## Contents

**FOREWORD**  
**EXECUTIVE SUMMARY**

1. **INTRODUCTION** .................................................................1  
   1.1. **BACKGROUND** .................................................................1  
   1.2. **POLICY FRAMEWORK - LOCAL TRANSPORT PLAN (2011 – 26)** ...............2  
   1.3. **CHALLENGES FOR THE CITY** ..............................................3

2. **LOCAL AND STRATEGIC POLICY CONTEXT** .......................5  
   2.1. **VISION AND OBJECTIVES** ..................................................5  
   2.2. **NATIONAL TRANSPORT POLICY** ........................................6  
   2.3. **LOCAL POLICY FRAMEWORK** ............................................6  
      2.3.1. **SUSTAINABLE COMMUNITY STRATEGY (2009-2011)** .................6  
      2.3.2. **EMERGING LOCAL DEVELOPMENT FRAMEWORK (2011 – 2026)** ........7  
      2.3.3. **NEWINGTON AND ST. ANDREWS (NASA) AND HOLDERNESS ROAD**  
             CORRIDOR AREA ACTION PLANS (AAPS) ............................................8  
      2.3.4. **HULL CITY COUNCIL’S CORPORATE PLAN (2009 - 2012)** ..............10  
      2.3.5. **ENVIRONMENT AND CLIMATE CHANGE STRATEGY (2010 – 2020)** ....11  
      2.3.6. **INTEGRATED SUSTAINABILITY APPRAISAL (ISA)** ..........................12

3. **GEOGRAPHIC AND DEMOGRAPHIC CHARACTERISTICS** ........14  
   3.1. **INTRODUCTION** .................................................................14  
   3.2. **STRATEGIC NETWORK** ........................................................14  
   3.3. **POPULATION** .........................................................................19  
   3.4. **ECONOMY** .............................................................................19  
   3.5. **EMPLOYMENT** .........................................................................20  
   3.6. **TRAVEL TO WORK AREA (TTWA)** ...........................................23  
   3.7. **MODE OF JOURNEY TO WORK** .............................................26  
   3.8. **STRATEGIC TRAFFIC SURVEY MONITORING** ...............................27  
   3.9. **CAR OWNERSHIP** ...............................................................29  
   3.10. **INDICES OF DEPRIVATION** ..................................................29  
   3.11. **HEALTH PROFILE** ...............................................................30

4. **THE CHANGING FACE OF HULL** ...........................................32  
   4.1. **GATEWAY HOUSING MARKET RENEWAL PATHFINDER** ....................32  
   4.2. **BUILDING SCHOOLS FOR THE FUTURE** ......................................32  
   4.3. **PRIMARY CAPITAL PROGRAMME (PCP)** .....................................34  
   4.4. **LOCAL IMPROVEMENT FINANCE TRUST (LIFT)** ............................34

5. **HULL ROAD USER HIERARCHY** .............................................36

6. **WALKING** .............................................................................37  
   6.1. **EXISTING NETWORK** ............................................................37  
      6.1.1. **PEDESTRIAN CROSSINGS** .......................................................39  
      6.1.2. **RAISED / DROPPED CROSSINGS AND TACTILE PAVING** ..............39  
      6.1.3. **ADDITIONAL CITY CENTRE PEDESTRIANISATION** .......................40
6.1.4. PUBLIC RIGHTS OF WAY ................................................................. 40
6.1.5. INTEGRATION OF STRATEGIES ................................................... 41
6.1.6. ONGOING INITIATIVES .................................................................. 42
6.2. RECENT DEVELOPMENTS .................................................................. 49
6.3. CHALLENGES ...................................................................................... 49
6.4. RECOMMENDATIONS / WAY FORWARD .............................................. 50

7. CYCLING .................................................................................................. 51
7.1. EXISTING NETWORK ............................................................................. 51
7.1.1. GROWTH IN CYCLING ..................................................................... 53
7.1.2. FUTURE CYCLE NETWORK .............................................................. 53
7.1.3. CYCLE SECURITY ............................................................................ 56
7.2. RECENT DEVELOPMENTS ..................................................................... 56
7.3. CHALLENGES ........................................................................................ 58
7.4. RECOMMENDATIONS / WAY FORWARD .............................................. 59
7.5. MOTORCYCLES ...................................................................................... 61

