

Cabinet – 24 July 2013

York's Bridge Replacement Scheme - Pelsall

Portfolio:	Councillor A Andrew – Deputy Leader, Regeneration and Transport
Related portfolios:	None
Service:	Neighbourhood Services
Wards:	Pelsall
Key decision:	Yes
Forward plan:	Yes

1. Summary

- 1.1 At its meeting on 23 January 2013 Cabinet approved a number of steps to advance the delivery of the York's bridge project. The delivery programme required consultation to be undertaken to support deregistration of common land, followed by the submission of a planning application and then an application to the Planning Inspectorate to deregister part of the Pelsall North Common.
- 1.2 This report summarises the issues raised in the consultation exercise, seeks approval to the inclusion of new parking facilities to facilitate access to the common and seeks approval to the final positioning of the proposed bridge.

2. Recommendations

- 2.1 That Cabinet approve the location of the bridge position as shown in **Appendix A1** - Option 1.
- 2.2 That Cabinet approve the construction of 6 new parking spaces as shown in **Appendix A1** - Option 1, to facilitate access and use of the common.
- 2.3 That Cabinet approve the inclusion of the additional common land required for the construction of the six new parking spaces and minor road realignment in the common land de-registration application as shown in **Appendix D**.
- 2.4 That Cabinet note the continuing attempts to identify additional swap land to offset the additional common land de-registration and delegate authority to the Executive Director for Neighbourhood Services in consultation with the Portfolio Holder for Regeneration and Transport to include any suitable land identified in the common land de-registration application.

- 2.5 That Cabinet note the intention to advertise, through the relevant statutory procedures, a Traffic Regulation Order to prevent any unnecessary heavy commercial vehicle direct routing through Pelsall village centre.

3. Report detail

- 3.1 At its meeting on 23 January 2013, Cabinet received a report relating to the proposed replacement of York's bridge. Included in that report were plans showing the sections of common land that would require de-registration as part of the project. Those plans were drawn up based on the long standing intention to construct a new bridge alongside the existing, which is shown as Option 1 in **Appendices A1** and **A3** to this report.
- 3.2 As part of the ongoing scheme proposals refinement process it was identified that a short section of Norton Road to the west side would need a minor realignment to provide safe access and egress onto the proposed carriageway. At the same time officers recognised an opportunity to introduce some off-road parking which would facilitate and encourage the use of the common. The suggestion of parking was included in the consultation exercise with specific questions asked about if it was felt to be a good idea and, if so, how many spaces should be provided.
- 3.3 Consultation on the overall scheme was carried out between 5 March 2013 and 19 April 2013 and comprised information on the Council's website, the circulation of approximately 1,500 brochures containing scheme information and a series of nine drop-in events, held in the Pelsall area. This process served two purposes; that of consulting on de-registration of common land (a statutory requirement) and also as pre-consultation ahead of submitting a planning application for the construction of the replacement bridge.
- 3.4 The drop-in events were particularly successful with approximately 120 to 130 visitors. At these events the public was able to question officers face-to-face and were able to articulate their views and concerns in a way that might not have been possible in writing. A summary of the consultation feedback can be found at **Appendix C**.
- 3.5 The consultation exercise indicated a reasonably balanced view with regard to the proposal to introduce new parking to facilitate access to the common. However, there were marginally more people against the provision of parking than those in favour. On closer examination of the responses, it could be seen that a large percentage of those against parking lived locally and could already access the common on foot. Others who live nearby in narrow roads such as Nest Common and those living further away were in favour of new parking provision. They believe parking provision would help alleviate indiscriminate parking in Nest Common by people using the common and assist accessibility for those reliant upon a car to visit the common. Officers therefore propose the inclusion of six off-road parking spaces to be positioned off the non-mainline section of Norton Road.

- 3.6 The realignment of a section of Norton Road and the parking bays described above will require additional common land to be de-registered and officers seek to add this to the previous approval. The additional requirements are shown in **Appendix D** and amount to approximately 350m² of land to be permanently de-registered and approximately 500m² of land to be temporarily de-registered. The Cabinet report of 23 January 2013 identified Moat Farm pool as land to be registered as common to offset the loss of common land required for the scheme. The requirement for a further 350m² of common means a greater imbalance between the swap land and common land taken. The consultation sought suggestions from the public for additional areas of land that could be included as swap land. Officers are still considering the suitability of those suggestions and will continue to maximise any opportunity for suitable swap land to offset the impact of this scheme.
- 3.7 The strongest comments and concerns expressed through the consultation process came from residents in Mallard Close on the Moat Farm estate, and relate to the positioning of the proposed bridge. The alignment used for consultation (Option 1) proposes the use of a strip of land between Norton Road and the boundaries of properties in Mallard Close. This would mean the new carriageway being closer to Mallard Close than at present and residents are very concerned about detrimental impacts such as increased noise and loss of privacy. Their concerns were voiced several times at the drop-in events and also in the form of a 43 name petition, submitted on 2 April 2013.
- 3.8 It is the view of the residents that the existing canal bridge should be demolished and the new bridge built as close as possible to the current position. Officers have reviewed the possibility and implications of repositioning the bridge further away from Mallard Close and an alternative position is shown as Option 2 in **Appendix A2**.
- 3.9 The Option 2 proposal does not show the new bridge exactly on the alignment of the existing. This is due to practical issues relating to proximity of the bridge to the public house and the unknown interrelationship between the foundations of the public house and existing bridge. The location shown is intended to minimise risks of this nature and to avoid any issues relating to The Party Wall etc Act 1996.
- 3.10 To inform Cabinet, a range of pros and cons for Options 1 and 2 have been drawn up and are included in this report at **Appendix B**.
- 3.11 Many of the pros and cons are practical issues relating to either cost or construction matters. The majority of these are seen as marginal in terms of selecting the bridge position and not unusual in a project of this nature. The key issues relate to the long term impacts on residents in Mallard Close associated with Option 1 and the impacts on businesses and the general public associated with Option 2 that would require the closure of Norton Road for up to 18 months.
- 3.12 The only difference between Option 1 and Option 2 is the positioning of the new bridge. Under both Options the road and bridge will be closer to properties in Mallard Close but would be between 3.5m and 4m further away under Option 2. Under both Options the road height is increased in the proximity of the bridge relative to the existing road. The bridge height is dictated by the canal water and

towing path clearances required by the Canal and River Trust. The height of the approaches is determined from national standards for road alignments. Officers have already reduced the vertical road alignments as much as permitted in order to minimise the impact of increased road height.

