



EAST RIDING
OF YORKSHIRE COUNCIL

Draft

Third Local Transport Plan Strategy (2011-2026)



Annex E

Pocklington Transport Strategy



Executive Summary

Local Transport Projects (LTP) Ltd has been commissioned by East Riding of Yorkshire Council (ref. Ian Burnett) to undertake a transport study of the Pocklington settlement with a view to producing a Transport Strategy for the town.

Transport Strategies are to be prepared for the Major Haltemprice Settlements (Anlaby/Willerby/Kirk Ella, Cottingham and Hessle), the four Principal Towns (Beverley, Bridlington, Driffield and Goole) and the seven Local Service Centres (Elloughton/Brough, Hedon, Hornsea, Howden, Market Weighton, Pocklington and Withernsea) within the East Riding as identified within the Council's emerging Local Development Framework. These Transport Strategies will form an integral role in the preparation and delivery of the Council's third Local Transport Plan (LTP3).

The Pocklington Transport Strategy will:

- Identify the existing transport situation within the town, including pedestrian, cycle and public transport provision;
- Analyse travel to work and other relevant demographic data;
- Undertake a 5-year road casualty study of the settlement to determine collision clusters and road safety issues; and
- Consult widely with all key stakeholders to gain local insight into transport issues and potential improvement options and to ensure ownership of the subsequent action plan.

The above processes will allow the key transport issues within the town to be identified and grouped under relevant headings. In response to the identified key challenges and issues a range of potential options and schemes are to be outlined, which will help address the existing problems and also contribute towards the delivery of LTP3 goals and objectives. The potential options and schemes will range from comprehensive improvement projects to smaller-scale initiatives and have been grouped into a number of different categories.

Utilising a comprehensive appraisal framework, these schemes have been appraised in terms of benefit (contribution towards tackling the prioritised challenges and meeting the LTP3 goals and objectives) and affordability to identify their value for money. Recommendations have been made as to how the schemes should be prioritised within the LTP3 Implementation Plan.





Chapter 1 Introduction

Background

- 1.1 Local Transport Projects (LTP) Ltd has been commissioned by East Riding of Yorkshire Council (ref. Ian Burnett) to undertake a transport study of the Pocklington settlement with a view to producing a Transport Strategy for the town.
- 1.2 Transport Strategies are to be prepared for the Major Haltemprice Settlements (Anlaby/Willerby/Kirk Ella, Cottingham and Hessle), the four Principal Towns (Beverley, Bridlington, Driffield and Goole) and the seven Local Service Centres (Elloughton/Brough, Hedon, Hornsea, Howden, Market Weighton, Pocklington and Withernsea) within the East Riding as identified within the Council's emerging Local Development Framework. These Transport Strategies will form an integral role in the preparation and delivery of the Council's third Local Transport Plan (LTP3).
- 1.3 The Council's emerging Local Development Framework (LDF) includes policies that encourage new development where it helps to expand and protect integrated, safe and attractive public transport, cycling and footpath networks. The LDF's Preferred Approach Core Strategy also includes a sustainable transport policy, which encourages development where it will bring forward transport infrastructure to facilitate its development. Options that are developed through the LTP3 process as part of the Individual Transport Strategies provide a framework for the delivery of these LDF policies.
- 1.4 In order to ensure the effective delivery of these LDF policies, appropriate schemes that are developed as part of the Individual Transport Strategies, but are not prioritised for delivery in the LTP3 Implementation Plan, will be fed through to the Forward Planning and Development Management sections at the Council. These schemes will then be considered for funding through developer contributions. It is acknowledged that there will be significant competition for funding from future development to provide infrastructure. However, the inclusion of schemes developed through the Individual Transport Strategies will help to ensure a truly integrated approach to sustainable transport infrastructure provision in the Major Haltemprice Settlements, Principal Towns and Local Service Centres.

Scope and Study Structure

- 1.5 The structure of the Pocklington Transport Strategy is as follows:
 - **Existing Situation** – The study area and details of pedestrian, cycle and public transport provision are outlined. Settlement demographics are discussed and details of previous and proposed transport improvements in the area are provided;
 - **Road Casualty Study** – Road casualty data for the settlement over a five year period (01/10/04-30/09/09) was analysed to determine whether any accident clusters or road safety issues are present within the settlement;
 - **Consultation** – Stakeholder and public consultation has been undertaken in order to gain a local perspective on transport issues and potential improvement options. The consultation has provided a greater understanding of local issues and provided confidence that the study recommendations are deliverable and locally acceptable;



- **Key Issues/Challenges** – The key issues/challenges within the settlement have been identified through site assessments, data analysis and consultation with key stakeholders. The main issues have been grouped under relevant headings;
- **Options Appraisal** – A series of potential options and schemes have been considered and assessed with the aim of addressing the identified transport and road safety issues/challenges, in particular the concerns raised by stakeholders. The schemes have then been appraised in accordance with the LTP3 Appraisal Framework; and
- **Conclusions and Recommendations** – The relevant study conclusions and recommendations are outlined.

LTP3 Goals and Objectives

1.6 The Transport Act 2000 provided local authorities with a statutory duty to produce Local Transport Plans. East Riding of Yorkshire Council is currently preparing LTP3, which will replace LTP2 on 1 April 2011. LTP3 is being developed through extensive consultation and in partnership with key local stakeholders, particularly through the Local Strategic Partnership (LSP), helping to shape the plan and providing local representatives with a genuine opportunity to influence the development and delivery of LTP3. The Government Office for Yorkshire and the Humber (GOYH) rated the Council's LTP2 as "excellent"; this was the only "excellent" rated LTP in the Hull and Humber Ports City Region.

1.7 The DfT has clearly identified the two key overarching priorities for the new Coalition Government⁽¹⁾. These are to help stimulate economic growth and to help tackle carbon emissions. However, it is also important to acknowledge that other core priorities identified in LTP2, in particular improving road safety and accessibility, are still of paramount importance for the East Riding of Yorkshire. The Council has therefore identified the following four overarching goals for LTP3:

- Support economic growth;
- Reduce carbon emissions;
- Improve road safety; and
- Improve accessibility.

1.8 Aligned with the LTP3 goals, the Council has developed the following eight strategic LTP3 objectives:

Objective 1	Improve the maintenance and management of the transport network, making the most efficient use of existing resources
Objective 2	Minimise traffic congestion, particularly in urban areas and inter urban connections
Objective 3	Support sustainable economic regeneration and growth
Objective 4	Support a low carbon transport system and more sustainable travel behaviour
Objective 5	Improve road safety to make travel safer for all users, and increase personal and community safety for everyone
Objective 6	Support and encourage healthy lifestyles

¹ See letter to all Local Authorities from Nick Bisson, Director, Regional and Local Transport Policy, DfT, dated 09/08/10



Objective 7	Improve access to key services
Objective 8	Protect and enhance the quality of the environment

1.9 The role of LTP3 is to aid in the delivery of these four LTP3 goals and the eight strategic LTP3 objectives, while ensuring that transport contributes towards a better quality of life for all residents, employees and visitors to the East Riding. Given the current economic climate, LTP3 will have a strong focus on partnership working and collaboration with key stakeholders, ensuring schemes and initiatives delivered during the Plan period offer the best value for money.

