

Castle Street
Improvement **A63**
Consultation event

Welcome



Castle Street Improvement **A63** Public consultation

Introduction

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences congestion, particularly around the Mytongate junction, due to the traffic signals. The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull.

A consultation exercise was held in spring 2009 detailing two preferred and four non preferred options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010. Since the preferred route announcement, the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.

This scheme aims to:

- reduce traffic congestion
- improve access to the port
- improve safety for road users and the local community
- reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.

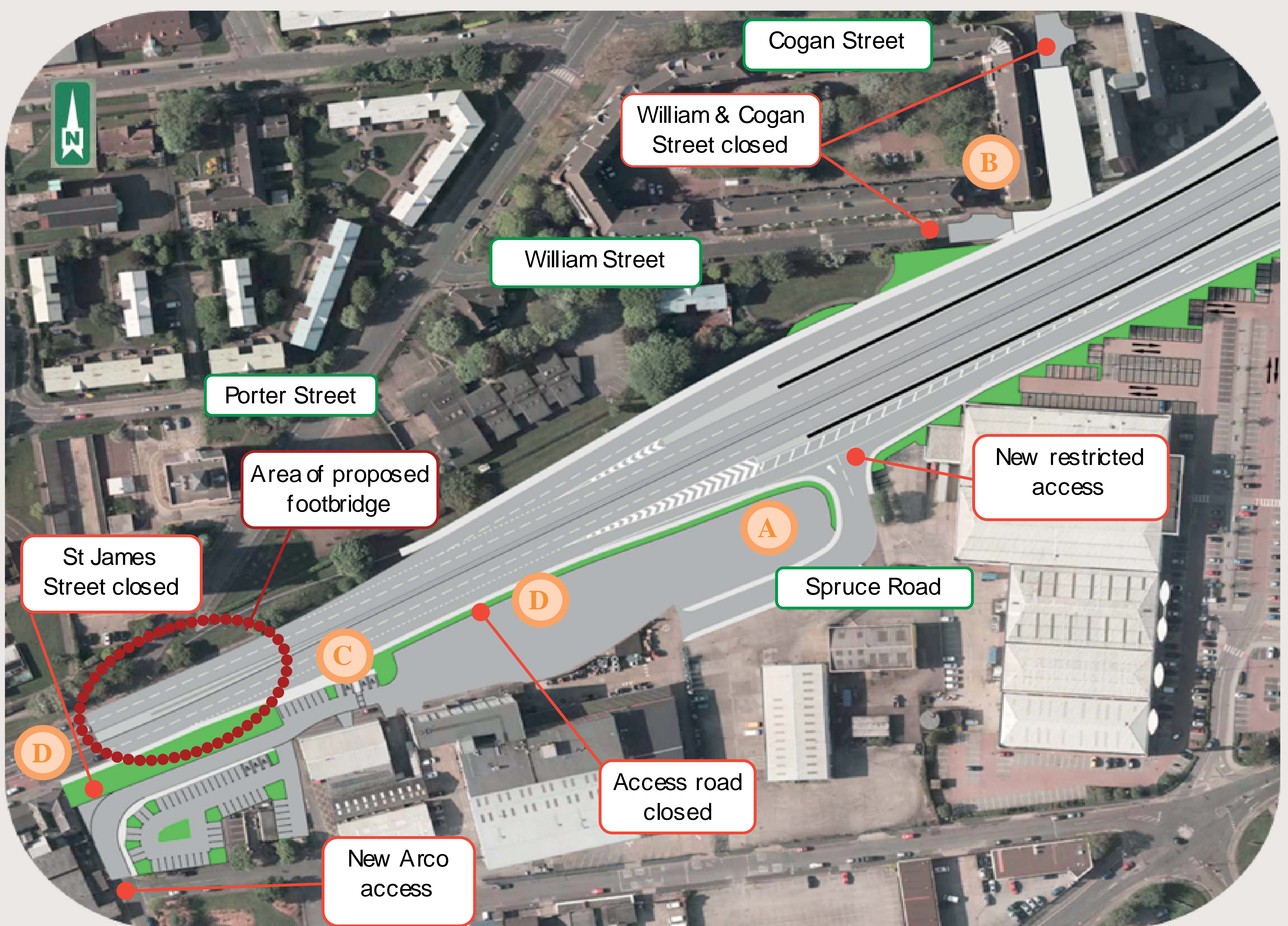


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The proposed route Area 1 - West of Mytongate Junction

