



Hull
City Council

**HULL'S LOCAL CYCLING AND
WALKING INFRASTRUCTURE PLAN
(LCWIP)**

CONSULTATION DRAFT JUNE 2025

Contents

EXECUTIVE SUMMARY	3
1 INTRODUCTION	6
1.2 DETERMINING SCOPE.....	7
2 CYCLING AND WALKING IN HULL – GATHERING INFORMATION.....	8
2.1 EXISTING CYCLING AND WALKING NETWORKS.....	8
2.2 HULL CARBON NEUTRAL STRATEGY	9
2.3 HULL LOCAL TRANSPORT PLAN	9
2.4 HULL LOCAL PLAN 2016-2032	10
2.5 TOWARDS AN ACTIVE HULL	10
2.6 HULL COMMUNITY PLAN.....	11
2.7 TRANSPORT FUNDING SCHEMES.....	11
2.8 CURRENT PROJECTS	13
2.9 DEVELOPMENT OPPORTUNITIES	14
2.10 WIDER TRANSPORT POLICY.....	15
2.11 DEMOGRAPHICS.....	15
3 EVIDENCE BASE.....	17
3.1 INTRODUCTION	17
3.2 CYCLING AND TRAFFIC FLOWS.....	17
3.3 CYCLING AND WALKING TO SCHOOL	20
3.4 MAJOR TRIP ATTRACTORS	21
3.5 2021 CENSUS DATA	21
3.6 HEALTH DATA.....	24
3.7 ROAD CASUALTY DATA	24
4 NETWORK PLANNING FOR CYCLING.....	27
4.1 METHODOLOGY	27
4.2 DESIRE LINES.....	28
4.3 ROUTE SELECTION.....	30
4.4 CORE AND SECONDARY NETWORKS	33
4.5 AREA BASED TREATMENTS.....	36
5 NETWORK PLANNING FOR WALKING	38
5.1 METHODOLOGY	38
5.2 SUSTRANS' WALKABILITY REVIEW.....	38
5.3 CORE WALKING ZONES.....	39
5.4 KEY WALKING ROUTES	40
6 PRIORITISING IMPROVEMENTS	43
6.1 PRIORITISATION FRAMEWORK FOR CYCLING.....	43
6.2 CORE NETWORK PRIORITISATION	45
6.3 AREA-BASED TREATMENT PRIORITISATION	47
6.4 SIGNING & BRANDING	48
6.5 MAINTENANCE AND MONITORING	50
6.6 PRIORITISATION FRAMEWORK FOR WALKING.....	52
6.7 SUMMARY.....	54
7 CYCLE PARKING.....	56
7.1 CYCLE PARKING GUIDANCE.....	56
7.2 CYCLE PARKING AUDITS	57
7.3 PROPOSED CYCLE PARKING.....	58
8 CONSULTATION.....	60
8.1 INTRODUCTION	60

8.2	TIMESCALES	60
8.3	PROBLEM SOLVING EVENTS	60
8.4	ACCESSIBILITY STAKEHOLDERS	61
8.5	SAFER NEIGHBOURHOODS TEAMS	61
8.6	INTERACTIVE CONSULTATION COMMENTS	61
8.7	CONSULTATION AUDITING & RESULTS.....	61
9	INTEGRATION AND APPLICATION	62
9.1	INTRODUCTION	62
9.2	INTEGRATION INTO POLICY	62
9.3	FUNDING AND DELIVERY.....	63
9.4	MONITORING AND EVALUATION.....	63

DRAFT

EXECUTIVE SUMMARY

- This Local Cycling and Walking Infrastructure Plan (LCWIP) identifies key routes and zones within Kingston upon Hull where walking and cycling infrastructure improvements should be prioritised in order to make walking and cycling the natural choice for shorter journeys or as part of longer journeys and include a modal shift from car-based modes to more sustainable modes of transport.
- This LCWIP sits in the context of local policy, including the Hull Local Plan, Local Transport Plan, Carbon Neutral Strategy and Community Plan, along with national policy including Local Transport Note (LTN) 1/20 Cycling Infrastructure Design.
- A robust evidence base underpins this LCWIP, including the collation of data on local demographics, health statistics, existing cycling and traffic flows, modal split for journeys to work and road safety statistics.
- Network planning for cycling has been undertaken using existing local travel data along with data from the 2021 National Census, which allows the identification of desire lines and quantifies the number of movements by all modes of transport between residential areas and key areas of employment. This desire line data has been converted into routes by splitting the city into defined route sections and assigning the potential number of cyclists to each route section, assuming a cycle modal split of 15% which is based on a target to double the cycle mode share. The potential for each route section to accommodate other trip types (such as travel to school, shops and cycling for leisure) has been incorporated based on the proximity of the route section on likely routes to schools and local centres. The desire line data has been verified using existing cycling and traffic flow information.
- The data analysis culminated in the identification of 35 Core Network routes and 10 Secondary Network routes, which vary in length but form coherent routes between key journey origins/destinations and take into account the geography of the city and its boundaries with the East Riding of Yorkshire.
- The Core Network has been audited to identify high-level improvement schemes that could be implemented to improve the routes for both pedestrians and cyclists, with the potential schemes appraised against a network prioritisation framework.
- There is clearly a need to prioritise improvements, and it is important to recognise that improvements to all 35 Core Network routes are unlikely to be delivered during the lifetime of this LCWIP. The number of schemes ultimately delivered will depend on the funding available, but this LCWIP is based on the realistic delivery of one major scheme per year (10 schemes), with an allowance for two additional schemes (12 schemes in total) to allow for a degree of overprogramming. The 12 routes with the highest overall score are:

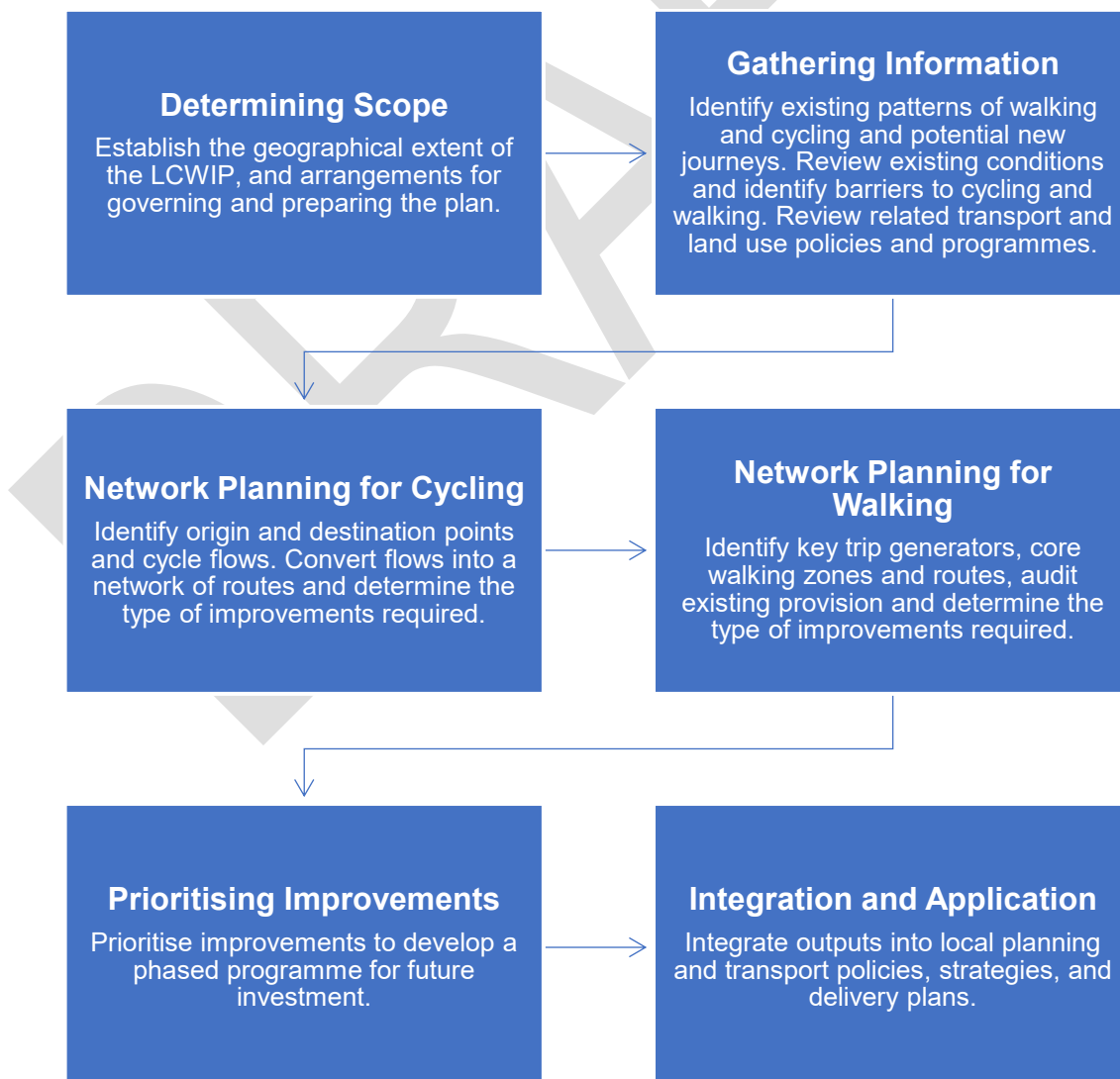
- Preston Road
 - Clough Road
 - Freetown Way
 - Marfleet
 - Cleveland Street
 - Sutton Fields
 - Kingswood
 - Hessle Road
 - Sutton/Ings
 - Thornton
 - Hull to Cottingham
 - Holderness Drain
- It should be noted that the prioritisation scoring is indicative of the potential order of implementation for the interventions but should not be treated a definitive rank order list. There may be other reasons why some routes are ultimately prioritised over others, such as how well-advanced designs are, and the availability of funding.
 - As well as the core and secondary network of routes, it is important to recognise that network of local routes exist, which provide local 'last-mile' connections to residential areas and form well used routes to/from schools and local centres. These areas could be subject to area-based treatments which seek to provide localised improvements, and could potentially include the following areas:
 - Bransholme/Kingswood
 - The Avenue
 - North Hull Estate/Orchard Park
 - Preston Road Estates
 - Thornton Estate
 - Longhill Estate

- A comprehensive network of walking routes already exists within Hull which accommodates most pedestrian trips. The city also has an extensive network of 20mph zones which help to facilitate trips by active modes. The Sustrans LCWIP Walkability Review has been produced in conjunction with this main LCWIP document, and identifies Core Walking Zones within the city where demand for walking is high based on the locations of key trip generators. Within each Core Walking Zone are numerous Key Walking Routes which accommodate most trips and where improvements to the pedestrian environment should be prioritised. Based on an audit of the pedestrian infrastructure on the identified Key Walking Routes, the following routes should be prioritised for investment:
 - Hessle Road
 - Anlaby Road
 - Boulevard
 - St George's Street
 - Woodcock Street/Gordon Street/Cholmley Street
- Other Core Walking Zones which should be prioritised for future improvements include Spring Bank and Newland.
- An audit of the condition and location of existing cycle parking has been undertaken and identifies a number of locations where improved cycle parking provision is required. Any cycle parking will be provided in line with LTN 1/20, and the Council will continue to work with landowners to deliver improvements to cycle parking on private land (e.g. retail parks) and as part of new developments in the city.
- It is recognised that the delivery of many of the schemes identified within this LCWIP will require a significant amount of investment, which may not be achievable to deliver within Council budgets. This LCWIP will therefore be used to support funding bids and business cases for future investment in walking and cycling infrastructure in the city, such as grants from the Department for Transport/Active Travel England.
- This LCWIP will be subject to annual progress checks and will be subject to a more rigorous update within a five-year period.

1 Introduction

- 1.1.1 Hull's Local Cycling and Walking Infrastructure Plan (LCWIP) is intended as a strategy which identifies key routes and zones where walking and cycling infrastructure improvements should be prioritised in order to make walking and cycling the natural choice for shorter journeys or as part of longer journeys. This LCWIP not only aims to improve infrastructure for existing pedestrians and cyclists, but also aims to induce a modal shift from car-based modes to more sustainable modes of transport, supporting the ambitions of the Local Transport Plan and tackling air pollution in the city.
- 1.1.2 This LCWIP has been produced in line with the Department for Transport's (DfT) 'Second Cycling and Walking Investment Strategy' (CWIS2) and follows the guidance contained within the DfT's 'LCWIP Technical Guidance for Local Authorities'. The LCWIP Technical Guidance recommends a six-step process in producing an LCWIP document, as reproduced below:

Figure 1: LCWIP Process



1.2 Determining Scope

- 1.2.1 The LCWIP Technical Guidance recognises that an LCWIP may cover a small or large geographical area, and that it can be adapted to suit the size and characteristics of the local area. Because the city of Hull covers a relatively compact area, this LCWIP covers all areas within the city boundary and identifies improvements as appropriate. It also considers links to the areas of the East Riding of Yorkshire which lie outside of the city boundary on three sides.
- 1.2.2 Hull City Council is responsible for the development and delivery of this LCWIP, but liaison with the East Riding of Yorkshire Council (ERYC) and National Highways (NH) is important in ensuring that any improvements appropriately tie in with any improvements proposed within the areas for which these authorities are responsible. For example, NH manages and maintains the A63 and A1033 Hedon Road within the city boundary, and would therefore be responsible for the implementation of any walking and cycling improvements identified on these routes.
- 1.2.3 It is recognised that there are substantial differences between walking and cycling in terms of users, barriers to use, travel distances, and in the networks and infrastructure requirements for the two different groups. Walking routes and facilities in Hull have developed over a long period and there is already a comprehensive footway and footpath network in place to accommodate most walking trips. The role of pedestrian network planning for utility trips (i.e. not walking for recreation/leisure) is generally not to provide new walking routes, but to improve the existing network, in order to encourage people to walk more rather than use a car for short trips. This LCWIP will therefore aim to improve facilities for pedestrians as part of all proposed infrastructure improvements, including the incorporation of pedestrian measures such as Pocket Parks. Where any new facilities are targeted predominantly at cyclists, the design of any infrastructure will ensure that conditions for walking are not negatively impacted and improved wherever possible.
- 1.2.4 This LCWIP not only aims to improve infrastructure to cater for existing users, but also intends to encourage new pedestrian and cycle trips, inducing a modal shift from car-based modes.

2 Cycling and Walking in Hull – Gathering Information

2.1 Existing Cycling and Walking Networks

- 2.1.1 Hull has an established network of existing walking and cycling routes. The relatively compact city boundary means that the majority of the city is made up of urban areas with short travel distances, and as such the sustainable transport infrastructure is generally well developed, with a network of footways, crossing points and cycling infrastructure. The flat topography of the city is also conducive to encouraging walking and cycling and this is evidenced by the proportion of walking and cycling trips as part of a journey to work being above the national average.
- 2.1.2 Hull has an existing network of more than 1,500km of footways and 37km of Public Rights of Way (PRoW) across the city. The council has invested in the public realm in the city centre over recent years with the aim of creating a ‘pedestrian first’ environment, which has improved the walkability of the city centre for both residents and visitors. Investment in the public realm outside of the city centre has been limited, however widescale corridor improvements were undertaken in the mid-2000s on key corridors such as Newland Avenue, Spring Bank and Anlaby Road. The council has invested in the resurfacing of existing footways and the refurbishment of pedestrian crossings, but the introduction of new pedestrian links or facilities has been limited. There is a network of footpaths which are away from busy roads, such as routes through parks and along routes such the Foredyke Route and Withernsea Trail, however some these routes are in poor condition, not lit and are not well overlooked, contributing to an environment that is not conducive to encouraging walking trips.
- 2.1.3 The existing cycling network includes approximately 89km of off-road cycle routes and approximately 90km of on-road cycle and cycle/bus lanes which cover most areas of the city, with an additional 29km of recommended routes on quiet/traffic calmed streets. There are advanced stop lines and low-level signals for cyclists at many signalised junctions across the city and there are also a number of signalised and parallel zebra crossings for cyclists. The public realm works in the city centre have helped to facilitate cycling across the city centre, providing cycle connections to amenities and places of employment. There is cycling provision on the majority of key routes which feed the city centre (including Anlaby Road, Beverley Road and Holderness Road), however the provision is generally on-road and shared with traffic, is of variable quality and is disjointed in parts, making it unattractive to some cyclists. Whilst there is a fairly dense network of off-road routes, the physical condition of some of the infrastructure is poor, with no wayfinding and gaps in provision, particularly at junctions. From a review of the existing infrastructure, the consensus is that the city has an established network of cycle routes, but that the majority of routes require significant improvements to make them more conducive to cycling.

2.1.4 The city council is in the process of developing new online and downloadable/printable versions of the cycle map for Hull, with an interim online version available via the Travel Hull website.

2.2 Hull Carbon Neutral Strategy

2.2.1 In line with national targets, Hull City Council has committed to achieving net zero emissions by 2050. The council declared a climate emergency in March 2019 and aims to become a leading carbon neutral city in the UK by 2030. One of the five strategic priority areas identified within the '2050 Emissions Reduction Pathways and Action Plan' is decarbonising transport, which champions encouraging the use of active travel modes and creating liveable spaces to create safe and welcoming environments, and to promote walking and cycling.

2.2.2 Currently 22% of Hull's emissions come from the transport sector, and the Hull Carbon Neutral Strategy 2030 identifies that Hull needs to increase the availability and attractiveness of sustainable travel choices in order to achieve carbon neutrality, and that this can be done through building new infrastructure and influencing mode choice to allow walking, cycling and public transport to become attractive and practical choices.

2.2.3 The strategic roadmap for transport in Hull sets out a target to achieve a 10% shift towards public or active transport in order to reduce transport emissions and achieve carbon neutrality by 2030. This LCWIP sets out a vision to provide improved active travel infrastructure across the city, which would have a significant contribution towards achieving this target.

2.3 Hull Local Transport Plan

2.3.1 The Hull Local Transport Plan (LTP3) was published in 2011 and covers the period 2011 to 2026, with a draft Strategic Refresh & Delivery Plan for LTP3 having since been produced to reflect the changes in local and national policy since the original document was produced.

2.3.2 Promoting cycling and walking is at the heart of the draft LTP3 refresh, with Priority 1 being for Hull to become a 'Cycling and Walking City', where active travel is the first choice for people making short journeys. This includes the development of a network of safe and attractive routes to work, school, shops, services and public transport for both cycling and walking, as identified within this LCWIP.

