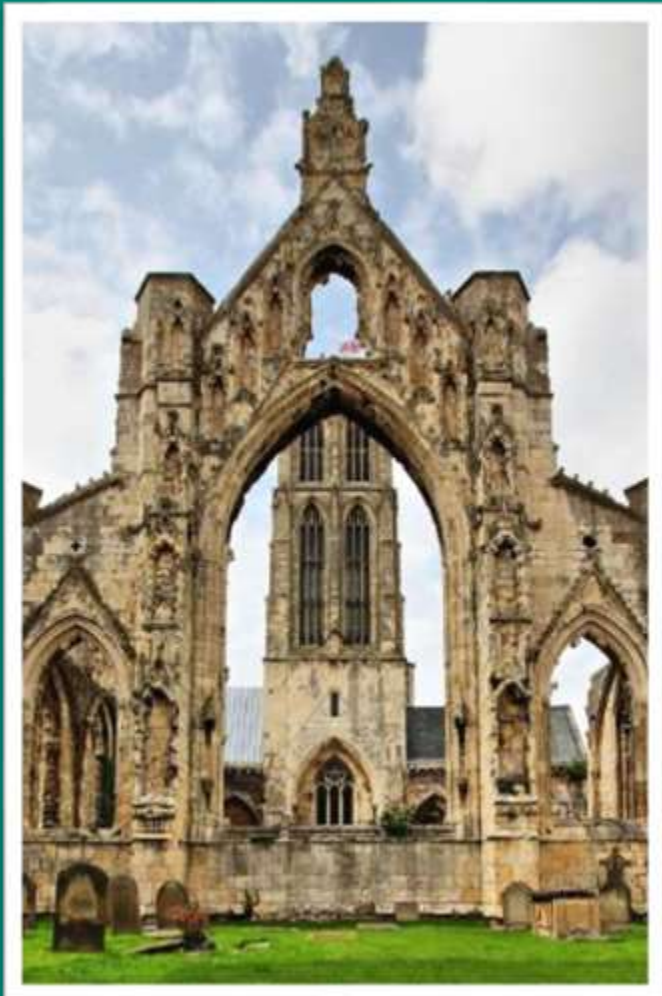




East Riding of Yorkshire Council  
Local Transport Plan

## Howden Local Cycling and Walking Infrastructure Plan

2018 - 2029



*"Keeping East Riding moving"*



EAST RIDING  
OF YORKSHIRE COUNCIL

## CONTENTS

1	Introduction .....	3
2	The Local Context .....	7
3	The Transport Network.....	10
4	Travel Context.....	13
5	Developing Cycling and Walking Networks .....	18
6	Consultation.....	22
7	Potential Walking and Cycling Schemes.....	24
8	Implementation Plan.....	25
9	Monitoring and Key Outcomes.....	26

### **Howden Local Cycling and Walking Infrastructure Plan (LCWIP) 2018-2029**

Howden Town Council supports the LCWIP and the programme of works for 2018-2021 as described in Section 8.

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Chair of Howden Town Council

Date: \_\_\_\_\_

## I INTRODUCTION

### I.1 Background

- I.1.1. Every local transport authority in England has a statutory duty to produce a Local Transport Plan for their area. East Riding of Yorkshire Council's current Local Transport Plan (LTP) contains a long term 14 year Strategy (2015-2029) and a shorter term three year Implementation Plan (2018/19-2020/21) to action the recommendations set out within the Strategy.
- I.1.2. As part of the development of the Council's previous Local Transport Plan we developed individual transport strategies for each of the 14 main settlements in the East Riding, as identified in the settlement network included in the East Riding Local Plan. The individual transport strategies were focussed on improving facilities for sustainable modes and were well received by local residents and stakeholders. They were an effective way of delivering targeted schemes for each area.

### I.2 Local Cycling and Walking Infrastructure Plans

- I.2.1. Following the publication of the national Cycling and Walking Investment Strategy (CWIS) in April 2017, government guidance recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for their area. Given the structure of the LTP with a focus on targeting investment on key settlements, East Riding of Yorkshire Council has decided to develop LCWIPs for the 14 main settlements to update and replace the individual transport strategies.
- I.2.2. The government's ambition for cycling and walking in England is to: ***"make cycling and walking the natural choices for shorter journeys, or as part of a longer journey"***. The Council aims to support this ambition through the development of LCWIPs for our key settlements.
- I.2.3. The government has set the following CWIS targets for 2025:
- *We aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and will work towards developing the evidence base over the next year.*
  - *We aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and will work towards developing the evidence base over the next year.*
  - *We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.*
- I.2.4. LCWIPs, as set out in the Government's CWIS, are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- I.2.5. Guidance recommends a six stage process of developing a LCWIP as shown in Table I.1. This document develops that process for our local context, building on the successful approach utilised in creating our current LTP Strategy and the previous individual transport strategies.

Table 1.1: The six stages of LCWIP development

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

1.2.6. In accordance with this guidance each of the Council's LCWIPs includes the following:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- An explanation of the underlying analysis carried out and a narrative which supports the identified improvements and network.

1.2.7. A principal element of each LCWIP is therefore an assessment of key walking and cycling routes using guidance provided by the DfT, including the Propensity to Cycle Tool (PCT) and the Walking Route Audit Tool. The CWIS describes the role of the PCT: *"The Propensity to Cycle Tool can assist with the preparation of Local Cycling and Walking Infrastructure Plans and will be of particular assistance in defining potential demand for cycling, identifying the most promising routes and areas for investment, and estimating future capacity needs for route and area-based measures"*.

1.2.8. The PCT has been applied, along with the Walking Route Audit Tool and other assessment techniques, to produce maps of each main settlement highlighting walking and cycling routes where investment should be focussed (see Section 4).

## 1.3 LCWIPs in the East Riding

- I.3.1. LCWIPs have been prepared for the following 14 settlements, providing consistency with the East Riding Local Plan:
- Principal Towns:
    - Beverley
    - Bridlington
    - Driffield
    - Goole
  - Major Haltemprice Settlements:
    - Anlaby/Willerby/Kirk Ella
    - Cottingham
    - Hessle
  - Towns:
    - Elloughton/Brough
    - Hedon
    - Hornsea
    - Howden
    - Market Weighton
    - Pocklington
    - Withernsea
- I.3.2. Over 90% of East Riding's population live within five miles of one of these 14 settlements. Preparing LCWIPs for each of these places is therefore an efficient way of implementing settlement specific schemes to support walking and cycling which provide the maximum benefit for the local community whilst also representing high value for money. The LCWIPs have been developed to ensure that local residents and stakeholders can take ownership of the development and implementation of cycling and walking schemes in their area.
- I.3.3. Each LCWIP will run between 2018 and 2029 and include a three year Implementation Plan of schemes to support and enhance the development of high quality walking and cycling networks in each settlement. Further three year programmes will be developed through the life of the LTP Strategy. While issues such as public transport connectivity and road safety are also important considerations for each of our towns and villages, these issues are addressed through wider thematic strategies that also form part of the LTP.
- I.3.4. The LCWIPs will contribute towards achieving the East Riding Local Plan Strategy Document policy S8 'Connecting People and Places' and the six strategic objectives for the LTP, which are as follows:

<b>Objective 1</b>	<b>Improve the maintenance and management of the existing transport network</b>
<b>Objective 2</b>	<b>Support sustainable economic growth and regeneration</b>
<b>Objective 3</b>	<b>Reduce carbon emissions</b>
<b>Objective 4</b>	<b>Improve road safety</b>
<b>Objective 5</b>	<b>Support and encourage healthy lifestyles</b>
<b>Objective 6</b>	<b>Improve access to key services</b>

- I.3.5. In addressing Objective 6, a key element of each LCWIP will be to improve inclusive mobility through footway improvements including the provision of dropped kerbs and tactile paving.
- I.3.6. National Planning Policy identifies the need for transport systems to be balanced in favour of sustainable transport modes to give people a real choice about how they travel and to contribute to reducing carbon emissions and congestion. The LCWIPs include schemes that encourage local residents to make more trips using active transport modes, and will therefore help to achieve local and national policy aspirations.