We will be:

- Restricting access onto the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 near Porter Street.
- Restricting movements on side roads to improve safety



Changes since preferred route announcement

- A** Restricted access for local businesses has been provided via Spruce Road to improve local traffic movements.
- B** William Street / Cogan Street has been closed to through traffic to improve safety.
- C** The slip road onto the A63 has been made longer to help traffic flow.
- D** St. James Street and Waverley Street junctions with the A63 have been closed to improve safety.

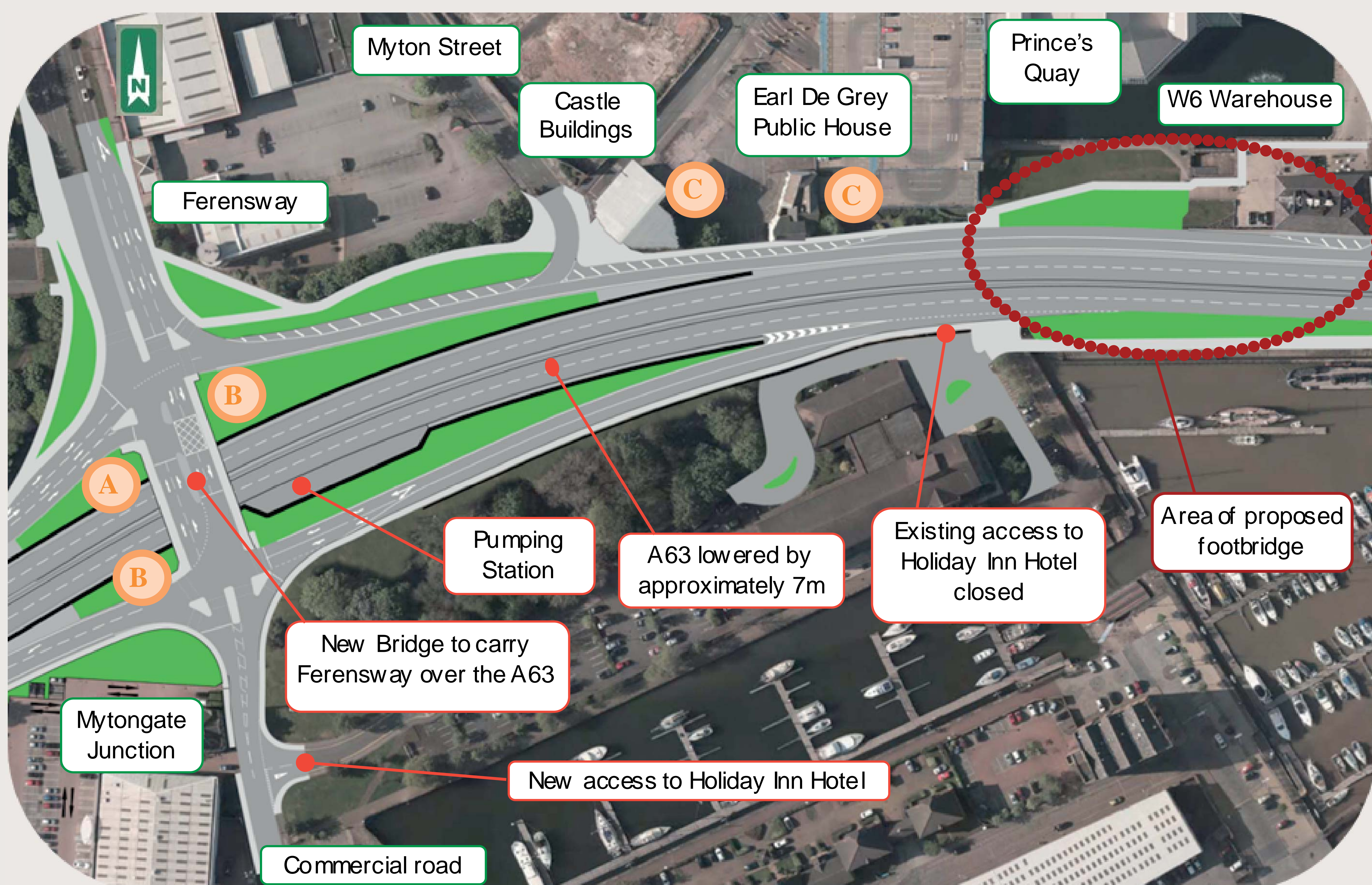
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The proposed route

