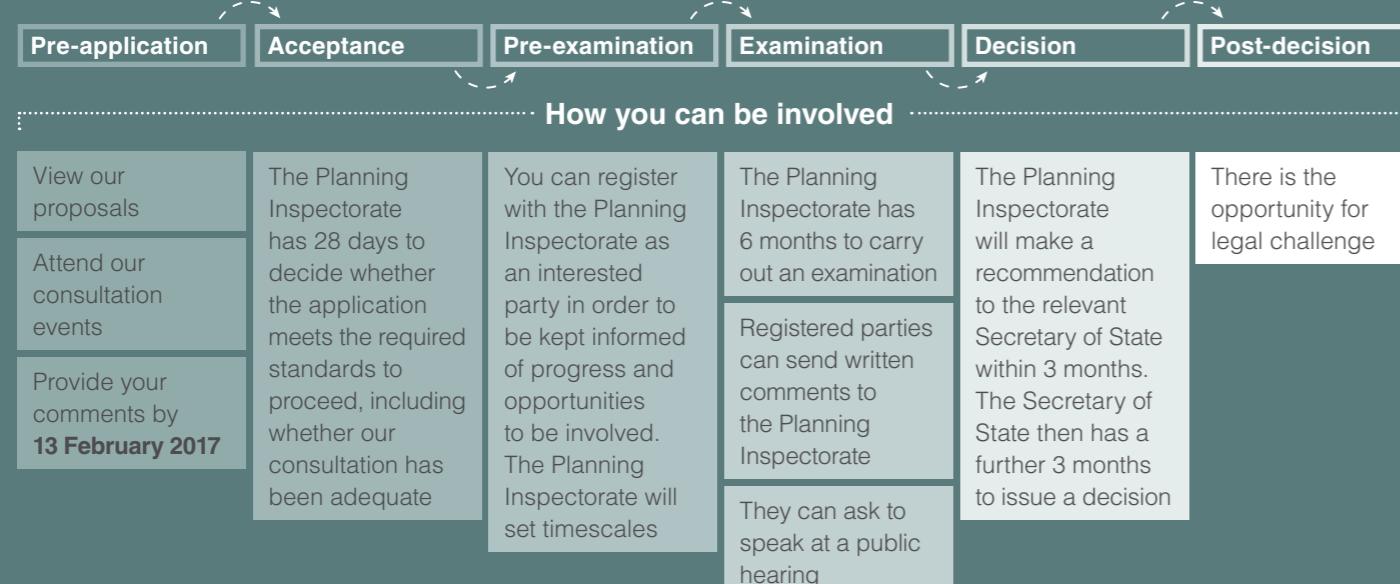


# A63 Castle Street improvements

## Public consultation January 2017



## The Planning Act 2008 process for the nationally significant infrastructure projects



# Introduction

Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 Castle Street. This 0.9 mile stretch of dual carriageway between Ropery Street and the Market Place/Queen Street junction carries around 45,000 vehicles per day and as a result, the road suffers from congestion, particularly at peak times.

The A63 acts as a barrier between the city centre to the north and the leisure facilities and dock areas to the south. Our proposed improvements will create a better connection between the two areas and once completed, the scheme will also improve safety for road users and the local community.

In 2013, a consultation exercise was held which presented our proposed road improvements in more detail. Since 2013, we have taken on board your comments and undertaken additional environmental and traffic assessments to ensure our plans are robust.

We are consulting again to obtain your views on the changes we have made since 2013. As four years have elapsed we are taking the opportunity to re-consult on our proposals in case your views have changed.

We are required to make an application for a Development Consent Order (DCO) under the Planning Act 2008. This is submitted to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who makes the decision on whether the Development Consent Order should be granted.

Based on the consultation outcome, we will submit an application in spring 2017.

On acceptance of the application and prior to commencing the examination, the Planning Inspectorate will seek the views of statutory consultees and there is an opportunity (minimum of 28 days) for local community members to register as an interested party via the Planning Inspectorate website: [www.infrastructure.planninginspectorate.gov.uk](http://www.infrastructure.planninginspectorate.gov.uk)

Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State, who has the final decision on whether the Development Consent Order is granted.



# Public exhibitions

This is your opportunity to provide comments on our proposals. The consultation runs for 28 days between **16 January** and **13 February 2017**. All responses to this consultation will be considered and where possible, may influence further refinements to the proposals.