1.10 LTP3 is to comprise a long-term Strategy (2011-2026) with an accompanying shorter-term Implementation Plan (2011-2016) to action and deliver the recommendations made within the Strategy. LTP3 is to be delivered through the following individual strategies and subsequent schemes.

Figure 1.1 The Key Individual LTP3 Strategies



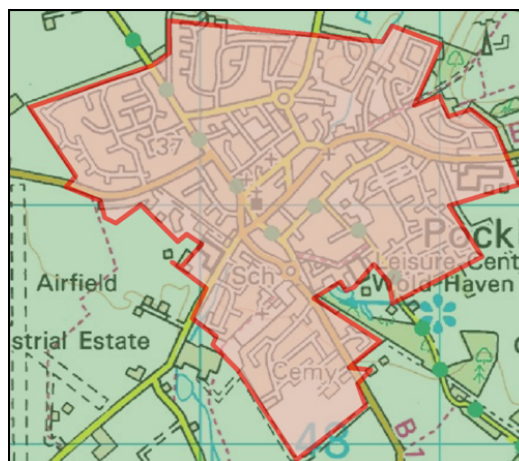


Chapter 2 Existing Situation

Study Area Description

- 2.1** Pocklington is a small market town located approximately 13 miles east of York and occupies an important Local Service Centre role serving a large rural area. The town is located approximately one mile north of the A1079 York to Hull road. The town is served by two primary schools, a secondary school and also a private day/boarding school. Pocklington Market operates from the town centre on Tuesdays. South of the town centre a former RAF Airfield has three runways and is occasionally used by gliders and hot air balloonists.
- 2.2** The town has a historic centre which contains a large mix of shops (many independent and specialist shops), services and leisure facilities. The vibrancy of Pocklington was recognised in the Council's 2009 retail assessment which ranked Pocklington as the joint second best performing retail centre in the East Riding.
- 2.3** In addition to good levels of employment within the town centre a large proportion of local employment opportunities are provided outside of the town's urban area. Access to Pocklington Industrial Estate and Allertorpe Business Park, which support a large number of businesses, is provided from the A1079. Located immediately east of Pocklington Industrial Estate is the 'BroadHelm Park' site which is a 22 acre site with outline planning consent obtained for a range of uses including offices, trade park, industrial, distribution and hotel with associated leisure use. Access to this site would be directly from the A1079 and would involve the re-routeing of Hodsow Lane, providing direct access from the park to Pocklington town centre.

Figure 2.1 Pocklington Urban Area



Demographics

- 2.4** The demographic can reveal a lot about traffic/transport issues in an area and also whether potential traffic solutions are likely to be suitable for the local population. The 2001 National Census data has been used with the key data extracted in the Tables below. Comparisons have been made between Pocklington and the East Riding area as a whole.



Table 2.1 Population Structure

Demographic	Pocklington	East Riding
Total Population	7,632	314,113
Aged 0 – 15 (%)	1,545 (20.2%)	(18.8%)
Aged 16 – 24 (%)	727 (9.5%)	(9.1%)
Aged 25 – 44 (%)	2,085 (27.3%)	(26.2%)
Aged 45 – 64 (%)	1,843 (24.1%)	(27.5%)
Aged 65+ (%)	1,432 (18.8%)	(18.4%)

2.5 Pocklington has a marginally younger population than the East Riding average (57% of people are aged 44 years or less compared to Local Authority average of 54.1%).

Table 2.2 Employment

Demographic	Pocklington	East Riding
Economically active – <i>Employed</i> (proportion of residents aged 16 to 74)	3,583 (66.8%)	(61.5%)
Economically active – <i>Unemployed</i> (proportion of residents aged 16 to 74)	103 (1.9%)	(3%)
<i>Economically inactive</i> (proportion of residents aged 16 to 74)	1,577 (29.4%)	(33.3%)

2.6 A greater proportion of people are economically active within Pocklington compared to the East Riding average.

Table 2.3 Income and Car Ownership

Demographic	Pocklington	East Riding
Average household income	£27,473 - £36,458	£33,397
Number of households without a car or van (%)	689 (21.3%)	(20.2%)
Number of households with 1 car or van (%)	1,581 (48.9%)	(46%)
Number of households with 2 cars or vans (%)	803 (24.9%)	(27.1%)
Number of households with 3+ cars or vans (%)	158 (4.9%)	(6.6%)

2.7 Car ownership and income levels are broadly in line with the East Riding average.



Table 2.4 Housing

Demographic	Pocklington	East Riding
Total number of dwellings	3,324	136,537
Detached houses and bungalows (%)	1,301 (39.1%)	(33.4%)
Semi detached houses and bungalows (%)	1,068 (32.1%)	(37.4%)
Terraced houses and bungalows (%)	622 (18.7%)	(19.9%)
Flat/maisonette/apartment (%)	333 (10%)	(8.8%)
Caravan/temporary structure (%)	0 (0%)	(0.4%)
Rented from local authority/RSL/HA (%)	388 (12%)	(9%)
Rented Privately (%)	329 (10.2%)	(1.6%)

2.8 Pocklington has a greater proportion of detached houses and bungalows than the East Riding average. Renting levels (particularly in the private sector) are higher in Pocklington than the East Riding as a whole.

Table 2.5 Distance Travelled to Work

Demographic	Pocklington	East Riding
Average distance of travel to work (km)	19km (11.8 miles)	17.75km (11 miles)
Travel to work by public transport (%)*	173 (4.7%)	(4.7%)
Travel to work by car / motorcycle / van / taxi (%)*	2,383 (64.8%)	(69.5%)
Travel to work by bicycle or on foot (%)*	740 (20.1%)	(14.8%)
People who work mainly from home (%)*	359 (9.8%)	(10.3%)

2.9 The proportion of commuting trips made by foot or bicycle is notably higher in Pocklington than the East Riding average. The proportion of travel to work trips by car is lower in Pocklington than the East Riding average.



Table 2.6 Place of Work of Pocklington Residents (Pocklington Provincial Ward)

Workplace	No. People (% of Total)
Total No. People in Employment	7,466*
Within East Riding Wards	
Pocklington Provincial	3,066 (41.1%)
Wolds Weighton	577 (7.7%)
St Mary's (Beverley)	80 (1.1%)
ERYC Wards Total	4,065 (54.4%)
Within York Wards	
York Wards Total	2,349 (31.5%)
GOYH Districts Beyond East Riding (excluding York)	
Ryedale	250 (3.3%)
Leeds	241 (3.2%)
Hull	194 (2.6%)
Others	168 (2.3%)
GOYH Districts Beyond East Riding Total	1,052 (14.1%)
* Data is for the Pocklington Provincial ward which includes a substantial rural hinterland	

2.10 Of the Pocklington Provincial residents that work within the East Riding a significant majority work within the Pocklington Provincial ward (41.1%), with comparatively little out migration to other East Riding areas. Pocklington's close proximity to York explains why approaching a third (31.5%) of Pocklington Provincial residents commute to York.

Recent Transport Improvements

2.11 Transport improvements introduced in Pocklington during the last few years include:

- Installation of a town centre 20mph zone during June 2009. Eleven collisions (in 3-years) were recorded in this area prior to scheme implementation. In the 6 months since scheme installation there has been one slight recorded injury collision;



- Installation of shared use foot/cycleway between Barmby Moor (Keldspring Lane) and Pocklington (Sherbuttgate Road South) in Autumn 2009; and
- Installation of shared use foot/cycleway on Hodsow Lane between Pocklington Industrial Estate and the town centre.

