comfort including the rationalisation of some bus stops
  - Signalised junction improvements including the introduction of controlled pedestrian facilities.
  - Raised tables at side road junctions to improve facilities to assist pedestrian, especially the elderly, to cross the road.

The latest phase of works included:
  - Spring Bank / Spring Bank West Corridor - the introduction of parking lay-bys, junction improvements (Princess Avenue / Spring Bank - which included the introduction of controlled pedestrian facilities on this busy junction), installation and refurbishment of pedestrian crossings, cycle lanes and improved traffic signal control measures.
The next phase of the works involves a proposal to implement a bus lane between the Docks Branch Railway Bridge on Spring Bank West to the Spring Bank / Princess Avenue junction (subject to funding availability).

The intention for the remainder of the plan is to continue to introduce measures on the main corridors to encourage sustainable travel. The rate at which the schemes are progressed will be dependant upon the level of funding that becomes available.

- In 2010 the Council adopted a new style of hard copy display of bus timetable information at bus stops to help improve visibility and legibility for the public. The layout of this information is to be monitored to judge the public reaction to the revised layout.

- The Easy Rider Wallet scheme has recently been introduced which alerts bus and taxi drivers in the City that a particular person may require specific additional assistance on their journey. People with either learning disabilities, visually impaired, deaf or where English is not their first language may carry the wallet to assist them in their journey. Thereby making bus and taxi travel less stressful making it easier and a more enjoyable experience affording the holder greater travel independence. The bright orange wallet contains plastic pockets into which information can be inserted, helping to improve communication with the bus or taxi driver. The wallet scheme is already in operation by several authorities in England including the East Riding of Yorkshire.

8.1.11. Challenges

- To continue to improve the facilities at bus stops to help improve accessibility on and off buses.

- To continue to improve access to passenger information.

- To make bus timetable information available through Apps for I-phones

- To develop advance and efficient ‘through’ ticketing arrangements such as smart card arrangements – single card

- To make efficiency improvements in the provision of the existing local bus network whilst keeping the same level of accessibility;
• To review the provision of home to school transport to ensure it does not
discourage active travel. This may provide savings and help carbon and
health targets;

• To continue to ensure that new developments are located in areas well
served by public transport or ensure that appropriate mechanisms are
introduced to grow the bus network to serve the development.

• To deliver new purpose built Park & Ride facilities in this climate of
reduced funding. Sites in the East and North of Hull or where
opportunities present themselves, which are in general alignment with
the City’s Park and Ride Strategy.

• To continue to improve bus reliability (increasing punctuality and
decreasing congestion) along key corridors into and out of the city using
tidal bus lanes and the use of technology. Bus priority measures will
provide a journey time advantage to buses over other vehicles in major
corridors and the city centre.

• To investigate the opportunity and need for a dedicated purpose built
coach passenger facility close to the city centre to help promote Hull as
a tourist destination.

• To develop transport interchange hubs (including the park & ride sites)
on this network that can be co-ordinated with taxi, community transport
and local bus services serving the more rural areas of East Riding of
Yorkshire.

• To mitigate any possible service changes as a result of the new
guidance on concessionary fares reimbursement.

• To continue to support Community Transport especially in the current
funding – challenge is funding issue
### 8.1.12. Recommendation / Way Forward

#### Table 15 - Impact Assessment of Proposed Strategy areas on Goals

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Action</th>
<th>Bus Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Economy</td>
</tr>
<tr>
<td>Bus Infrastructure</td>
<td>Monitor and upgrade infrastructure facilities like bus raised boarders, bus shelters and bus stops to improve accessibility</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Introduction of new facilities to assist in mode transfer and general connectivity in the sustainable network</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Implement Civil Enforcement Measures for high standards of traffic control, in particular for bus lanes</td>
<td>✓</td>
</tr>
<tr>
<td>Bus Priority Measures</td>
<td>Monitor the existing bus priority measures to assess the impacts</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Continue to introduce measures to promote sustainable travel as Bus Priority, ITS and other measures</td>
<td>✓</td>
</tr>
<tr>
<td>Park &amp; Ride Facilities</td>
<td>Provision of additional facilities at existing P&amp;R sites</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>To develop and implement proposals for additional P &amp; R sites at strategic locations</td>
<td>✓</td>
</tr>
<tr>
<td>Work Travel Plans</td>
<td>Development of travel plans for new and existing residents within the focus areas</td>
<td>✓</td>
</tr>
<tr>
<td>Partnerships</td>
<td>Continue to promote, implement and monitor related partnerships to improve the quality of bus services</td>
<td>✓</td>
</tr>
<tr>
<td>Bus Timetable Information</td>
<td>Continue to interrogate monitor and promote technology innovations to improve reliability for bus services</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>To continue to introduce Real Time Passenger information to improve punctuality of the bus services</td>
<td>✓</td>
</tr>
</tbody>
</table>
### Rail