### **I.4 LCWIP Aims**

- I.4.1. The primary aim of each LCWIP is to increase walking and cycling by encouraging residents to make short local trips on foot or by bike rather than travelling by single occupancy private car. Encouraging more trips to be made using active travel modes and reducing associated car use has a number of advantages. These include reduced traffic congestion and associated carbon emissions, healthier residents and an improved local environment and streetscape.

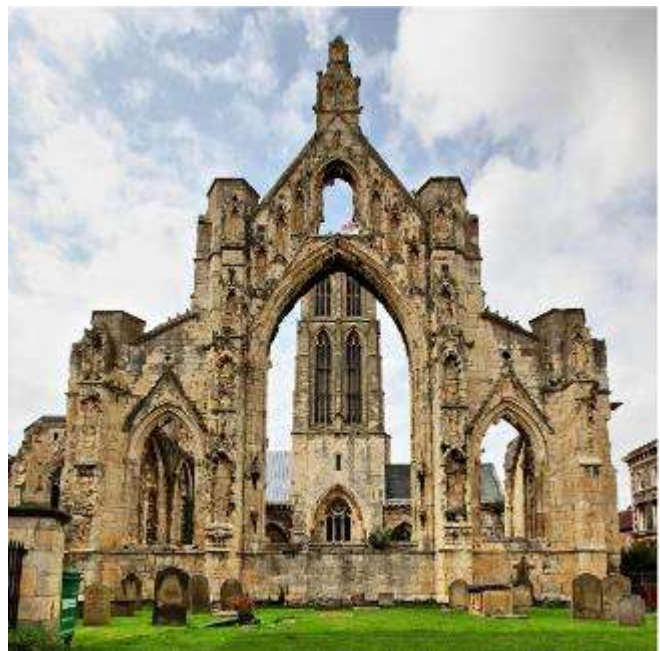
### **I.5 LCWIPs and the National Cycle Network**

- I.5.1. The National Cycle Network (NCN) is a series of safe, traffic-free paths and quiet on-road cycling and walking routes that connect to many major towns and cities. It stretches over 14,000 miles across the length and breadth of the UK. Almost 5 million people use the National Cycle Network, and despite its name, the Network is also popular with walkers, joggers, wheelchair users and horse riders.
- I.5.2. The Council has been working with sustainable transport charity Sustrans over many years to develop and manage the NCN in the East Riding, which provides links to several of the main settlements, villages in between, and countryside, as well as providing connections into the neighbouring areas of Hull, Selby, York, Ryedale and Scarborough.
- I.5.3. The NCN in the East Riding of Yorkshire includes part of the popular Way of the Roses coast2coast route between Stamford Bridge and Bridlington, the eastern section of the Trans Pennine Trail through to Hornsea, and the circular Yorkshire Wolds Cycle Route. National Cycle Route 1, which runs through the East Riding, is also part of the North Sea Cycle Route (EuroVelo route 12).
- I.5.4. Sustrans recruits and manages local people to volunteer time and effort to help maintain the NCN in their area. This direct support to help the Council maintain facilities to a good standard is very welcome and greatly appreciated.
- I.5.5. In some areas, particularly around larger settlements, the NCN provides useful links for commuting and access to services and other facilities. Where appropriate, each LCWIP will support the development of these links to maximise their contribution.



## 2 THE LOCAL CONTEXT

- 2.1.1. Howden is a small, picturesque market town located in the south west of the East Riding of Yorkshire administrative area. Howden lies three miles north of the town of Goole and has excellent connections to the M62 motorway and the River Ouse, both of which lie to the south of the town. Howden's nearest larger settlements are Doncaster (22 miles to the south west) and Hull (25 miles to the east). The Office of National Statistic (ONS) 2015 estimate indicated that Howden parish had a population of 4,325. A location map showing the main services and facilities within Howden is included as figure 2.1.
- 2.1.2. The main retail provision in Howden is centred on High Bridge, Market Place and Bridgegate. The Georgian town centre with cobbled streets and historic buildings is compact and attractive, providing a wide range of shops and services generally run by independent retailers. There is a Co-operative supermarket on the junction between Market Place, Bridgegate and St Helen's Square and a larger Co-op store on Charles Briggs Avenue just east of Hailgate. The larger supermarket was completed in 2009 and prior to this, Howden residents often travelled to Goole or Selby to do their main food shopping. The new Co-op store has therefore proved successful at retaining and boosting trade within Howden and encouraging new trips to the town.
- 2.1.3. A reasonable amount of residential development has taken place in the town in recent years primarily due to Howden's multi modal transport links and the attractive local environment. This has been accompanied by a high level of investment in commercial and industrial activity including the new Ozone Business Park to the south west of the town and the opening of major developments at Howden Dyke for online retailer E-buyer and Wren Kitchens. In 2003 the Press Association opened a new operations centre on Bridgegate employing several hundred people.
- 2.1.4. This new development complements existing larger employers in the area including the Howden Joinery Group site to the north of the town and the Boothfields Industrial Estate to the south, adjacent to the new Ozone site. The businesses have boosted the daytime economy of the town centre as staff purchase lunch from food outlets and goods from local shops.
- 2.1.5. The town centre is dominated by the impressive Grade I listed Howden Minster. The Minster dates from the 12<sup>th</sup> century and although the majority of the structure has fallen into disrepair the western end continues to serve as the parish church for the area. The Minster is now under the stewardship of English Heritage who is overseeing a programme of renovation to the remains of the building.
- 2.1.6. The local environment is enhanced through the provision of a number of recreational open spaces including Ashes playing fields and Howden Marsh. The Marsh is a local nature reserve which comes right up to the edge of Saint John's



Street in the centre of the town. Many local people visit the Marsh to walk their dogs, go fishing, bird watch or simply to enjoy the surroundings, and the recently renovated boardwalk, funded by Howden Town Council, has greatly improved access to the area.

- 2.1.7. Howden is home to infant and junior schools which occupy neighbouring sites just off Hailgate, and a secondary school and technology college accessed from Derwent Road with over 700 pupils on roll. There is also a Medical Centre located on Pinfold Street which serves all of Howden and the surrounding area.
- 2.1.8. Howden town centre is designated as a conservation area which imposes stringent conditions on the type and character of any new development. The southern part of the town, together with most of the area to the east of the A614/A63, is defined as Flood Zone 3 (high risk). In 2007 dozens of properties in the town were flooded after a period of exceptionally high rainfall.
- 2.1.9. Further key trip generators in the town include:
  - The Shire Hall in the Market Place, which is a multi-functional building used for various classes and events, and
  - Howden Show, which includes a wide variety of stalls, shows and demonstrations and is held in July each year, attracting around 5,000 visitors