Area 2 - Mytongate Junction

We will be:

- Providing a split level junction at Mytongate to separate A63 traffic and local traffic.
- Lowering the A63 by approximately 7m and providing a new Mytongate bridge to carry Ferensway over the A63.
- Providing combined pedestrian/cyclist routes across both sides of the new Mytongate bridge.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 at Prince's Quay.



Changes since preferred route announcement

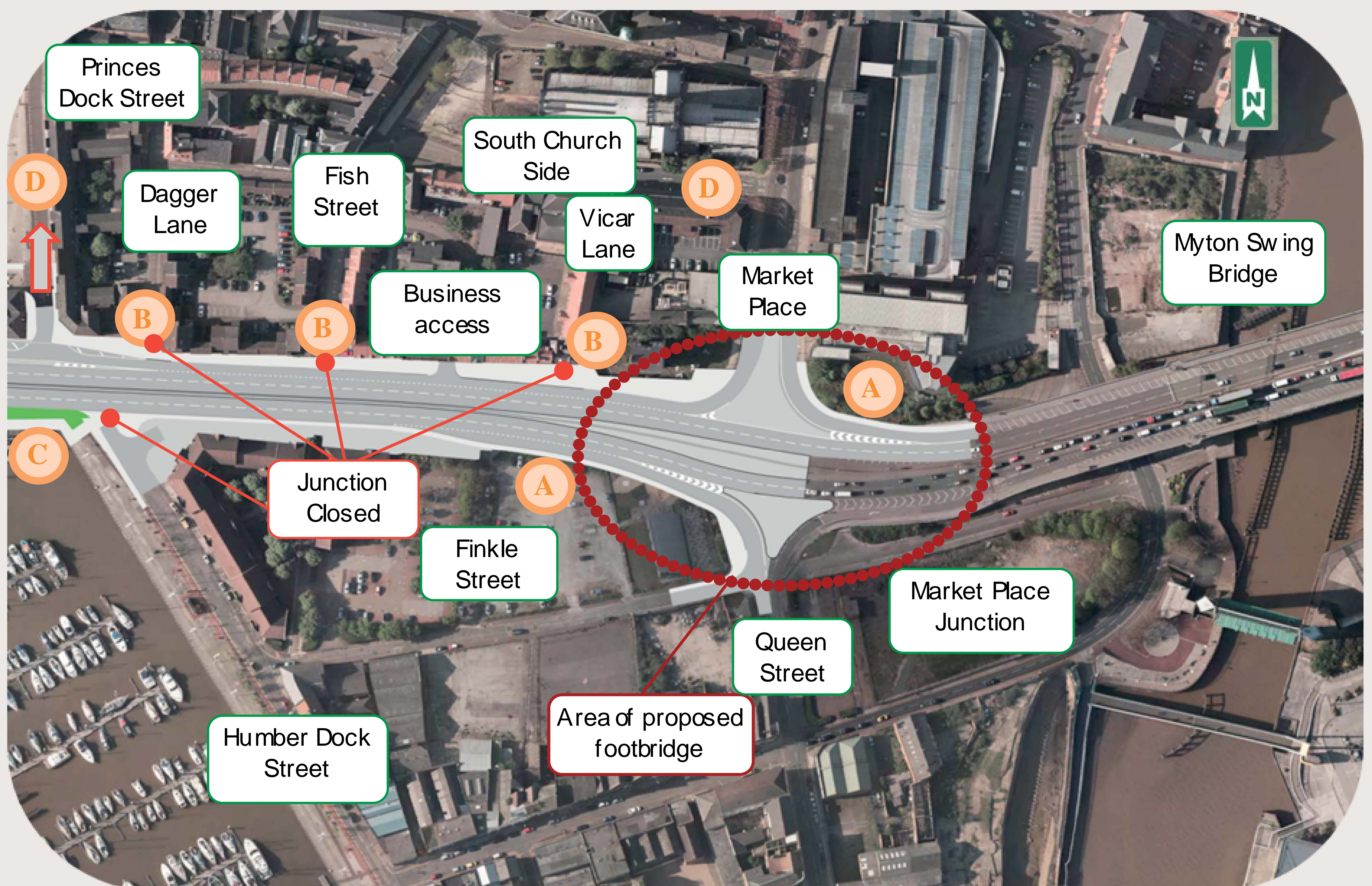
- A** A 3.0m wide combined cycleway/footway route has been added to the west side of the new Mytongate bridge.
- B** Two lanes have been provided on all the slip roads and across the new Mytongate bridge to minimise delays during construction.
- C** Two grade II listed buildings (Castle Buildings and the Earl De Grey public house) are maintained.