2.3.3 The draft LTP3 refresh outlines that Hull has a relatively young population, high population density, low car ownership, flat topography and close access to amenities, all of which contribute to a high propensity for walking and cycling trips in the city. It also includes a delivery programme of schemes that aim to achieve this priority, which explicitly includes the preparation and delivery of an LCWIP.

2.3.4 A further update to the Local Transport Plan is currently in the early stages of being developed which will cover the period 2024-2040. The draft of the new version is expected to be completed in early 2025 and will be subject to public consultation.

2.4 Hull Local Plan 2016-2032

- 2.4.1 The current Hull Local Plan (2016 to 2032) was adopted in November 2017 and is used to guide new development in the city. A new version of the Local Plan is currently under review and will cover the period up to 2040. Chapter 10 of the Local Plan covers Transport and includes a number of policies to ensure that any required transport improvements are delivered as part of new developments, including improved facilities for cyclists and pedestrians.
- 2.4.2 The Local Plan references the Council's desire to develop new cycle tracks and footpaths in the city to encourage a modal shift away from private motor vehicle use to more active and sustainable modes of transport, and identifies that "more safe and convenient routes are needed, where possible segregated from other traffic". Policy 36 explicitly references walking, cycling and powered two-wheelers and aims to ensure that new developments provide a positive contribution towards the development of the walking and cycling network, including assurances that existing infrastructure will be safeguarded. Policy 25 also covers sustainable travel and aims to ensure that new developments include provision for, and give priority to, walking and cycling.
- 2.4.3 The Local Plan includes a city-wide policies map, which identifies sites that are allocated for new development (residential and commercial) and those which are protected as green space. The Local Plan indicates a housing supply of 11,702 new dwellings from allocated sites over the plan period from 2016 to 2032. The citywide allocations are summarised within Table 5.1 of the Local Plan, which demonstrates that approximately 25% of allocated housing is within the Kingswood area to the north of the city, with a further 25% in the city centre. Relatively high proportions of housing allocations are along the Holderness Road corridor and within the Newington and St Andrew's area, with the remaining allocations spread across other sites within east and west Hull.
- 2.4.4 This LCWIP document sits in the context of the adopted Hull Local Plan and associated Area Action Plans (AAPs) and seeks to deliver a walking and cycling network that is suitable to serve both existing travel demand, and demand generated by proposed future developments. It is important to ensure that wider infrastructure is in place to encourage the uptake of sustainable modes from the initial occupation of new developments; however developments should also be required to positively contribute to the local pedestrian and cycle infrastructure, particularly if they are located within the vicinity of the identified core and secondary cycle routes. This is discussed further within Section 2.9.

2.5 Towards an Active Hull

- 2.5.1 Promoting physical activity to improve health and wellbeing in Hull is a core aim of the 'Towards an Active Hull' strategy and partnership board, which includes a group of stakeholders from Hull City Council, Hull Culture and Leisure (HCAL), Active Humber and the NHS.

2.5.2 Active Travel is identified in the strategic framework for action in the strategy, including the aim to ensure that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. One of the ten big ideas identified within the strategy is to provide *“Improved walking and cycling infrastructure and activity, including protected bike lanes...”*.

2.5.3 The LCWIP is therefore well aligned with achieving the aims of the Towards an Active Hull strategy, including the wider health benefits of active travel.

2.6 Hull Community Plan

2.6.1 The Hull Community Plan 2024-2034 sets out an ambition for Hull to be an environmentally friendly city at the forefront of the climate change agenda and includes specific actions to ‘encourage active travel for leisure, school, work and short trips instead of having to use the car’ and to ‘make travel other than by car easier, affordable, and accessible.’ The emerging Council Plan 2024-2028 supports the Community Plan and includes 6 ambitions, one of which is to create a healthier and fairer Hull which will support people to live more active and independent lifestyles.

2.7 Transport Funding Schemes

2.7.1 The Council has made significant investments in active travel infrastructure since 2020 and has a successful track record of securing external funding for the implementation of a number of schemes on key corridors, including the following:

- The Hull and East Yorkshire Local Enterprise Partnership (HEYLEP) and City Council invested in an upgrade to the Stoneferry Road corridor which runs north to south, to the east of the city, including improvements to the existing walking and cycling infrastructure. The scheme included 5.6km of new and refurbished cycle paths, 10 new controlled pedestrian/cycle crossings, 2 upgraded crossings and 10,500m² of footway resurfacing. Smart technology was also integrated into the scheme to increase driver awareness of cyclists at side road junctions on Stoneferry Road. The improvement scheme was completed in late 2022.
- The City Council was awarded £270,000 in 2020 as part of the DfT’s Emergency Active Travel (EAT) fund to provide temporary cycling infrastructure as part of the COVID-19 response. The funding was used to provide:
 - Continuous bus/cycle lanes on Spring Bank between Princes Avenue and Ferensway, and on Ferensway between Spring Bank and Anlaby Road;
 - On-road cycle lanes on Freetown Way between Spring Bank and New Cleveland Street, separated from the traffic lanes by flexible bollards as light segregation;
 - Point closures on Wright Street and Baker Street; and
 - Contraflow cycle lanes in various locations in the city centre.

- Funding totalling £1.1m was allocated to the City Council through the DfT's Active Travel Fund (ATF) and was utilised to improve the infrastructure on three key corridors in the city, including:
 - A scheme to improve the cycling infrastructure on Holderness Road, Clarence Street, Alfred Gelder Street and Carr Lane/Anlaby Road between Diadem Roundabout and Ferensway. The scheme included the modification and widening of the existing cycle and bus lanes where feasible to provide a continuous route for cyclists. Low level signals/early start facilities were provided at signalised junctions, and the Holderness Road/Southcoates Lane junction was redesigned to provide an eastbound cycle bypass.
 - A scheme to provide upgraded cycle facilities on Anlaby Road between Ferensway and the city boundary. The scheme provided a joined-up route that is more convenient to cycle on, and included widening of the existing cycle lanes, the conversion of some advisory lanes to mandatory, the provision of flexible bollards as light segregation and the provision of continuous branding through junctions.
 - The provision of wider, continuous on-road cycle lanes in both directions on an approximately 3km section of Hessle Road between Liverpool Street roundabout and the city boundary was completed in 2021. Flexible bollards were provided as light segregation between the traffic lanes and cycle lanes as part of the scheme.
- In 2021, the City Council was awarded £2.2 million from the Government's Getting Building Fund via HEYLEP towards the delivery of improved cycle routes in the region. The funding was utilised to deliver two routes:
 - Improvements to the 5.4km section of Beverley Road between Ferensway and the city boundary, including the provision of new off-road cycle tracks on the northern section and the widening of existing cycle lanes and bus lanes on the southern section. The scheme also includes light segregation and low-level signals/early start facilities at signalised junctions.
 - An 8km route between Hull city centre and Cottingham, largely segregated from traffic or traffic-free. Various cycling infrastructure was implemented, including pedestrian and cycle priority at side roads, widened off-road paths, new parallel crossings at key junctions, light segregation and low-level signals/early start facilities at key signalised junctions. The route also connected with recently implemented infrastructure on Beverley Road and on Freetown Way.

2.7.2 All recently implemented cycling infrastructure on key corridors has included green surfacing material as branding, and to highlight the presence of cyclists to drivers of other vehicles.

- 2.7.3 A £355 million upgrade of the A63 Castle Street is being undertaken by National Highways, with construction having commenced in March 2020 and expected to be completed in Spring 2025. The scheme includes a number of improvements to the pedestrian and cycling environment, including a shared-use foot/cycleway on the northern side of the A63, and improved footway provision on the southern side. Connectivity is expected to be improved through new controlled pedestrian and cycle crossings at the A63/Ferensway/Commercial Road junction, and improvements to the pedestrian and crossing facilities at the A63/Market Place/Queen Street junction, allowing improved access to High Street via an improved pedestrian and cycle link adjacent to the law courts, before passing underneath Myton Bridge to access the Fruit Market area and Victoria Dock.
- 2.7.4 A new pedestrian/cycle bridge (Murdoch's Connection) was constructed as part of the scheme and opened in March 2021. The bridge has improved pedestrian and cycle connectivity across the A63 between the Marina/Fruit Market area to the south and the rest of the city centre to the north.
- 2.7.5 A secure cycle parking hub with space for 160 cycles in two-tier racks opened within Hull Paragon Interchange in September 2020 by Transpennine Express, the Train Operating Company (TOC) in charge of the operation of the railway station.

2.8 Current Projects

- 2.8.1 The City Council is in the process of developing and delivering schemes on a number of corridors within the city, including the following schemes:
- A total of £8.76m was awarded from Active Travel England's 'Active Travel Fund 3' (ATF3) to fund the delivery of two off-road cycle schemes, on Freetown Way and Preston Road. The schemes are currently in the detailed design stage and are expected to be delivered in 2026.
 - Preliminary designs of schemes to provide kerb segregated cycle tracks in each direction along Cleveland Street/New Cleveland Street between Witham and Stoneferry Road, and a two-way kerb segregated cycle track on Clough Road between Beverley Road and Stoneferry Road have been developed and were subject to public consultation in Spring 2023. The schemes have been developed to the preliminary design stage to ensure the Council can take advantage of future funding opportunities when they become available.
 - A feasibility study was submitted to the DfT in March 2023 for the provision of a 'Mini-Holland' type scheme in the Bransholme and Kingswood areas of the city, comprising area-based treatments to increase walking and cycling in an area covering 12.5km². The feasibility study set out the case for the progression of the Mini-Holland treatment in these areas, including the modal shift and other socio-economic benefits likely to be achieved. Whilst the bid was unsuccessful and no funding is available, most elements identified have been included in this LCWIP as area-based treatments (see Section 4.5), and will be progressed as future funding allows.

- 2.8.2 The adopted Kingswood Area Action Plan (AAP) identifies a package of highway works which are to be delivered as part of the Kingswood development, including at Kingswood roundabout (Raich Carter Way/Barnes Way), Roebank roundabout (Raich Carter Way/Thomas Clarkson Way), Ennerdale/Thomas Clarkson Way roundabout, Sutton Road/Ennerdale roundabout and the Bude Road/Holwell Road roundabout. The highway works will also include improvements to the pedestrian and cycle infrastructure at the roundabouts, in line with the recommendations of this LCWIP.
- 2.8.3 The investment in these existing schemes is to be maximised in order to improve the pedestrian and cycle facilities as far as possible as part of any ongoing works.

2.9 Development Opportunities

- 2.9.1 The Hull Local Plan indicates a housing supply of 11,702 new dwellings from allocated sites over the plan period from 2016 to 2032. The Local Plan also includes employment allocations, primarily in the city centre, along the A63/A1033 corridor to both the east and west of the city, and within the Stoneferry area to the north-east of the city centre.
- 2.9.2 The locations of these new developments have been considered as part of the development of this LCWIP, to ensure that the proposed infrastructure improvements are suitable to serve the existing and proposed future demand. However, these new developments will also play a role in the future of the walking and cycling network, and any proposals will be required to make a positive contribution towards the walking and cycling network as per Policy 36 of the Local Plan.
- 2.9.3 An example of this is the provision of dedicated off-road cycling infrastructure as part of large new developments, such as that being delivered within the expanding Kingswood estate to the north of the city, as identified within the Kingswood AAP. Any new pedestrian and cycling infrastructure will also be required to connect seamlessly with the existing and proposed walking and cycling infrastructure to ensure route continuity and that walking and cycling are convenient modes of travel.
- 2.9.4 Covered and secure cycle parking will also be provided as part of new developments to ensure that convenient cycle parking is available, and to reduce the potential for cycle theft. The Hull Residential Design Guide Supplementary Planning Document (SPD) provides guidance on the design of cycle parking as part of new developments and developers will be encouraged to follow this guidance as best practice for the provision of cycle parking in the city.

2.9.5 Active Travel England (ATE) is now a statutory consultee on large planning applications, including for schemes of more than 150 residential dwellings, 7,500m² of commercial floorspace or sites with areas of more than 5 hectares. ATE provides a planning application assessment toolkit to be completed by developers and transport consultants to assess the design of developments in line with guidance such as LTN 1/20 and Inclusive Mobility. The city council will encourage developers of large planning applications to complete the toolkit and development management officers can also use the toolkit in their assessment of development proposals. This will assist in ensuring that strong pedestrian and cycle connections are inherent within the design of new developments in the city.

2.10 Wider Transport Policy

2.10.1 The government's LTN 1/20 'Cycling Infrastructure Design' document was published in July 2020 and provides guidance for local authorities on designing high-quality, safe cycling infrastructure. LTN 1/20 outlines five core design principles which represent the essential requirements to achieve more people travelling on foot or by bicycle, that networks and routes should be:

- Coherent;
- Direct;
- Safe;
- Comfortable; and
- Attractive.

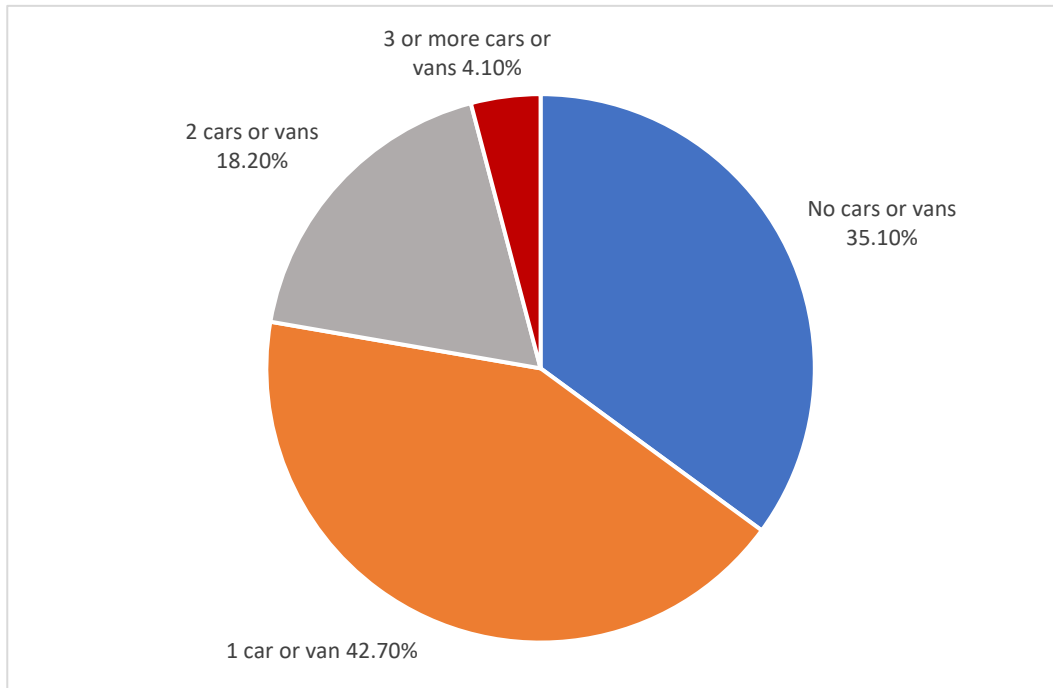
2.10.2 Chapter 3 of LTN 1/20 includes guidance on planning for cycling, including the development of LCWIPs. The DfT document 'LCWIPs Technical Guide for Local Authorities' (DfT, 2017) provides specific guidance on LCWIPs, and this has been used alongside LTN 1/20 as a basis for the development of this LCWIP to ensure the proposed infrastructure improvements are of high quality and follow current best practice.

2.11 Demographics

2.11.1 Demographic information for Hull is available from the Kingston upon Hull Data Observatory. At the time of the 2021 Census, the city had an estimated population of 267,014. 65.9% of the population of the city is aged between 16-64 years, compared to 64.2% nationally. The compact nature of the city means that it has a high population density of 3,731 people per square kilometre, which makes it the most densely populated local authority area in the Yorkshire and Humber region.

2.11.2 Car ownership in Hull is below the national and regional average, with an estimated 0.93 cars per household, compared to a figure of 1.21 in Yorkshire and the Humber, and 1.25 nationally. A total of 35.1% of households in Hull do not have access to/own a car or van, compared to a national average of 23.5%, as indicated in Figure 2.

Figure 2: Car Ownership in Hull

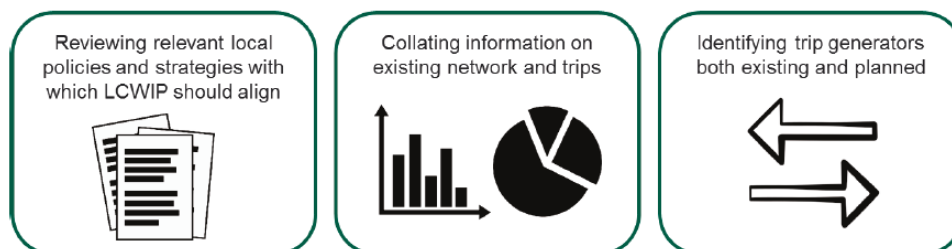


- 2.11.3 Residents of Hull have good access to day-to-day services (including employment, schools, GPs, hospitals and food stores), with DfT data showing that the average minimum travel time to reach key services in Hull by public transport/walking is 15.1 minutes (national average of 19.6 minutes), and by cycle is 12.4 minutes (national average of 17.2 minutes).
- 2.11.4 These statistics demonstrate that the propensity for walking and cycling trips in Hull is high, with a relatively young population, high population density, low car ownership and close access to local amenities.

3 Evidence Base

3.1 Introduction

3.1.1 This section outlines the second stage of the LCWIP process, as shown by the below infographic:



3.2 Cycling and Traffic Flows

3.2.1 The Department for Transport (DfT) count point (CP) database has been interrogated in order to determine the existing cycling and traffic flows on key routes within Hull. There are a number of DfT CPs across the city for which data is available from 2022, with the flows at all locations either having been counted in 2022 or estimated based on previous counts, with appropriate local traffic growth factors applied. The data is presented as Annual Average Daily Flow (AADF) which represents the total number of two-way users recorded on each link over the course of an average day (including weekends), however it should be recognised that daily flows on an average weekday may be higher.

3.2.2 A full breakdown of the flows on each link by vehicle type is provided as Appendix 1, with the recorded cycle and motor vehicle flows where the number of daily cyclists exceeds 200 summarised within Table 1.