Proposed Major Transport Improvements

- 2.12** If the BroadHelm Park development proposals are brought forward Hodsow Lane is to be re-routed via a new access road provided to the employment site from the A1079. The new access will connect BroadHelm Park to the town centre and also form part of a new entranceway to Pocklington for all traffic.
- 2.13** The Council is utilising LTP2 funding to provide a roundabout at the A1079 / Hodsow Lane / Allerthorpe / Pocklington Industrial Estate junction during 2010-11.

Main Footway and Cycleway Links

- 2.14 Footway Provision** – Well developed footway networks connect key trip generators, services and facilities with a number of pedestrian crossing points provided within the town. Table 2.7 identifies footways which currently form part of the Council's 'Category 1 and 2' footway networks for maintenance.

Table 2.7 The Council's Category 1 and 2 Footways

Pocklington – Category 1 and 2 Footways		
Chapmangate	Market Place	Railway Street
Church Lane	Market Street	Regent Street Pavement
Dean's Lane	Maxwell Road	Station Road
George Street	New Street	The Balk
Grape Lane	Pavement	The Mile
Hallgate	Pem Lane	Union Street
Hodsow Lane	Percy Road	West Green
Kilnwick Road		

- 2.15 Cycle Provision** – Specific cycle facilities within Pocklington include:
- Shared use foot/cycleway between Barmby Moor and Pocklington referred to above; and
 - Shared use foot/cycleway on Hodsow Lane (from the airfield access) and West Green to Pocklington town centre.
- 2.16** The Council has also produced a map of six recommended leisure cycle routes in and around Pocklington. The six routes are summarised in Table 2.8. All routes start from Pocklington, routes 1-3 from the Old Court House and 4-6 from Burnby Hall.



Table 2.8 Pocklington Leisure Cycle Routes

Route Ref & Route	Distance	Difficulty*
1: Pocklington – Barmby Moor – Pocklington	3.5 miles	Easy
2: Pocklington – Bolton – Spittal – Fangfoss – Pocklington	9 miles	Easy
3: Pocklington – Yapham – Meltonby – Bishop Wilton – Youlthorpe – Gowthorpe – Full Sutton – Stamford Bridge – High Catton – Pocklington	18 miles	Easy
4: Pocklington – Kilnwick Percy – Nunburnholme – Warter – Burnby – Pocklington	12 miles	Difficult
5: Pocklington – Burnby – Nunburnholme – Pocklington	7 miles	Difficult
6: Pocklington – Bielby – Everingham – Hayton – Burny – Nunburnholme – Warter – Huggate – Millington – Pocklington	20 miles	Difficult

* Difficulty defined primarily by amount of hill work

2.17 Although a good quality map of the above routes is available the six routes are not currently signed.

Public Transport Provision – Bus

2.18 The bus services operating in Pocklington are summarised in Table 2.9.

Table 2.9 Bus Services in Pocklington

Service No.	Route	Mon-Fri Frequency (each way)	Weekend Frequency (each way)
EYMS X46/X47	Hull, Beverley, Market Weighton, Shiptonthorpe, Pocklington , York	Hourly from approx 07.00 until 19.00	Saturday: As Mon-Fri Sunday: 3 services each way
EYMS 195/196	Pocklington , Ellerton, Allerthorpe, Thornton, Bielby, Everingham, Seaton Ross, Melbourne, Sutton on Derwent, Newton upon Derwent, Elvington, York	<i>To York:</i> 1 early morning service + 09.20 (Mon/Thur) + 12.40 (Tue/Wed/Fri) <i>From York:</i> 1 mid morning service + 14.50 (Mon/Thur) + 18.30	Saturday Only: <i>To York:</i> 2 morning services <i>From York:</i> 2 afternoon services
EYMS 198	Pocklington, Chapmangate Pocklington (Circular)	2 mid-morning services on market day only (Tuesday)	No services



EYMS 743	Drifffield, North Dalton, Warter, Pocklington	<i>To Drifffield:</i> 2 morning and 1 afternoon service <i>From Drifffield:</i> 1 morning and 2 afternoon services	Saturday Only: As Mon-Fri
EYMS 744	Bridlington, Drifffield, North Dalton, Warter, Pocklington , Barmby Moor, Wilberfoss, Kexby Bridge, Dunnington, York	<i>To York:</i> 1 morning and 3 afternoon services <i>From York:</i> 2 morning and 4 afternoon services	Saturday: As Mon-Fri Sunday: <i>To York:</i> 1 morning and 2 afternoon services <i>From York:</i> 1 morning and 2 afternoon services
EYMS 746	Pocklington , Barmby Moor, Wilberfoss, Kexby Bridge, York University, York	Hourly from approx 06.00 until 18.00	Saturday Only: As Mon-Fri
EYMS 747	Pocklington , Bolton, Fangfoss, Full Sutton, Stamford Bridge, Murton, York	<i>To York:</i> 2 morning and 1 afternoon service <i>From York:</i> 1 morning and 2 afternoon services	Saturday Only: 1 morning and 1 afternoon service each way

2.19 The X46/X47 service provides hourly daytime frequencies to Hull, Beverley and York. Supplementing the X46/47 service in the York direction is the 746 service which provides an hourly service between York and Pocklington. The X46/X47 and 746 services are timetabled in such a way that services run to/from York every half hour during the daytime period. The greater service frequency to York is reflected in the commuting patterns shown in Table 2.10 which shows over 10% of work trips from the Pocklington Provincial ward to York are made by bus, compared to less than 2% of trips made by the same mode to settlements in the East Riding.

Table 2.10 Pocklington Provincial Commuting Patterns

Travel to work in the East Riding		Travel to work in York	
Mode	No. & (%) of People	Mode	No. & (%) of People
Work from Home	861 (21.2%)	Work from Home	0
Car Driver	1,876 (46.2%)	Car Driver	1,830 (77.9%)
Car Passenger	239 (5.9%)	Car Passenger	172 (7.3%)



Walking	669 (16.5%)	Walking	34 (1.4%)
Bicycle	276 (6.8%)	Bicycle	27 (1.1%)
Bus	75 (1.8%)	Bus	242 (10.3%)
Train	6 (0.1%)	Train	3 (0.1%)
Motorcycle	35 (0.9%)	Motorcycle	35 (1.5%)
Other	28 (0.7%)	Other	6 (0.2%)
Total	4,065	Total	2,349



Chapter 3 Road Casualty Study

Collision Record

- 3.1** Full personal injury collision (PIC) data within the Pocklington urban area for the period 01/10/04-30/09/09 was supplied by the Council. There have been a total of 42 recorded injury collisions throughout this 5-year period, resulting in 50 casualties – an average of 1.2 casualties per PIC.
- 3.2** 10-year PIC data was also analysed. Table 3.1 below shows the collision history for the site over the past 10 years, with the actual number of collisions per year, and the 3-year rolling average. For the past 3 years the three year collision average has been at its lowest level.

