



Introduction

Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the Ropery Street and Queen Street junctions.

The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull.

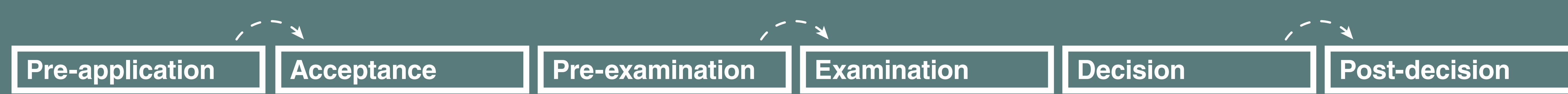
This scheme aims to:

- Reduce traffic congestion
- Improve access to the port
- Improve safety for road users and the local community
- Improve links between the city centre to the north and the leisure facilities to the south of the A63

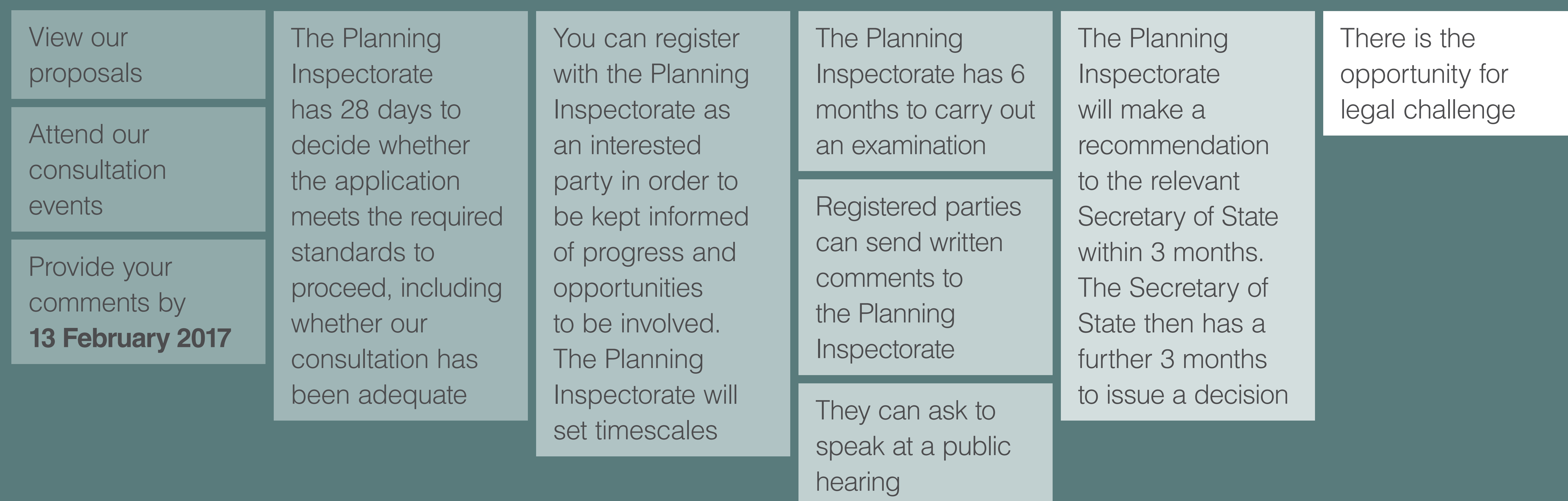
In 2013, a consultation exercise was held which presented our proposed road improvements in more detail. Since 2013, we have taken on board your comments and undertaken additional environmental and traffic assessments to ensure our plans are robust.

We are consulting again to obtain your views on the changes we have made since 2013. As four years have elapsed we are taking the opportunity to re-consult on our proposals in case your views have changed.

The Planning Act 2008 process for the nationally significant infrastructure projects



