

North Yorkshire County Council

Business and Environmental Services

Executive Members

28 September 2018

Malton and Norton Infrastructure and Connectivity Improvements Study

Report of the Assistant Director – Highways & Transportation

1.0 Purpose Of Report

- 1.1 The report provides an update on progress to date on the Malton and Norton Infrastructure and Connectivity Improvements Study and seeks support from the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members for further project development and implementation work, including the utilisation of existing funding towards the costs of such work.

2.0 Background

- 2.1 The Department for Transport (DfT) announced new rail franchises in December 2015, which include a commitment from Arriva Rail North (referred to as Northern) for a new hourly service on the York to Scarborough rail line, from December 2019, alongside the existing hourly TransPennine Express (TPE) service. This additional service will increase the frequency of rail services on the York – Scarborough line to two rail services per hour, in both directions, each stopping at Malton. This will result in an effective doubling in the frequency of level crossing closures, with resulting impacts on traffic flows.

3.0 Malton and Norton Infrastructure and Connectivity Improvements Study

- 3.1 In December 2017 WSP were commissioned by North Yorkshire County Council (NYCC) and Ryedale District Council (RDC), to undertake a study into potential options for improvements (both highway and non-highway) to the infrastructure and facilities within the towns of Malton and Norton. The study is titled the Malton and Norton Infrastructure and Connectivity Improvements Study – Options Assessment Report (referred to herein as ‘the Connectivity Study’). The Connectivity Study is particularly focussed on identifying measures to mitigate adverse impacts resulting from increased closure of the railway crossing as a result of the doubling in frequency of rail services through Malton from December 2019. However, the Connectivity Study also seeks to identify measures to support use of the improved rail services and considers the impact that poor connectivity and existing congestion may have on future development plans for the area.
- 3.2 The process that WSP followed in undertaking this study is summarised below:
- 1) A review of earlier studies.
 - 2) Consideration of the current and future situations, in order to identify key issues and problems and determine the need for intervention.
 - 3) Stakeholder Engagement.
 - 4) Identification of Strategic and Specific Objectives.
 - 5) Development of a long list of interventions.

- 6) An initial, qualitative, sift to identify any interventions not considered feasible or appropriate to be taken forward for detailed sifting. Packaging of the remaining interventions.
 - 7) Identification of the preferred Package(s) of Interventions, based upon the Department for Transport's "Early Assessment and Sifting Tool" (EAST). EAST has been designed to be consistent with Transport Business Case structure to provide more robust funding opportunities.
 - 8) Identification of Potential Funding Sources and Routes to Delivery.
- 3.3 Additional traffic count data for junctions near the level crossing was also obtained as an initial stage of task (1) above in early 2018.

4.0 Connectivity Study Findings

- 4.1 The completed Connectivity Study report is a large and very detailed document and is available, along with Appendices, as a background paper. An Executive Summary of the Report is attached (Appendix 1).
- 4.2 The Connectivity Study has highlighted the need for significant enhancement and interventions and has helped to identify and refine a number of proposed interventions to contribute towards the identified objectives. The strategic and specific objectives are listed in Figures 2 and 3 (pages 9 & 10) of the Appendix to the Executive Summary. The proposed highway-related interventions are those that have been assessed as being likely to have a positive impact, when considered against these objectives. It should be noted, however, that at this stage no highways modelling has been undertaken and so the relative benefits have yet to be demonstrated through technical modelling.
- 4.3 In brief, the final report identifies:
- i) a number of Potential Quick Wins – i.e. those that have the potential, subject to further investigation/consultation and identification of funding, to be implemented prior to additional rail services starting on December 2019;
 - ii) a summary of short-listed interventions which performed best through the EAST process.
- 4.4 By necessity the list of Potential Quick Wins includes only interventions which are likely to be relatively simple, straightforward to implement and relatively low cost, however, these will still require a degree of further investigation and/or consultation before it is certain that any individual measure can be implemented. It should be noted that because of their relatively small scale, the Quick Wins were not included in the EAST process. The Potential Quick Wins list includes interventions such as:
- Provision of a pedestrian crossing between the bus and rail station
 - Provision of safe and secure cycle parking / storage near the station and within the towns of Malton and Norton
 - Initiatives to encourage safe use of the level crossing
 - Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time

(The full list of Potential Quick Wins is located in Table 1 [page 11] of the Appendix to the Executive Summary)

- 4.5 Interventions, from both the Potential Quick Wins and Preferred Package, will need to be developed and progressed in close partnership with RDC. It is proposed that this is done via a Malton and Norton Connectivity Working Group (an officer level cross-authority working party) which has already been established to oversee this study.

- 4.6 RDC also undertook a public consultation exercise via their website in May 2018 to primarily gauge the public acceptability of the above packages, which had already been identified via previous stakeholder consultation and been subject to initial assessment. The findings of this public consultation were then fed into the final report.
- 4.7 Over 290 responses were received as a result of the consultation and the results demonstrated that the majority of respondents supported all of the interventions proposed as part of the Preferred Package, i.e. each intervention received in excess of 50% (ranging between 52% - 83%) of respondents agreeing or strongly agreeing to their inclusion in the Package
- 4.8 As a result of the public consultation, a number of additional proposals were received from various sources and these are listed in Appendix 2 attached to this Report. As these proposals were received towards the latter end of the Connectivity Study development, these proposals have not been subject to assessment and sifting and it is therefore proposed that these are considered via the Malton and Norton Connectivity Working Group (see Paragraph 4.5 above).

5.0 Brambling Fields Complimentary Measures

- 5.1 One of the main traffic related issues in Malton / Norton is the congestion and associated air quality issues in the vicinity of the Butcher Corner signalised junction in Malton. The issue is made worse by traffic queues resulting from the closure of the level crossing on Castlegate to allow trains to cross the road.
- 5.2 In 2009 Ryedale District Council declared the Malton Air Quality Management Area in the vicinity of the Yorkersgate/Old Maltongate/Wheelgate/Castlegate signalised junction (known locally as “Butcher Corner”) where the air quality has deteriorated below acceptable levels.
- 5.3 In order to address the congestion and air quality issue it is necessary to reduce the traffic volumes passing through Butcher Corner and reduce the number of vehicles queuing in the vicinity of the traffic signals. The A64 Brambling Fields Junction improvement Scheme (which was jointly funded by the Highways Agency, North Yorkshire County Council and Ryedale District Council) was intended to help facilitate this reduction in traffic. The scheme, which was opened on 18 September 2012, involved the construction of a new eastbound slip road from the A64 which allows traffic from the west to access Norton and the south without having to travel through Malton town centre. The upgraded junction also provides an alternative route for local traffic to travel between Malton and Norton without the need to cross the level crossing and Butcher Corner.
- 5.4 To compliment the junction improvement a sum of money was set aside from the Regional Funding Allocation (RFA) grant to introduce additional measures to relieve the congestion in the centre of Malton/Norton. To date the following additional measures have been introduced:
- i) The introduction of an experimental Traffic Regulation Order to restrict heavy commercial vehicles from using Norton level crossing;
 - ii) The alterations of the priorities at the Church Street, Welham Road, Castlegate junction immediately south of the railway line.
- £604k of the RFA grant funding remains for the implementation of additional complimentary measures.