Table 3.1 Collision trend

Year	Oct 99-Sep 00	Oct 00-Sep 01	Oct 01-Sep 02	Oct 02-Sep 03	Oct 03-Sep 04	Oct 04-Sep 05	Oct 05-Sep 06	Oct 06-Sep 07	Oct 07-Sep 08	Oct 08-Sep 09	Ave
No	10	16	10	13	12	6	10	9	7	10	10.3
3 yr Ave			12	13	11.7	10.3	9.3	8.3	8.7	8.7	

Collision Severity

- 3.3** Table 3.2 shows the *personal injury collision* totals within the area over the last 5 years, broken down by severity.

Table 3.2 Collision totals and severity

Collision Severity	Oct 04-Sep 05	Oct 05-Sep 06	Oct 06-Sep 07	Oct 07-Sep 08	Oct 08-Sep 09	Total	Severity ratio
Fatal	0	0	1	0	0	1	26.2%
Serious	3	1	2	2	3	11	
Slight	3	9	6	5	7	30	
Total	6	10	9	7	10	42	

Casualties

- 3.4** Table 3.3 shows the *casualty* totals over the last 5 years, broken down by severity.



Table 3.3 Casualty totals and severity

Casualty Severity	Oct 04- Sep 05	Oct 05- Sep 06	Oct 06- Sep 07	Oct 07- Sep 08	Oct 08- Sep 09	Total	Severity ratio
Fatal	0	0	1	0	0	1	26%
Serious	3	1	3	2	4	13	
Slight	4	9	7	5	11	36	
Total	7	10	11	7	15	50	

Casualty User Groups

3.5 Table 3.4 provides a breakdown of the *casualties* according to the mode of travel and also by age group (for the vulnerable road user groups).

Table 3.4 Casualty road user groups

Casualty Class	Nº of Casualties	%	Authority average*	Severity ratio
Pedestrian	11	22%	7.5%	36.4%
Under 16 yrs	5	10%	3.0%	20%
16-59 yrs	5	10%	2.9%	40%
60 yrs or older	1	2%	1.6%	100%
Cyclist	7	14%	6.7%	14.3%
Under 16 yrs	1	2%	2.0%	0%
16-59 yrs	4	8%	3.1%	0%
60 yrs or older	2	4%	1.6%	50%
Powered two wheeler	6	12%	9.6%	66.7%
Rider	6	12%	8.8%	66.7%
Private cars†	23	46%	68.7%	21.7%
Driver	14	28%	43.7%	14.3%
Passenger	9	18%	25.0%	33.3%
Buses & coaches	2	4%	1.4%	0%
Passenger	2	4%	1.2%	0%
Other motor vehicles	1	2%	0.7%	0%
Driver	1	2%	0.5%	0%

* average for period 1 Oct '04 – 30 Sep '09 † includes minibuses



3.6 Private car occupant casualties constitute a much lower proportion of total casualties compared to the East Riding average. Conversely, vulnerable road user casualties (pedestrians, cyclists and powered two wheelers) represent a higher proportion of the recorded casualties compared to the overall Authority average. This is particularly prevalent for pedestrian casualties in general but also child pedestrians.

Environmental Factors

3.7 Table 3.5 summarises the collisions by road surface condition, weather and lighting conditions. There is no evidence of surface or lighting conditions being significant contributory factors.

Table 3.5 Environmental factors

Condition	Nº of PICs	%	Authority average*
Surface			
Dry	28	66.6%	63.8%
Wet	12	28.6%	31.5%
Snow	1	2.4%	0.8%
Ice	1	2.4%	3.7%
Weather			
Fine	33	78.6%	79.2%
Rain	4	9.5%	10.7%
Snow	2	4.8%	1%
Fine & windy	1	2.4%	2.2%
Unknown	2	4.8%	<0.1%
Lighting			
Light	31	73.8%	73.5%
Dark	11	26.2%	26.5%

* average for period 1 Oct '04 – 30 Sep '09

Times of Collisions

3.8 Table 3.6 below summarises the collisions by time of year. Spring and autumn represent the peak months for collisions. Within these periods, May and November each recorded 7 collisions.



Table 3.6 Collisions by season

Time of Year	Nº of PICs	%	Authority average*
Winter (Dec-Feb)	7	16.7%	23.8%
Spring (Mar-May)	13	31%	24.6%
Summer (Jun-Aug)	7	16.7%	26.0%
Autumn (Sep-Nov)	15	35.6%	25.6%

* average for period 1 Oct '04 – 30 Sep '09

Table 3.7 Collisions by day of the week and time of day

	Morning 6am-11am	Lunch 11am- 2pm	Afternoon 2pm -7pm	Evening 7pm-1am	Night 1am-6am	Total	%	Authority ave*
Monday		1	3	2		6	14.3	13.6%
Tuesday	2	1	2	1		6	14.3	14.8%
Wednesday	1		3			4	9.5	14.9%
Thursday		1	3	3		7	16.7	14.5%
Friday		2	2	1		5	11.9	15.5%
Saturday	1	2	3	2		8	19	13.5%
Sunday		1	3	2		6	14.3	13.2%
Total	4	8	19	11	0			
%	9.5	19	45.2	26.2	0			
Authority ave*	23.4%	18.2%	38.2%	17%	3.2%			

* average for period 1 Oct '04 – 30 Sep '09

3.9 A much lower incidence of morning collisions were recorded in Pocklington compared to what would be expected. The afternoon and evening hours represent the peak periods for collisions in Pocklington; both of these figures are in excess of the East Riding average. Collisions are generally spread evenly between the days of the week (with the exception of a higher proportion within Pocklington on a Saturday).

Contributory Factors

3.10 The injury accident data supplied contained information on relevant contributory factors and a clear language description of the relevant circumstances. This information was analysed to identify common factors as follows:



- Failure to look properly or judge other person's path or speed (24/42) or 57 per cent of total collisions – this contributory factor is often cited and tends to reveal relatively little about the collision circumstances; and
- No commonalities were identified within the contributory factors recorded for the remaining collisions.

Further Analysis

- 3.11** The twelve killed or seriously injured collisions were recorded in isolated locations, predominantly outside of the main town centre area.
- 3.12** Of the eleven pedestrian casualties, seven have occurred in the last three years, with four recorded during the latest year. Three of the last four pedestrian casualties occurred within the town centre area between November 2008 – February 2009. The number of town centre pedestrian casualties was one of the main reasons for the Council implementing the Pocklington town centre 20mph zone. The latest data available to the Council (6 months since scheme implementation) reveals that there has been one slight recorded injury collision within the 20mph zone area.
- 3.13** With the exception of the latest two cyclist collisions which occurred on George Street in the town centre (both in October 2008) the remaining five cyclist collisions were recorded in different locations within Pocklington. The road safety benefits expected to accrue from the recent implementation of the town centre 20mph zone also apply to cyclists.

Other Site Cluster

- 3.14** One other key cluster was identified within the area although value for money remedial action could not be identified due to the site being monitored following other recent interventions:
- **George Street, between Chapmangate and Pavement** where 4 collisions (2 serious and 2 slight) have been recorded, of which:
 - 4/4 occurred between August – November 2008; and
 - 4/4 resulted in vulnerable road user casualties (2 pedestrians and 2 cyclists).
- 3.15** The Council implemented the town centre 20mph zone in June 2009 to help reduce the incidence of injury collisions in this area. As discussed earlier initial data suggests that the reduced speed limit is having a positive effect in terms of reducing collisions.