## 2.2 Future Development

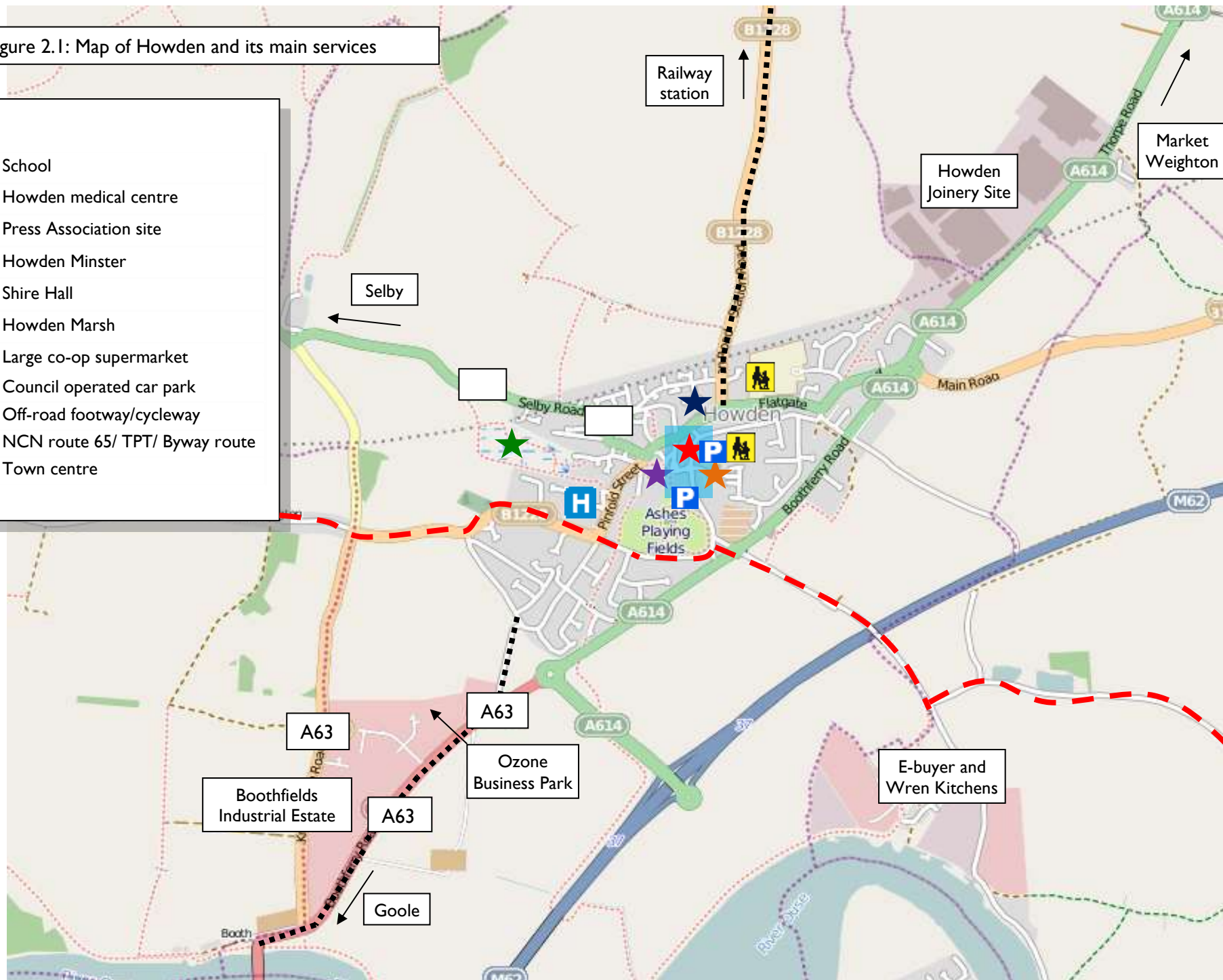
- 2.2.1. Howden is designated as a 'Town' in the East Riding Local Plan (2012-2029) and has a key role as a service, employment and transport hub for the surrounding villages and the rural hinterland. The East Riding Local Plan suggests that 3.4% of all new housing in the East Riding will be constructed in Howden over the 15 year Plan period, equivalent to 800 new dwellings, which would increase the size of the town by over 40%. It is essential that this new development can be accommodated without having an adverse impact on the existing transport network.
- 2.2.2. To address this requirement for new housing in Howden the East Riding Local Plan Allocations Document allocates five sites for residential development in the town, including a substantial site to the north of Shelford Avenue. This site already has planning permission for 630 houses and the development is also likely to include a link road with associated pedestrian and cycle facilities between Selby Road and Station Road. The remaining undeveloped land on the Ozone Business Park is allocated for employment development.
- 2.2.3. The Council's Highway Development Management Team will work with developers to ensure that new housing and employment development is well connected to the existing transport network and is accessible for local residents by sustainable modes of transport, particularly through the provision of good quality footway and cycle links.



Figure 2.1: Map of Howden and its main services

Key:

-  School
-  Howden medical centre
-  Press Association site
-  Howden Minster
-  Shire Hall
-  Howden Marsh
-  Large co-op supermarket
-  Council operated car park
-  Off-road footway/cycleway
-  NCN route 65/ TPT/ Byway route
-  Town centre



## 3 THE TRANSPORT NETWORK

### 3.1 Walking

- 3.1.1. Footways run throughout Howden town centre and link the main trip generators in the area. These are connected by a number of pedestrian crossing points. The town centre is flat and easy to navigate, and is within walking distance of most of the surrounding residential areas. Given the historic Georgian nature of the town centre many of the footways are narrow in terms of width and some streets in the town centre are cobbled. These may be difficult to navigate for those with mobility difficulties or with pushchairs.
- 3.1.2. The Council runs a 'Walking the Riding' website which contains details of over 300 walks across the East Riding. The site includes over 10 different walks starting in Howden. Howden is also the start point for the 'Howden 20' long distance walk which is signed from the town centre. Howden and Goole have an active ramblers group.

### 3.2 Cycling

- 3.2.1. Howden has a number of facilities to cater for both local and visiting cyclists including local cycle links and mapped cycle routes. The town and the surrounding villages are located on particularly flat land which lends itself well to cycling. Several schemes to improve the local cycle network in Howden have been implemented in recent years using Local Transport Plan funding. These include:
- Installation of an off road shared use footway/cycleway on the western side of the B1228 Station Road between the railway station and the A63;
  - Additional cycle parking at the railway station;
  - An off road cycle route along the A614 linking Goole and Howden; and
  - Introduction of a contra-flow cycle lane along Buttfield Road.
- 3.2.2. Several longer distance cycle routes run through Howden and the town is a popular stop off point for cyclists. These routes include National Cycle Network (NCN) route 65, which follows the B1228 from Knedlington, running along Treeton Road through the town and then along Howden Dyke Road (see figure 2.1). The same route also forms part of the Trans Pennine Trail, a coast to coast route linking Southport and Hornsea, and the National Byway Network. The NCN network, the Trans Pennine Trail and the National Byway routes are all clearly signposted.
- 3.2.3. Following the success of similar maps developed for other settlements in the East Riding, a leisure cycle map for Goole and the surrounding area was completed in 2013. The map shows six circular cycle rides of varying length and difficulty to cater for all ages and abilities, and two of the rides are based in Howden. The map has been well received by local residents and visitors to the area with several thousand maps distributed.
- 3.2.4. Secure cycle parking facilities are available at the Market Cross, provided by the Town Council, outside the customer service centre on Hailgate, on Market Place, at the large Co-op store and at Howden rail station.



### 3.3 Bus

- 3.3.1. There are numerous bus stops along the main roads in Howden, the majority of which are marked by a simple flag and pole. Most of the bus services which serve Howden are run by East Yorkshire Motor Services (EYMS) who are a local operator based in Hull.
- 3.3.2. There are direct services to Hull, Goole and Selby.

### 3.4 Community Transport

- 3.4.1. The Council supports several Community Transport schemes which provide a dial-a-ride service to ensure that those who cannot use conventional public transport can continue to access services. Goole GoFar is based in Goole but also serves Howden and the surrounding communities with financial support from Howden Town Council. The group currently manages eight vehicles. Goole GoFar also operates schools journeys, Mibus and Medibus services under a contract with East Riding of Yorkshire Council and the Howden Town bus service through a contract with Howden Town Council.

### 3.5 Rail

- 3.5.1. Howden railway station is located on the B1228 Station Road around 1.5 miles north of the town centre. The station was opened in 1840 as Howden and Bubwith and formed part of the Hull to Selby line. A second station, South Howden, was constructed several years later on the Hull to Barnsley line but the station was closed after services on the line ended in the 1950s.
- 3.5.2. The station is managed by Northern Rail although services operated by First Hull Trains and TransPennine Express also use the station. In 2015/16 Howden station had a footfall of 111,838, an increase on the previous year. Howden has the seventh highest footfall of the 20 stations in the East Riding.
- 3.5.3. Howden station has two platforms, both accessed via Station Road. Platform 1 is for westbound services to London, Selby, York and Leeds and platform 2 is for eastbound services to Hull. Both platforms have covered shelters with seating and secure cycle parking facilities and the station has a dedicated free car park with space for approximately 20 cars. The station car park is often at capacity and cars park alongside the B1228 and in the lanes around the station when there are no spaces available. There are currently no buses that serve the rail station and the nearest bus stop is in Howden town centre.
- 3.5.4. Howden is well connected to the rail network with direct services to London Kings Cross every two hours (operated by First Hull Trains), York every two hours (operated by Northern Rail), Hull every hour (also operated by Northern Rail) and two direct morning services to Leeds, Manchester and Liverpool (operated by First TransPennine Express). Numerous other services also serve Howden station with onward destinations requiring a change at Selby, York or Brough.