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The proposed route Area 3 - East of Mytongate Junction

We will be:

- Providing three lanes for east bound traffic between Princes Dock Street and Market Place junction.
- Restricting access to the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossings with a new footbridge over the A63 at Market Place junction.
- Altering priorities on side roads to improve access.



Changes since preferred route announcement

- A** Market Place/Queen Street junction with the A63 improved to assist merging traffic joining the A63.
- B** Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street junctions with the A63 closed to improve safety.
- C** Footways rerouted to suit improved scheme layout and new footbridge locations.
- D** Change Princes Dock Street access from the A63 to one way and change South Church Side into a two way street

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Public consultation

Environmental considerations

The project is an environmental impact assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application. We will be completing an EIA to further understand the effects of the proposal on the environment. The EIA covers several topics for which we need to understand the environmental situation both with and without the project.

Where there could be a negative effect, we will consider ways to remove or reduce it using mitigation. The results of the EIA will be published in our environmental statement. More information, drawing on assessment work carried out to date, can be found in the EIA scoping report, which contains our preliminary environmental information. A brief summary of the main topics covered in the EIA is provided below:

Environmental concern	Consideration
Air quality	We will consider emissions that may arise from the project during construction and once open. We have started a six-month air quality monitoring programme in the local area.
Cultural heritage	This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets including the conservation area.
Landscape and visual amenity	We will cover the effects on the local landscape and on the quality of views. We will propose planting and improvements to the urban fabric in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity.
Ecology and nature conservation	We will consider effects on ecological important sites at the local, regional, national and international level as required by the relevant regulations. We will also consider various species including bats, as well as wintering and breeding birds. We are currently updating our ecological surveys.
Geology and soils	We will consider the disturbance of groundwater and the disturbance of any contaminated land.
Materials	This includes the use of resources and the generation and management of waste.
Noise and vibration	The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and the construction methodology will be used to assess the noise and vibration impacts of the project during both construction and operation.
Effects on all travellers	We will consider safety, journey time, congestion and accessibility for everyone along the route.
Community and private assets	We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses and potential development.
Road drainage and the water environment	We will assess the effects on surface water, ground water and flood risk during both construction and operation of the project.

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Environmental impacts

Air quality

The A63 Castle Street is currently very congested which has a negative impact on the local air quality and is a key reason why Hull city centre has been designated an Air Quality Management Area by Hull City Council. Replacing the existing signalised Mytongate junction with a new split level junction, and replacing the signalised pedestrian crossings with footbridges will improve journey times along the A63 Castle Street. This in turn has the potential to reduce adverse impacts on local air quality. A six-month air quality monitoring programme is currently underway, supplementing existing monitoring carried out by Hull City Council.