Casualty Summary

- 3.16** The following conclusions can be drawn from the assessment of the collision data:
- For the past 3 years the three year collision average has been at its lowest level;
 - A lower proportion of private car occupant casualties have been recorded in Pocklington compared to the East Riding average;



- Higher proportions of cyclist, powered two wheeler and particularly pedestrian casualties have been recorded within Pocklington compared to the East Riding average;
- The town centre 20mph zone was implemented in June 2009 to help reduce the pedestrian and cyclist collision rate within the town centre. In the six months since the implementation of the scheme there has been one recorded injury collision within the town centre; and
- Based on the above collision analysis and given the recent implementation of the town centre 20mph zone, no specific road safety interventions/remedial measures are proposed in Pocklington as part of the Council's LTP2 2010-11 Road Safety Scheme Programme. The collision record within the town is to be continually monitored with the required future interventions implemented as necessary.



Chapter 4 Consultation

Introduction

4.1 Effective consultation with a number of local stakeholders has provided a greater understanding of the issues within the area, and ensures that any study recommendations are deliverable and locally acceptable. Consultations were undertaken with the following:

- East Riding of Yorkshire Council Ward Members;
- Parish/Town Councils;
- Additional Stakeholder Consultation; and
- Through the LTP3 Newsletter.

Ward Members Consultation

4.2 All local Ward Members were consulted by an email which outlined the LTP3 process and the role of the Pocklington Transport Strategy. Members input on existing transport issues and potential solutions were sought. The offer to discuss any issues at a meeting was also made.

Town Council Consultations

4.3 As with local Ward Members, Pocklington Town Council was consulted with regards to the Pocklington Transport Strategy. An email inviting responses to local transport issues and potential solutions was sent to the Town Council during February 2010. The Town Council requested that a meeting be set up to discuss matters in greater depth. A meeting with Pocklington Town Council was attended on Monday 19th April 2010 to discuss the Pocklington Transport Strategy. A number of existing issues and potential schemes were highlighted, as summarised below:

- Secure, covered cycle racks are required in the town, particularly at the bus station (to promote multi-modal journeys) and also outside the library;
- An improved crossing facility is required outside the library on Railway Street / Station Road in view of the Council Customer Service Centre relocating to this location in the Autumn 2010;
- It would be beneficial to convert the wide footways on George Street to a shared use foot/cycleway facility;
- The 'Wheels to Work' scheme should be promoted to encourage personal mobility;
- Improved town centre pedestrian signing should be installed to help the town achieve 'Walkers are Welcome' status;
- A 'Parkway' type bus facility could be developed from Pocklington Industrial Estate to the town centre to relieve town centre congestion and parking problems;
- Improved waiting and information facilities are required at the bus station on Station Road;
- A pedestrian crossing is required on Kilnwick Road within the vicinity of the pedestrian access (east of The Oval) to Woldgate College;



- Install a shared use foot/cycleway on the southern side of Kilnwick Road between Woldgate College and Percy Road, improving pedestrian and cycle routes from the town to the College;
- Pedestrian crossing facilities are required on New Street, within the vicinity of Willow Court;
- Pedestrian crossing facilities are required on Chapmangate, within the vicinity of Hallgate;
- Pedestrian crossing facilities are required on George Street, near to its junction with Kirkland Street;
- Pedestrian crossing facilities are required on Victoria Avenue at the entrance to the playground;
- The existing Zebra Crossing on Yapham Road (near Garths End Lane) requires remarking and the guard railing renewed/upgraded;
- Undertake a town-wide dropped kerbs/tactile paving review, identifying locations which require these facilities;
- A built-out footway at St Peter's Square / Union Street junction would provide an improved environment for pedestrians and cafe patrons;
- The Station Road car park should be restricted to 2-hour waiting to provide car parking for town centre shoppers;
- A disabled car parking bay is required on Barmby Road close to the doctor's surgery;
- Measures to reduce vehicle speeds, such as Vehicle Activated Signs, on the 30mph entry to The Balk would help to reduce vehicle speeds in the town; and
- Measures to reduce vehicle speeds, such as Vehicle Activated Signs or a variable speed limit, are required on Garths End Lane to encourage compliance with the 20mph limit.

Additional Stakeholder Consultation

4.4 Other key stakeholders were invited by email and telephone to supply any comments they had regarding the operation of Pocklington from their perspective and also whether they have any work/initiatives ongoing or planned in the area that may be relevant to the development of LTP3. The comments received from the stakeholders consulted are shown in Table 4.1.

Table 4.1 Key Stakeholder Email and Telephone Comments

Contact / Area Representing	Stakeholder Comments
Paula Danby, Parking Manager, Traffic & Parking, East Riding of Yorkshire Council	Details of desirable minor Traffic Management schemes forward to Ian Burnett – 19/04/10.
Chris Mottershaw, Passenger Services, East Riding of Yorkshire Council	No response received on specific issues / measures.



John Harland, Area Engineer, East Riding of Yorkshire Council	No response received on specific issues / measures.
Richard Alderson, Senior Engineer, Asset Strategy, East Riding of Yorkshire Council	Details of Surface Dressing Programme forwarded to Ian Burnett on 29/04/10. No response received on specific issues / measures.
Patrick Wharam, Countryside Access Manager, East Riding of Yorkshire Council	Details of potential LTP3 rights of way schemes forwarded to Ian Burnett on 10/05/10.
Andy Hepton, TENYAS (Ambulance Service)	No response received on specific issues / measures.
Darren Storr, Traffic Management Officer, Humberside Police	No response received on specific issues / measures.
Barrie Marsden, East Yorkshire Motor Services	No response received on specific issues / measures.

4.5 The 'Pocklington & Wolds Gateway Partnership' were also consulted with regards to the Pocklington Transport Strategy and provided a list of key issues and potential schemes, these are summarised below:

- More on and off-road cycle facilities are required in Pocklington;
- Additional town centre cycle parking is required at various town centre locations, particularly outside of the library, bus station and key shops/employment sites;
- Maintenance of existing cycle paths is a concern in relation to hedge overhang and surface debris;
- The creation of an off-road cyclepath from Pocklington to Yapham Mill would be beneficial;
- When new cycle infrastructure is installed the new facilities should be promoted;
- Support should be given to schemes to encourage people to cycle to work. For example cycling advice for employers seeking to access funding for cycle lockers should be available;
- A footway should be installed on Burnby Lane between the cricket club and Primrose Wood as the wood is a popular leisure walking route;
- The condition of the Canal Lane footway is poor; in many places it is difficult to distinguish the road from the footway. A resurfaced/reconstructed footway would be beneficial as the path provides a link for residents of Canal Head and also provides access to Pocklington Canal; and
- Pedestrian signing should be improved within the town.



LTP3 Newsletter

4.6 During February 2010 every household in the East Riding received an LTP3 Newsletter. The newsletter provided details of the proposed LTP3 structure and objectives, with specific reference to the challenges the Authority are to face over the lifespan of LTP3. The newsletter asked for the public's comments on the proposed LTP3 objectives and whether any other issues require consideration. A number of public responses were received by 31 March 2010 and have directly informed the development of LTP3 and helped to identify key issues and potential solutions in a number of settlements.

4.7 In relation to Pocklington the following specific issues were raised by local residents:

- *“In order to promote active travel it would be beneficial if additional cycle parking could be provided within the town centre”* – Resident, address not supplied;
- *“It would be beneficial to encourage use of the recently installed cycle track between Barmby Moor and Pocklington by promoting a new cycle route between Barmby Moor, Yapham Mill and Pocklington. This could link to the existing 6 leisure routes currently promoted in and around Pocklington”* – Resident, address not supplied; and
- *“The need to upgrade bus stop waiting facilities throughout the town in order to encourage people to switch modes from private car to public transport”* – Resident, Springfield Road.