**Find out more, meet the project team and have your say about our plans by visiting our public exhibition at:**

**The Mercure Royal Station Hotel,**

170 Ferensway, Hull, HU1 3UF

**Friday, 27 January 2017 12.30pm – 8pm**

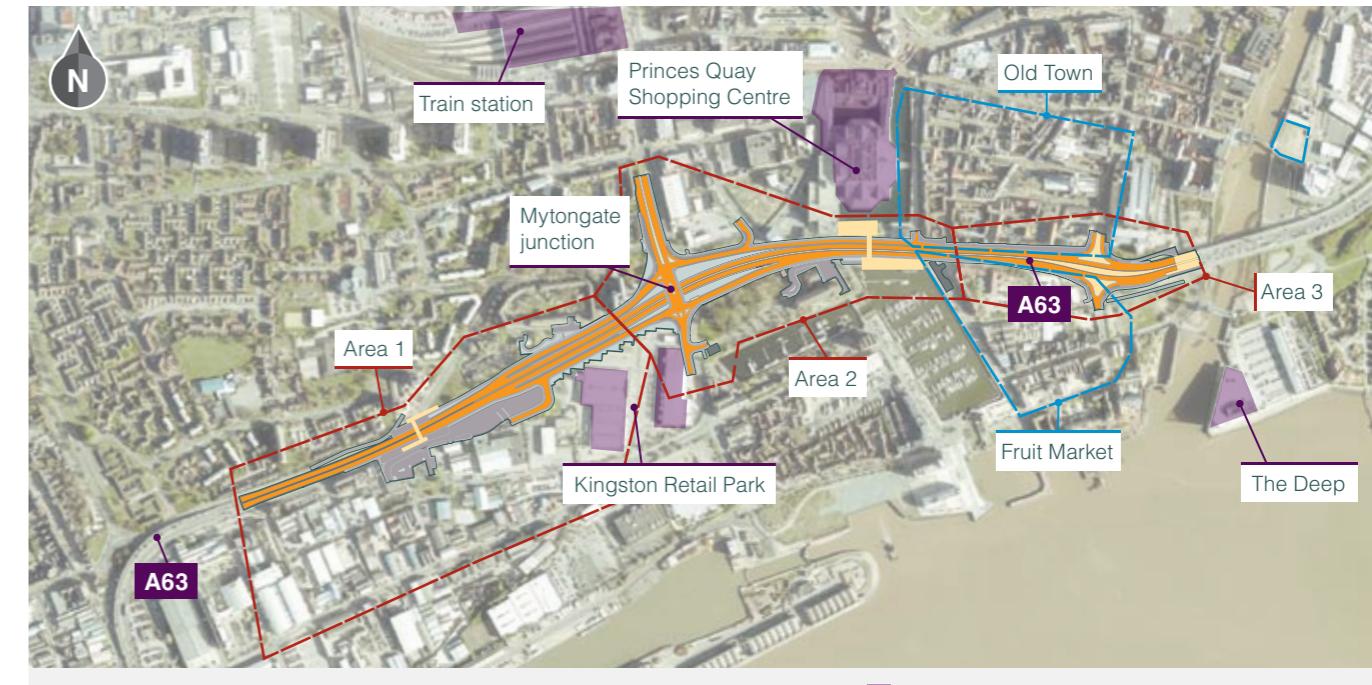
**Saturday, 28 January 2017 10am – 4pm**

You can let us know what you think by completing the freepost questionnaire included in this brochure. Alternatively, you can complete our online survey at: [www.highways.gov.uk/a63castlestree](http://www.highways.gov.uk/a63castlestree)

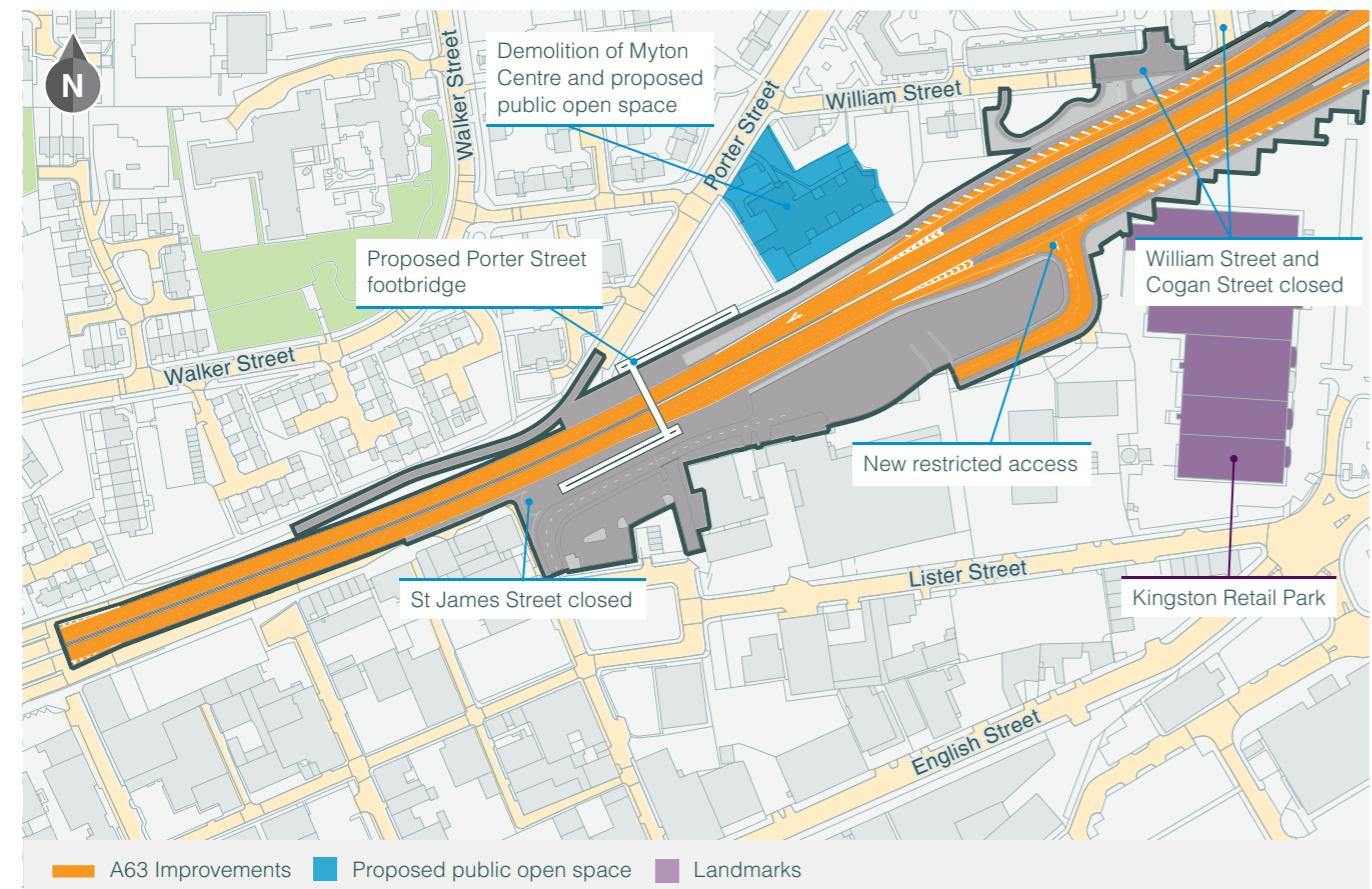
The closing date for your feedback is **13 February 2017**.