How you can be involved

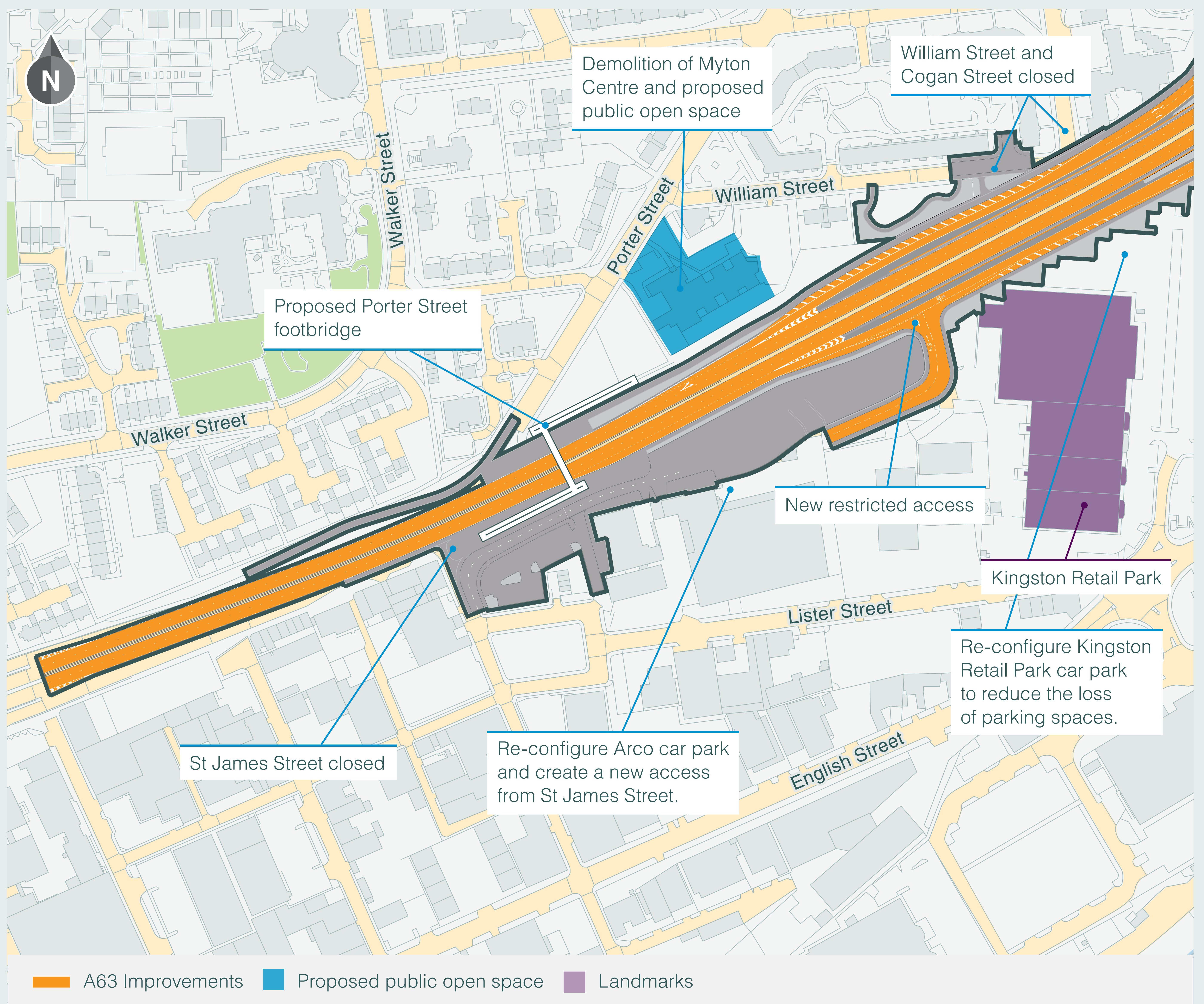


The proposed route

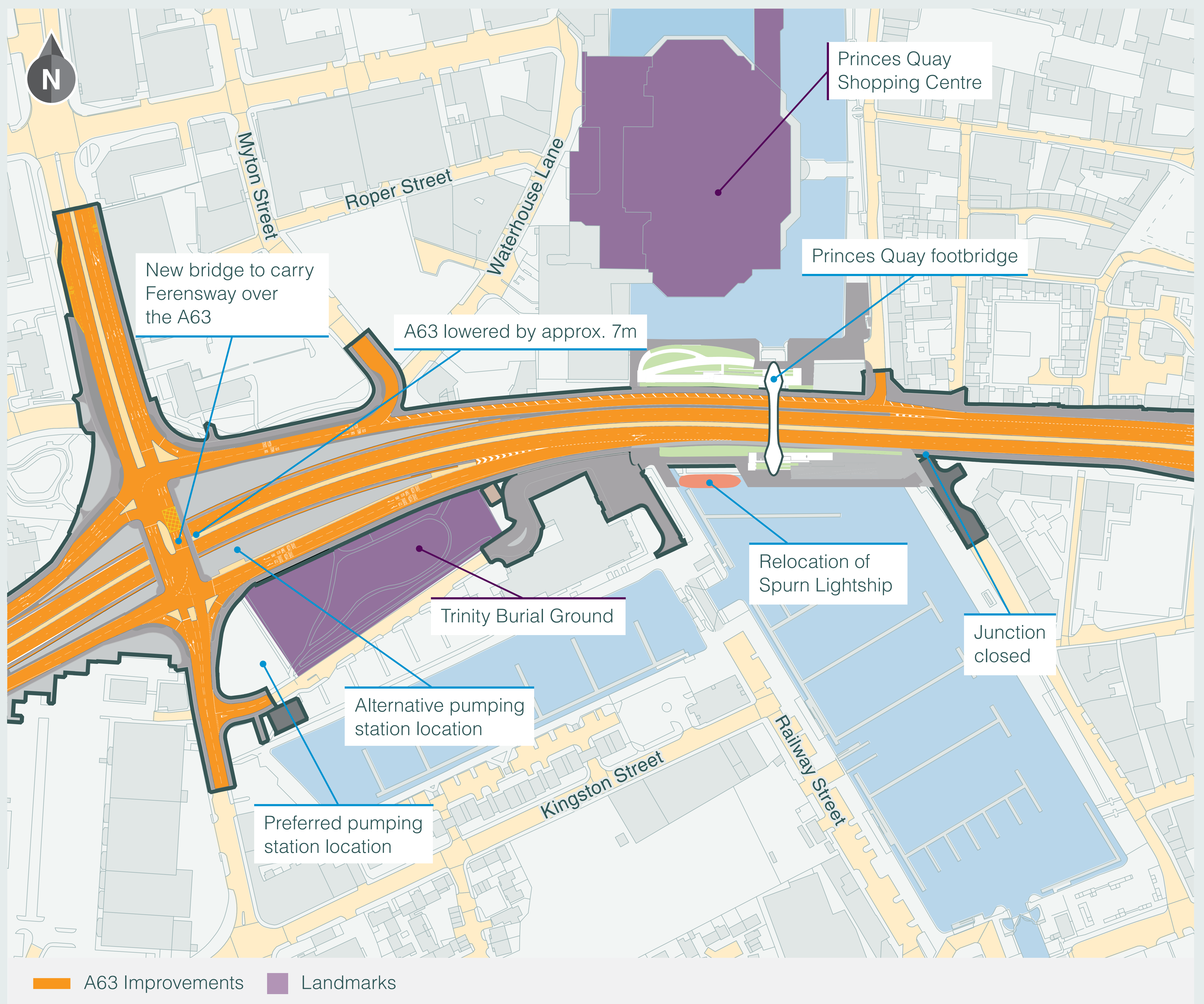