Table 1: AADF Cycle and Motor Vehicle Flows

Link	Cycles	Motor Vehicles	Cycles + Vehicles	% Cycles
Holderness Road (Mount Pleasant to Ings Road)	1,064	13,246	14,310	7.4%
Holderness Road (Beverley Road to New Cleveland Street)	987	15,481	16,468	6.0%
Holderness Road (Witham to Mount Pleasant)	868	13,568	14,436	6.0%
Clough Road (Beverley Road to Stoneferry Road)	853	18,175	19,028	4.5%
Anlaby Road (Boothferry Road to Ferensway)	720	16,225	16,945	4.2%
Beverley Road (Cottingham Road to Spring Bank)	674	15,199	15,873	4.2%
Beverley Road (Raich Carter Way to Cottingham Road)	643	16,310	16,953	3.8%
Cottingham Road (Fairfax Avenue to Beverley Road)	623	17,072	17,695	3.5%
Hessle Road (North Road to Witty Street)	515	22,489	23,004	2.2%
Raich Carter Way (Beverley Road to John Newton Way Roundabout)	457	19,223	19,680	2.3%
Inglemire Lane (Cranbrook Avenue to Beverley Road)	429	4,348	4,777	9.0%
Witham (New Cleveland Street to Holderness Road)	414	10,851	11,265	3.7%

Link	Cycles	Motor Vehicles	Cycles + Vehicles	% Cycles
Annandale Road (Grange Road to Preston Road)	412	6,378	6,790	6.1%
Sutton Road (John Newton Way Roundabout to Howell Road)	411	17,318	17,729	2.3%
Willerby Road (Kingston Road to Spring Bank West)	378	23,384	23,762	1.6%
Boothferry Road (Humber Bridge Roundabout to Askew Avenue)	345	12,760	13,105	2.6%
Clarence Street (New Cleveland Street to Holderness Road)	315	5,943	6,258	5.0%
Ferensway (Beverley Road to Hessle Road)	312	16,611	16,923	1.8%
Hedon Road (A1033 Roundabout to Marfleet Avenue)	287	35,448	35,735	0.8%
Hedon Road (Mount Pleasant to Southcoates Lane)	286	10,105	10,391	2.8%
Bank Side (Clough Road to Innovation Drive)	283	13,427	13,710	2.1%
Staveley Road (Barham Road to Hopewell Road)	283	7,943	8,226	3.4%
Holderness Road (Ings Road to Salthouse Road)	232	18,157	18,389	1.3%
Stoneferry Road (Ferry Lane to Mount Pleasant)	212	22,376	22,588	0.9%
Hedon Road (Marfleet Avenue to Salt End Lane)	210	31,557	31,767	0.7%

3.2.3 Whilst the DfT CPs are biased to include major roads rather than minor roads and do not consider dedicated off-road routes such as the Foredyke or Holderness Drain routes, Table 1 demonstrates that existing cycle flows in Hull are generally highest on primary radial routes that feed the city centre, including Holderness Road, Anlaby Road and Beverley Road. These are also routes where motor vehicle flows are high, and where cyclists and motor vehicle traffic tend to mix due to the current absence of off-road cycling facilities for the most part.

3.2.4 A comprehensive series of pedestrian and cycle count surveys were conducted in June 2023 at a number of key sites around the city known as the 'screenline', where key transport infrastructure intersects either the River Hull or the high-level railway line which runs around the city. A summary of the recorded 12-hour (07:00-19:00) pedestrian and cycle counts at each location is provided within Table 2, with a directional breakdown shown on the plan included as Appendix 2.

Table 2: Rail and River Screenline Surveys (June 2023)

Link	Two-Way Cycles	Two-Way Pedestrians
2) Hessle Road Flyover	513	622
3) Boothferry Road	600	916
4) Anlaby Road	368	1,047
5) Spring Bank West	602	495
6) Perth Street West	179	274
7) Chanterlands Avenue	632	1,496
8) Newland Avenue	549	2,523
9) Beverley Road	931	2,132
10) Bank Side	299	75

Link	Two-Way Cycles	Two-Way Pedestrians
11) Stoneferry Road	448	194
12) James Reckitt Avenue	343	464
13) Holderness Road	877	2,940
14) Ellis Street	268	1,034
15) Hedon Road	336	180
16) Raich Carter Way (Ennerdale Bridge)	382	199
17) Sutton Road Bridge	954	543
18) Ferry Lane Bridge	298	84
19) Wilmington Bridge	377	136
20) Chapman Street Bridge	242	164
21) North Bridge	958	1,395
22) Drypool Bridge	864	1,215
23) A63 Roger Millward Way	7	11
24) Millennium Bridge	90	562
25) Jack Kaye Walk	164	427
26a) Spring Bank West to Kirklands Drive Track	87	102
26c) Spring Bank West to Anlaby Road Track	212	253
27) Foredyke Cycle Track	369	73
28) Holderness Road to Ellis Street Track	48	94
29) Prince's Road	221	625
30) Scale Lane Bridge	145	1,146

3.2.5 A network of manual classified counts was also undertaken at key junctions in November 2023 as part of the development of a citywide traffic model. These surveys captured on-road cycle movements, but not off-road cyclists or pedestrians. A directional breakdown of the recorded 12-hour (07:00-19:00) on-road cycle movements is shown on the plan included as Appendix 2. It should be noted that whilst some locations showed a low number of on-road cyclists, this is likely due to the provision of off-road cycle tracks in these locations.

3.3 Cycling and Walking to School

3.3.1 Although now relatively dated, the most recent national school mode of travel surveys were undertaken as part of the 2011 School Census (DfE, 2011), with schools no longer being required to collect this data as part of subsequent censuses. The data shows the number and proportion of pupils that travel to each school in Hull by each mode of transport. Whilst primary schools are included within the dataset, and a number of primary school children do cycle to school, there is a higher propensity to cycle amongst secondary school pupils. Table 2 therefore summarises the walking and cycle modal split at secondary schools within Hull as per the 2011 School Census. It should be noted that a number of new schools were built in Hull in 2011/12 as part of the Building Schools for the Future (BSF) programme, which resulted in the closure of some schools and the opening of some new schools. Only secondary schools which were open at the time of 2011 School Census and are still open have therefore been included within Table 3, with the location of all secondary schools shown on the plan included as Appendix 3.

Table 3: Secondary School Walking and Cycle Modal Splits

School	No. Cyclists	Cycle Modal Split	No. Walkers	Walking Modal Split
The Marvell College	60	5.4%	642	58.1%
Archbishop Sentamu Academy	65	17.9%	249	68.6%
Hull Trinity House School	11	3.8%	17	5.9%
Kingswood Academy	29	3.6%	679	85.2%
Kelvin Hall School	27	2.8%	807	83.0%
Malet Lambert School	61	4.2%	1,300	88.7%
Newland School for Girls	50	5.9%	298	35.1%
Sirius Academy West	35	3.5%	423	42.8%
St Mary's College	62	3.9%	387	24.2%
Winifred Holtby School	27	1.9%	1,152	82.3%

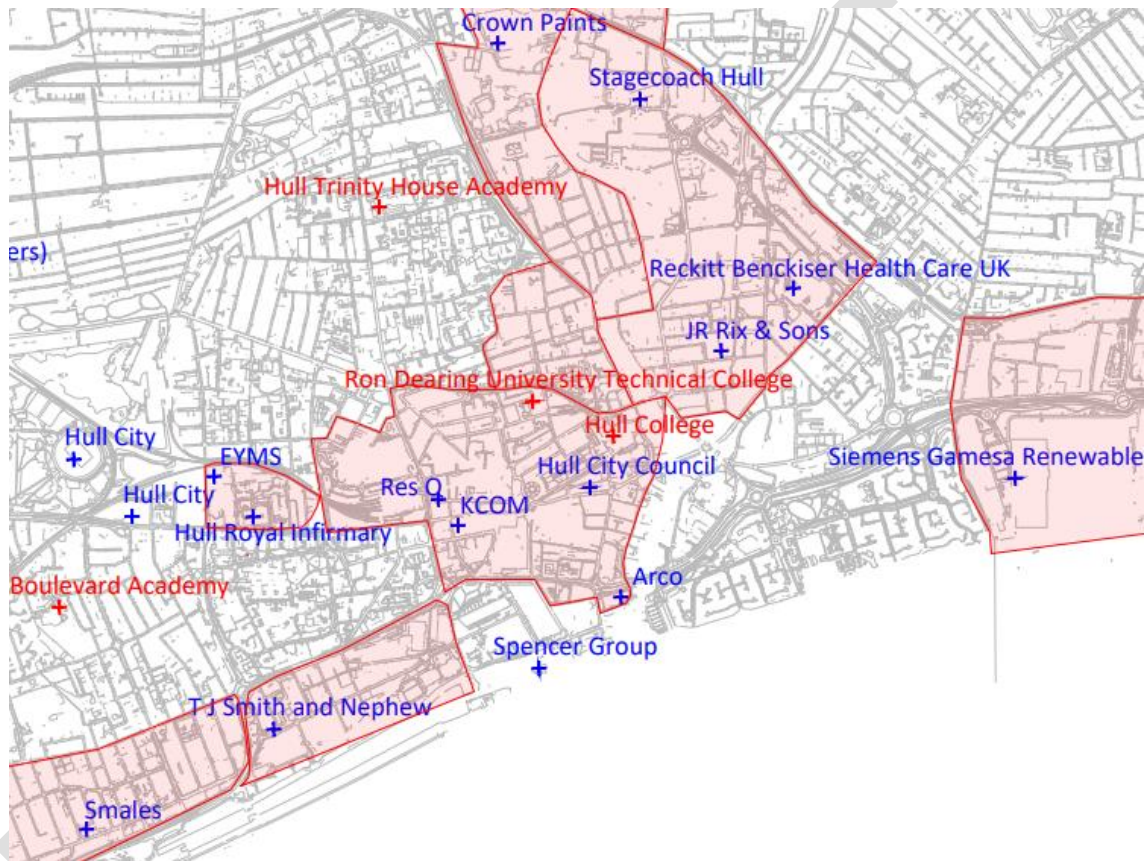
3.3.2 Table 3 demonstrates that the cycle modal split across secondary schools in Hull is generally between 3% and 6%, and whilst there is some variation from school to school, the proportion of cyclists is generally low. The admissions arrangements for each school vary and whilst some weighting is given to the proximity of a pupil's address to the school, traditional school catchment areas are now less applicable than in previous years and pupils may live greater distances from the school they attend, which may impact on their propensity to cycle.

3.3.3 The walking modal split is generally quite high and is above 80% at four of the schools. The schools at which the walking modal split is low are those with a broad catchment, such as Hull Trinity House School and Newland School for Girls.

3.4 Major Trip Attractors

3.4.1 Hull has areas of employment spread across the city, and the largest employers within the city have been identified. These businesses are likely to employ a significant number of people and therefore generate a large number of daily trips to/from work, with a propensity to cycle amongst these trips. The key employment areas within the city are largely clustered around the River Hull and the Humber. The locations of the major employers and key employment areas in the city are shown on the plan included as Appendix 3.

Figure 3: Major employment areas in Hull city centre



3.4.2 These employers are primarily within the private sector, but it should be noted that public sector organisations also typically employ a large number of staff. Large public sector employers in Hull include the NHS at Hull Royal Infirmary, Hull City Council (primarily in the city centre) and public schools around the city.

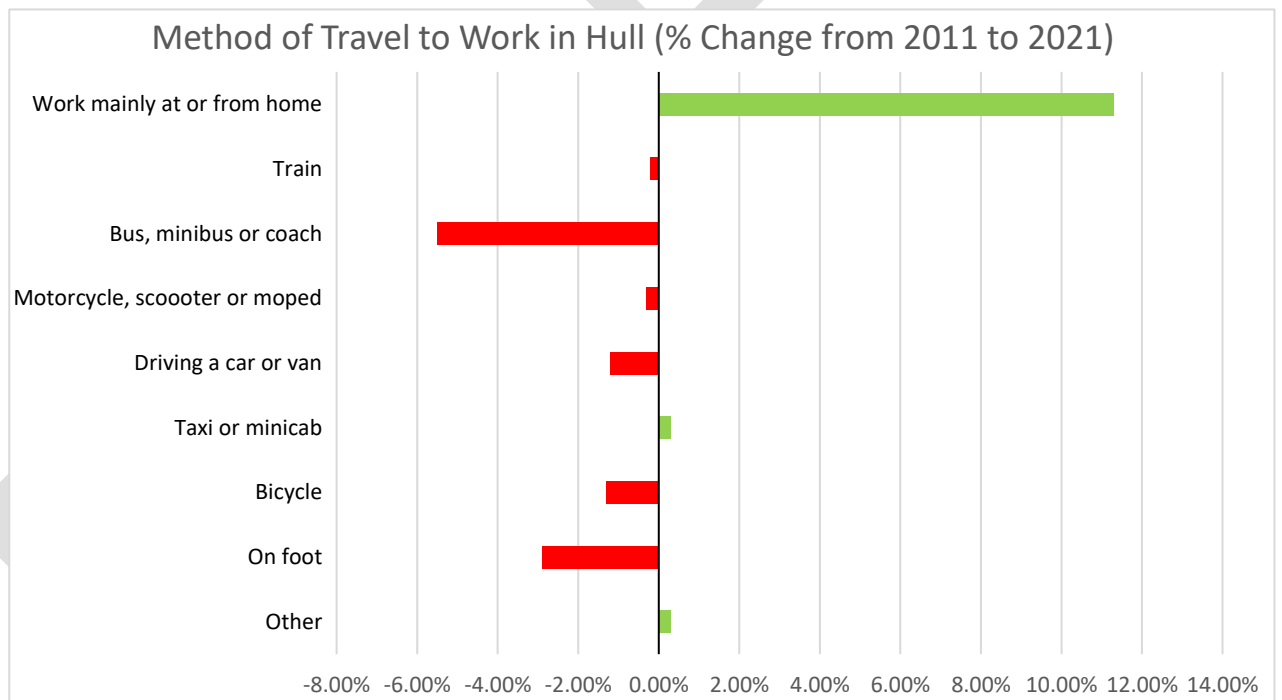
3.5 2021 Census Data

3.5.1 A National Census is undertaken every 10 years in England and Wales, with the most recent censuses undertaken in 2011 and 2021. The Census collects various household information, including data relating to transport and notably how people travel to and from work. A summary of the proportion of Hull residents travelling to and from work by each mode from the 2011 and 2021 Census is provided within Table 4:

Table 4: Method of Travel to Work in Hull (2011 vs 2021)

Mode	2011 Mode Share	2021 Mode Share	Change
Work mainly at or from home	1.9%	13.2%	+11.3%
Train	0.6%	0.4%	-0.2%
Bus, minibus or coach	13.1%	7.6%	-5.5%
Motorcycle, scooter or moped	1.2%	0.8%	-0.3%
Driving a car or van	53.2%	52.0%	-1.2%
Passenger in a car or van	7.9%	7.7%	-0.2%
Taxi or minicab	1.0%	1.3%	+0.3%
Bicycle	8.2%	6.9%	-1.3%
On foot	12.0%	9.1%	-2.9%
Other	0.8%	1.1%	+0.3%

Figure 4: Change in Method of Travel to Work (2011 vs 2021)



3.5.2 Table 4 demonstrates that the proportion of Hull residents travelling to work by cycle reduced by 1.3% and those travelling on foot reduced by 2.9% between 2011 and 2021, which in part is likely to be associated with a large increase in residents working from home during the Covid-19 pandemic. Despite this reduction, Hull still has higher than average cycling and walking modal splits, with a national average of 2.1% for cycling and 7.6% for walking, compared to local splits of 6.9% and 9.1% respectively.

- 3.5.3 Distance travelled to work data from the 2021 Census shows that 27.7% of Hull residents travel between 2km and 5km to their place of work, which compares to a national average of 12.6%. Similarly, 18.1% of Hull residents travel between 5km and 10km to work compared to a national average of 11.7%. This suggests that Hull residents undertake relatively short commutes, which is to be expected given the geography of the city, with a resultant high propensity to walk and cycle for these journeys.
- 3.5.4 The 2021 National Census includes 'Location of usual residence and place of work by method of travel to work' (ODWP01EW) data which shows the number of residents travelling to each workplace destination, but this is no longer publicly available by method of travel to work. The most detailed geography that this origin-destination data is publicly available for is 'Middle-Layer Super Output Area' (MSOA) level, therefore this dataset has been interrogated in order to determine the number of people travelling to each MSOA in Hull for work, both from other MSOAs in Hull and MSOAs in neighbouring areas of the East Riding of Yorkshire.
- 3.5.5 There is a total of 33 MSOAs in Hull and each has a resident population of between 5,000 and 12,000. The number of jobs in each MSOA varies, therefore the trip generation potential of each MSOA also varies and some MSOAs attracts more journeys to work than others. In terms of the total number of person trips as part of journeys to work, the MSOAs 'Kingston upon Hull 016' (Sutton Fields), 'Kingston upon Hull 020' (Hedon Road corridor), 'Kingston upon Hull 024' (Bankside), 'Kingston upon Hull 026' (Drypool) and 'Kingston upon Hull 029' (city centre) attract/generate the most trips. A large proportion of the employers discussed within Section 3.4 are located in these MSOAs. A map of the MSOAs in Hull and the surrounding areas of the East Riding of Yorkshire is included as Appendix 4.
- 3.5.6 As journeys to and from work represent one of the primary journey purposes, this data has been used as the primary data source to underpin the development of the cycling network plan, as discussed further within Section 4. Whilst the data was interrogated for all travel modes, an estimation of the MSOA to MSOA movements on foot and by bicycle has been made based on the citywide modal split data in Table 4.
- 3.5.7 It is acknowledged that the 2021 Census was undertaken during the Covid-19 pandemic when part of the workforce was working from home. The MSOA to MSOA movements have been compared to those in the 2011 Census, and whilst the number of residents travelling to a workplace was lower in 2021, the relative attractiveness of each MSOA for travel to work trips has not materially changed. The use of the 2021 Census data is therefore considered to be suitable.
- 3.5.8 It is acknowledged that not all cycle trips undertaken relate to work trips, with other trip purposes including shopping, personal business, visiting friends, leisure and education. However, widespread local travel data is not available for full analysis of these journey purposes to be undertaken, therefore the use of Census data is considered to be a suitable proxy for other trip types, as the origins and destinations are generally clustered around similar areas, as discussed further within Section 4.2.

3.6 Health Data

- 3.6.1 The LCP and Office for National Statistics have assigned Hull a Health Index score of 89.8, which ranks it second worst in the country, with factors such as 'Sedentary Behaviour' and 'Physical Activity' being below the national average for England. 'Towards an Active Hull' indicates that 31.1% of people in Hull do fewer than 30 minutes of physical activity per week, compared to 25.6% nationally.
- 3.6.2 Data from the 2021 Census indicates that 43.4% of people in Hull rated their general health as Very Good, compared to a national average of 48.5%. Approximately 5.2% of people rated their health as Bad, which is a reduction of 0.3% compared to the 2011 Census.
- 3.6.3 Active Travel has a number of well publicised health benefits, therefore the potential for improved health outcomes and increases in physical activity associated with the delivery of the LCWIP is potentially significant and will contribute towards the aims and objectives of 'Towards and Active Hull'.

