

## **NORTH YORKSHIRE COUNTY COUNCIL**

### **POSITION STATEMENT TO PLANNING INSPECTOR, SELBY EIP** **- TADCASTER ROAD IMPROVEMENT PROPOSALS**

**21<sup>ST</sup> SEPTEMBER 2011**

During the proceedings on the first day of the Examination in Public (EIP) into the Core Strategy prepared by Selby District Council representatives of Samuel Smiths Old Brewery raised the issue of road improvements in Tadcaster Town.

The brewery have set out their position at the examination and the Inspector has requested a position statement from North Yorkshire County Council (NYCC) in relation to this issue.

The following information is based on extracts from Briefing Notes that were prepared for the Corporate Director of Business and Environmental Services on 17 and 28 March 2011, following a report to Selby Area Committee on 28 February 2011, in relation to the Tadcaster Service Centre Transportation Strategy (SCTS) which included the proposals raised by Samuel Smiths Old Brewery at the EIP.

The briefing notes made recommendations in relation to which schemes, identified within the Tadcaster SCTS, should be taken forward for implementation which was approved by the Corporate Director of Business and Environmental Services on 28 March 2011 following consultation with the Executive Members for Business and Environmental Services.

The extracts from the Briefing Notes, to the Corporate Director of Business and Environmental Services, included below set out the position of NYCC in relation to both proposals as outlined by Samuel Smiths Old Brewery at the EIP.

#### **1.0 BACKGROUND**

The Local Transport Plan 2006 – 2011 (LTP) which was adopted by the County Council on 15 February 2006 included the preparation of Service Centre Transportation Strategies (SCTS) as the main implementation tool of the Plan. The Strategies were a development of the successful Traffic Management Strategies (TMS) that were prepared as part of the implementation of the first Local Transport Plan 2001 – 2006.

As a part of the SCTS process a consultation leaflet was sent to recognised stakeholders within the area covered by Tadcaster SCTS. The proposed scheme details were also made available to view in the local library and online. Details of the consultation were advertised in the North Yorkshire Times (which is delivered to every household in the study area and the local Tadcaster paper. Respondents were asked to indicate their level of support for the various options being put forward. These included 5 improvements schemes, including 2 proposals for the town centre (Schemes E(i) and E(ii) included at Appendix 1), and 3 maintenance schemes.

The proposals identified as Scheme E(i), for improvements to Tadcaster Town Centre, were put forward by Samuel Smiths Old Brewery. The results of the consultation are detailed in Section 2 below.

#### **2.0 INTERPRETATION OF THE RESPONSE TO THE CONSULTATION**

NYCC received 79 responses to the consultation, 32 of which were online and 47 paper copies. In addition quite separate from the public consultation document, which was used in the majority of cases for responding, NYCC also received 19 letters. The 19 letters provided comments about the options included in the consultation ( identified as proposals E(i) and E(ii) within the document). All 19 letters detailed objections to proposal E(ii).

The results from the public consultation, in relation to scheme E, are shown in the following table:

Scheme	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
E: Improvement options for Tadcaster town centre:					
(i) Provision of a one-way system, junction improvements and a 20 mph zone. This option would involve St Joseph's Street becoming one-way northbound and Chapel Street one-way southbound. Kirkgate would be pedestrianised.	14.95%	6.54%	0.93%	0.93%	3.74%
(ii) St Joseph's Street would be widened to accommodate two-way traffic and Chapel Street would be closed to the north of the entrance to the central car park. Junction improvements and a 20 mph zone would also be provided Kirkgate would be pedestrianised.	10.28%	0.93%	1.87%	3.74%	8.41%
E Neither Option		47.66%			

The majority of questionnaire responses (47.66%) for scheme E felt neither option should be implemented. Analysis of the responses to scheme E, revealed that the 21% of the questionnaire respondents supported scheme E(i) while 11% of respondents supported scheme E(ii). 5% of responses disagreed /strongly disagreed with scheme E(i), 12% of responses disagreed/ strongly disagreed with scheme E(ii). NYCC officers also received 19 letters in support of scheme E(i), raising objections for E(ii). Including these letters in the analysis would change the figures to 33% in support of scheme E(i) and 9.5% in support of scheme E(ii).