6.0 Funding and Implementation

- 6.1 At this stage the Connectivity Study report has only just been completed and there will be a need for further development of the proposed interventions. This work will require close partnership working with RDC to develop the business case for the identified measures and to implement any of the Potential Quick Wins that could be in place before the December 2019 doubling of train frequency. Consequently, a cross-authority Malton and Norton Connectivity officer group has been established to progress proposals.
- 6.2 Further project development work will be required to progress individual interventions (e.g. intervention-specific options appraisals, feasibility studies, strategic business cases and detailed business cases) in order to be able to bid for funding towards implementation.
- 6.3 It is proposed that the Brambling Fields Complimentary Measures funding will be utilised where appropriate to contribute to the project development and implementation including any of the potential “quick wins.”
- 6.4 The intervention which aligns directly to the objectives of the Brambling Field Complimentary Measures is referenced “F” in Table 2 (page 17) of the Appendix to the Executive Summary, namely an Internal Junction Improvement and Traffic Signal Strategy. It is intended that work will commence on this immediately.
- 6.5 RDC have sought approval from their Policy and Resources Committee for a financial contribution towards project development of the Internal Junction Improvement and Traffic Signal Strategy.
- 6.5.1 RDC has also agreed to invest up to £75k towards commissioning a car parking strategy in partnership with NYCC.
- 6.5.2 Further project development work will also assist RDC to make recommendations on the prioritisation of the use of Community Infrastructure Levy (CIL) funding, which is designed to help implement infrastructure improvements such as those identified in the report.
- 6.6 Many of the interventions will also be dependent upon the identification of appropriate external funding sources, as well as successful funding applications.
- 6.7 Officers will work with RDC, via the Working Group, to prioritise how delivery of these interventions is progressed, seek to ensure alignment with partners’ priorities, identify appropriate funding and progress funding applications to enable progress to be made on further project development.

7.0 Next Steps

- 7.1 The next stages of this work will be developed and overseen by the cross-authority working party.
- 7.2 RDC have taken a similar report to their Policy and Resources Committee, incorporating parallel recommendations to those set out in this report to ensure a coordinated and partnership approach to future work streams.

8.0 Equality Implications

8.1 No significant equality implications have been identified as a result of the recommendations of this report.

9.0 Financial Implications

9.1 No significant financial implications have been identified as a result of the recommendations of this report. The cost of further project development and implementation work will be met where appropriate from existing allocated funding, RDC and external funding bids.

10.0 Legal Implications

10.1 Any works to improve the highway will be undertaken in accordance with the provisions of the Highways Act 1980, which grant specific powers to the Highway Authority in this regard - Section 62(2) of the 1980 Act gives a highway authority general powers to carry out, in relation to any highway maintainable at the public expense by them, any work (including the provision of equipment) for the improvement of the highway. There are further provisions in the 1980 Act for specific types of improvement works (e.g. the provision of barriers, rails, fences or posts for the use or protection of persons using the highway). See Appendix 3.

10.2 The provision of any measures requiring a Traffic Regulation Order will be governed by the relevant provisions of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and would require public consultation/advertisement, with any objections being determined in accordance with the Councils Constitution before implementation. Section 23 of the 1984 Act also gives local traffic authorities powers to establish pedestrian crossings.

11.0 Recommendations

11.1 That the Corporate Director, BES, in consultation with the BES Executive Members, endorses the Malton & Norton Infrastructure and Connectivity Improvements Study and agree to working in partnership with RDC, and other stakeholders as appropriate, to prioritise and develop the recommended work streams via the Malton and Norton Connectivity Working Group (cross-authority officer working group);

11.2 That the Corporate Director, BES, in consultation with the BES Executive Members approves the allocation of the remaining £604k complimentary measures fund towards the costs of :

1. Further project development and implementation.
2. The development and implementation of the potential "quick wins".

BARRIE MASON

Assistant Director – Highways & Transportation, Business and Environmental Services

Author of Report: Tim Coyne – Improvement Manager

Background Documents: None



North Yorkshire County Council & Ryedale
District Council

MALTON & NORTON INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENTS STUDY

Options Assessment Report - Executive
Summary





North Yorkshire **County Council & Ryedale District Council**

MALTON & NORTON INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENTS STUDY

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WSP
Dale House
Mount View Business
Standard Way Business Park
Northallerton
DL6 2YD

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OPTIONS ASSESSMENT REPORT - EXECUTIVE SUMMARY

1. INTRODUCTION

The Malton and Norton Infrastructure and Connectivity Improvements Study is led by a partnership of North Yorkshire County Council (NYCC) and Ryedale District Council (RDC).

WSP was commissioned by NYCC to undertake work associated with identifying potential improvement options to address the issues of traffic congestion and poor connectivity in and around the Malton and Norton urban areas. These issues are likely to be exacerbated when planned increases in train service frequencies at Malton Railway Station are implemented in December 2019.

The Options Assessment Report (OAR) considers the existing evidence base to establish the issues and problems experienced in the study area (identified in **Figure 1** in the accompanying Appendix) and how these may change in the future. This evidence review and analysis examines the case for intervention through the preparation of a sound body of evidence to demonstrate the need to develop any improvement intervention(s).

The OAR then seeks to provide the following:

- i Study specific objectives setting out what the interventions are aiming to achieve;
- i Develop a long-list of interventions, informed by numerous sources, which will be subject to a high-level 'sift' to identify any which would be considered undeliverable in the context of the study.
- i Consider the resulting short-list of interventions and undertake detailed sifting to inform early prioritisation, ahead of public consultation.
- i Identify a Preferred Package and Potential Quick Wins.

The study has closely followed the Department for Transport's (DfT) Transport Appraisal Guidance (WebTAG). The guidance sets out the recommended approach to take in understanding the current and future context and conditions, establishing the need for intervention and developing options to address the identified issues through an objective led approach.

2. ESTABLISHING THE NEED FOR INTERVENTION

Strategies and Policies

A review of relevant policies and strategies has demonstrated strong support for intervention to address issues of traffic congestion and delay in the urban areas of Malton and Norton, and to support economic development and growth.

Economic Context

Malton and Norton act as a Principal Town and district-wide Service Centre for the Ryedale District, occupying an important position in relation to the local and regional economy.

The limited skilled job opportunities, predominance of a low wage economy and conflicting high house prices results in local housing potentially being largely unaffordable for many of the people working in the district. This imbalance coupled with the need for some residents employed in more skilled industries having to commute elsewhere is likely to be resulting in commuting in and out of the towns placing additional pressure on the local transport network.

There are aspirations to further grow and diversify Malton and Norton's economy, particularly in relation to higher value sectors, and specifically in the agri-food and bio-economy sectors; Malton has a designated Food Enterprise Zone and is promoted as Yorkshire's Food Capital.

The local transport network is often perceived as a barrier to achieving additional inward investment and realising this growth.

Operation of the Local Transport Network

Accessibility between the two towns is impacted by both the railway line and the River Derwent, which run between them. There are two crossing points over the river, at Railway Street and County Bridge on the B1248 Castlegate, while the one level crossing provides a single route over the railway line, immediately south of County Bridge. These limited crossing points create bottle-necks for traffic in these locations; generally considered to be compounded by a combination of a natural increase in traffic, a historic and constrained network and seasonal and 'through' traffic.

The key routes through the towns (B1257 and B1248) carry relatively high volumes of traffic, particularly HGVs, for the standard of road, resulting in issues of delay in both towns.