Part of the northern wall of the Humber Dock (Grade II listed building) will also require demolition to ensure that Warehouse 6 (Grade II listed building) is not physically impacted upon. We have also re-routed pedestrian footways to the rear of Warehouse 6 and along the edge of the Humber Dock to minimise the areas of dock wall that will be demolished.

Cultural heritage

Previously it was proposed that the Castle Street Chambers and adjoining buildings to the east and Earl De Grey Public House (both Grade II listed buildings) would have to be demolished. However, we have been able to locate the proposed road further south to save them.

The project will require the clearance of part of the Trinity burial ground. Burials in the path of the proposed road will be removed with appropriate care and arrangements made with the church authorities for their reburial in a suitable location. The remaining part of the burial ground will be made more accessible to the public by improving paths and installing panels providing information on its history.



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Environmental impacts

Landscape and visual amenity

The works will affect the setting of the Old Town Conservation Area. We will mitigate this by minimising the clutter of street furniture, and by using high quality materials to improve the pedestrian areas of Castle Street within the conservation area. The A63 Castle Street will be lowered into a cutting below the Mytongate junction. The project will require the removal of much of the vegetation along the A63 Castle Street. However, we will replant as much vegetation as possible.

Ecology and nature conservation

The removal of mature trees along the A63 Castle Street may affect potential bat roosts. These would be replaced with alternative roosts. The removal of vegetation along the A63 Castle Street will impact on the habitat for birds. However, we will replant as much vegetation as possible.



Noise and vibration

The lowering of the A63 Castle Street into a cutting and the use of low noise road surfacing materials may provide some noise benefits.

Effects on all travellers

The A63 Castle Street acts a substantial barrier, creating severance between central Hull to the north and the waterfront area to the south. The existing signalised pedestrian crossings also expose pedestrians to vehicles. The provision of new footbridges suitable for use by both pedestrians and cyclists will help to create safe routes across the busy road. The improved traffic flow along the A63 Castle Street will also reduce driver stress levels.

Community and private assets

Some side roads that currently connect to the A63 Castle Street will be closed for safety reasons. However, alternative access arrangements will be provided.

