



Agenda

- Meeting:** Thirsk and Malton Area Committee
- To:** Councillors Nigel Knapton (Chair), Caroline Goodrick (Vice-Chair), Joy Andrews, Alyson Baker, Lindsay Burr MBE, Sam Cross, Dan Sladden, Gareth Dadd, Keane Duncan, Michelle Donohue-Moncrieff, George Jabbour, Steve Mason, Janet Sanderson, Malcolm Taylor, Greg White and Annabel Wilkinson.
- Date:** Friday, 27 September, 2024
- Time:** 10.00 am
- Venue:** Council Chamber, Ryedale House, Malton, YO17 7HH

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. Please email democraticservices.east@northyorks.gov.uk if you would like to find out more.

You may also be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

Recording is allowed at County Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. Anyone wishing to record is asked to contact the Officer whose details are at the foot of the first page of the Agenda, prior to the start of the meeting. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Business

- 1. Welcome by the Chair - introductions and updates**
- 2. Minutes of the meeting held on 14 June 2024** (Pages 3 - 8)
- 3. Apologies and declarations of interest**
- 4. Public questions or statements**

Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Democratic Services (*contact details below*) no later than midday on 24 September 2024. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease whilst you speak.

- 5. MP - question time**
- 6. Proposals for the allocation of the Economic, Regeneration, Tourism and Transport Project Development Fund (Pages 9 - 70)**
To consider project proposals under the Economic, Regeneration, Tourism and Transport Project Development Fund.
- 7. Maintenance and repair of Thirsk Market Place (Pages 71 - 82)**
To inform and appraise Members of the current position regarding the condition of the pavements around Thirsk Market Place.
- 8. Malton, Norton and Old Malton flooding update (Pages 83 - 94)**
- 9. Work programme (Pages 95 - 98)**
To consider and develop the Work Programme for 2024/25 for the Area Committee.
- 10. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

Contact details

For any enquiries relating to this agenda, please contact Nicki Lishman tel: 01653 638476 or e-mail nicki.lishman@northyorks.gov.uk

Members are reminded that they are encouraged to contact Officers prior to the meeting with questions on technical issues in reports to expedite business at the meeting and enable Officers to adapt their presentations accordingly.

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

19 September 2024

North Yorkshire Council

Thirsk and Malton Area Constituency Committee

Minutes of the meeting held on Friday, 14 June, 2024 commencing at 10.00 am.

Councillor Nigel Knapton in the Chair plus Councillors Joy Andrews, Lindsay Burr MBE, Sam Cross, Caroline Goodrick, George Jabbour, Steve Mason, Janet Sanderson, Dan Sladden and Malcolm Taylor.

In attendance: Councillor Carl Les OBE

Officers present: Rachael Balmer, Shaun Berry, Julie Gillett and Nicki Lishman

Apologies: Councillors Alyson Baker, Gareth Dadd and Keane Duncan

Copies of all documents considered are in the Minute Book

1 Appointment of Chair for 2024/25

Resolved

That Councillor Nigel Knapton be appointed Chair of the Area Constituency Committee until the first meeting of the Committee following the Council's Annual General Meeting in 2025.

2 Welcome by the Chair - introductions and updates

The Chair welcomed everyone to the meeting and confirmed there were no updates to provide.

3 Minutes of the meeting held on 22 March 2024

Resolved

That the minutes of the previous meeting of the Thirsk and Malton Area Constituency Committee held on 23 March 2024, having been printed and circulated, be confirmed and signed by the Chair as a correct record.

4 Appointment of Vice Chair 2024/25

Resolved

That Councillor Caroline Goodrick be appointed Vice Chair of the Area Constituency Committee until the first meeting of the committee following the Council's Annual General Meeting in 2025.

5 Apologies and declarations of interest

Apologies for absence were received from Councillors Baker, Dadd and Duncan.

Councillor Burr declared a personal, non-pecuniary interest in item 7 as a member of Malton Town Council and Norton-on-Derwent Town Council.

Councillors Goodrick and Jabbour declared a personal, non-pecuniary interest in item 8 as they were both members of the Howardian Hills National Landscape Joint Advisory Committee.

6 Public questions or statements

There was one question from a member of the public.

Question from Dinah Keal

When North Yorkshire Council was launched in Spring 2023, the Leader was quoted as saying that the new council 'would put local communities and people at the heart of everything it does'.

Why then has it become virtually impossible for members of the public in those communities to communicate with officers of NYC? As a town councillor and resident I have not only been on the receiving end of a system that is not fit for purpose and seems designed to actively avoid communicating with the public and have received complaints from local residents who find the new switchboard system either impossible to negotiate or deeply frustrating.

- for example - I have been contacted by a 75 year old who had attempted to enquire about a Blue Badge, but had given up when she got to the 'describe in three words' request, as she became flustered and couldn't find the words to reply. In what way is this system user-friendly - it just isn't.

- when calling myself, I was passed to two incorrect district 'hubs' before I finally got through to the correct office where the officer I needed to speak to is based, before being told by the receptionist that I couldn't speak to them and should email or 'submit my query via the portal'. And I quote 'it is more than my job is worth to put you through to a person'.

- even town council clerks struggle to contact the officers that they need to speak to with specific community issues. Everything it seems - even the simplest query that could be answered in two minutes on the phone - now has to be reported through a faceless portal.

So can I ask - is North Yorkshire intent on diminishing democracy even further than it already has done through the creation of the unitary authority, by making it virtually impossible for residents to communicate with officers of the council or even speak to the correct department to deal with their query?

Or will you commit to completely overhauling and improving your switchboard/customer enquiries department so that it enables residents to communicate with their council in a straightforward, simple and effective manner?

Response from Julie Gillett, Head of Customer Experience and Excellence

When North Yorkshire Council was launched in Spring 2023, the Leader was quoted as saying that the new council 'would put local communities and people at the heart of everything it does'.

North Yorkshire Council is committed to placing the customer at the heart of everything we do and improving our customer's experience. We are sorry to hear that some of our customer experiences have not been positive, but we are committed to improving this, so we are grateful for the feedback.

The new telephone system provides one number for customer and then routes the calls to the relevant service area. As we brought 8 councils together, we need to route calls to the appropriate team who are mostly still operating on a geographical basis as a result of different inherited systems from eight different councils. The majority of the time the system works well but occasionally we do need to transfer calls to ensure the customer speaks to an adviser with access to the necessary system. If the few words used by the customer to describe what they are looking for is not recognised, then the call will transfer to an advisor who will help them.

We recognise that we are still in the early stages of our customer experience improvement journey, and our approach will evolve further for us to achieve our ambition for customer excellence. It should also be recognised that the scale of the new council has meant that we have been able to bring resilience and some improvements to this area already where some legacy councils had struggled to deliver the right level of customer service. We intend to build upon that with our plan to ensure that the customer experience is more positive more often. This will be supported by use of different customer channels, systems, reviews of processes, better use of data and equipping staff to handle a broader range of enquiries. It will ensure the council's one front door is set-up to continuously improve as we put customers at the centre every step of the way.

It is also important to say that Council services have been going through re-structures and new teams have been brought together. Now the re-structures have largely been completed council services will continue to forge better links at the local level in communities and through parish and town councils going forward.

Mrs Keal then asked the following supplementary question:

Could North Yorkshire Council

- a. remove the "explain what you want in 3 words" from the answering system? And
- b. provide structure charts on the NYC website, so town and parish clerks can easily find out who they need to speak for responses to queries?

Julie Gillett, Head of Customer Experience and Excellence, thanked Mrs Keal for her feedback and suggestions.

7 Malton and Norton-on-Derwent Neighbourhood Plan Decision Statement and Referendum

Considered - report of the Corporate Director Community Development.

The Planning Policy and Place Manager gave a brief introduction and confirmed that Members were being asked to consider and note the draft Decision Statement for the Malton and Norton-on-Derwent Neighbourhood Plan.

Malton and Norton on Derwent Neighbourhood Plan had reached an advanced stage where the Council decides whether it passed the Basic Conditions test or can do so with modifications, and whether it can proceed to Referendum.

The recommendation was that the Decision Statement to agree to modifications (recommended by the Examiner in Appendix 1) of the Malton and Norton Neighbourhood Plan and for that modified plan to proceed to referendum be noted.

The officer confirmed that, subject to a positive referendum outcome, the Neighbourhood Plan was made by Council, it then forms part of the development plan. Under planning legislation, the development plan has primacy in decision making. Applications would be considered in accordance with it unless major considerations indicate otherwise.

Plans usually have a timeline of 15 to 20 years but there would be an expectation that plans are reviewed on a cycle of about five years and neighbourhood plans are no different. There would be an expectation that a neighbourhood plan would be subject to review to ensure that it is compatible with any potential emerging plan for North Yorkshire.

When a new Development Plan for North Yorkshire is adopted, it sets out, which plans or policies are effectively superseded by its operation.

In the preparation of the plan for North Yorkshire, regard would be given to the strategic direction approach and site-specific designations that are within neighbourhood plans. However, those strategic principles and considerations may be revisited as part of the preparation of the North Yorkshire Local Plan.

Councillor Burr emphasised the commitment of the two Town Councils to develop the Plan. They have engaged with all members of the community and hope that it will give some steer moving forward, with particular regard to local green space and the Visually Important Undeveloped Area of High Malton.

The Chair offered the Committee's thanks and congratulations to all involved with the production of the Plan.

Resolved

That the Decision Statement to agree to modifications of the Malton and Norton Neighbourhood Plan and for that modified plan to proceed to referendum be noted.

8 Update on the work of the Howardian Hills National Landscape

The Head of Sustainability and Environment for NYC gave a brief introduction, explaining the relationship between NYC and the Howardian Hills National Landscape (HHNL). As the host authority, in addition to providing HR, legal and financial services, NYC sought to work collaboratively with the National Landscape.

The Manager of the Howardian Hills National Landscape then presented an overview of the background, legislation and its primary purpose. The presentation included:

- An explanation of the latest legislation that governs relevant authorities and how they should deliver the new duty "to seek to further the purpose(s) of designation of the protected landscape."
- The location of the HHNL, the possible links with the Yorkshire Wolds National Landscape and the geography of the HHNL and its links with council Wards.
- An overview of the activity delivered during 2023/24 and the challenges and opportunities in the future.

A request was made for the Council to consider appointing a further one or two Councillors to the Joint Advisory Committee.

Councillors discussed the information, with the key points as follows:

- The importance of the HHNL and the challenges and opportunities it faces.
- The possible links with the Yorkshire Wolds National Landscape, should it be established.
- The views and opinions on the proposal of those living and working in the Wolds area.
- The benefits of working together and the economic benefits, should the Wolds be

- designated.
- The links with Dark Skies programme in the National Park and the Dark Sky Villages of the HHNL.

The Chair offered the Committee's thanks to the officers for the presentation and update.

Councillor Cross joined the meeting at 10.47am.

9 Work Programme

Members considered a report by the Assistant Chief Executive (Legal and Democratic Services) which contained the Committee's current work programme for the remainder of the municipal year (2024/25).

Members were reminded that an online meeting to discuss the work programme had been arranged for 16 July.

Resolved

That the work programme for the remainder of 2024/25 be noted.

10 Let's Talk Food survey feedback - for information only

Report circulated for information only.

Members were advised to contact the report author with any questions or comments.

11 Outcomes of project scoping - for information only

Report circulated for information only.

The Chair confirmed that, as Division Members, neither he nor Councillor Donohue-Moncrieff had any concerns regarding the recommendations of the report.

12 Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.

There were no items of urgent business.

The meeting concluded at 10.59 am.

This page is intentionally left blank

North Yorkshire Council

Thirsk and Malton Area Committee

27 September 2024

Proposals for the allocation of the Economic, Regeneration, Tourism and Transport Project Development Fund

Report of the Corporate Director (Community Development)

1.0 PURPOSE OF REPORT
1.1 For Members to consider project proposals under the Economic, Regeneration, Tourism and Transport Project Development Fund; to approve the process for endorsement of proposals; and to endorse proposals that meet the objectives of the fund and can be completed within the required timescales.

2.0 BACKGROUND

- 2.1 A previous report to the (then) Area Constituency Committee (ACC) on 22 March 2023 set out the background to the Economic, Regeneration, Tourism and Transport Project Development Fund (the “Development Fund”), its scope, and the process for allocation for funding. In summary, the purpose of the fund is to stimulate and directly support a pipeline of locally important economic, regeneration and tourism destination development projects that will benefit from existing and future funding and delivery opportunities within the respective Areas.
- 2.2 The £50k Development Fund allocation for 2023/24 has already been carried forward into 2024/25. Together with the £50k budget for 2024/25, this gives an overall amount of £100k available in the current financial year. To date, one project proposal has been endorsed by the Committee, with an approved allocation of just under £25k, resulting in slightly more than £75k remaining to be spent, as set out below:

Item	Value
Budget Available (2023/24) [carried forward into 2024/25 as agreed by the Executive on 20 February 2024 (Minute 403.c)]	£50,000
Budget Available (2024/25)	£50,000
Value of projects approved to date	£24,951
Balance of budget <i>currently</i> available	£75,049

- 2.3 It is understood that carry forwards are only considered in exceptional circumstances, so further carry forwards beyond March 2025 are not considered to be an option. This means that the remaining budget will need to be allocated to projects and spent from the 2024/25 budget – otherwise any remaining funding will transfer to the general reserve and be ‘lost’ to the area.