Butcher Corner is a key junction in Malton, where the B1257 and B1248 meet at a signal controlled crossroads; the junction experiences high volumes of traffic and resulting congestion throughout the day (around 28,000 vehicles per day – including 1,000 HGVs). Average speeds at Butcher Corner range between 25% - 50% of the corresponding free flow speeds (based on journey times recorded between 1am and 5am when traffic flows and densities are typically low). Congestion issues at Butcher Corner have contributed to poor air quality, journey time unreliability and resulting impacts on public transport punctuality. An Air Quality Management Area (AQMA) was declared, by RDC in 2009, for the area around Butcher Corner.

The level crossing is situated to the east of Malton Station and south of Butcher Corner. When the level crossing barriers are down, traffic builds up on the surrounding network resulting in congestion and delay. Typically, there are two closures per hour, with closure times of between 1.5 minutes and 3.5 minutes in each instance. These closures can lead to queue lengths of up to 54 vehicles forming on approach roads. At the level crossing, average daytime speeds range between 33% - 55% of free flow speeds. This analysis suggests that there are significant journey time savings that could be made if the issue of congestion was adequately addressed. Rail service frequencies at Malton are due to increase to two trains per hour in each direction from December 2019, thereby doubling the number of trains stopping in Malton each hour. This will result in the level crossing barriers being down for a greater overall duration across the hour increasing delays to traffic.

Journey to Work data, from the 2011 Census, reveals that almost half of internal commuting trips (i.e. those that remain within the two towns) are made by car despite the short distances involved. These short, internal, trips utilise the local highway network and are likely to be exacerbating issues of local congestion and resulting delay. The quantity of available car parking, and its relatively low cost, is also considered to be a significant contributory factor in the encouragement of driving to, from and within the towns, including the short internal journey to work trips. The resultant congestion culminates in environmental issues, as well as an adverse impact upon quality of life, public health, safety and the general aesthetics of the towns.

Sustainable Transport

Malton Railway Station is the only rail station in the Ryedale District with regular passenger services. Nearly all rail services operating on the York to Scarborough line call at Malton; the station is used by approximately 350,000 passengers a year, a figure that has increased by 20% in the last five years.

Malton is a single platform station; this presents significant limitations, in terms of capacity, and is a major constraint to the wider Trans-Pennine route. The provision of a single platform means that services travelling in both directions must use the same line on the approaches to, and through, the station, resulting in no current or future potential to operate services travelling in opposite directions concurrently. Any delays to westbound services, because of having to wait for eastbound services to clear the platform, impacts the service times for the remainder of the route e.g. between Leeds and Manchester. The single platform at Malton also impacts the accessibility of the station for rail users, particularly for residents of Norton and areas to the south of the station who currently have to cross the level crossing to access the station.

Journey to Work data for residents in Malton and Norton illustrates that over half of the residents, who are employed within the towns, undertake their journey to work by active modes; the majority of these trips (40%) are on foot while 11% travel by bike. These figures are far higher than regional and national averages; this is likely due to the geographic size of the urban area, making active modes very realistic modes of travel for these trips.

Bus mode share, for all commuting trips undertaken by residents of the Malton and Norton urban area, regardless of destination, is 2.3%. This is substantially lower than the regional and national averages of 3.6% and 8.5%. This highlights that there are opportunities for mode shift to use of public transport in the towns.

The census Journey to Work data also revealed that almost half of internal commuting trips are made by car, despite the short distances involved; these short, internal, trips utilise the local highway network and are likely to be exacerbating issues of local congestion and resulting delay. It is considered that the high level of car use for these trips offers the opportunity for considerable mode shift to more sustainable modes, with the introduction of appropriate supporting interventions; this, in turn, has the potential to bring about significant positive impacts upon issues of local congestion.

Environmental Evidence

Ryedale, as a district, covers a large and primarily rural area of exceptionally high quality. This is reflected in the number and geographical scale of areas that are formally subject to environmental designations designed to protect the natural and built environment.

As part of the evidence gathering mapping of environmental constraints within the study area has been undertaken, including flooding - some areas of Malton and Norton are at a high risk of flooding.

High traffic flows and existing congestion are contributing to issues of Air Quality on key routes and an AQMA has been declared at Butcher Corner.

Committed and Planned Development

RDC's Local Plan Strategy sets out a growth policy that seeks to provide, approximately 200 new houses per year in the district (3,000 over the plan period); 50% of these dwellings will be provided in Malton and Norton. In addition, 37ha (net) of additional employment land (plus a further 8ha additional land supply if required) is to be allocated for the district, in addition to existing commitments; 80% of which is to be provided in and around Malton and Norton.

The level of development proposed across Malton and Norton, (employment, retail and housing) will place additional demand on an already constrained local network unless adequate mitigation measures are identified and implemented. Traffic modelling work, undertaken as part of the development of the Local Plan, forecast that approximately 1,000 additional trips will be generated within the towns as a result of the proposed developments.

3. THE NEED FOR INTERVENTION

To maximise Malton and Norton's economic potential, there is a need to plan, not only for the expansion of existing businesses, but also to attract the inward investment required to generate new, high value jobs with transport connectivity key to achieving this. Without intervention within the study area the transport network will remain a constraint. Congestion in urban areas and at localised pinch points, such as Butcher Corner and the level crossing between the towns, can negatively impact connectivity resulting in longer and/or unpredictable journey times, constraining access to labour markets and movement of goods and services. In

turn this can influence business decisions to locate elsewhere.

Initial assessments, undertaken for the Local Plan, suggest that traffic associated with development can be accommodated mainly through localised junction improvements or provision of new roads. However, these improvements will only mitigate impact to existing levels and will not improve upon the current situation. In the longer term, the impact of this growth, if left unmanaged, is likely to deter the further inward investment and diversification of the economy that is considered crucial to ensuring resilience of the district and achieving economic growth projections, both locally and regionally.

4. IDENTIFICATION OF OBJECTIVES, OPTION GENERATION AND APPRAISAL

Setting Objectives

Based upon the outcomes of the evidence review, and informed by stakeholder engagement, a set of Strategic and Specific Objectives have been identified in accordance with the WebTAG process.

These objectives have been developed to align with the current and future issues identified as part of the evidence base review, and provided a framework for initial high-level assessment of the interventions.

In order to identify how each Specific Objective contributes to the Strategic Objectives, a 'mapping' exercise has been undertaken. Objectives are set out in **Figures 2 and 3** in the accompanying Appendix.

Developing the Long-List of Interventions

Following the evidence review, and subsequent stakeholder engagement, a long-list of interventions was developed. Interventions were included as part of the long-list if it was considered that they could seek to address the identified issues and contribute towards achievement of the objectives. The 71 interventions identified were from a range of sources including:

- i A review of existing policies and strategies, relating to transportation in Malton and Norton;
- i A review of proposed transport improvements included in existing and previous studies;
- i Previous stakeholder consultations;
- i Consideration of the issues and opportunities identified in the evidence review; and
- i A study specific Options Workshop (March 2018).

At this stage, the interventions are high level concepts only. Given the complex issues in the study area, as well as being considered separately, each of the interventions has also been looked at in terms of its potential contribution as part of a package of interventions.