#### 8.2.1. Overview

Rail offers the most viable sustainable alternative to road based transport for medium and longer distance passenger and freight transport and as such forms a major element in the Council’s mode shift strategy.

The Government set out its strategic direction for the rail industry in the 2007 white paper ‘Delivering a Sustainable Railway’. This includes a statement on how much public expenditure is to be allocated to the rail industry in the 5 year period 2009 – 14 (Control Period 4) and what the Government expects to be delivered by the rail industry (High Level Output Specification). The main objectives set out in the white paper include:

<table>
<thead>
<tr>
<th>Strategy Area</th>
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<tbody>
<tr>
<td>Ticketing</td>
<td>To develop and promote advance ticketing system including Smart Card, Print at Home and Other measures to bring efficiency in the information dissemination</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Adopt Strategic Accessibility criteria in new developments to ensure new developments are well connected to the public transport</td>
</tr>
<tr>
<td>Community Transport</td>
<td>To continue to promote and monitor community transport initiatives</td>
</tr>
<tr>
<td>Bus Concessionary Fare Scheme</td>
<td>To monitor the impact on services as a result of any changes to the concessionary fare scheme</td>
</tr>
<tr>
<td>Feedback &amp; Consultation</td>
<td>Monitoring of complaints, problems and issues</td>
</tr>
<tr>
<td></td>
<td>Continue regular Publicity &amp; Marketing of information and new initiatives (Bus Fora /Surgeries)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goals</th>
<th>Economy</th>
<th>Climate Change</th>
<th>Safety</th>
<th>Quality of Life</th>
<th>Equality</th>
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<tr>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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</table>
Creating a system capable of handling double the number of passengers and freight over the next 30 years
Providing a better quality service for passengers and
Fulfilling its environmental potential to deliver mode shift away from less sustainable road transport

Network Rail published its Yorkshire and Humber Route Utilisation Strategy (RUS) in July 2009 following extensive consultation with stakeholders. This report included an analysis of the current capability and capacity of the network and identified future issues and potential improvements to the network over the next 10 years plus a view of the longer term. This report identified a number of specific issues relevant to the rail services serving Hull. To tie in with the publication of the Yorkshire and Humber RUS, Network Rail produced a number of Route Plans which support an overall Delivery Plan for Control Period 4.

Work has already started on a Northern RUS covering the whole of the north of England. This RUS which is expected to be completed by 2011 is one of the first ‘second Generation’ RUS’s to be produced. It will take account of the First Generation Yorkshire and Humber RUS and will update it to take account of recent developments including the new longer term planning horizon (30 years) as set out in the 2007 white paper, progress with major schemes being developed for Manchester Hub, High Speed Rail Link proposals and the latest economic situation. The RUS will use a new 2014 passenger demand baseline and latest passenger and freight forecasts to look forward to 2019 and 2030 (and on to 2039) and will identify gaps and potential mitigations. In the shorter term the Northern RUS will inform planning for Control Period 5 (2014 – 19) and set the scene for subsequent control periods. In the medium term it will be used to help with any changes to future franchise specifications.

In September 2009 the Government published its longer term vision for the Strategic Rail Freight Network which contained a number of objectives relevant to issues affecting the City of Hull, these included:

- Minimising passenger / freight conflicts
- Making the network available 24 hours a day, all year round
- Eliminating pinch points
- Upgrading network capacity
- Upgrading gauge clearance to take 9’ 6” containers (W10 / W12) and train lengthening.