### 3.6 Road

- 3.6.1. Howden is located less than a mile from junction 37 of the M62 motorway, which provides easy access to Hull, Leeds, Manchester and the rest of the Strategic Road Network across the UK. The A614, which links the town to the M62 junction and to the neighbouring towns of Goole and Market Weighton, runs to the south and east of Howden and effectively forms the boundary to the town on this side. The A63 runs to the south and west of Howden and provides a local connection to Selby.

- 3.6.2. Many of the roads in the town centre are subject to a 20mph speed limit. Waiting restrictions on town centre roads were introduced in late 2012 to reduce congestion and queuing traffic in the area. A 7.5 tonne weight limit is also in force in Howden town centre which prohibits all heavy vehicles unless they are loading or unloading. There is a permitted HGV through route along Hull Road, Flatgate and Station Road (B1228) to allow HGVs to access Brighton Airfield and the CFS fertiliser and storage company, both of which are located to the north of Howden off the B1228.

### 3.7 Parking Provision

- 3.7.1. A parking study of Howden town centre was completed in 2004 in response to local concerns about a lack of available parking spaces in the town. The report showed that overall parking activity in the town centre was dominated by vehicles parking for more than six hours, and that compliance with short stay parking regulations was poor. There was a need to discourage long stay commuter parking in the town centre and to encourage turnover of spaces to support local economic vitality and viability.
- 3.7.2. As a result a Controlled Parking Zone (CPZ) was introduced in 2005. Residents and their visitors, guests staying in hotels or B&Bs and contractors or carers working within the CPZ are allowed to park for as long as they wish, provided they display a valid permit in their vehicle.
- 3.7.3. There are now two Council operated off street car parks in Howden, both of which have designated short stay and long stay sections. In addition to the Council operated car parks, the Co-op store on Charles Briggs Avenue has a 60 space car park with a two hour maximum stay.

### 3.8 Waterways

- 3.8.1. The tidal River Ouse lies approximately two miles south of Howden with wharves at Howden Dyke. The river is navigable and although it remains an important corridor for water based freight, the size and scale of the Ouse means that it is rarely used by leisure boats.

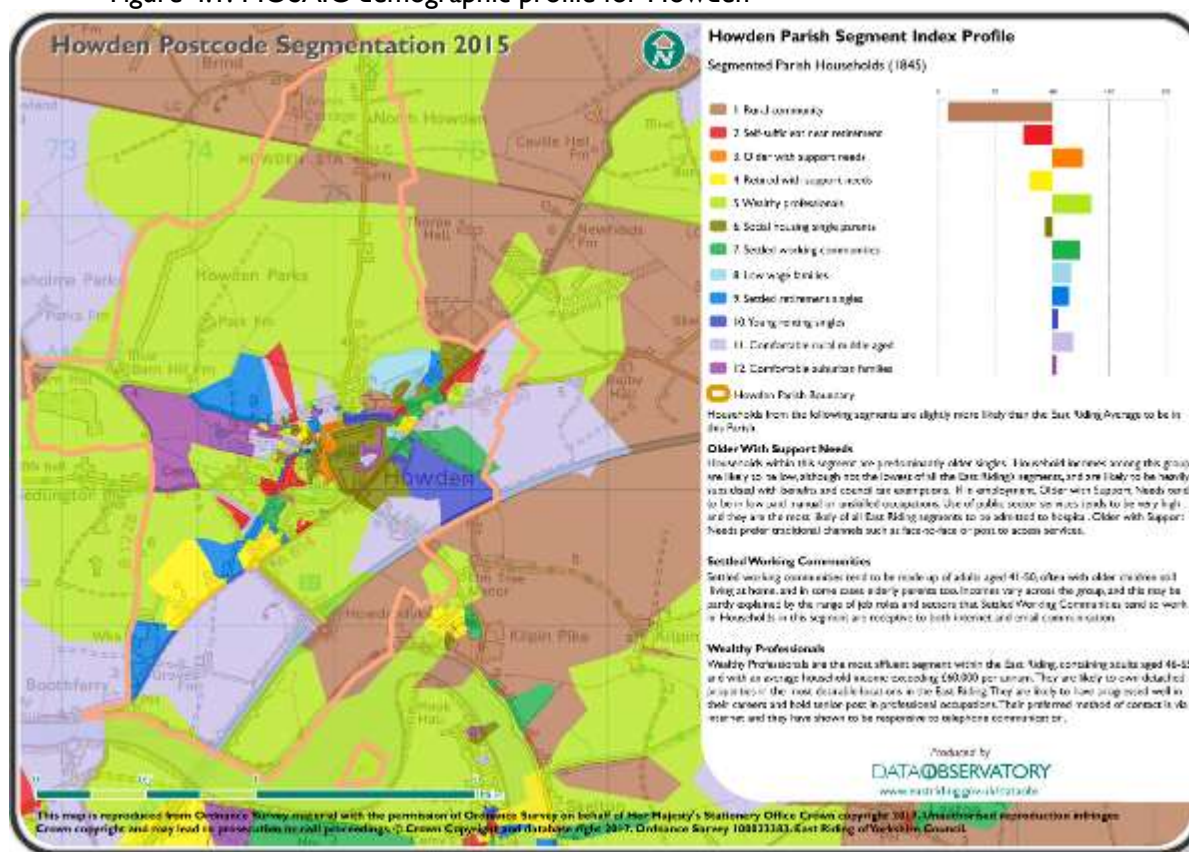
## 4 TRAVEL CONTEXT

### 4.1 Socio-Economic Composition

- 4.1.1. Howden has a population of 4,325 people (ONS, 2015). The town has a slightly lower proportion of residents of a pensionable age with 19.6% aged over 65 compared to 21.4% in the East Riding. Correspondingly Howden is home to a higher percentage of residents aged between 16 and 25 than the East Riding average.
- 4.1.2. Perhaps because of the relatively young local population a high percentage of Howden residents identify themselves as being in good health with only 4.5% of people stating they are in bad or very bad health compared to 5.4% in the East Riding and 5% nationally. Howden also has a higher number of people without a long term limiting illness or disability. This has positive implications in terms of encouraging more trips to be made on foot or by bike as most people's transport choices will not be limited by lack of mobility or poor health.
- 4.1.3. The Indices of Multiple Deprivation (IMD) (2015) shows that all of Howden is within the 50% least deprived in England. The area to the west of Howden which includes Knedlington and Barmby on the Marsh falls within the 20% least deprived areas in England, with the centre of the town within the 30% least deprived category. Unemployment rates are correspondingly relatively low with 1.8% of residents in Howden ward claiming jobseekers allowance (June 2013) compared to an average of 2.8% across the East Riding, and household incomes are above average.
- 4.1.4. MOSAIC is a demographic classification system for households in the UK. A MOSAIC profile has been produced for Howden (see figure 4.1).
- 4.1.5. This information is useful because it gives us a broad idea of the type of people that local transport schemes need to cater towards. For example, 'older with support needs' may require additional dropped kerbs and formal crossing points to increase their confidence when walking, whilst wealthy professionals may want to see additional local leisure cycle links.



Figure 4.1: MOSAIC demographic profile for Howden



## 4.2 Car Ownership

- 4.2.1. Car ownership levels in Howden are set out in table 4.1, which shows that 15.9% of households in Howden do not have access to a car or van. Car ownership levels in Howden are above the East Riding and national averages which reflects the relative affluence of the area and the high number of residents that travel longer distances to get to work. However, it is important that those households without a car or van have access to education, employment and other facilities through the provision and promotion of good quality sustainable transport links and services.