# The proposed route

We have broken the proposed route into three areas and outlined each area in more detail in the following pages.



## Area 1 – West of Mytongate junction



### What we propose to do

Close the junction with St James Street in order to provide a safe and free flowing road layout.

Replace the signal controlled pedestrian crossing with a new bridge over the A63 near Porter Street in order to maintain access across the A63 for pedestrians, cyclists and disabled users.

Provide restricted access for Arco via Spruce Road to improve local traffic movements.

Re-configure Arco car park and create a new access from St James Street.

Close William Street/Cogan Street to through traffic to provide land to build the scheme.

Reconfigure Kingston Retail Park car park to reduce the loss of parking spaces.

### Changes since last public consultation in 2013

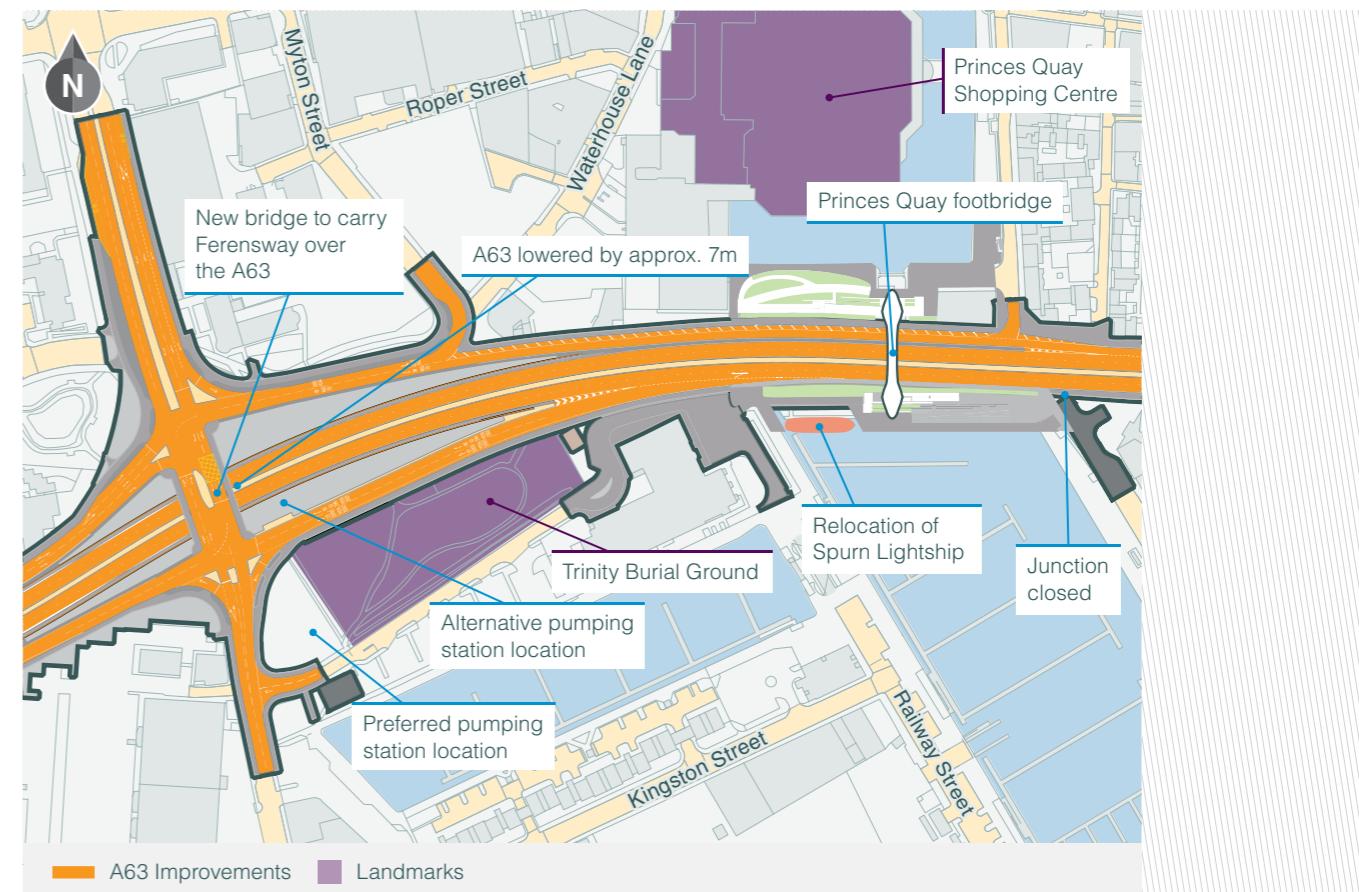
The scheme has been extended westwards from St James Street to Redfern Close/Ropery Street to provide safer road marking arrangements between the existing and new road layouts.

Parking restrictions have been introduced on St James Street on the approach to the junction with English Street to assist traffic using the junction.

To replace the existing amenity area in Trinity Burial Ground (see Area 2 map) which is required to build the scheme, we will be providing an equivalent area of replacement public open space. There are two options under consideration:

- Demolishing the Myton Centre and converting the area into public open space (shown in map above)
- A development located east of the River Hull and north of the Scale Lane bridge approach ramp (see Area 3 map)

## Area 2 – Mytongate junction



### What we propose to do

Provide a split level junction at Mytongate to separate A63 traffic and local traffic.

Lower the A63 and provide a new Mytongate bridge to carry Ferensway/Commercial Road traffic over the A63.

Provide a combined pedestrian, cyclist and disabled user route across the A63 on both sides of the new Mytongate bridge.