Initial Sift and Short-Listing of Interventions

Due to the number of interventions, identified as part of the long-list, an initial 'sift' has been carried out to identify any that would not be taken forward for more detailed assessment as part of this study. This approach is in accordance with the DfT TAG appraisal process and included consideration of the following:

- i Contribution to the Specific Objectives;
- i Deliverability;
- i Dependence upon other interventions;
- i Indicative cost; and
- i Timescales.

Each of the Initial Sift criteria, set out above, was brought together in an overall framework, allowing for an assessment of individual interventions to be considered on an equal and consistent basis.

Following the Initial Sift 46 interventions were taken forward for more detailed appraisal. 11 Potential Quick Wins were also identified. The identification of Quick Wins, as part of this appraisal, is largely linked to the, December 2019, rail service improvements at Malton Station; any intervention categorised as a 'Quick Win' could, theoretically, be implemented ahead of that time albeit dependent upon factors such as funding availability and gaining relevant permissions. Potential Quick Wins are listed in **Table 1** in the accompanying Appendix.

Packaging of Interventions

It is considered that the complex nature of the traffic issues experienced in the towns of Malton and Norton, which are primarily a result of the historic nature of the towns, severance by rail and river and a large number of trips that are purely internal to the towns (i.e. wholly within the urban areas) are unlikely to be successfully addressed through delivery of a singular intervention. As such, a 'package' approach to interventions has been adopted, with the aim of successfully addressing the combination of factors that result in issues on the highway network within the study area.

A total of eight packages were developed, which represent the grouping of interventions with common themes. The eight packages are:

- i **Package A** – Traffic Management;
- i **Package B** – Level Crossing Area;
- i **Package C** – Public Transport Improvement;
- i **Package D** – Active Mode Improvements;
- i **Package E** – Car Parking;
- i **Package F** – Major Road Improvements;
- i **Package G** – Behavioural Changes; and
- i **Package H** – Land Use Changes

It should be noted that the packaging process was undertaken to enable the assessment of a suite of interventions and to illustrate the benefits that they could provide cumulatively. As the study progressed the best mix of interventions to provide the desired outcomes was sought. As with all of the proposed interventions, there has been no detailed design of the interventions, they are high-level concepts only.

Detailed Sift of Packages of Interventions

In order to look at the Packages in more detail a second round of sifting was undertaken using the DfT's Early Assessment and Sifting Tool (EAST).

EAST considers a range of metrics, set out in line with the DfT's 'Five Case Model' – this includes the following factors:

- i Strategic;
- i Economic;
- i Financial;
- i Management; and
- i Commercial.

With this in mind a multi-discipline team was involved in undertaking the scoring of each package against the various metrics. The EAST sift was proportionate to this early stage of the study, where complex modelling would not usually be applied, as per the recommended WebTAG approach.

Summary of Appraisal of Packages

The results of the EAST appraisal demonstrate that Package D (Active Mode Improvements) and Package G (Behavioural Change) generally provide the best level of fit against the EAST metrics. It should, however, be noted that there was no weighting applied to each metric due to the stage of the study; if this was applied the overall scores and subsequent ranking would likely be impacted.

Given the early stage of the process of option development it was not proposed to discount any of the Packages. None of the Packages scored poorly in the detailed EAST appraisal and, as such, it was determined that no particular mode or theme should be discounted at this stage. The results of the EAST based appraisal highlighted that provision of measures targeting a range of themes should be

considered, and that a multi-modal package of interventions would be necessary to address the complex issues experienced in Malton and Norton.

5. IDENTIFICATION OF PREFERRED PACKAGE

Based on the outcomes of the sifting processes, an exercise was undertaken to combine the individual intervention scores against the study objectives (established as part of the Initial Sift), and the overall outcomes of the EAST based appraisal in order to formulate a draft Preferred Package for review at a stakeholder workshop.

Feedback provided at the workshop confirmed that the interventions comprising the draft Preferred Package was, overall, well supported, with one additional intervention (a new junction on A64 with Broughton Road (B1257)) being requested by stakeholders for inclusion ahead of the subsequent public consultation. The interventions making up the final Preferred Package are set out in **Table 2**, (in the accompanying Appendix); it includes interventions that are aspirational, with likely long timeframes for delivery, together with interventions where delivery may be possible over a short to medium timeframe. Timeframes and costs, set out in **Table 2**, are indicative high-level estimates only and would need to be determined based upon detailed scopes of work as interventions are brought forward for further work.

6. PUBLIC CONSULTATION

An online questionnaire consultation was undertaken, in April/May 2018, to better understand the level of support, from the wider public, for the Preferred Package proposals.

Over 290 responses were received and the results demonstrated that that the majority of respondents supported all of the interventions proposed as part of the Preferred Package, i.e. each intervention received in excess of 50% (ranging between 52% - 83%) of respondents agreeing or strongly agreeing to its inclusion in the Package.

7. NEXT STEPS

Further work will be required to move forward the interventions recommended as part of the Preferred Package. As such, NYCC and RDC have set up an officer working group to consider:

- i appropriate next steps and routes for delivery;
- i priority of interventions for progression; and
- i identification of funding.



Dale House
Mount View Business
Standard Way Business Park
Northallerton
DL6 2YD

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MALTON & NORTON INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENTS STUDY

Options Assessment Report - Executive
Summary - Appendix





North Yorkshire **County Council & Ryedale District Council**

MALTON & NORTON INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENTS STUDY

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Northallerton
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Figure 1 – Study Area

