

From: Peter Ayling <[REDACTED]>

Sent: 17 March 2019 21:47

To: A63castlestreet@PINS.gsi.gov.uk

Subject: Fw: Submission from EYD Area Ramblers for PINS Open Floor Hearing, 2.0pm, Tues 26 March, Double Tree Hilton Hull, HU2 8NH

To: Mr Peter Willows,
HM Examining Inspector,
National Infrastructure Planning,
Temple Quay House,
2 The Square,
Bristol, BS1 6PN

Your Ref: TR010016

Date: 17 March 2019

Dear Sir,

According to the information contained in your letter of 22 Feb 2019 sent to me by Stella Perrett, Customer Services Team, Planning Inspectorate, I understand I may make an oral presentation as an "Other Party" at the Open Floor Hearing, 2.00pm Tuesday 26th March, Double Tree Hilton. Hull, HU2 8NH.

I therefore seek your permission to make a presentation at this Hearing as the representative of the East Yorkshire & Derwent Area Ramblers, based on the text below that addresses matters listed in Annex B, "A63 Castle Street, Hull, Principal Issues", Principal Issue 8, Transportation & Traffic, point 4, Effects on pedestrians.

Yours sincerely,

Peter Ayling

(Dr Peter Ayling, East Yorkshire & Derwent Area Ramblers)

Ramblers' Submission on A63 Castle Street Improvement Scheme, Hull Old Town

1. My name is Peter Ayling, and I have lived near Hull for 48 years and worked at Hull University for 35 years. I am Environment Officer and President of East Yorkshire & Derwent Area of the Ramblers. The Ramblers is the largest charity for walkers in England, Scotland and Wales, with about 100,000 members. It was founded in 1935 to promote rural walking, but latterly has focused on urban walking and health issues, and has administered the Walking for Health Programme with Macmillan Cancer Support. This submission is made jointly with our Hull and Holderness Ramblers Group and its Chairman Mr Steve Lack, they walk regularly in

Hull Old Town and led several themed walks there for the Hull City of Culture programme in 2017.

2. Since the terrible damage inflicted by WWII, the fabric of the Old Town has taken many knocks. Making Castle Street wide enough for the present A63 dual carriageway involved demolition of medieval timber-framed houses along the south side, so we feel any further demolition has to be properly justified.

3. We have previously commented on Highway England's three drafts for the A63 Improvement Scheme in the Old Town. In the final scheme, HE's and perhaps a majority of the public's favoured solution to ease the present congestion is to create a new intersection at which a length of the East-West A63 will be lowered and a section of North-South Ferensway raised above it. HE claims that this intersection will be pedestrian-friendly, but we find it difficult to judge this on the evidence so far provided. However, the pedestrian and cycle bridge about 350m to the east of the intersection at Princes Quay/Hull Marina is a popular solution for achieving one of HE's four stated aims, namely reconnecting the north and south parts of the Old Town (although this aim is ranked only fourth by HE, number one being to improve the traffic flow).

4. Our major concern with the scheme is at the junction of the A63 and Market Place some 650m to the east of the intersection. In Draft 2, a pedestrian bridge was shown over the junction, aligned N to S, to replace the existing light-controlled crossing. But this bridge and the light-controlled crossing have been replaced in Draft 3 by an 'improved' (sic) pedestrian route that involves a detour to the east, passing under the River Hull bridge, and returning to the junction along the other side of the A63. On querying the loss of the bridge, we were told one of the heritage bodies had claimed the planned bridge would interfere with the view and setting of the King William statue in Market Place. We have not seen the evidence for this claim eg photomontages, but contest that this aesthetic argument should take precedence over the need for a second safe crossing point for pedestrians. As Mr John Scotney of Hull Civic Society showed by a series of photos at different times of the day, a route involving an underpass might not be attractive for pedestrians, especially in poor light.

5. We feel that a better-designed light-controlled pedestrian crossing at this junction is an option worth evaluating, and preliminary timings of crossings at the present junction suggest that the time from pressing the button to obtain a red light to halt the traffic to the lights returning to green occupies only a few minutes. We realise that HE wishes to speed up the traffic flow by removing all such crossings on this part of the A63, but it would be the only such holdup between Dry Pool roundabout to the east and some miles to the west.

6. Originally we were concerned that in Draft 3 the Earl de Grey pub on the A63 north side near the Marina was probably to be demolished, when Draft 2 had claimed it would be saved by taking nearly a third of the Holy Trinity historic burial ground. Whilst we are sad that this loss of part of the burial ground and the loss of an historic pub will go ahead, we are reassured that the pub will be taken to pieces and rebuilt near its present location close to the new Arena building.

Conclusion

7. We consider that it is vital that there are two pedestrian-friendly crossings in the 650m between the new traffic intersection and the Market Place junction, if

HE's stated aim of re-uniting the north and south parts of Hull's historic Old Town is to be achieved.

17 March, 2019

END

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