3.0 PROPOSED PROCESS

- 3.1 Any further projects endorsed by the Area Committee (AC) will each have to have Project Scoping Reports and both Climate Change and Equalities Impact Assessments completed. These will need to be evaluated and discussed with the Executive Member for Open to Business, and then signed off by the Director of Community Development. This process could take until **at least** the end of October 2024 – potentially leaving less than five months in which to develop project briefs, undertake procurement and deliver project works. There is therefore a pressing need to consider further project proposals that could both contribute towards the aims of the Fund and be delivered within the current financial year.
- 3.2 Given that time is becoming critical to the ability to allocate and spend the remaining funding productively, Officers are proposing a streamlined process to that previously adopted and have sought to identify potential project proposals that both match the objectives of the fund and are deliverable within 2024/25.
- 3.3 Rather than seeking Committee approval to a list of projects for which Scoping Reports are subsequently completed and reported to the *next* Committee, in three months' time, Officers are seeking endorsement of project proposals from the Committee based on **Outline** Scoping Reports (see Appendices 1 – 7) for the shortlisted project proposals outlined below.
- 3.4 Each of the projects endorsed by the Committee would then be subject to the following process:
- *Finalise Scoping Report*
 - *Complete Climate Change and Equalities Impact Assessments*
 - *Evaluation of proposal*
 - *Discuss with Executive Member for Open to Business*
 - *Final approval and sign-off by the Director of Community Development*

4.0 CONSIDERATION OF PROJECT LONGLIST

- 4.1 It was originally anticipated that the Development Fund would seek to progress schemes proposed (and endorsed) by Members of the Area Committee, however, given the amount of funding remaining to allocate and the very limited time remaining to do so, Officers have sought to identify further project proposals that contribute towards the objectives of the fund and that could benefit from further project development.
- 4.2 Following consultation with colleagues across the Council, Officers initially compiled a long list of potential projects and then assessed these against the objectives of the Fund and their ability to be completed within the required timescales.
- 4.3 This process has been discussed with the Chair of the Committee and was also discussed at the Committee's mid-cycle review, on 16 August 2024. The outcomes of these discussions form the basis of this report.
- 4.4 The following table sets out the shortlist of those projects that Officers have assessed as contributing to the objectives of the Fund and of having the ability to be completed within 2024/25:

Proposed Project	Description and Preliminary Assessment	Indicative Cost
Castlegate regeneration and strategic greenspace improvements (Malton) [Officer suggestion]	Initial feasibility study/options assessment completed, which identifies significant opportunities for improvement. Work would involve some or all of the following: <ul style="list-style-type: none"> • <i>quantify economic and social return on investment and further business case development</i> • <i>further stakeholder engagement</i> • <i>developing proposals for quick win or 'pop-up' improvements (geared around community engagement and consultation to help build business case for longer term regeneration)</i> <p><i>Contributes to economy, regeneration, tourism and transport objectives.</i></p>	£25k
Malton Station 2 nd rail platform [Officer suggestion]	In-depth engagement with rail industry stakeholders (including workshop) and production of technical report and outline plans that identifies: constraints and opportunities; platform siting and configuration options; interaction with level crossing (e.g. how to improve down-time); requirements for sidings and storage of civil engineering trains and equipment. The project contributes to the need to identify further improvements on York-Scarborough line and will help add to evidence base for project. <p><i>Contributes to economy, regeneration, tourism and transport objectives</i></p>	£20k
Pedestrian crossing scoping work (Malton)	Undertake surveys, concept designs, Road Safety Audit, traffic modelling and cost estimates for potential installation of two new zebra / pedestrian crossings:	
[Local Member suggestions]	<ul style="list-style-type: none"> • <i>1 on Yorkersgate to facilitate pedestrians heading from train station and from exit of Water Lane CP to cross busy road to town centre</i> <p><i>Contributes to economy, tourism and transport objectives. Contributes to aims of LCWIP Phase 1 study and an identified need within emerging LCWIP Phase 2 work.</i></p>	£15k
	<ul style="list-style-type: none"> • <i>1 near Malton School on B1257 to facilitate children crossing</i> <p><i>Contributes to transport objectives – e.g. to general aims of LCWIP Phase 1 study – but contribution to economy and tourism objectives less clear.</i></p>	£10k

<p>Traffic and Parking Surveys (Easingwold)</p> <p>[Officer suggestion]</p>	<p>A previous proposal to undertake detailed traffic and parking surveys in the town was put on hold due to Covid – this could be undertaken now to identify potential improvements to parking and traffic flow in the town.</p> <p>The timescales for undertaking parking surveys and completing analysis and reporting are tight and this will need to be kept under review.</p> <p><i>Contributes to economic development, tourism and transport objectives.</i></p>	<p>£20k</p>
<p>Kirkbymoorside Mini 'Town Boost' support,</p> <p>[Officer suggestion]</p>	<p>To commission a feasibility study to identify an action plan of proposals that will help draw awareness to the high street and increase footfall through improved wayfinding and signage. Responds to a need identified by local business representatives who are keen to address various issues in the town.</p> <p><i>Contributes to economy, regeneration, tourism and (potentially) transport objectives.</i></p>	<p>£10k</p>
<p>Borogate Toilet Refurbishment (Helmsley)</p> <p>[Officer suggestion, supported by Local Member]</p>	<p>Refurbishment of toilets at this key tourism destination, which receive frequent complaints and have had recent bad press about their condition.</p> <p>Total cost of a complete refurbishment is expected to be significantly more than the recommended contribution of £20k - £30k. Work is on-going to identify funding from other budgets, which would ideally enable a complete refurbishment, however, even if additional funding is not available, the Public Convenience Manager has confirmed that significant improvements could be achieved with the suggested contribution, and which would not be abortive should further improvements be made in the future.</p> <p>Division Member willing to contribute from Locality budget.</p> <p><i>Contributes to economy, regeneration and tourism objectives.</i></p>	<p>£20k - £30k</p>
	Total	<p>£120k - £130k</p>

4.5 Given that this fund is intended to enable Members of the AC to identify and develop proposals that respond to local issues and priorities, Officers have not sought to prioritise the above list of projects but have presented all the proposals that are considered to meet the objectives of the fund and to be deliverable within the timescales.

4.6 As the total shown in the above table exceeds the £75k budget available, Members are invited to prioritise the projects and to endorse those projects that they wish to see progress, up to a total cost of £75k. Officers will provide a verbal update to Committee on the outcomes of further investigations since publication of this report.

- 4.7 Members should note that at this stage the figures included above (and in the Scoping Reports attached as appendices) are **indicative only** and will need to be further refined. Specific allocations will therefore vary, subject to securing detailed quotes/fee proposals. Lead Officers may need to vary the precise scope of the works, depending on quotations / fee proposals received, in order to ensure that the available budget is not exceeded, and that expenditure does not slip into 2024/25. Whilst initial assessments indicate that the above projects appear to be deliverable within the required timescales, further investigations may yet conclude that the risk of work slipping into the next financial year is too great. In such cases, the project would either not be able to proceed, or alternative funding would need to be secured.
- 4.8 Final decisions on the allocation of funds to projects endorsed by the AC will be made by the Director of Community Development in consultation with the Executive Member for Open to Business. Officers, therefore, cannot guarantee that all projects endorsed by the AC will necessarily be delivered.
- 4.9 Outline Scoping Reports for each of the above proposals are attached as Appendices 1 - 7.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 Members of this Committee have previously been consulted and their proposals for use of the fund sought. The project proposals contained in this report have been put forward following consultation with Officers from various services across the Council. The Chair of the Thirsk and Malton Committee has been consulted and the proposals have also been discussed at the Thirsk and Malton Area Committee Mid-Cycle Review on 16 August 2024.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 A range of other project ideas were considered by Officers but were ruled out as they either did not contribute sufficiently to the aims of this fund or could not be delivered within the timescales.
- 6.2 Members may choose not to progress any of the schemes outlined in this report, however, given that there is such limited time available to make use of the funding, it is not considered viable to secure AC endorsement for alternative proposals, finalise approvals, procure and undertake the project work before the end of the financial year. In such a scenario, it is therefore considered that the remaining Development Fund allocation would be 'lost' to the area.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no additional financial implications arising from the recommendations of this report as there is a confirmed budget in place.
- 7.2 It should be noted, however, that there is a risk that circumstances or events could arise that result in delays (e.g. quotations higher than anticipated that necessitate revisions to the scope, delays to final approvals, commissioning, or completion of the work). Given the short period of time remaining to the end of the financial year any such delays carry the risk that it may not be possible to complete or pay for all works within the current financial year.
- 7.3 Should further investigations conclude that the risk of work and spend slipping into the next financial year is too great then projects will either not be able to proceed, or alternative funding would need to be secured.

8.0 LEGAL IMPLICATIONS

8.1 Consideration has been given to any legal implications in using the funding for the above highlighted schemes and there are no concerns at this stage, however any procurement will be carried out in accordance with procurement and contract procedure rules.

9.0 EQUALITIES IMPLICATIONS

9.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of Officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form will be completed for each endorsed proposal prior to consideration of the proposals by the Corporate Director, Community Development.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 There are no direct climate change issues arising from the recommendations of this report. A Climate Change Impact Assessment screening form will be completed for each endorsed project prior to consideration of the proposal by the Corporate Director, Community Development.

11.0 REASONS FOR RECOMMENDATIONS

11.1 To progress the allocation of the Economic, Regeneration, Tourism and Transport Project Development Fund available to this Committee and to maximise benefit to the Thirsk and Malton area.

12.0 RECOMMENDATIONS

12.1 It is recommended that the Committee:

- i) approves the streamlined process as outlined in 3.3 - 3.4 (above);*
- ii) considers the proposals set out in 4.4 (above) and the associated outline scoping reports;*
- iii) endorses those proposals which the Committee consider best contribute to the objectives of the fund*

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton
27 September 2024

Report Author – Howard Wallis, Principal Regeneration Officer, Thirsk and Malton Area
Presenter of Report – Howard Wallis, Principal Regeneration Officer, Thirsk and Malton Area

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Appendices:

- Appendix 1 – Castlegate Regeneration and Strategic Greenspace project development, Malton
- Appendix 2 – Malton Railway Station - Second Platform project development
- Appendix 3 – Pedestrian Crossing Scoping Work – Yorkersgate, Malton
- Appendix 4 – Pedestrian Crossing Scoping Work – B1257, Malton
- Appendix 5 – Easingwold Parking Surveys
- Appendix 6 – Kirkbymoorside Mini 'Town Boost' support
- Appendix 7 – Refurbishment of Borogate Toilets, Helmsley

This page is intentionally left blank

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Malton & Thirsk	
Project Name	Malton and Norton Castlegate and Greenspaces	
Description of Project Location	To commission further work to gather evidence of the need and economic impact that could be achieved through a programme of regeneration and provide a delivery plan.	
NYC Division(s) in which the project is located	Malton and Norton	
Project Lead Officer Details	Name	Faye Snowden
	Job Title	Regeneration Officer Malton & Thirsk
	Email	
	Telephone	
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?	<p>In December 2023, a Project Briefing was approved by the Capital Board to complete a feasibility study and options appraisal that identified a number of potential options that could be achieved through a public realm and high street regeneration scheme for Castlegate, Malton and enhancements to the adjacent three areas of green space. This work built on a previous report that was funded by the LEP's Local Growth Programme.</p> <p>We then secured 20K SPF funding to finance the feasibility study. The study is now complete.</p>	

	<p>The resulting document provides a guide to further explore each project idea. The study considers each aspect, sets out the next steps towards delivery and provides a working tool to support ongoing discussions, future commissions, and project design/ development.</p> <p>To progress the project, we need to:</p> <p>Seek further work to gather evidence of the need and economic impact that could be achieved through the potential schemes and rank them in the order in which they could be delivered, based on this information. This work could potentially highlight a couple of quick-win interventions that could be delivered as mini schemes or opening initiatives to start the conversation and gain momentum for longer term improvements. This work will also support future funding bids and provide a base for formal consultation.</p> <p>Informal consultation with the two key external stakeholders has been positive. Initial discussions suggest that the project strongly aligns with the main stakeholder's aspirations for the Town.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>To commission the next stage of development work to gather evidence of the need and economic benefit and impact, that could be achieved through the identified schemes and rank them in the order in which they could be delivered, based on this information.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>This work will provide evidence to support future funding bids and provide a base for formal consultation.</p> <p>The main purpose of the Castlegate and Greenspace Regeneration Scheme is:</p> <p>To deliver a programme of regeneration along Castlegate, to create an economically and socially vibrant area that creatively showcases the green spaces that lie beyond.</p> <p>To enhance the green spaces into an accessible, active, multifunctional, and connected amenity, that is an integral part of the two towns and used as part of the wider town centre area. Increase health, leisure, and wellbeing opportunities through improved clean green spaces.</p> <p>It is anticipated that a programme of regeneration / public realm improvements to Castlegate could include exploring the following potential actions:</p> <ul style="list-style-type: none"> • Improved public realm and streetscape along Castlegate - shop and residential frontages, street furniture, pavement, artwork, lighting, seating, planting, signage, etc. • Restoration of original features of residential buildings and shop fronts

- Malton already has a number of pieces of wall art – other gable ends of buildings ideas to help continue this could be identified.
 - Improved public safety and pedestrian experience.
- It is anticipated that a programme of enhancements to the three green spaces could include exploring the following potential actions:
- Castle Gardens - the ‘Secret Garden’ of the three sites. Build on the work already started by a volunteer group to create an attractive, safe, venue for events and a haven for wildlife and biodiversity.
 - Improve Castlegate’s link into Castle Gardens and draw those on foot into the site. It has the ability to help ‘green’ Castlegate and improve air quality.
 - Orchard Fields – has the potential to host events, as well as offer a welcoming green space for informal recreational and leisure use.
 - Footpaths and well-used routes linking Orchard Fields and Lady Spring Woods would benefit from improvement and a consistent, coherent approach to surfacing, steps, signage etc between all three sites.
 - Additional interpretation of the heritage of the area would be beneficial.
 - Introduction of focal points – viewpoints, sculptures, and seating
 - Improved gateway access points from Old Malton Road, Sheepfoot Hill, and Castlegate
 - Potential to have fitness and play facilities within the green spaces that are in keeping with the natural landscape.
 - Options to increase the area’s social contribution.
 - Branding and wayfinding to the green spaces throughout the towns
 - To progress the project, we aim to develop a formal engagement plan and set up a steering group including representatives from key external stakeholders.
 - Driven by community and stakeholder engagement, we will then look to seek funding for the creation of surveys, technical studies, detailed design work and a green space landscape masterplan.