3.7 Road Casualty Data

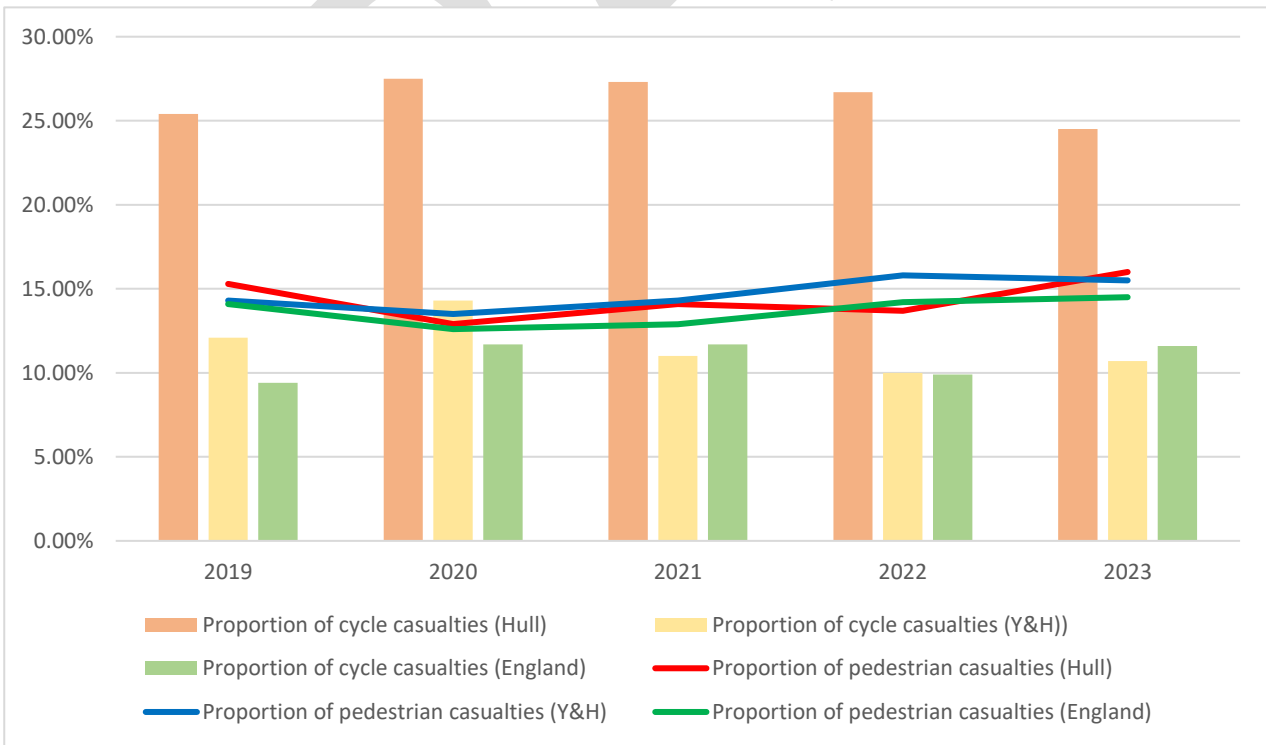
- 3.7.1 Personal Injury Collision (PIC) data for Hull for the most recent available 5-year study period (01/01/2019 to 31/12/2023) was obtained via a search of the Department for Transport's road safety data (DfT, 2024).
- 3.7.2 A total of 3,888 casualties resulted from the 3,320 recorded collisions in Hull between 2019 and 2023. A total of 1,018 casualties recorded over this period were cyclists, which represents 26.2% of all recorded casualties. An annual breakdown of casualties is provided within Table 3:

Table 5: Hull Casualty Data 2019-2023

	2019	2020	2021	2022	2023	Total
Total Casualties (Hull)	936	695	686	764	807	3888
Cycle Casualties (Hull)	238	191	187	204	198	1018
Proportion of Cycle Casualties (Hull)	25.4%	27.5%	27.3%	26.7%	24.5%	26.2%
Proportion of Cycle Casualties (Yorkshire and Humber)*	12.1%	14.3%	11%	10%	10.7%	11.5%
Proportion of Cycle Casualties (England)*	9.4%	11.7%	11.7%	9.9%	11.6%	12.4%
Pedestrian Casualties (Hull)	143	90	97	105	129	564
Proportion of Pedestrian Casualties (Hull)	15.3%	12.9%	14.1%	13.7%	16%	14.5%
Proportion of Pedestrian Casualties (Yorkshire and Humber)*	14.3%	13.5%	14.3%	15.8%	15.5%	14.7%
Proportion of Pedestrian Casualties (England)*	14.1%	12.6%	12.9%	14.2%	14.5%	13.7%

*Proportions derived from dataset 'RAS0403: Reported road collision and casualty numbers and rates by severity, road user type and local authority, Great Britain

Figure 5: Hull Casualty Data 2019-2023

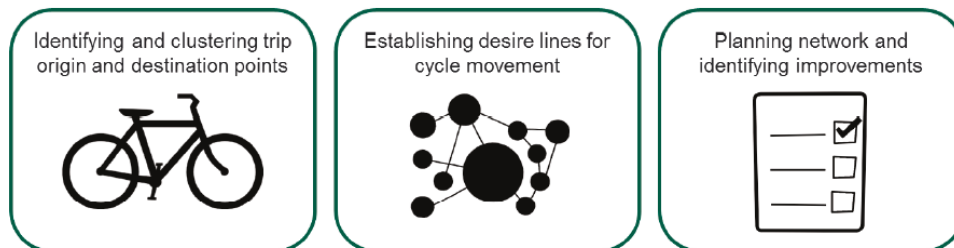


- 3.7.3 Table 3 demonstrates that whilst there has been a general trend of a reduction in the number of recorded casualties in Hull between 2019 and 2023, the proportion of cycle casualties has remained relatively consistent over the five-year period from 25.4% of casualties in 2019 to 24.5% in 2023. The actual number of cycle casualties in Hull has reduced over this period however, which may partly be due to a reduction in travel due to the COVID-19 pandemic.
- 3.7.4 The proportion of cycle casualties in Hull of 24.5% in 2023 is notably higher than the 10.7% within the Yorkshire and Humber region and 11.6% within England. It should be recognised however that Hull has a much higher cycle travel to work modal split of 6.9%, compared to the regional and national average, and therefore the proportion of cycle casualties could be expected to be slightly higher. The highway environment within Hull is also largely urban in nature when compared to other regions, and is therefore likely to accommodate a higher proportion of cycle trips on its network. The proportion of cycle collisions is still considered to be relatively significant however, and is representative of more than double the regional or national average.
- 3.7.5 The number of pedestrian casualties in Hull has also reduced over the five-year period, and represented 16% of all casualties in 2023. The proportion of pedestrian casualties varied year-on-year, but the average over the five-year period was broadly in line with the regional average, and slightly higher than the national average of 13.6%.
- 3.7.6 The Safer Roads Humber Road Safety Strategy identifies a strategic objective to focus casualty reduction initiatives on high risk and vulnerable road user groups, and this LCWIP supports this focus by prioritising improvements to the pedestrian and cycle network in the city. Any improvements identified as part of this LCWIP account for the collision records on the identified routes and aim to improve the road safety record.

4 Network Planning for Cycling

4.1 Methodology

4.1.1 This section outlines the third stage of the LCWIP process, as shown by the below infographic:



4.1.2 LTN 1/20 notes that analysis of existing travel behaviour and trip patterns is required to gain an understanding of local travel demand and which trips may be possible to cycle or walk.

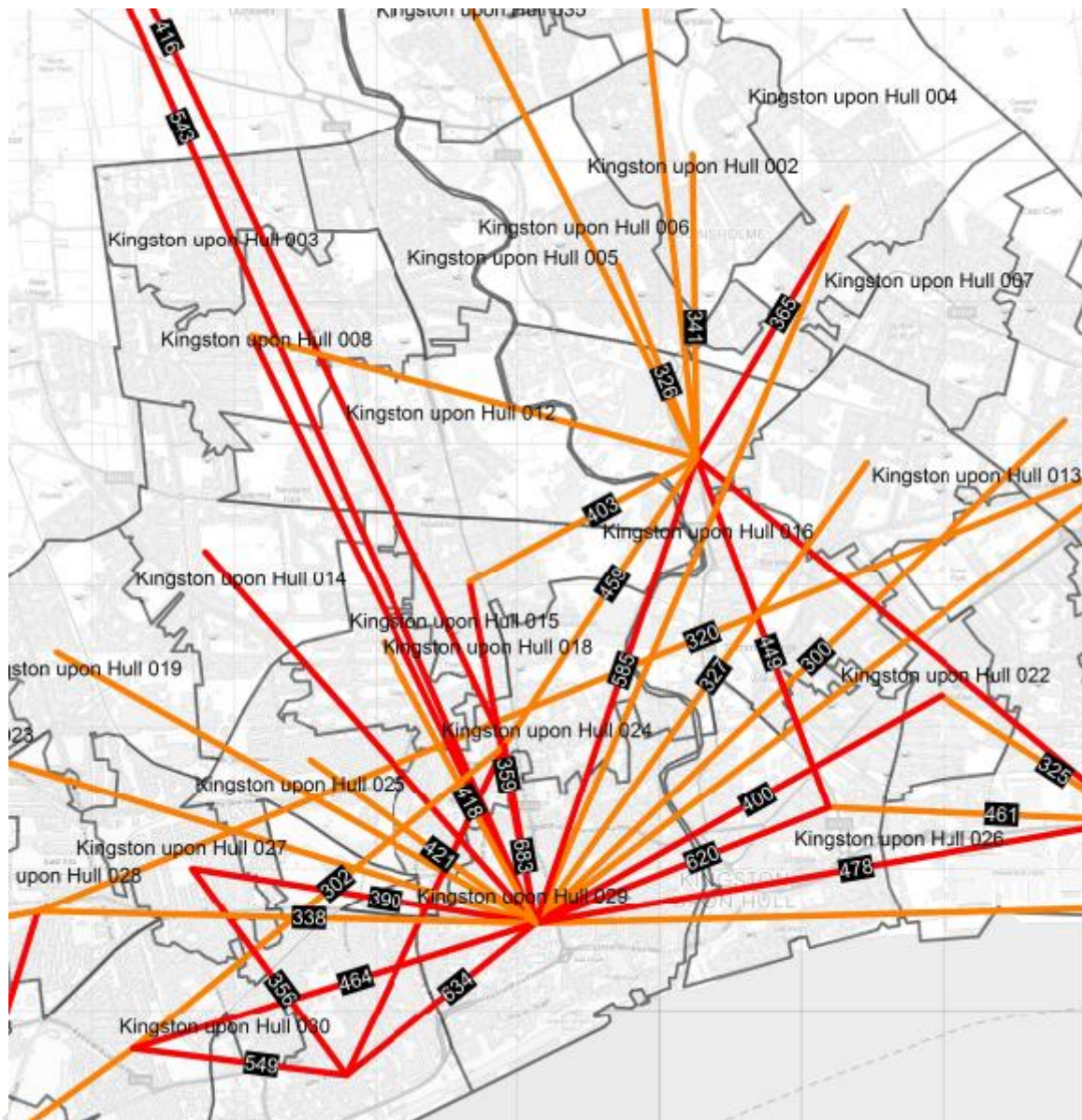
4.1.3 It is recognised that both LTN 1/20 and the DfT's LCWIP Guidance recommends that authorities make use of the Propensity to Cycle Tool (PCT) through the LCWIP process. The PCT is largely an interactive map-based tool and uses 2011 National Census data to highlight the routes with the highest potential demand for cycling. The interactive map within the PCT is based upon population weighted centroids for each of the identified MSOAs. This means that when the data is mapped automatically by the PCT software, all trips to/from each identified MSOA are directed towards the centroids, which in the case of Hull are not necessarily in the locations of the main trip generators within each MSOA. An example of this is that the centroid for the MSOA 'Kingston upon Hull 016' is on James Reckitt Avenue, when the majority of the key trip generators in this MSOA are likely to be in Sutton Fields Industrial Estate or on Stoneferry Road. This means that when the PCT assigns cycle flows to routes, it identifies the roads around James Reckitt Avenue as having a high propensity to cycle when in practice, cycle flows are unlikely to be as high as projected by the PCT. This LCWIP therefore employs a more tailored approach, based upon analysis of 2021 Census data and a bespoke assignment method, informed by local knowledge and cycling around the areas concerned.

4.1.4 As recommended by LTN 1/20, existing data such as traffic counts and local travel surveys can help build up a picture of the journeys to focus on, and deprivation and public health data can be used when prioritising which routes to develop first in a programme of network development. As well as Census data, this LCWIP therefore utilises the various data sources discussed in Section 3 above to identify a priority network, which is discussed further in Section 6.

4.2 Desire Lines

- 4.2.1 As discussed within Section 3.5, journeys to and from work represent one of the primary journey purposes and data from the 2021 National Census outlines the number of residents travelling to and from each Middle Super Output Area (MSOA) in Hull for work. Whilst it is recognised that there are a number of other journey purposes, including shopping, personal business, visiting friends, leisure and education, widespread local travel data is not available for full analysis of these journey purposes to be undertaken. However, data from the National Travel Survey (NTS) (DfT, 2023) does show that nationally, the journey purposes for which cycling is most prevalent are commuting and leisure (Table NTS0409), therefore the use of the National Census data is a suitable primary data source in the development of the cycling network plan.
- 4.2.2 In order to identify the primary desire lines for trips, the Census data was grouped so that all MSOA to MSOA travel to work movements within Hull, and between the East Riding of Yorkshire and Hull were captured, however this resulted in a total of 2,400 potential origin-destination (O-D) pairs, some of which had a low or very low number of movements. To ensure that only the O-D pairs with a sizeable number of trips and therefore travel demand were considered, any O-D pairs with less than 190 daily MSOA to MSOA trips were excluded from further analysis. The remaining data was digitally mapped using MapInfo to geographically show the key existing desire lines for trips.
- 4.2.3 As discussed within Section 4.1, the MSOA boundary files from the 2021 National Census are based upon weighted centroids, meaning that when the Census data is mapped, the trips are oriented towards the centroids which may not necessarily be the location of the key employment or residential areas within the MSOA. Based upon local knowledge of Hull and the identification of the local trip attractors (discussed in Section 3.4), the centroids have been adjusted within the mapping to better represent the likely origin/destination of trips within each MSOA.
- 4.2.4 A plan showing the O-D pairs where more than 190 movements occur is included as Appendix 5, with Figure 6 showing the key pairs where over 300 movements occur.

Figure 6: MSOA to MSOA Movements



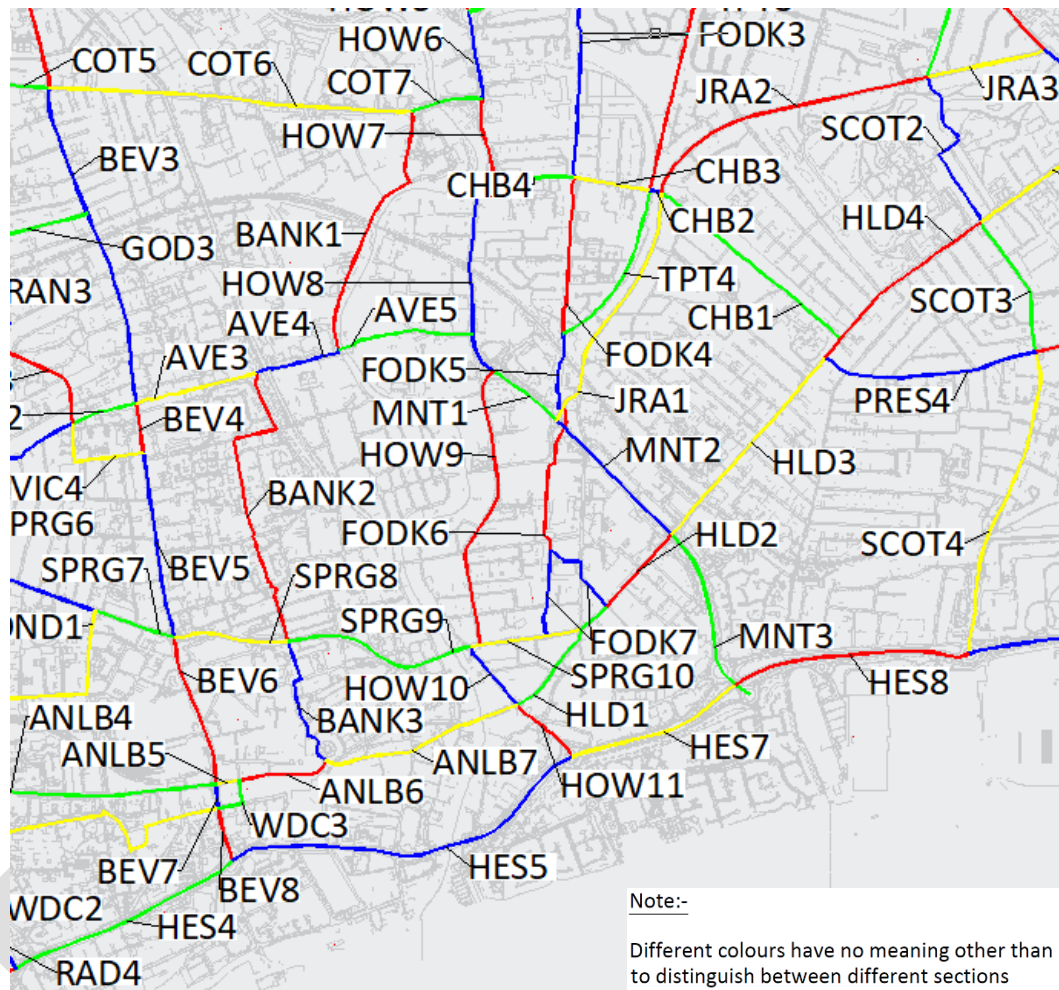
Contains Ordnance Survey Data © Crown Copyright & Database Rights 2024

- 4.2.5 The O-D pairs where the highest number of movements occur are shown in orange/red, and the plan shows that as is expected, the highest numbers of movements are most prevalent on movements to/from the city centre (Kingston upon Hull 029) and on movements to/from key employment areas to the east of the city (Kingston upon Hull 016 and 020). A map of the MSOAs in Hull and the surrounding areas of the East Riding of Yorkshire is included as Appendix 4.
- 4.2.6 As outlined within the AMAT User Guide and as derived from NTS data, approximately 90% of cycling trips result in a return cycling trip on the same day, therefore the 190 MSOA to MSOA trips would indicatively equate to approximately 361 two-way daily movements if all trips were made by cycle.