- 3.13 The concerns of the residents in Mallard Close fit into four categories; increased noise, visual intrusion/loss of outlook, loss of privacy and reduction in property value. Officers have examined each of these and their views are as follows.
- 3.14 **Noise:** Calculations have been undertaken to ascertain the affect on noise levels. These calculations have followed nationally accepted procedures and been carried out for the existing road situation as well as for Options 1 and 2. The existing road suffers from poor gradients adjacent to the bridge and a 'noisy' road surfacing material. The proposed road will have improved gradients and will have a 'quiet' road surface material. As a result the noise calculations show that any increase in noise level to Mallard Close that might have been expected from positioning the road nearer to properties has been offset. The noise difference between the existing situation, Option 1 and Option 2 would be indistinguishable to the human ear.
- 3.15 **Visual Intrusion/Loss of Outlook:** The height of the new bridge and approach roads is the same for Option 1 and Option 2. Proposed road levels decrease rapidly away from the bridge and increases in height will affect two or three properties closest to the canal.
- 3.16 **Loss of Privacy:** Only those properties closest to the canal would be affected by loss of privacy. In these cases a new bridge closer to the property with a slightly higher than existing road would result in the property being more overlooked than at present. In response to this concern officers have already determined that the proposed footway on the east of the new road (closest to Mallard Close) can be deleted from the scheme. The new bridge will still be built to accommodate the construction of a footway on the east side should it be required in the future.
- 3.17 **Property Value:** Property values are not a determining factor when considering proposed development but in any event there is only a small between Options 1 and 2 in terms of bridge location and both options require the road and bridge to be closer to properties in Mallard Close. In this regard any impact on property values in Mallard Close is expected to be the same under both options.
- 3.18 As a variation to Option 1 officers have also considered whether or not the exclusion of footways over the proposed bridge would help alleviate any impact on residents of Mallard Close. The alternative considered would entail the diversion of the pedestrian route across the existing bridge with a ramped footway provided to rejoin the footway on the northwest of the bridge. The proposed bridge could then be made slightly narrower. The alternative has been considered from the point of view of benefits to adjacent properties as well as the practicality of the pedestrian route. This alternative is shown in **Appendix A4**.
- 3.19 The alternative can only be applied to Option 1 since it relies on the use of the existing bridge for pedestrians. Under Option 2 the existing bridge is removed. The deletion of the two 2m footways over the proposed bridge would allow the

narrowing of the new bridge however a requirement to provide a safety set-back of 1.2m between the running carriageway and the parapet walls means the overall narrowing would be limited to 1.6m. As half of this narrowing relates to the east side of the bridge the proposed carriageway would only be relocated 0.8m further away from Mallard Close.

- 3.20 With regard to properties in Mallard Close, there would be no discernible benefit in terms of noise, visual intrusion/loss of outlook or property value. The removal of pedestrians from the proposed bridge would improve privacy but as officers have already determined not to construct the east footway, this benefit is diminished.
- 3.21 Under this alternative, pedestrians would be directed away from the normal direct pedestrian route across the proposed bridge. The footway would be diverted across the existing bridge to rejoin the main highway to the northwest. There are no practical improvements to be made to the existing bridge so pedestrians, including wheelchairs and pushchairs, would need to negotiate the poor vertical alignments over the bridge. As the existing bridge will also provide vehicular access to the canal side cottages and common there would be a potential conflict between vehicles and pedestrians, although it is recognised that this would be very infrequent.
- 3.22 Although pedestrians can be directed away from the proposed bridge the necessary provision of the safety related set-back between the carriageway and parapets could result in some pedestrians choosing to use the more direct route over the new bridge rather than the poorer alignment over the existing bridge. This would introduce a safety hazard and in the event of an accident the Council may find it difficult to defend a decision not to provide a footway over the proposed bridge especially as there are no practical reasons not to do so.
- 3.23 Officers are of the opinion that the alternative shown in **Appendix A4** fails to deliver significant benefit to properties in Mallard Close and could result in the use of non-designated pedestrian route that would introduce unnecessary danger to pedestrians and risk to the Council. Officers have therefore concluded not to recommend this alternative.
- 3.24 **Highway operational matters:** From a highway operational perspective, Option 1 is the preferred solution as this would avoid the complete closure of Norton Road for a period of up to 18 months. The impact to local businesses, and residents would be significant as a major diversion route would be necessary adding to business costs for transport and severing connectivity for local residents. The volume of traffic that would need to be diverted would create additional pressures along the dedicated diversion routes adding to the existing levels of traffic congestion experienced during the morning and afternoon peak travel periods.
- 3.25 **Bridge construction matters:** Retention of the existing bridge under Option 1 would allow the easier movement of construction personnel and light plant from one side of the canal to the other. Option 2 would remove the need to deal with live traffic adjacent to the works.

- 3.26 In terms of cost, Option 1 would be slightly cheaper than Option 2. This is mainly due for the need to demolish the existing bridge and the need for either some form of temporary canal crossing for construction personnel or the provision of two sets of welfare facilities to serve each side of the canal were Option 2 to be taken forward.
- 3.27 **Bridge location summary:** many of the issues raised during the consultation will be present in both bridge positioning Options. In terms of the key issues concerning Mallard Close, noise calculations have established that there will be no distinguishable change in noise levels from the existing situation whichever Option is taken forward. Visual intrusion/loss of outlook can be expected with either Option but this will be confined to two or three properties closest to the canal. Loss of privacy could be an issue but, again, this only affects those properties closest to the canal. Property values are likely to be affected to the same degree under either Option.
- 3.28 There is an opportunity to improve both noise and loss of privacy issues by incorporating a fence on the top of the embankment on the east of the road. This suggestion was made to residents during the consultation and initial responses were not in favour because of the potential loss of outlook. The incorporation of a fence remains an option that can be taken up in the future for either Option 1 or Option 2.
- 3.29 Given the impacts on residents of Mallard Close will be almost indistinguishable whichever option is taken forward, the highway operational and bridge construction matters need to be the determining factor for the final choice of bridge location. The avoidance of the need for significant diversions that will maintain general accessibility for businesses and residents during the construction phase, linked with the cost benefits associated with Option 1 has resulted in the recommendation to proceed with Option 1.
- 3.30 **Associated scheme matters:** Officers are aware of the concerns of Pelsall residents that the scheme could lead to an increase in heavy goods vehicles in Pelsall village. Officers will be applying for an environmental weight limit which will protect the village from unnecessary heavy commercial vehicle through traffic while still allowing access for Pelsall businesses. The application will be subject to normal statutory procedures.
- 3.31 The consultation also highlighted people's concerns about increased traffic speeds along Norton Road. Initial measures to address this will include the extending of the 30mph speed limit further north towards the borough boundary. A gateway feature will be introduced at the change to 30mph and will include Vehicle Activated Speed Signs. The situation will be monitored after these measures are in place to see whether further steps are needed.
- 3.32 In addition to the major work indicated on the scheme plans there will be a need to undertake accommodation works to ensure the main works tie in to surrounding areas. This work is common to projects of this type and officers will manage these works, as required, throughout the scheme..
- 3.33 Cabinet may be aware of upcoming major works to be undertaken at the Fingerpost junction. South Staffordshire Water will be replacing old mains during

the school holidays following which the Council will be carrying out extensive road repairs and resurfacing in the junction and along Wolverhampton Road and Norton Road. This work is planned for September to December. Officers are coordinating the extent of work along Norton Road to ensure there is no unnecessary overlap between the maintenance scheme and future work on the bridge replacement scheme.