Close the direct access to the Holiday Inn from the A63 to provide land to build the scheme.

Provide a new pumped rising main to remove surface water which flows into the underpass at Mytongate (further details on page 14).

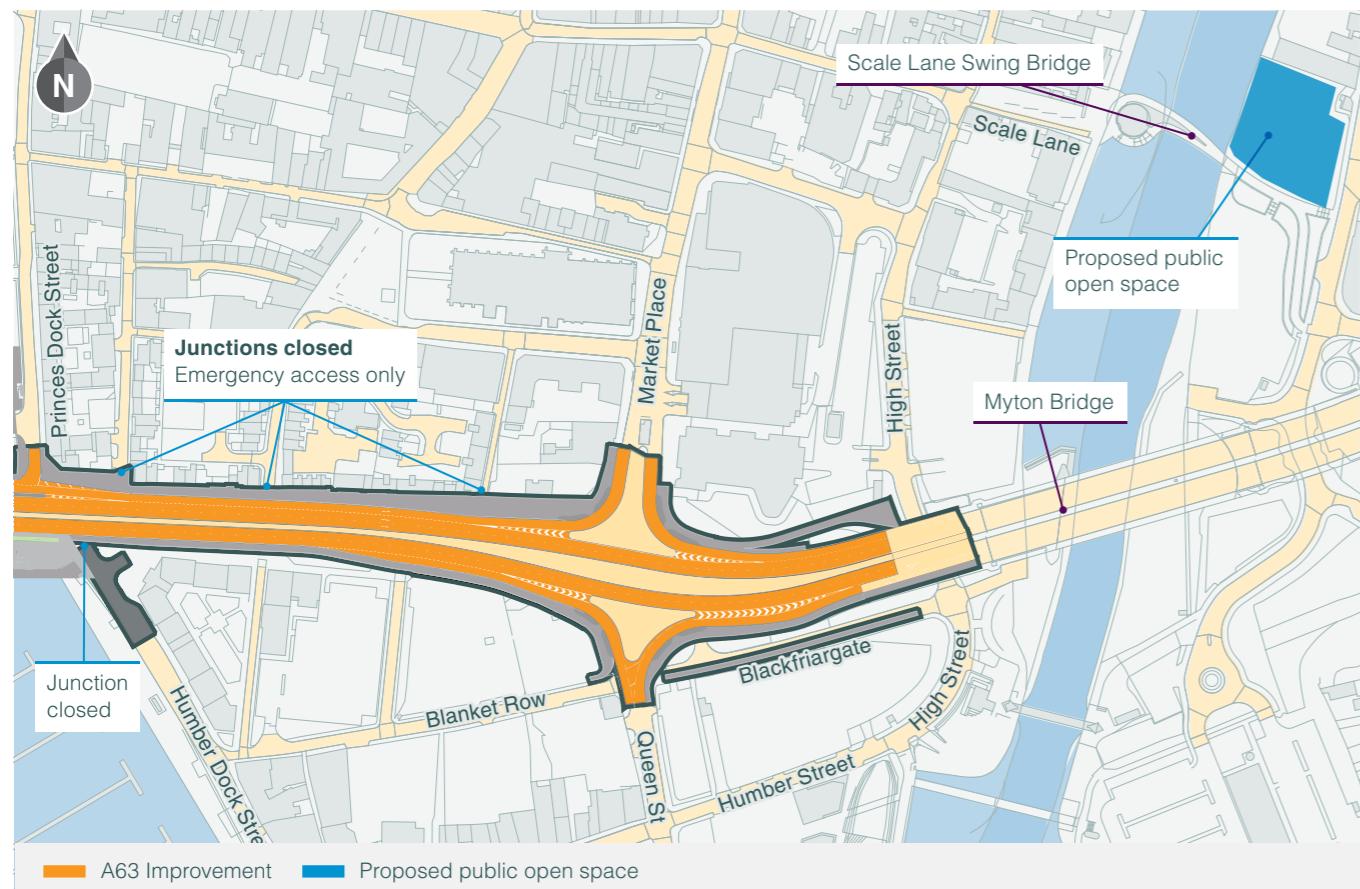
### Changes since last public consultation in 2013

An additional lane has been added to the eastbound on slip road linking Mytongate junction to Myton Street. This will improve traffic flow through the new junction.

The proposed location for the drainage outfall pumping station has moved. It will not be located at a low level in the new underpass. This has removed the requirement for a maintenance layby in the new underpass.

We are considering the demolition of the Grade II listed Earl de Grey public house and Castle Buildings so the scheme can be constructed safely.

## Area 3 – East of Mytongate junction



### What we propose to do

Provide three lanes for eastbound traffic between Princes Dock Street and Market Place.

Restrict access to the A63 from side roads by closing junctions at Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street.

Make the junction with Princes Dock Street one way northbound from the A63.

Carry out alterations in the Old Town and the Fruit Market (further details on pages 13 and 14).

### Changes since last public consultation in 2013

The proposed Market Place bridge has been removed. This decision was made following consultation responses that raised concerns the bridge would distract from the setting of the listed statue of King William III. We propose to replace the bridge with an upgraded route for pedestrians, cyclists and disabled users linking the north and south sides of the A63 via High Street, beneath Myton Swing bridge.



A63

# Castle Street improvements

## Public consultation questionnaire

We would like your views on our proposed improvements. You can also complete this questionnaire online at: [www.highways.gov.uk/a63castlestree](http://www.highways.gov.uk/a63castlestree)

Please return this questionnaire to reach us by 13 February 2017

1. Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only.

Name: .....

Address: .....

Postcode: .....

2. What do you currently use the road for?

(please tick all that apply)

Business    Residential    Leisure

3. How do you normally travel on the route? (please tick all that apply)

Car    Cycle    Walk    HGV    Other .....