In the present economic climate it is likely that funding for some of the programmed improvements set out in the RUS and the 2010 Network Rail Route Plans will come under pressure. Meanwhile a recent report by ‘Centre for Cities’ published in July 2010 has highlighted the vital role that good rail services can play in rebalancing the economy by linking people to jobs. The report emphasises that targeted high return investments in the rail network and services will help support the private sector economy and open up job opportunities. Businesses will benefit from a larger labour pool and cities will be better connected and more attractive to investors.
8.2.2. Passenger Rail

8.2.2.1. Existing Network
There are essentially 2 lines serving the City, the North Trans Pennine to / from the west and the Hull to Scarborough line to / from the north. Both lines terminate / connect at Hull Paragon Station in the City Centre. There are no other passenger connections (stations or halts) within the local authority area.

- **North Transpennine Line**
  This line runs west of the City along the Humber Bank with a number of local stations in the East Riding including Hessle, Ferriby and Brough. The line splits near Broomfleet with one line continuing to Howden, Selby and on to Leeds and beyond to Manchester (with connections to the East Coast Main Line (ECML) – London/Scotland west of Selby). The other line turns south at Broomfleet to Goole, Doncaster (alternative connection to the ECML) and on to Sheffield and the Midlands and South West.

- **Hull to Scarborough Line**
  This line runs north with stations at Cottingham, Beverley, Driffield, Bridlington and eventually on to Scarborough via Filey and Seamer. There are also a number of minor station halts along the route north of Beverley including Arram, Hutton Cranswick, Nafferton, Bempton and Hunmanby.

8.2.2.2. Services
- Hull to Sheffield / Doncaster / Goole operated by Northern Rail run generally at a frequency of 2 trains per hour through the day. In May 2010 Northern Rail had a 2 year extension to its existing franchise granted as it had achieved its performance targets. This means that the franchise will now run until September 2013. Latest figures for service performance (combined punctuality and reliability) show that there has been a steady improvement from 84.6% in 2004/05 up to 91.55 in 2010.

- Hull to Selby / Leeds / Manchester operated by First Trans Pennine Express (FTPE) run generally at a frequency of 1 train per hour through the day. FTPE’s existing franchise is due to run out in January 2012 with a possible option to extend up to 2017 still to be confirmed. Overall FTPE performance levels are good with latest figures over 92% although this is believed to mask poorer performance on the section of the franchise serving Hull.

- Hull to York. There is a direct service operated by Northern Rail at approximately 2 hourly intervals through the day with a more frequent service made up by connections at Selby, Leeds or Doncaster. Journey times are generally poor with even direct services taking over an hour to reach York which is less than 40 miles (64.37 Km) from Hull.

- Hull to London. There are currently 8 direct trains per day between Hull and London, 7 operated by First Hull Trains (formerly Hull Trains) and one by
East Coast Main Line (Formerly National Express) All direct services operate via Selby then join the East Coast Main Line to London via Doncaster. First Hull Trains are an open access operator and have an extended track access agreement in place until 2016. Fastest journey times to London are approximately 2 hours 35 minutes and passenger numbers are now up to 720,000 per year with 90 services per week. Reliability is generally good but this took a dip in 2009 when it switched its fleet from class 222 Pioneer Units to Class 180 Adelante units to provide up to 50% more capacity. Reliability has more recently been restored.

- Hull to Cottingham / Beverley / Driffield / Bridlington / Scarborough. These services are operated by Northern Rail with a very high frequency (4 per hour) service in the peak hours between Beverley, Cottingham and Hull with progressively reduced service further north with only 1 train approximately every 90 minutes to Scarborough.

8.2.2.3. Recent Developments

- Hull Paragon Interchange was opened in September 2007 as part of the major new St. Stephens retail and leisure development. This brought together on one site within the same refurbished building all rail and bus services in the City.

- Hull to Scarborough Line. A revised timetable was introduced late in 2009 with a full all year round Sunday service to take advantage of improved retail opportunities in Hull with the opening of the new St. Stephens Shopping Centre. This proved very popular especially on the run up to Christmas. The Community Rail Humber Partnership has worked throughout the LTP2 period to promote the use of this line and passenger numbers have increased significantly.

- Hull to Leeds Services. The RUS identified the need for an additional 5th hourly service between Manchester and Leeds to be delivered in Control Period 4. The opportunity to extend this new service to York, Selby or Hull has arisen. Detailed discussions and lobbying to bring this service to Hull have taken place with DfT and First Transpennine Express. It is hoped that this will be addressed in any future change to the franchise specification for the Transpennine services. If this is successful it would mean a very significant doubling of the service between Hull and Leeds to two trains per hour.