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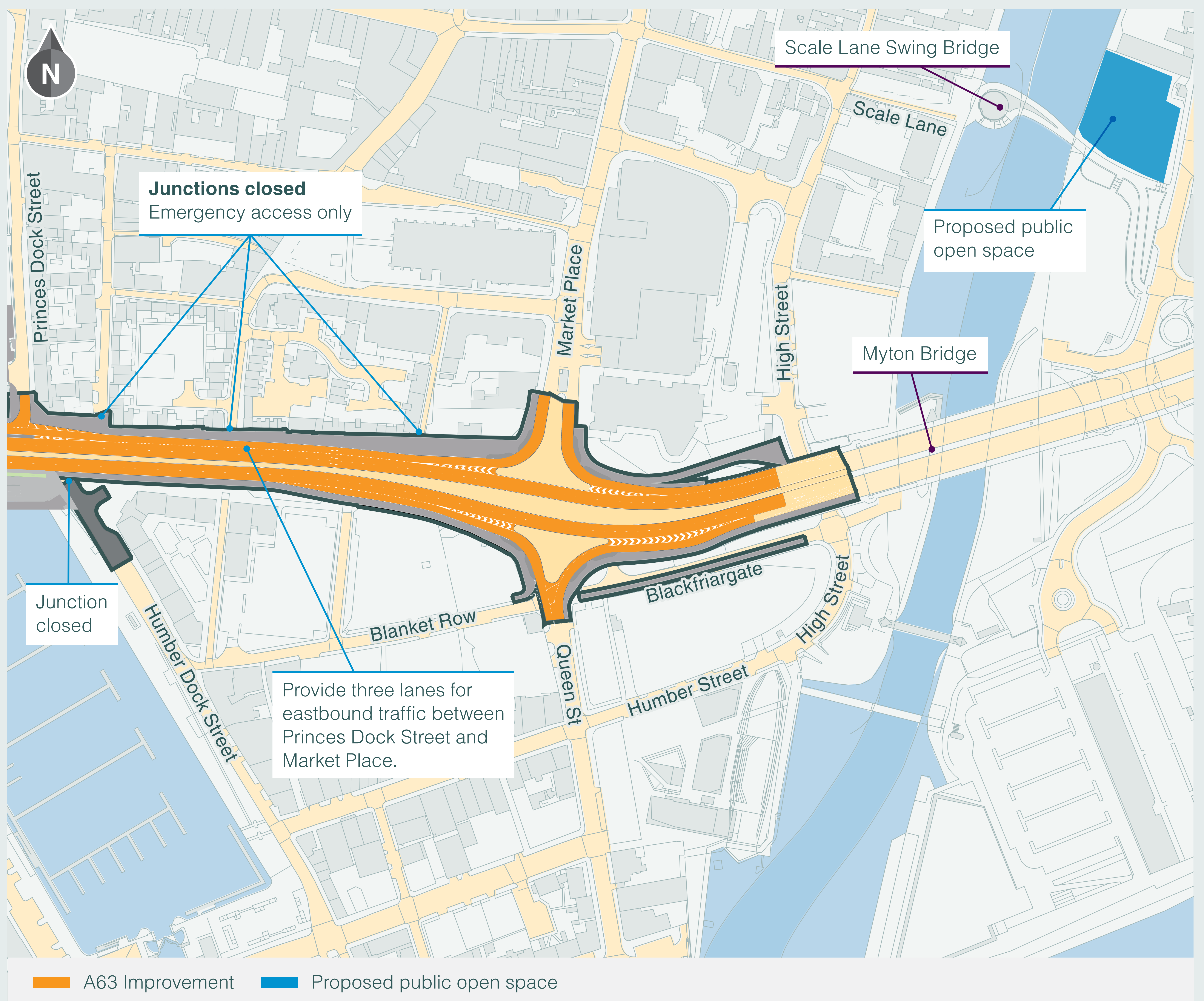
Area 1 – West of Mytongate junction