2. STRATEGIC FIT

<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>This project contributes to the economy, regeneration, tourism & transport objectives. It has clear linkages with the development of Town Master Plans for Malton and Norton and strong links to many of the ambitions and priorities set out in the Council Plan.</p> <p>The programme of street regeneration and public realm enhancements will create a vibrant attractive place to live, visit and work. By creating a welcoming pedestrian-safe environment we will improve the connectivity between the two towns and encourage active travel. Both strands of proposed activity will support biodiversity and nature recovery as well as promote our local culture, heritage and tourism offer. The project supports economically sustainable growth that enables people and places to prosper while bringing communities and stakeholders together to improve the local area.</p> <p>By improving the existing green spaces to be more usable, multifunctional, and accessible, we will increase the time people spend in them and encourage more people to use them, therefore, delivering on our aim to ensure people feel supported to have a good quality of life and enjoy active and healthy lifestyles.</p> <p>By making the green spaces more accessible, through improved gateways and wayfinding, we will increase their connection to the town centre and wider community. This will support our aims to improve connectivity and maximise the potential of the natural assets and environment in North Yorkshire to improve physical and mental health.</p> <p>It will create a more inclusive and active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling and improving wellbeing.</p>
3. LOCAL FIT	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>Informal consultation with the two key external stakeholders has been very positive. Initial discussions suggest that the project strongly aligns with the main stakeholder's aspirations for the Town.</p> <p>The aims of the regeneration scheme align with the aims set out in the draft Malton and Norton Neighbourhood Plan.</p> <p>The Plan identifies the following aims and aspirations related to this scheme:</p> <p>The protection and creation of open space, sports pitches, play areas, trees, parkland and gardens is in line with the Local Plan Strategy aspiration to increase awareness and use of strategic green spaces, including Lady Spring Wood, Orchard Field and Castle Gardens.</p> <p>Orchard Field, as shown on the Neighbourhood Plan Proposals Map, presents an opportunity for the sympathetic development of visitor facilities in order to improve understanding of its historic importance and to enhance its recreational value. Such development will be supported.</p>

	<p>To build upon local distinctiveness in order to enhance the visual quality and appearance of the towns.</p> <p>Securing improvements to the public realm is important. This is in terms of ensuring new development can be integrated into the existing street scene in an appropriate manner, and also addressing current features which detract from the appearance of the towns. Improvements to the public realm are also expected to encourage a sense of local pride and attract more visitors by raising the quality of the built environment.</p> <p>Development of health facilities, entertainment facilities, and other meeting places for the community to use.</p> <p>Tourism and the heritage of our community, including the protection of important buildings, archaeological sites and other historic assets.</p> <p>Development which would result in the enhancement of any designated Local Green Space or other protected green space, appropriate to its existing functions and qualities, including of its biodiversity, will be supported.</p> <p>To protect and improve community services and facilities.</p>
4. FINANCE	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>No contributions are planned from the service area.</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£25k</p>
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>The commission will be managed by the Malton and Thirsk Regeneration Team.</p> <p>Yes.</p> <p>Some initial guidance may be required from procurement services.</p>

<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs/outcomes – • Oct 2024 - Obtain formal quotation. • Oct 2024 - Final Approval • Nov 2024 - Commission work • Nov 2024 - Study Commences • Feb 2025 - Study Completed <p>The work will involve commissioning via a direct award or 3 quote process.</p> <p>The consultants PWP, delivered the initial Castlegate and Greenspaces Study. They have specialist experience in delivering this type of scheme and we have established a strong working relationship with the team. They have the background knowledge and previously gathered analysis/information to support future investigations. They have delivered the work to a high standard and so we would ideally like to continue working with them on this next commission to ensure value for money, continuity, high quality work is delivered for the March 2025 deadline.</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer or a nominated representative will provide updates to the ACC meetings.</p>
<p>6. BENEFITS</p>	
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>This project would create an opportunity to enhance the area and its facilities.</p> <p>This work will help to better understand the next steps, and impact that could be achieved through a programme of regeneration and provide a stronger evidence base for the project.</p> <p>This work could potentially highlight a couple of quick-win interventions that could be delivered as mini schemes or opening initiatives to start the conversation and gain momentum for longer term improvements. This work could also support future funding bids and provide a base for formal consultation.</p> <p>This regeneration scheme would deliver an increase in the cultural offer in the area. It will provide a safe, green and active leisure provision for residents and visitors and support delivery of improved health and wellbeing.</p>

	The scheme would improve placemaking, visitor experience, support heritage, improve quality of life, increase connectivity, inclusivity, accessibility, and the social and community value of the area.		
AREA COMMITTEE SIGN OFF			
ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

This page is intentionally left blank

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name		Thirsk & Malton
Project Name		Malton Railway Station – Second Platform Project Development
Description of Project Location		Further stakeholder engagement with rail industry and project development work to examine any specific opportunities and constraints and to help strengthen business case to be 'bid-ready' for when capital funding opportunities arise.
NYC Division(s) in which the project is located		Norton [closely linked to Malton]
Project Lead Officer Details		Name Louise Neale
		Job Title Team Leader – Transport Planning
		Email
		Telephone
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?		<p>The project development funding would enable the next stage of stakeholder engagement with the rail industry, particularly Network Rail. A previous bid for Levelling Up Fund money was unsuccessful but was necessarily worked up to very challenging timescales that, due to these time constraints, did not allow for in-depth engagement with stakeholders.</p> <p>The funding requested would enable in-depth engagement with key stakeholders within the rail industry, particularly Network Rail. It will involve a one-day multi-disciplinary workshop with various teams from within Network Rail which they would not be able to prioritise without development funding being made available. TransPennine Trains would also be invited.</p>

<p>Please detail what specific costs the budget will be spent on?</p>	<p>In-depth engagement with rail industry stakeholders (including a one-day multi-disciplinary workshop) and production of technical report & outline plans that identify: constraints and opportunities; platform siting and configuration options; interaction with level crossing (e.g. how to improve down-time); requirements for sidings & storage of civil engineering trains and equipment. Potential for reduced journey times along the line and increased resilience and performance between York and Scarborough. Transpennine have identified this as a constraint on the line.</p> <p>The project contributes to the need to identify further improvements on the York-Scarborough line and will help add to the evidence base for the project.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>Beyond this piece of work, further project development will be required, including more detailed designs, cost estimates and further business case development, ultimately leading to the future construction of a second platform at Malton Station. This initial piece of development work is essential to narrow down potential options and to enable more detailed project development, including more detailed designs and cost estimates to be developed – meaning it is closer to being bid ready.</p>
<p>2. STRATEGIC FIT</p>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>Undertaking project development work will help to better define the project scope (including constraints, siting and configuration) providing a stronger evidence base for the project. The project aims to improve Malton Station by developing a second platform, with an accessible bridge linking the two platforms, and a pedestrian/cycle link path to Norton to the south (avoiding the level crossing junction). The project will:</p> <ul style="list-style-type: none"> • contribute to improvements on the York – Scarborough rail line including: <ul style="list-style-type: none"> ○ reduce Malton level crossing down-time ○ improve rail journey times ○ improve journey time reliability ○ enable increased frequency of services ○ may also help with the case for Haxby Station • reduce traffic congestion and improve air quality as a result of reduced level crossing down-time • improve access to train services at Malton Station • encourage greater uptake of public transport • provide additional pedestrian and cycle link between Malton and Norton – significantly improving safe access between the towns, between Norton and the station and encouraging active travel, and addressing community severance caused by the railway line and its level crossing. • improve access to schools, training and job opportunities through improved rail station accessibility and services • act as a catalyst for wider regeneration opportunities in the future • improve the interchange between rail and bus <p>These improvements will contribute to the following ambitions and priorities identified in the corporate strategies as set out below:</p> <p>Council Plan:</p>

	<p>Place & Environment:</p> <ul style="list-style-type: none"> • A well connected and planned place with good transport links: <ul style="list-style-type: none"> ○ Work with the new Combined Authority to produce a Local Transport Plan which supports sustainable transport for all residents and the transport of freight and makes the case for investment in North Yorkshire’s roads, rail, public transport and active travel. ○ To seek improvement to transport connectivity and inclusion (especially east-west links), within North Yorkshire and into neighbouring areas. ○ To support and encourage an effective and efficient public transport network that meets the user needs <p>Economy</p> <ul style="list-style-type: none"> • To support and deliver major infrastructure and regeneration projects across the county to create vibrant places • To invest in land, buildings and sustainable infrastructure to support economic growth <p>Economic Growth Strategy</p> <ul style="list-style-type: none"> • Pillar 1 – Enterprise, Innovation & growth sectors – e.g. <ul style="list-style-type: none"> ○ Connecting with anchor institutions, supporting them to adopt approaches which enhance their local economic impact ○ supply chain mapping to identify opportunities for economic growth • Pillar 2 – Infrastructure: <ul style="list-style-type: none"> ○ Utilise the NYC estate to deliver regeneration, place shaping and other council priorities • Pillar 3 – Skilled & prosperous communities:
3. LOCAL FIT	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The need to provide a second platform at Malton Station and pedestrian / cycle bridge and link path to Norton were identified within the ‘preferred package’ of interventions in the Malton & Norton Infrastructure and Connectivity Study (2018). [Endorsed by Ryedale DC on 26/07/18 and by NYCC on 28/09/2018]. Both elements are also identified in the subsequent Action Plan.</p> <p>The project contributes to the Malton & Norton Neighbourhood Plan (2nd Submission July 2023) Policy “TM2: New Pedestrian and Cycle River / Railway Crossings”</p> <p>The project also contributes towards an identified need to deliver improvements on the wider York – Scarborough line to improve journey times and journey time reliability.</p>
4. FINANCE	

Will the service area be making a financial contribution to the project development costs? If so, please detail.	No, no other funding is currently budgeted for this work.
Please confirm the amount of money required. Please provide a breakdown of costs / estimates where available and how these have been calculated.	<p>£20,000 estimated total cost, to include:</p> <ul style="list-style-type: none"> • £15,000 for stakeholder engagement, workshop & report • £5,000 for development of additional plans <p>This is an initial estimate following consultation with Y&NY Combined Authority's Rail Strategy & Performance Officer and with their contacts within Network Rail.</p>
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>The staffing resource from NYC would be limited to commissioning Network Rail to undertake the above work and overseeing delivery of the required report / outputs.</p> <p>The Team Leader - Transport Planning has confirmed that the work can be coordinated by a member of the Transport Planning team.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs / outcomes – • Oct 2022 - Obtain formal quotation • Oct 2024 - Final Approval • Nov 2024 - Commission work • Nov 2024 - Work Commences • Feb 2025 - Work Completed <p>The work will involve commissioning Network Rail via a direct award to undertake the work.</p>
Can the proposed work to be funded delivered within the allocated financial year?	Yes – this has been confirmed with Network Rail via Combined Authority colleagues.
How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?	The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.
6. BENEFITS	

<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>Undertaking the work now means that the project would have a much better chance of success in any future funding bidding rounds. The Council would have a stronger evidence base for the project following the in-depth engagement with key stakeholders (Network Rail & potentially TransPennine Express) to identify key constraints, opportunities, siting and configuration options. This contributes to strengthening the ‘Deliverability’ case for the project.</p> <p>Further project development work will be required beyond this piece of work – but this work will greatly help to inform and narrow down any options for further development work and is likely to improve the chances of securing funding for such work.</p> <p>If this work is not done, then the project would be less likely to be successful in future bidding rounds as it would be relying on work undertaken previously for the previously unsuccessful Levelling Up Fund bid in 2022.</p> <p>Benefits of the scheme include:</p> <ul style="list-style-type: none"> • contributing to improvements on the York – Scarborough rail line including: <ul style="list-style-type: none"> ○ reducing Malton level crossing down-time ○ improving rail journey times ○ improving journey time reliability ○ enabling increased frequency of services • improved access to health / emergency services as a result of reduced waiting time for emergency vehicles at the level crossing • improved access to train services at Malton Station – particularly from Norton • encouraging greater uptake of public transport • improved accessibility of the area for visitors, supporting development sustainable tourism (Malton Station is a key access point for the North York Moors National Park) • providing an additional pedestrian and cycle link between Malton and Norton – significantly improving safe access between the towns, between Norton and the station, and addressing community severance caused by the railway line and level crossing and encouraging active travel. • improving access to schools, training and job opportunities through improved rail station accessibility and services • acting as a catalyst for wider regeneration opportunities in the future
---	---

AREA COMMITTEE SIGN OFF

<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	
<p>Signed (ACC Chairman)</p>		<p>Date</p>	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

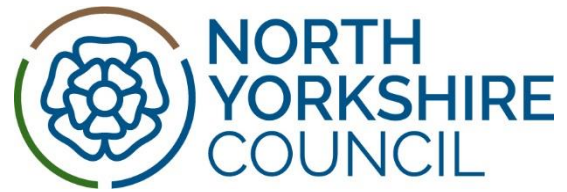
Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

This page is intentionally left blank

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Thirsk & Malton	
Project Name	Pedestrian Crossing Scoping Work – Yorkersgate, Malton	
Description of Project Location	This Scoping Report focusses on a new pedestrian crossing at the following location <ul style="list-style-type: none"> Crossing on Yorkersgate, Malton (near pedestrian exit from Water Lane Car Park) 	
NYC Division(s) in which the project is located	Malton	
Project Lead Officer Details	Name	Tim Coyne
	Job Title	Improvement Manager – Area 4
	Email	
	Telephone	
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?	The budget is required to undertake scoping work to confirm the feasibility and practicability of installing a pedestrian crossing at this location in Malton (there are two separate Scoping Reports for two separate locations). Without the proposed development funding, it is not considered that these locations would be prioritized for investment by the Local Highways Area Team due to limited budgets.	

