

Clementhorpe: Summary of the Public Meeting

5 October 2020

City of York Council published the planning conditions for the Clementhorpe flood alleviation scheme on 21 July 2020. Since then, we have been working on satisfying these conditions. Unfortunately, this has taken longer than expected, due to the complexity of the work and our reliance upon other parties. However, we are now close to submitting all of the information required and therefore considered it an appropriate time to host another online public event.

We held an online public meeting on 29 September 2020. This meeting took place using Zoom, with a 45 minute presentation from the project team and a 45 minute question and answer session. In total, approximately 21 members of the public attended. A recording of the event can be viewed on YouTube via this [link](#).

How we advertised the event

We publicised the event using a range of methods including:

- The city-wide and Clementhorpe September newsletters; and
- Facebook and Twitter posts.

Information we provided

We provided an overview of:

- What we have done to progress the scheme since our last public meeting in July;
- What we are building;
- What it will look like;
- How particular areas are likely to be affected;
- Specific issues related to construction; and
- What we will be doing in the run up to Christmas.

Further information was then provided during the question and answer session. We will circulate a copy of the presentation in PDF format via the mailing list with this summary.

Questions and comments from the meeting

We asked meeting attendees to submit their questions to us via our 'Slido' page (<https://www.sli.do/>) to enable people to ask questions before and during the meeting. During the question and answer session we were able to cover all of the questions submitted. Please note that the questions are presented as they were posted on Slido, without corrections for grammar or typos. Where questions cover the same issue they have been grouped together, with a single answer provided.

- Why are questions limited to only 150 words and spaces. This is totally inadequate for the public to put a meaningful argument.



If we take away the word limit, we tend to see attendees submitting rather lengthy, unfocused questions which, when read out in full, risk limiting the time available for other attendees to have their questions answered. We believe a word limit of 150 words is sufficient. More lengthy, detailed questions can be submitted to the yorkfloodplan@environment-agency.gov.uk email account.

- Residents of Clementhorpe will have to put with the stress of flooding this winter. Can we expect the work to be completed by the following winter.

We recognise the stress that the residents must be facing every time winter comes around. We are looking at an 18 month construction programme, finishing in spring 2022, so another two winters will have passed before the scheme is completed. We want to finish the work as quickly as possible.

- Predicted levels: Viking 110mm above, & Clemthpe. lower, than 2000 levels. Can't be, so EA defence designs faulty Confirm levels & designs will be corrected

As stated in the presentation, we ask attendees to direct technical questions to the York Flood Plan, rather than raise them in public Q&A sessions. We are dealing with this question in separate correspondence with the individual who asked it.

- By increasing traffic along Butcher Terrace/Terry Avenue you create high risk for children walking and cycling to school. How will you protect them.

During construction, it is important that we are always thinking about people's safety but, as with all public spaces, safety is also a matter of personal responsibility. The development of the scheme, the suspension of parking on Butcher Terrace, the implementation of the 10mph speed limit and arrangements for the Bishopthorpe Road/Butcher Terrace junction have all been subject to an independent audit and carried out in conjunction with City of York Council. The road safety audit has not raised any safety concerns.

- Q for CYC The post-approval FRA raised max WL by 120mm but not the new walls, so freeboard is now minimal. Does CYC accept, or demand walls are raised too?

This is a question that should be directed to City of York Council separately, as we are not in a position to speak for them.

- Have you produced a revised Construction Traffic Management Plan? If so, please can you share the revised CTMP with the public?

The revised CTMP is due to be finalised in the next few weeks. The revised CTMP is effectively completed, however, we need to wait until we receive the final Road Safety Audit before finalising it, in case there are changes that need to be made following its recommendations.

- Has a stage 2 Road Safety Audit been carried out yet? If so, please can you share the report with us? If not, when do you expect this audit to occur?

We have carried out a Level 2 Road Safety Audit in the past fortnight. The audit has identified some additional questions related to the placement of signage that we need to clarify. We are working with our traffic management company to send the remaining information to the auditor, so that he can make his final decision. Once the auditor has provided us with the report, we will be happy to share it more widely with anyone who would like a copy. A copy will also be provided to City of York Council.

- Please can you summarise the key changes that you have made in your CTMP?



The revised CTMP is effectively completed, however, we need to wait until we receive the final Road Safety Audit before finalising it, in case there are changes that need to be made following the audit's recommendations. As such, we cannot summarise the key changes in the CTMP at this moment in time, as the document is not finalised.

- "Our intention is to have submitted the information to satisfy our pre-planning conditions before the end of September" Why is this vital information so late?