Road drainage and the water environment

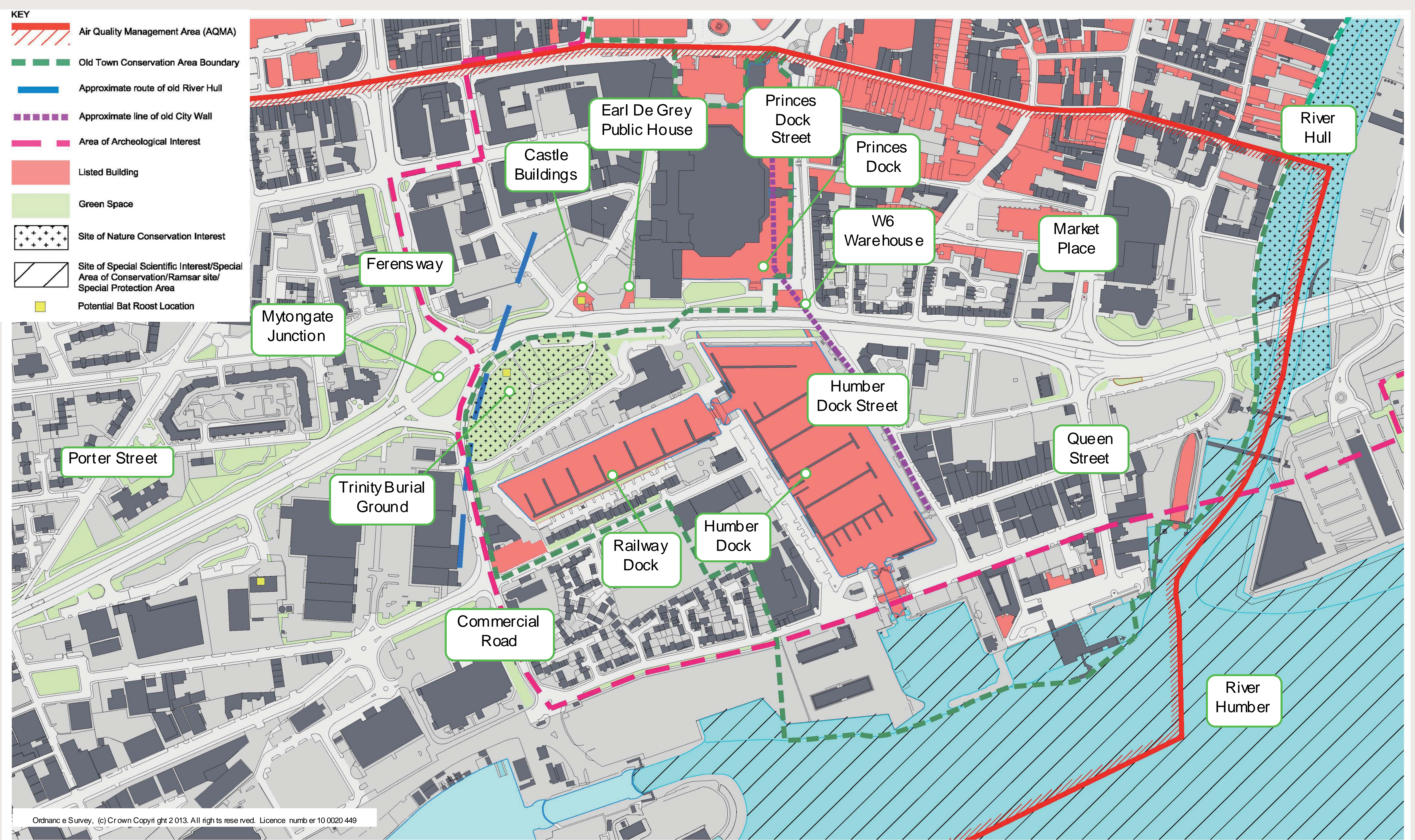
A new outfall to the River Humber will be constructed to deal with the additional surface water run-off generated by the increased area of road. A large storage tank will also be constructed to hold approximately 30 minutes worth of rainfall should the pump taking the surface water run-off to the River Humber fail. An oil interceptor and penstock will be provided to stop accidental fuel spillages discharging in to the River Humber.



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Environmental features

The plan below demonstrates the key environmental features within the local area. These include the Old Town Conservation Area, listed buildings and the Hull Air Quality Management Area. Understanding where these features are located helps us to understand how the project may impact on each of the environmental topics outlined on the other panels.



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Construction constraints

The construction period will last approximately 4 years. During this period we will seek to minimise disruption to both local communities and road users. Restrictions and constraints that will be considered as part of the construction works include;

- We will not close lanes of traffic on the A63 between 6am and 8pm, Monday to Saturday.
- Two lanes will be kept open to traffic on the A63 in both directions where practicable with a minimum of one traffic lane kept open in each direction at all times.
- Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works.
- Access to businesses and properties will be maintained whenever possible.
- Noise, vibration and disruption to adjacent properties will be kept to a minimum.
- Alternative pedestrian footway and crossing facilities will be maintained at all times.

Where we need to close the road, either fully or partially we will keep you up to date via our email alerts system that you can sign up to via www.highways.gov.uk/a63castlestreet.

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What happens next?