Please detail what specific costs the budget will be spent on?	Undertake scoping work to understand whether a pedestrian crossing is appropriate at this location. This will include commissioning surveys, concept designs, Road Safety Audits, traffic modelling & cost estimates for the proposed pedestrian crossing.
Please describe the future project that this activity will help to unlock.	<p>This work will produce surveys, designs, road safety audits and traffic modelling (if required) to enable decisions to be made on the potential delivery of the following pedestrian crossing:</p> <ul style="list-style-type: none"> • Yorkersgate – likely to be a controlled pedestrian crossing with signals linked to those at Butcher Corner <p>If this work proves positive – separate funding would need to be identified for the installation.</p>
2. STRATEGIC FIT	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>A new pedestrian crossing here would improve the safety and convenience of pedestrians at this key location, which is where pedestrians exiting Water Lane Car Park, as well as visitors arriving via rail or bus, would need to cross the busy Yorkersgate to access the historic Market Place.</p> <p>Undertaking this scoping work will enable informed decisions to be made on the potential future installation of a pedestrian crossing at this location, which would contribute towards the Council Plan as follows:</p> <p>Place & Environment:</p> <ul style="list-style-type: none"> • A clean, environmentally sustainable and attractive place to live, work & visit: <ul style="list-style-type: none"> • To encourage and support sustainable living in our communities and towns as well as the transport in between, including making it easier to charge electric vehicles, access public transport that meets the needs of the user and promoting and encouraging active travel including walking, wheeling and cycling • A well connected and planned place with good transport links: <ul style="list-style-type: none"> • Promote and encourage active travel, including walking, wheeling & cycling • To maintain safe and functional highways and to seize opportunities to improve the network <p>Economy</p> <ul style="list-style-type: none"> • Economically sustainable growth that enables people and places to prosper <ul style="list-style-type: none"> • To invest in land, buildings and sustainable infrastructure to support economic growth • Culture, heritage, arts and sustainable tourism all play their part in the economic growth of the county <ul style="list-style-type: none"> • To promote accessible and environmentally sustainable tourism <p>Health & Well Being</p>

	<ul style="list-style-type: none"> • support and encourage active and healthy lifestyles • support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling. <p>People</p> <ul style="list-style-type: none"> • To keep people safe from harm or abuse (by improving pedestrian safety) <p>Economic Growth Strategy</p> <ul style="list-style-type: none"> • Pillar 2 – Infrastructure: <ul style="list-style-type: none"> ○ Equipping towns for the 21st century ○ Utilise the NYC estate to deliver regeneration, place shaping and other council priorities ○ Ensure the public transport, active travel and digital networks connects people to employment, services and learning opportunities <p>The Destination Management Plan has not yet been adopted – however it is understood that an overall ambition of the emerging DMP is:</p> <ul style="list-style-type: none"> • “To nurture an environment in which businesses can grow, residents can feel connected to and embrace the place they live, and visitors are welcome”
3. LOCAL FIT	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The need to improve pedestrian infrastructure in the town is identified within the ‘preferred package’ of interventions in the Malton & Norton Infrastructure and Connectivity Study (2018) under ‘D – Improved Footpath and Cycle Links’. [Endorsed by Ryedale DC on 26/07/18 and by NYCC on 28/09/2018]. It is also identified in the subsequent Action Plan.</p> <p>This location is identified as a ‘Prestige Walking Route’ in the busy town centre area within the LCWIP Malton and Norton Local Cycling and Walking Infrastructure Plan and identified as a ‘key route for both tourists and the local population’.</p>
4. FINANCE	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>No, no other funding is currently budgeted for this work.</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£15,000 estimated total cost, to include:</p> <ul style="list-style-type: none"> • surveys • concept designs • Road Safety Audit • traffic modelling • cost estimates

	This is an initial estimate following discussion with the Highways Area Improvement Manager.
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>The staffing resource from NYC would be limited to commissioning highways engineering consultants to undertake the above scoping work and overseeing delivery of the required surveys, designs and reports. The Area Highways team have confirmed they can undertake this work.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs / outcomes – • Oct 2024 - Obtain formal quotation • Oct 2024 - Final Approval • Nov 2024 - Commission work • Nov 2024 - Work Commences • Feb 2025 - Work Completed <p>The work will involve commissioning highways engineering consultants via a direct award to undertake the work.</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes - the Improvement Manager – Area 4 has confirmed that the project should be deliverable within the timescales.</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.</p>
6. BENEFITS	
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>The work will enable surveys, designs, traffic modelling, Road Safety Audits and cost estimates to be undertaken now.</p> <p>There is currently no identified budget to carry out this project development work and so undertaking it now will enable implementation to go ahead as soon as capital funding for the subsequent implementation is secured.</p> <p>Benefits of installing the pedestrian crossing are expected to include:</p>

	<ul style="list-style-type: none"> • Improved road safety • Providing more welcoming environment for pedestrians • Improving this key pedestrian route that links Water Lane car park; Malton Rail Station and Malton Bus Station with Malton Market Place • Encourage greater uptake of active / sustainable travel options 		
AREA COMMITTEE SIGN OFF			
ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

This page is intentionally left blank

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Thirsk & Malton	
Project Name	Pedestrian Crossing Scoping Work – B1257, Malton	
Description of Project Location	This Scoping Report focusses on a new pedestrian crossing at the following location <ul style="list-style-type: none"> Crossing on B1257 (near Malton School) 	
NYC Division(s) in which the project is located	Malton	
Project Lead Officer Details	Name	Tim Coyne
	Job Title	Improvement Manager – Area 4
	Email	
	Telephone	
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?	The budget is required to undertake scoping work to confirm the feasibility and practicability of installing a pedestrian crossing at this location in Malton (there are two separate Scoping Reports for two separate locations). Without the proposed development funding, it is not considered that these locations would currently be prioritized for project development work by the Local Highways Area Team due to limited budgets.	
Please detail what specific costs the budget will be spent on?	Undertake scoping work to understand whether a pedestrian crossing is appropriate at this location. This will include commissioning surveys, concept designs, Road Safety Audits, traffic modelling & cost estimates for the proposed pedestrian crossing.	

<p>Please describe the future project that this activity will help to unlock.</p>	<p>This work will produce surveys, designs, road safety audits and traffic modelling (if required) to enable decisions to be made on the potential delivery of the following pedestrian crossing:</p> <ul style="list-style-type: none"> • Zebra Crossing on B1257 (near Malton School) <p>If this work proves positive – separate funding would need to be identified for the installation.</p>
<h2>2. STRATEGIC FIT</h2>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>A new pedestrian crossing here would improve the safety and convenience of (particularly school-aged) pedestrians at this key location, between Malton School / Malton Community Sports Centre and the residential areas east of Broughton Road, Pasture Lane, Highfield Road and Old Malton.</p> <p>Undertaking this scoping work will enable informed decisions to be made on the potential future installation of a pedestrian crossing at this location, which would contribute towards the Council Plan as follows:</p> <p>Place & Environment:</p> <ul style="list-style-type: none"> • A clean, environmentally sustainable and attractive place to live, work & visit: <ul style="list-style-type: none"> • To encourage and support sustainable living in our communities and towns as well as the transport in between, including making it easier to charge electric vehicles, access public transport that meets the needs of the user and promoting and encouraging active travel including walking, wheeling and cycling • A well connected and planned place with good transport links: <ul style="list-style-type: none"> • Promote and encourage active travel, including walking, wheeling & cycling • To maintain safe and functional highways and to seize opportunities to improve the network <p>Health & Well Being</p> <ul style="list-style-type: none"> • support and encourage active and healthy lifestyles • support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling. <p>People</p> <ul style="list-style-type: none"> • To keep people safe from harm or abuse (by improving pedestrian safety) <p>Economic Growth Strategy</p> <ul style="list-style-type: none"> • Pillar 2 – Infrastructure: <ul style="list-style-type: none"> ○ Equipping towns for the 21st century ○ Utilise the NYC estate to deliver regeneration, place shaping and other council priorities ○ Ensure the public transport, active travel and digital networks connects people to employment, services and learning opportunities

3. LOCAL FIT	
Detail how this project meets local priorities including linkages with local regeneration plans and strategies.	<p>The need to improve pedestrian infrastructure in the town is identified within the 'preferred package' of interventions in the Malton & Norton Infrastructure and Connectivity Study (2018) under 'D – Improved Footpath and Cycle Links'. [Endorsed by Ryedale DC on 26/07/18 and by NYCC on 28/09/2018]. It is also identified in the subsequent Action Plan.</p> <p>This location is identified as forming part of an 'Indicative Walking Route Corridor' linking with the Corridor 3 Amotherby Strategic Route' / Primary Walking Route within the LCWIP Malton and Norton Local Cycling and Walking Infrastructure Plan.</p>
4. FINANCE	
Will the service area be making a financial contribution to the project development costs? If so, please detail.	No, no other funding is currently budgeted for this work.
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£10,000 estimated total cost, to include:</p> <ul style="list-style-type: none"> • surveys • concept designs • Road Safety Audit • traffic modelling • cost estimates <p>This is an initial estimate following discussion with the Highways Area Improvement Manager.</p>
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>The staffing resource from NYC would be limited to commissioning highways engineering consultants to undertake the above scoping work and overseeing delivery of the required surveys, designs and reports.</p> <p>The Area Highways team have confirmed they can undertake this work.</p>

<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs / outcomes – • Oct 2024 - Obtain formal quotation • Oct 2024 - Final Approval • Nov 2024 - Commission work • Nov 2024 - Work Commences • Feb 2025 - Work Completed <p>The work will involve commissioning highways engineering consultants via a direct award to undertake the work.</p>		
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes - the Improvement Manager – Area 4 has confirmed that the project should be deliverable within the timescales.</p>		
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.</p>		
<p>6. BENEFITS</p>			
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>The work will enable surveys, designs, traffic modelling, Road Safety Audits and cost estimates to be undertaken now.</p> <p>There is currently no identified budget to carry out this project development work and so undertaking it now will enable implementation to go ahead as soon as capital funding for the subsequent implementation is secured.</p> <p>Benefits of installing the pedestrian crossing are expected to include:</p> <ul style="list-style-type: none"> • Improved road safety – particularly for those of school-age • Providing more welcoming environment for pedestrians • Improving this key pedestrian route that links Malton School / Malton Community Sport Centre with residential areas • Encourage greater uptake of active / sustainable travel options 		
<p>AREA COMMITTEE SIGN OFF</p>			
<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	
<p>Signed (ACC Chairman)</p>		<p>Date</p>	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name		Thirsk & Malton
Project Name		Easingwold parking surveys, analysis & report
Description of Project Location		Undertake a comprehensive parking study in Easingwold Town Centre, including the Market Square (owned by the Town Council) and all locations within easy reach of the town centre to which vehicles might be displaced as a consequence of the introduction of a Parking control scheme. These could include Spring Street, Chapel Street, Little Lane, Long Street, Crabmill Lane and New Inn Lane. This will include parking surveys, assessment and analysis of the data to inform any further parking measures.
NYC Division(s) in which the project is located		Easingwold
Project Lead Officer Details		Name Jayne Charlton
		Job Title Area Manager (Area 1 Brompton on Swale & Area 2 Thirsk)
		Email
		Telephone
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?		The budget is required to provide an evidence base to inform decisions regarding future management of car parking within the town centre. The proposal responds to concerns previously expressed by the Town Council about levels of parking in the Market Place and the potential need to introduce some controls. Without this study, it would be very difficult to predict the impacts of introducing parking controls on neighbouring areas.