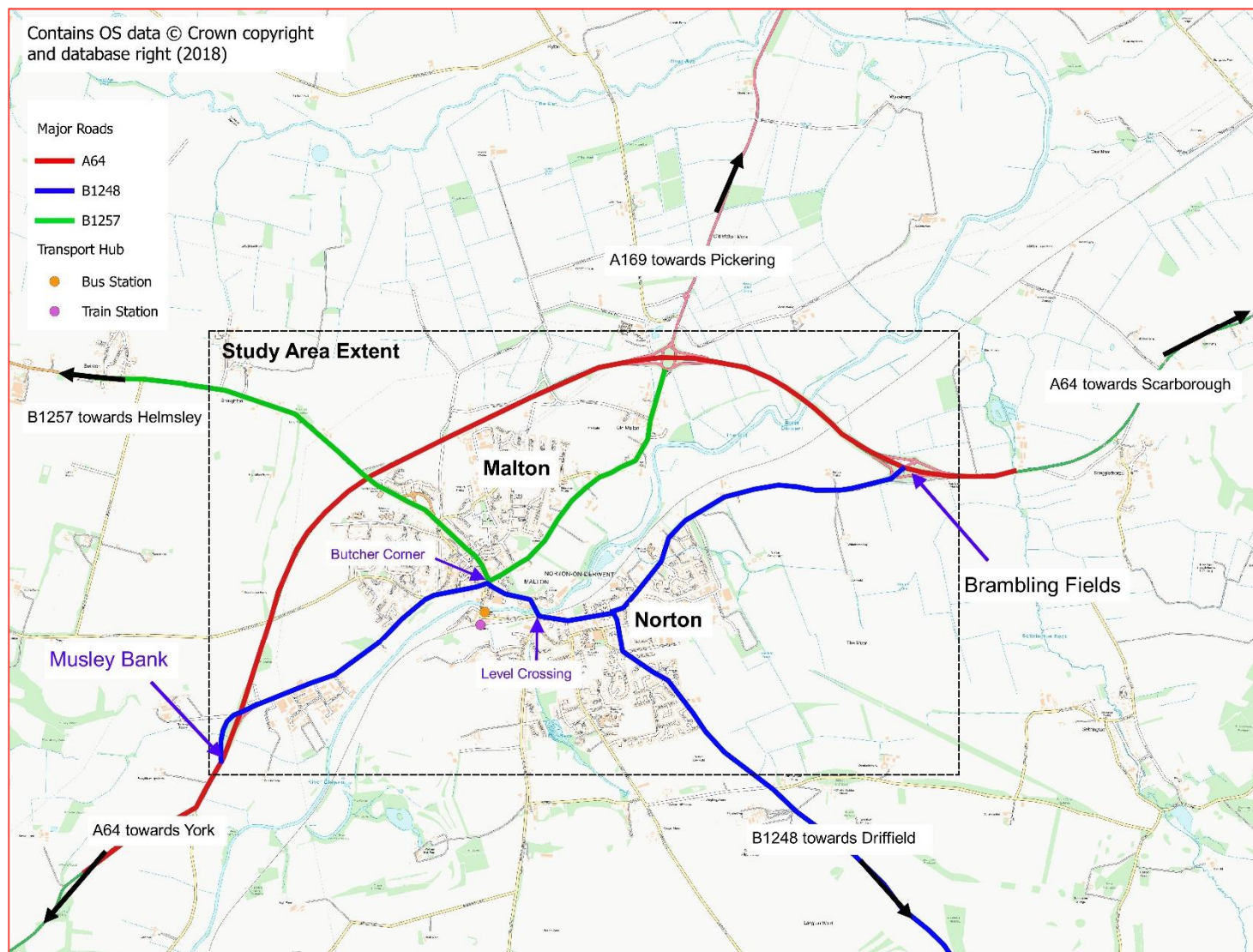




Figure 2 – Strategic Objectives

Ref.	Strategic Level Objectives
Enhance economic performance of the study area and improve opportunities for its residents	
SO-01	Support the sustainable growth of Malton and Norton, in accordance with national, regional and local policies, plans and strategies
SO-02	Support progress towards building a more resilient economy within the towns, by making it a more attractive place for investment, particularly for high value sectors and tourism related industries
SO-03	Support the aspiration for improvements to strategic east-west connectivity within the north
Improve efficiency and resilience of the transport system	
SO-04	Improve connectivity between Malton and Norton, and also between the towns and the wider Ryedale district
SO-05	Reduce traffic congestion in the towns, particularly at the identified 'hotspots' of Butcher Corner and in the vicinity of the level crossing
SO-06	Encourage modal shift to more sustainable modes of transport
Promote and support a sustainable built and natural environment	
SO-07	Improve air quality in the study area
SO-08	Protect and enhance the historical qualities, and the built and natural environment, of the study area
Improve safety and health for residents and visitors in the study area	
SO-09	Improve safety within the study area
SO-10	Contribute to improved health, wellbeing and quality of life of residents of Malton and Norton, and the wider Ryedale District

Figure 3 – Specific Objectives

Ref.	Specific Objective:	Contributes to Strategic Objectives										Supports Strategic Objectives									
		S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10
SPD-01	Improve journey times on underperforming sections of the transport network in the study area.			Orange	Yellow			Blue				Red	Red								
SPD-02	Improve network resilience, particularly relating to instances of flooding, accidents, road closures and associated long diversions.			Orange	Yellow	Green							Red						Blue		
SPD-03	Reduce traffic volumes, specifically the number of HGVs, on the local network within Malton and Norton, particularly those entering the AQMA				Yellow	Green		Blue	Blue			Red					Green			Dark Blue	Purple
SPD-04	Reduce the volume of traffic rerouting onto unsuitable roads				Yellow	Green				Dark Blue		Red									Purple
SPD-05	Reduce the number of incidents and casualties, particularly at the identified collision cluster sites and for Non-Motorised Users (pedestrians, cyclists and equestrians)						Green			Dark Blue	Purple	Red			Yellow				Blue		Purple
SPD-06	Increase levels of walking and cycling for utility purposes (non-sport or leisure) within the study area, particularly for shorter journeys undertaken within the towns themselves				Yellow	Green	Green	Blue			Purple	Red							Blue		
SPD-07	Encourage greater use of rail services, particularly for longer distance travel					Green	Green					Red	Red	Orange					Blue		
SPD-08	Improve bus and rail facilities including connectivity between, and to, the bus and rail stations	Red		Orange			Green		Blue						Yellow	Green		Blue			
SPD-09	Reduce existing issues of severance between Malton and Norton				Yellow	Green					Purple	Red	Red								
SPD-10	Contribute to a reduction in NO2 emissions, particularly within the AQMA							Blue	Blue												Purple
SPD-11	Enhance streetscapes and provide 'Greener' routes through the towns					Green	Green	Blue	Blue		Purple	Red			Yellow					Dark Blue	
SPD-12	Maximise accessibility of proposed development sites in the study area, particularly by more sustainable modes	Red	Red		Yellow	Green	Green												Blue	Blue	Purple
SPD-13	Improve access and connectivity, to and through Malton and Norton, from the wider district and beyond, by all modes of transport	Red	Red		Yellow												Green				
SPD-14	Improve provision and availability of affordable parking in appropriate locations across the study area, in particular to cater for the expected growth in rail usage		Red			Green						Red							Blue		Purple



Table 1 – Potential Quick Wins

Intervention Reference	Intervention Description
QW01	Provision of pedestrian crossing between bus / rail station (e.g. zebra crossing)
QW02	Provision of dropped kerb on north side of Norton Road opposite level crossing for wheelchair/accessibility scooters (to cross over Castlegate)
QW03	Provision of advanced stop lines and filter cycle lanes at key junctions and on routes to schools.
QW04	Provision of safe & secure cycle parking / storage near the station and within the towns of Malton & Norton
QW05	Improved parking signage to manage traffic flow from different directions and direct traffic to most appropriate car park
QW06	Sat Nav to use specific routes avoiding level crossing
QW07	Initiatives to encourage safe use of level crossing e.g. education / PR / enforcement
QW08	Measures to improve management / operation of level crossing – including consideration of, but not limited to: <ul style="list-style-type: none"> i Improve communication between signaller and rail service; i Rail Infrastructure improvements and remodelling of the track layout to optimise speeds and crossing barrier down time (PT07). i Increase rail speed on the railway line through Malton - to reduce impact of barrier down time (PT08).
QW09	Implementation of permanent Heavy Duty Vehicle Restriction <i>(Temporary/experimental order implemented in Feb 2018)</i>
QW10	Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time.
QW11	Provision of signage on the A64 to encourage routes that avoid Butcher Corner / Level Crossing

Table 2 - Preferred Package

Short Term Interventions

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
A	<p>Bus service connectivity improvements.</p> <p>This intervention will review current bus services and, where applicable, will seek additional service provision, in particular a service connecting key destinations within the towns and consideration of the potential for providing services that avoid impacts of the level crossing either through timetabling and/or routing. In addition, to ensure coordination of bus and rail timetabling to provide for onward connections.</p> <p>Potential Outcome</p> <p>This intervention aims to encourage use of public transport which would reduce impacts of congestion, and issues of poor air quality, in the towns by reducing the number of short trips being made by car.</p>	<p>Short timescale (< 2 years) Unlikely to be significant timeframes involved, consultation with various stakeholders required.</p> <p>Medium cost: £150k – £300k</p>	<p>High score against objectives and formed part of the Public Transport Improvements package in the EAST sifting process.</p> <p>This intervention may encourage use of public transport which would reduce impacts of congestion and issues of poor air quality in the towns.</p> <p>Benefits provided by improved journey times and better accessibility to/from the towns by public transport, by enabling use of both bus and rail modes for longer travel through improved coordination of timetabling.</p> <p>There may be some deliverability issues relating to the need for agreement from different service providers and possible interactions with wider network of services. However, the doubling of train service frequencies should make co-ordinating rail and bus timetables easier.</p>