4.3 Route Selection

4.3.1 The O-D desire lines have been converted into routes by splitting the city into defined route sections and assigning the potential number of commuters to each route section. A total of 242 separate route sections have been identified and these sections are shown on the plan included as Appendix 6, with an extract shown in Figure 7:

Figure 7: Cycle Route Sections



Contains Ordnance Survey Data © Crown Copyright & Database Rights 2024

4.3.2 As discussed in Section 3.5, the current cycle modal split for travel to work journeys in Hull is 6.9% (down from 8.2% in the 2011 Census). It is therefore expected that approximately 6.9% of the trips between O-D pairs could currently be made by bike, although this will inevitably vary depending on a range of factors, and the modal split for cycling journeys between some areas is likely to be higher or lower than others.

4.3.3 In order to account for the potential for modal shift to cycling resulting from the delivery of the schemes identified in this LCWIP, a potential future cycle modal split of 15% (uplift of 8.1%) has been adopted for the purposes of identifying the number of cyclists per route section. This is largely in line with the 'Government Target' scenario of the PCT which is based on a target to double cycling.

4.3.4 The conversion of the desire lines into preferred routes has considered the existing transport network in Hull, including the existing cycling infrastructure. When identifying routes, the five core design principles of creating a desirable cycle route have been followed:

- Coherent;
- Direct;
- Safe;
- Comfortable; and
- Attractive.

4.3.5 It is acknowledged that there are competing demands on many routes, particularly where the most direct cycle route follows an arterial route in/out of the city which accommodates other road users such as vehicle drivers and buses. There are also localised constraints such as the availability of bridges which cross the River Hull and rail bridges where the cross-section of the route is often constrained.

4.3.6 Where possible, the routes have been selected based on their directness and alternative alignments have only been considered in exceptional circumstances. Where the delivery of a route poses challenges and a potential alternative route exists, the route alignments have been subject to assessment using the Route Selection Tool (RST), which assesses how well a route meets the core design outcomes for cycling, including directness, gradient, safety, connectivity and comfort.

4.3.7 The routes subject to the RST are Beverley Road and Mount Pleasant, as both routes are currently difficult for cycling and cycling improvements may be difficult to implement whilst balancing the needs of all road users. Potential alternative alignments for parts of these routes were therefore identified, largely following quieter routes where improvements could be made.

4.3.8 The RST demonstrated that the Beverley Road corridor is marginally preferable as a cycle route to the potential alternative route to the east, which follows quieter streets and the Beverley and Barmston Drain. This was largely due to the directness and connectivity of the Beverley Road route.

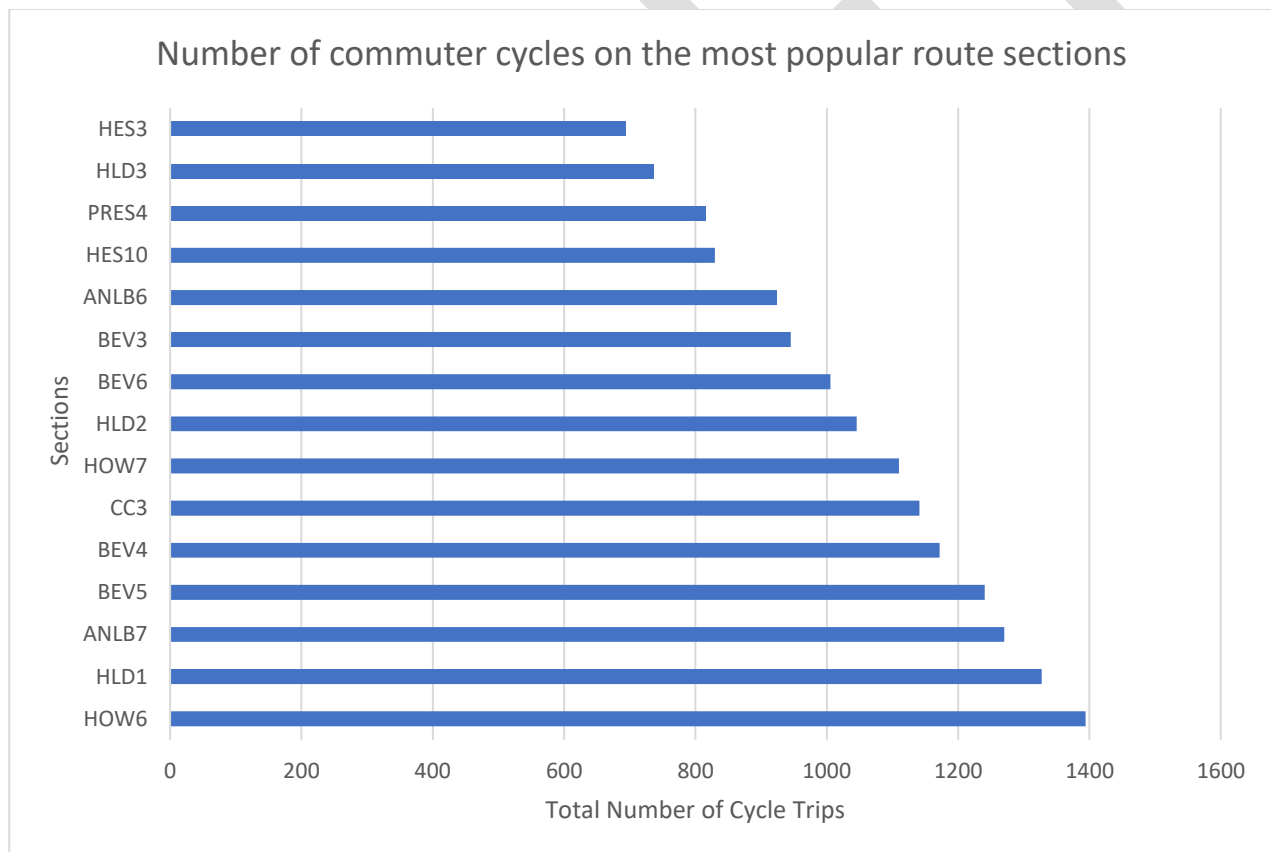
4.3.9 The RST demonstrated that the alternative alignment of the Mount Pleasant route is the preferred option, as it follows a quieter route which is comparably direct and would provide improved safety and comfort compared to following the main road. This route is identified as 'Craven Street Link' within this LCWIP.

4.3.10 The route sections largely run between junctions and are based on the existing highway network and cycle routes, with the aim of identifying a network that has a tight mesh density of potential routes. The internal layout of each MSOA has been considered when assigning potential cyclists to routes, for example if there were several residential/employment areas in the MSOA, then the assignment of trips to each sub-area was based upon the relative size of the residential/employment area when compared to the whole MSOA.

4.3.11 The total number of potential cyclists using each identified section of route has been calculated and the full analysis is included as Appendix 7. Each route section has a varied number of potential cyclists, but the average number of potential daily cyclists on any identified section is 141 (282 two-way trips).

4.3.12 A graph showing the potential number of two-way commuter cyclists on each section of route (based on a 15% cyclist modal split and 90% of cycle trips resulting in a return trip on the same day) is included as Figure 8 and is provided in full as Appendix 7.

Figure 8: Potential Two-Way Commuter Cycles on each Route Section



4.3.13 As outlined in Section 4.2, data from the National Travel Survey indicates that the journey purposes for which cycling is most prevalent are commuting and leisure (Table NTS0409). The data from 2021 (at the time of the Census) indicates that commuting represented 26.8% of cycling trips, with leisure representing 45.6%, with 2023 data (the latest available) indicating an increase in the proportional journey purpose for commuting to 29.1% and a reduction in the proportion of leisure trips to 39.9%.

4.3.14 This data represents the national situation, and the breakdown of journey purpose within Hull may be slightly different, and will inevitably vary by route. For example, the journey purpose for cycling trips on the Beverley Road route is likely to be different to that on the Ferry Terminal route, taking into consideration the predominantly leisure use on the latter.

4.3.15 In order to account for this variation, each route section has been assessed to determine the likely proportion of trips with a journey purpose of commuting. This assessment has been informed by the existing cycle count data discussed in Section 3.2 (where available), the projected number of commuter cyclists, and various other factors including the proximity to schools and local centres. The potential number of two-way cyclists on each route section has then been multiplied by the projected commuter cyclist split in order to determine the total number of projected two-way cyclists on each route section, considering all journey purposes. This analysis is included as Appendix 8.

4.4 Core and Secondary Networks

4.4.1 The route sections have been combined to form coherent routes (e.g. the Freetown Way route is made up of two sections, SPRG8 and SPRG9), and the potential number of cyclists utilising each route has been analysed, with an average taken per route.

4.4.2 The routes have then been classified based on the number of cyclists expected to utilise them:

- Core Network – Routes expected to accommodate more than 300 daily two-way cycle trips;
- Secondary Network – Routes that form an important link within the overall network, but which are expected to accommodate less than 300 daily two-way cyclists;
- Secondary Not-Built – Routes that are expected to accommodate less than 300 daily two-way cyclists, are not yet built, but will form an important link within the overall network;
- DfT Cycle Link – Routes which are located adjacent to the Strategic Road Network (SRN) managed and maintained by National Highways, but would otherwise form part of the Core Network and are important to the overall mesh density of the LCWIP.

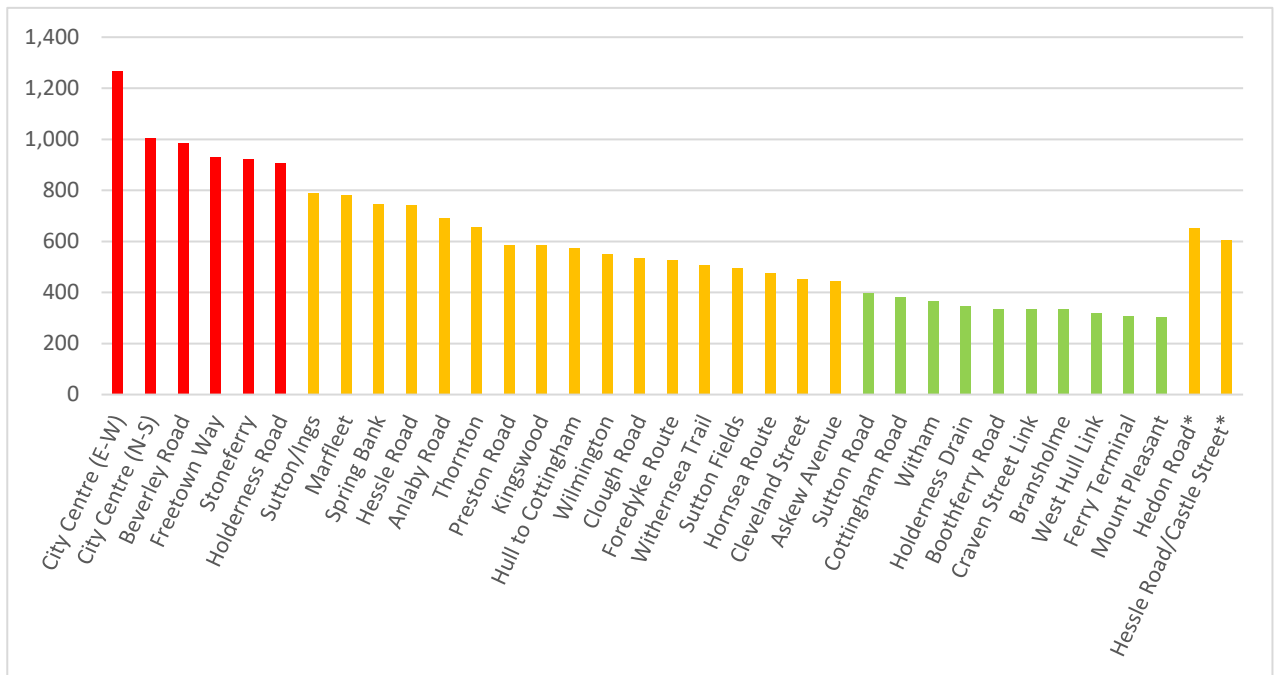
4.4.3 Based on the foregoing analysis, a total of 35 Core Network routes have been identified where the highest number of cycle movements are expected to occur. A summary of the Core Network routes and the average number of daily cyclists on each route (based on an average from each section that makes up the route) is provided within Table 6:

Table 6: Core Network Routes

Name	Projected Two-Way Daily Cyclists
City Centre (E-W)	1,267
City Centre (N-S)	1,005
Beverley Road	986
Freetown Way	931
Stoneferry	922
Holderness Road	907
Sutton/Ings	788
Marfleet	782
Spring Bank	745
Hessle Road	742
Anlaby Road	691
Thornton	655
Preston Road	587
Kingswood	586
Hull to Cottingham	573
Wilmington	552
Clough Road	536
Foredyke Route	525
Withernsea Trail	508
Sutton Fields	495
Hornsea Route	477
Cleveland Street	454
Askew Avenue	443
Sutton Road	399
Cottingham Road	380
Witham	367
Holderness Drain	345
Boothferry Road	334
Craven Street Link	334
Bransholme	333
West Hull Link	321
Ferry Terminal	307
Mount Pleasant	302
Hedon Road*	652
Hessle Road/Castle Street*	605

*DfT Cycle Links

Figure 9: Projected Daily Cyclists per Core Network Route

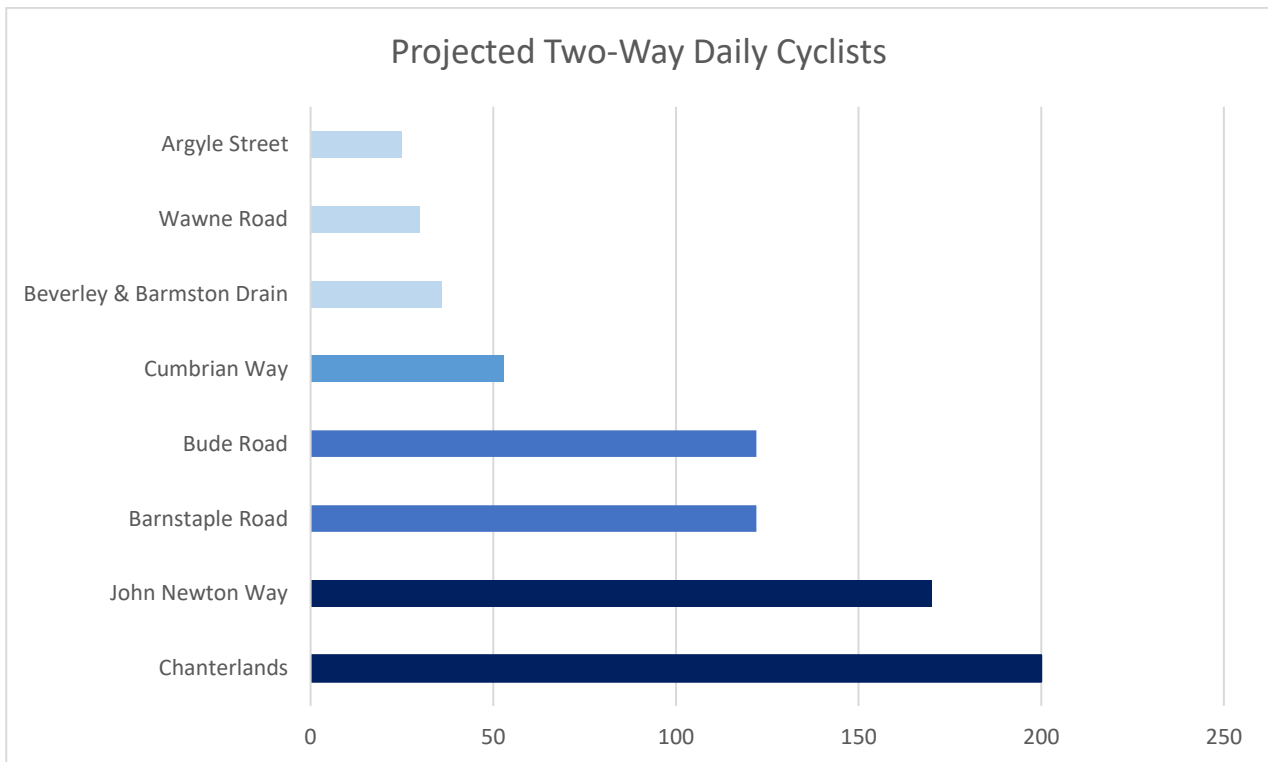


4.4.4 A total of 10 Secondary Routes have been identified, as identified within Table 7:

Table 7: Secondary Network Routes

Name	Projected Two-Way Daily Cyclists
Chanterlands	200
John Newton Way	170
Barnstaple Road	122
Bude Road	122
Cumbrian Way	53
Beverley & Barmston Drain	36
Wawne Road	30
Argyle Street	25
Hotham Road Link	0
Setting Dyke	0

Figure 10: Projected Daily Cyclists per Secondary Network Route



4.4.5 It is noted that whilst the Hotham Road Link and Setting Dyke routes are not projected to accommodate any cyclists, both routes are largely expected to accommodate local demand. As both routes are located within the Kingston upon Hull 019 MSOA, any local demand will not have been detected as part of the MSOA-to-MSOA analysis, however this does not indicate that no demand exists. This is also potentially the case for other local routes within the city, examples of which include County Road North which facilitates access to the employment around National Avenue and Springhead Lane towards the city boundary which provide access to Anlaby Retail Park within the ERYC administrative boundary. The associated improvements on these routes could be identified as part of the prioritisation of area-based treatments, as discussed further in Section 6.3.

4.4.6 The proposed network map is provided as Appendix 9 and shows the proposed core/secondary routes.

4.4.7 To ensure the robustness of the process, the proposed core/secondary route network and the number of potential cyclists using each route section has been cross-referenced against the cycle and traffic count data discussed in Section 3.2 to ensure that the Census data correlates with existing cycle flows.