4. Council priorities

4.1 Communities and Neighbourhoods

4.1.1 The failure to address current problems associated with the existing bridge will ultimately have a negative impact on the local community's ability to travel. Vehicular use of York's bridge will ultimately need to be curtailed either through the need for additional weight restrictions or complete closure of the bridge.

4.2 Health and well-being

4.2.1 The safety of all road users will be improved and maintained by the introduction of the replacement bridge that will address current road safety concerns.

4.2.2 The content of this report will support the delivery of the Marmot objective to create and develop healthy and sustainable places and communities. Deregistration of small sections of Pelsall North Common will allow for the bridge replacement scheme to be progressed, ensuring vital safe and efficient accessibility is maintained for the local community.

4.2.3 The provision of 6 parking spaces will help encourage a more active lifestyle by providing better access to the common.

4.3 Economy

4.3.1 By maintaining the safe and efficient operation of a district distributor road, the health of the local and wider economy will be maintained. The efficient delivery of goods and services will be supported, helping to reduce operational costs for businesses and ultimately prices to customers.

5. Risk management

5.1 The Council is required to comply with the Statutory Provisions set out in Section 16 of the Commons Act and ensure that the consent of the Planning Inspectorate is obtained before the deregistration of common land and exchange of replacement land can take place. In addition, further consents may be required under Section 38 of the Commons Act 2006 for any restricted works undertaken on Pelsall North Common which is incidental to the reconstruction of York's Bridge.

5.2 The Statutory procedures set out in Section 38 and 16 of the Commons Act 2006 enable the Planning Inspectorate to cause a Public Inquiry to be heard before determining the application. This may lead to delays in the delivery of the

project. This also applies to any Bridging Order under Section 106 of the Highways Act 1980

- 5.3 Failure to adequately maintain the safe and efficient operation of the public highway will place the Council in breach of its statutory Traffic Management Act duties.

6. Financial implications

- 6.1 Funding for this scheme has been allocated from the Department for Transport through the Local Transport Plan allocation for bridge maintenance. No additional Council funding is required

7. Legal implications

- 7.1 Pelsall North Common is registered as common land under the Commons Act 1967. Section 16 of the Commons Act 2006 enables the owner of land registered as common land to apply to the Planning Inspectorate for the land or part of the land to be released or deregistered as common land. If the release land is more than 200 square metres in area, the application must include for replacement land in place of the release land or land to be deregistered. The replacement land cannot be land which is already registered as common land or a town or village green. As the release land is in excess of 200 square metres, it will be necessary to identify a suitable area of replacement land. Cabinet agreed at its meeting on 23 January 2013 that land at Moat Farm Pool should be proposed for this purpose.

- 7.2 In deciding any application to deregister common land the Planning Inspectorate will give consideration to:

- a) The interests of persons having rights in relation to, or occupying the release land (and in particular persons exercising rights of common over it).
- b) The interests of the neighbourhood
- c) The public interest which may include:
 - i. The nature of conservation
 - ii. The conservation of the landscape
 - iii. The protection of the public rights of access to any area of land and
 - iv. The protection of archaeological remains and features of historic interest
- d) Any other matter that the Planning Inspectorate considers relevant.

- 7.3 Extensive informal consultation must be undertaken prior to submitting any application to the Planning Inspectorate which should include:

- a) All active commoners
- b) Persons with an interest in the land
- c) Local residents and amenity groups
- d) The Open Space Society

- 7.4 The consultations carried out in March and April 2013 will fulfil this requirement although consultation with recognised organisations will continue until the submission of the application to deregister common land.
- 7.5 The above list is not exhaustive but merely gives an indication of who needs to be consulted.
- 7.6 Under Section 38 of the Commons Act 2006 the consent of the Planning Inspectorate will be required to carry out any restricted works on common land. Restricted works are any that prevent or impede access over common land and consideration will need to be given as to whether any works which are to be undertaken in connection with the reconstruction of York's Bridge fall within this category.
- 7.7 Section 106 of the Highways Act 1980 allow for the construction of a bridge over navigable waters by Order. Early consultation must take place before the making of such an Order.
- 7.8 Section 106 of the Highways Act 1980 requires that a Bridging Order be progressed for the replacement bridge.
- 7.9 Legal requirements and the Council's Contract Rules must be followed in relation to any procurement of and subsequent contract for the construction of the new bridge.

8. Property implications

- 8.1 Delivery of this project will require the acquisition of two small areas of land to facilitate the bridge works.

9. Health and wellbeing implications

- 9.1 This proposal will help support the council's key priority on Health and Wellbeing by encouraging people to lead a more active lifestyle by providing better access to the common.

10. Staffing implications

- 10.1 None directly associated with this report.

11. Equality implications

- 11.1 None directly associated with this report.

12. Consultation

- 12.1 Widespread statutory consultation is a prerequisite of any application under Section 16 of the Commons Act 2006 and in connection with any Bridging Order under Section 106 of the Highways Act 1980.
- 12.2 A series of local consultation events were undertaken during March and April 2013 in connection with this project.

Background papers

Report to Cabinet on 23 January 2013 - York's Bridge, Pelsall

Author

Paul Leighton
Group Manager, Road Traffic Network
☎ 654695
✉ leightonp@walsall.gov.uk