### Primary scheme areas

#### Area 1 – West of Mytongate junction

4. Do you agree with the proposal in this area? (please tick)    Yes    No

Please explain your responses to Q4, is there anything else we should take into account in developing the design and planning the construction?

Such as local knowledge, road safety and environmental considerations.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

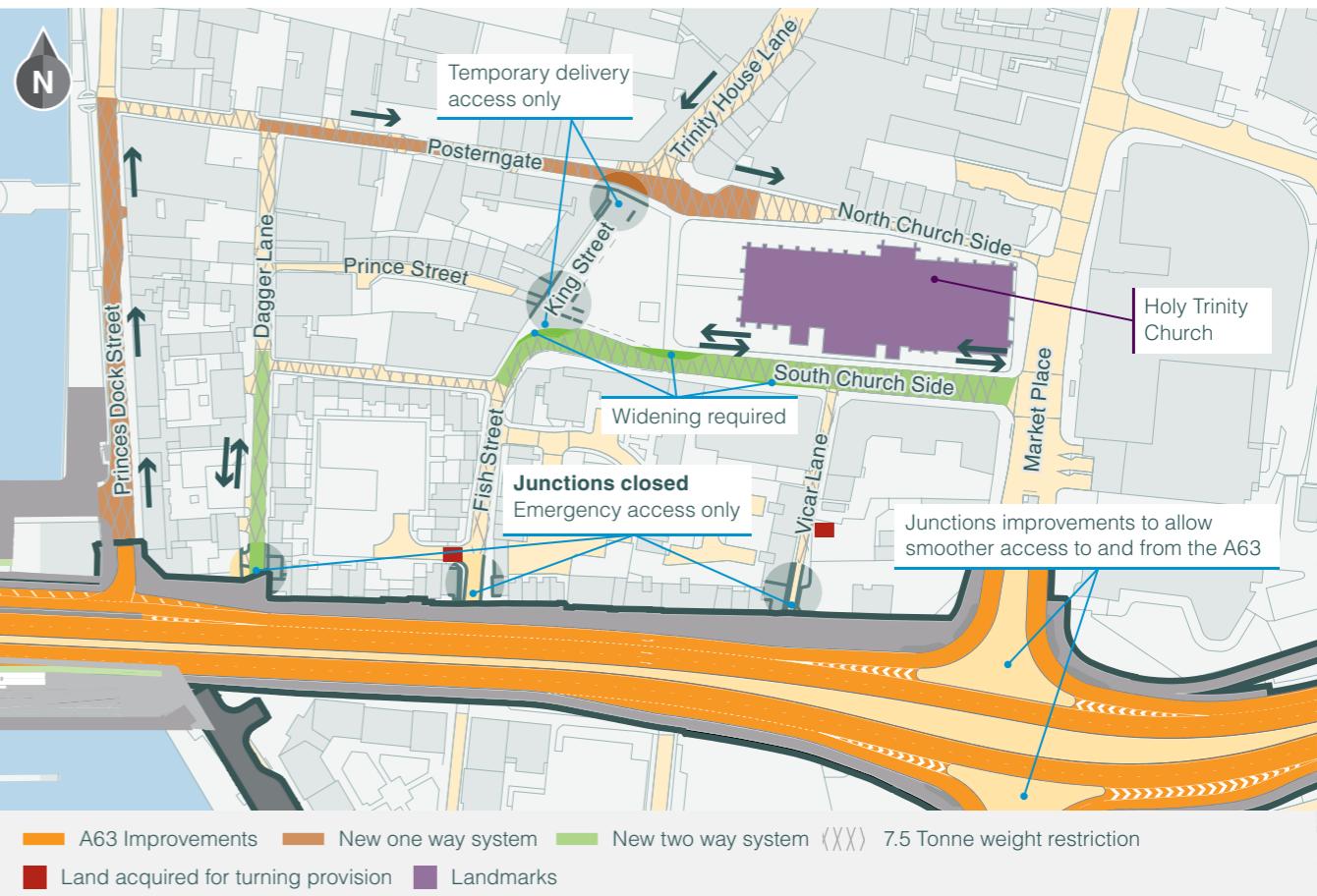
If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we

cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.



# Old Town – Proposal



## What we propose to do

We propose to close the junctions between Dagger Lane, Fish Street and Vicar Lane with the A63 to ensure the safe and smooth movement of vehicles on the eastbound A63. We also propose to make the Princes Dock Street access one-way only, allowing vehicles to enter, but not exit to join the A63.

We propose to improve the junctions at Market Place and Queen Street to allow smoother access to and from the A63.

Improvements will be made to the road network within the Old Town to mitigate the impact of the access closures.

Taking account of the recent improvements to the Old Town, we propose to include weight restrictions, turning areas on Fish Street and Vicar Lane, local road widening and changes to parking.

We are considering various options for changes within the Old Town including modification of the one way system and the provision of an additional shared space area on North Church Side in which the roadway is raised to form a single shared use area for vehicles, pedestrians and cyclists.

## Changes since last public consultation in 2013

Posterngate to become a one way street between Dagger Lane and King Street, making Posterngate continuously one way.

Land will be acquired to construct turning provisions on both Fish Street and Vicar Lane.

King Street to be reopened to allow for temporary access for deliveries only.