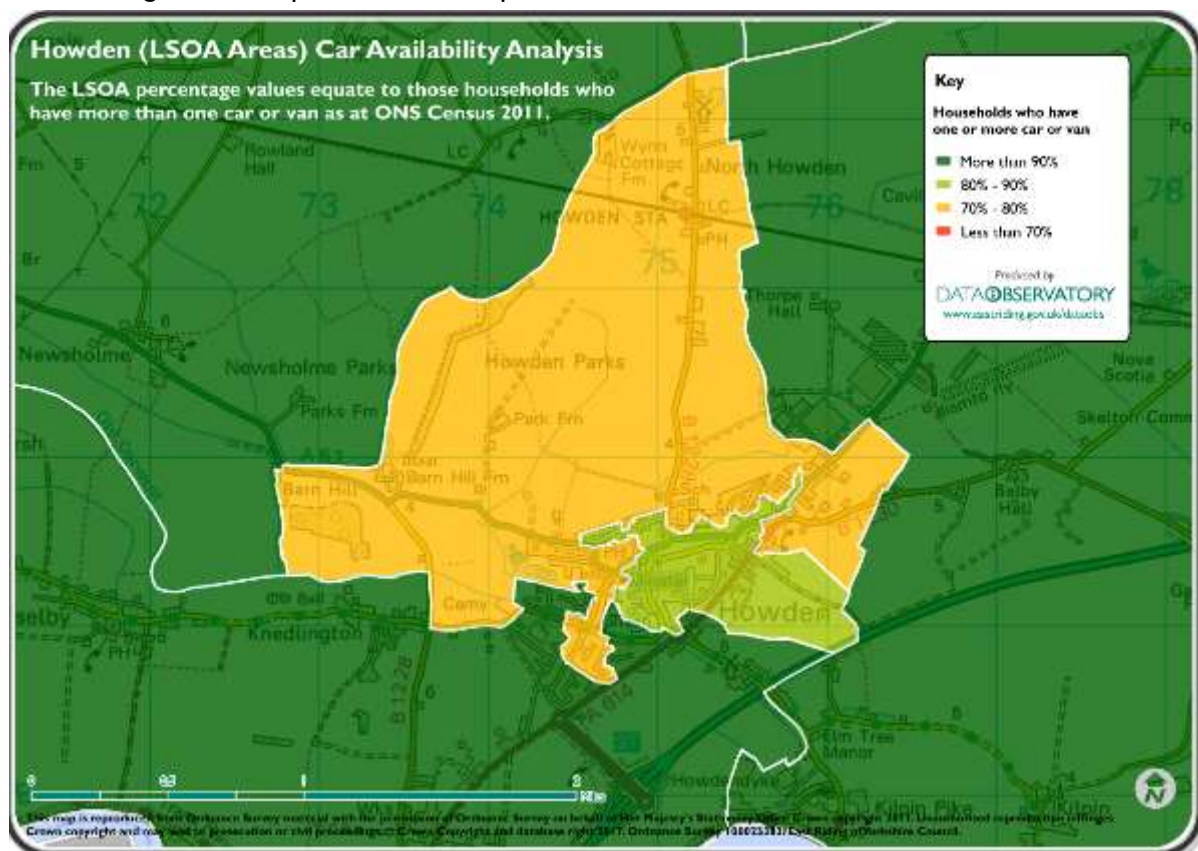
Table 4.1: Car ownership in Howden

	Howden Parish	East Riding of Yorkshire	England
No cars or vans in household (%)	15.9	17.6	25.8
1 cars or vans in household (%)	43.6	43.9	42.2
2 cars or vans in household (%)	31.8	29.6	24.7
3 cars or vans in household (%)	6.5	6.6	5.5
4 + cars or vans in household (%)	2.1	2.3	1.9

- 4.2.2. Car ownership data can be mapped by lower super output area (see figure 4.2). This shows the generally high level of car ownership throughout the area. It is important to ensure that all households, particularly those in areas where car ownership is lower, are able to access high quality and safe walking and cycling routes.



Figure 4.2: Map of car ownership levels in Howden



## 4.3 Travel to Work

- 4.3.1. The way in which Howden residents travel to work is set out in table 4.2. Howden is unusual in that it is one of the few places in the East Riding where commuting by car reduced over the ten year period between the 2001 and 2011 census, from 70.2% to 69.3%. This is particularly surprising given the higher than average levels of car ownership in the area.
- 4.3.2. It appears that residents are increasingly choosing to travel by train or on foot as an alternative to driving to work, as commuting levels using these two modes have risen over the same ten year period. The percentage of Howden residents walking to work is particularly high at 15.7%, significantly above the East Riding and national average of 10.7%. However, the census data also shows that the proportion of Howden residents commuting by bike has reduced over the decade.

Table 4.2: Method of travel to work by Howden residents

	Howden Parish (2001)	Howden Parish (2011)	East Riding of Yorkshire	England
Work mainly from home (%)	8.7	6.5	6.2	5.4
Bus (%)	1.6	0.9	2.8	7.5
Train (%)	1.4	2.2	1.4	5.3
Car (driver or passenger), van, motorcycle or taxi (%)	70.2	69.3	74	63.4
Bicycle (%)	6.9	4.6	3.8	3

On foot (%)	10.7	15.7	10.7	10.7
Other method of travel to work (%)	0.5	0.8	0.9	0.6

- 4.3.3. The census does not capture data on walking or cycling for leisure purposes although Howden's location on a number of longer distance walking and cycling routes means that the town is a popular base for these activities. This strategy's primary aim is to encourage commuters to consider modal shift away from single occupancy car travel but often the first step is to support people to walk or cycle as a leisure activity which is then transferred to their daily commute. We will therefore work closely with local stakeholders throughout the development and implementation of this strategy to ensure that leisure walking and cycling continues to be promoted in the Howden area.

## 4.4 Workplace Location and Distance to Work

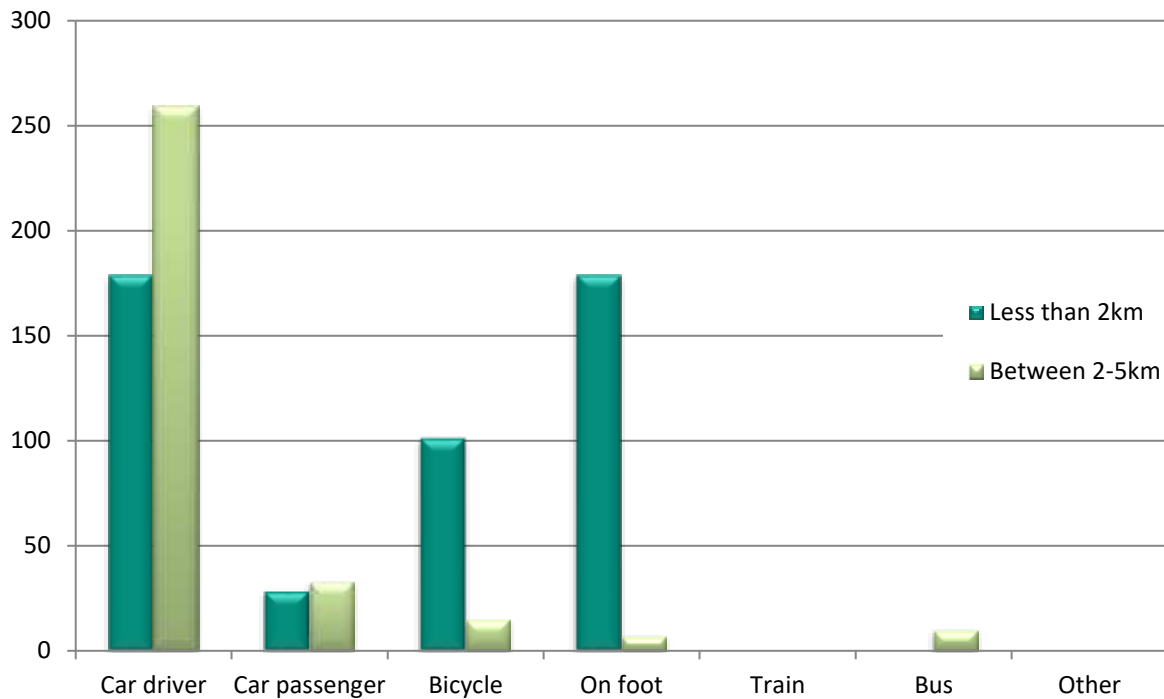
- 4.4.1. Unfortunately information on distance travelled to work and on workplace locations was not included in the 2011 census and only historic data from 2001 is available. (See table 4.3). Whilst dated, this shows that a high proportion of residents work in the local area, within a reasonable walking or cycling distance.