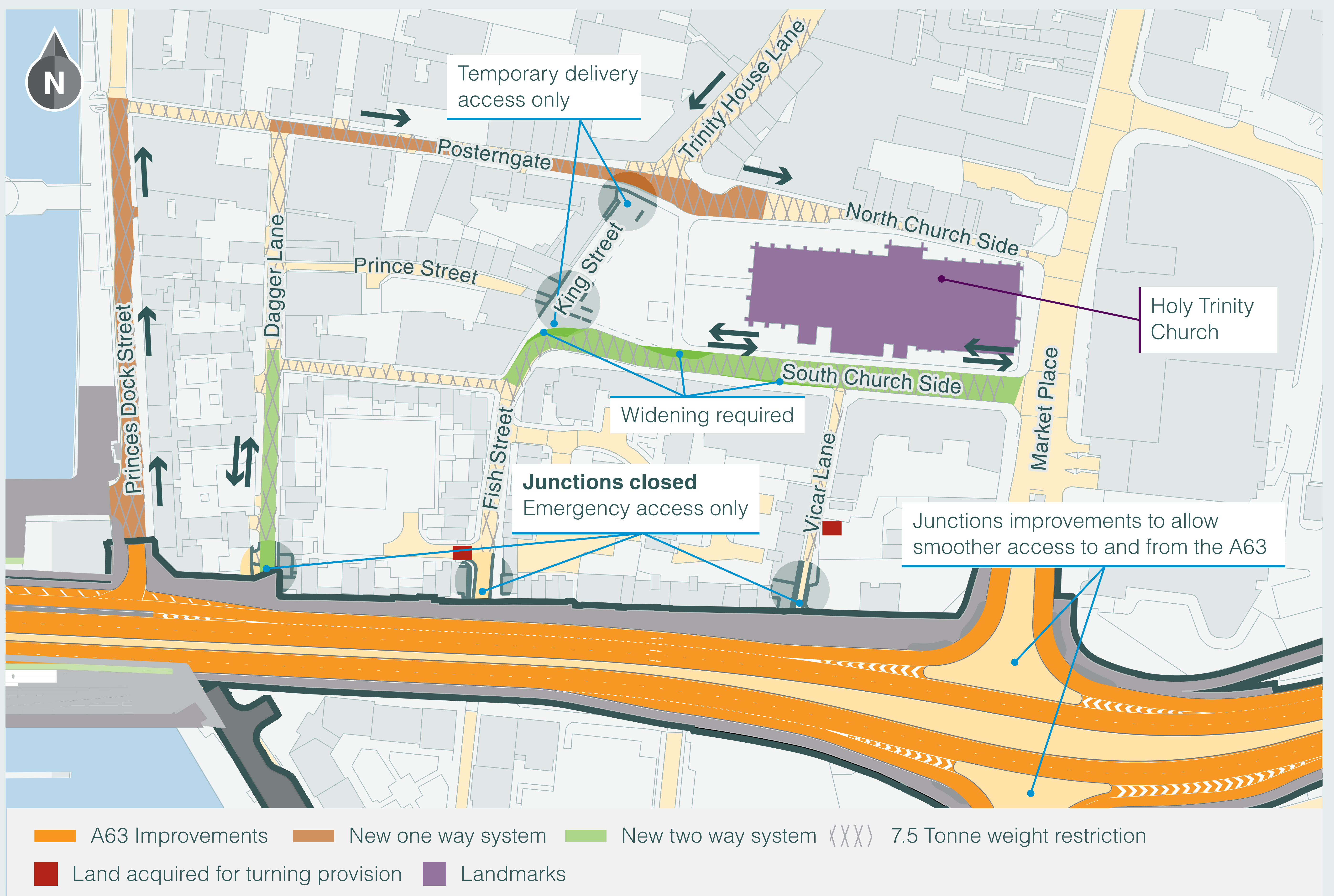
Area 2 – Mytongate junction



Area 3 – East of Mytongate junction