	<p>The study was due to happen several years ago, but the Covid-19 pandemic changed people's behaviours and the pressures eased temporarily. It is considered that this temporary easing of pressures has now ended and there is once again a need for the work to be undertaken.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>Procuring consultants to undertake:</p> <ul style="list-style-type: none"> • Parking surveys • Analysis of surveys • Recommendations
<p>Please describe the future project that this activity will help to unlock.</p>	<p>This piece of work would enable Easingwold Town Council and NYC to better understand whether parking controls are necessary, what controls might be most appropriate, and what the potential impacts of such controls could be, enabling more informed choices to be made that better support the local economy and community.</p> <p>Funding for any specific proposals that result from this study would need to be sourced locally (e.g. by the Town Council) as there is no funding available for such schemes within HYC Highways budgets.</p>
2. STRATEGIC FIT	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>Undertaking the parking survey responds to a need identified by the local Town Council. The work would contribute to the Council plans / strategies as follows:</p> <p>Council Plan ambitions/priorities set out below:</p> <p>Place & Environment:</p> <ul style="list-style-type: none"> • A well connected and planned place with good transport links • Communities are supported and work together to improve their local area <ul style="list-style-type: none"> ○ To work closely with, support and empower town and parish councils and community groups to run assets and services where they want to take on additional responsibilities, have the capacity to do so, and where it would be value for money for all involved <p>Economy</p> <ul style="list-style-type: none"> • To invest in land, buildings and sustainable infrastructure to support economic growth <p>Economic Growth Strategy</p> <ul style="list-style-type: none"> • Pillar 1 – Enterprise, Innovation & growth sectors – e.g. <ul style="list-style-type: none"> ○ Connecting with anchor institutions, supporting them to adopt approaches which enhance their local economic impact • Pillar 2 – Infrastructure: <ul style="list-style-type: none"> ○ Develop tailored investment plans to support growth and improvement in towns and their hinterlands ○ Utilise the NYC estate to deliver regeneration, place shaping and other council priorities

3. LOCAL FIT	
Detail how this project meets local priorities including linkages with local regeneration plans and strategies.	<p>This proposal responds directly to concerns previously expressed by Easingwold Town Council regarding the parking and traffic situation within the town centre (particularly the Market Place).</p> <p>The Town Council have recently confirmed the need for this work to be undertaken now.</p>
4. FINANCE	
Will the service area be making a financial contribution to the project development costs? If so, please detail.	No, no other funding is currently budgeted for this work.
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£20,000 estimated total cost (including surveys, analysis and reporting/recommendations).</p> <p>This is an initial estimate based on previous fee proposal which will need to be updated, should the project be endorsed by the AC.</p>
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>The staffing resource from NYC would be limited to commissioning consultants Rail to undertake the above work and overseeing delivery of the required report / outputs.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs / outcomes – • Nov 2024 - Obtain formal quotation • Nov 2024 - Final Approval • Dec 2024 - Commission work • Jan 2024 - Work Commences • Feb 2025 - Surveys undertaken • Mar 2025 - Analysis or survey results • Apr/May 2025 - Final Report Completed <p>Surveys and initial analysis of the survey results should be completed before the end of March 2025. Whilst the work should be substantially complete, issue of the final report may not be achieved until April / May 2025.</p> <p>The work will involve commissioning consultants to undertake the work –</p>

	expected to be via a direct award.		
Can the proposed work to be funded delivered within the allocated financial year?	Yes – as confirmed by the Area Manager.		
How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?	The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.		
6. BENEFITS			
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>Benefits of the scheme include identifying:</p> <ul style="list-style-type: none"> • parking demand, peak times, and areas of high demand • potential parking control options • expected impacts of potential parking controls • how best to coordinate on-street and off-street parking provision • recommendations for most appropriate parking controls (if any) to achieve the most efficient use of town centre parking that best supports local businesses <p>Undertaking this work now will provide an evidence base to support better informed policy decisions on parking management that can best support local businesses and the local community.</p>		
AREA COMMITTEE SIGN OFF			
ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Malton & Thirsk	
Project Name	Kirkbymoorside Mini ‘Town Boost’ support	
Description of Project Location	To commission a feasibility study to identify an action plan of proposals that will draw awareness to the high street and increase footfall through improved wayfinding and signage.	
NYC Division(s) in which the project is located	Kirkbymoorside (KMS)	
Project Lead Officer Details	Name	Alison Laws
	Job Title	Senior Economic Development Officer
	Email	
	Telephone	
1. PROJECT DETAILS		

<p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p>	<p>Business owners and representatives from the local community groups in KMS have formed a working group to deliver improvements for the Town. The group are liaising with NYC's Business Advisors and the Communities Locality Lead.</p> <p>The group are already working collaboratively with partners to establish an official group for KMS. The group aim to be in a position where they can lead on local initiatives, push the town beyond its current status, address issues, identify solutions and develop an action plan of improvements for the Town.</p> <p>They are exploring the possibility of becoming a community organisation and are being supported to do this by NYC and Pickering CIC, who are an established group and receive Community Anchor Organisation (CAO) funding through NYC's Community Locality Team. There is an ambition from NYC to support the development of Community Anchors in towns such as Kirkbymoorside where there is no CAO in place. This feasibility work will help the group as they identify practical actions they could take forward.</p> <p>A feasibility study is required to identify an action plan of proposals that will draw awareness to the high street and increase footfall through improved wayfinding, and signage and support the need to create its own identity.</p> <p>Representatives have expressed views that the Town has felt left in the shadows of its neighbouring bigger towns when it comes to opportunities for funding. Having met with KMS Business Owners, NYC's Business Advisor put forward KMS for the pilot Town Boost programme, however, it was felt that Pickering CIC had stronger foundations in place, ready to build upon and therefore was successful in securing the 40k funding. The KMS group need support to build the same strong foundations to ensure they are in a good position to capitalise on future funding opportunities and build on the momentum the group has now created. The proposed feasibility study would be a solid starting block and provide them with some professional guidance and actions to work towards.</p> <p>KMS essentially needs to develop its branding and identity to become a destination in its own right. If we can improve the wayfinding to the town centre, parking and amenities, this would increase visitor dwell time and attract those that would usually pass by on the A170.</p> <p>This initial feasibility work would help to unlock the group's overall aim to build a better place to live, visit and work. Attract more employees to its many industries and support active travel. They would also like to hold more regular community events and build on the popularity of its annual 10k run event. The Town already has many established community groups, and a list of business owners and representatives committed to forming a proactive registered group.</p> <p>This proposal responds to a need identified by local business representatives and without ACC funding the project would not go ahead in the near future.</p>
--	--

Please detail what specific costs the budget will be spent on?	To commission a feasibility study to identify an action plan of proposals that will help draw awareness to the high street and increase footfall through improved wayfinding and signage.
Please describe the future project that this activity will help to unlock.	This initial project will be a beneficial starting block by identifying an action plan for the group to work towards. It may also identify some quick-win initiatives that can be carried out to help unlock future growth/placemaking and promote the group, businesses, and area.
2. STRATEGIC FIT	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>Contributes to economy, regeneration, and tourism.</p> <p>This project will contribute to the ambitions included in the Council Plan under the following themes:</p> <p>Place and environment.</p> <ul style="list-style-type: none"> • Promote and encourage active travel including walking and cycling. • Encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking and cycling. • To protect the local environment and ensure our air, streets, beaches and open spaces are kept clean and attractive. • Seek improvements to transport connectivity and inclusion. • Ensure that developments meet the needs of all and consider health and social inequality offering Housing developments easier access to employment and economic opportunities. <p>Economy</p> <ul style="list-style-type: none"> • Harness North Yorkshire's natural capital and promote the green and blue economies through design. • To promote and improve North Yorkshire's tourism, sporting, and cultural offer, to increase visitor spend in three key market towns, and be accessible for all (walkers, wheelers, and cyclists) • To promote economically and environmentally sustainable tourism by providing safe active travel infrastructure that doesn't currently exist. • To promote culture, heritage, arts, theatres, museums, and galleries. <p>Health and wellbeing</p> <ul style="list-style-type: none"> • Encourage people to make informed choices about their health and encourage active and healthy lifestyles. • Support improvements to people's mental health and wellbeing • Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling. • Help reduce health and social inequalities through healthy place-shaping and targeted work with groups, communities, and neighbourhoods. <p>Economic Growth Strategy – This project supports the following aims:</p> <p>Pillar 1: Enterprise: supporting and growing the business base which powers our economy and future prosperity. We will support growth in</p>

	<p>our key sectors by driving greater collaboration and innovation and will support businesses in all sectors to improve their performance and productivity through innovation and investment.</p> <p>Pillar 2: Infrastructure: making the most of our opportunities for development to deliver enhanced growth, good jobs and high-quality developments befitting our places and communities. To achieve this, we need excellent infrastructure that enables growth whilst maintaining and enhancing the character, quality and accessibility of our places and environment.</p> <p>Pillar 3: People: unlocking our people power to create the economy we aspire to. We aim to attract more young people to live and work here, and to keep older talent in the workforce for longer in order to meet the business demand for skills whilst enabling people to live healthy and prosperous lives.</p> <p>Destination Management Plan (subject to finalisation and adoption). The project supports the priorities from the emerging Destination Management Plan.</p> <p>NYC Localities Team – Town Anchor Project.</p>
3. LOCAL FIT	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The proposal responds to an identified need and issues raised by residents and business representatives.</p> <p>The proposal is supported by NYC Business Advisors and the Communities Locality Lead and supports the Teams aspirations.</p>
4. FINANCE	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>No contributions are planned from the service area.</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£10k Initial estimate – no breakdown available.</p>
5. DELIVERY, TIMESCALES AND MONITORING	

<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>Ongoing support to this group is already in place via the Business Advisors and Localities Team.</p> <p>For this project specifically, the staffing resource from NYC would be limited to commissioning consultants to undertake the above work and overseeing the delivery of the feasibility study.</p> <p>The Lead Officer will manage the project through to completion.</p>		
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs / outcomes – • Oct 2022 - Obtain formal quotation. • Oct 2024 - Final Approval • Nov 2024 - Commission work • Nov 2024 - Feasibility Study Commences • Feb 2025 - Feasibility Study Completed <p>The work will involve commissioning via a direct award to undertake the work.</p>		
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes</p>		
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer or a nominated representative will provide updates to the ACC meetings.</p>		
6. BENEFITS			
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>The benefit to undertaking this work now is that it will provide the group with a professional study that includes an action plan and potential quick-win initiatives. It will form a starting block of work that the group can progress, while helping promote the group and the Town and will support future growth and placemaking.</p> <p>The feasibility study will ensure the project is ready to go and so the community group (or any other suitable organisation) can use it, to support funding applications in the future as and when opportunities arise.</p>		
AREA COMMITTEE SIGN OFF			
<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	

Signed (ACC Chairman)		Date	
----------------------------------	--	-------------	--

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Malton and Thirsk	
Project Name	Helmsley	
Description of Project Location	Refurbishment/improvement of the town centre public conveniences in Borogate, Helmsley.	
NYC Division(s) in which the project is located	Helmsley	
Project Lead Officer Details	Name	Steve Goddard
	Job Title	Public Conveniences Manager Waste and Street Scene Operations
	Email	
	Telephone	

1. PROJECT DETAILS

Please outline why the budget is required and what are the current barriers to project development it will help overcome?	Helmsley Borogate public conveniences are in the town centre of the bustling market town. Helmsley is a busy tourist destination with a full and varied calendar of events that are held in the town throughout the year. Helmsley has various visitor attractions, hospitality, and leisure facilities. A traditional weekly market is held in the centre, with additional artisan and charity stalls/markets regularly held in the library. Helmsley receives many visitors each year as well as people using its facilities while on route to other destinations. Helmsley also attracts a large crowd of motorcyclists stopping off in Helmsley while on the popular B1257 route.
---	---

	<p>Due to the number of visitors using the facilities and the age of the facilities, they are now in much need of updating and improving. The baby changing table is no longer fit for purpose and the overall facilities are dated and inadequate.</p> <p>The Parish Council and NYC receive frequent complaints about the state of the toilets and have recently received bad press. A Gazette and Herold article reported:</p> <p><i>“ Following complaints from businesses and visitors, Councillor George Jabbour and representatives from Helmsley Town Council met with the local authority’s Public Conveniences Manager to inspect the public toilets in Helmsley.</i></p> <p><i>North Yorkshire Council has now committed to carry out improved cleaning at the two sets of public toilets in Helmsley.</i></p> <p><i>Helmsley’s representative Councillor George Jabbour said: “As one of the most beautiful market towns in the country, tourists and visitors will soon start coming to Helmsley in greater numbers. Therefore, it is essential that the state of the public toilets is of the best possible standard”.</i></p> <p>The total cost of a complete refurbishment is expected to be significantly more than the recommended contribution of £20k - £30k. The Public Convenience Manager is seeking funding from other budgets, which will ideally enable a complete refurbishment. However, even if additional funding is not available, he has confirmed that significant improvements could be achieved with this contribution.</p> <p>Councillor George Jabbour - Division Member is supportive and willing to contribute 5k towards the project, from the Locality Budget.</p> <p>Est Total Cost = £70k - £100k (for full refurbishment), alternatively £25k - 35k (improvements).</p> <p>Timescales will be challenging but the Public Conveniences Manager considers the project should be deliverable to the required timescales.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>TBC</p> <p>We are awaiting an estimate from NYC’s principal contractor Tom Willoughby’s. This will determine the level of improvements we can make.</p> <p>The Public Convenience Manager is hopeful that the 35k would be able to provide the following improvements:</p> <p>Cladding of internal walls Removal of men’s urinals and replacement teardrops</p>