- New Passenger Rail Halts. A study was carried out in 2009 to consider the feasibility of new rail halts at the KC Stadium and Priory Park on the main line into the City from the west and in the Bricknell Avenue Area between Hull and Cottingham on the line from the north. Although this very preliminary feasibility study concluded that there were no ‘show-stopping’ technical reasons why halts could not be provided it also found no strong business case to provide them. This coupled with a lack of interest from train operating companies due to adverse effects on existing timetables led to a decision to protect future sites but to not actively progress any implementation. Previous investigations into the feasibility of passenger use
of the Hull Docks Branch railway line strongly suggested that the necessary infrastructure costs and lack of passenger demand would not support a strong business case although the Council still has aspirations to make better use of the existing rail network in the City. The business case may be reviewed in the longer term if the economic situation changes.

8.2.2.4. Challenges / Issues

• Opening Hours / Track Access. Due to the poor state of the signal scheme west of Hull and the large number of manned signal boxes and level crossings the main line into the City is usually closed overnight between 11:30pm and 5:00 am to avoid the cost of working an extra shift. Although existing passenger demand for journeys outside operating hours is limited there are problems for longer distance business users travelling to the City from Manchester Airport or London where the latest departures are 20:32 and 20:30 respectively.

• Line Speeds. The line west of Hull between Selby and Ferriby is widely acknowledged as the longest straight track on the UK rail system but running speeds are commonly only around 60 – 70 mph. This leads to journey times between Hull, Doncaster, Leeds and York often slower than the comparable car trip.

• Service Frequency. The poor frequency of the service between Hull and Leeds (1 train per Hour) poses a significant problem for business users and does little to encourage sustainable rail travel. This is exacerbated by the psychological impact of missing a train and having to wait a full hour, which by coincidence is exactly the journey time by car between Leeds and Hull. The existing frequency is considerably worse than between comparable urban centres of this size and distance apart.

• Overcrowding is a particular problem between Beverley and Hull where small 2 car units are often full in the peak hours. Recent figures have shown that morning peak hour loadings on this route are the third highest in the region behind Harrogate to Leeds and Calder Valley to Leeds. Overcrowding on the Hull to Leeds service can be a serious problem especially on the section between Selby and Leeds.

• Service Reliability is a serious problem especially between Selby and Hull. This is caused by occasional openings of the bridge over the River Ouse at Selby, poor condition of signalling, occasional rail breakages due to heavy freight usage, high incidence of cable thefts and rolling stock shortages and staff availability.

• Integration with other transport modes has improved dramatically with the new Public Transport Interchange in the City Centre where all bus and rail services are served under one roof along with coaches, taxis, cycle routes / parking, walking routes and adequate long stay parking for long or distance rail commuters. Very significant improvements have also been made at stations within the surrounding East Yorkshire area where over the last 5 years new car and cycle parking has been provided at several key stations.
and is being well used. Some improvements have been made to joint ticketing with the introduction of the ‘plus bus’ initiative linking train and bus to cover the ‘total journey’. Much could still be done to further integrate long distance trips by closer rail / coach / bus service co-ordination (timetables). A further challenge relating to integration is the need to provide better sustainable access to airports including re-establishing the direct rail service to Manchester Airport and the possible need for better co-ordinated rail / bus links to Leeds Bradford and Robin Hood Doncaster airports.