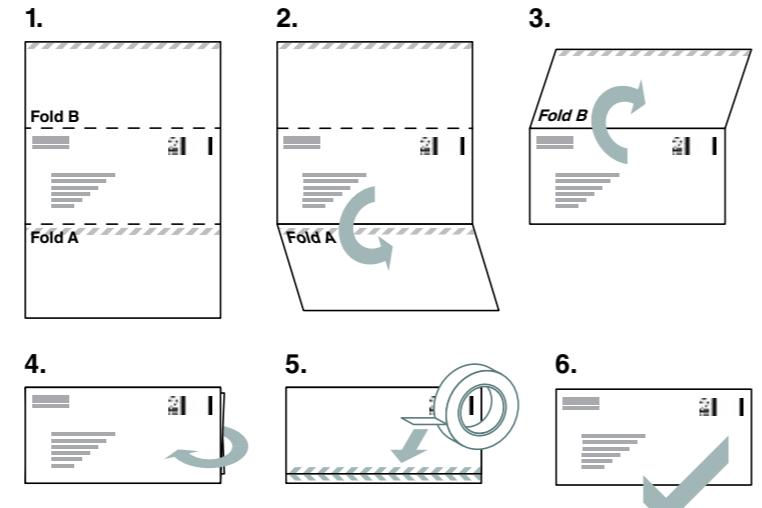
The proposed 7.5 tonne weight restriction has been extended to include Trinity House Lane.

Further widening is proposed on South Church Side to facilitate 2 way traffic.

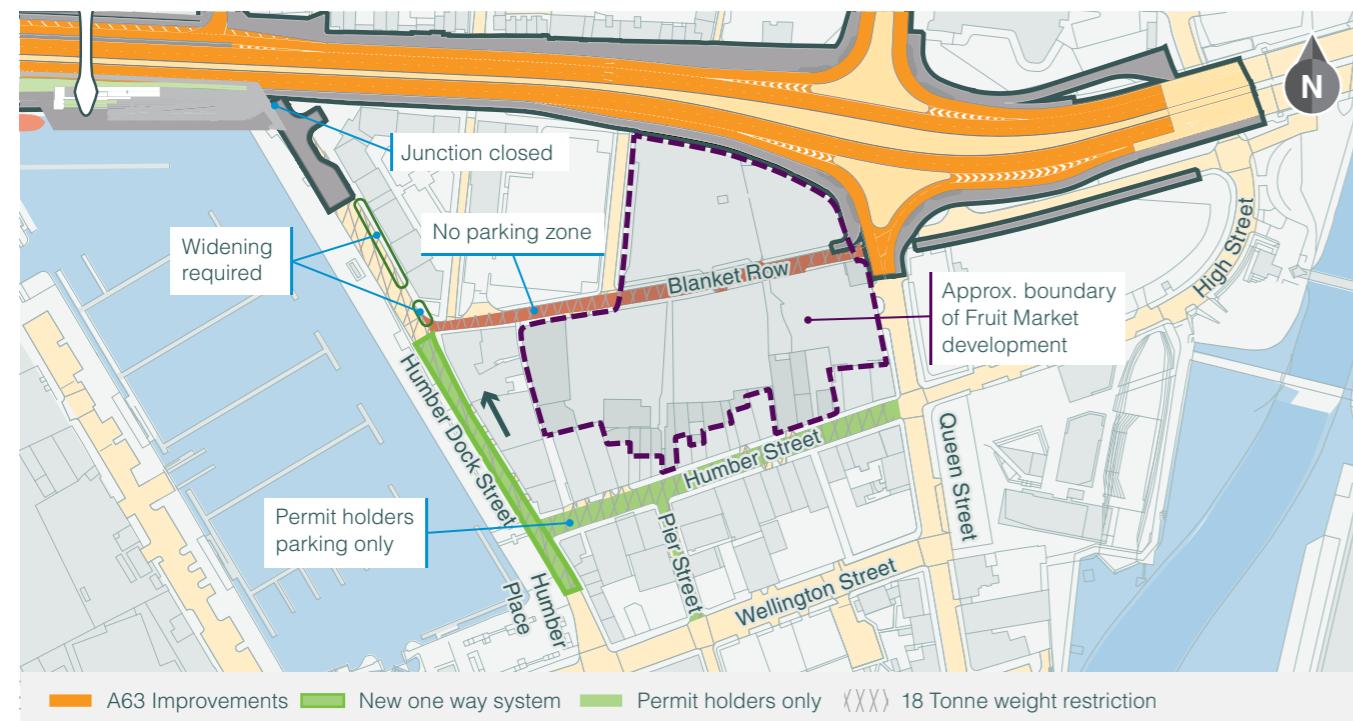
## Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



## Fruit Market – Proposal



We have taken into consideration the planned changes to the Fruit Market area.

### What we propose to do

Closure of the Humber Dock Street junction with the A63 Castle Street.

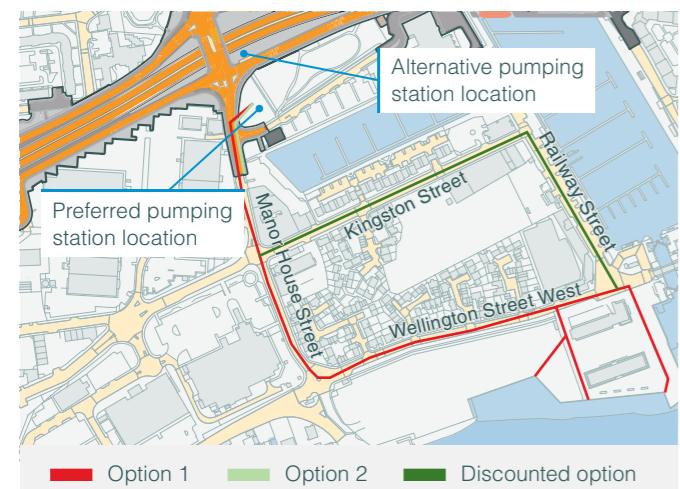
### Changes since last public consultation in 2013

The addition of an 18 tonne weight restriction along Humber Dock Street, Blanket Row, Humber Street and Pier Street.

Some carriageway widening at Humber Dock Street and Blanket Row junction.

Some parking changes and road widening on Humber Dock Street and Blanket Row to accommodate the closure of the Humber Dock Street junction with the A63.