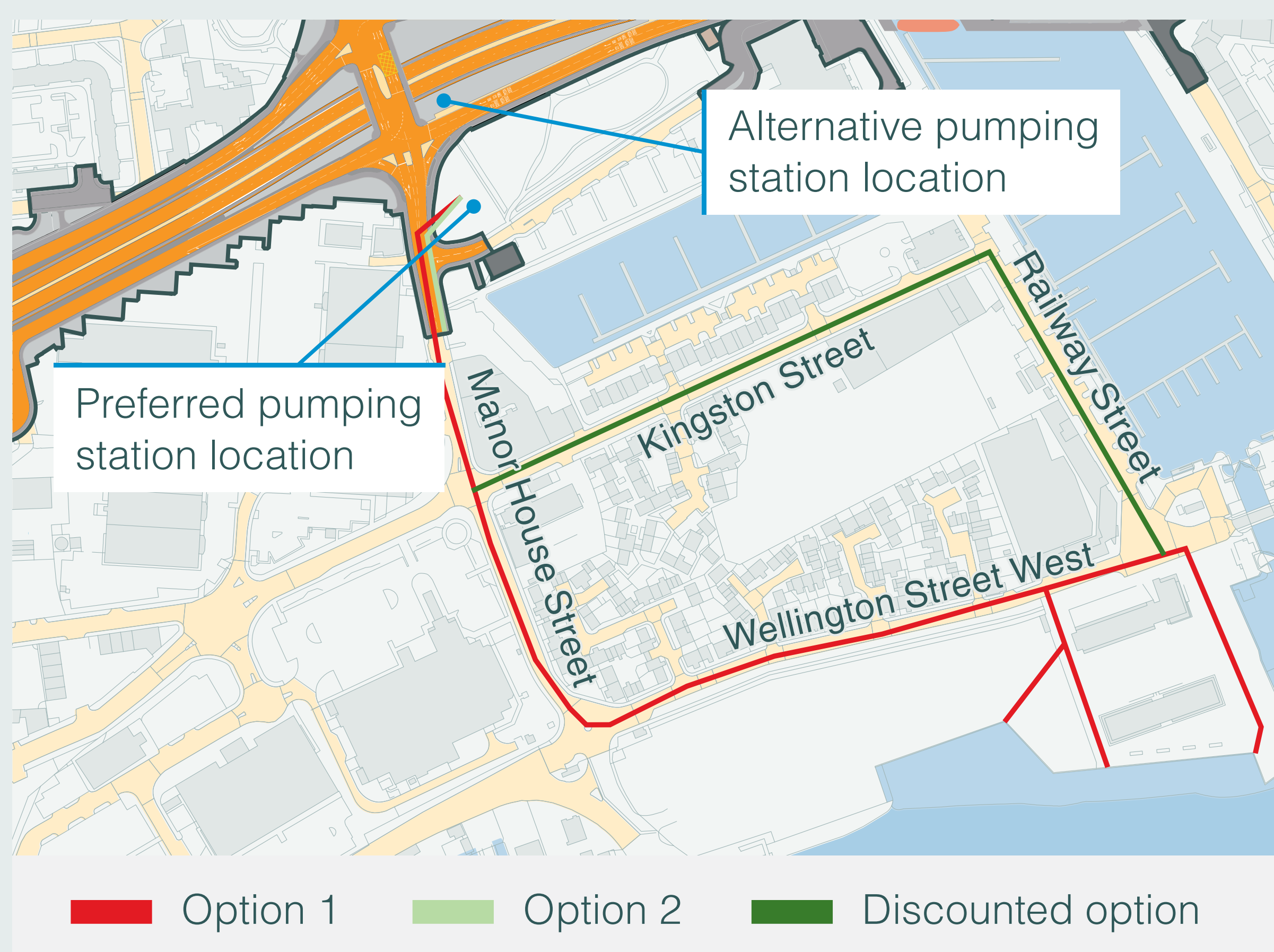
Old Town – Proposal



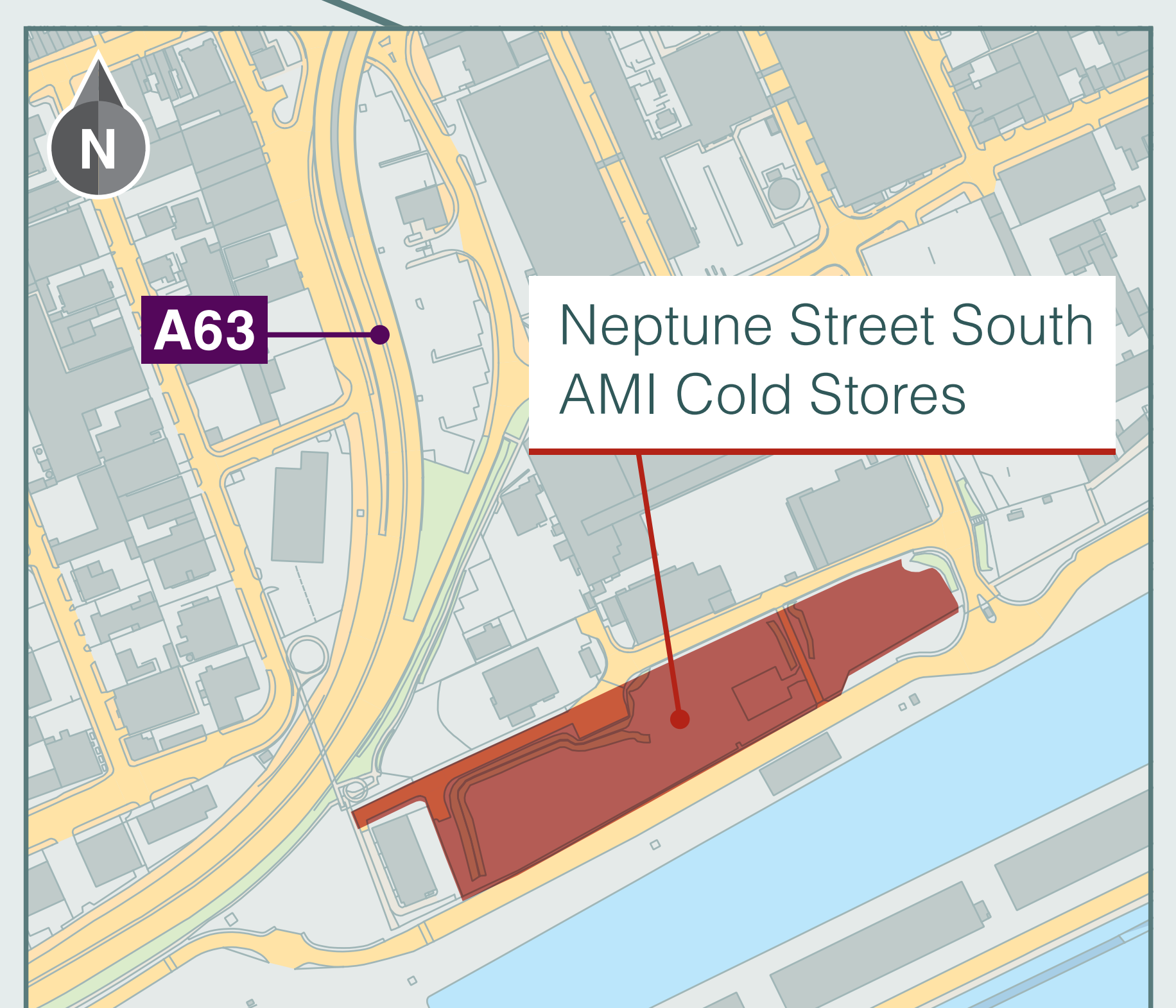