8. PUBLIC TRANSPORT .................................................................................. 62
8.1. BUS ........................................................................................................ 62
8.1.1. REVISED BUS STRATEGY ............................................................... 62
8.1.2. EXISTING BUS INFRASTRUCTURE .................................................. 63
8.1.3. BUS SERVICES .................................................................................. 65
8.1.4. PUBLIC CONSULTATION ................................................................. 68
8.1.5. BUS CONCESSIONARY FARES ......................................................... 68
8.1.6. PARTNERSHIPS ............................................................................... 69
8.1.7. BUS TIMETABLE INFORMATION ..................................................... 70
8.1.8. BUS PASSENGER SATISFACTION SURVEYS .................................... 73
8.1.9. BUS ACCESSIBILITY ........................................................................ 73
8.1.10. RECENT DEVELOPMENTS ............................................................. 86
8.1.12. RECOMMENDATION / WAY FORWARD ......................................... 89
8.2. RAIL ....................................................................................................... 90
8.2.1. OVERVIEW ...................................................................................... 90
8.2.2. PASSENDER RAIL ............................................................................ 92
8.2.2.1. EXISTING NETWORK ................................................................. 92
8.2.2.2. SERVICES ..................................................................................... 92
8.2.2.3. RECENT DEVELOPMENTS .......................................................... 93
8.2.2.4. CHALLENGES / ISSUES ............................................................. 94
8.2.2.5. RECOMMENDATIONS / WAY FORWARD .................................... 95
8.2.3. FREIGHT RAIL .................................................................................. 97
8.2.3.1. EXISTING NETWORK ................................................................. 97
8.2.3.2. SERVICES ..................................................................................... 98
8.2.3.3. RECENT DEVELOPMENTS .......................................................... 98
8.2.3.4. CHALLENGES ............................................................................ 99
8.2.3.5. RECOMMENDATIONS / WAY FORWARD .................................... 101
8.3. WATER .................................................................................................. 102
List of Figures