One of the letters received was from Tadcaster Town Council and one from the Diocese of Leeds on behalf of the church at St Joseph's Street.

The Town Council strongly agreed with scheme E(i)

The Church raised the following objections to the implementation of scheme E(ii) for the following reasons:

- The proposed widening of the street, bringing an increased number of vehicles closer to the church, will cause unacceptable noise in the building.

- The increase in vibration from traffic, particularly in acceleration and braking of heavy good vehicles at road junctions and at essential traffic calming features, is likely to damage the fabric of St Joseph's church.
- The loss of land from the front of the church would reduce parking space for parishioners, particularly those with limited mobility. Any loss of parking would be a problem for the parish, particularly on such occasions as mid week funerals.
- This scheme would affect the environment in the parish meeting rooms and in the offices in the former school building adjacent to St Joseph's Church. This building would suffer the same problems of increased noise and vibration, with loss of car parking space, as the church.
- Reduction in quality of the accommodation in the former school building will reduce our ability to let the building and reduce its rental value. The long-term financial viability of the parish requires income from this property.

The main points raised in the other letters are similar to the above but include:

- E(ii) is the most costly option and is unrealistic even without considering the Compulsory Purchase costs. The road would pass very close to the church, to the detriment of the quality of worship and the structure of the building. Rental value of the adjacent property belonging to the parish would also be reduced.
- E (ii) would be damaging to St Joseph's church
- Option E(ii) would also impact upon the safety of the primary school children of St Josephs Catholic School who often walk to church to attend Mass and services throughout the year.

### **3.0 IMPLEMENTATION OF THE SERVICE CENTRE TRANSPORTATION STRATEGY**

Throughout the SCTS process representatives for Samuel Smiths Old Brewery showed support for scheme E(ii). NYCC had several discussions with the brewery representatives, during these discussions the brewery representatives suggested private funding may be available however no formal agreement was made and the value is not known.

NYCC were willing to pursue either option (i) or (ii) further for scheme E, depending on the consultation results and the available funding. The majority of responses selected 'neither option' for the scheme E options. Given the budget for this SCTS it was considered that neither option would be affordable. It should also be noted that even with a possible contribution to scheme E(ii) it was likely that NYCC would need to pursue a Compulsory Purchase Order, which would involve costly legal and compensation funding. NYCC would have been willing to investigate either option further including the possible private funding sources if they had been favoured in the public consultation however this was not the case and it was therefore recommended that neither of option E(i) or E (ii) be taken forward.

The Corporate Director of Business and Environmental Services, on 28 March 2011, approved that the following schemes be taken forward for implementation, based on the level of support received and the allocated budget available.

<b>Scheme</b>	<b>Description</b>	<b>Estimated Cost</b>
<b>Improvement Schemes</b>		
B: A Zebra crossing on Station Road to the east of the access road into the Station Industrial Estate.	Introduction of a Zebra crossing facility	£36,000
C: Provision of a cross town pedestrian and cycle route which avoids the A659 using the former railway viaduct over the River Wharfe.	Provision of a pedestrian / cycleway	<b>£75,000*</b>
<b>TOTAL</b>		<b>£111,000</b>
<b>Maintenance Schemes</b>		
A659/A162 Junction-Kirkgate	Resurfacing	£49,000
A659 Wighill Lane Cross Roads	Resurfacing	£34,000
Grange Road	Footway Reconstruction	£40,000
<b>TOTAL</b>		<b>£123,000</b>