B	<p>Behaviour Change Measures targeting local businesses, schools and new residential developments.</p> <p>Description</p> <p>Behaviour change education and measures would look to target local businesses, schools, and new housing developments, to encourage a change in travel behaviour for shorter journeys. This can also include, but is not limited to:</p> <ul style="list-style-type: none"> i Working with businesses to manage their operations to reduce congestion e.g. reduce / restrict deliveries to times outside of level crossing closure hours; i Working with schools, businesses and new residents to promote alternatives to the car, helping to plan individual journeys and delivery of initiatives such as cycle training. <p>Potential Outcome</p> <p>Walking, cycling and public transport have the potential to effectively substitute for short journeys currently being undertaken by car. Encouraging travel by more sustainable modes can remove these unnecessary car trips from local roads, helping to tackle congestion and poor air quality.</p>	<p>Short timescale (< 2 years) Could be implemented quickly.</p> <p>Very low cost: £10k dependent upon delivery mechanism.</p>	<p>Mid-level score against objectives and formed part of the Behavioural change package in the EAST sifting process.</p> <p>Benefits resulting from reduced traffic volumes on the network, and reduction in associated adverse impacts. In particular in terms of reducing traffic volumes/congestion in the AQMA and improving journey efficiency.</p> <p>Engagement with employees and schools could encourage use of active modes for short journeys and make travel through the towns safer.</p> <p>There are no significant land or engineering issues affecting delivery.</p>
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Medium Term Interventions

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
<p>C</p>	<p>Walkway and Bridge to cater for pedestrians, cyclists and provide access for people with disabilities, over the railway line in the vicinity of Malton Station.</p> <p>The proposal is for a new bridge, for pedestrians and cyclists, over the railway line in the vicinity of the rail station. This would provide a pedestrian / cycle link between the towns, avoiding the need to use the level crossing.</p> <p><u>Potential Outcome</u></p> <p>A new bridge would provide an additional link across the railway line, improving walking and cycling trips within and across the towns. This is likely to reduce the number of short car trips and overall number of vehicles in the town centres, and within the Air Quality Management Area (AQMA), as well as at the level crossing. A bridge would also improve accessibility to the rail and bus stations, encouraging use of these modes.</p>	<p>Medium timescale (2 to 5 years) Planning, approvals, identification of land and construction will make the provision of the bridge a medium timescale measure.</p> <p>High cost: £1.5-3m</p>	<p>Very high score against the objectives and formed part of the Active Mode package in the EAST sifting process.</p> <p>This intervention will complement other elements, included in this package, which support / enable improvements at the station; this includes the provision of a second platform (PT6) and provision of a bus/rail interchange (LU1/PT2).</p>
<p>D</p>	<p>Improved Footpath and Cycle Links: Walking and Cycling Strategy.</p> <p><u>Description</u></p> <p>A Strategy approach to considering walking and cycling improvements is proposed in order to ensure a coordinated approach for footpath and cycle provision and linkages across the towns. This will holistically</p>	<p>Medium timescale (2 to 5 years) Identification and implementation (design and build) of infrastructure may extend timeframes for delivery.</p>	<p>High score against the objectives and formed part of the Active Mode package in the EAST sifting process.</p> <p>Improved pedestrian and cycle links to the town centres and the station can encourage walking and cycling as well as use of bus and rail services due to easier connections and perceptions of improved safety. This can reduce private car trips, particularly for short trips and overall number of vehicles in the town centres providing improvements in relation to congestion, safety, the environment and reduced</p>



	<p>consider provision and possible improvements to include, but not limited to:</p> <ul style="list-style-type: none"> i Way finding signage, between Norton and Malton and to and from the rail station. i Identify footway improvement requirements. i Identify cycle routes and infrastructure provision including consideration of routes on and off the main road network i.e. 'greener routes'. <p><u>Potential Outcome</u></p> <p>Improved pedestrian and cycle links to the town centres, and to the rail and bus stations, has the potential to encourage walking and cycling, as well as use of bus and rail services, due to easier connections and improved safety. This could reduce car trips, particularly for short journeys, and therefore the overall number of vehicles in the town centres.</p> <p>Encouraging travel by active modes (walking and cycling) also provides benefits in terms of health and wellbeing.</p>	<p>Medium cost: Walking and Cycle Strategy including development and design of prioritised schemes: £50-60k (Provision of routes off highway land will increase cost of delivery)</p>	<p>issues of severance. Encouragement of active mode use also provides benefits in terms of health and the economy therefore has multiple benefits</p> <p>There are issues relating to delivery due to lack of space (both on and off highway) within the towns to provide for new cycle/footway routes. This will need further investigation to test/consider provision of active mode enhancements so an overarching holistic strategy for walking and cycling to investigate viable options is suggested – possibly developing a Local Cycling and Walking Infrastructure Plan (LCWIP).</p>
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<p>E</p>	<p>Car Parking Strategy for the Ryedale District</p> <p>Description</p> <p>The proposed Car Parking Strategy would include a review of both on- and off-street car parking. It is acknowledged that a holistic strategy is required, rather than changes in individual parking locations, as alterations in one location can have impacts on car parking at other locations.</p> <p>A review of car parking, and implementation of recommended proposals, would aim to improve coordination of parking, and reduce the need to drive across the towns and the recognised congestion points, e.g. Butcher Corner and the level crossing. The Strategy would also recommend potential new parking regimes and additional provision requirements, in particular to support the additional rail services in the towns.</p> <p>Potential Outcome</p> <p>Specific car parking proposals arising from this study to be considered in the Strategy include, but are not limited to:</p> <ul style="list-style-type: none"> i Potential for additional car parking north and south of the rail station. i Changes to the operation of St Nicholas Street Car Park. i Improved pick/up and drop off facilities at the railway station. i Provision of EV charging points across the towns. 	<p>Medium timescale (2 to 5 years)</p> <p>Relevant consultations, consents and legal issues required to prepare, design and adopt a parking strategy. Implementation of findings will extend timescales (likely beyond 5 years).</p> <p>Low Cost for provision of Car Parking Strategy: £65k - £90k (depending upon level of data collection required)</p>	<p>Medium score against objectives and formed part of the Car Parking package in the EAST sifting process.</p> <p>A review of car parking, if then implemented, would improve coordination of parking within the towns, reducing demand for driving across the towns and managing the need for people to cross identified pinch points, e.g. Butcher Corner and the level crossing. It would also identify potential new parking regimes and additional provision requirements, and the locations to support this and the additional rail services.</p> <p>Car parking improvements would also encourage trips into the towns from further afield, promoting its position as a local service centre and visitor destination.</p> <p>Deliverability of a review/strategy is achievable in relatively short timeframes and some elements of parking changes can be low cost. Implementation of the strategy findings would extend delivery timescales and potentially increase costs.</p>
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	<p>i Consideration/review of Traffic Regulation Orders (restrictions) in place that impact car parking provision.</p> <p>Car parking improvements could also encourage more trips into the towns from further afield, promoting its position as a local service centre and visitor destination, with positive implications for the local economy.</p>		
<p>F</p>	<p>Internal Junction Improvements and Traffic Signal Strategy</p> <p>The proposed Strategy would consider improvements to various junctions across the towns. An overarching strategy is required as changes to any one junction will impact the operation of others, and therefore measures need to be considered and tested as part of a towns-wide package.</p> <p><u>Potential Outcomes</u></p> <p>The Strategy will test and identify a package of improvements to junctions in order to improve operation and to optimise flows through the towns, including consideration of, but not limited to:</p> <ul style="list-style-type: none"> i Junction improvements around the area of the level crossing. i Potential new traffic signals to manage traffic approaching level crossing from all directions. i New junction arrangement at Morrisons' access road / Castlegate junction to improve traffic flow. 	<p>Medium timescale (2 to 5 years)</p> <p>It will take time to gather data and model/test each junction in order to identify preferred options, consult and implement changes.</p> <p>Medium cost (for strategy only): £140k – £160k</p> <p>(Data collection, additional junction analysis and model runs would increase costs further, Implementation of recommendations is outside of the scope of this proposal)</p>	<p>Medium score against objectives and formed part of the Traffic Management package in the EAST sifting process.</p> <p>Junction improvements could provide benefits through increased capacity and improved road safety, facilitating traffic flow through the towns, and reducing impacts of congestion and poor journey times, in addition to reducing adverse impacts in the AQMA.</p> <p>No significant delivery or cost issues but testing of appropriate measures that complement each other will need to be undertaken in order to establish the most appropriate measures to be implemented.</p> <p>Alternatively, junctions can be amended to favour sustainable transport modes (likely to the detriment of vehicle flows) to encourage their use and reduce demand/attractiveness of driving in the towns.</p> <p>As any changes to junctions will interact/impact the operation of other junctions these measures need to be considered and tested as a holistic package.</p>