Figure 1  -  Local Development Framework (2011 – 26) .................................................................8
Figure 2  -  Proposed Areas of Development in the City ...................................................................9
Figure 3  -  Regional Context ...........................................................................................................14
Figure 4  -  Strategic Transport Network – Kingston upon Hull .....................................................16
Figure 5  -  Local Highway Network - Hull ...................................................................................17
Figure 6  -  Strategic Rail Network - Hull .......................................................................................18
Figure 7  -  Population Trend in the City (1901 – 2009) ................................................................19
Figure 8  -  Growth of Population in the City (2001- 09) ................................................................19
Figure 9  -  Economic Growth Indicator – GVA Per Capita (1995 – 2007) ......................................20
Figure 10 -  Employment Distribution in the City ..........................................................................21
Figure 11 -  Relationship between Hull and the neighbouring Urban Centres ..............................22
Figure 12 -  Commuting Patterns across the Yorkshire and Humber Region (2004) ....................24
Figure 13 -  Travel to Work Area (2001) .......................................................................................25
Figure 14 -  Commuting to Hull by Occupation (2001) ..................................................................26
Figure 15 -  Location of Screenlines for Traffic Monitoring Surveys ...............................................27
Figure 16 -  Traffic crossing the Hull Docks Branch Railway Line ................................................28
Figure 17 -  Two Way Growth in Traffic (River Hull Screenline) ....................................................28
Figure 18 -  Location of Most Deprived Wards in the City ..............................................................30
Figure 19 -  Mode of Travel to School (Primary & Secondary) ........................................................33
Figure 20 -  Preferred Mode of Travel to School (Primary & Secondary) .......................................34
Figure 21 -  Existing Footway Network in the City ......................................................................38
Figure 22 -  Existing Public Rights of Way in the City ..................................................................40
Figure 23 -  Distribution of Open Space Provision in the City .........................................................44
Figure 24 -  Accessibility of Existing Play Parks on Foot .................................................................46
Figure 25 -  Accessibility to Health Centres by Foot .....................................................................48
Figure 26 -  Cycle Network in Hull .................................................................................................52
Figure 27 -  Proposed Future Cycle Network ................................................................................55
Figure 28 -  Number of Cycle Thefts in Hull ..................................................................................56
Figure 29 -  Priory Park- Park and Ride Patronage (2003/04 – 2009/10) ......................................64
Figure 30 -  Number of Bus Passenger Journeys ..........................................................................67
Figure 31 -  Bus Services in Hull (2009/10) ...................................................................................71
Figure 32 -  Accessibility of City Centre by Bus (Weekday 7:00 – 9:00) .........................................76
Figure 33 -  Accessibility of City Centre by Bus (Weekday 18:00 – 20:00) .....................................77
Figure 34 -  Accessibility of Hull City Centre by Bus (Saturday 10:00 – 15:00) ...........................78
Figure 35 -  Accessibility of Hull Royal Infirmary by Bus (Weekday 08:00 – 10:00) ....................79
Figure 36 -  Accessibility of Hull Royal Infirmary by Bus (Weekday 18:00 – 20:00) ....................80
Figure 37 -  Accessibility of Castle Hill Hospital by bus (Weekday 08:00 – 10:00) .....................81
Figure 38 -  Accessibility of Castle Hill by Bus (Weekday 18:00 – 20:00) ....................................82
Figure 39 -  Accessibility of University of Hull by Bus (Weekday 8:00 – 10:00) ..........................83
Figure 40 -  Accessibility of St Andrews Quay (West) by Bus (Weekday 7:00 – 9:00) ..............84
Figure 41 -  Accessibility of Kingswood by Bus (Saturday 12:00 – 14:00) ..................................85
Figure 42 -  Stock Condition of Highway Structures .................................................................106
Figure 43 -  Time Dependant Plots for Highway Structures .........................................................107
Figure 44 -  Average Delay per 10 vehicle miles for the slowest 10% of journeys on the road network around Hull .................................................................111
Figure 45 -  General coverage of the VMS System .......................................................................122
Figure 46 -  Progress against Local Targets (Killed/ Seriously Injured (KSI)) ......................129
Figure 47 -  Progress against Local Targets (Child Killed / Seriously Injured) .........................129
Figure 48 -  Progress against Local Targets (Pedestrian KSI Casualties) ..................................130
Figure 49 -  Progress against Local Targets (All Pedestrian Casualties) ........................................130
Figure 50 -  Progress against Local Targets (Child Pedestrian Casualties) ..............................131
Figure 51 -  Progress against Local Targets (All Child Casualties) ..............................................131
Figure 52 -  Progress against National Target (Slight Casualties) ...............................................132
Figure 53 - Progress against Local Target (Cycle Casualties) ................................................................. 132
Figure 54 - Total Number of Casualties (Powered Two Wheeler) ............................................................ 133
Figure 55 - Proposed National Forecasts for Number of Fatal Casualties ............................................. 135
Figure 56 - Proposed National Forecasts for Number of Serious Casualties ........................................ 136
Figure 57 - Proposed National Forecasts for Number of Child KSI (Under 18) ..................................... 136
Figure 58 - Air Quality Management Area (Castle Street) ..................................................................... 142
List of Tables

Table 1  - Comparison of Employment by Industry (2008) ............................................................21
Table 2  - Mode of Travel to Work (2001) ......................................................................................26
Table 3  - Car Ownership in Hull (1971 – 2001) ............................................................................29
Table 4  - Car ownership levels for Kingston upon Hull (2001) .....................................................29
Table 5  - Comparison of health indicators for the City (2009) ......................................................31
Table 6  - User Hierarchy for Different Road Types ......................................................................36
Table 7  - Adopted Local Standards for Open Space Provision ....................................................43
Table 8  - Impact Assessment of Proposed Strategy areas on Goals ...........................................50
Table 9  - Components of the City’s Cycle Network ......................................................................51
Table 10 - River Hull Screenline (12 Hour two way flows) .............................................................53
Table 11 - Hull Docks Branch (12 Hour two way flows) .................................................................53
Table 12 - Impact Assessment of Proposed Strategy areas on Goals ...........................................59
Table 13 - Usage of Bus Telephone Information Line ....................................................................72
Table 14 - Bus Satisfaction Survey .................................................................................................73
Table 15 - Impact Assessment of Proposed Strategy areas on Goals ...........................................89
Table 16 - Impact Assessment of Proposed Strategy areas on Goals ...........................................95
Table 17 - Impact Assessment of Proposed Strategy areas on Goals ...........................................101
Table 18 - Highway Network Classification ..................................................................................103
Table 19 - Highway Condition ........................................................................................................104
Table 20 - Number and Type of Structures on Register (All Owners) ...........................................105
Table 21 - Implementation Milestone Targets .................................................................................108
Table 22 - Impact Assessment of Proposed Strategy areas on Goals ...........................................108
Table 23 - Impact Assessment of Proposed Strategy areas on Goals ...........................................116
Table 24 - VMS System Dimensions .............................................................................................121
Table 25 - Progress of Safety Indicators against Local and National Casualty Targets ..............128
Table 26 - Implications of Proposed Road Safety Targets on the Authority ..................................135
Table 27 - Road Safety Training in Schools ....................................................................................138
Table 28 - Safety Campaigns ........................................................................................................140
Table 29 - Monitoring Method for Indicators ...............................................................................145
Table 30 - Correlation of Indicators with National Objectives .......................................................148
Table 31 - Partnership and Joint Working Arrangements ...............................................................153
Table 32 - Programme .....................................................................................................................158
Foreword