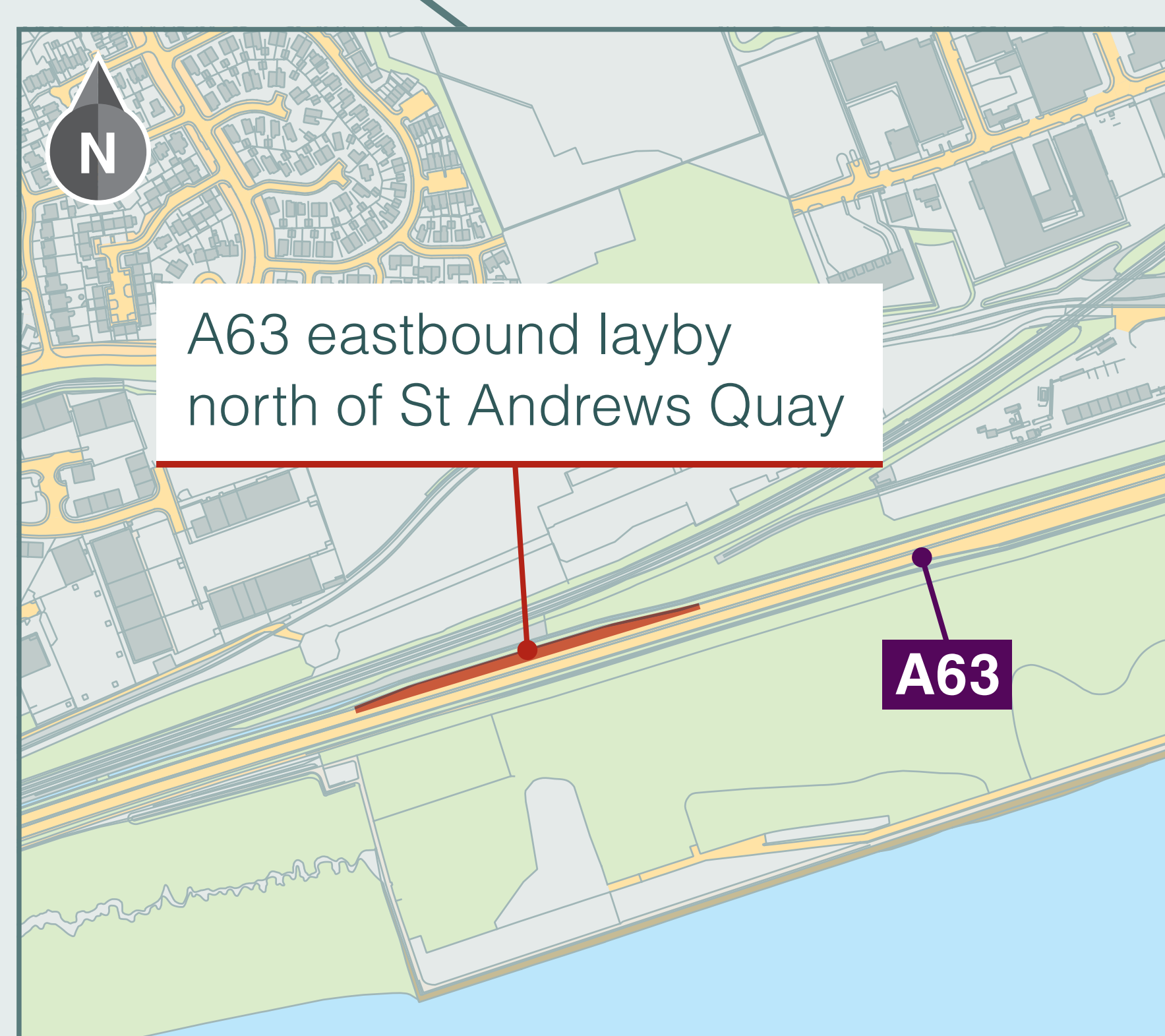
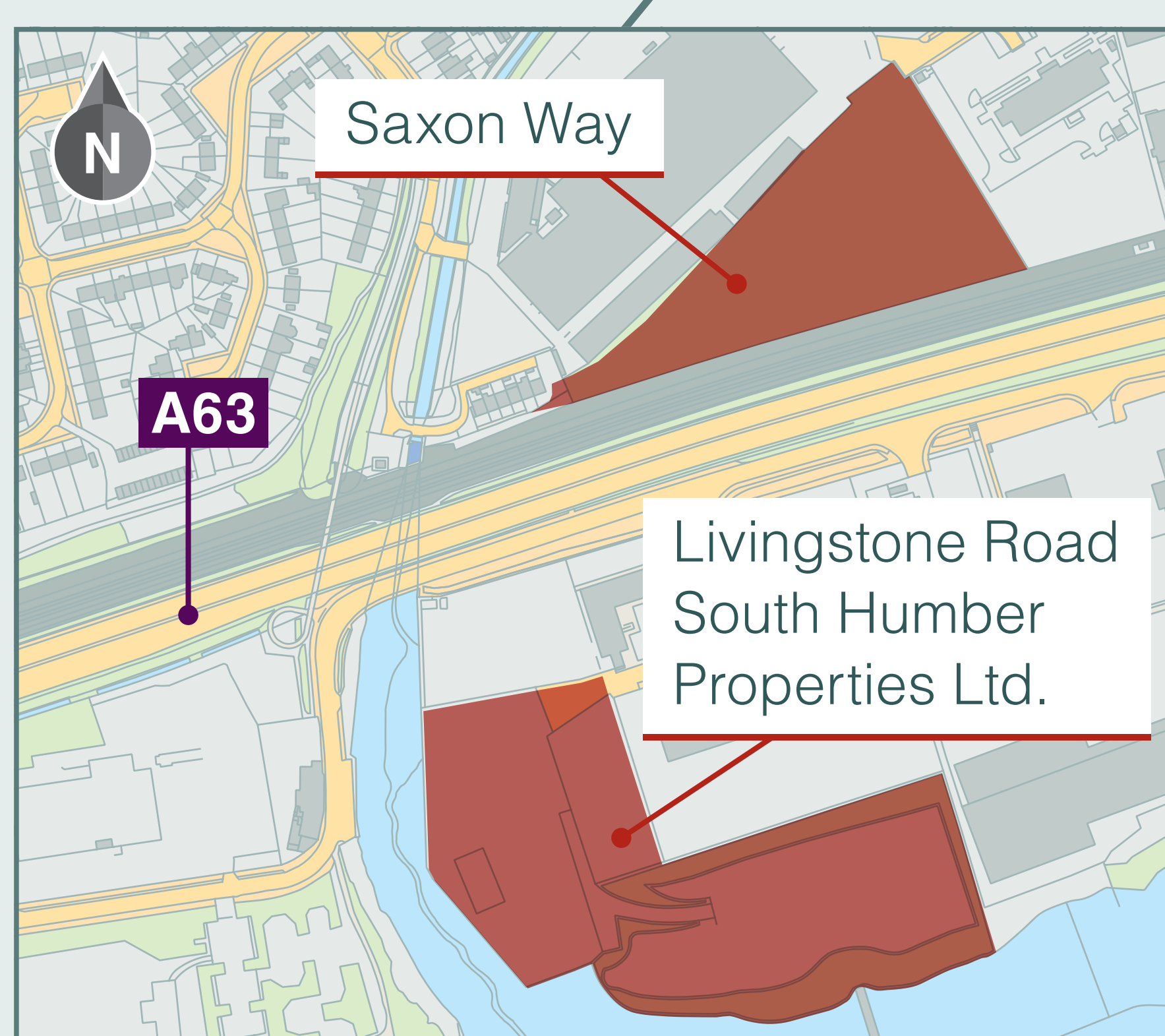
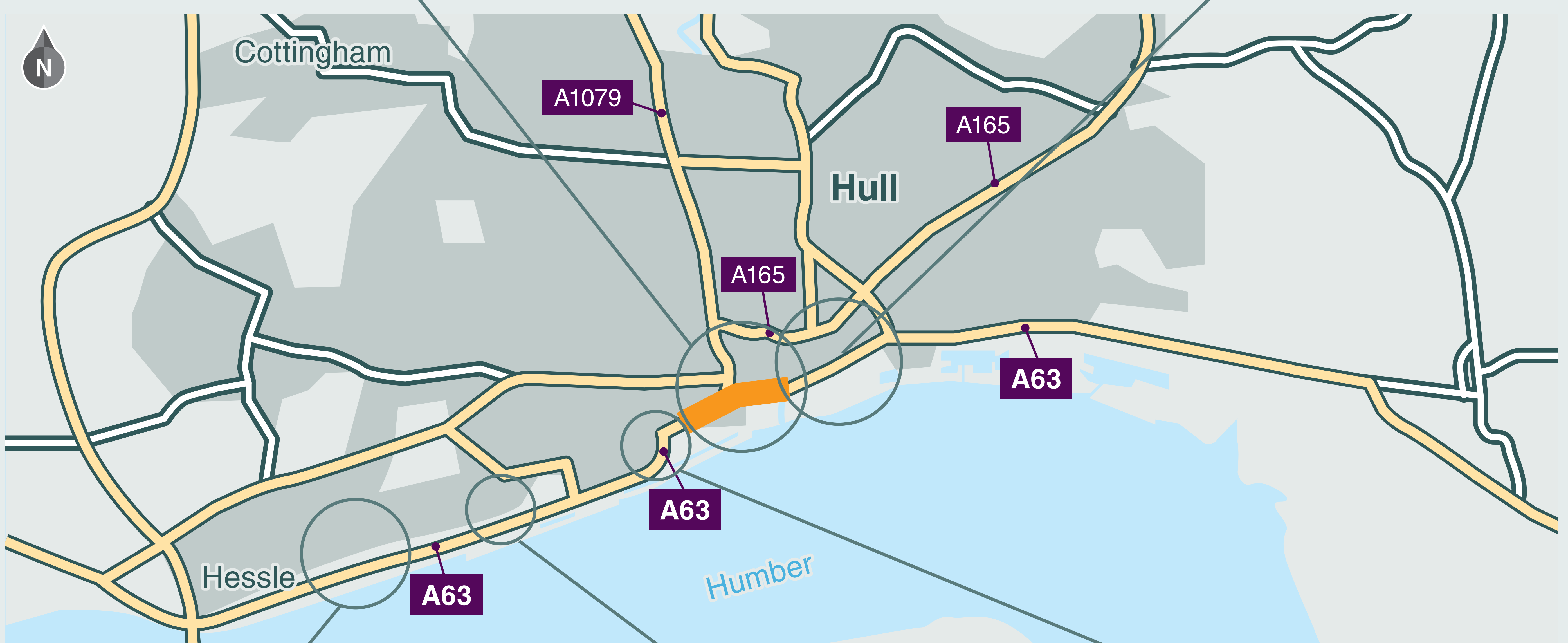
