

North Yorkshire County Council
Business and Environmental Services

Executive Members

26 February 2021

Selby Place and Movement Study – Permission to Consult

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

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| 1.1 To provide a progress report on the Selby Place and Movement Study. |
| 1.2 To request permission to undertake public consultation on initial options. |

2.0 Background

- 2.1 The Selby Place and Movement study was commissioned in Summer 2020, jointly by NYCC and Selby District Council (SDC). The aim of the study is to consider how congestion could be reduced, how air quality could be improved and how the highway network might be adapted to support improved movement for all modes. In addition to this, the study also considers the place making agenda in the towns in question.
- 2.2 The study was commissioned covering the areas of Selby, Sherburn in Elmet and Tadcaster, and was funded by the YNYLEP, the NYCC major scheme development budget and Selby District Council.
- 2.3 A series of workshops, including elected members, officers and partner organisations have taken place at various stages throughout the process to allow dissemination of information and opportunity to input into options and make suggestions.
- 2.4 During the optioneering process, working in partnership with planning colleagues, it became apparent that work on the Tadcaster option would clash with local plan development options, therefore work on that particular element of the study was paused. Work on the Tadcaster elements of the study will resume once the local plan consultation has concluded. The funding that remained for the Tadcaster elements of the study has been diverted to additional modelling of the Selby options. Funding will be made available from the transport planning scheme development budget in the 2021/22 year, in order to complete the work required on Tadcaster.

3.0 Progress to date

- 3.1 Work has been underway since summer 2020.
- 3.2 WSP were commissioned to undertake the study and have engaged a team of multidisciplinary specialists including transport planners, engineers, transport modellers, landscape and urban designers and future mobility consultants.

- 3.3 The aim of the study is to identify a potential programme of projects that are classified in terms of potential delivery timescales and cost. This will enable prioritisation of schemes and development of a future DfT compliant strategic outline business case.
- 3.4 The study takes account of a number of previous studies, policies, projects and plans, including the Selby Station masterplan, the Local Cycling and Walking Infrastructure Plan, and the Transforming Cities Fund (TCF) bid.
- 3.5 TCF has resulted in c£16m being awarded for project delivery in Selby town centre. This project is close to being submitted at outline business case delivery stage, with construction hopefully due to start in the coming financial year and delivery due to be complete in 2022/23.
- 3.6 The project team for Selby Place and Movement (P&M) study to some degree overlaps with that working on the TCF, and in addition to this, reviews are held between the two teams to ensure that the projects are complementary and that the P&M study builds on the strengths of the TCF.
- 3.7 The study is not looking to address a specific capacity issue. Moreover, it aims to see how a greater sense of 'place' can be engendered within the study areas, by making changes to the way in which the transport network operates and by reducing the impact of motorised vehicles on the places where people want to move around, work, visit and enjoy leisure time.

4.0 Option Sifting

- 4.1 After an initial inception workshop, 55 schemes were longlisted, ranging from strategic and long term, to low level and low cost interventions. These were then sifted using the DfT's Early Assessment and Sifting Tool (EAST), and packaged together to form cohesive potential options.
- 4.2 The types of potential intervention include:
- Public realm enhancement/creation of public realm space
 - Junction redesign
 - Traffic management, with changes to vehicle routeing and potentially prohibition of certain vehicle types in some areas
 - Reallocation of road space to active/sustainable travel modes
 - Improvements to Passenger Transport infrastructure and potential to better integrate modes
 - Potential amendments to parking provision.
- 4.3 In order to ensure that the projects that have been prioritised, not just in terms of their deliverability and strategic fit, but also in terms of levels of public support, it is considered important that the shortlisted proposals take account of public and stakeholder views.
- 4.4 Therefore, public engagement formed a key part of the programme plan and will be taken into account in the recommendations in the report prepared at the end of this study.

5.0 Options

5.1 Options and scenarios have been developed, sifted and tested and three have come forward as possible future packages. These are as follows, with the table below setting out an overview of the key elements of each for the Selby options:

Option	Description of key feature	Advantages	Disadvantages
Do minimum	Minor enhancement to traffic signals and change of palette of materials	Some may view the lack of change as a positive	Little quantifiable benefit No reallocation of road space to sustainable modes Limited impact on public realm
Do something	Bus gate on Gowthorpe, one way on Scott Road.	Enables significant enhancements to Gowthorpe/The Crescent. Benefits the Air Quality Management Area (AQMA) Provides capacity for cycling infrastructure Maintains access for buses, taxis and servicing	Scheme will require controls on outlying streets to prevent rat-running and provide appropriate alternative routing options. Some surrounding streets will be less able to deliver the place aspirations.
Do maximum	One way loop/gyratory	Enables significant enhancements to Gowthorpe/The Crescent Allows enhancements to cycle infrastructure Significant AQMA benefits Ability to effect significant improvement at gateways.	Potential detrimental on buses, taxis and servicing vehicles Scheme will require controls on outlying streets to prevent rat-running and provide appropriate alternative routing options. Roads forming part of the gyratory system would be less able to provide an enhanced sense of place.