	<p>Replace sinks with new cladded sink units. New baby changing facility.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>Improving the public conveniences will help to support the Helmsley business and visitor economy.</p> <p>It will support our council aims and market town investment planning.</p> <p>It will also help to strengthen the partnership working between NYC and Helmsley Town Council, Community and Business Owners. Various comments have been received regarding the current state of the facilities. Delivering these improvements supports our commitment to working with our communities to improve our places.</p>
2. STRATEGIC FIT	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>This project contributes to the economy, regeneration & tourism objectives.</p> <p>This project will contribute to the ambitions included in the Council Plan under the following themes:</p> <p>Place and environment</p> <ul style="list-style-type: none"> • A clean, environmentally sustainable and attractive place to live, work and visit. • A well connected and planned place with good transport links and digital connectivity • Communities are supported and work together to improve their local area. • To establish and maintain strong partnerships across North Yorkshire. <p>Economy</p> <ul style="list-style-type: none"> • To support and deliver major infrastructure and regeneration projects across the county to create vibrant places. • Economically sustainable growth that enables people and places to prosper • To invest in land and buildings to support economic growth. • To promote and improve North Yorkshire's tourism, sporting and cultural offer, to provide greater year-round attractions, increase visitor spend, and be accessible for all. <p>Economic Growth Strategy – This project supports the following aims: Pillar 1: Enterprise: supporting and growing the business base which powers our economy and future prosperity. We will support growth in our key sectors by driving greater collaboration and innovation and will support businesses in all sectors to improve their performance and</p>

	<p>productivity through innovation and investment.</p> <p>Pillar 2: Infrastructure: making the most of our opportunities for development to deliver enhanced growth, good jobs and high-quality developments befitting our places and communities. To achieve this, we need excellent infrastructure that enables growth whilst maintaining and enhancing the character, quality and accessibility of our places and environment.</p> <p>Destination Management Plan (subject to finalisation and adoption). The project supports the priorities from the emerging Destination Management Plan.</p>
3. LOCAL FIT	
Detail how this project meets local priorities including linkages with local regeneration plans and strategies.	<p>This project is in response to an identified need following various negative comments and press.</p> <p>This project contributes to the economy, regeneration, and tourism objectives. It has clear linkages with the development of Town Master Plans and contributes to many of the ambitions and priorities set out in the Council Plan.</p>
4. FINANCE	
Will the service area be making a financial contribution to the project development costs? If so, please detail.	<p>Est Total Cost = £70k - £100k (for full refurbishment) or £25k - 35k (improvements).</p> <p>Councillor George Jabbour Locality Budget 5k contribution</p> <p>The total cost of a complete refurbishment is expected to be significantly more than the recommended contribution of £20k -£30k. The Public Convenience Manager is seeking funding from other budgets, which will ideally enable a complete refurbishment. However, even if additional funding is not available, he has confirmed that significant improvements could be made with this contribution.</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£20k - £30k</p> <p>TBC</p>
5. DELIVERY, TIMESCALES AND MONITORING	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p>	<p><i>*Staff capacity to deliver the project TBC</i></p> <p>The Public Convenience Manager has said he can manage the project with the support of another Officer. The Regeneration Team could potentially offer this support. Support from the Property team will also be key and a lead officer from Property has now been identified.</p>

<p>Dependencies on other NYC services</p>	<p>Support from Streetscene/Highways Teams to put up signage/barriers. Directions to the other public conveniences in the car park will be needed.</p> <p>Support from the Communication Team will be key to ensuring the community, businesses and public are fully advised of the plans and necessary closure in advance.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>The timeframe will be tight, but the Public Convenience Manager believes it is achievable. An indicative programme is set out below:</p> <ul style="list-style-type: none"> • Sept 2024 - AC Endorsement • Oct 2024 - Confirm key outputs/outcomes – • Oct 2024 - Obtain formal quotation. • Oct 2024 - Final Approval • Nov 2024 - Commission work • Jan 2024 - Work Commences • Mar 2025 - Work Completed <p>We are awaiting an estimate from NYC's principal contractor Tom Willoughby's to determine the potential cost and timeframe.</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>The timeframe will be tight, but the Public Convenience Manager has confirmed that the project is deliverable before March 2025.</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer or a nominated representative will provide updates to the ACC meetings.</p>
<p>6. BENEFITS</p>	
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>This project creates an opportunity to enhance the area and its facilities.</p> <p>The Borogate conveniences have received negative comments, and the community of Helmsley has been requesting improvements to the public conveniences for some time. This important social amenity needs to be safe and accessible and currently, the baby changing facility is deemed unfit for purpose.</p> <p>By investing in good quality public facilities we are supporting the local business and tourism economy.</p> <p>The upcoming quieter winter months provide an opportunity to carry out the work while minimising the inconvenience.</p>
<p>AREA COMMITTEE SIGN OFF</p>	

ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

North Yorkshire Council

Thirsk and Malton Area Committee

27 September 2024

Maintenance and Repair of Thirsk Market Place

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is for information and to appraise Members of the current position regarding the condition of the pavements around Thirsk Market Place, what is presently being done to mitigate the state and advise Members in terms of future plans.

2.0 BACKGROUND

- 2.1 Thirsk Market Place is the main central business district serving the communities of Thirsk and Sowerby. It is home to various shops, cafes, restaurants, public houses and other business premises, and is the commercial hub of the town.
- 2.2 The A61 runs directly through the Market Place. This is one of the main east-west routes in the area, and forms part of the local primary/key route highway network. The B1448 also peels off the A61 at this location and provides a connection between the A61 and the A168. The layout and overview of the status of the land in the marketplace is shown on the attached plan in Appendix A.
- 2.3 In summary, the carriageways of the A61 and the B1448, as well as the footways around the perimeter of the Market Place, form part of the Highway Maintainable at Public Expense (HMPE). These shaded areas are controlled by North Yorkshire Council (NYC) as the local highway authority. The unshaded areas of land which include the off-street parking areas and central areas that are trafficked by pedestrians are also under the control of the council albeit not classed as HMPE. For completeness, the location of the public rights of way which link to the Market Place are also identified on the plan.

3.0 CONDITION OF THE LOCAL HIGHWAY NETWORK, AND ONGOING REACTIVE MAINTAINANCE WORKS

- 3.1 A capital resurfacing scheme was completed on the sections of the A61 and B1448 carriageways running through the Market Place during the financial year 2023/24 and are in a good condition.
- 3.2 The condition of the footways around the perimeter of the Market Place including the central areas is deteriorating. Whilst the natural profile of the stone (Riven York Stone) can be an issue for some highway users, when this is coupled with deteriorating condition this issue becomes amplified.
- 3.3 Over recent years a number of repairs have been carried out involving re-setting and re-lay various 'rocking' flags around the Market Place. However, in some instances flags are cracked/split, and cannot be re-used. On such occasions the flag is locally replaced with an asphalt material. Whilst this is not aesthetically pleasing, it ensures that the footways can continue to operate safely. Although there have been some third-party claims against the

highway authority relating to the areas of York Stone paving, the levels could be described as 'stable' at the time of writing and are not considered to be an unsustainable burden at this time.

4.0 BACKGROUND TO THE CASE FOR CAPITAL MAINTANANCE WORKS

- 4.1 Following routine inspections and condition surveys a request for capital maintenance funding was made by the local Area 2 Highways team. In 2020/21 and 2021/22 financial years two budgets were identified to fund highway maintenance works on the footways in Thirsk Market Place to be used over consecutive years. An initial budget of £104,000 was allocated for phase 1 works, which was later increased to £147,000. A further budget of £100,000 was approved for phase 2 of the works. In total £247,000 was made available over a two-year period from the annual Local Transport Plan (LTP).
- 4.2 This amount of money would likely have been sufficient for a scheme with very limited scope, such as re-pointing the joints between the existing paving and spot replacement/renewal of individual/small areas of the existing riven paving. Officers therefore concluded that the level of funding available was insufficient to carry out a 'meaningful' scheme of the kind required i.e., the replacement/renewal of all the areas of York Stone paving. Such a scheme would also result in continued ongoing repairs funded by the revenue budget which ultimately would become and unsustainable burden. The decision was therefore taken to proceed with detailed design, including further investigation, in order to establish a budget estimate required to deliver a scheme with a more appropriate scope.
- 4.3 Detailed design commenced in November 2021 as part of which investigations were required on site in order to confirm the scope of the scheme including trial holes within the York stone paved areas to confirm existing make up, condition and stability of the foundations.
- 4.4 Subsequent analysis of the results and structural calculations have confirmed that the construction and condition, of the existing foundations is insufficient/unsuitable for re-use, and therefore the scope of any project will have to incorporate excavations and the construction of new foundations throughout the footprint of the scheme in addition to a new bedding course and the renewal of the York Stone paving.
- 4.5 As it was acknowledged that any scheme would likely far exceed the budgets available from the LTP, whilst the design and investigations were ongoing meetings were held between NYCC highways staff and colleagues in the former Hambleton District Council (HDC) regarding additional potential sources of funding.
- 4.6 Advice on the planning and conservation elements of the project was also obtained from HDC's Conservation Officer, and a liaison meeting held with Thirsk Town Council in August 2023 in order to run through progress to date.

5.0 FUTURE PROPOSALS

- 5.1 Phase 1 of a special engineering scheme for Thirsk Market Place has provisionally been entered into the draft Area 2 Highways capital programme for delivery in financial year 2025/26.
- 5.2 W Detailed design is currently being finalised including a detailed budget cost estimate in order to ensure that all parties can accurately estimate what the final outturn cost of the entire scheme should be.

- 5.3 The main outstanding issue to resolve remains securing the necessary funding required to deliver the scheme, and where this comes from. Members should note that NYC do not currently have any confirmation of funding for financial year 2025/26, or beyond, from the DfT, and are currently planning delivery proposals based on assumptions.
- Based on inflation and year on year uplifts, the latest total available budget that has been identified is £543,600.
- 5.4 At the time of writing this report a detailed budget cost estimate for the delivery of the project as a whole is being prepared including the anticipated duration and costs for people and plant. Initial calculations for costs of the York stone, alone, are estimated to be in excess of £1 million. Consequently, pending receipt of the finalised bill of quantities, we would estimate that the delivery of the entire scheme could cost in excess of £3 million.
- 5.5 Furthermore, it was noted from discussions with Thirsk Town Council, as discussed in 4.6 above that they have aspirations to carry out some improvements (e.g. pedestrianisation of certain areas, planting etc) to Thirsk Market Place, and have commissioned consultants separately to develop some outline proposals. Members should note that NYC does not have any funding for highway improvements that are not developer led and funded or targeted at sites with a significant injury accident record. Consequently, if highway maintenance funding (i.e. budgets derived from the LTP) are to be utilised to fund the majority of the scheme, the project scope will be limited to a like-for-like replacement of the existing areas of York Stone paving, albeit with new foundations and a bedding course.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Given the estimated costs explained in 5.0 above, consideration to alternative delivery options is ongoing through officer dialogue with the Councils Principal Conservation Officer and colleagues in NY Highways. Options under consideration include the use of alternative materials to York Stone and delivery of works through separate phases based on condition.
- 6.2 Officers are currently working with the Councils Principal Conservation Officer to seek a suitable alternative material to York Stone which will meet the objectives of the conservation area whilst being more cost effective. It is agreed and acknowledged that there cannot be a compromise on the foundation requirements to ensure the longevity of any scheme delivered.
- 6.3 Alongside the consideration of materials officers are looking at the most appropriate phasing or delivery in sections based on existing condition. It is acknowledged that the area in need of maintenance work in a first phase would be the length of footway between Millgate and Kirkgate on the north side of the market place.
- 6.4 Once the detailed budget cost estimates are available and alternative options have been determined, officers will produce a further report setting out the options for a way forward given that the cost estimate is expected to be significantly higher than the available funding.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications arising directly from this report as it provides information only. The financial implications in relation to the proposals for the maintenance and repair of Thirsk Market Place will be considered in line with NYC financial and governance process.

8.0 LEGAL IMPLICATIONS

- 8.1 There are no legal implications arising directly from this report as it provides information only. Further consideration of whether any legal implications arise will be required as the scheme proposal progresses and during the delivery of the scheme.

9.0 EQUALITIES IMPLICATIONS

9.1 An initial equalities impact assessment form was completed and is included as Appendix B. The assessment of this report concluded that there is no impact on people with protected characteristics.

10.0 ENVIRONMENTAL IMPACTS/BENEFITS INCLUDING CLIMATE CHANGE IMPACT ASSESSMENT

10.1 See Appendix C

11.0 REASONS FOR RECOMMENDATIONS

11.1 The recommendations contained below are to engage with and invite comments from Members of the content of this report, which is in response to Members' request for this information.