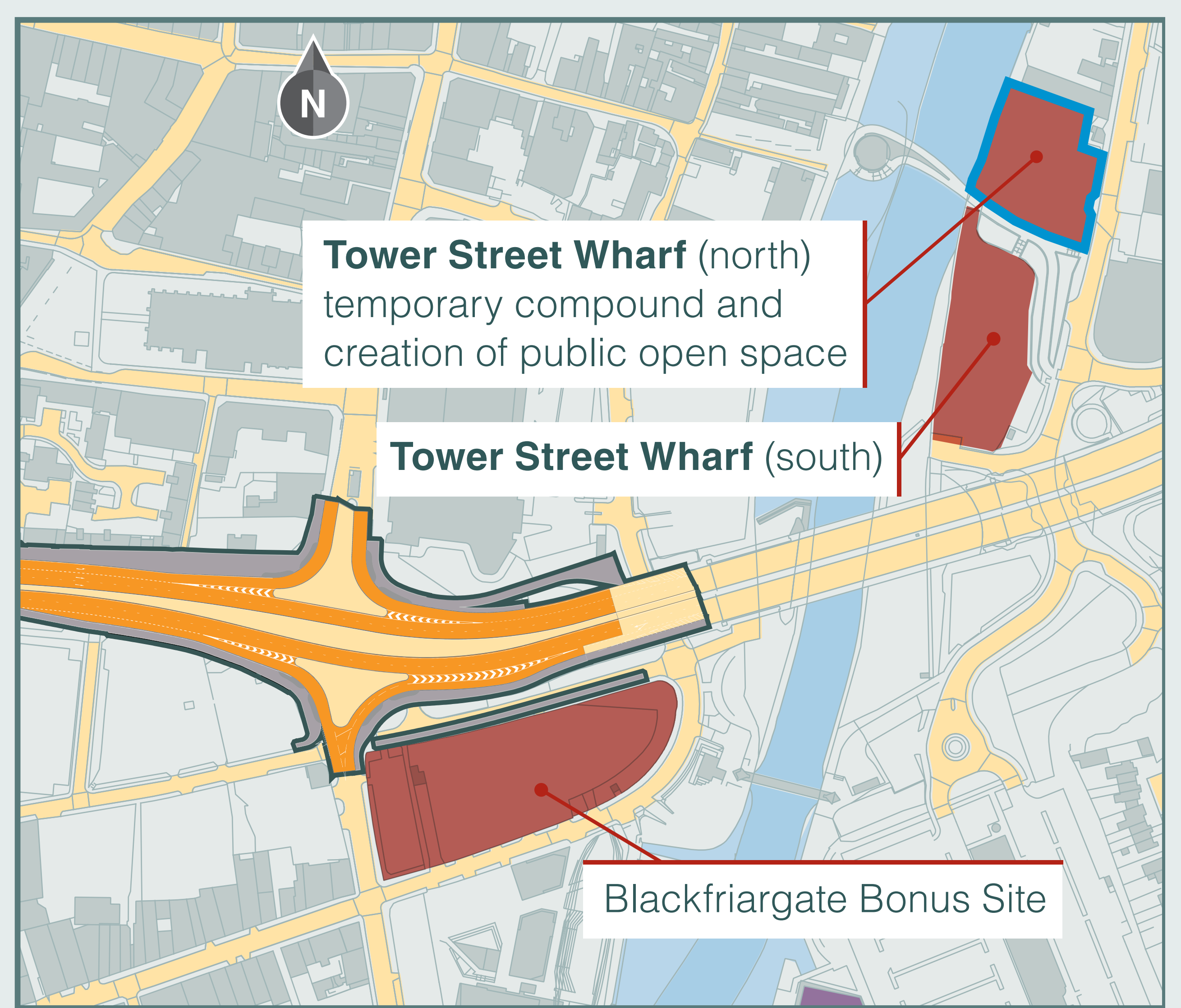
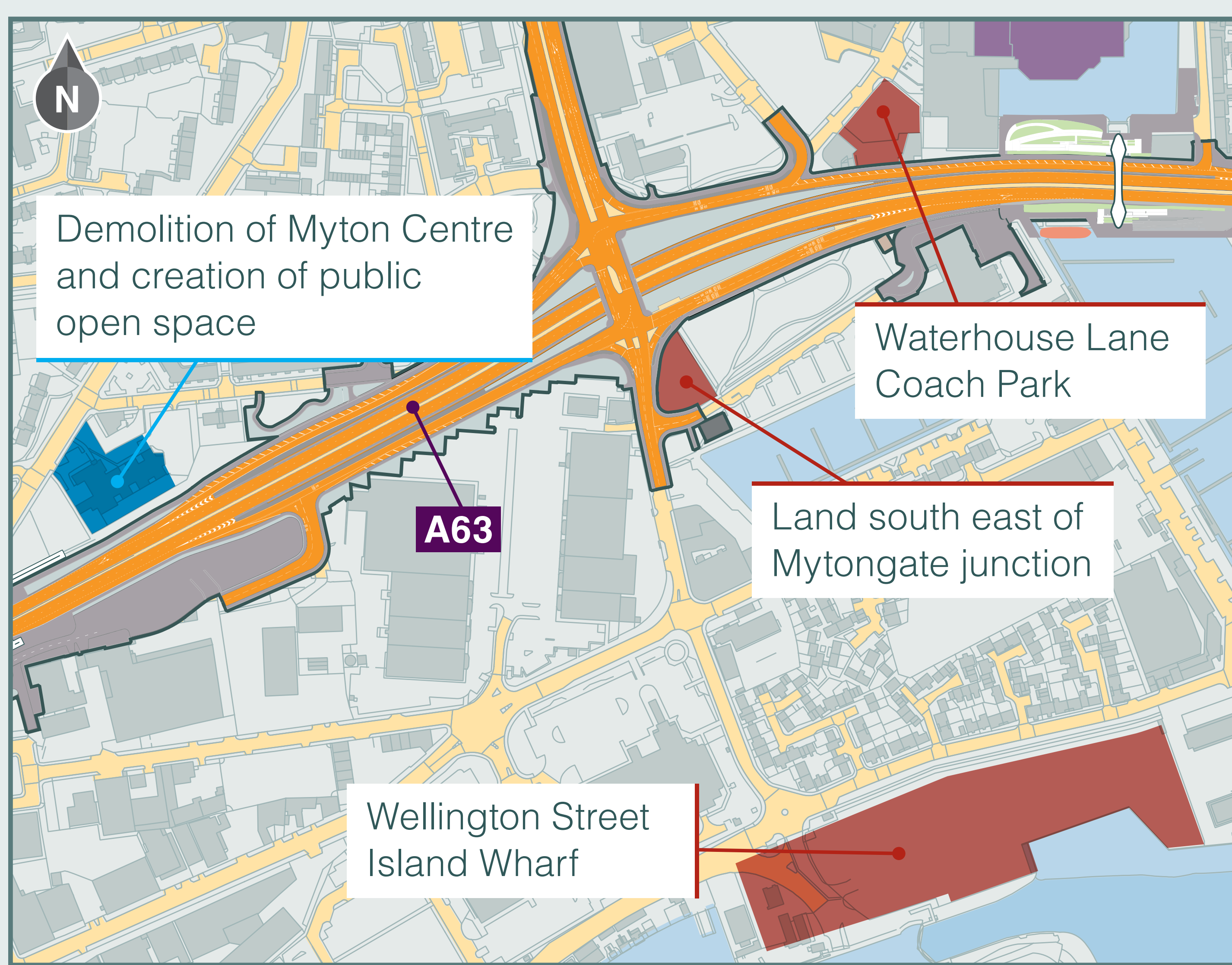
Fruit Market – Proposal