I am pleased to introduce this, the third Local Transport Plan (LTP3) to be produced by Kingston upon Hull City Council. This new plan builds on the two previous 5 year plans and takes a longer term view which covers the 15 year period from 2011-26.

In the last 10 years since the publication of the first Local Transport Plan the transport horizon in the City has changed significantly with the opening of the Hedon Road Improvement, the new Transport Interchange, the improvements to the Hull Docks Branch Railway and numerous smaller schemes. In all over £150m has been invested in improvements to the City’s transport system, much of this has been secured from sources outside the LTP system through strong partnership working with external public bodies and the private sector. This investment has delivered significant positive outputs such as reductions in road casualties and congestion levels and has led to the city ‘bucking the national trend’ in growth of car traffic and reducing bus passenger levels.

In the present economic climate of uncertainty and likely lack of future funding availability our major challenge will be to continue to deliver on our key objectives and work towards our vision

‘To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic well being of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, ‘green’ alternatives to the private car’.

I am confident that by taking a pragmatic, realistic and flexible approach and by closer integration of transport into wider agendas such as health, economy and education and by building on our already impressive record of securing funding through joint partnership working, we will continue to contribute to the delivery of sustainable economic growth in the city and wider sub region.

Councillor David Woods

Cabinet Portfolio Holder for
Environmental Sustainability
Kingston upon Hull City Council
Executive Summary
It is now 10 years since Kingston upon Hull City Council produced its first Local Transport Plan (LTP1) which covered the period 2001-2006. This original plan and the subsequent second follow up plan (LTP2) published in 2006, outlined a vision for transport in the City together with the transport policies and strategies needed to deliver the vision. This is the Council’s third Local Transport Plan (LTP3) covering the period 2011 – 2026 which is to be submitted to the Department for Transport (DfT) at the end of March 2011.

Hull’s previous two Local Transport Plans (2001-2006 and 2006-2011) proved to be a success, improving transport and road safety for many people in the City. There is, however, still much work needed to tackle transport issues in the City, such as reducing traffic congestion on major routes, improving highway conditions, providing better public transport and tackling road safety problems.

Several very significant major transport improvement schemes have been completed during the LTP1 and LTP2 periods including the new A1033 Hedon Road Dual Carriageway, the new Paragon Interchange and the improvement to the Hull Docks Branch freight rail line. During LTP3 it is intended to build on the success of these schemes through further carefully targeted investment. In the present economic climate this will require a more imaginative approach focused around making best use of the existing transport system and infrastructure. Although it is hoped that further major investments in schemes such as the A63 Castle Street and further Park and Ride sites can be delivered, it is not certain when this delivery will take place. Meanwhile the focus in LTP3 is shifting towards ‘softer’ measures such as Travel Planning, smarter choices, and the use of technology to deliver transport improvements which represent best value for money and help deliver sustainable economic growth with limited funding.

Following an extensive consultation process we are proposing to continue to aspire to the vision adopted in LTP2

‘To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic well being of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, ‘green’ alternatives to the private car’

This vision has been expanded into the following local objectives based on the Department for Transport (DfT) national policy framework:

LOCAL TRANSPORT OBJECTIVE 1
To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes to the City in the health, housing, education, and employment sectors.