	<p>i Coordinated traffic light management system to ensure optimal operation of signals across the towns (e.g. SCOOT) in order to better manage traffic flows.</p> <p>Junction improvements could provide benefits through increased capacity and improved road safety, facilitating traffic flow through the towns, and reducing impacts of congestion and poor journey times.</p>		
<p>G</p>	<p>Relocation of Livestock Market</p> <p>This proposal is for the relocation of the Livestock Market to an out of town centre location.</p> <p>There is outline planning consent for this use at Eden Camp; the intervention is included in this package as it is considered an important element of improvements to the town centre and public realm.</p> <p><u>Potential Outcome</u></p> <p>Relocation of the Livestock Market would remove vehicle trips from the town centre, particularly large agricultural vehicles and HGVs, providing benefits in terms of reduced congestion, improved safety and a reduction in impacts within the AQMA.</p> <p>Removal from the town centre would also open up opportunities for redevelopment of the area (which experiences ad-hoc car parking) to complement other improvements in the town centre and the Car Parking Strategy.</p>	<p>Medium timescale (2 to 5 years)</p> <p>Time needed for design, consultation and gaining relevant permissions and consents for provision of new market at proposed new location.</p> <p>Medium cost:</p> <p>Costs would be borne by the developers/owners of the site</p>	<p>Medium score against objectives and formed part of the Land Use package in the EAST sifting process.</p> <p>Relocation of the Livestock Market would remove vehicle trips from the town centre, particularly large agricultural vehicles/HGVs, providing benefits in terms of reduced congestion, improved safety and a reduction in adverse impacts in the AQMA. However, it should be considered that this may displace issues elsewhere.</p> <p>There is outline planning consent for this use at Eden Camp, and therefore a route to delivery; removal from the town centre would open up opportunities for redevelopment of the area (which experiences ad-hoc car parking) to complement other improvements in the town centre and the Car Parking Strategy.</p>



Long Term Interventions

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
H	<p>Transport Hub / Interchange Masterplan</p> <p>It is proposed to carry out a Masterplanning exercise for the area around the bus and rail stations, including Norton Road, with the aim of developing an attractive transport interchange / hub.</p> <p><u>Potential Outcome</u></p> <p>It is considered that providing a more attractive area around the bus and rail stations would increase uptake of public transport, helping to reduce the impacts of congestion and poor air quality in the towns as a result of car trips, as well as providing enhancements to the attractiveness of the towns' gateway.</p> <p>The proposal also complements other interventions involving the rail station, increased service frequencies, and improved accessibility in this area.</p>	<p>Medium timescale (2 to 5 years)</p> <p>Medium timescales involved in developing a masterplan for the area around the bus and rail stations, involving significant consultation.</p> <p>Construction and permission required for development and changes of use would extend timescales and costs further.</p> <p>Medium cost for Masterplan: £100k – £150k</p>	<p>Very high score against objectives and formed part of the Public Transport Improvements and Land Use packages in the EAST sifting process</p> <p>This intervention scored 'very high' against objectives as it could provide multiple benefits from increased uptake in use of public transport, helping to reduce the impacts of congestion and poor air quality in the towns as well as provide enhancements to the attractiveness of the gateway to the town.</p> <p>The proposal also complements other interventions involving the rail station and improved accessibility in this area.</p>