## Drainage outfall – Proposal

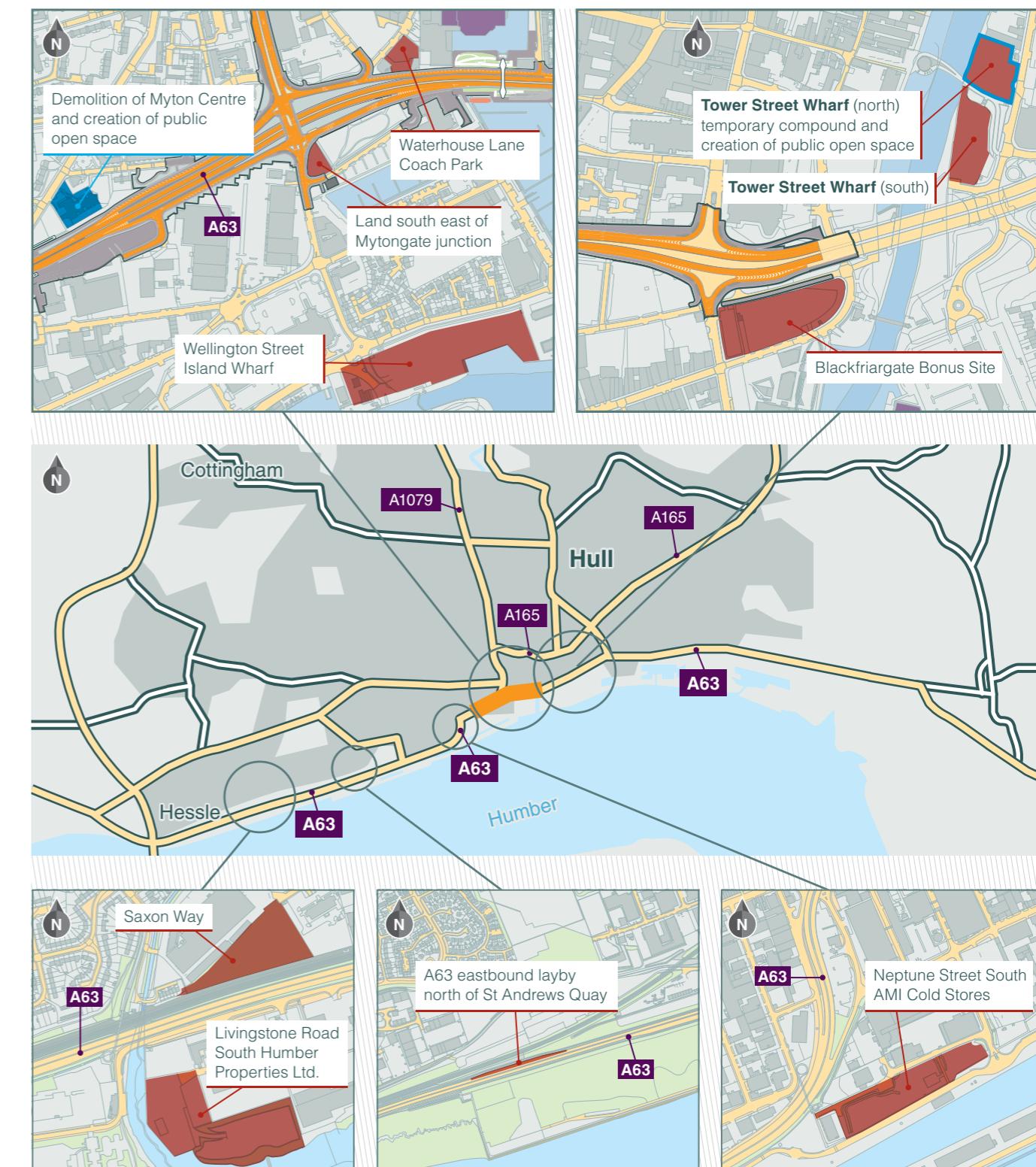


A drainage outfall is required for surface water which flows into the underpass at Mytongate. This water will either be pumped into the existing Yorkshire Water network (option 2) or it will be pumped into the River Hull via a dedicated rising main which will be installed in Commercial Road, Manor House Street, Wellington Street West and through private land to the river (option 1).

Since the 2013 consultation we have discounted the route in Kingston Street and Railway Street.

The preferred location for the pumping station is west of Trinity Burial Ground but we are also considering an alternative location adjacent to the westbound off slip road.

## Site compounds – Proposal



### We are considering using a number of vacant development plots as offices and equipment stores for the work and will be including the sites listed below in the Development Consent Order

Vacant land east of River Hull	Land south-east of Mytongate junction
Car park east of River Hull	Land south of Neptune Street
Bonus site south of Blackfriargate	Layby on A63
Site south of Wellington Street West	Commercial site south of A63 and east of Hessle Haven

# Impact of scheme

We are carrying out an Environmental Impact Assessment (EIA) to assess the impacts of the scheme on the environment. The EIA process includes considering ways to reduce or remove negative impacts as part of the scheme design.

## Air quality

Considers emissions that may arise from the project during and following construction.

## Cultural heritage

Covers archaeological remains, historic buildings and landscapes.

## Landscape and visual amenity

Considers the effects on the local landscape and townscape, and the quality of views that are changed by the scheme. Planting and improvements to the urban area in appropriate locations can mitigate the effects of the project on the landscape and visual amenity.

## Ecology and nature conservation

Considers the effects on ecologically important sites at local, regional, national and international level as required by relevant regulations, including bats and birds during winter and breeding seasons.

## Geology and soils

Considers the effects on geological resources/soils and the presence, extent and potential disturbance of contaminated land or groundwater.

The results of the EIA will be published in our Environmental Statement which is submitted as part of our Development Consent Order application. A brief summary of the main topics covered by the EIA is provided below:

## Materials

Includes the use of resources and generation and management of waste, identifying possible options for the re-use of materials.

