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helen gregory

From: Amy Denton [Amy.Denton@jmp.co.uk]
Sent: 31 January 2012 14:56
To: helen gregory
Cc: Jones, Simon
Subject: Selby LDF
Follow Up Flag: Follow up
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Helen

Please find attached a follow on response from the Highways Agency responses in December 2011.

Please do not hesitate to contact myself or Simon Jones at the Highways Agency if you want to discuss further.

Regards,
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31th January 2012

Dear Sirs

Selby LDF

This response is to complement the following Highways Agency letters previously sent to you:

- 1st December 2011 relating to the Allocations Document; and
- 8th December 2011 relating to the Core Strategy Housing Figure consultation.

These responses outlined the Highways Agency's intention to model the housing and employment distribution from the LDF with the Highways Agency Network Analysis Tool. The Highways Agency has now completed this exercise and the results of this analysis are appended to this response.

The NAT analysis reflects the dominant commuting pattern to Leeds and puts pressure on a number of links connecting Selby with Leeds. However, the Highways Agency's key area of concern regarding the Selby district developments is along the A64 and the A1 in the vicinity of the A64. The analysis shows significant levels of Selby district development traffic impacting upon A64 links, which are forecast to be speed stressed, approaching capacity or over capacity by the end of the plan period.

The purpose of NAT is to examine link capacities, however analysing the development flows on adjacent links can provide an indication as to whether certain junctions will experience issues in future years. Analysis of the Selby district development data along the A64 suggests the following junctions will require further analysis to establish if the current level of future traffic can be accommodated:

- A19;
- A659 (both north and south of Tadcaster); and
- A162.

The Highways Agency support the inclusion of strong references within the LDF documentation to the use of travel plans and the promotion of sustainable transport options. This is in line with the Highways Agency approach to dealing with capacity issues on the strategic network, which is to look to mitigate the impact of development through sustainable transport solutions in the first instance. It is important to acknowledge however, that the scale of impact on the A64 from Selby and in combination with neighbouring authorities cannot be accommodated through sustainable transport solutions alone. Further work is required by all key stakeholders to establish the overall impact of local authority development aspirations along the A64 and develop deliverable solution.

The Highways Agency therefore requires Selby to work in partnership with neighbouring authorities to address issues along the A64 and this needs to be reflected and clearly referenced in the Local Development Plan documents. The Highways Agency are currently analysing the combined impact of the development aspirations along the A64 and will provide authorities along the A64 with this information when it is available. It is requested that this forms part of the evidence base for joint working between the authorities.

Selby has also asked the Highways Agency for an indication of implications of revising the housing distribution with specific reference to reducing the proportion of housing in Tadcaster and increasing the

proportion of housing in Sherburn in Elmet. The Highways Agency has undertaken analysis on a settlement by settlement basis for both the original housing distribution and the revised housing distribution outlined in the e-mail dated 7th December 2011 and subsequently included in the 5th January 2012 consultation. This analysis is detailed in the annex to this letter and summarised below.

Core strategy distribution Jan 2011

The level of development in Tadcaster outlined in the Core Strategy January 2011 results in a major impact along the A64 and A1 in the vicinity of Tadcaster, with some impact on sections of the M1.

The level of development in Sherburn in Elmet results in a minimal material impact along the A1.

Proposed changes to Housing Allocation

The reduction in the proportion of housing in Tadcaster is reflected in the NAT outputs and the level of impact on the A64 and A1 are reduced from Tadcaster development (from major to material impact) and the impact on the M1 falls below the level of concern for the Highways Agency.

The increase in the proportion of housing in Sherburn in Elmet results in an increase in impact on the A1 and raises the level of impact on a number of other routes including the M1 and M62 but this impact is not a major material impact. Thus the proposed reduction in the amount of new housing in Tadcaster and the limited increase in new housing in Sherburn in Elmet contained within the revised LDF proposals will overall have a reduced impact on the Strategic Road Network than for the original LDF proposals.

The settlement analysis highlights unsurprisingly that the greatest impact comes from the level of development proposed in Selby Town. The level of development proposed in Selby Town has what is considered to be a major impact on a number of links on the A64. As outlined previously, in the first instance this impact should be addressed through promotion of sustainable travel although the level of trip reduction required is unlikely to be achieved through sustainable travel alone and partnership work with neighbouring authorities should address the impact of development aspirations within Selby Town.