<p>I</p>	<p>Provision of Second Platform at Malton Railway Station</p> <p>This intervention considers the potential for the introduction of a second platform on the southern side of the railway line, together with access, particularly for cyclists and pedestrians. Vehicular access and potential additional parking would be investigated, including an assessment of highways impacts, to identify deliverable measures.</p> <p><u>Potential Outcome</u></p> <p>A second platform would facilitate a reduction in vehicle trips across the level crossing, by providing direct access to the railway station from Norton and other areas to the south. This may, in turn, result in greater uptake of walking and cycling in the town as well as the use of rail services.</p> <p>This intervention complements a number of other proposals relating to the improvement of the railway station in particular access to the station.</p>	<p>Long timescale (5 to 10 years)</p> <p>Long timeframes involved in delivery due to identification of appropriate access, land acquisition and gaining relevant permissions.</p> <p>Very high cost: £4-£5m (footbridge costs are not included – see Intervention C)</p>	<p>Very high score against objectives and formed part of the Public Transport Improvements package in the EAST sifting process.</p> <p>A second platform would reduce trips across the level crossing by providing direct access to the railway station from Norton and areas to the south. This may in turn result in greater uptake of walking and cycling in the town as well as use of rail services.</p> <p>High costs and potential difficulties in providing access, as well as the need for support from Network Rail in order to deliver, results in this being an aspirational scheme which would have a long timescale for delivery.</p> <p>This intervention complements a number of other proposals relating to the improvement of access to the railway station, adding combined benefit/greater impact.</p>
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J	<p>Provision of a New All Movements Junction between A64 and Broughton Road</p> <p>This intervention is for the provision of a new all movements junction between the A64 and Broughton Road (B1257).</p> <p><u>Potential Outcome</u></p> <p>This scheme has been proposed as it would provide access to A64 for areas to the northwest of the towns, while avoiding the need to travel into / through Malton in order to access the A64. This could potentially reduce levels of traffic within the towns, leading to reduced congestion and improvements in air quality and safety.</p>	<p>Long timescale (5 to 10 years)</p> <p>Time consuming to achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p>Very high cost: £10m-£15m</p>	<p>Very high score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</p> <p>This intervention can provide benefits through provision of alternative routes in the town avoiding the need for travel across some of the identified pinchpoints e.g. level crossing and Butcher Corner. This would reduce traffic volumes (particularly HGVs) in the towns and would improve journey times and reduce congestion and resulting impacts on the AQMA. The scheme would also result in resilience benefits by providing greater accessibility to/from the towns and the wider area.</p> <p>This intervention was added to the preferred package following stakeholder/public feedback. However, it is noted that deliverability of this scheme may be problematic as provision of additional junctions to the Strategic Road Network are usually only supported where it would be essential for the delivery of strategic planned growth, additionally, the design and cost of a new junction may be prohibitive. The creation of new accesses to the Strategic Road Network (including the A64) can impact its ability to fulfil the function of facilitating the safe and effective movement of goods and people in support of economic growth by compromising traffic movement and flow.</p>
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<p>K</p>	<p>Upgrade A64 Musley Bank Junction - to provide an all movements junction</p> <p>This proposed scheme consists of improvements that would result in an all-movements junction at the existing Musley Bank / A64 / York Road (B1248) junction, to the west of Malton.</p> <p><u>Potential Outcome</u></p> <p>This scheme would provide improved connections to the A64 enabling some journeys to avoid the need for travel through the towns, across the level crossing and through Butcher Corner. This would reduce traffic volumes within the towns, improve journey times, reduce congestion and provide benefits within the AQMA. The scheme would also provide better access to and from the towns from the wider district.</p>	<p>Long timescale (5 to 10 years)</p> <p>Time consuming to achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p>Very high cost: £5m-£7.5m</p>	<p>Very high score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</p> <p>This intervention will deliver benefits by providing improved connections to the A64, enabling some journeys to avoid the need for travel through the towns and across the identified pinch points e.g. level crossing and Butcher Corner. This would reduce traffic volumes (particularly HGVs) in the towns and would improve journey times and reduce congestion and resulting impacts on the AQMA. The scheme would also result in resilience benefits by providing greater accessibility to/from the towns and the wider area.</p> <p>There are high costs associated with implementation. HE would need to deliver the scheme and, as such, it would require their relevant approval/support, leading this to be a long term aspirational scheme.</p> <p>This scheme is included rather than provision of a new junction on the A64 (i.e. Broughton Road) as improving an existing junction may be more acceptable to HE and other stakeholders, with additional junctions potentially creating delay on the strategic network.</p>
<p>L</p>	<p>Link road between Beverley Road and Hugden Way</p> <p>Provision of this link road is a requirement of the proposed housing allocation in the emerging Local Plan (<i>under Policy SD3 Housing Allocation - Land to the east of Beverley Road, Norton: Development Principles</i>) but could potentially be delivered earlier if funding could be identified.</p> <p><u>Potential Outcome</u></p> <p>The proposed link road would improve accessibility to and from a number of</p>	<p>Long timescale (5 to 10 years)</p> <p>Time needed for design, consultation and gaining relevant permissions and consents for provision of infrastructure.</p> <p>High cost: £2.5-4.5m</p>	<p>High score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</p> <p>The main benefits of this scheme are the improved accessibility to/from proposed development sites and the contribution to a reduction of traffic volumes through the town centres through providing alternative routes away from the town centre.</p> <p>The scheme could also offer resilience to flooding/road closures by providing greater permeability of the towns.</p> <p>The route to delivery is primarily via the development of the proposed housing allocation at this location, as set out in</p>



	proposed development sites, and would contribute to a reduction in traffic through the town centres by providing alternative routes.		the Local Plan (unless alternative funding becomes available).
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Dale House
Mount View Business
Standard Way Business Park
Northallerton
DL6 2YD

wsp.com

Summary of supplementary proposals received following public consultation

Nature of Proposal	Summary of proposal
<i>Potential Short / Medium Term Proposals:</i>	
Community / Public Transport	Half-hourly electric 'hopper' bus trial
Junctions, traffic signals etc	Alter Welham Road/Church Street/Castlegate junction to non-standard mini roundabout (with priority for those entering from Castlegate)
Junctions, traffic signals etc	One-way system (various options) - Castlegate, County Bridge, Norton Road, Railway Street
Junctions, traffic signals etc	One way system - Church Street, Langton Rd, St Nicholas Street
Car Park Strategy	Electric charging points at station / car parks
Grants / Licencing	Encourage taxis at rail station to adopt electric vehicles
Junctions, traffic signals etc	Reconsider railway crossing priorities
Major road/junction improvements	Four-way junction from Broughton Road to A64
Major road/junction improvements	York Road / Musley Bank junction should be improved
Junctions, traffic signals etc	A one-way system in Malton town centre should be investigated
Development Management	No additional development beyond the numbers specified in Ryedale Local Plan should be allowed until the infrastructure issues have been resolved
Review Local Plan	The Ryedale Plan requires amendment, so as to ensure that country areas take their fair share of new development
General	Subject to the above, Malton Town Council supports the additional rail services in principle
<i>Longer Term or 'Blue Sky Thinking' Proposals:</i>	
Major rail infrastructure project	Raise railway through towns on a viaduct to allow vehicles to pass underneath, with raised platforms
Major Town Centre infrastructure project	New raised roundabout (opposite current station), road ramp from Railway Street, road bridge over railway and new link road to Welham Road, closure of level crossing (inc demolition of station buildings and buildings on 'island' defined by Railway Street, Yorkersgate, Castlegate, Wells Lane)
Major change to Planning Policy	"New Malton Green" - New Town 'island' built in flood-plain to sustainable principles, with tramway to Malton

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')	
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.	
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Proposal being screened	Malton and Norton Connectivity Study
Officer(s) carrying out screening	Tim Coyne
What are you proposing to do?	Further develop and implement interventions identified through the Connectivity Study.
Why are you proposing this? What are the desired outcomes?	<p>The Department for Transport announced new rail franchises in December 2015, which include a commitment from Arriva Rail North for a new hourly service on the York to Scarborough rail line, from December 2019, alongside the existing hourly TransPennine Express service. This additional service will increase the frequency of rail services on the York – Scarborough line to two rail services per hour, in both directions, each stopping at Malton. This will result in an effective doubling in the frequency of level crossing closures, with resulting impacts on traffic flows.</p> <p>A study has been undertaken into potential options for improvements (both highway and non-highway) to the infrastructure and facilities within the towns of Malton and Norton. The Connectivity study is particularly focussed on identifying measures to mitigate adverse impacts resulting from increased closure of the railway crossing. It also seeks to identify measures to support use of the improved rail services and considers the impact that poor connectivity and existing congestion may have on future development plans for the area.</p>
Does the proposal involve a significant commitment or removal of resources? Please give details.	No
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions:	
<ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 	

<p>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Yes	No	Don't know/No info available
Age		X	
Disability		X	
Sex (Gender)		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
<p>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</p>	<p>The area around the level crossing between Malton & Norton has been identified as one which is difficult for non-motorised users to negotiate.</p>		
<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>No</p>		
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>
<p>Reason for decision</p>	<p>The Study includes interventions to improve air quality in the area through a decrease in congestion and improvements for non-motorised highway users. It also includes proposals to encourage more sustainable transport.</p>		
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>		
<p>Date</p>	<p>19/09/19</p>		