We are getting the planning conditions satisfied as quickly as possible. Any delays negatively impact us as well, as until the conditions are satisfied, we are not allowed to proceed with construction. The information has been delayed because there are numerous meetings and activities happening in the background which have been delayed. We plan to submit the majority of the information next week.

- Has the height of the protection wall in front Waterfront House (1.7m) been reduced since the original plans were drawn up.

It is important to note that the defence level of the proposed flood wall has not changed - it will provide the same standard of flood protection as the original design. What has changed is that in the original design, the columns of the wall were higher and the balconies were mounted to the exterior of the wall. Some concerns had been raised that this created a 'tunnel' effect when looking out from the Waterfront House properties. Our latest, improved design offers the same level of protection but can be built more quickly. However, we have not yet finalised the design and need to have further consultation with Waterfront House.

- Some of us may wish to be away when the worst noise is expected. Please can you let us know as early as possible when that will be (the junction at Terry Ave

We appreciate that the information we have provided regarding timings doesn't give the level of detail necessary to make plans in terms of booking holidays, being away etc. This is because any delays will have knock-on effects to construction times later on. If we do manage to get the compound constructed this year, it will give us more certainty on when works will take place next year. As always, when construction starts, residents will have a greater degree of contact from the team about disruption, dates and times.

- How wide will the gap between the front of Waterfront House and the new wall be - is it going to create a space that will just fill with water/litter?

In short, no. We will be casting the wall against the existing face of Waterfront House so there will be no gap. There will be a small, plastic drainage blanket which will allow any water that does accumulate to drain out. With respect to downpipes, our contractor's current view is that they are best built through the wall, directly into road gullies, which will reduce the risk of ice forming on the footpath. There are some areas behind the top of the floodwall from which rainwater will need to drain. There will be a drainage system for this as well. We are very conscious of any damp concerns and are taking steps to manage it.

- RSA2 'no safety concerns'. When will this audit be made publicly available?

We are hoping to have the audit report available in the next couple of weeks, at which point we will provide it to anyone who wishes to read it. It has to be submitted to the Council as part of our pre-commencement planning conditions.

- Have you used the latest Cycle Infrastructure Design Guide (issued by the Government in July 2020) to manage cycle movement on Butcher Terrace?



The Cycle Infrastructure Design Guide concerns the construction of new infrastructure. Where the Government is to provide funding for new infrastructure, this new guidance should be followed. Because the junction at Butcher Terrace is an existing junction and our impact upon it (in terms of increased traffic) is temporary, the road safety auditor has deemed it inappropriate for us to use this new guidance. Modifications were made to the junction around a decade ago, including the provision of reservations. The road safety audit has found that the junction is suitable to cope with both the current traffic and any increased traffic resulting from our construction. Therefore, whilst we have looked at the guidance, we have come to the conclusion that it is inappropriate to use it in this instance.

- Does the CTMP use the Junction Assessment Tool (Appendix B, page 178 onwards) to assess the junction where Butcher Terrace meets Bishopthorpe Road?

Any change that we are making at the junction is temporary and the guidance doesn't apply to what we are doing. However, the junction has been independently assessed. Based on the (minimal) level of road accidents in the past decade, the fact that the junction is part of existing cycling infrastructure and that the council has been involved at every step of the road safety audit, we are confident that the junction is safe.

- Please can you provide us with feedback on the concerns that we raised with you on 24th June?
- We wrote to you on 24/06 outlining a range of safety concerns about the CTMP. When will you reply to this letter?

We will be responding to this correspondence in the coming days. Our reply to the letter has taken some time due to the need to wait for the completion of the final road safety audit. We appreciate the time and effort put into the papers that were submitted with the correspondence dated 24 June and have passed the papers onto the independent auditor for comment, so that we can be assured that an expert has reviewed these proposals submitted to us.

- Construction traffic will use Terry and Finsbury St, creating unacceptable hazards for residents esp. children. What protective measures will be put in place?

We have no intention of using these streets for construction traffic. We did ask for these streets to be included in the dilapidation survey, just in case a stray vehicle ends up going down the wrong street. In addition, City of York Council wanted the survey to include adjoining streets. We are confident that we are not sending construction traffic down either of these roads and as such, there should be no impact on people's health and safety and therefore no need for protective measures to be put in place.

- Increasing frequency and weight of traffic on Butcher Terrace, combined with drivers unfamiliar with the area, increases risk. How will you control the risk?