Table 4.3: Place of work of Howden ward residents (2001)

Workplace	No. people (% of total)
Howden	33.3%
Howdenshire	11.5%
Goole South	11.4%
Other East Riding wards	17%
Selby	6.6%
Hull	5.4%
Leeds/York/Doncaster/other areas	14.8%

- 4.4.2. The data also shows that 25% of Howden residents travel less than 2km (1.2 miles) to get to work and over 12% of Howden residents travel between 30km and 40km (18 to 24 miles) to reach their place of work. This corresponds with the figures in table 4.3 and demonstrates that there are a high number of people both living and working in Howden, but also a considerable number that travel further afield to work at sites along the M62/A63 corridor and to other settlements in East Riding and beyond.
- 4.4.3. When the data is examined in more detail it shows that travel patterns vary according to the distance travelled to work (see figure 4.3). Even though a high proportion of people both live and work in Howden, 37% of those who commute for less than 2km choose to drive to their workplace (179 people). Nearly 80% of people travelling between 2km and 5km to work choose to drive, a distance that the Department for Transport states 'could easily be walked or cycled' (Creating growth, cutting carbon white paper, 2011). The compact nature of the town and good quality footway and cycle infrastructure offer significant potential to encourage more Howden residents to walk and cycle, where possible, as an alternative to driving to work.

Figure 4.3: Mode of transport and distance travelled to work for Howden residents



## 4.5 Key Challenges

- 4.5.1. Overarching transport challenges for the East Riding are set out within the LTP Strategy. However, a number of local challenges for Howden have been identified through this LCWIP. The key transport challenges for Howden are as follows:
- A significant proportion of Howden residents (37%) travel less than 2km to their place of work but choose to drive for this short distance.
  - A high proportion of Howden residents (80%) travel between 2km and 5km to their place of work but commute by car.
- 4.5.2. Addressing these two key challenges for Howden and encouraging residents to commute for short distances using active travel modes will help to reverse the decline in the number of people cycling to work. Reducing the reliance of local residents on travelling by car for short local trips will also support the existing high numbers of people walking to work in the Howden area, either directly to their place of work or to link into rail or bus services.
- 4.5.3. Providing high quality and safe walking and cycling links to encourage modal shift will also ensure that households without a car or van can continue to access local services.

## 5 DEVELOPING CYCLING AND WALKING NETWORKS

### 5.1 Potential for Walking and Cycling

- 5.1.1. Given Howden's distance from other towns and employment opportunities, other than Goole, it is reasonable to assume that the potential for walking and cycling will be limited to those working in this area and those who can walk or cycle to access public transport provision for destinations further afield.
- 5.1.2. The existing attractors described in the sections above and the current and proposed residential development provide the basis for developing walking and cycling networks which will support latent demand.

### 5.2 Developing a Cycling Network

- 5.2.1. To assist in the development of a Cycling Network, aid the prioritisation of improvements, and inform management of the cycle infrastructure, the Council has categorised the public highway establishing a cycle category.
- 5.2.2. This uses a series of selected Origins & Destinations as well a route criteria to provide clear determination of the cycle category along 'desire line'. East Riding has expanded on DfT's guidance to provide a four category hierarchy shown below:

Figure 5.1: Cycle Network Hierarchy

Category	Cycle Route Hierarchy	Hierarchy Use (General Description)
1	Primary Cycleway	High flows of cyclists are forecast along desire lines that link large residential areas to trip attractors such as a town or city centre. All routes within the Haltemprice Settlements, Principal Towns and Towns as set out within the Local Plan (DS1, DS2, DS3)
2	Secondary Cycleway	Medium flows of cyclists are forecast along desire lines that link to trip attractors such as schools, colleges and employment sites. All routes within Haltemprice Settlements, Principal Towns and Towns as set out within the Local Plan (DS1, DS2, DS3)
3	Link Cycleway	Medium flows linking cycleways from primary to key services within cycling distance to settlements with population greater than <b>500</b> within 5 miles. All routes must originate from within Haltemprice Settlements, Principal Towns, Towns, Rural Service Centres and Primary Villages as set out within the Local Plan
4	Local Cycleway	All other footways associated with low usage, short estate roads to the main routes and cul-de-sacs.

- 5.2.3. The cycleway network definitions have been expanded to include the size of settlement which may attract the desired trafficking. For the purposes of categorisation, a distance of 5 miles has been considered an acceptable distance for cycling.
- 5.2.4. East Riding have included an additional Category of 'Link Cycleway' to establish connectivity to satellite settlements around the key towns. Settlements with a population less than 500 have been considered too small to attract a significant level of cycling.
- 5.2.5. In determining appropriate routes between origin and destinations, as well as directness of route, the following factors were considered:
- Attractiveness
  - Comfort
  - Safety
  - Coherence
- 5.2.6. Origins and Destinations have been developed using a hierarchy of location data. The destinations use definitions developed for the footway hierarchy. This uses attributes of the Local Land & Property Gazetteer to place a destination into one of the categories shown in Figure 5.2.

Figure 5.2: Hierarchy of Location

Place Score	Name	Description
A	International	Site that attracts significant traffic internationally e.g. docks or airports.
B	National	The location is considered to be an attractor of national importance, attracting journeys from across the UK. This is limited to Hospitals and Transport Hubs such as Bus & Rail Stations
C	Regional	The location is considered to be an attractor of regional importance, attracting journeys from across the East Riding. This includes areas of education, leisure facilities, retail parks, industrial estates and car parks.
D	Local	The location is considered to be an attractor of local importance, generating a small number of journeys predominantly local. This includes small commercial properties, retail, dentists, surgeries and bus stops.

- 5.2.7. Routes connecting to Cat D sites will only be considered for a higher cycleway category where 4 or more sites are located within 200m.
- 5.2.8. Routes will be developed to ensure that a minimum of a link cycleway is within 400m of all residential properties within the Haltemprice Settlements, Principal Towns and Towns as set out within the Local Plan (DS1, DS2, DS3).

- 5.2.9. East Riding Council has also used the DfT's Propensity to Cycle Tool (PCT) to identify routes with potential high use. Routes with a predicted flow of over 500 cyclists per day using the LSOA Government Target Scenario have been given at least a category 3 status.
- 5.2.10. The PCT provides a scenario based approach to cycle planning, allowing users to visualise potential growth in cycle commuter trips based on cycling levels recorded in the 2011 census. A number of different scenarios are available to generate possible outcomes which can be presented in area or route format, each indicating potential cycling commuter growth <http://pct.bike/>
- 5.2.11. The tool has the ability to generate a cycling route network, with thicker lines indicating routes with higher commuter cycling potential. This can then inform investment prioritisation. However, the Council's Cycle Network Hierarchy and up to date local knowledge is crucial in correctly reinterpreting the data provided by the model.
- 5.2.12. Starting with the PCT 'government target' scenario as described in Section 1 and focussing on the 'route network' output, officers from the Transport Policy and Highways Asset Management teams used the CNH and current information on origins and destinations within the town to develop a draft network. This work was informed by the economic and demographic data set out earlier in this report.
- 5.2.13. Local stakeholders were then consulted, as described in Section 6, to ensure that a wide knowledge base was built into a final cycling network.. A map is appended as Appendix A showing the results.
- 5.2.14. The consultation process also helped to identify potential key, affordable schemes on these routes. These schemes were then prioritised based on probable demand, partially identified by the PCT, and using the Council's prioritisation process described in the LTP Implementation Plan. The programme is shown in Section 8.