Chapter 5 Key Issues and Challenges

- 5.1** Key issues/challenges within the settlement have been identified through site assessments, extensive assessments of relevant data and consultation with key stakeholders. The key issues have been grouped under relevant headings.
- 5.2 Links Between the Town Centre and Major Employment Locations** – The Pocklington Industrial Estate and Allerthorpe Business Park are major employment sites located southwest of the town centre. Walking and cycling access to these sites from the town centre and surrounding residential areas could be improved.
- 5.3 Potential BroadHelm Employment Development** – If the BroadHelm development proposals are brought forward another significant employer would be located southwest of the town centre. It is important that if, and, when full planning applications are submitted to develop this site that maximising accessibility by sustainable modes is fully considered.
- 5.4 Private Car Commuting Trips for Short Distances** – Despite good levels of walking and cycling locally, private car driver trips within the Pocklington Provincial ward for work purposes is still the predominant mode of travel. Excluding those people who work from home, 1,102 of the 2,205 people (50%) working within the Pocklington Provincial ward drive a car to work. A total of 628 people walk to work with 244 biking to work.
- 5.5 Walking** – Although existing walking levels are generally high in Pocklington there is an opportunity to further promote and encourage travel on foot, in order to help reduce car use for shorter trips. Indeed, the Pocklington and Wolds Gateway Partnership are pursuing “*Walkers are Welcome*” status. This is a community-led scheme which “*helps strengthen a town’s reputation as a place for visitors to come to enjoy the outdoors, bringing useful benefits to the local economy. It helps to ensure footpaths and facilities for walkers are maintained in good condition, benefiting local people as well as visitors. It can contribute to local tourism plans and regeneration strategies*” (Walkers are Welcome website, 2010).
- 5.6 Cycling** – Although there are only relatively limited specific cycle facilities within the town there is a notable demand for travel by this mode within Pocklington. This is evidenced by the Council-produced cycle map which highlights leisure cycle routes in the Pocklington area (although not signed) and also by the Council’s recent investment to provide a shared use facility between Barmby Moor, the Industrial Estate and Pocklington. The provision of specific cycle facilities (including suitable cycle parking) in Pocklington is likely to increase the prominence of travel by this mode and importantly contribute to reducing private car travel.
- 5.7 Public Transport** – Aside from trips to York, Beverley and Hull there are currently limited bus services provided which link Pocklington to other settlements in the East Riding.
- 5.8 Road Safety** – A detailed personal injury collision (PIC) appraisal has been undertaken within Pocklington identifying collision clusters and contributory factors within the town. Given the collision record within the town and recent implementation of the town centre 20mph zone, no road safety interventions/remedial measures are proposed in Pocklington



as part of the Council's LTP2 2010-11 Road Safety Scheme Programme. The collision record in Pocklington is however, to be continually monitored with the required interventions implemented as necessary.

- 5.9 Queuing Traffic** – Queuing traffic can be experienced along the A1079 corridor which can cause journey time delays for people accessing Pocklington Industrial Estate, Allerthorpe Business Park and Pocklington town itself.



Chapter 6 Option Generation and Appraisal

Option Generation

- 6.1 There are a wide variety of potential transport improvements for Pocklington that would contribute towards the delivery of the LTP3 goals and objectives. This section considers these potential options in more detail with a view to identifying schemes for implementation through LTP3.
- 6.2 The subsequent schemes identified have been appraised within the LTP3 appraisal framework. This framework allows schemes to be assessed against the likely benefit (contribution towards tackling the prioritised challenges and meeting the LTP3 goals and objectives) and affordability to identify their value for money. The schemes have then been prioritised and packaged together to maximise the overall benefits and ensure that LTP3 funding is utilised in the most cost effective and efficient manner.
- 6.3 Figure 6.1 shows the LTP3 appraisal framework that each scheme is to be appraised against. Section 8 then provides a summary of the ranked scheme appraisal process.

Figure 6.1 LTP3 Appraisal Framework

BENEFITS										EST SCHEME COST	AFFORDABILITY		Overall Score VFM Indicator %	Risk / Deliverability Issues												
Support economic growth		Reduce carbon emissions		Improve road safety	Improve accessibility		Scheme Life	Points	Affordability		Revenue Implications	Points		Does the scheme require land?	Does the scheme require planning permission?	Is the scheme within a conservation area?	Does the scheme require new technology?									
1. Deliver Major Transport Schemes	2. Deliver SMO/TS	3. Accommodate Developments	4. Devt of Humber Ports	5. Rural Accessibility	6. Renaissance Teams	1. Promote Modal Shift from Single Occ Car Trips	2. Good Public Transport on Key Corridors	3. Modal Shift through Smarter Choice Initiatives	4. Integrate transport & land use planning	5. Reducing carbon emissions	1. Reduce road casualties	2. KSI Reduction	3. Promote walking & cycling	1. Partnership with LDF	2. Access to walking, cycling, public transport networks	3. Infrastructure to accommodate ageing population	4. Community Transport Initiatives	Period of Usefulness	Estimated Cost (£1,000's)							

Potential Options/Schemes

- 6.4 The options and schemes developed within this Section have evolved from both the identification of gaps in existing transport provision and key issues discussed earlier in the report. Consideration has also been given to all issues raised during the various consultation stages. Table 6.1 summarises the potential options/schemes for Pocklington.

Table 6.1 Potential Schemes for Pocklington

Option Type	Schemes	Approx Cost
Promoting Walking	Work in conjunction with Pocklington & Wolds Gateway Partnership to obtain “Walkers are Welcome” status for the town	£15,000



Option Type	Schemes	Approx Cost
	Provide signing to/from the Town Centre from footpaths in the local area	£10,000
	Install a Zebra Crossing on Kilnwick Road within the vicinity of the pedestrian access (east of The Oval) to Woldgate College*	£25,000
	Install a Zebra Crossing on Kirkland Street within the vicinity of the pedestrian access to Pocklington Community Junior School*	£25,000
	Install dropped kerbs and tactile paving on School Lane at its junction with Kirkland Street	£5,000
	Install dropped kerbs and tactile paving across Barmby Road within the vicinity of the public footpath route (west of Bellerby Way)	£5,000
	Install a Zebra Crossing on St Helen's Gate close to Target Lane*	£25,000
	Install a Zebra Crossing (or alternative crossing facilities) on Station Road in the vicinity of the new Customer Services Centre*	£25,000
	Install a Zebra Crossing on Chapmangate east of junction with Hallgate*	£25,000
	Install a Zebra Crossing on George Street near to junction with Kirkland Street*	£25,000
	Install a Zebra Crossing on New Street close to Willow Court*	£25,000
	Provide pedestrian crossing facilities on Victoria Road at the entrance to the playground	£15,000
	Remark and upgrade facilities at Zebra crossing on Yapham Road close Garth End Lane junction	£5,000
	Install dropped kerbs and tactile paving at the Limb Road / The Balk roundabout	£10,000
	Install a footway on the western side of Burnby Lane between the cricket club and Primrose Wood	£75,000
	Resurface/reconstruct the Canal Lane footway (between West Green and the A1079)	£75,000
	Undertake a town-wide dropped kerbs/tactile paving review, identifying locations which require these facilities	£20,000



