

North Yorkshire County Council
Selby and Ainsty Area Constituency Committee – 11 June 2021
Update on Selby District Places and Movement Study

1.0 Purpose of the Report

- 1.1 To provide a progress report on the Selby District Places and Movement Study.

2.0 Update

- 2.2 The Selby Places 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.
- 2.3 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.
- 2.4 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.
- 2.5 During the optioneering process, working in partnership with planning colleagues, it became apparent that work on the Tadcaster option would clash with Selby district 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 The County Council's partner consultant 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 Department for Transport (DfT) compliant strategic outline business case.

- 3.4 The study takes account of a number of previous studies, policies, projects and plans, including the Heart of Our Town study, 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. The project has been submitted at outline business case stage, with preliminary and detailed design expected to commence imminently, subject to approvals.
- 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.	

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 and stakeholder engagement

- 6.1 Public engagement took place, primarily online, during April 2021. Due to the Covid 19 pandemic, events that would have been held in person, took place by way of online MS Teams presentations, and Teams calls, with individual stakeholders. All relevant information was made available online, but was also made available in paper format, and sent out by post on request. When libraries were able to reopen following the spring Covid 19 lockdown, information and survey forms were made available in relevant local libraries.
- 6.2 575 people completed the survey online. Of these responses, over 50% came from residents of Sherburn in Elmet. In addition to this, 15 individual emails were received with additional comments. A number of these were from stakeholder organisations. An email promoting the consultation was sent out to 74 stakeholders, in addition to a press release, which featured in local newspapers and on social media platforms.
- 6.3 Officers are currently analysing the outputs from the study, with the results being made available to the Executive Members for BES and their Selby District Council counterparts in coming weeks. Following those discussions recommendations will be refined, and a further report will be brought to the next meeting of this committee.

7.0 Recommendation

- 7.1 That Members note the contents of this report and receive a further report in September 2021.

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