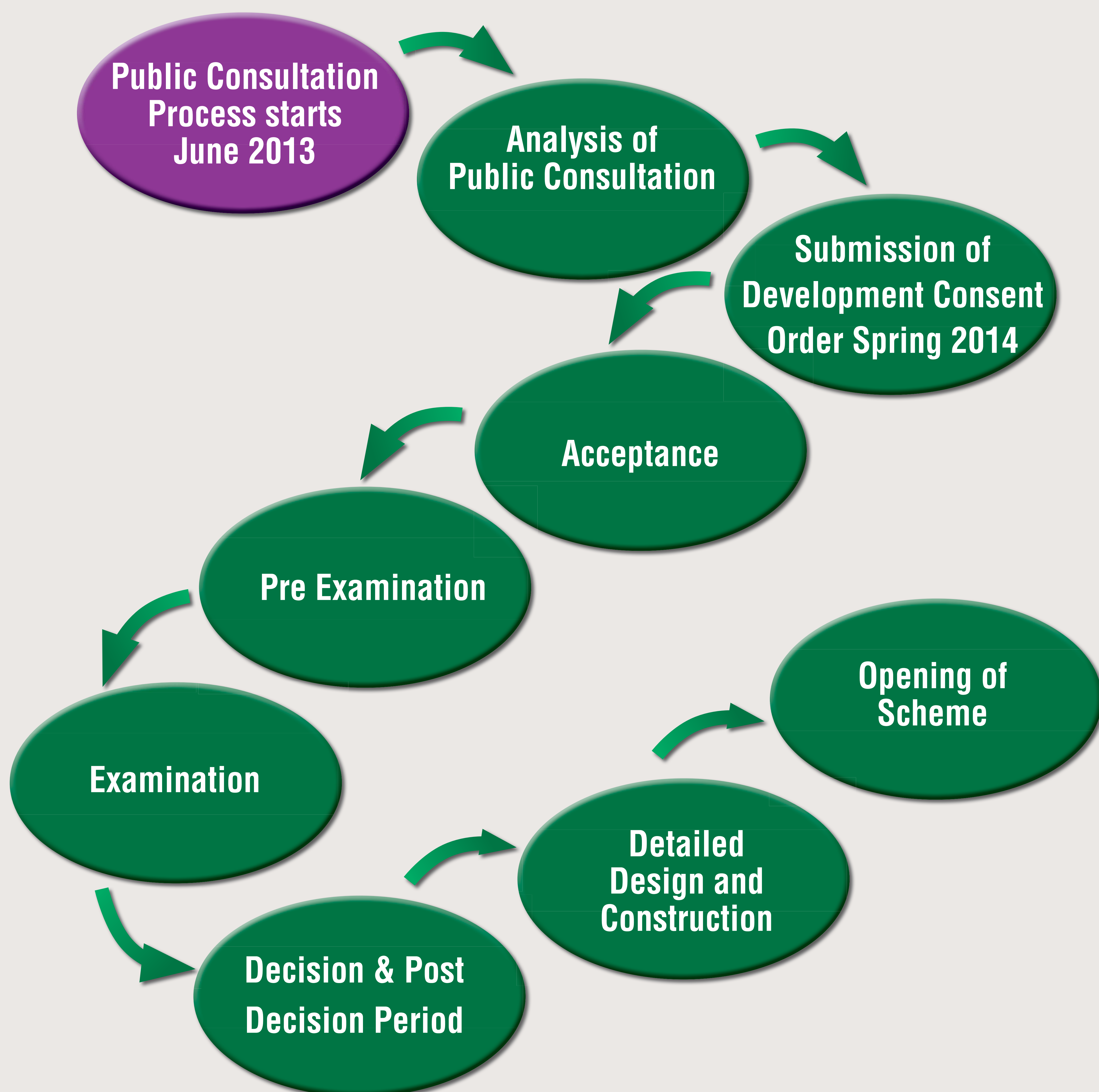
We would like to thank you for attending this event and we hope that it has been helpful to you. Your views are important to us and we encourage you to provide your comments on our proposals. You can do this by completing the questionnaire which is available in our consultation leaflet or online at www.highways.gov.uk/a63castlestreet. Alternatively you can provide your comments to the project team using the contact details below. Please ensure all comments reach us by 15 August 2013.

Following this consultation we will carefully consider your responses as we develop the proposals further. The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by spring 2014.

Once we have submitted our development consent order the Planning Inspectorate will have 28 days to decide whether the application meets the required standards to proceed, including whether our consultation has been adequate.

If the application is accepted to proceed, the Planning Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether the project should go ahead.

Subject to both a successful planning decision and government funding approval, construction work on the project will begin between 2015 and 2017.



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