Drainage outfall – Proposal



Site compounds – Proposal



We are considering using a number of vacant development plots as offices and equipment stores for the work and will be including the sites listed below in the Development Consent Order

Vacant land east of River Hull	Land south-east of Mytongate junction
Car park east of River Hull	Land south of Neptune Street
Bonus site south of Blackfriargate	Layby on A63
Site south of Wellington Street West	Commercial site south of A63 and east of Hessle Haven



Investigating archaeology – Trinity Burial Ground

Trinity Burial Ground lies partially within our proposed A63 improvement scheme. It is associated with Holy Trinity Church, Hull's medieval parish church, which stands in Market Place, the heart of Hull old town.

Trinity Burial Ground is extremely significant because it was in use for a relatively short period of time (1783 – 1860). This period of use coincides with a dramatic change in the fortunes of Hull and its people, as it expanded beyond its medieval boundaries to become one of the most influential and industrialised centres on the east coast. The excavation of such a site outside of the south east of England is extremely rare, and offers a unique opportunity to understand how Hull and its people lived, their beliefs, and what changed at this key moment in its history.

In summer 2015, we worked closely with the church and Historic England to carry out investigations under

a Faculty from the Diocese of York taken by Oxford Archaeology-Humber Field Archaeology on our behalf (see *Trinity Burial Ground Archaeology Update* for more information). A specialist from the British Register of Accredited Monumental Masons was able to safely remove and replace headstones where required.

We made every effort to minimise disruption to the burial ground during our investigations. We were also very sensitive to the privacy of burial sites. We used special privacy tents to cover some of the larger excavations where we expected to find burials.

Whilst we were working within the burial ground, we took the opportunity to tidy the whole site of rubbish and overgrown vegetation. We also re-laid footpaths and reseeded the grassed areas.

What happens next?

We are currently designing a scheme of works that will provide a very good understanding of the different types of archaeological remains that lie within and around the burial ground. We are continuing to work with stakeholders, such as Holy Trinity Church, The Diocese of York, Historic England and Humber Archaeology Partnership to ensure that the works meet ethical, legal and academic standards, and that they provide benefits to the wider community.

Our research to date has identified four main types of archaeological remains within the development area, each of which can tell us something different about the history of Hull. More details can be found in our separate newsletter, ***Trinity Burial Ground Archaeology Update***.



We are keen to involve interested members of the public wherever we can. We also aim to engage a broad range of people in using Hull's extensive historical resources to research about the individuals and families in the burial ground and the gaol, where they lived, and where they worked, as we try and foster a greater understanding of the human story and social history of Hull.

Please speak to a member of the team here today about how you can be involved.

Details of the finds can be found in our separate newsletter, ***Trinity Burial Ground Archaeology Update***.



Princes Quay Bridge

We have undertaken extensive work and consultation on the bridge crossing at Princes Quay. The proposed bridge follows a similar alignment to the previous preferred option but seeks to:

- Make people's experience of the route more attractive
- Integrate the public spaces into the setting and urban fabric
- Avoid building and maintenance over water
- Clarify the extent of Highways England and Hull City Council responsibilities

The Scale Lane bridge has set the bar in terms of design quality and distinctiveness.

The A63 bridge needs to respond to its sensitive location, partly within the Old Town Conservation Area, and partly above the existing Grade II Listed Princes and Humber Docks. It will play a critical role in reconnecting the Old Town and waterfront area. The revised proposal is a bespoke design that is sensitive to the historic place and is of such quality that it may be valued both now and in the future.



Construction constraints

The construction period will last between 3 and 5 years. During this period we will seek to minimise disruption to both local communities and road users. The restrictions and constraints that will be considered as part of the construction work are:

- We will not close lanes of traffic on the A63 between 6am and 8pm Monday to Saturday
- Two lanes will be kept open to traffic on the A63 in both directions where practicable with a minimum of one traffic lane kept open in each direction at all times
- Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain work
- Access to business and properties will be maintained wherever possible. Noise, vibration and disruption to adjacent properties will be kept to a minimum
- Alternative pedestrian footway and crossing facilities will be maintained at all times
- Where we need to close the road, either fully or partially, we will keep you up to date via a dedicated Public Liaison Officer