12.0 RECOMMENDATION

12.1 Committee Members are requested to note the information within the report and offer comments where necessary.

APPENDICES:

Appendix A - Plan showing extent of area and highway boundaries

Appendix B – Initial equality impact assessment screening form

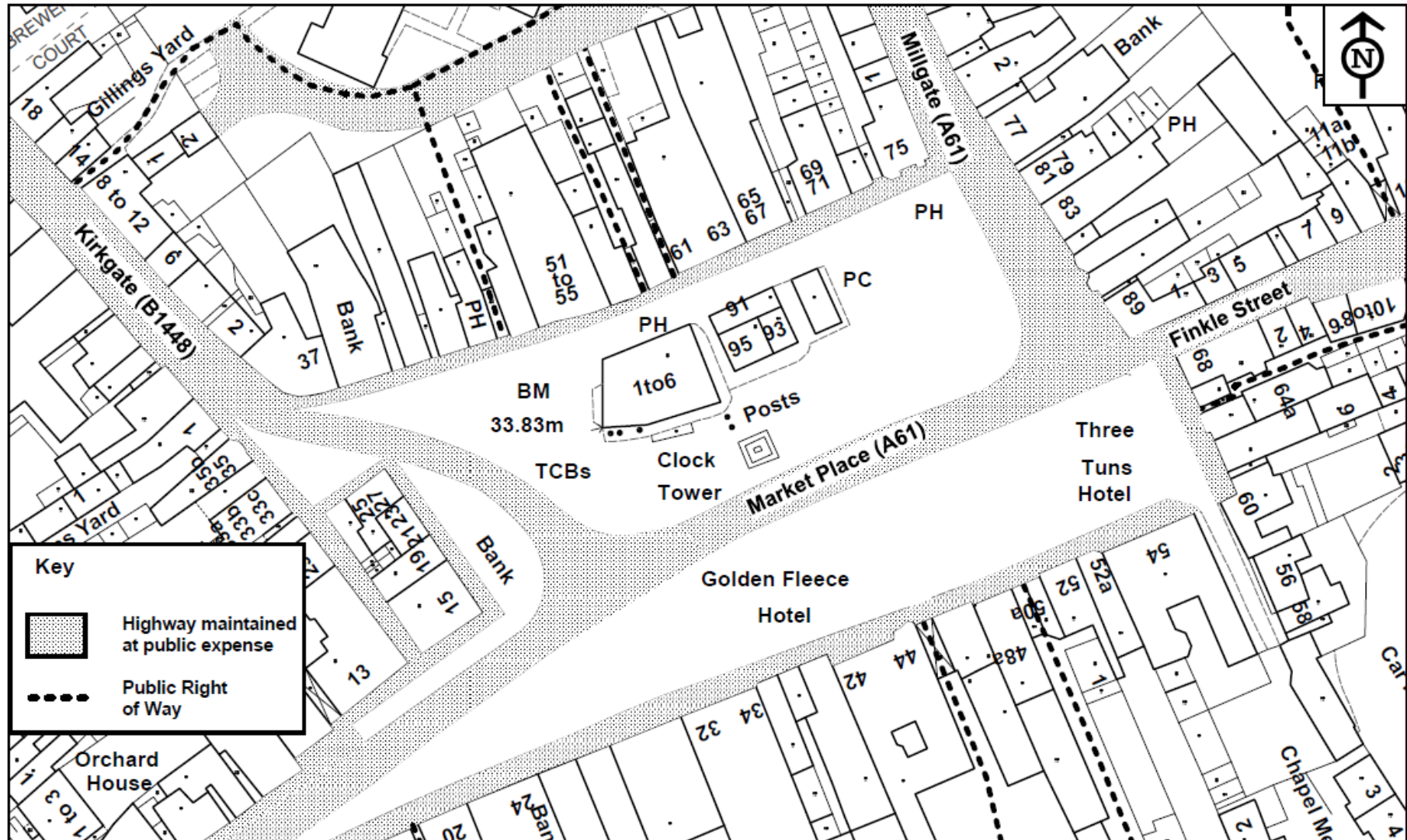
Appendix C – Climate Change Assessment

Background Documents: None


Karl Battersby
Corporate Director, Environment
County Hall
Northallerton
11 September 2024

Report author and presenter: Jayne Charlton Area Manager Area 1 Brompton on Swale & Area 2 Thirsk offices

© Crown Copyright and Database Rights [2023] Ordnance Survey 100017946



Page 75

 <p>North Yorkshire Council Environment Directorate Corporate Director: Karl Battersby Highways North Yorkshire Assistant Director, Highways & Transportation: Barrie Mason</p>	<p>Maintenance and repair of Thirsk Market Place</p> <p>APPENDIX A</p>	<p>Area 2 Thirsk Drawn By :TL Date : August 2024 Scale : NTS Drawing No. : APP 1</p>
---	---	--

Initial equality impact assessment screening form			
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	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds – Highway Operations		
Proposal being screened	Highways Works Programme & Delivery, Thirsk Market Place maintenance works		
Officer(s) carrying out screening	Jayne Charlton - Area Manager		
What are you proposing to do?	The purpose of this report is to apprise Members of future proposals for the maintenance of Thirsk Market Place		
Why are you proposing this? What are the desired outcomes?	This report is an 'information only' report for members. There are no outcomes other than ensuring that members have received the update on the topic requested.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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 an 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	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYC additional characteristics			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

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.	This is a Member information only report. There are no proposals that would impact on people with protected characteristics.		
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.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	This is a report for information. There is no adverse impact on any of the protected characteristics. A further Equality Impact Assessment will be carried out once confirmation of delivery is confirmed.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	10/09/2024		

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Highways Works Programme & Delivery, including Thirsk Market Place
Brief description of proposal	Update to Thirsk and Malton Area Committee on the above
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds – Highway Operations
Lead officer	Barrie Mason
Names and roles of other people involved in carrying out the impact assessment	Jayne Charlton - Area Manager
Date impact assessment started	20 May 2024

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

This report is for information only and as such no other options were considered.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

This report is for information only – as per the main body of the report, there is no impact on budgets, so is cost-neutral.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X		N/A		
	Emissions from construction	X		N/A		
	Emissions from running of buildings	X		N/A		
	Emissions from data storage	X		N/A		
	Other	X				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	X			N/A		
<p>Reduce water consumption</p>	X			N/A		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		X		N/A		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		N/A		
<p>Enhance conservation and wildlife</p>		X		N/A		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		N/A		
<p>Other (please state below)</p>		X		N/A		

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A – report for info only

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Report is for information only, there is a neutral impact.

Sign off section

This climate change impact assessment was completed by:

Name	Jayne Charlton
Job title	Area Manager
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Directorate	Environment
Signature	
Completion date	14/08/ 2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 10/09/2024

Thirsk Malton AC

Page 83

Malton, Norton and Old Malton flooding update

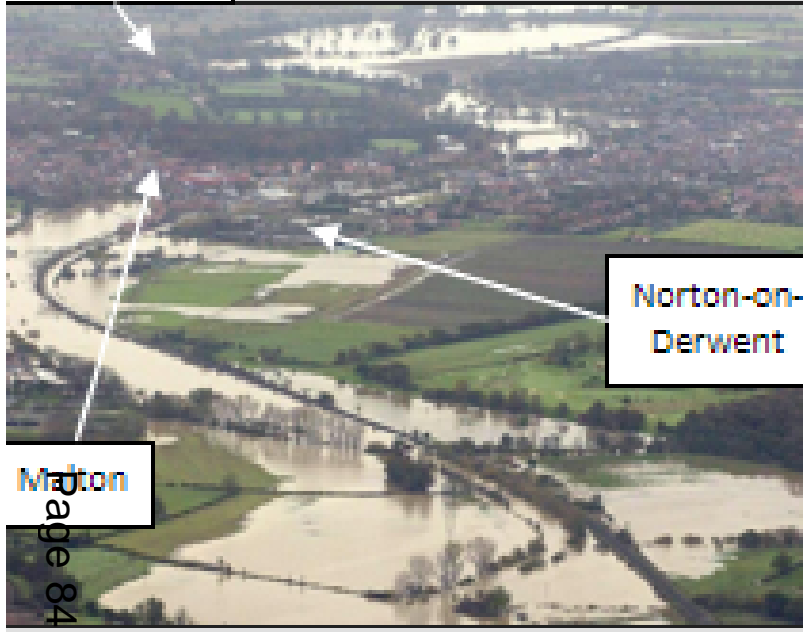
27 September 2024

Richard Marr and Beckie Bennett (North Yorkshire Council)

Joe Allan and Ian Cooke (Environment Agency)

Samuel Jackson (Yorkshire Water)

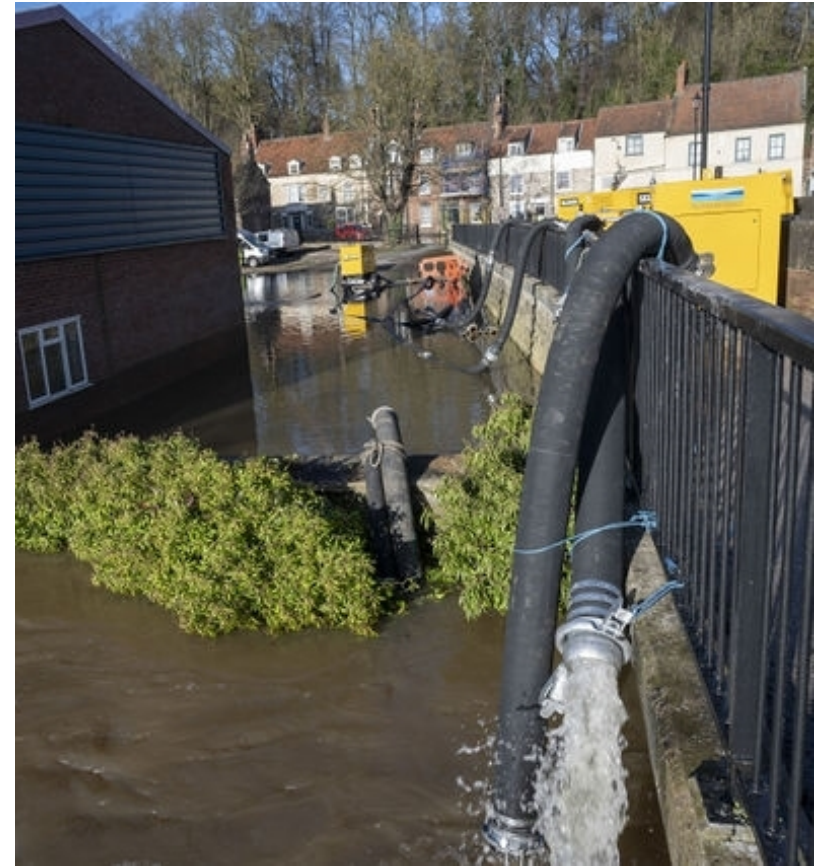
Old Malton



Norton-on-Derwent

Malton
Page 84

Flooding in Malton & Norton



Malton, Norton & Old Malton flood risk

Agency Roles and Responsibilities

- Environment Agency
- Yorkshire Water
- North Yorkshire Council

2003 Flood Alleviation Scheme

- The scheme works at reducing flood risk from the river
- The scheme was not funded to manage Surface water and Ground water risk
- The scheme has highlighted issues with drainage networks when the river is high
- In 2002 EA liaised with Ryedale DC and Local landowners and Business to develop flood plans. This evolved into the current Multi-Agency Pumping Guide

2023/24

Hydrology

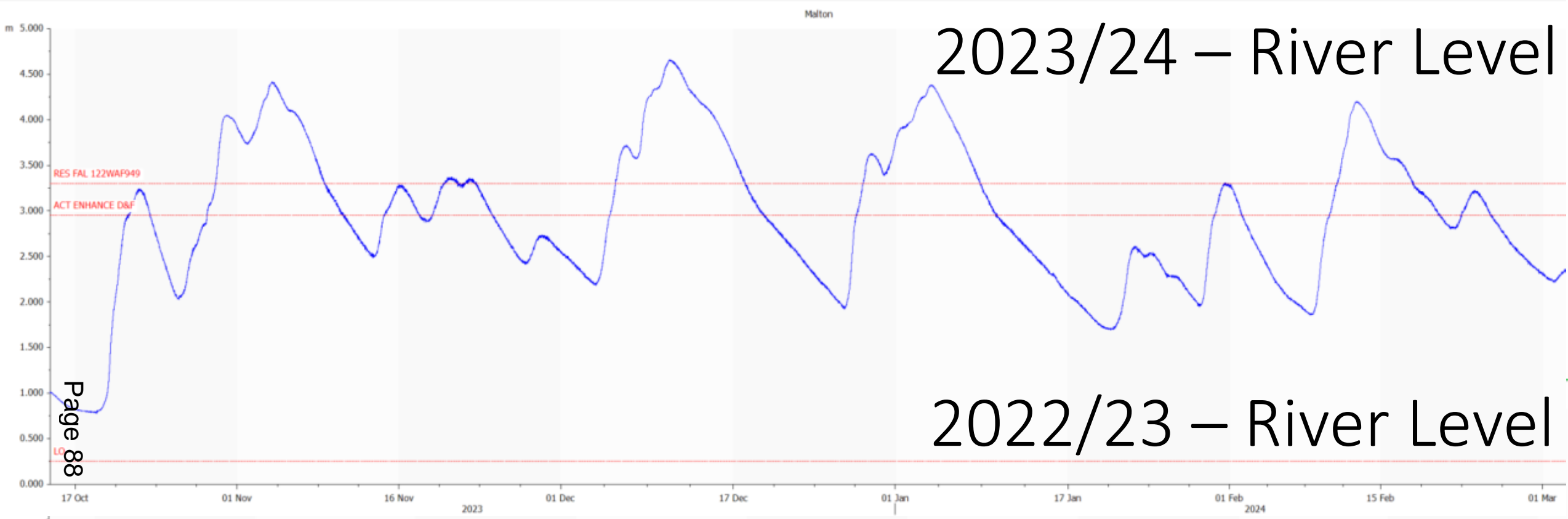
- Wettest winter
- 10+ named storms
- Derwent ~ 4.7m peak but no overtopping
- 3.3m+ 2-3 months
- Groundwater 'trigger' ~ 3 months, impacts around Castlegate
- Mill Beck PS ran for ~ 20 weeks