Jamie Morris
Executive Director

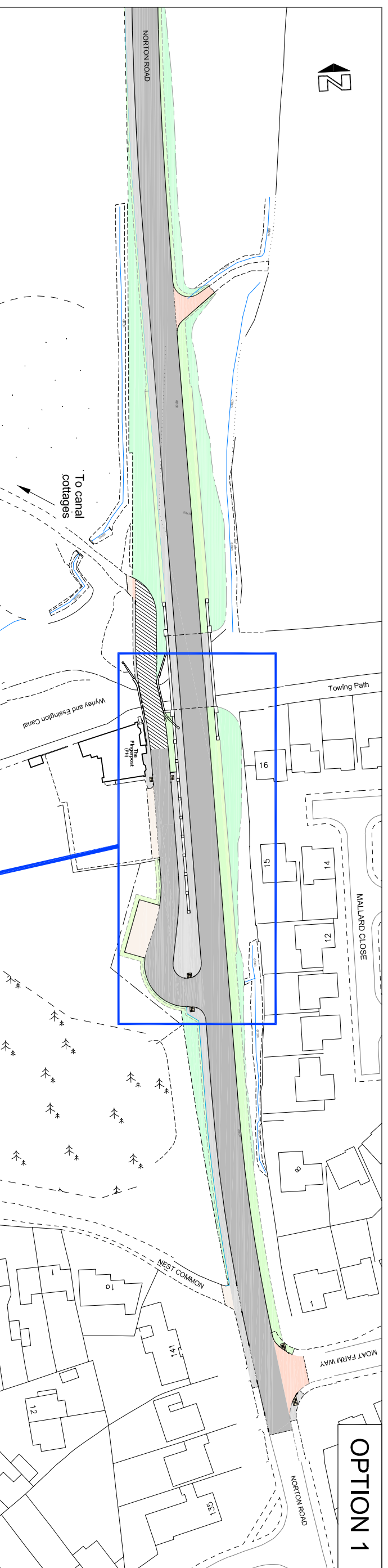


15 July 2013

Councillor Adrian Andrew
Portfolio Holder

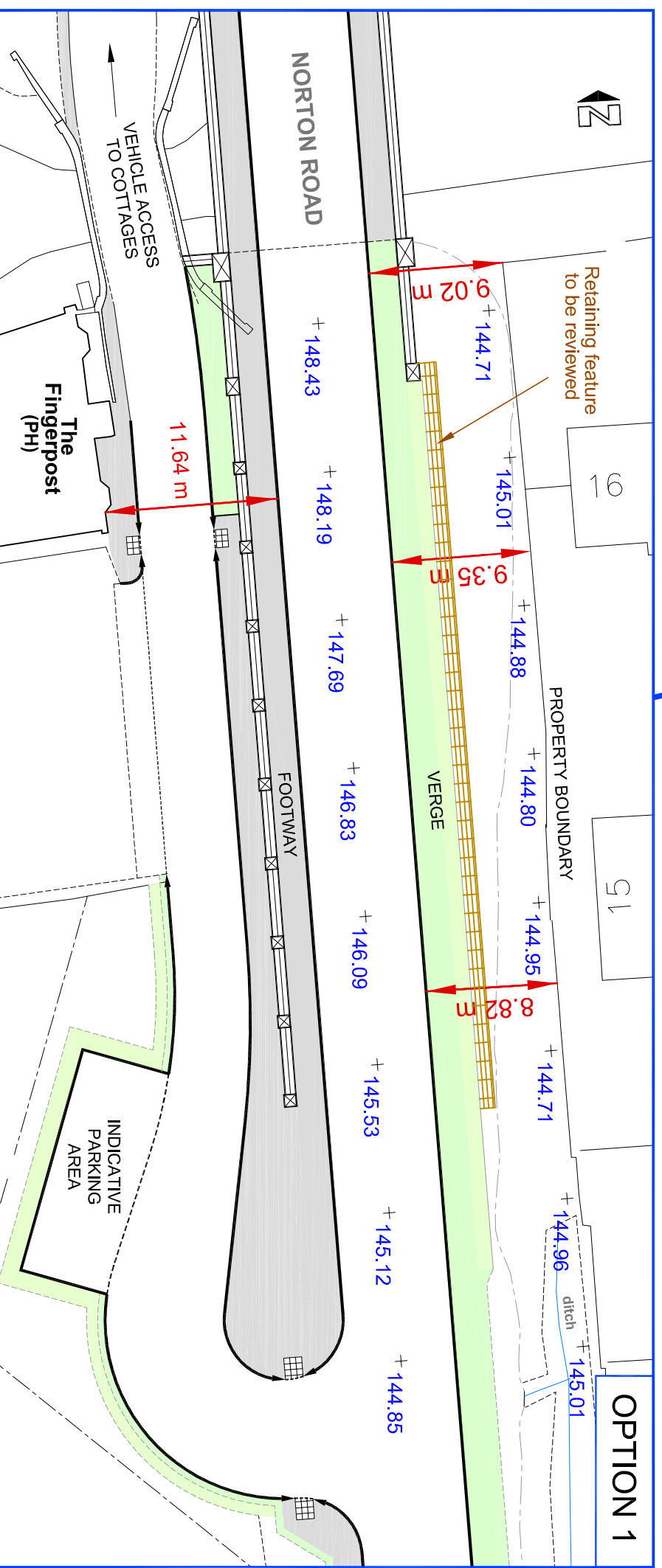


15 July 2013



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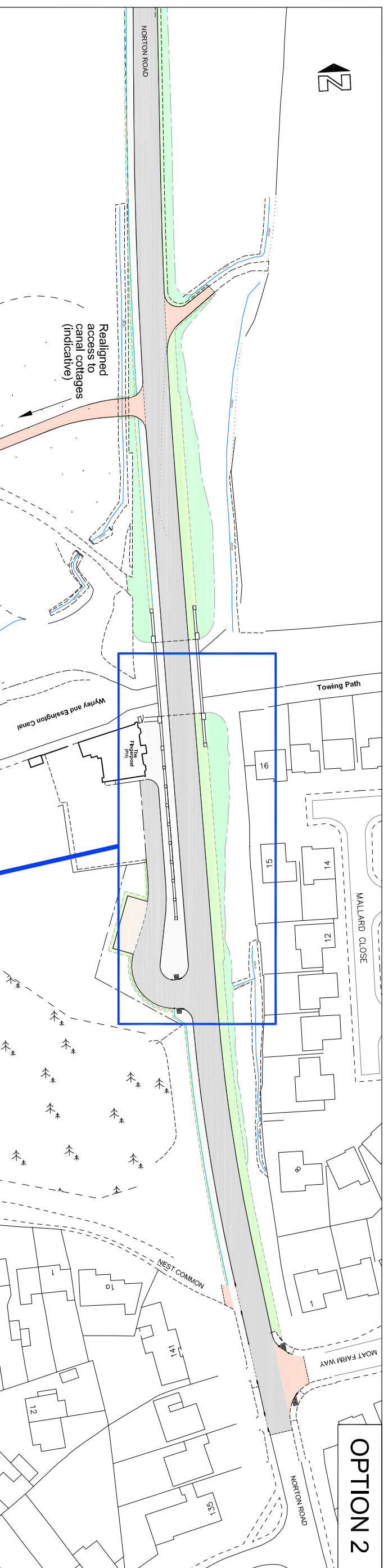
1. Dimensions shown are from the edge of the carriageway to the boundary fence of properties in Mallard Close to the east and to the facade of The Fingerpost pub to the west.
2. Existing canal bridge retained and will provide access to canalside cottages.
3. Norton Road remains open while the new bridge is constructed. Some short term closure and/or temporary signal control will be required to complete road tie-ins.
4. Contractor designed retaining feature to east side to replace indicative 1 in 2 embankment. Will minimise impact of existing trees.