LOCAL TRANSPORT OBJECTIVE 2
To maintain and improve road safety on the City’s road network
LOCAL TRANSPORT OBJECTIVE 3
To help facilitate the regeneration of the City and the expansion of the Port of Hull in a sustainable manner

LOCAL TRANSPORT OBJECTIVE 4
To promote a healthier City through improving air quality and encouraging active travel.

The Department of Transport recently announced their capital funding allocation for Hull City Council to cover Integrated Transport and Highways Maintenance for 2011-12 to 2014-15 although the latter two years are only indicative and could therefore change in the future.

<table>
<thead>
<tr>
<th>Funding Areas</th>
<th>Settlement Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011/12 (000’s)</td>
</tr>
<tr>
<td>Integrated Transport</td>
<td>2,278</td>
</tr>
<tr>
<td>Highways Capital Maintenance</td>
<td>2,014</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,292</strong></td>
</tr>
</tbody>
</table>

These funding levels compare with recent levels of funding received for 2010/11 of £3.592 Integrated Transport and £2.492 Highways Maintenance (Total £6.084m) and represent a total decrease of about 29.5%. Funding for both the integrated Transport and the Highways Capital Maintenance are both formula based and is received as non ring fenced capital grant.

Local and Strategic Policy Context
The City has been very successful in achieving, and in many cases exceeding the challenging targets set in LTP2. We propose in LTP3 to carry on delivering the above transport objectives. The new challenge will be to achieve economic growth and help deliver the wider City and National Agendas whilst still delivering sustainable transport objectives and continuing to listen and take into account the needs and views of all transport users in the City. Wherever possible, we are working in partnership with all stakeholders and are trying to ‘lock them into’ the LTP3 goals. The focus on LTP3 is now very much on how transport can contribute to delivering other wider agendas in the City.

The development of a transport strategy and programme for the City over the next fifteen years has been progressed in the context of the national policy framework, as set out in:
- The Stern Review (Oct 2006)
- Eddington Report (Dec 2006)

At a local level, numerous policies and strategies covering a wide range of non transport specific issues have been considered as part of the development of LTP3. These include:

Transport and the City
- Emerging Local Development Framework (2011-2026)
- Newington and St. Andrews (NaSA) and Holderness Road Corridor Area Action Plans (AAPs)
- Environment and Climate Change Strategy (2010-2020)
- City Corporate Plan (2009-2012)
- Sustainable Community Strategy (2009-2011)

Transport and Health
- Local Improvement Finance Trust (LIFT)

Transport and Education
- Building Schools for Future (BSF)
- Primary Capital Programme for schools

Transport and Business
- Yorkshire and Humber Regional Freight Strategy

A further detail of this policy context is provided in Chapter 2 of this document.

The influence of the City of Kingston upon Hull stretches far beyond its boundaries. People travel to work in the City from far into the East Riding of Yorkshire and across the Humber Bridge from the south. Hull has been identified as one of four key Cities in the Region and one of eleven Cities in the North of England whose success is vital in delivering the Northern Way’s Growth Strategy designed to redress the north-south divide. Economic growth in the Humber depends to a large extent on the development of Hull at the heart of its City Region.

Hull’s role as a port forms a vital link in the North European trade axis running from Ireland to Russia crossing the North of England via the M62 motorway and Transpennine railway corridors.

Although Hull has achieved much in its previous Local Transport Plans (LTP’s), the City still faces many challenges and problems that improvement in the transport system can help overcome. These include:

- high levels of deprivation
- high levels of crime,
- significant levels of unemployment,
- low standards of education facilities,
- poor health standards and
- distorted housing market

Further details of these issues are provided in Chapter 3 of this document.

The above challenges and problems have manifested themselves in a population that has increased slightly in recent years. There is much evidence that policies put in place by the City Council are starting to make real progress towards reversing these negative trends and there is recognition in the City of how important a co-ordinated approach will be in continuing this good work.

Economic growth in the City is seen as the key to solving many of these problems. This LTP explains the role that transport can play in achieving this recovery and growth. Improvements to the external transport links from the Port of Hull to the National
Transport system are vital to the economic growth of both Hull and the wider area and the role of partnership working with external bodies such as Network Rail, the Highways Agency and the East Riding of Yorkshire Council continues to become more important to achieve the City’s vision for transport.