8.2.2.5. Recommendations / Way Forward

Table 16 - Impact Assessment of Proposed Strategy areas on Goals
<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Action</th>
<th>Passenger Rail Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Economy</td>
</tr>
<tr>
<td>Opening Hours / Track Access</td>
<td>Extend opening hours in evening by 1 hour to 12:30</td>
<td>✓✓</td>
</tr>
<tr>
<td></td>
<td>Lobby Network Rail and Operating Companies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Make representations through future franchise renewals</td>
<td></td>
</tr>
<tr>
<td>Line Speed and Signalling Improvements rest of Hull to improve journey times reliability and eng. Access</td>
<td>Continue to lobby Network Rail for improvement works as soon as possible.</td>
<td>✓✓</td>
</tr>
<tr>
<td></td>
<td>Works planned to be implemented by Network Rail in control period 5 (2014 - 19).</td>
<td></td>
</tr>
<tr>
<td>Service Frequency</td>
<td>Continue to lobby Operating Companies and DfT to include extra hourly service to Leeds in any new franchise arrangements</td>
<td>✓✓</td>
</tr>
<tr>
<td></td>
<td>Support First Hull Trains in their request to run an 8th direct service per day to London</td>
<td></td>
</tr>
<tr>
<td>Train Overcrowding</td>
<td>Lobby for longer trains especially between Beverley and Hull and between Leeds and Selby in Peak Hours</td>
<td>✓</td>
</tr>
<tr>
<td>Network Connections</td>
<td>Investigate further and protect in the LDF potential sites for new rail halts at KC stadium and Bricknell area</td>
<td>✓</td>
</tr>
<tr>
<td>High Speed Rail</td>
<td>Support actions for further electrification of the Transpennine line and further improvements to the ECML in advance of any expenditure on High Speed 2</td>
<td>✓✓</td>
</tr>
<tr>
<td>Strategy Area</td>
<td>Action</td>
<td>Passenger Rail</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------------------------------------------------------</td>
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<tr>
<td></td>
<td></td>
<td>Goals</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Economy</td>
</tr>
<tr>
<td>Rail Reopening</td>
<td>Continue to support the concept of reopening the Beverley to York line in the longer term. Support ERYC in protecting the line in their LDF</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Support introduction of wider based joint ticketing initiatives such as YORCARD</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Investigate opportunities for more secure cycle storage facilities and possibly bike hire at Hull Paragon Interchange</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Support ERYC in their initiatives to improve facilities in surrounding settlements</td>
<td>✓</td>
</tr>
</tbody>
</table>

### 8.2.3. Freight Rail

#### 8.2.3.1. Existing Network

Freight trains share the main line into Hull from the west with passenger services then split off to the north at Hessle Road Junction and circle north round the City on the freight only Hull Docks Branch Line. This line runs on an embankment crossing roads via a series of overhead bridges, crosses the River Hull via an opening High Level Swing Bridge and passes from Network Rail into the private control of Associated British Ports at Southcoates Lane. It eventually terminates in the Port to the east of the City, finally passing north of King George Dock via extensive new sidings and finally into the Queen Elizabeth Dock area with connections to the existing coal and steel terminals. There is an existing protected corridor for rail reconnection through to the B.P refinery complex at Saltend and onwards to give potential rail access to development land further East in the East Riding of Yorkshire. Due to its elevated nature there is little or no practical opportunity for further direct rail access to the industrial sites along the Hull Docks Branch. A facility to turn freight trains in Hull is available via the Anlaby Loop.
To the West of Hessle Road Junction there is an existing spur serving an aggregates plant in west Hull and then further west there are direct links to new industrial sites and the Port of Goole and a little used limited connection to a quarry at Melton in the East Riding of Yorkshire. No freight trains currently use the Hull to Scarborough Line and there is no known demand to use this line (which would require expensive works before it could carry heavy freight).

8.2.3.2. Services

In recent years the main commodity carried by rail through the Port of Hull has been imported coal travelling to the Aire Valley Power Stations in West Yorkshire. Other commodities include steel, scrap metals and a small amount of general mixed cargo but no containers. The total volume of traffic in recent years was around the 2 million ton level but traffic has been very variable due to the present economic climate and world energy prices which have led to a recent decline in coal imports.

8.2.3.3. Recent Developments

- **Hull Docks Branch**
  This line was originally constructed as a dual track route as part of the Hull and Barnsley Railway. In 1988 the majority of the line was reduced to single track due to low traffic levels. By 2005 growth of port traffic had increased the number of trains to 8 each way per day which was close to the capacity of a single track with slow running speeds and out of date signalling. Projected growth in port traffic and the desire to keep as much of this traffic as possible off the A63 Castle Street Trunk Road (which was already close to capacity and experiencing high levels of congestion) led to the development of a scheme to increase capacity. This scheme was promoted through a very successful partnership consisting of Network Rail, Northern Way (Yorkshire Forward), Associated British Ports (ABP) and the City Council. In 2006 the scheme was incorporated into the wider Humber Ports Capacity Productivity Transport Innovation Fund (TIF) Scheme which received final ministerial approval in September 2007. The works costing over £16m in total were completed in summer 2008 with £9.5m funded through the Northern Way / YF, £5.1m Network Rail and over £1.5m from ABP. The works included the completion of a new junction layout at Hessle Road (connection to main line), significant lengths of double track on the branch line, new signalling on the branch controlled from the existing signal box at Hessle Road, under bridge and embankment strengthening, major strengthening works to the River Hull Swing Bridge and uplifting the line speed throughout to 30mph. ABP also undertook significant installation of double track and new sidings within the port boundary. The branch line now has more than doubled its capacity to be able to handle up to 22 trains each way per day.