**YORK'S BRIDGE, NORTON ROAD, PELSALL
NEW BRIDGE ADJACENT TO THE EXISTING
OPTION 1**

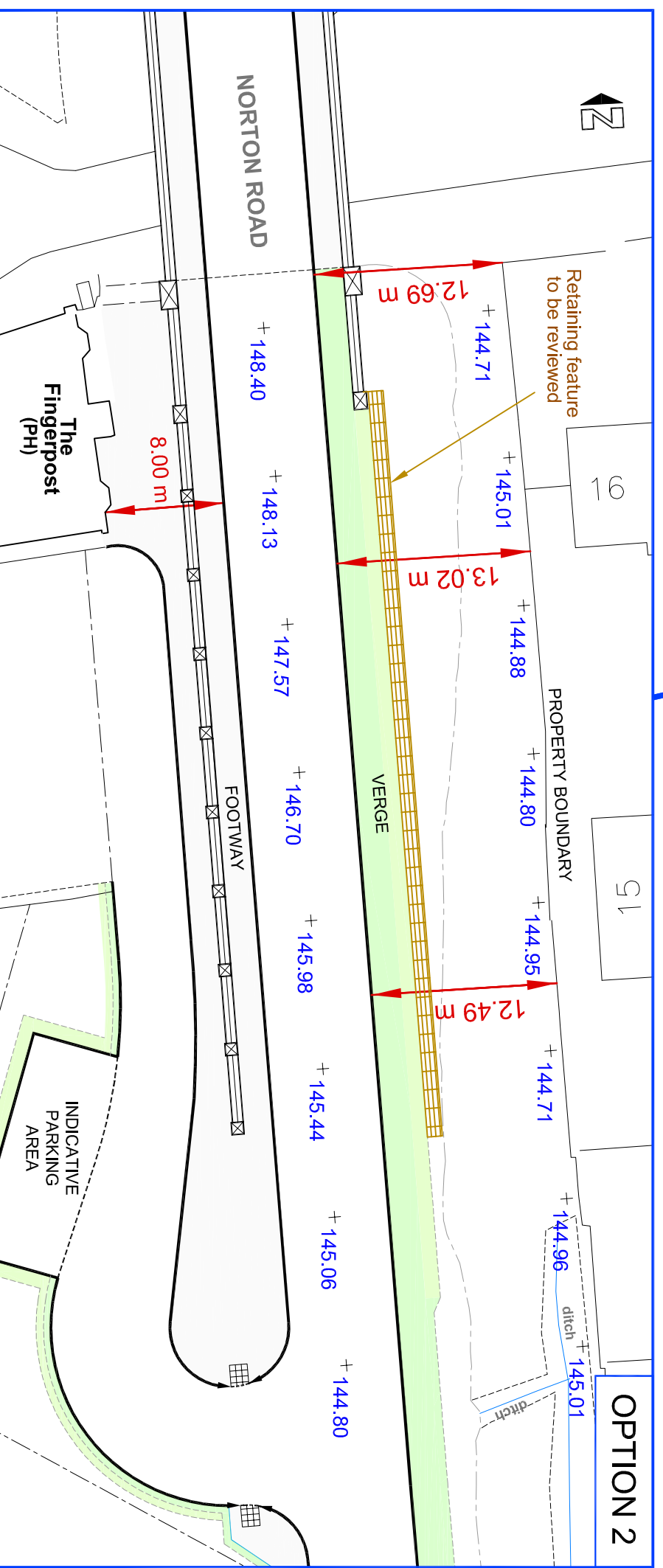
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Original drawing size A3 If this drawing is at any other size, then scale shown does not apply.			
Drawing No.	Appendix A1	Walsall Council ENGINEERING DESIGN & CONSTRUCTION SERVICES MAJOR PROJECTS & MINOR IMPROVEMENTS	



NOTES

1. Dimensions shown are from the edge of the carriageway to the boundary fence of properties in Mallard Close to the east and to the facade of The Fingerpost pub to the west.
2. Existing bridge demolished. Access track to canal side cottages realigned across common to north of canal.
3. Norton Road closed to through traffic for approximately 18 months.
4. Contractor designed retaining feature to east side to replace indicative 1 in 2 embankment. Will minimise impact of existing trees.



No	Revisions	By	Ch'd	Date	Purpose of Issue	Rev	Auth	Date

**YORK'S BRIDGE, NORTON ROAD, PELSALL
NEW BRIDGE REPLACING THE EXISTING
OPTION 2**

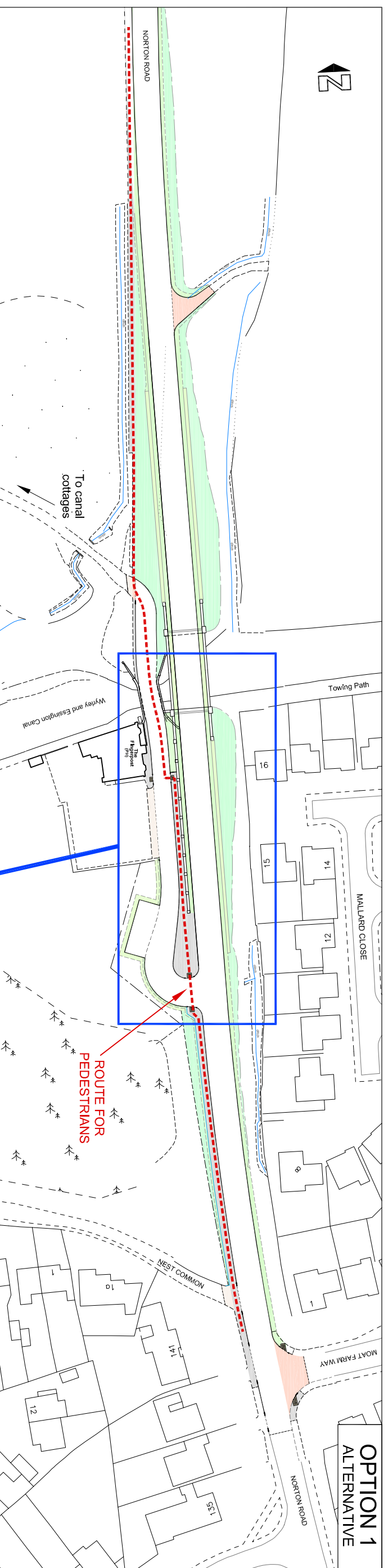
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Drawing No.	Appendix A2	Walsall Council ENGINEERING DESIGN & CONSTRUCTION SERVICES MAJOR PROJECTS & MINOR IMPROVEMENTS	