Option Type	Schemes	Approx Cost
	Provide signing on key access routes/gateways to the town centre which state that Pocklington welcomes walkers, cyclists and careful riders and drivers	£15,000
	Build-out the Regent Street Pavement junction with George Street and widen footway area on the northern side of Regent Street Pavement to provide better access to the Zebra Crossing on George Street.	£30,000
Promoting Cycling	Update the existing leisure cycle map produced for the six routes in and around Pocklington	£5,000
	Undertake a risk assessment of the recently installed cycle path between Barmby Moor and Pocklington with a view to promoting a leisure cycle route between Barmby Moor, Yapham Mill and Pocklington. This would form a seventh leisure route and could be added to the cycle map referred to above	£5,000
	Sign the existing six leisure routes in and around Pocklington that are currently promoted on the Council's map	£75,000
	Establish an off-road foot/cycleway on Yapham Road linking Pocklington and Yapham Mill	£120,000
	Install a cycle parking shelter within Pocklington town centre (a cycle parking audit will determine the most suitable location)	£12,000
	Install a cycle parking shelter in the vicinity of the Bus Station/new Customer Service Centre on Station Road	£12,000
	Provide additional cycle parking stands at sites in the Town Centre as advised by the Town Council / Pocklington & Wolds Gateway Partnership	£5,000
	Install on-road advisory cycle lanes on both sides of Garths End Lane (centre line already removed)	£15,000
	Install a shared use foot/cycleway along the south side of Kilnwick Road between Woldgate College and Percy Road	£40,000
	Convert the existing footways on George Street to shared use foot/cycleway facilities (between Barmby Road and Chapmangate)	£40,000
	Install a shared use foot/cycleway on The Balk between the A1079 and the 30mph limit entry to Pocklington	£200,000



Option Type	Schemes	Approx Cost
	Install cycle facilities (green lane markings etc.) around the Garths End Lane / The Mile roundabout	£15,000
	Install cycle facilities (green lane markings etc.) around the Station Road / The Balk roundabout	£15,000
	Sign, and widen where possible, the footpath between Barmby Road and West Green car park as a shared use pedestrian/cyclist facility to/from the town centre. Amendments to car park markings likely to be required to allow pedestrians and cyclists to safely cross the car park	£25,000
Improving Safety and Creating Liveable Neighbourhoods	Introduce a 20mph zone (without physical measures) within all residential streets in Barmby Moor**	£15,000
	Introduce a 20mph zone (without physical measures) within the residential area bounded by Yapham Road to the east and Barmby Road to the south**	£20,000
	Introduce a 20mph zone (without physical measures) within the residential area bounded by Yapham Road to the west and Garths End Lane / The Mile to the south**	£15,000
	Introduce a 20mph zone (without physical measures) within the Mile End Park residential area (east of The Mile)**	£15,000
	Introduce a 20mph zone (without physical measures) within the Denison Road / St Helen's Road residential area (north of Kilnwick Road)**	£15,000
	Introduce a 20mph zone (without physical measures) within the Wold Road / Clayfield Road residential area (east of Burnby Lane)**	£20,000
	Introduce a 20mph zone (without physical measures) within the Broadmanor / Strouther Close residential area (near The Balk)**	£20,000
	Introduce a 20mph zone (without physical measures) within the West Green Drive / Cemetery Lane residential area (east of West Green)**	£15,000
	Introduce measures to reduce vehicle speeds, such as Vehicle Activated Signs, on the 30mph entry to The Balk**	£50,000
	Introduce measures to reduce vehicle speeds, such as Vehicle Activated Signs or a variable speed limit, on garths End Lane to encourage compliance with the 20mph limit**	£50,000



Option Type	Schemes	Approx Cost
Public Transport	Improve waiting and information facilities at the bus station on Station Road (to include providing a bus shelter at the York-bound bus stop)	£45,000
	Undertake a town-wide review of bus shelter and waiting area provision within the town and prioritise improvements as appropriate	£50,000
Urban Realm, Regeneration and Streetscape	Build out footway in St Peter's Square at junction with Union Street to provide improved environment for pedestrians/cafe patrons	£30,000
	Undertake sign and street clutter rationalisation exercises within Pocklington town centre	£5,000
	Install an electric charging point within the town centre	£50,000
Traffic Management / Parking	Introduce car share parking bays within the public West Green car park	£1,000
	Introduce car share parking bays within the public Station Road car park	£1,000
	Restrict waiting to 2-hours within the Station Road car park to provide suitable car parking for town centre shoppers	£3,000
	Install a disabled parking bay on Barmby Road close to doctor's surgery	£3,000
	Review existing taxi rank provision within Pocklington town centre	£3,000
	Review disabled parking provision within Pocklington town centre	£3,000
Powered Two Wheelers	Provide secure motorcycle parking within Pocklington town centre in the vicinity of the bus station/new Customer Service Centre	£2,000
	Provide secure motorcycle parking within the Station Road car park	£2,000
	Promote 'Wheels to Work' scheme to increase personal mobility	£10,000

*Controlled pedestrian crossings subject to pedestrian usage assessment. Dropped kerbs and tactile paving to be provided in the event that a controlled Crossing cannot be justified **Subject to speed surveys / assessment and public/stakeholder consultations.



Chapter 7 Conclusions and Recommendations

Conclusions

- 7.1** Local Transport Projects (LTP) Ltd has been commissioned by East Riding of Yorkshire Council (ref. Ian Burnett) to undertake a transport study of the Pocklington settlement with a view to producing a Transport Strategy for the town.
- 7.2** Transport Strategies are to be prepared for the Major Haltemprice Settlements (Anlaby/Willerby/Kirk Ella, Cottingham and Hessle), the four Principal Towns (Beverley, Bridlington, Driffield and Goole) and the seven Local Service Centres (Elloughton/Brough, Hedon, Hornsea, Howden, Market Weighton, Pocklington and Withernsea) within the East Riding as identified within the Council's emerging Local Development Framework. Individual Transport Strategies will form an integral role in the preparation and delivery of the Council's third Local Transport Plan (LTP3).
- 7.3** The Pocklington Transport Strategy has:
- Identified the existing transport situation within the settlement, including pedestrian, cycle and public transport provision;
 - Analysed the travel to work and other relevant demographic data;
 - Undertook a 5-year road casualty study of the settlement to determine collision clusters and road safety issues; and
 - Consulted widely with all key stakeholders to gain local insight into transport issues and potential improvement options and to ensure ownership of the subsequent action plan.
- 7.4** The above processes allowed the key transport issues within the settlement to be identified and grouped under relevant headings. In response to the identified key challenges and issues a range of potential options and schemes have been outlined that will help address the existing problems and also contribute toward the delivery of LTP3 goals and objectives. The potential options and schemes range from comprehensive improvement projects to smaller-scale initiatives and have been grouped into a number of different categories.
- 7.5** Utilising a comprehensive appraisal framework, these schemes have been appraised in terms of benefit (contribution towards tackling the prioritised challenges and meeting the LTP3 goals and objectives) and affordability to identify their value for money. Table 7.1 provides a summary of the scheme appraisal process with the schemes ranked in value for money order.