### 5.3 Developing a Walking Network

- 5.3.1. The mapping of walking trip generators and identification of Core Walking Zones as recommended in DfT guidance is already part of the process of managing the highway asset. This is necessary to develop a hierarchy of footways to help prioritise maintenance investment. The process is responsive with regular review as described in the Council's Transport Asset Management Plan and corresponds with the process and categorisation shown in "Well Managed Highway Infrastructure: A Code of Practice" published in October 2016.
- 5.3.2. Previous work on walking routes, using a 'link and place' approach to categorise footways within Howden for maintenance purposes, has been further developed to identify a priority network for investment in pedestrian facilities.
- 5.3.3. Following national guidance, footways are prioritised based on their purpose in a process developed as part of the Council's Transport Asset Management Plan. The footway categories based on this prioritisation are set out in Figure 5.3. Using this as a basis, current information on origins and destinations within the town was used to develop a prioritised footway network. This work was informed by the economic and demographic data set out earlier in this report.
- 5.3.4. Figure 5.3: Hierarchy of Footways



Category	Footway Hierarchy	Hierarchy Use (General Description)
1	Primary Walking Route	Busy urban shopping and business areas, and main pedestrian routes, linking interchanges between different modes of transport, such as railway and bus stations. All routes within the Haltemprice Settlements, Principal Towns and Towns as set out within the Local Plan
2	Secondary Walking Route	Medium usage routes through local areas feeding into primary routes, local shopping centres, large schools and industrial centres etc. All routes within Haltemprice Settlements, Principal Towns and Towns as set out within the Local Plan
3	Link Footway	Linking footways from urban centres to key services within walking distance. All routes within Haltemprice Settlements, Principal Towns, Towns, Rural Service Centres and Primary Villages as set out within the Local Plan
4	Local Access Footway	All other footways associated with low usage, short estate roads to the main routes and cul-de-sacs.

- 5.3.5. The footway network for Howden showing categories and therefore overall priorities for investment is shown in Appendix B.
- 5.3.6. Following consultation with local stakeholders these routes were then assessed using the Walking Route Audit Tool described in Annex C of DfT's "Local Cycling and Walking Infrastructure Plans: Technical Guidance" published in April 2017. Routes scoring less than 70% in this process, and therefore needing improvement, were prioritised for the development of schemes.
- 5.3.7. Alongside the Walking Route Audit Tool, the consultation process helped to identify potential key, affordable schemes on these routes. These schemes were then prioritised based on the Council's appraisal process described in the LTP Implementation Plan to create a three year funded programme. The programme for Driffield is shown in Section 8.

## 6 CONSULTATION

- 6.1.1. Local stakeholders were consulted in the development of each of the LCWIPs. This ensured that local knowledge and expertise on transport issues in each area was fed into the plan, and that any schemes included within the programme were locally acceptable and deliverable.
- 6.1.2. The consultation process for the Howden LCWIPS was undertaken in two stages. Firstly, stakeholders were asked to comment on the content of the plan and the proposed walking and cycling route networks, and to suggest any potential improvements to the walking and cycling networks identified that they would like to be considered for appraisal and prioritisation. Stakeholders included the local Ward Members, the Town Council, internal Council departments and the emergency services. Meetings were held with each stakeholder group if required to discuss the strategy and potential schemes. This first stage was completed in autumn 2017.
- 6.1.3. Secondly a final version of the Howden LCWIPs, including a prioritised list of schemes for implementation in 2018/19-2020/21, was circulated to all stakeholders in November 2017. The final version of the individual LCWIP was then formally signed off by the Town Council.
- 6.1.4. A summary of this consultation process outlining the input received from local stakeholders is set out in table 6.1 below.

Table 6.1: Consultation process for the Howden LCWIP

Date	Stakeholders	Contact	Feedback
<b>Phase 1</b>			
External Stakeholders			
	Ward member for Howden Ward	Draft Howden LCWIP sent by email for comment and scheme suggestions	
	Howden Town Council	Draft Howden LCWIP sent by email for comment and scheme suggestions	
	Humberside Police	Emailed offering meeting	
Internal Stakeholders			
	Area Engineer	As above	
	Traffic and Parking	As above	
	Countryside Access	As above	
	Civil Engineering Services	As above	
	Forward Planning	As above	
<b>Phase 2</b>			
External Stakeholders			
	Ward member for Howden Ward	Final Howden LCWIP sent by email for comment	
	Howden Town Council	As above	
Internal Stakeholders			

## Howden Local Cycling and Walking Infrastructure Plan (2018-2029)

Area Engineer	Final Howden LCWIP sent by email for comment
Traffic and Parking	As above
Countryside Access	As above
Civil Engineering Services	As above
Forward Planning	As above

## 7 POTENTIAL WALKING AND CYCLING SCHEMES

### 7.1 Scheme Identification

- 7.1.1. The three year programme for the Howden LCWIP sets out a number of small scale walking and cycling schemes for the area which will be implemented between 2018/19 and 2020/21. Based on the routes identified in the process described in Section 5, an initial long list of potential schemes was developed following input from various sources, including:
- Suggestions submitted by members of the public, Council officers or other stakeholders.
  - Suggestions from Ward Members, the Town Council, and Council officers through part one of the consultation process outlined in Section 6.
- 7.1.2. When suggesting schemes stakeholders were asked to consider the priority routes identified and the overall budget for the Howden LCWIP derived from the Integrated Transport Block Grant issued to local authorities to support their LTP. This is approximately £120,000 in total over the three year implementation period. This funding is capital funding, which means it can only be used for infrastructure improvements (rather than covering things like staff time or events).
- 7.1.3. Any major schemes identified which were beyond the scope of LTP funding will be considered for additional future funding opportunities.

### 7.2 Scheme Appraisal

- 7.2.1. In developing the three-year delivery programme for the LCWIP a large number of potential schemes have been identified. To assess and prioritise these schemes the Council has developed a comprehensive appraisal framework, described in detail in the LTP Implementation Plan, which considers each scheme in terms of benefits (contribution to achieving the LTP objectives and tackling the key priorities) and affordability.
- 7.2.2. Each of the schemes was appraised and prioritised to assess their value for money and relevance to increasing walking and cycling to ensure that they provide maximum benefits for local residents. The final list of prioritised schemes is shown in Section 8.

## 8 IMPLEMENTATION PLAN

8.1.1. As described in Section 7, the Implementation Plan for the Howden LCWIP covers the three year period 2018 to 2021. Following appraisal the prioritised schemes were developed into a programme of works, shown in table 8.1.

Table 8.1: Prioritised list of LCWIP schemes for Howden

Howden Schemes	Scheme Origin	Programme Year	Notes
Zebra crossing on Hailgate near to Customer Service Centre	Town Council	2019-20	
Gateway traffic calming features on main road entries to the town	Resident	2020-21	
Dropped kerbs and tactile paving in the wider area to improve accessibility	Area Engineer	2019-20	
Appropriate pedestrian crossing facilities on Bridgegate between Station Rd and Minster Court	Town Council	2018-19	
Review priorities and traffic calming features on Shelford Avenue between Willerby Drive and Selby Road.	Town Council	2019-20	
Footway on Charles Briggs Avenue from Elizabeth Homes	Town Council	2020-21	
New footway on east side of A63 at Knedlington cross-roads.	Traffic and Parking	2018-19	

## 9 MONITORING AND KEY OUTCOMES

- 9.1.1. In order to assess whether the LCWIP is effective and to determine its contribution towards meeting the six LTP objectives and government walking and cycling targets a monitoring framework has been developed. The level of monitoring is proportionate to the budget and type of schemes set out within this strategy, and monitoring will also be undertaken through the other LTP strategies and other areas of our work.
- 9.1.2. In the national CWIS the government has set the following objectives for 2025:
- Double cycling based on 2013 levels;
  - Increase walking activity;
  - Increase the percentage of children age 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.
- 9.1.3. A number of outcome indicators have also been developed for the Howden LCWIP (see table 9.1). These will generally be monitored using existing sources of data. The outcome indicators are closely linked to the objectives and will be influenced by the delivery of the LCWIP.

