



31th July 2015

Planning Policy
Selby District Council
Civic Centre
Doncaster Road
Selby
North Yorkshire
YO8 9FT

By Email and Post

Our Reference: L01/CJL/Selbypolicy_31-07-15

Dear Sir / Madam,

A Review of the Highways Assessment for Selby District, Part A – Base Line Position

WYG has been appointed by the Church Commissioners for England (the Commissioners) to provide traffic and transport advice in connection with their site on Foxhill Lane, Selby. This commission includes a review of any transport related technical work prepared as an evidence base in support of the forthcoming Local Plan.

This letter sets out a review of the first part of the evidence base; *'Highways Assessment for Selby District, Part A – Base Line Position'* which was prepared by Pell Frischmann. WYG note that this is the first of four documents that will be produced with the other three expected to follow shortly.

The structure of the WYG review in the following sections of this letter is in the same order as the Technical Note prepared by Pell Frischmann, this should ensure an easy comparison between the two.

Introduction

As detailed above, the Technical Note only covers Part A, the Base Line Position. WYG note that there will be four parts to the study and that a final report will be presented when all four sections are complete. We would welcome the opportunity to consider the final study when it is available.

Traffic Data Collection

WYG note that the brief for the Highways Assessment considers only the main traffic routes and junctions in the District. The list provided appears to cover all the main junctions in Selby District but we note that local junctions within Selby are not included in this Base Assessment.

The surveys were undertaken in October 2014 which is deemed acceptable as a neutral month. WYG see no issue with the base surveys but note that only the peak hours are available within the report. It would be helpful for all three hours within the surveys to be presented so that the peak hour can be confirmed.

Paragraph 2.4 details that further surveys were undertaken at junctions within Selby and that these will be presented in Part D of the study. WYG considers that this approach is a little unusual as if these junctions



are of concern, then we would have expected them to have been included in the Base Line Assessment. We trust that Base Line scenarios will be presented for these junctions in question in future parts of this study so that a comparison can be drawn between the Base Line position and the future with development position, that will ultimately be presented.

Base-Line Assessment of Junctions on Key Routes

This section sets out that key junctions have been considered, rather than main routes or links, as junctions will reach capacity before main links will reach capacity. The assessments undertaken are therefore based on standalone junction assessments rather than a strategic model of the Selby District Area. WYG notes that this approach will assess the junctions to an adequate level of detail but does not consider the network as a whole or any redistribution that may occur across the network in future years as development comes forward.

What is also unclear from the assessments presented is whether the base models have been calibrated against existing operating conditions including existing queue surveys. Given that no evidence is provided to show that the models have been calibrated it is assumed that they have not at this stage. We note that the traffic surveys are not presented in full. As such WYG would question the suitability of the assessments to provide an accurate base position.

Committed Development

Section 4 sets out the committed developments considered to provide an accurate baseline position. WYG note that these have been supplied by Selby District Council directly.

WYG have no direct comments with regards to the list of developments included. However, what is not clear is if there are any agreed network improvements from the listed developments that should be included in the Base Line assessment that would modify any of the junctions tested. This would apply when we consider the following section covering the impact of committed developments.

Assessment of Impact of Committed Development

The assessment of the impact of committed development is set out in this section in a similar way to Section 3. As details above, what is not clear is if any mitigation measures have been taken into account at the junctions or if they are unmodified as per those presented in Section 3.

WYG notes that a number of junctions are over or approaching capacity in this assessment. Again we would reiterate that it is not clear if the survey flow models presented earlier are calibrated, which will have an impact on all subsequent modelling. As a result it is not clear if the modelling presented here is representative of the existing operating conditions or if it includes any committed improvement schemes.

Summary and Conclusions

On review WYG note that in the conclusions of their report Pell Frischmann consider that the Base Line position has now been established. This includes highlighting issues with the A19/A163 junction, the A162 /



A63 junction and a potential future issue with the A63 / A1041 junction. What is unclear from this report is if the base models have been calibrated against existing queues and if they are therefore fit for purpose and signed off as a suitable Base Line.

We note that the report does not include a sign off or approval sheet either in terms of the consultants who prepared the report or the council officers that commissioned the report. We would welcome confirmation that the evidence presented is fit for purpose and agreed as such. WYG would expect this to include agreement from North Yorkshire County Council as the Local Highway Authority and Highways England in their role of managing the M62 which is included at the edge of the network.

If Part A of the study is not signed off and agreed as fit for purpose then this will have an impact on the following technical work.

WYG Requests and Next Steps

Given our findings to date, WYG and the Commissioners' would appreciate clarity on the points raised in terms of calibration and if the technical work presented is signed off and considered fit for purpose.

We would also welcome the opportunity to review the forthcoming technical work that will comprise parts B to D in support of the Selby District Local Plan.

We trust that when these documents are made available for consultation that we will be informed so that we can provide a response if required.

Yours sincerely,

Chris Long
Associate
WYG Group

CC: Gemma Field – Barton Willmore
CC: Emma Kateley – Church Commissioners for England