Photomontage – view from the East



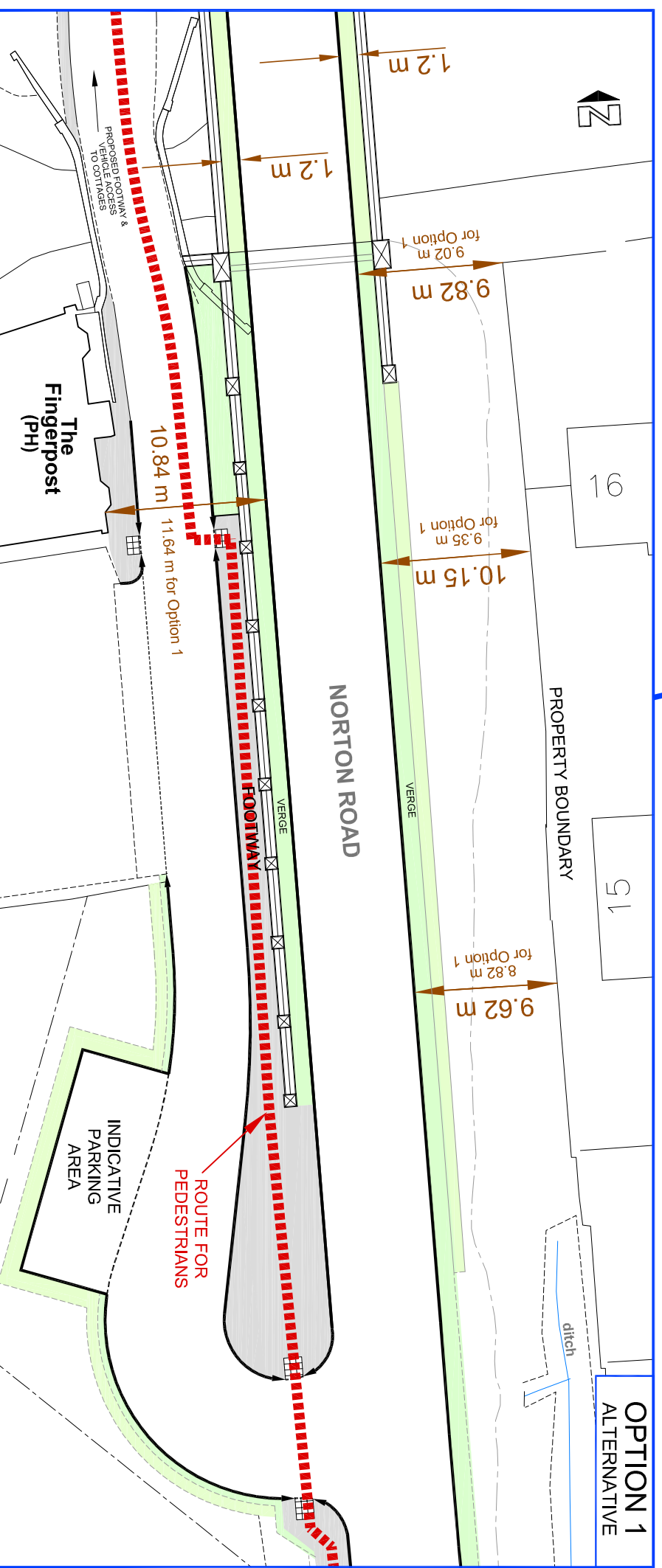
Photomontage – view from the West





NOTES

1. Dimensions shown are from the edge of the carriageway to the boundary fence of properties in Mallard Close to the east and to the facade of The Fingerpost pub to the west.
2. Existing canal bridge retained and will provide a footway for pedestrians and vehicular access to canal-side cottages.
3. Norton Road remains open while the new bridge is constructed. Some short term closure and/or temporary signal control will be required to complete road tie-ins.
4. Contractor designed retaining feature to east side to replace indicative 1 in 2 embankment. Will minimise impact of existing trees.



**YORK'S BRIDGE, NORTON ROAD, PELSALL
NEW BRIDGE ADJACENT TO THE EXISTING
OPTION 1 ALTERNATIVE - WITH 1.2 m VERGES AND FOOTWAY REMOVED**

No	Revisions	By	Ch'd	Date	Purpose of Issue	Rev	Auth	Date

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ENGINEERING DESIGN & CONSTRUCTION SERVICES
MAJOR PROJECTS & MINOR IMPROVEMENTS

York's Bridge Replacement Scheme
Pros and Cons of Alignment Options

During the consultation on the York's bridge proposals it became evident that there was some strong feeling regarding the positioning of the proposed bridge. There were several people, predominantly from Mallard Close, who want the existing bridge demolishing and the new bridge built closer to the original position, the intention being to move the new bridge as far away as possible from Mallard Close. The following table lists the pros and cons of each option. The table only shows the advantages or disadvantages of adopting each option against each other. It does not deal with other issues that are common to both alignments (e.g. traffic speed; increase in HGVs etc).

Topic	Option 1 (Adjacent to existing bridge)		Option 2 (Existing bridge removed)		Implications
	PRO	CON	PRO	CON	
Design	Bridge and retaining wall design already complete			Bridge and retaining wall design would need revisiting – could lead to complete redesign.	Time and cost. Impact will depend on amount of redesign needed.
				Steeper, reinforced embankment or new retaining wall would be required to northwest of bridge to retain the highway.	No great significance but cost will be added.
Ecology		Greater impact on common land	Impact on common land reduced (but not removed)		No great significance. Area of common lost is not great
		Loss of existing trees to rear of Mallard Close	Fewer existing trees lost		No great significance. Several trees will be lost under either proposal
Existing Bridge Acquisition	May be no need to acquire existing bridge			Existing bridge would have to be acquired	Cost

York's Bridge Replacement Scheme
Pros and Cons of Alignment Options

Topic	Option 1 (Adjacent to existing bridge)		Option 2 (Existing bridge removed)		Implications
	PRO	CON	PRO	CON	
Existing Bridge Maintenance		If Canal & River Trust force acquisition of existing bridge this would lead to long term maintenance liability	Removal of existing bridge would remove any maintenance liability issues		Cost. If the existing bridge becomes council owned and is retained there would be ongoing maintenance costs and liability.
Traffic/Public Disruption (Average 7800 vehicles per weekday between 7am and 7pm)	Norton Road can be kept open during construction.			Road closure of approximately 18 months required.	Cost to business and disruption to public. Theoretical loss due to longer journey times calculated at approximately £1.5m/year
	During construction accessibility north/south for canal cottages and public house customers can be maintained			During construction North/south access severed. Cottages only accessible from north, pub only accessible from south	Disruption to individuals and business. Service vehicles (e.g. bin collection) for cottages would need to access via South Staffordshire.
				Removal of existing bridge would mean realignment of access track to canal cottages across nature reserve.	Could lead to objections from conservationists.

York's Bridge Replacement Scheme
Pros and Cons of Alignment Options

Topic	Option 1 (Adjacent to existing bridge)		Option 2 (Existing bridge removed)		Implications
	PRO	CON	PRO	CON	
Construction		Live traffic adjacent to site presents a risk to construction workers	Removal of live traffic reduces safety risk		No great significance. Managing live traffic is common.
	Work on new bridge can start with existing bridge in place			Existing bridge will need to be demolished before new bridge can start.	Time and cost.
		Possible structural impact on existing bridge due to working adjacent		Possible structural impact on public house due to demolition of existing bridge and working adjacent.	Monitoring required in both circumstances. Relationship between the bridge and public house foundations unknown. Could lead to delays and additional costs to deal with any issues found.
Utilities	Existing utilities can be left in place during construction (except BT)			All utilities will require a temporary diversion during construction (except Gas)	No great significance. Temporary diversion of utilities is common.

York's Bridge Replacement Scheme
Pros and Cons of Alignment Options

Topic	Option 1 (Adjacent to existing bridge)		Option 2 (Existing bridge removed)		Implications
	PRO	CON	PRO	CON	
Affect on Adjacent Properties	Improved conditions for public house.	Road bridge will be closer to properties in Mallard Close	Impact of Mallard Close properties reduced.	Conditions for public house made worse due to increased road height.	Living conditions affected. Claims expected with either alignment
		Localised loss of privacy affecting a few houses in Mallard Close, close to canal.	Impact on Mallard Close properties reduced.		Localised affect on living conditions. Claims expected with either alignment
	Public house trade will be least affected.			Public house would suffer from loss of passing trade	Public house trade could be badly affected by loss of passing trade

York's Bridge Replacement Summary of Consultation Feedback

Consultation has been carried out on the York's Bridge replacement scheme and the following notes summarise the feedback received from the drop-in events and response forms.