## Noise and vibration

Highlights the change in noise and the effects it has on communities that can be reported in terms of nuisance. Traffic flow data and a construction methodology will be used to reassess the noise and vibration impacts of the project during both construction and operation.

## Effects on all travellers

Considers safety, journey times, congestion and accessibility for everyone along the route.

## People and communities

Considers how community facilities would be altered by the project including the effects on homes, businesses and potential future development.

## Road drainage and the water environment

Assesses the effects on surface water, groundwater and flood risk during and after construction.

# Next steps

Following this consultation we will consider your responses as we develop the proposals further.

Our Development Consent Order application will include a consultation report which will provide a summary of responses and outline how they have been taken into consideration in refining the scheme. Following submission, a pre-examination stage will begin, when there is an opportunity for local community members to register as an interested party via the Planning Inspectorate website [www.infrastructureplanninginspectorate.gov.uk](http://www.infrastructureplanninginspectorate.gov.uk) and request to take part in the examination process.

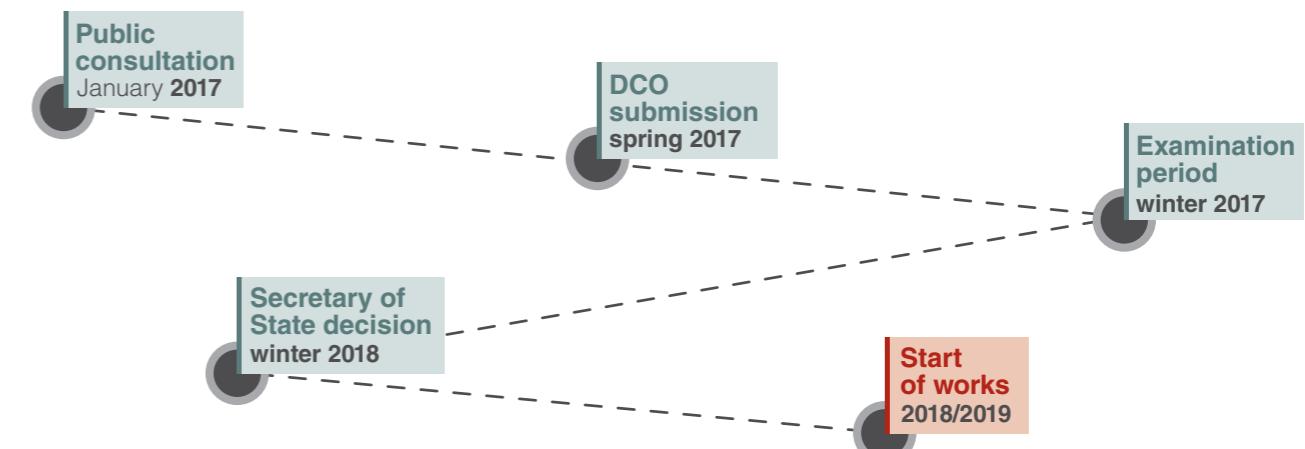
The Planning Inspectorate will then examine the DCO application together with representations made by interested parties and statutory consultees. The examination normally takes up to six months and further evidence may be sought during this time.

Following the examination, the Planning Inspectorate presents its recommendation to the Secretary of State. The Secretary of State makes the final decision on whether the DCO should be granted.

We anticipate the Planning Inspectorate will be able to report to the government by the end of **summer 2018** and, subject to approval by the Secretary of State, it should be possible to begin construction by **2018/2019**.

Construction of the entire scheme is expected to take 3-5 years.

## Timeline



We published our Preliminary Environmental Information (PEI) in **2013** as a Scoping Report. This included baseline information on the environmental setting for the project and how the potential environmental impacts would be assessed by the EIA. We have provided an update to the PEI as part of this consultation, detailing what work and surveys have been carried out since 2013 to inform the EIA. We welcome any further comments as the EIA process continues.

# Share your views

To share your views and comments on our proposed improvements, please attend one of our consultation events. If you are unable to attend, please complete the questionnaire enclosed and return using the freepost address provided. Alternatively, you can complete this online at [www.highways.gov.uk/a63castlestree](http://www.highways.gov.uk/a63castlestree). Please ensure your comments reach us by 13 February 2017.

Further consultation materials, including our statement of community consultation, questionnaire, scheme plan, environmental information and a copy of our consultation event boards is available online at [www.highways.gov.uk/a63castlestree](http://www.highways.gov.uk/a63castlestree) or can be viewed at the locations listed below. Paper copies are available on request, using the contact details below. Please note there will be a charge for some documents.

## Contact us

### Email us at:

[A63CastleStreet.Hull@highwaysengland.co.uk](mailto:A63CastleStreet.Hull@highwaysengland.co.uk)

### Write to us at:

A63 Castle Street improvement Project Team,  
Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

**Call us on: 0300 470 2450\*** (9am – 5pm, Monday to Friday)

\* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored fixed line or payphone.

More information on the A63 Castle Street improvement scheme including consultation materials and the statutory framework for infrastructure planning can be accessed at the following locations:

- **Hull Central Library, Albion Street** – Tel: 01482 210000
- **Bransholme Library, Northpoint Shopping Centre** – Tel: 01482 331234
- **Ings Library, Savoy Road** – Tel: 01482 331250
- **Gipsyville Library, Hessle High Road** – Tel: 01482 616973
- **Avenues Library, Chanterlands Avenue** – Tel: 01482 331280
- **Holy Trinity Church, King Street** – Tel: 01482 224460
- **Hull City Council, Guildhall** – Tel: 01482 300 300
- **Highways England, City Walk, Leeds** – Tel: 0300 470 2450

Please contact your local venue directly for opening times.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**. Please quote the Highways England publications code **PR153/16**.

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