4.5 Area Based Treatments

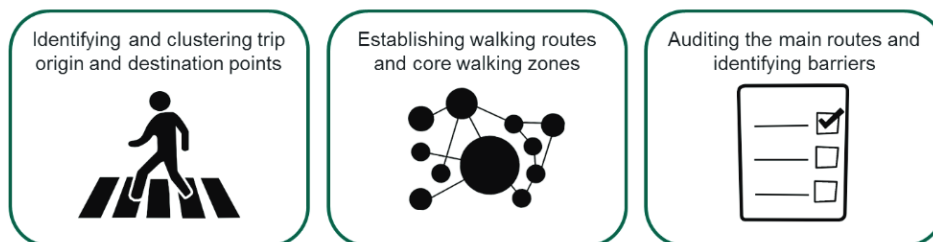
4.5.1 As well as the core and secondary network of routes, it is important to recognise that a network of other local routes exists within Hull that are often used for local cycling trips, including those which provide the local 'last mile' connections to residential areas and those used for other local trips such as those to/from schools and local centres.

- 4.5.2 These areas would most likely benefit from area-based treatments, such as the provision of modal filters, improved crossing points, along with softer measures such as pocket parks, planting/landscaping and public realm improvements all of which provide place-based infrastructure which contribute to a more attractive environment for walking and cycling.
- 4.5.3 As discussed in Section 2.8, a feasibility study for the development of a Mini Holland treatment in the Bransholme and Kingswood areas of the city was submitted to the DfT in March 2023, which focussed on the provision of both core/secondary walking and cycling routes, as well as more localised area-based improvements such as new crossing points, modal filters, school streets, a green corridor and pocket parks which assist in encouraging local trips by sustainable modes and provide 'last-mile' connections between residential areas and the core routes.
- 4.5.4 The proposed Mini-Holland treatments in Bransholme and Kingswood have been incorporated within this LCWIP as per the plan included as Appendix 9, and the area-based treatments will be progressed as future funding allows. The 'Bransholme' route which runs along the Holwell Road corridor and the 'Kingswood' route which runs along Thomas Clarkson Way form part of the Core network within this LCWIP, with improvements on these routes to be progressed in line with the priority framework discussed within Section 6.
- 4.5.5 The importance of these localised treatments should be noted, and opportunities to provide Mini Holland style treatments in other areas of the city will be investigated. The provision of softer placemaking measures and pocket parks will also be incorporated within the design of schemes on core and secondary routes where feasible.

5 Network Planning for Walking

5.1 Methodology

5.1.1 The process for developing a walking network in Hull follows a similar methodology to that for cycling, in line with the DfT LCWIP guidance:



5.1.2 There is no existing long-term walking network plan, however a comprehensive walking network exists in the city which accommodates most pedestrian trips. A widespread rollout of 20mph zones was undertaken during the late 1990s, which resulted in almost 25% of roads within the city becoming 20mph zones and helped to facilitate more trips by active modes.

5.1.3 The focus of this LCWIP is therefore to identify areas of the city where the walking network could be extended or improved in order to encourage more walking trips.

5.2 Sustrans' Walkability Review

5.2.1 In 2022, Sustrans was commissioned to provide technical assistance to HCC in the development of the walking element of the LCWIP. Sustrans produced the '*Hull City Council LCWIP: Walkability Review*' document in May 2023, which is attached in full as Appendix 10. The document contains technical support for the production of the walking aspects of this LCWIP, based on a seven-stage approach, with these planned stages outlined below:

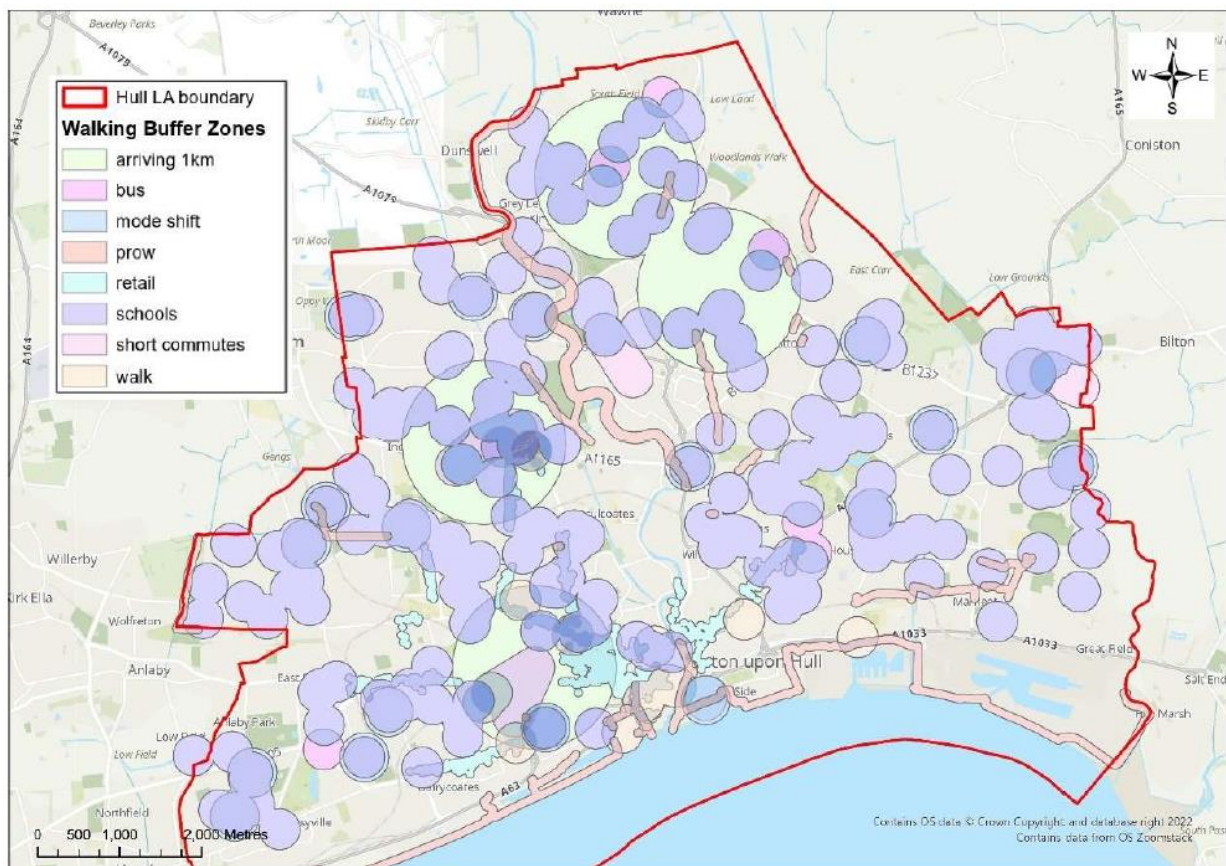
- Walking demand mapping;
- Identify core walking zones;
- Identify key walking routes;
- Assess key walking routes;
- Identify infrastructural recommendations;
- Prioritise recommendations; and
- Future development of the LCWIP.

5.3 Core Walking Zones

5.3.1 The Walkability Review document defines Core Walking Zones (CWZs) as “areas where high-volume walking trip generators (or other areas of high walking demand) are clustered together. An approximate five-minute walking distance of 400m is used as the minimum extents of CWZs”. A CWZ therefore typically covers an area where there are various walking purposes in a small area, such around retail areas, schools, bus interchanges and workplace zones.

5.3.2 As shown in Section 3 of the document, areas of walking demand within Hull were mapped, including trip generators and origin and destination points across the HCC area, as reproduced below:

Figure 11: Walking Demand Mapping



5.3.3 As a result, four core walking zones were identified, as follows:

- Newland CWZ;
- Spring Bank CWZ;
- Stadium CWZ;
- Hessle CWZ.

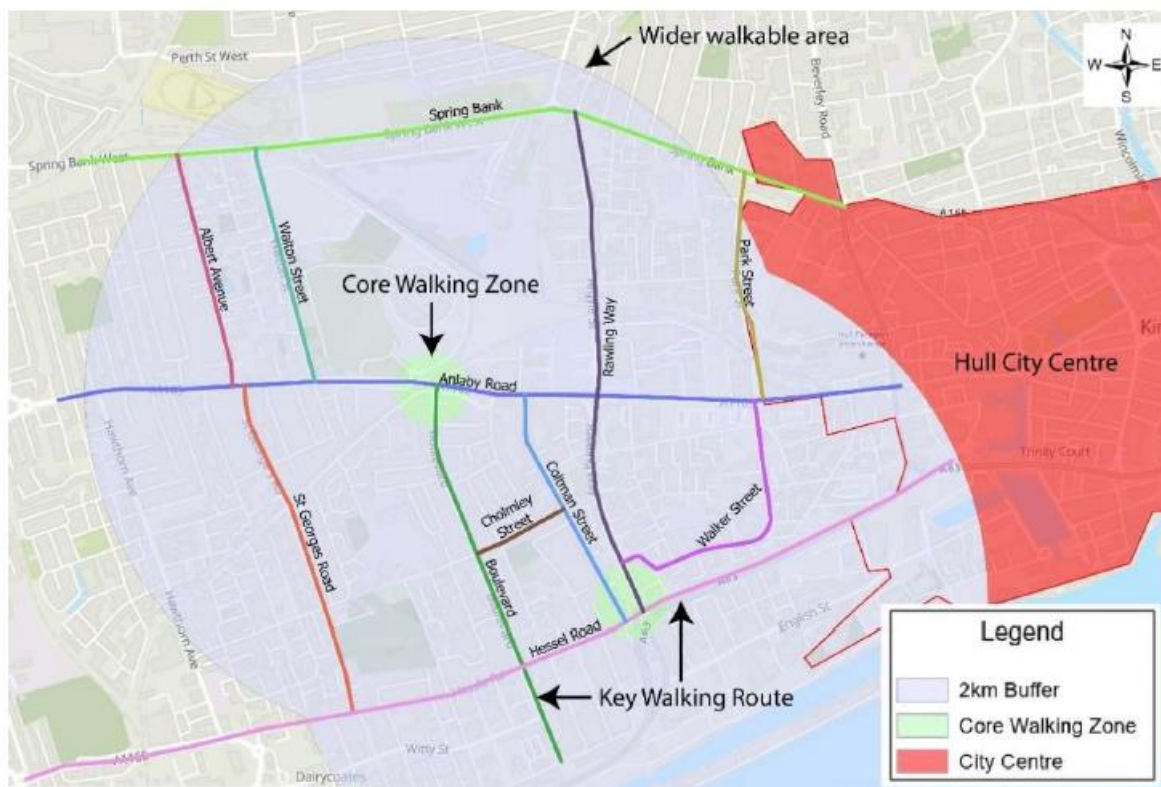
5.3.4 The Stadium CWZ and Hesse CWZ were prioritised for analysis and progression given their proximity to one another and the city centre. It is therefore suggested that the Newland CWZ and Spring Bank CWZ are subsequently progressed, following the methodology adopted for the Stadium CWZ and Hesse CWZ analysis.

5.3.5 Based upon the mapping within Figure 11, other areas with clustered pedestrian activity that should be prioritised for pedestrian improvements include the Bransholme/Kingswood area (i.e. the Mini-Holland area), and the Holderness Road area.

5.4 Key Walking Routes

5.4.1 The Walkability Review document states that Key Walking Routes (KWRs) are those that serve CWZs, within a distance of up to 2km. A shortlist of 12 KWRs in the Stadium CWZ and Hesse CWZ were identified, as shown in Figure 12:

Figure 12: Stadium and Hesse KWRs



5.4.2 A final list of five key walking routes were identified for further investigation, including:

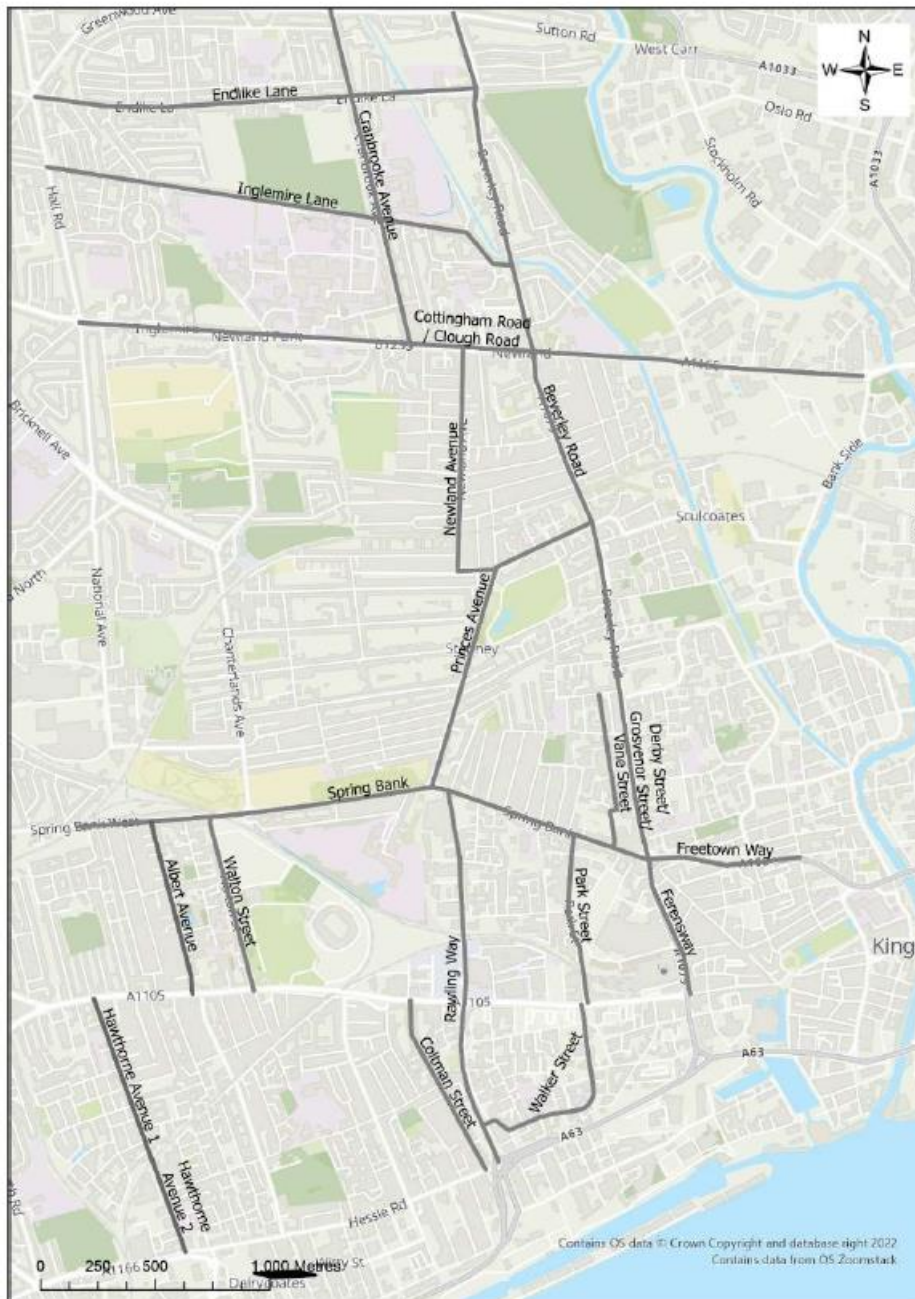
- Anlaby Road;
- Hesse Road;
- St George's Road;
- Boulevard;

- Woodcock Street/Gordon Street/Cholmley Street.

5.4.3 The Hesse Road and Anlaby Road corridors were assessed, but further segmented for the purposes of assessment and prioritisation given their length.

5.4.4 The Walkability Review also identifies the KWRs in the Newland and Spring Bank CWZs as shown in Figure 13, with some overlap with the KWRs in the Stadium and Hesse CWZs.

Figure 13: Newland and Spring Bank CWZs



5.4.5 It is suggested that the same methodology is adopted, and KWRs will be identified for any other subsequent CWZs within the Bransholme/Kingswood and Holderness Road areas.

5.4.6 An audit of the existing conditions of each of the five priority KWRs was undertaken, with the results utilised to suggest a list of potential interventions on each route. The audit of the KWRs was based upon the following core principles, which will also be taken forwards and applied to future KWR assessments:

- Attractiveness;
- Comfort;
- Directness (include desire lines at junctions/side roads);
- Safety; and
- Coherence.

5.4.7 The Walkability Review document also provides 'The Walking Interventions Toolkit' which offers examples of best practice interventions, and this will also be used as a guide to best practice across in future KWR assessments.

5.4.8 The prioritisation of improvements to the walking network is discussed further within 6.5.

DRAFT

6 Prioritising Improvements

6.1 Prioritisation Framework for Cycling

6.1.1 The DfT LCWIP guidance suggests the following approach to prioritising improvements:



6.1.2 The guidance recommends that short term improvements should be schemes that are under development and can implemented quickly (typically within 3 years), medium term improvements should be schemes that can be delivered within 5 years (subject to funding, detailed design etc) and long-term improvements that are more aspirational and are deliverable within a 5+ year period.

6.1.3 The guidance highlights several key factors which should be considered when prioritising infrastructure improvements, including those relating to the effectiveness of the solution, alignment with policy and the deliverability of the scheme. These factors have been utilised to develop an assessment framework against which the schemes can be scored, as outlined within Table 8:

Table 8: Network Prioritisation Framework

Measure	0	1	2	3
Potential to induce modal shift	Scheme expected to result in a negligible change in users of active modes.	Scheme expected to result in a minor modal shift towards active modes.	Scheme expected to result in a moderate modal shift towards active modes.	Scheme expected to result in a significant modal shift towards active modes.
Population directly benefitting from intervention	Scheme not expected to directly result in any health or socio-economic benefits. Scheme does not assist in providing access to employment or leisure/recreation facilities.	Scheme expected to result in minor health or socio-economic benefits. Scheme provides minor improvements in access to employment or leisure/recreation facilities.	Scheme expected to result in moderate health or socio-economic benefits. Scheme provides moderate improvements in access to employment or leisure/recreation facilities.	Scheme expected to result in major health or socio-economic benefits. Scheme provides major improvements in access to employment or leisure/recreation facilities.
Improvement in Road Safety	Scheme not expected to provide any measurable road safety benefits relative to pedestrians and cyclists.	Scheme expected to provide some minor road safety benefits relative to pedestrians and cyclists. Route has between 0-10 cycle collisions per km over 5 years.	Scheme expected to provide moderate road safety benefits relative to pedestrians and cyclists. Route has between 10-15 cycle collisions per km over 5 years.	Scheme expected to provide major road safety benefits relative to pedestrians and cyclists. Route has over 15 cycle collisions per km over 5 years.