Consultation Background

Consultation was carried out between 5 March 2013 and 19 April 2013. Consultation comprised information on the York's bridge web site, the distribution of information brochures at sites throughout Pelsall and a series of manned drop-in events held in various locations around the Pelsall area.

The scheme which was consulted showed a new bridge constructed immediately adjacent to the existing York's bridge on the east side. The existing York's bridge was to be retained under this proposal.

Web Site

The updated web site went live on 5 March 2013. It contained general scheme background and information along with plans and an interactive comments form.

Information Brochures

Approximately 1500 brochures were circulated around the Pelsall area. The brochures contained much of the same information that was on the web site as well as a tear out comments form. Brochures were left at community buildings, public houses, local shops and children's centres. Some door-to-door drops were also carried out in the Ryder Hayes and Leyland Croft areas to encourage attendance at the local drop-in event. Brochures and a covering letter were hand delivered to all houses on the Moat Farm Estate.

Drop-In Events

Nine drop-in events were held at which the public could express their views directly to staff and ask any questions they had about the scheme. The events were manned by engineering staff (to explain the scheme in general), environmental officers (to address any specialist questions about the environmental impact), Countryside Services (to answer questions about the management of the common). The area manager also attended several events to pick up any wider issues. The events were held, between 13 March 2013 and 16 April 2013, at the following locations:

- Pelsall Community Centre – 2 events
- First Stop Bus on Moat Farm Estate – 2 events
- Leyland Croft Community Centre – 1 event

York's Bridge Replacement Summary of Consultation Feedback

Ryder Hayes School – 1 event (to coincide with parents' evening)
Pelsall Village Centre – 3 events

Feedback Summary

Web Site

Since going live, on 5 March 2013, numerous visits have been made to the web site. Unfortunately it is not possible to report the actual number of visits but it is apparent from feedback and comment at the drop-in events that the site has been (and will continue to be) a valuable source of information. As of 30 April 2013, 7 interactive response forms have been completed. The responses on the forms have been logged and included in the summary data below.

Information Brochures

A total of 38 tear out response forms have been received. The information has been logged and included in the summary data below.

Drop-In Events

Approximately 155 to 160 people were recorded as attending the nine drop-in events. Allowing for a number of people who attended more than one event it is estimated there were 120 to 130 unique visitors. The events proved very useful in gathering the views and opinions of people that could not otherwise be expressed clearly on the response forms. The views expressed were wide ranging often covering issues that are not directly related to the bridge replacement scheme. While the recorded views do not fit neatly into set questions and answers a series of main themes emerged. These are included in the summary data below.

Summary

The response forms sought feedback on 6 general topics, which were:

- the overall scheme
- provision of parking for the common
- retention of the existing bridge
- ecology issues
- suggested registration of Moat Farm pool
- any other concerns/issues

The drop-in events were less structured and the format was more one of general comments, questions and advice with people giving their views on a wide range of issues. Records were taken of the main points raised, which, for the purposes of this summary, have been allocated to one of the above topics.

York's Bridge Replacement Summary of Consultation Feedback

Overall Scheme

The large majority of people understood the need for a new bridge and were generally supportive of the project, although strong concerns were raised relating to the location and the traffic impact of the new bridge. The concerns are covered under 'Other Concerns' below. Several people were strongly in favour of the project particularly from the view point of improving safety for traffic and pedestrians. There were some people who were not in favour of any replacement project but these were a significant minority.

A number of people expressed their suspicion that the scheme was only being carried out to facilitate the extraction of coal and china clay from the land to the northeast of York's bridge. Officers advised that this was not the case and that there were no proposals in place or expected for this extraction activities.

Provision of Parking

Views on the provision of parking to serve the east side of the common were reasonably balanced between those for and those against. Information taken from the response forms show 18 for parking and 25 against. Most of the objections to parking related to concerns that it would lead to gatherings, anti-social behaviour and fly tipping. Those in favour recognised that parking would help encourage use of the common by people who live further away and also that it would help alleviate indiscriminate parking in roads adjacent to the common. Of those that were in favour all except one person thought that at least 6 spaces were needed with four people expressing a view that more the 10 spaces should be provided. People living to the west of Norton Road were mostly in favour of parking facilities while those to the east were generally against. Almost half of those against live in Mallard Close, which would be opposite the parking as it was shown on the consultation plans.

Retention of Existing Bridge

Views on the retention or removal of the existing bridge are evenly split. Information taken from the response forms show 21 in favour of retention and 22 against. Feedback from the drop-in events indicates approximately 28 in favour of retention with approximately 60 against. The numbers against retention at the drop-in events is skewed due to several people with objections to the scheme who attended more than one event. When this is factored in the numbers wanting the existing bridge removed would be roughly equal to those wanting retention. There were many visitors to the events who were not concerned whether the existing bridge remained

York's Bridge Replacement

Summary of Consultation Feedback

or not and some who expressed a wish to retain the bridge understood the objections of those who lived immediately adjacent to the site.

Most people who wanted the existing bridge removed said so on the grounds that they wanted the new bridge built closer to the existing alignment; i.e. closer to the Fingerpost public house and further away from properties in Mallard Close. This issue is covered in more detail under 'Other Concerns' below.

Ecology

There were surprisingly few concerns raised about potential impact on the ecology of the common. Where issues were raised these were easily dealt with by the Ecologists who attended the drop-in events.

Moat Farm Pool

Information taken from the response forms shows a strong support for the registration of Moat Farm pool as exchange land for the loss of common; which is inherent to the bridge replacement scheme. The forms indicate 34 people in favour, 10 people against and 1 person who did not express a view.

Closer reading of the comments of those against the suggestion to register the pool shows that in most cases this is aligned with a wish to see the new bridge built in the same position as the existing bridge. This suggests that the person either feels that there would be no loss of common, (in which case there is no need to identify compensation land), or that by not registering the pool as compensation land the council would be forced to adopt a bridge position which minimised impact on the common. Either way, that would achieve the objective of relocating the new bridge further away from properties in Mallard Close.

Other Concerns

A number of other issues have been raised both on the response forms and at the drop-in events. These can be broadly categorised into (1) Issues related to the position of the new bridge, and (2) issues related to traffic. Some of these issues are directly relevant to the replacement project but others relate to existing issues or the perceived exacerbation of existing problems.

Bridge Location

Some strong views have been expressed, both on the response forms and at the drop-in events, regarding the positioning of the new bridge. The scheme taken to consultation has the new bridge situated alongside the existing, which enables the existing bridge to be retained. However, this means that the new bridge and road are closer to properties in Mallard Close than the existing and residents there have

York's Bridge Replacement Summary of Consultation Feedback

strong concerns over the impact this will have on their day to day lives and the value of their properties. A petition concerning this matter was raised by residents and received by the Council on 3 April 2013. The residents' view is that the existing bridge should be demolished and the new bridge built as close as possible to the existing bridge position.

While constructing the new bridge closer to the line of the existing is quite possible there are implications to doing this which need careful consideration. The pros and cons of the alternatives are set out elsewhere.