Table 1.0

5.2 The options for Sherburn in Elmet are less significant, due to the size of Sherburn, but focus predominantly on consolidating parking in Low Street, the main shopping area, in order to provide a more attractive pedestrian area. There is also potential to improve some of the key junctions in the town in order to reduce the visual impact of vehicles, reduce severance and make the core town centre more attractive to pedestrians and cyclists.

6.0 Public Engagement

- 6.1 Whilst public engagement cannot take place in some of its usual formats due to the covid-19 pandemic, a key element of the study was to give the public and stakeholders the opportunity to give views and state preferences for approaches to place and movement.
- 6.2 On this basis, a public engagement exercise, jointly developed by NYCC and SDC officers has been planned for the first three weeks in April.
- 6.3 The consultation will run for 3 weeks and will be primarily focused on online materials and an online questionnaire. A series of FAQs will be developed and visuals are being prepared for each option, alongside a set of 'pros/cons' for each element. Paper copies of materials will be available on request to anyone without digital access.
- 6.4 It is envisaged that two online 'drop in' events will be held where project officers from both authorities and consultants from WSP will be on hand to provide information and answer questions on the options.
- 6.5 The consultation will set out to seek views on the three options above in Table 1.0 and will also consider the wider place making options that complement the transport elements.
- 6.6 As work is still being finalised on modelling and appraisal, the consultation materials are not yet prepared. An informal briefing for the Corporate Director BES and Executive members will be held to allow further opportunity to comment on the consultation materials.

7.0 Equalities

- 7.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. See Appendix 1.

8.0 Finance

- 8.1 This study has been funded from existing budgets. Any future scheme development work will be funded from the transport planning scheme development budget, and subject to a future report. Once schemes have been developed further bidding opportunities will be sought to fund construction.

9.0 Legal

- 9.1 There are no legal implications arising as a consequence of this study. Should any of the options be taken forward for further development, the legal implications will be considered at the relevant stage.

10.0 Climate Change

- 10.1 There are no climate change implications arising as a consequence of this study. See Appendix 2.

11.0 Recommendations

- 11.1 That the Corporate Director, BES and the BES Executive Members note the content of the report on progress.
- 11.2 That the Corporate Director, BES and the BES Executive Members approve the approach to consultation and agree to receive a future briefing on the content of the consultation in March following more detailed modelling of the options.

Barrie Mason
Assistant Director - Highways and Transportation.

Author of Report: Rebecca Gibson, Senior Transport Planning Officer.

Background Documents:

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Selby Place and Movement Public Consultation		
Officer(s) carrying out screening	Rebecca Gibson		
What are you proposing to do?	To consult on options suggested through the Selby Place and Movement Study.		
Why are you proposing this? What are the desired outcomes?	To give members of the public the opportunity to comment on the options that have been developed.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No. the consultation is a planned element of the study, which is being funded through existing budgets.		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The work being proposed will have wide benefits for residents and visitors and there is no reason for the work programme to cause any negative impact on anybody from within the protected characteristic groups.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	18.02.21		



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Consultation on Selby place and movement study
Brief description of proposal	Undertake a joint consultation with Selby DC on proposals identified in a place and movement study
Directorate	BES
Service area	Highways and Transportation
Lead officer	Rebecca Gibson
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	11/02/21

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

This proposal is funded through existing study budgets and therefore is cost neutral.

APPENDIX 2

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		✓		<p>This proposal relates to a (predominantly) online consultation.</p>		
	Emissions from construction		✓		<p>As above.</p>		
	Emissions from running of buildings		✓		<p>As above.</p>		
	Other		✓		<p>As above.</p>		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			✓		<p>As above.</p>		
<p>Reduce water consumption</p>			✓		<p>As above.</p>		
<p>Minimise pollution (including air, land, water, light and noise)</p>			✓		<p>As above.</p>		

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<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>✓</p>		<p>As above.</p>		
<p>Enhance conservation and wildlife</p>		<p>✓</p>		<p>As above.</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>✓</p>		<p>As above.</p>		
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Not applicable.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

This report is requesting permission to consult on proposals. There are no climate change impacts caused by the consultation.

Sign off section

This climate change impact assessment was completed by:

Name	Rebecca Gibson
Job title	Senior Transport Planning Officer
Service area	H&T
Directorate	BES
Signature	
Completion date	11/02/21

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 19/02/21