I would re-iterate that this assessment is based on the current high level of out-commuting from Selby district. If your authority was successful in changing the live-work characteristics of Selby district residents by reducing the level of out-commuting, this could go some way towards reducing the impact of your LDF proposals on the strategic road network, However, it would be a major modelling exercise to assess to what degree a reduction in out-commuting would reduce this impact and the Highways Agency does not have the resources to undertake this work at this time.

I hope that the above comments are helpful. Should you require further information or clarification, please do not hesitate to contact me.

Our LDF consultants, JMP Consultants Ltd supported by Aecom have a team of transport planners and engineers available to work with you to support a sustainable development framework. The contact at JMP is Amy Denton on 0113 2444 347 (amy.denton@jmp.co.uk). **Please contact Amy to arrange a meeting to discuss this response. The Highways Agency request that a written response to their comments is provided.**

Yours sincerely

Simon Jones
NO Yorkshire and the Humber Planning
Email: Simon.Jones@highways.gsi.gov.uk

Annex: Selby Development Aspiration Network Analysis Tool Analysis

The Highways Agency has used the following categorisation to assess the level of impact on the Strategic Road Network (SRN):

- No material impact – because there is no link on the SRN where development of the site would generate a two way total of more than 30 trips.
- Minimal material impact – where there is no link where the total increase in two way peak hour flow is greater than 35 trips.
- Material impact – where the increase in total two way flow on any link on the SRN is in the range 35 – 50 trips.
- Major impact – with an increase in total two way flow on any link in the SRN in excess of 50 trips.

The level of capacity¹ on the SRN is defined as follows:

- No capacity issues = Less than 85%
- Approaching capacity = 85% - 100%
- Over capacity = 100%
- Speed Stressed = If the recorded speed was below 70% of the speed limit for at least half the peak hour then the link is considered to be 'speed stressed'.

Part 1: Selby District Analysis

Table 1 below outlines the key areas of concern for the Highways Agency as a result of the Housing and employment distribution outlined in the Core Strategy Submission Consultation January 2011 and Allocations Preferred Option Consultation September 2011. Table 2 provides the key areas of concern as a result of the change in housing distribution outlined in the changes to the Core Strategy Consultation 2012.

Table 1: Key areas of concern from Core Strategy January 2011 and Allocations September 2011.

| Route | Location | Direction | Capacity | Comment |
|-------|----------------|-----------------|--|-----------------|
| A64 | A1079 – A1 J45 | Both directions | Westbound - Speed stressed (A659 – J45) Approaching capacity (A19 – A1046) Eastbound – Approaching capacity and over capacity (A1079 – A1237) | Major impact |
| M62 | J34 - | Both directions | Westbound - Speed stressed (J32 – 30) | Major impact |
| M1 | J48 – 44 | Southbound | Approaching capacity (J46 – 44) | Major impact |
| | J44 – 48 | Northbound | | Major impact |
| M621 | J7 | Both directions | Speed stressed | Material impact |
| A1(M) | 32a – 45 | Both directions | Southbound – approaching capacity (45 – 44) | Major impact |

Table 2: Key area of concern from Changes to Core Strategy Consultation January 2012

| Route | Location | Direction | Capacity | Comment |
|-------|----------------|-----------------|---|--------------|
| A64 | A1079 – A1 J45 | Both directions | Westbound - Speed stressed (A659 – J45) Approaching capacity (A19 – A1046) Eastbound – Approaching capacity and over | Major impact |

¹ comparison between the measured flows in each peak hour and the theoretical capacity of the link

| | | | | |
|-------|----------|-----------------|--|----------------------------------|
| | | | capacity (A1079 – A1237) | |
| M62 | J34 - | Both directions | Westbound - Speed stressed (J32 – 30) | Major impact |
| M1 | J48 – 44 | Both directions | Southbound Approaching capacity (J46 – 44) | Major impact |
| M621 | J7 | Both directions | Speed stressed | Material impact and Major impact |
| A1(M) | 32a – 46 | Northbound | Approaching capacity (J44 – 46) | Major impact |
| | 45 – 32a | Southbound | | Major Impact |

Part 2: Settlement by Settlement Analysis

The Table 3 below outlines the key areas of concern for the Highways Agency as a result of the Housing and employment distribution within Selby town outlined in the Core Strategy Submission Consultation January 2011 and Allocations Preferred Option Consultation September 2011. Table 4 provides the key areas of concern as a result of the change in housing distribution to Selby town outlined in the changes to the Core Strategy Consultation 2012.