Table 7.1 Scheme Appraisal Summary

Scheme	Approx Cost (£1,000's)	VFM Indicator
Improve waiting and information facilities at the bus station on Station Road	45	56.8



Scheme	Approx Cost (£1,000's)	VFM Indicator
Provide additional cycle parking stands at sites in the Town Centre as advised by the Town Council / Pocklington & Wolds Gateway Partnership	5	55.6
Update the existing leisure cycle map produced for the six routes in and around Pocklington	5	55.6
Remark and upgrade facilities at Zebra crossing on Yapham Road close Garth End Lane junction	5	55.6
Install cycle facilities (green lane markings etc.) around the Garths End Lane / The Mile roundabout	15	55.6
Introduce a 20mph zone (without physical measures) within the Denison Road / St Helen's Road residential area (north of Kilnwick Road)**	15	54.3
Install on-road advisory cycle lanes on both sides of Garths End Lane (centre line already removed)	15	54.3
Convert the existing footways on George Street to shared use foot/cycleway facilities	40	54.3
Install cycle facilities (green lane markings etc.) around the Station Road / The Balk roundabout	15	54.3
Install a shared use foot/cycleway along the south side of Kilnwick Road between Woldgate College and Percy Road	40	54.3
Install dropped kerbs and tactile paving on School Lane at its junction with Kirkland Street	5	53.1
Install dropped kerbs and tactile paving across Barmby Road within the vicinity of the public footpath route (west of Bellerby Way)	5	53.1
Undertake a risk assessment of the recently installed cycle path between Barmby Moor and Pocklington with a view to promoting a leisure cycle route between Barmby Moor, Yapham Mill and Pocklington. This would form a seventh leisure route and could be added to the cycle map referred to above	5	51.9
Introduce a 20mph zone (without physical measures) within the Mile End Park residential area (east of The Mile)**	10	51.9
Introduce a 20mph zone (without physical measures) within the West Green Drive / Cemetery Lane residential area (east of West Green)**	15	51.9
Introduce a 20mph zone (without physical measures) within all residential streets in Barmby Moor**	15	51.9



Scheme	Approx Cost (£1,000's)	VFM Indicator
Introduce a 20mph zone (without physical measures) within the residential area bounded by Yapham Road to the west and Garths End Lane / The Mile to the south**	15	51.9
Build out footway in St Peter's Square at junction with Union Street to provide improved environment for pedestrians/cafe patrons	30	51.9
Install a cycle parking shelter in the vicinity of the Bus Station/new Customer Service Centre on Station Road	12	50.6
Review existing taxi rank provision within Pocklington town centre	3	50.6
Install a Zebra Crossing (or alternative crossing facilities) on Station Road in the vicinity of the new Customer Services Centre*	25	50.6
Install dropped kerbs and tactile paving at the Limb Road / The Balk roundabout	10	50.6
Introduce car share parking bays within the public West Green car park	1	50.6
Introduce car share parking bays within the public Station Road car park	1	50.6
Install a cycle parking shelter within Pocklington town centre	12	49.4
Introduce a 20mph zone (without physical measures) within the Wold Road / Clayfield Road residential area (east of Burnby Lane)**	20	49.4
Introduce a 20mph zone (without physical measures) within the Broadmanor / Strouther Close residential area (near The Balk)**	20	49.4
Provide signing to/from the Town Centre from footpaths in the local area	10	48.1
Restrict waiting to 2-hours within the Station Road car park to provide suitable car parking for town centre shoppers	3	48.1
Install a disabled parking bay on Barmby Road close to doctor's surgery	3	48.1
Review disabled parking provision within Pocklington town centre	3	48.1
Provide secure motorcycle parking within Pocklington town centre in the vicinity of the bus station/new Customer Service Centre	2	48.1
Provide secure motorcycle parking within the Station Road car park	2	48.1
Work in conjunction with Pocklington & Wolds Gateway Partnership to obtain "Walkers are Welcome" status for the town	15	46.9



Scheme	Approx Cost (£1,000's)	VFM Indicator
Provide pedestrian crossing facilities on Victoria Rd at the entrance to the playground	15	46.9
Introduce a 20mph zone (without physical measures) within the residential area bounded by Yapham Road to the east and Barmby Road to the south**	20	46.9
Install a Zebra Crossing on Kilnwick Road within the vicinity of the pedestrian access (east of The Oval) to Woldgate College*	25	46.9
Install a Zebra Crossing on Kirkland Street within the vicinity of the pedestrian access to Pocklington Community Junior School*	25	46.9
Undertake sign and street clutter rationalisation exercises within Pocklington town centre	5	45.7
Install a Zebra Crossing on Chapmangate east of junction with Hallgate*	25	45.7
Install a Zebra Crossing on George Street near to junction with Kirkland Street*	25	45.7
Install a Zebra Crossing on New Street close to Willow Court*	25	45.7
Provide signing on key access routes/gateways to the town centre which state that Pocklington welcomes walkers, cyclists and careful riders and drivers	15	45.7
Build-out the Regent Street Pavement junction with George Street and widen footway area on the northern side of Regent Street Pavement to provide better access to the Zebra Crossing on George Street.	30	45.7
Sign, and widen where possible, the footpath between Barmby Road and West Green car park as a shared use pedestrian/cyclist facility to/from the town centre. Amendments to car park markings likely to be required to allow pedestrians and cyclists to safely cross the car park	25	45.7
Undertake a town-wide dropped kerbs/tactile paving review, identifying locations which require these facilities	20	44.4
Install a Zebra Crossing on St Helen's Gate close to Target Lane*	25	43.2
Promote 'Wheels to Work' scheme to increase personal mobility	10	43.2
Undertake a town-wide review of bus shelter and waiting area provision within the town and prioritise improvements as appropriate	50	43.2



Scheme	Approx Cost (£1,000's)	VFM Indicator
Install a footway on the western side of Burnby Lane between the cricket club and Primrose Wood	75	42.0
Resurface/reconstruct the Canal Lane footway (between West Green and the A1079)	75	42.0
Install an electric charging point within the town centre	30	42.0
Sign the existing six leisure routes in and around Pocklington that are currently promoted on the Council's map	75	39.5
Install a shared use foot/cycleway on The Balk between the A1079 and the 30mph limit entry to Pocklington	500	37.0
Introduce measures to reduce vehicle speeds, such as Vehicle Activated Signs or a variable speed limit, on garths End Lane to encourage compliance with the 20mph limit**	50	35.8
Establish an off-road foot/cycleway on Yapham Road linking Pocklington and Yapham Mill	200	35.8
Introduce measures to reduce vehicle speeds, such as Vehicle Activated Signs, on the 30mph entry to The Balk	50	32.1

Recommendations

- 7.6** It is recommended that the above schemes, subject to funding, be prioritised accordingly in the LTP3 Implementation Plan. Opportunities for securing other funding sources (in combination with LTP3 budgets) should be explored to help deliver schemes that offer a wide range of benefits but cannot be funded solely through the LTP3 process.



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East Riding of Yorkshire Council will, on request, provide this document in Braille, large print or in audio.

Please call 0800 849 5060 if you require this.



Jesteśmy tu, by Tobie pomóc. Naszym celem jest udzielenie każdej osobie dostępu do naszych usług. Jeśli życzysz sobie tłumacza, prosimy zadzwonić na ten numer **0121 377 2880**