Delivery against policy objectives	Scheme does not align or assist in the delivery of local policies such as the Local Transport Plan, Local Plan, Carbon Neutral Strategy, Towards an Active Hull or the Community Plan 2024-2034.	Scheme has a slight beneficial impact and assists in the delivery of some local policies such as the Local Transport Plan, Local Plan, Carbon Neutral Strategy, Towards an Active Hull or the Community Plan 2024-2034.	Scheme has a moderate beneficial impact and assists in the delivery of local policies such as the Local Transport Plan, Local Plan, Carbon Neutral Strategy, Towards an Active Hull or the Community Plan 2024-2034.	Scheme has a major beneficial impact and closely aligns with the delivery of local policies such as the Local Transport Plan, Local Plan, Carbon Neutral Strategy, Towards an Active Hull or the Community Plan 2024-2034.
Impact on other road users	Scheme has a measurable impact on other road users, and would require the removal of traffic lanes, bus lanes and/or parking which could result in queuing, delay or parking stress.	Scheme has some measurable impacts on other road users and would require the removal or narrowing of some traffic lanes, bus lanes and/or parking which could result in some queuing, delay or parking stress.	Scheme has some measurable impacts on other road users, and would require the removal or narrowing of some traffic lanes, bus lanes and/or parking which could result in some minor impacts on queuing, delay or parking stress.	Scheme appears to be deliverable with no or negligible impacts on other road users and would not require the removal or narrowing of traffic lanes, bus lanes or parking.
Scheme feasibility and risk to delivery	Scheme does not appear to be feasible and alternative options are not available to deliver a compliant scheme. There is a dependency on the delivery of other schemes. Scheme unlikely to be acceptable to members of the public.	Scheme may not be feasible with some notable identified delivery risks, but alternative options may not be available to deliver a compliant scheme. There is a dependency on the delivery of other schemes. Scheme may not be acceptable to members of the public.	Scheme generally appears to be feasible, but there are some identified delivery risks and/or a dependency on the delivery of other schemes. Scheme likely to be generally acceptable to members of the public.	Scheme appears to be feasible, has limited delivery risks and is not dependent on the delivery of other schemes. Scheme likely to be acceptable to members of the public.
Cost of construction	Scheme delivery and/or maintenance costs are likely to be significant and would result in a very poor or poor value for money based on the likely modal shift.	Scheme delivery and/or maintenance costs have the potential to be significant and would result in a low value for money based on the likely modal shift.	Scheme delivery and/or maintenance costs have the potential to be significant but would result in a medium value for money based on the likely modal shift.	Scheme delivery and/or maintenance costs have the potential to be significant but would result in a high or very high value for money based on the likely modal shift.
Potential to attract funding (inc. private sector)	Scheme would be unlikely to achieve funding based on its deliverables, and/or is very unlikely to attract any private sector funding, e.g. contributions from nearby local developments.	Scheme may have difficulty in attracting funding based on its deliverables, and/or is unlikely to attract any private sector funding, e.g. contributions from nearby local developments.	Scheme is likely to attract funding based on its deliverables, and/or is likely to attract private sector funding, e.g. contributions from nearby local developments.	Scheme is expected to attract funding based on its deliverables, and/or is expected to attract private sector funding, e.g. contributions from nearby local developments.
Environmental Impact	Scheme would result in the removal of a significant amount of green spaces, such as highway verges, planting and trees.	Scheme would result in the removal of some green space, such as highway verges, planting and trees.	Scheme would result in no net loss in the amount of green space, such as highway verges, planting and trees.	Scheme would result in an increase in the amount of green space, such as highway verges, planting and trees.

6.2 Core Network Prioritisation

- 6.2.1 The network planning process identified a total of 35 Core Network routes on the HCC network and audits have been undertaken on all core routes in order to identify high-level improvements to the routes for both cyclists and pedestrians. The identified improvements meet current best practice set out within LTN 1/20 and aim to deliver high-quality infrastructure. The improvements seek to provide segregated cycling infrastructure wherever possible, however it should be recognised that this will not always be possible on the narrow city road network and given land constraints.
- 6.2.2 LTN 1/20 recognises that the design of cycle routes should be suitable to accommodate other cycle types, such as e-bikes, cargo bikes, tandems and trailers, and the geometric requirements set out within LTN 1/20 take account of this. The identified schemes are therefore considered to be broadly suitable for all cycle types.
- 6.2.3 It should be noted that all improvements are to be subject to further concept and detailed design exercises in order to determine their feasibility, although the high-level feasibility and risks to delivery have been considered for each route. Stakeholder and public consultation on the proposals for each route will also be undertaken, and schemes amended accordingly to take on board feedback.
- 6.2.4 An appraisal table which identifies the potential improvements to each Core route is included as Appendix 11, outlining in broad terms the improvements that could be provided and the high-level advantages and disadvantages of each intervention, taking into consideration the improvements that have been implemented over recent years and current pipeline schemes.
- 6.2.5 There is clearly a need to prioritise improvements, and it is important to recognise that improvements to all 35 Core routes are unlikely to be delivered during the lifetime of this LCWIP. The number of schemes ultimately delivered will depend on the funding available, but this LCWIP is based on the realistic delivery of one major scheme per year (10 schemes), with an allowance for two additional schemes (12 schemes in total) to allow for a degree of overprogramming.
- 6.2.6 The potential improvements on each of the Core network routes have been assessed against the prioritisation framework within Table 8 in order to determine an overall score, which will be used to guide the prioritisation of improvements on each route. The full appraisal and scoring is provided within the appraisal table included as Appendix 11, with a summary of the scoring against each measure provided within Table 9 below:

Table 9: Core Route Prioritisation

Route	Indicative Cost Estimate	Potential to induce modal shift	Population directly benefitting from intervention	Improvement in Road Safety	Delivery against policy objectives	Impact on other road users	Scheme feasibility and risk to delivery	Cost of construction	Potential to attract funding	Environmental Impact	Prioritisation Score
Preston Road	£3,250,000	2	3	2	3	3	3	3	3	2	24
Clough Road	£2,100,000	2	2	3	2	3	2	2	2	2	20
Freetown Way	£5,500,000	1	2	2	2	3	3	1	3	3	20
Marfleet	£1,130,000	2	3	1	3	2	2	2	2	2	19
Cleveland Street	£2,600,000	2	2	1	2	2	3	2	2	2	18
Sutton Fields	£648,000	2	2	1	2	3	2	3	2	1	18
Kingswood	£612,000	2	2	1	2	3	2	2	2	1	17
Hessle Road	£1,112,000	2	2	2	2	2	2	2	1	2	17
Sutton/Ings	£740,000	2	2	1	2	3	3	2	1	1	17
Thornton	£979,000	2	2	1	2	2	2	2	2	2	17
Hull to Cottingham	TBC	1	2	2	2	1	2	1	3	2	16
Holderness Drain	£417,000	1	2	0	2	3	3	2	1	2	16
Bransholme	£693,000	1	3	1	3	2	2	2	1	1	16
Witham	£236,000	1	2	1	3	1	2	2	1	3	16
Hornsea Route	£530,000	1	2	0	2	3	3	2	1	1	15
Ferry Terminal	£54,000	1	1	1	2	2	2	2	2	2	15
Spring Bank	£3,134,000	1	3	2	2	1	1	1	2	2	15
City Centre (E-W)	£569,000	2	2	1	2	1	1	2	2	2	15
City Centre (N-S)	£594,000	2	2	0	2	1	1	2	2	3	15
Foredyke Route	£1,087,000	1	2	1	2	3	2	1	1	1	14
Sutton Road	£1,090,000	1	2	1	2	2	1	1	2	2	14
Withernsea Trail	£636,000	1	2	1	2	3	2	1	1	1	14
West Hull Link	£642,000	2	2	1	2	2	1	2	1	1	14
Boothferry Road	£2,845,000	1	2	2	2	1	1	1	2	1	13
Askew Avenue	£891,000	1	2	1	2	1	2	1	2	1	13
Craven Street Link	£507,000	1	2	1	2	2	2	1	1	1	13
Mount Pleasant	£99,000	1	1	0	2	3	2	2	1	1	13
Beverley Road*	TBC	2	2	2	2	0	1	1	2	1	13
Cottingham Road	£2,229,000	1	3	2	2	0	1	1	2	0	12
Holderness Road*	TBC	1	2	2	2	0	1	1	1	2	12
Wilmington	£924,000	1	1	2	2	1	1	1	1	1	11
Anlaby Road*	TBC	1	1	2	2	0	1	1	1	2	11
Stoneferry*	TBC	1	1	2	2	0	0	1	1	2	10

*Indicates a route where improvements have been delivered over recent years, and whilst further improvements could be made to the cycling infrastructure, priority for intervention is given to other routes.

6.2.7 It should be noted that the prioritisation scoring within Table 9 is indicative of the potential order of implementation for the interventions but should not be treated a definitive rank order list. There may be other reasons why some routes are ultimately prioritised over others, such as how well-advanced designs are, and the availability of funding.

- 6.2.8 A construction capital cost estimate for each scheme has been identified based upon unit costs for construction materials within SPON'S Price Book 2023. Where unit costs were not available, e.g. for more bespoke elements such as the wayfinding, estimates have been made based on the experience of delivering similar projects. Optimism Bias (46%), design costs (15%) and risk contingency for unidentified factors (10%) have also been applied to the construction costs. The identified costs would be subject to review and refinement as preliminary designs of each route are produced and business cases for each route are developed, and are therefore only indicative for the purposes of informing the prioritisation framework within this LCWIP.
- 6.2.9 As discussed in Section 2.8, a number of walking and cycling schemes are currently under development and form the basis of the schemes for short-term delivery. It is anticipated that Freetown Way and Preston Road will be delivered in 2025/2026 and therefore form the short-term schemes for delivery. Detailed design work on both schemes is currently ongoing, with improvements to be provided in line with LTN 1/20 whilst also considering the requirements of other road users, including pedestrians.
- 6.2.10 Other schemes which are currently in the pipeline and have been subject to preliminary design are those on Cleveland Street and Clough Road, both of which score highly within the prioritisation framework and are schemes that will be taken forwards for short-medium term delivery.
- 6.2.11 The remaining schemes to be taken forwards for medium-long term delivery will be derived from the prioritisation framework within Table 9.
- 6.2.12 Along with the core routes, a network of secondary routes has also been identified as discussed within Section 4.4. Given they are expected to accommodate fewer cyclists overall, the improvements on the secondary routes are likely to follow the improvements to the core routes and may be outside of the timeframe of this LCWIP. Specific funding will be required for the implementation of improvements to the secondary routes, and an appropriate budget will be identified once the required improvements have been identified and costed.

6.3 Area-Based Treatment Prioritisation

- 6.3.1 The LCWIP guidance notes that as well as the core/secondary routes that join origin and destination points, there is a wider network of quiet streets and off-road routes that are generally acceptable for cycling but may require some infrastructure improvements, particularly to increase the porosity of routes and areas, to connect residential areas with local amenities and schools, and provide the last-mile connections between residential/employment areas and primary/secondary routes.
- 6.3.2 There are a number of existing cycle routes in Hull which have been developed over several years which are well utilised but may require some improvements in locations such as road junctions to bring the infrastructure in line with LTN 1/20 standards. These routes are likely to benefit from area-based treatments, as discussed in Section 4.5, including the following measures:
- The provision of modal filters suitable for all cycle types;

- New or upgraded parallel cycle zebra crossings;
- Cycle priority at side roads;
- Cycle friendly traffic calming measures;
- Surfacing improvements to provide a better ride quality for cyclists;
- Improved lighting;
- Provision of flush kerbs and appropriate tactile paving;
- Cutting back overgrown vegetation;
- Provision of pocket parks and improved planting/landscaping; and
- Refreshed road markings.

6.3.3 As discussed in Sections 2.8 and 4.5, the proposals for a 'Mini-Holland' style treatment in Bransholme and Kingswood have been incorporated within this LCWIP as per the plan included as Appendix 9 and will form the initial focus for area-based treatments, subject to funding. The Mini-Holland Feasibility Study provides further details of the potential treatments and associated costs, and will be used as a guide to steer the improvements.

6.3.4 The area-based treatments will subsequently be rolled out to other areas of the city as funding allows, and detailed plans for the area-based treatments will be developed. Potential additional areas for area-based treatments include:

- The Avenues;
- North Hull Estate/Orchard Park;
- Preston Road Estates;
- Thornton Estate;
- Longhill Estate.

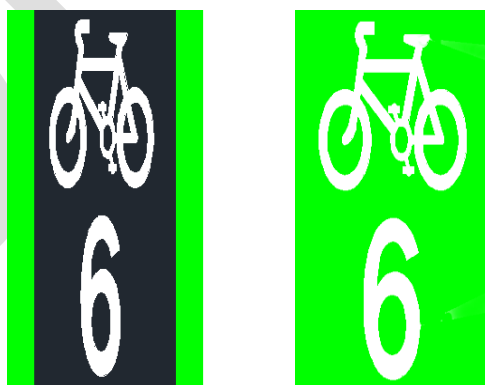
6.4 Signing & Branding

6.4.1 A standard treatment for segregated cycle routes is being developed, with all new cycling infrastructure within the city provided with green coloured surfacing to make it clearly identifiable.



Example of green coloured surfacing on Hull to Cottingham route

- 6.4.2 As improvements to the core network are implemented, consideration will be given to providing names/numbers for each route (subject to consultation). This would provide each route with a clear brand identity, which should be easy to implement and maintain in the future and could include the use of numbered or coloured road markings/signing for route legibility, alongside the use of green coloured surfacing to tie the network together.
- 6.4.3 A consultation exercise will be undertaken to identify preferred names/brands for each route, perhaps involving local school children. The use of a 'tube' style network will also be considered for use on maps, notice boards, and other promotional materials.



Examples of numbered route branding



Example of London Cycle Superhighway Branding

6.5 Maintenance and Monitoring

- 6.5.1 It is important to recognise that as well as the provision of new and improved cycling infrastructure, the maintenance of both existing and proposed infrastructure plays a major role in cycle safety and the attractiveness of cycle routes. Chapter 15 of LTN 1/20 provides guidance on the use of appropriate design methods and construction materials to ensure the provision of high-quality routes that are easier to maintain, and this guidance shall be followed as schemes are designed and brought forwards.
- 6.5.2 Routine maintenance will also be required once routes are constructed, including sweeping to remove broken glass, refuse and general detritus. Off-road routes such as those through parks may also experience the accumulation of mud, fallen leaves, overgrown vegetation and low hanging branches, which are likely to require targeted maintenance at certain times of year. Table 15-1 of LTN 1/20 provides a guidance as to a typical maintenance programme for off-road routes, as reproduced below, and this shall be used as a guide to the ongoing maintenance of cycle routes in the city to ensure a good level of service.

Table 10: Cycle Route Maintenance Guide

Issue	Activity	Notes	Frequency	Time of year
Cycle track surface	Winter maintenance	Consider importance as utility route	As necessary	Winter
	Inspection	Staff undertaking maintenance works can also carry out site inspections (but not structures – see below) to avoid need for extra visits	Every time site visited. Minimum of 4 visits per year.	Early spring, mid summer, early and late autumn (before and after leaf fall)
	Repairs to potholes etc.	Reactive maintenance in response to calls from public, plus programmed inspections	As necessary	n/a
	Sweeping to clear leaf litter and debris	Combine with other activities if possible	Site specific	n/a
	Cut back encroaching vegetation on verges		Once a year	November, and when sweeping takes place.
	Programmed maintenance, such as resurfacing	The need for remedial work will depend on the condition of the cycle track. Unbound surfaces may require more frequent maintenance.	As necessary	n/a
Drainage	Clear gullies and drainage channels etc.		Twice a year	April, November
Vegetation	Verges – mow, flail or strim	To include forward and junction visibility splays	n/a	May, July and September
	Grassed amenity areas	Include with verge maintenance	n/a	n/a
	Control of ragwort, thistles and docks etc.	See Weeds Act 1959 and Wildlife and Countryside Act 1981. Hand pull, cut or spot treat as necessary.	Before seeding	July or as appropriate
	Cut back trees and herbaceous shrubs	If necessary, allow for annual inspection of trees depending on number, type and condition	As necessary	July
Signs	Repair/replace/clean as necessary	Maintenance will largely depend on levels of local vandalism	n/a	n/a
Access barriers	Repair/replace as necessary	Maintenance will largely depend on levels of local vandalism	n/a	n/a
Fences	Repair/replace as necessary	Dependent on licence arrangements with landowner	n/a	n/a
Structures, including culverts	Inspections	Carried out by suitably qualified staff	Visual inspection every 2 years and detailed structural inspection every 6 years	n/a
Seating sculptures etc.	Maintain or repair	If present	n/a	n/a
Other	Varies	Scheme-specific issues such as Sites of Special Scientific Interest, interpretation and information measures, disability access etc.	n/a	n/a

6.5.3 The maintenance of cycle routes will be incorporated into the routine maintenance of the wider highway network as appropriate, with any specific funding requirements to be identified.

6.5.4 Once constructed, it is important that ongoing monitoring of cycle usage on the core network is undertaken to benchmark against projections and to identify usage trends. A permanent cycle counter has been installed as part of the scheme on the Stoneferry Road corridor (linked to the active road studs) which provides ongoing monitoring of pedestrians and cyclists, and consideration will be given to providing similar permanent counters as part of the implementation of routes on the core network. This will also allow any future revisions of this LCWIP to take full account of existing cycle usage on key corridors.

6.6 Prioritisation Framework for Walking

6.6.1 The Sustrans Walkability Review outlines a methodology for the prioritisation of investment on each of the identified Key Walking Routes, based on four strategic categories; effectiveness, policy and political context, deliverability and cost. Appropriate weighting factors are applied to each category, with effectiveness being given the most weight based on its importance.

6.6.2 As discussed in Section 5.4, five initial KWRs were identified in the Hessle and Stadium Core Walking Zones (CWZs), and improvements to the pedestrian environment in these areas will be prioritised in the first instance as funding allows. The investment prioritisation table is reproduced within Table 11, indicating that the Hessle Road 3, Anlaby Road 1 and Anlaby Road 4 route sections should be the priority for investment, in line with the improvements set out within the Walkability Review (see Appendix 10).

Table 11: Initial Key Walking Route Prioritisation

Route name	Effectiveness	Policy and political*	Deliverability	Cost	Overall Score	Prioritisation Ranking
Anlaby Road 1	3.4		1	1.6	6	2
Anlaby Road 2	2.1		1.2	1.4	4.7	8
Anlaby Road 3	2		1.6	2	5.6	9
Anlaby Road 4	2.9		1	0.8	4.7	3
Hessle Road 1	1.7		1.6	0.4	3.7	6
Hessle Road 2	1.8		1.6	1.2	4.6	4.5
Hessle Road 3	2.6		1.2	1.4	5.2	1
Boulevard	1.7		2	1	4.7	10
St. George's Street	2.2		1.4	1	4.6	7
Woodcock Street/ Gordon Street / Cholmley Street	1.5		1.4	0.6	3.5	4.5

6.6.3 The Walkability Review sets out recommendations on the prioritisation of investments on future KWRs in the Spring Bank and Newland CWZs. This is based on the effectiveness category of the prioritisation methodology only given that specific interventions have not yet been identified.