The mitigations that we are planning for Butcher Terrace will include the suspension of parking on the north side of the street, which provides a better line of sight from the top of the road down to the bottom of the road and increases the space for all users. In addition, we will implement a 10mph speed limit to reduce risk and any large vehicles will be escorted by a banksman who will be looking out for danger and signalling to drivers when they need to stop.

- Your construction traffic creates high risk to pedestrians, particularly children, at the point of entry to your compound. How will you control this risk?
- Long vehicles reversing to allow each other to pass on Terry Avenue creates high risk to pedestrians and cyclists. How will you control this risk?



In addition to the previous answer, we want to stress that we will try to minimise situations where vehicles are manoeuvring in tight spaces. Within the compound we will have a turning circle, which will reduce the number of vehicles that will need to reverse in the highway. Furthermore, vehicles at Terry Avenue will have separate in and out exits to reduce the need for vehicles reversing.

- I live on Lovell st, can you clarify what the modified flood defences are along this street, it looks like we have a new flood wall all along the street.

When you come off Vine Street and turn down Lovell Street, you reach a dead-end for vehicles/a point where there are planters, concrete plinths and an entrance to the park. At that entrance, we will be building a small embankment. The embankment will provide a passive flood defence whilst being small enough for people entering and exiting the park to go over it. The embankment will tie into a very low-lying flood wall which will run around the perimeter of the Caravan Park. On the other side of the embankment, it will tie into high ground by Rowntree Park. At present, we are not sure whether the low-lying flood wall around the Caravan Park will be within the Caravan Park perimeter (and therefore not be visible) or on the outside (visible but it will tidy up the area). We will consult with local residents to see what their preferred option is and factor that into our approach.

If any residents need any more information regarding the works at Lovell St, please do contact us at the yorkfloodplan@environment-agency.gov.uk and we will get in touch because we want to make sure those affected are aware of what is planned.

- The movement of large vehicles poses acute risk to trees on Terry Avenue. How will you protect the trees?

On 27 August we carried out crown-lifting on Terry Avenue. This involves cutting back branches up to a height of five meters. This ensures that when large vehicles pass, they do not rip off tree branches, which would cause greater damage to the tree than the cutting back of branches.

- When will Flood Resilience Measures for qualifying residents be completed?

A newsletter was provided to all properties in the Property Flood Resilience scheme in September. Please get in touch if you have not received this newsletter and would like to be sent a copy. We have completed surveys for all but two of the qualifying properties in the area. We have issued 17 reports, and will be holding homeowner discussions next week, with others to follow. Properties in South Bank are being processed now, and we are working to get contractors in place to progress towards installation.

- You mention regular reviews between EA/YCC throughout the works. How will you liaise/review impact with the wider community?

We hope the community will contact us about their concerns, either via yorkfloodplan@environment-agency.gov.uk, the community cabin or via our National Customer Care Centre (Tel: 03708 506 506). We expect that there will be either an Environment Agency, or, more commonly, a contractor representative, on the construction site every day.

- If you are not planning to answer technical questions, this makes my attendance pointless. I am still awaiting reply to my EA Fol questions

We apologise for the delay in getting back to you. A copy of the response has been sent to the portfolio director for comment and approval, so we hope that it will be with you in the coming days.



Feedback

We included a few feedback questions at the end of the event. This is to help us improve future events. Unfortunately, due to a mix up with the Slido software, participants were not able to access the questions. Therefore, we have created a very short online survey to get your feedback. If you could take a moment to respond to the survey, we would be very grateful. Please click [here](#) for the link.

A Message from the Project Manager

For those people living in Terry Avenue, who will be impacted by the works for the 18 month period, it is really important for me that you feel that you have all the information that you need. I understand that this presentation was quite high-level, so if there are any questions, no matter how silly you might think they are, please do get in touch.

Your wellbeing is my primary concern. These flood defences are reducing the flood risk for your community but there will be a period of time where your lives are disrupted and we want to keep that disruption to as low a level as possible. If you do have any concerns or ideas, please do get in touch and thanks to those that gave their evenings to attend the event.

Next Steps

- Once we receive notice from City of York Council that the planning conditions have been satisfied, we will set about building the construction compound;
- We will install proposal, construction and notice boards in the area;
- There will be some preparatory work in Terry Avenue;
- We will prepare the EA Community Cabin which will be based in the corner of the construction compound and open to the public in the New Year; and
- We recommend that residents sign up to our email mailing list for Clementhorpe by emailing us at yorkfloodplan@environment-agency.gov.uk .

If you have any further questions about these proposals please contact us at yorkfloodplan@environment-agency.gov.uk