Table 3: Key areas of concern from Housing for Selby town from Core Strategy January 2011 and Allocations September 2011.

| Route | Location | Direction | Capacity | Comment |
|-------|---------------|------------|--------------------------------------|---|
| A64 | A1079-A162 | Westbound | Approaching capacity (A19 – A1036) | Material impact (36) to major Impact (78) |
| | A1036 – A1079 | Eastbound | Approaching capacity (A1036 – A1079) | Material impact (36) to major Impact (75) |
| M62 | J34-31 | Westbound | Speed stressed (J32 – 31) | Minimal material impact (30 to material impact (49) |
| M1 | 46-44 | Southbound | Approaching capacity (J46 – 44) | Minimal material impact (33) |

Table 4: Key area of concern from housing for Selby town Changes to Core Strategy Consultation January 2012

| Route | Location | Direction | Capacity | Comment |
|-------|---------------|-----------|---------------------------------------|--|
| A64 | A1079 – A162 | Westbound | Approaching capacity (A19 – A1036) | Material impact (39) to major Impact (85) |
| | A659 – A1 J45 | Westbound | Speed stressed | Minimal material impact (30) |
| | A1237 – A1079 | Eastbound | Approaching capacity ((A1036 – A1079) | Minimal material impact (30) major impact (81) |
| M62 | J33 - J31 | Westbound | Speed stressed (J32 – 31) | Minimal material impact (33) to major |

| | | | | |
|----|-----------|------------|---------------------------------|----------------------|
| | | | | material impact (53) |
| M1 | J46 – J44 | Southbound | Approaching capacity (J46 – 44) | Material impact (35) |

The Table 5 below outlines the key areas of concern for the Highways Agency as a result of the Housing and employment distribution within Tadcaster outlined in the Core Strategy Submission Consultation January 2011 and Allocations Preferred Option Consultation September 2011. Table 6 provides the key areas of concern as a result of the change in housing distribution to Tadcaster outlined in the changes to the Core Strategy Consultation 2012.

Table 5: Key areas of concern from Housing for Tadcaster from Core Strategy January 2011 and Allocations September 2011.

| Route | Location | Direction | Capacity | Comment |
|-------|----------------------|------------|----------|------------------------------|
| A64 | A659 – A1junction 45 | westbound | | Major impact (62) |
| A64 | A659 – A1237 | Eastbound | | Minimal material impact (30) |
| A1 | J44 – 45 | Southbound | | Material impact (44) |
| M1 | J48-47 | Southbound | | Material impact (37) |

Table 6: Key area of concern from housing for Tadcaster Changes to Core Strategy Consultation January 2012

| Route | Location | Direction | Capacity | Comment |
|-------|----------------------|------------|----------|----------------------|
| A64 | A659 – A1junction 45 | westbound | | Material impact (49) |
| A1 | J44 – 45 | Southbound | | Material impact (35) |

The Table 7 below outlines the key areas of concern for the Highways Agency as a result of the Housing and employment distribution within Sherburn in Elmet outlined in the Core Strategy Submission Consultation January 2011 and Allocations Preferred Option Consultation September 2011. Table 8 provides the key areas of concern as a result of the change in housing distribution to Sherburn in Elmet outlined in the changes to the Core Strategy Consultation 2012.

Table 7: Key areas of concern from Housing for Sherburn in Elmet from Core Strategy January 2011 and Allocations September 2011.

| Route | Location | Direction | Capacity | Comment |
|-------|----------|------------|----------|------------------------------|
| A1 | J42 – 41 | Southbound | | Minimal material impact (34) |

Table 8: Key area of concern from housing for Sherburn in Elmet Changes to Core Strategy Consultation January 2012

| Route | Location | Direction | Capacity | Comment |
|-------|----------|------------|----------|-------------------------|
| A1 | J42 – 41 | Southbound | | Material impact (49) |
| | J42-44 | Northbound | | Minimal material impact |
| M1 | J46-44 | Southbound | | Material impact |
| M621 | J7-2a | Westbound | | Minimal material |

| | | | | |
|-----|---------|-----------|--|----------------------------|
| | | | | impact and material impact |
| M62 | J32a-32 | Westbound | | Material impact |