Table 9.1: Outcome indicators for the Howden LCWIP

Indicator	Desired direction of travel	Data source
Percentage of people walking to work	Increase	2021 census
Percentage of people cycling to work	Increase	2021 census
Percentage of pupils age 5 to 10 usually walking to school	Increase	Annual survey





# Howden Cycleway Hierarchy

## Cycleway Hierarchy

- Cat 1 - Primary Route
- Cat 2 - Secondary Route
- Cat 3 - Link Cycleway
- Cat 4 - Local

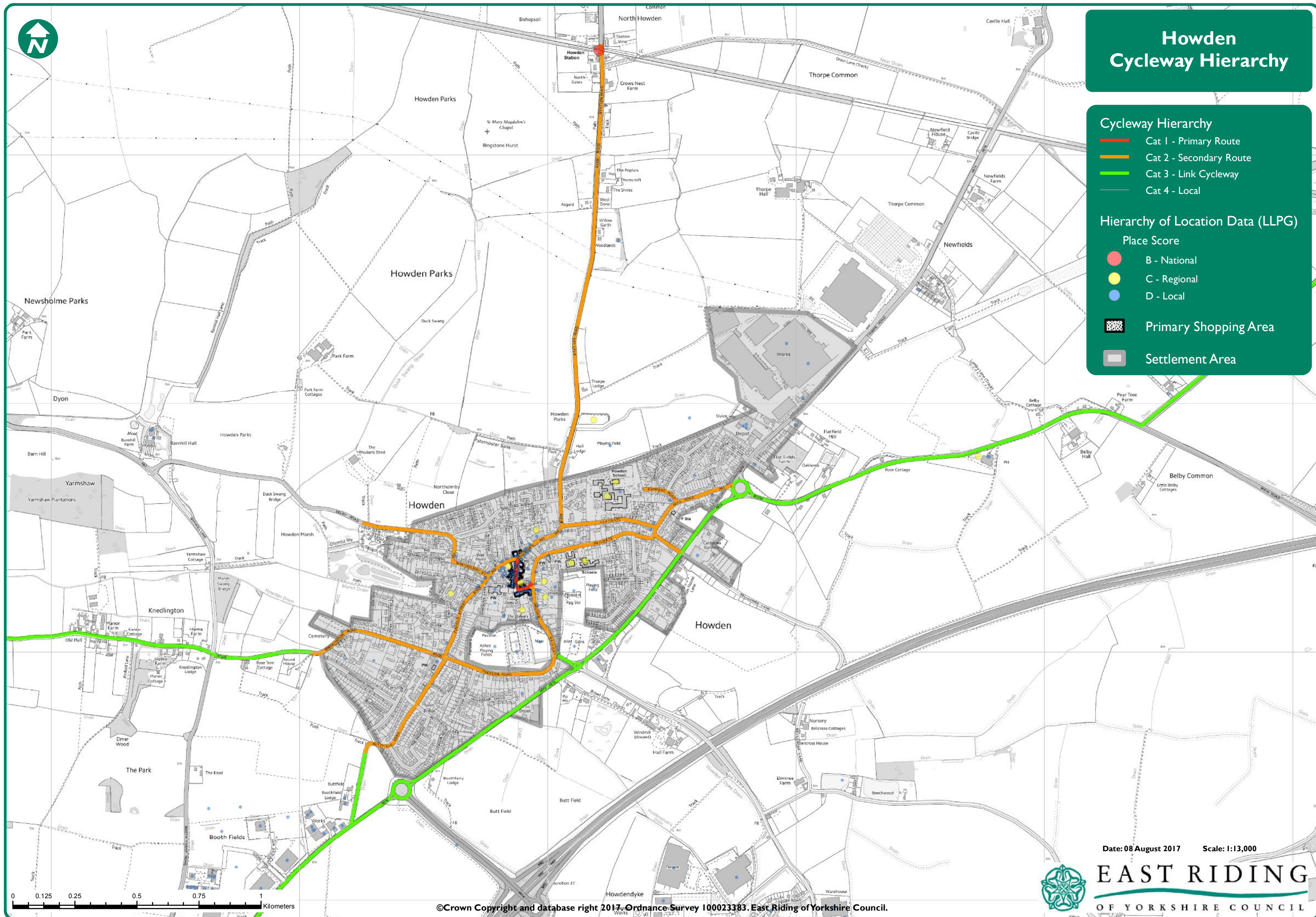
## Hierarchy of Location Data (LLPG)

### Place Score

- B - National
- C - Regional
- D - Local

Primary Shopping Area

Settlement Area



Date: 08 August 2017 Scale: 1:13,000



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## Howden Footway Hierarchy

### Footway Hierarchy

- 1 - Primary Route
- 2 - Secondary Route
- 3 - Link Footway
- 4 - Local Access Footway

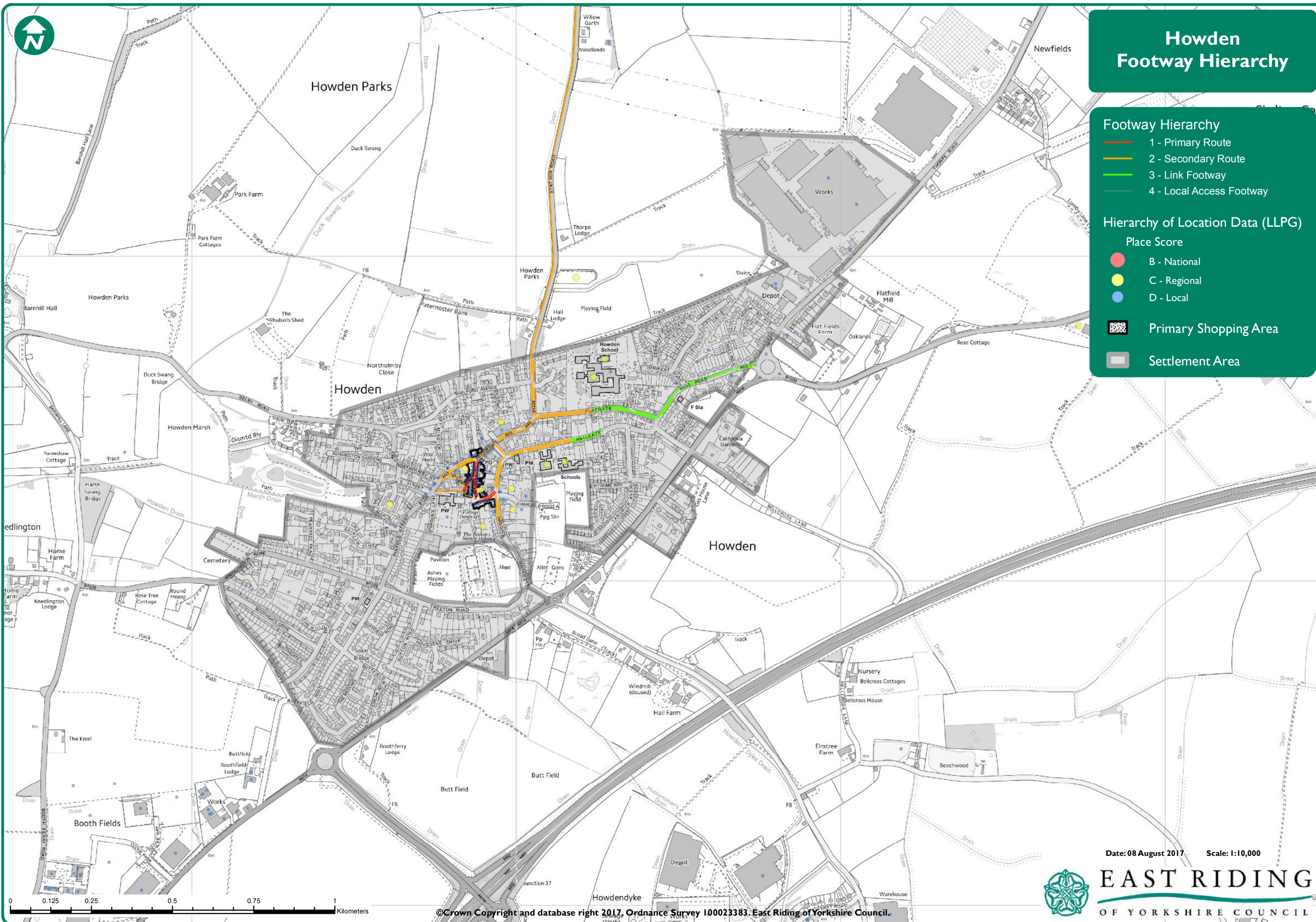
### Hierarchy of Location Data (LLPG)

#### Place Score

- B - National
- C - Regional
- D - Local

Primary Shopping Area

Settlement Area



Date: 08 August 2017 Scale: 1:10,000



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