Traffic Issues

There were several issues falling into this category as follows:

- Widespread concern about significant increases in heavy goods vehicles (HGVs) and other traffic.

Officers do not believe that the construction of a new bridge will directly lead to a significant increase in traffic. The weight limit on the existing bridge only restricts vehicles over 10 tonnes and lighter traffic is therefore able to use the road freely. The construction of a new bridge, capable of carrying heavier traffic, is unlikely to encourage a noticeable increase in the overall number of vehicles.

It is accepted that there could be a rise in the number of HGVs using the new bridge but, again, officers do not believe this will be significant.

- Widespread concerns about increased traffic speed.

It is recognised that the existing bridge acts as a throttle to traffic speed and that the wider bridge and improved road surfacing could lead to faster speeds. Officers are reviewing a range of options to control speed.

- Widespread concern about the impact of increased traffic at the Fingerpost junction.

The operation of the Fingerpost junction has been under review for a number of years with the conclusion that noticeable improvement can only be achieved by widening of the junction. The funding available is for the strengthening or replacement of bridges and it is unlikely that spending for significant work to the junction can be justified.

- Some concern about an increase in HGVs passing through Pelsall village, south of the Fingerpost junction.

York's Bridge Replacement Summary of Consultation Feedback

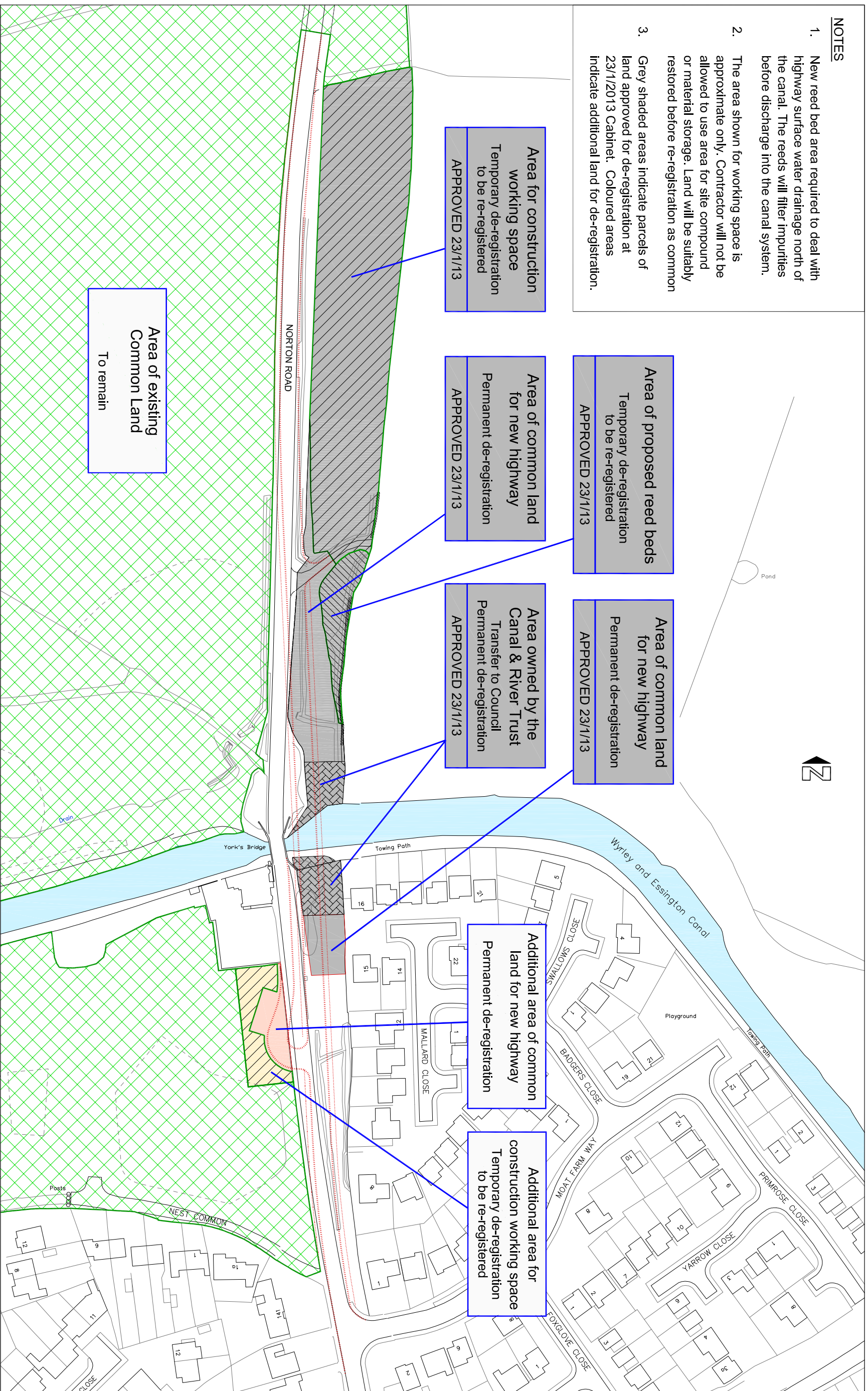
This issue is closely linked to the first bullet point above. Consideration is being given to applying for an environmental weight limit for Pelsall centre.

- Some concern about vehicles using Abbey Drive and Charles Crescent as a rat run to avoid delays at the Fingerpost junction.

This is an existing problem which locals feel will be exacerbated by increases in traffic and HGVs once the new bridge is built.

NOTES

1. New reed bed area required to deal with highway surface water drainage north of the canal. The reeds will filter impurities before discharge into the canal system.
2. The area shown for working space is approximate only. Contractor will not be allowed to use area for site compound or material storage. Land will be suitably restored before re-registration as common.
3. Grey shaded areas indicate parcels of land approved for de-registration at 23/1/2013 Cabinet. Coloured areas indicate additional land for de-registration.



Area of existing Common Land To remain

Area for construction working space Temporary de-registration to be re-registered APPROVED 23/1/13

Area of common land for new highway Permanent de-registration APPROVED 23/1/13

Area of proposed reed beds Temporary de-registration to be re-registered APPROVED 23/1/13

Area of common land for new highway Permanent de-registration APPROVED 23/1/13

Area owned by the Canal & River Trust Transfer to Council Permanent de-registration APPROVED 23/1/13

Additional area of common land for new highway Permanent de-registration

Additional area for construction working space Temporary de-registration to be re-registered

No	Revisions	By	Ch'd	Date	Purpose of Issue	Rev	Auth	Date

YORK'S BRIDGE, NORTON ROAD, PELSALL
PLAN SHOWING ADDITIONAL AREA OF LAND FOR PERMANENT AND TEMPORARY DE-REGISTRATION

Drawn:	GRP
Checked:	PS
Date:	JUN 2013
Scale:	NTS

Original drawing size A3
 If this drawing is at any other size, then scale shown does not apply.


Walsall Council
 ENGINEERING DESIGN & CONSTRUCTION SERVICES
 MAJOR PROJECTS & MINOR IMPROVEMENTS
 Drawing No. **Appendix D**