**\* to match fund the grant from Sustrans, Total scheme cost £150,000**

## Appendix 1

### Tadcaster Town Centre Schemes

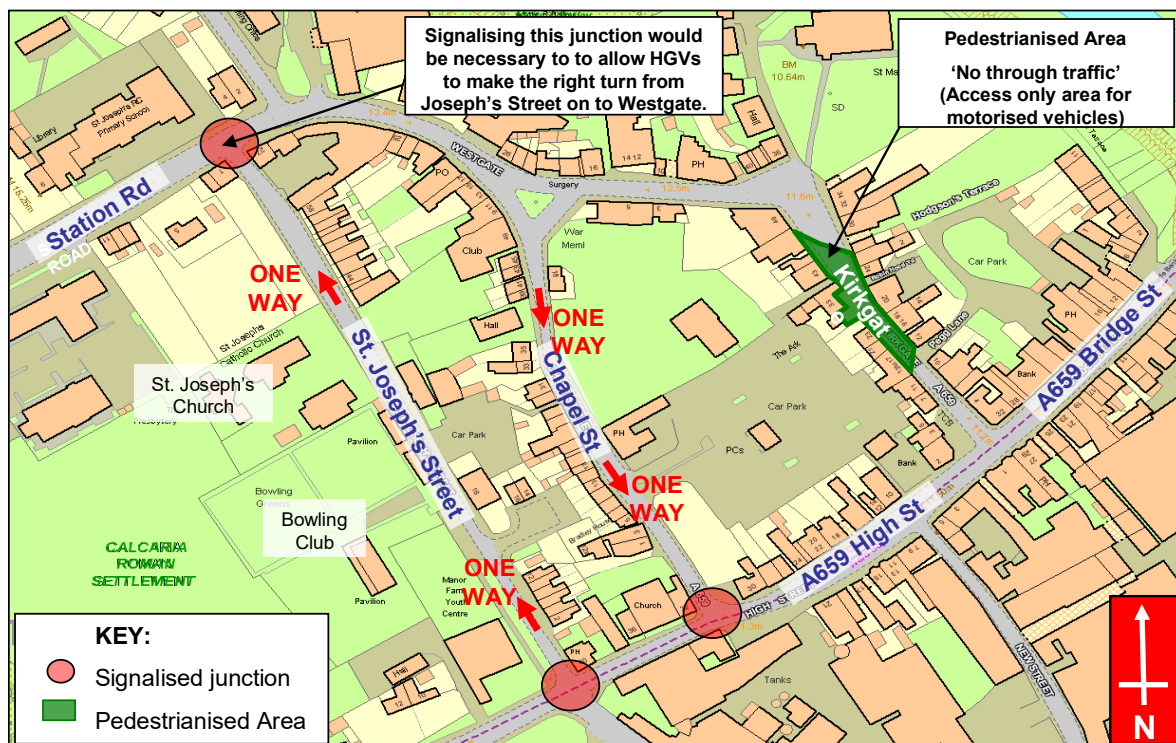
**E (i):** Provision of a one-way system, junction improvements and a 20 mph zone.

(Estimated implementation cost £525,000)

Please note estimated costs only include design and implementation of the work. It does not include land purchase or costs of Compulsory purchase procedures.

This option would involve St Joseph's Street (which currently has two way traffic) becoming one-way northbound and Chapel Street one-way southbound. Kirkgate would be pedestrianised.

N.B. The need for traffic calming features such as raised tables, raised crossing points and improved paving strips would be assessed at multiple locations within the town centre during the detailed design stage.



## Tadcaster Town Centre Schemes (continued)

**E (ii):** St Joseph’s Street would be widened to accommodate two-way traffic and Chapel Street would be closed to the north of the entrance to the central car park. Junction improvements and a 20 mph zone would also be provided. Kirkgate would be pedestrianised.

The closure of Chapel Street and the pedestrianisation of Kirkgate would make St Joseph’s Street the principal route through Tadcaster town centre. Therefore widening is required to gain the minimum carriageway and footpath width, as required by current standards.

(Estimated implementation cost £TBC –)

Please note estimated costs only include design and implementation of the work. It does not include land purchase or costs of Compulsory purchase procedures.

All potential land take required would be sought through negotiation or Compulsory Purchase Order where necessary.

N.B. The need for traffic calming features such as raised tables, raised crossing points and improved paving strips would be assessed at multiple locations within the town centre during the detailed design stage.