6.6.4 Following the schemes within Table 11, the improvements to other KWRs will be identified and prioritised in line with the framework set out within Table 12.

Table 12: Subsequent Key Walking Route Prioritisation

Route	Effectiveness score	Effectiveness Ranking
Princes Avenue	32	1
Ferensway	31	2
Newland Avenue	27	3
Walker Street	27	3
Beverley Road	26	5
Derby Street/ Grosvenor Street/ Vane Street	25	6
Hawthorne Avenue 2	24	7
Coltman Street	24	7
Walton Street	23	9
Hawthorne Avenue 1	23	9
Freetown Way	22	11
Spring Bank	22	11
Albert Avenue	22	11
Cranbrooke Avenue	20	14
Rawling Way	20	14
Park Street	19	16
Cottingham Road / Clough Road	18	17
Inglemire Lane	14	18
Endlike Lane	13	19

- 6.6.5 As with improvements to the core cycling network, the prioritisation scoring within Table 11 and Table 12 is indicative of the potential order of implementation for the interventions on KWRs, but should not be treated as a definitive rank order list. There may be other reasons why some routes are ultimately prioritised over others, such as how well-advanced designs are, and the availability of funding.
- 6.6.6 It should also be noted that where KWRs also form part of the core cycling network, then improvements to both the cycling and walking environment will be undertaken. For example, cycling improvements on Freetown Way forms a scheme for short-term delivery, with walking improvements also identified as being required but lower on the priority framework. Improvements to both networks will therefore be brought forwards simultaneously in order to provide cost savings, and to avoid the route needing to be revisited in the future.

6.7 Summary

6.7.1 In order to provide improvements to the cycling network, the following key activities will be undertaken over the lifetime of this LCWIP:

- Improvements to the core network will be undertaken in line with the prioritisation framework set out within Table 9 as funding allows, noting that this will form a guide as to the improvements required, but should not be treated as a definitive rank order list for scheme delivery;
- The identified improvements to the core network routes will be subject to further stakeholder and public consultation as discussed further within Section 8;
- Area-based treatments will be investigated and delivered as funding allows, with the 'Mini-Holland' areas in Bransholme and Kingswood initially being prioritised and then rolled out to other areas of the city;
- Improvements to cycle parking will be implemented in line with the recommendations discussed within Section 7 below, with a review of the cycle parking provision on each core network route to be undertaken as preliminary designs for each route are developed;
- Consideration will be given to providing names/numbers for each route (subject to consultation). This would provide each route with a clear brand identity, which should be easy to implement and maintain in the future.
- The ongoing maintenance of cycling routes will be considered an incorporated within the wider highway maintenance programme to ensure a good level of service continues to be provided, with practices to reduce the requirement for maintenance to be incorporated within scheme design.
- Monitoring and evaluation of this LCWIP and periodic updates as required, as discussed in Section 9.4.

6.7.2 In order to provide improvements to the walking network, the following key activities will be undertaken over the lifetime of this LCWIP:

- Improvements to the walking network on Hessle Road, Anlaby Road, Boulevard, St George's Road and Woodcock Street/Cholmley Street/Gordon Street will be prioritised in line with the framework within Table 11, as funding allows;
- Subsequent improvements will be identified in line with 'The Walking Interventions Toolkit' within the Walkability Review, and implemented on the KWRs in the Spring Bank and Newland CWZs in line with the prioritisation framework within Table 12;
- Other KWRs will be identified in the Bransholme/Kingswood area (i.e. the Mini-Holland area), and the Holderness Road area. Interventions in these areas will be identified in line with 'The Walking Interventions Toolkit' and schemes prioritised in line with the framework set out within the Walkability Review;

- Opportunities to improve the walking network will be implemented as part of the prioritised improvements to the core cycling routes.

DRAFT

7 Cycle Parking

7.1 Cycle Parking Guidance

7.1.1 LTN1/20 guidance outlines that cycle parking should be provided at:

- Places of residence;
- Interchanges with other modes of transport;
- Short stay destinations such as shops and cafes; and
- Long stay destinations such as work and education.

7.1.2 The guidance notes that cycle parking should be:

- Clearly marked;
- Overlooked;
- Well-maintained;
- Well-lit; and
- Integrated into the built environment.

7.1.3 Cycle parking in town centres and local centres should be accommodated by short stay on-street parking (e.g. stands) to cater for shoppers/leisure activities. The specification of any new cycle parking will be in accordance with guidance within LTN 1/20.

7.1.4 Cycle hubs are well-suited to locations near public transport (e.g. bus stops, train stations) in busy areas where commuters and other regular users require long-stay parking. Security provided by shelter and restricted access eases the fear of theft. Hubs can also host cycle hire schemes, cycle logistics and repair/maintenance services. Cycle hubs/shelters in inappropriate places can however be an obstruction and distract from visual amenity and therefore locations should be carefully considered.

7.1.5 Long stay cycle parking should consider security measures such as CCTV coverage and secure access while still being within reasonable distance of the main entrances of railway stations, education buildings and workplaces. The fear or direct experience of cycle theft can deter cyclists.

7.1.6 Cycle parking provision should be made available for all cycle types, with 5% of cycle parking to be provided for non-standard cycles, such as cargo bikes, tricycles and side-by-side cycles. Cycle stands require minimum 0.6m clearance to walls and 1m clearance of each other to facilitate larger cycles (e.g. fitted with panniers or child seats). The provision of cycle parking for e-bikes also requires further consideration, including the width requirements and the availability of charging points.

7.1.7 Stands should not be placed immediately adjacent to the carriageway or where they obstruct pedestrian flow/restrict footway width.

7.2 Cycle Parking Audits

7.2.1 An audit of the existing cycle parking in the city was undertaken in March 2022, focussing on the city centre and key areas outside of the city centre, including local centres. The audit considered the location of the cycle parking, its condition based on a Red Amber Green (RAG) rating, and further comments as to the accessibility of the cycle parking in line with LTN 1/20. A copy of the audit outputs is included as Appendix 12.

7.2.2 The audit showed that cycle parking in the city centre appears to be largely in good condition, predominantly green on the RAG rating, with some amber rated infrastructure in areas such as George Street, Jarratt Street and Alfred Gelder Street.

7.2.3 The condition of cycle parking outside of the city centre varies, with notably poor-quality provision around the Endike Lane local centre, at Anlaby Common (including Anlaby Park Library and Costello Stadium) and on the Beverley Road corridor.

7.2.4 The 2022 audits have been reviewed as part of the development of this LCWIP, and additional cycle parking locations within the vicinity of local centre/trip attractors which were not included within the initial audit areas have been identified. These areas include:

- Calvert Lane/Spring Bank;
- Wold Road; and
- Orchard Park.

7.2.5 The above locations were identified to have largely insufficient or poor-quality cycle parking provision, and therefore require improvements to the existing infrastructure and/or the delivery of additional cycle parking.



Example of required cycle parking improvements at Wold Road. The central stand's frame is bent backwards to the point where it is unusable and makes it difficult to use the stand to the right. The left stand is positioned too close to the donation bin, potentially making it hard to use.

7.3 Proposed Cycle Parking

- 7.3.1 Any areas where cycle parking is rated 'Red' are to be prioritised for improvements. Any cycle parking which is either Amber or Red rated and located on a core route will be improved as part of the package of improvements to be implemented on the core route, with additional cycle parking to be provided where required. Therefore, improvements to cycle parking on Preston Road will be implemented as part of the Preston Road scheme, for example.
- 7.3.2 Hull relies heavily on simple 'Sheffield' stands for all forms of cycle parking, with most of the parking in the audit being variations of Sheffield stands. These stands are adequate for short stay parking, however as outlined above, some require maintenance/improvements to be usable and comply with standards. It is considered that the continued use of Sheffield stands (or similar) is suitable for short-stay cycle parking such as in shopping areas, however provision will also be made for other cycle types such as cargo bikes, e-bikes and tricycles in line with guidance set out within LTN 1/20.
- 7.3.3 Hull Paragon Interchange has a cycle parking hub which helps to facilitate multi-modal travel (cycle, bus, train) and can accommodate up to 160 cycles in two-tier racks, with 6 spaces equipped with e-bike chargers. There is also a cycle hub at Trinity Market in the Old Town which has the capacity to accommodate up to 40 cycles, and is available Monday to Saturday. The utilisation of the existing cycle parking hubs will be monitored, and the feasibility of additional hubs should be investigated and provided (subject to funding). Hubs are likely to be most appropriate in areas of high cycle parking demand, including the city centre, but also other destinations such as North Point Shopping Centre and Kingswood Retail Park and should also incorporate charging facilities for e-bikes.

- 7.3.4 The council will work with landowners to deliver improvements to cycle parking on private land (such as at retail parks) and will also work with local schools to ensure that adequate covered and secure cycle parking is provided at each school. The council will seek to identify funding sources to improve or increase cycle parking provision at schools where better facilities are required.
- 7.3.5 The Council will also work with developers to ensure that appropriate cycle parking is provided as part of all new residential and commercial developments in the city, which is in line with adopted local standards and designed in accordance with the national standards contained within LTN 1/20.

DRAFT

8 Consultation

8.1 Introduction

- 8.1.1 As previously mentioned, this LCWIP not only aims to improve infrastructure for existing pedestrians and cyclists, but also aims to induce a modal shift from car-based modes to more sustainable modes of transport, supporting the ambitions of the Local Transport Plan, Local Plan, Community Plan and Carbon Neutral Strategy and tackling air pollution in the city. Therefore, the success of the implementation of the LCWIP hinges upon the full backing from the communities who live and work in and around the city. Engaging with these local communities and stakeholders to build up support and ownership of the plans is essential to overcome any difficulties that may arise and to facilitate the smooth progress of the identified schemes through both the design and delivery phases.
- 8.1.2 For this purpose, a comprehensive engagement plan should be implemented which responds to local communities and stakeholders using a selection of targeted interventions. Meaningful engagement is important to highlight to communities the benefits of the LCWIP and to ensure that community-based infrastructure is incorporated within the design of interventions.

8.2 Timescales

- 8.2.1 This LCWIP report is currently at a draft stage, and it is proposed to undertake both stakeholder and public consultation on the proposed network plan and improvements programme. Feedback from the consultation stage will be incorporated within the final version of the LCWIP, and any amendments to the draft will be made as appropriate.

8.3 Problem Solving Events

- 8.3.1 Some designs along the intervention routes may be controversial, for example, where pedestrian and cycle facilities run close to residential areas and/or local businesses or where schemes result in the removal of parking bays, traffic lanes or result in queuing at junctions. Therefore, the delivery team will need to engage the local community in overcoming difficult barriers.
- 8.3.2 The delivery team will need to question local stakeholders, including residents, schools and businesses within the vicinity of the study routes about the plans and any opportunities for improvement. Problem solving events will be engaging and innovative and focus on a co-design and co-implementation approach.
- 8.3.3 Examples of problem-solving events are identified in Table 13 below:

Table 13: Problem Solving Events

Event	Description
Stakeholder meetings	Meetings to discuss the scheme with stakeholder groups, such as local residents, disability groups, local businesses, local cycle groups and Hull City Cycle Forum.
On-street pop events	On-street events where passers-by and residents are invited to comment on the proposals.
Design workshops	Facilitated co-design workshops where attendees are encouraged to contribute design ideas.
Door knocking	Targeted engagement designed to gain feedback from specific individuals such as residents of traders in the immediate vicinity of an intervention.
Distribution of flyers inviting feedback	Design and delivery of flyers that introduce the scheme and give an overview of proposed changes, including team contact details.

8.3.4 It is considered that some of these events can be integrated for a fuller co-design approach. For example, a flyer inviting comment could be combined with targeted designs to respond to local concerns, and if necessary, specific groups may be taken on site visits to see successfully implemented schemes.

8.4 Accessibility Stakeholders

8.4.1 Local accessibility groups will be briefed on all key locations and will be given opportunity to comment upon proposals. Groups will be invited to comment on designs and may be taken out to see the scheme locations if necessary.

8.5 Safer Neighbourhoods Teams

8.5.1 Liaison with the local police force is crucial to ensure that design interventions work in the interest of public safety and contribute to designing out crime. Safer Neighbourhoods teams should therefore be involved in all local engagement and invited to any public events.

8.6 Interactive Consultation Comments

8.6.1 Consultation material, such as flyers, that will be distributed to local residents and businesses will contain information on how people can provide their comments on the scheme via Hull's 'Your Say' website. The website will include details of the proposed intervention scheme, allowing responders to provide their opinion.

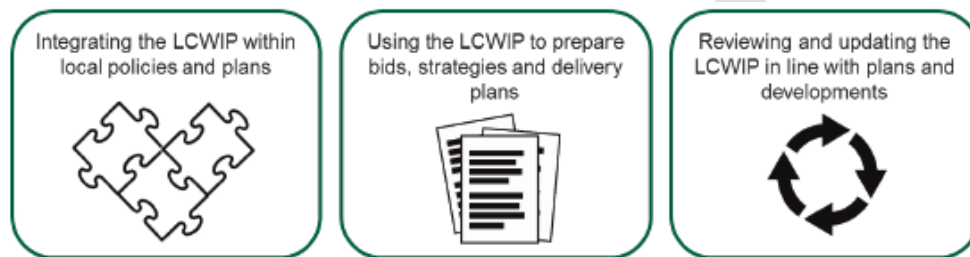
8.7 Consultation Auditing & Results

8.7.1 All engagement events will be carefully monitored, and a comprehensive audit trail of the process will be kept ensuring that delivery partners are kept informed on the feedback from local communities. Event reports will be circulated after each event, meeting or workshop. These will detail the objectives of the event and a description of the activities, the number of attendees, outcomes and important decisions reached and next steps (if appropriate). At the end of the public engagement period, a brief overview report will be produced that details the number and type of events run, attendance figures and the key feedback points from participants.

9 Integration and Application

9.1 Introduction

- 9.1.1 The final stage of the LCWIP process seeks to ensure that the LCWIP is integrated into local policy, strategy and plans and that it is reviewed and updated as appropriate:



9.2 Integration into Policy

- 9.2.1 As discussed in Section 2, this LCWIP sits in the context of current local policy, including the adopted Hull Local Plan, Kingswood Area Action Plan, Hull Residential Design Guide and Local Transport Plan. It also shares objectives with the Hull Carbon Neutral Strategy, Towards an Active Hull and the Hull Community Plan.
- 9.2.2 The provision of cycling infrastructure is an important element of achieving the net zero targets of the Hull Carbon Neutral Strategy in terms of a modal shift to cycling, however it is recognised that the provision of cycling infrastructure has a potential knock-on effect of increasing carbon emissions in some areas, particularly where schemes lead to an increased in queuing vehicles and congestion on the network. The prioritisation framework discussed in Section 6.1 includes an assessment of whether the identified schemes increase queuing and delay on the local network, and schemes that have a measurable impact are scored down accordingly to ensure that the potential scheme impacts are appropriately identified.
- 9.2.3 Policy 36 of the Local Plan relates to the provision of walking and cycling infrastructure as part of new developments, including the provision of convenient and safe pedestrian/cycle links to existing areas and amenities. This LCWIP identifies the improvements required in order to deliver a joined-up walking and cycling network and will therefore be used as a guide as to the infrastructure improvements that could be secured as part of new developments. The Local Plan identifies various sites for new development around the city and the improvements identified within this LCWIP will be referenced as applications for new developments are brought forwards to ensure integration with the LCWIP.
- 9.2.4 The Hull Local Transport Plan is currently in the early stages of being updated and this LCWIP will be integrated and referenced within the new Local Transport Plan to ensure that it is reflected in the latest transport policy and to ensure a mechanism for delivery.

- 9.2.5 Any new and revised local policy documents, including future revisions to the Local Plan, Area Action Plans, City Centre Masterplan and Colonial Street Masterplan should reference this LCWIP and take its recommendations and identified improvements into consideration. This will ensure that the identified core cycling network and walking network improvements are referenced across all local policy, which will assist in its delivery.

9.3 Funding and Delivery

- 9.3.1 It is recognised that the delivery of many of the schemes identified within this LCWIP will require a significant amount of investment, which may not be achievable to deliver within Council budgets. This LCWIP will therefore be used to support funding bids and business cases for future investment in walking and cycling infrastructure in the city, such as grants from the Department for Transport/Active Travel England.
- 9.3.2 Some of the improvements to the walking and cycling networks could be implemented as part of existing and future Council walking/cycling budgets, and the prioritisation framework will be used as a guide as to the application of funding as it becomes available.
- 9.3.3 Where schemes are located within the vicinity of new developments and the delivery of improved pedestrian/cycle infrastructure is required to provide convenient and safe routes to existing areas and amenities, it may be that a contribution towards this infrastructure could be secured as part of the S106 agreement linked to the planning consent.
- 9.3.4 The Council will also continue to work with employers, schools and other private landowners within the city to ensure that covered and secure cycle parking is provided at trip generators, with funding opportunities to be explored.

9.4 Monitoring and Evaluation

- 9.4.1 It is important that an appropriate monitoring and evaluation strategy is employed to ensure the delivery of the improvements identified within this LCWIP within the appropriate timescales.
- 9.4.2 As discussed in Section 6.2, this LCWIP is based on the realistic delivery of one major cycle scheme per year, with walking improvements to be delivered in tandem with cycling improvements and as funding allows. The forward programme of schemes will be based upon but not fixed to the respective prioritisation frameworks.
- 9.4.3 This LCWIP identifies improvements to the whole core cycling network in order to provide a joined-up and coherent network, however it is recognised that all improvements are unlikely to be delivered over the lifetime of this document.
- 9.4.4 The DfT LCWIP guidance recommends that the LCWIP document should be reviewed and updated every four to five years to reflect progress made with implementation. However, it is also recommended that an annual review is undertaken to check progress towards the delivery of the identified improvements, including the identification of a short-term action plan and any gaps in funding.

- 9.4.5 This LCWIP will therefore be subject to annual progress checks and will be subject to a more rigorous update within a five-year period.
- 9.4.6 The ongoing monitoring of pedestrian and cycle usage on key routes within the city shall be undertaken in order to identify any changes in usage associated with the implementation of schemes, as well as any wider long-term changes in patterns of pedestrian and cycling activity.

DRAFT