- **Gauge Clearance**
  The Northern Way’s Evidence Based Review of the Growth Prospects of Northern Ports identified that the North’s overall share of UK port traffic is likely to increase with particular strong future growth potential for container traffic. The Northern Way then produced a report on ‘Market Demand for
Rail Gauge Enhancements’ which in turn led to joint working with Network Rail on initial assessments of the feasibility and cost of enhancements to the loading gauge for routes from Tees, Tyne and Humber Ports to the wider national network. Initial stages of this work have now been completed and have demonstrated that unlike other routes the route between the Port of Hull and the East Coast Main Line (ECML) requires only minimum works to give W10 clearance. These works include minor modifications at Selby Station and a limited number of other locations yet to be confirmed by Network Rail. It is planned that the necessary works will be completed in this control period before 2014. Works could be carried out as early as 2011. This will then leave the way clear for the potential transport of 9’6” deep sea containers on standard rail wagons through the port of Hull, making Hull the only Port north of Felixstowe with this ability.

• **Developments in the Port of Hull**
  Associated British Ports are currently developing a major new facility adjacent to Queen Elizabeth Dock (Hull Riverside Bulk Terminal) to handle large quantities (up to £5million tons per year) of dry bulk goods such as coal and biomass. The facility will involve a new riverside jetty with conveyors to storage facilities and direct to rail facilities for inland transport. The jetty facility is the subject of a Harbour Revision Order currently being processed. The development is being carefully planned to maximise the use of the existing spare rail capacity and to make minimum use of road transport.

### 8.2.3.4. Challenges

• **Capacity**
  Since the completion of the Hull Docks Branch Line Improvement in 2008 the use of the line has unfortunately decreased due to external economic factors. These factors include the wider economic recession which has decreased industrial activity and traffic through all ports generally. More specifically the relative low cost of oil and gas on the world markets plus the high levels of coal already stockpiled at power stations and low electricity demand from industry meant that 2009 was a particularly low year for coal imports. The volatile and changeable nature of world fuels markets means that although there is presently plenty of spare capacity for new rail freight on the network in Hull this can change suddenly (as it has in the past) which makes future planning very challenging. If the current capacity of the Hull Docks Branch (22 trains each way per day) were to be fully utilised this would in turn use up all of the existing spare capacity on the main line into the city from the west putting more potential pressure on passenger services. In the longer term this could become a major issue if demand grew and the Hull Docks Branch were to be ‘fully dual tracked’ providing capacity for up to 40 trains each way per day. In this scenario works to improve signalling, line speed and increase operating hours west of Hull would be essential.

• **Reliability**
  Some reliability issues specific to rail freight do exist, these include:
• Poor state of infrastructure west of Hull where broken rails were a problem (although occurrences seem to have decreased recently). This issue also causes serious problems for passenger services.

• Opening Bridges especially over the River Hull and further west over the River Ouse at Selby. Any delays can be more difficult for slower moving freight services to make-up. Problems can be very serious if bridges stick open or require extensive maintenance but these events are thankfully rare.

• Signal cable theft is a nationally growing problem which is especially acute in this area. Network Rail has recently made progress with extra security patrols and a programme of burying cables on problem sections (such as the Hull Docks Branch).

• **Mode Shift**
  Although much of the Port of Hull is well connected to the rail system which has also got sufficient spare capacity for increased use, there are large areas of potential development land which do not have direct rail access. The challenge is to try to connect (directly or indirectly) these areas to the network and to maximise the shift away from less sustainable road traffic. One such area is Alexandra Dock where an existing permission for a new container terminal and more recent early proposals for a possible ‘off-shore’ wind turbine manufacturing facility would both benefit from access to the rail network. Preliminary discussions are currently underway to establish if a regular dispensation could be obtained to run non standard vehicles (over 44 tons) across a public road to connect Alexandra Dock to a rail-head in King George Dock. A further large area of potential new industrial and storage facilities exists on land outside the City to the east of the BP refinery at Saltend. A rail corridor (on the line of a former siding) is being protected from development to ensure advantage can be taken of maximising sustainable transport by rail rather than loading further traffic onto the congested A1033/A63 Trunk Roads.
### 8.2.3.5. Recommendations / Way Forward

#### Table 17 - Impact Assessment of Proposed Strategy areas on Goals

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Action</th>
<th>Rail Freight</th>
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<tbody>
<tr>
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<td>Goals</td>
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<tr>
<td></td>
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<td>Economy</td>
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<td></td>
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<td>Carbon</td>
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<td>Reduction</td>
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<td>Quality</td>
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<td></td>
<td>Life</td>
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<tr>
<td></td>
<td></td>
<td>Equality</td>
</tr>
<tr>
<td></td>
<td>Lobby for longer opening hours (overnight) west of hull in order that extra freight trains avoid passenger services in the daytime.</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>Network Capacity</td>
<td>Monitor take up of spare track capacity on the Hull Docks Branch lobby for full track dualling if demand dictates in the longer term.</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td></td>
<td>Work in partnership with network rail and Northern Way to complete W10 gauge clearance between Hull and ECML to minimise road transport and promote opportunity for port expansion.</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td></td>
<td>Lobby Network Rail to complete line speed and signalling works west of Hull between Hessle Road and Gilberdyke as soon as possible works currently scheduled for control period 5 (2014 - 19).</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>Network Reliability</td>
<td>Lobby for longer track access to create better opportunities to carry out maintenance works.</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td></td>
<td>Protect corridor through BP Saltend (Support through East Riding of Yorkshire LDF) to allow future rail access to development land between Saltend and Paull.</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>Network Connections</td>
<td>Investigate opportunities to connect Alexandra Dock with a rail head in King George Dock.</td>
<td>✔️ ✔️</td>
</tr>
</tbody>
</table>
8.3. Water

Water borne travel has historically been very important in Hull with the majority of commercial activity clustered around either the River Hull Corridor or the Humber (Docks). Over recent years there has been a substantial increase in the amount of traffic through the Port of Hull from 7.5m Tonnes in 1992 up to 13m tonnes in recent years. Hull is a major European port with massive expansion plans based on new riverside berths to take bigger roll on - roll off ships in the Eastern Docks. The viability of these expansion plans relies largely on the access by road and rail from the national networks. The immediate short term deficiencies in the road network were largely addressed by the Hedon Road Improvement Scheme completed in 2003 and in a series of more recent minor improvement schemes. The long term economic viability of the docks will however be further strengthened when the Castle Street blockage is removed.

Large numbers of passengers (1 million + a year) are carried by North Sea Ferries. There is no direct rail service to the Ferry Terminal and so all interchange between the two modes is made via schedule bus or taxi from Paragon Station.

The River Hull has limited potential for growth as a transport corridor due to its tidal nature and depth and the disruptive nature of river traffic on other transport networks through bridge openings. Nevertheless the existing use is sustainable and is a useful means of moving bulk cargoes into the central commercial areas which would otherwise probably be on road, and as such, growth in use should be actively investigated. The use of the River Hull for passenger services via a ‘river bus’ may be worthy of future investigation especially in association with any future plans for the impoundment of the River Hull.

An increase in water borne freight will reduce the amount of HGVs on the local road network. It is acknowledged that this will not make a large impact but it is something that the local transport plan will support nonetheless.

Hull is well placed to take advantage of the wider network of navigable inland waterways stretching deep into the East Midlands (via the River Trent), South and West Yorkshire (via the River Ouse and the Sheffield and South Yorkshire and Aire and Calder canal systems). Although currently relatively little use is made of this system the Council is trying to encourage increased use and considers it could have a useful role especially in the carriage of bulky, low value, none time sensitive cargoes. The environmental benefits over road travel are well documented and the Council intends in LTP3 to try to help private companies to take advantage of the various grants available to switch to waterborne transport.