= Sustained loss of gravity drainage

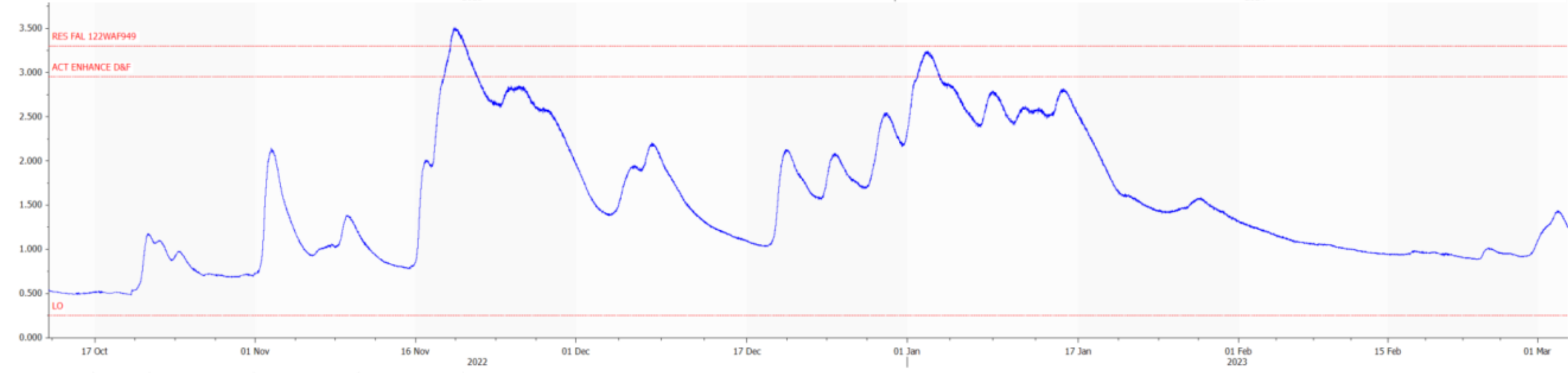
Operations

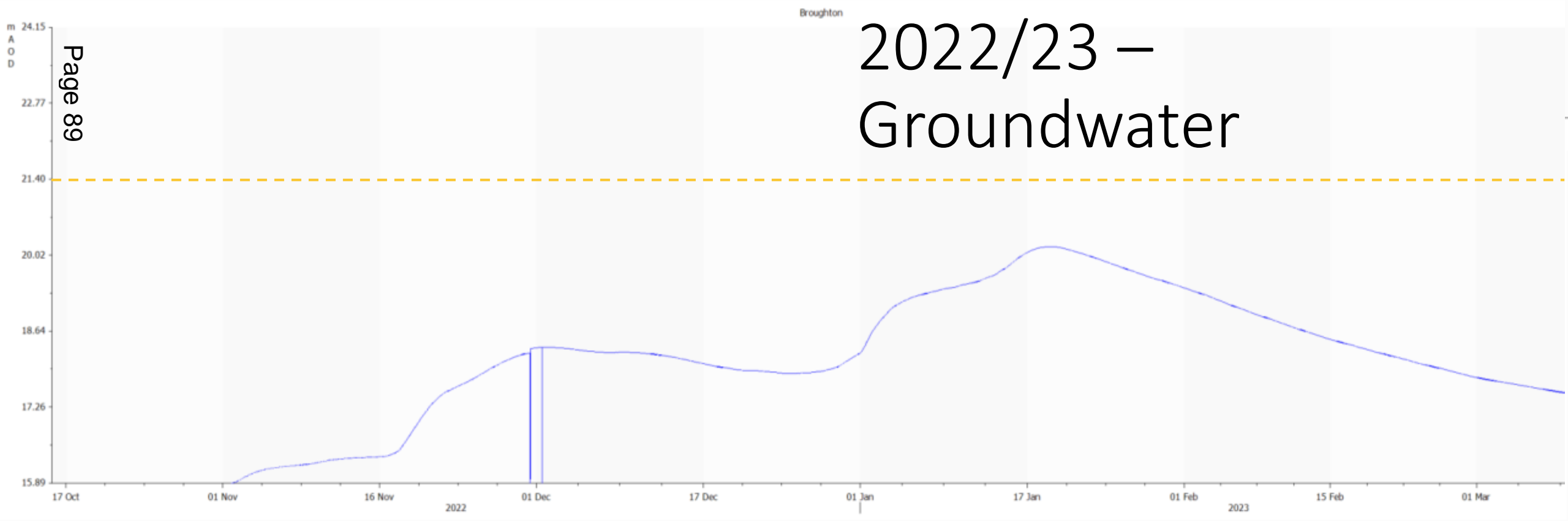
- 19 temporary pumps deployed
- EA costs ~ £363k
- Good:
 - Sufficient assets and manpower
 - RMA co-ordination
- Learning:
 - Pumps were being switched off
 - Bridge closure too early

2023/24 – River Level



2022/23 – River Level





Revenue Investments

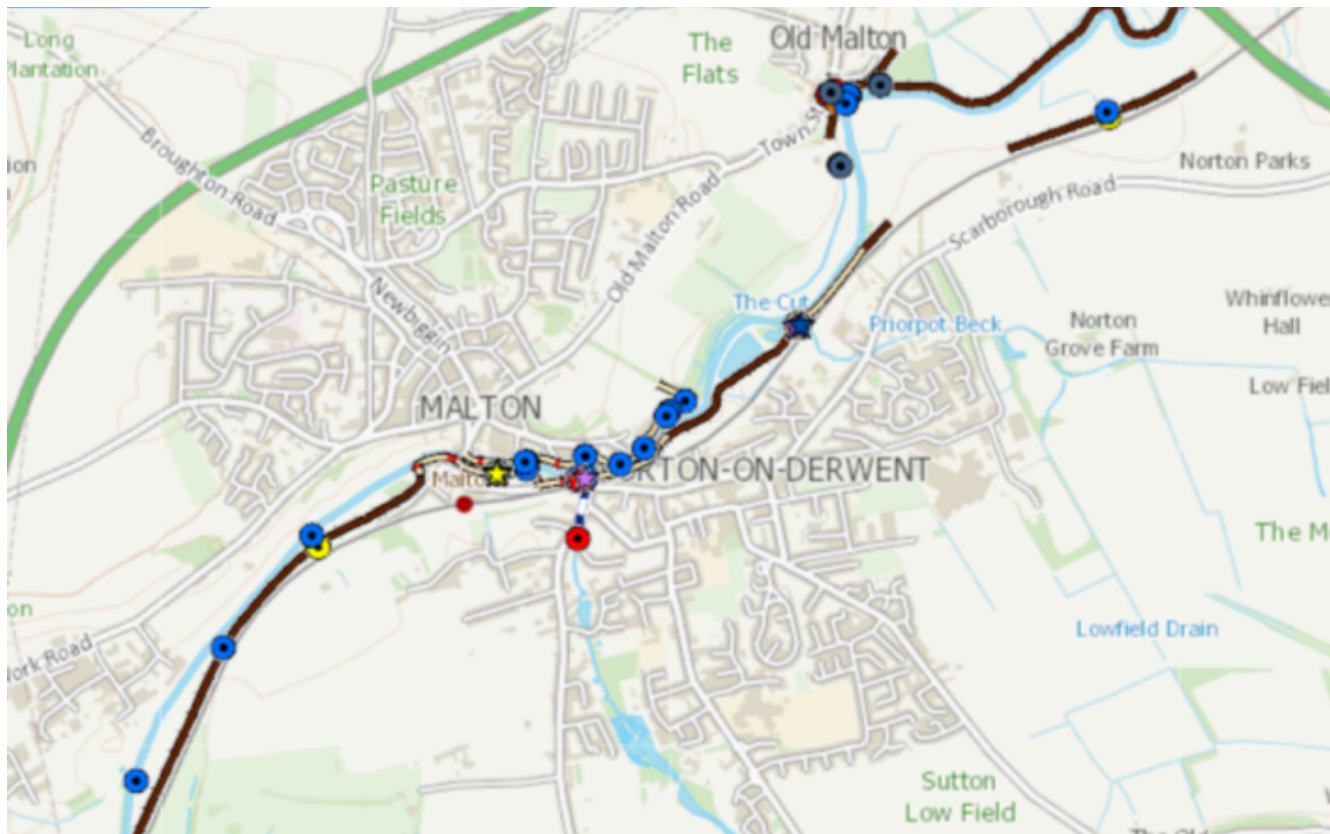
- Intermittent Maintenance

- ~£3m last 3 years:
- Priorpot Beck Wall
- Wallgate Flood Wall
- Mill Beck Pump
- Mill Beck flap valve

- Routine Annual Maintenance:

- Grass cutting
- Vegetation clearance
- Blockage removal
- Outfall Inspections
- Invasives

Capital Investments



Capital

- 2003 – Malton & Norton FAS
- 3 Projects started 2022:
 - Est~£8-12m
 - Main Alleviation Scheme review
 - Mill Beck Pumping Station
 - Priorpot Beck Pumping Station
 - Maintenance / Efficiency
- Natural Flood Management
- Sea Cut
- Catchment Overview

Malton, Norton & Old Malton flood risk

- History
- Reports & investigations
- Malton, Norton & Old Malton pump plan
- Winter 2023/24
- Future

Next steps

- Community engagement

- Newsletter

Page 93

Further information can be found on the Local Resilience Forum [website](#)

Questions?

This page is intentionally left blank

North Yorkshire Council

Thirsk and Malton Area Committee

27 September 2024

Work Programme Report

1.0 PURPOSE OF REPORT

- 1.1 To ask Members to consider the Committee's work programme and amend as required.
- 1.2 To inform Members and the public of work undertaken since the last Committee meeting, including informal meetings and working group sessions.

2.0 BACKGROUND

- 2.1 The intention is for the Committee to develop a work programme that:
 - a) is owned by the Committee,
 - b) has items on it that are important locally but relevant at a strategic level,
 - c) evolves over time and is not static.
 - 2.2 The Committee Chairman, Vice-Chairman and the Democratic Services Officer will keep the work programme updated. They will also determine which items need to be considered at a committee meeting and if any could be dealt with by an informal working group.
 - 2.3 Issues which are considered by the Committee can be:
 - a) referred to an officer at the Council for a response
 - b) referred to the Democratic Services Officer, to conduct further research to ascertain whether it was appropriate for the Committee to review
 - c) referred to the relevant Overview and Scrutiny Committee
 - d) referred to the Chairman and Vice-Chairman to consider, outside a formal committee meeting
 - e) referred to the appropriate Executive Member to consider
 - 2.4 The Work Programme Report is considered at every meeting. It is an opportunity for Members to request additions to the programme of work, but also it provides a public summary of the work undertaken since the last Committee meeting, including informal meetings and discussions which are not held in public.
- #### 3.0 INFORMAL BRIEFINGS
- 3.1 An informal briefing is scheduled for 4pm on 9 October 2024 to provide high-level feedback on the results of the Let's Talk Rubbish consultation into proposals to change recycling collections across North Yorkshire.

3.2 A request has been received to present the findings of a community engagement survey currently taking place called Let's Talk Active. It is proposed to do this in the new year via an informal briefing.

4.0 FUTURE ITEMS OF WORK

4.1 The Democratic Services Officer maintains a live version of the work programme, which is available for any committee member on request. A current version is always included in the papers for each committee meeting as part of the Work Programme Report.

4.2 The items scheduled for consideration at future meetings are at Appendix A.

Scheduled meeting dates

Friday 29 November 2024 at 2pm – **please note later start time**

Wednesday 15 January 2025 at 10am – Budget proposals briefing via Teams

Friday 28 March 2025 at 10am

5.0 RECOMMENDATION

5.1 Members are asked to:

- a) consider the Committee's work programme and amend it as required.
- b) note the work undertaken by working groups since the last Committee meeting.
- a) agree the proposed dissolution of the Water Quality Working Group, and the inclusion of its remit within that of the Climate Change Working Group.

BACKGROUND PAPERS:

None.

Report author – Nicki Lishman, Senior Democratic Services Officer.

Thirsk and Malton Area Committee Work Programme 2024/25

10am 27 September 2024	
Subject	Description
Attendance of local MP	Opportunity for the local MP to share their views on issues affecting the constituency area
Economic, Regeneration, Tourism and Transport Project Development Fund	Principal Regeneration Officer Malton and Thirsk Area
Maintenance and Repair of Thirsk Market Place	Area Manager, Area 2 - Thirsk
Malton, Norton and Old Malton flooding update	At the request of Cllr Mason - latest information
Work programme	Review of future topics relevant to the constituency area.
2pm 29 November 2024	
Attendance of local MP	Opportunity for the local MP to share their views on issues affecting the constituency area
Update on broadband and mobile phone service/coverage	Director of Transformation and Alastair Taylor, NYNET
Introducing the Parish Liaison, Local Devolution and Community Rights Team	Parish Liaison and Local Devolution Manager
Provision of sports and leisure services in the Ryedale legacy district	At the request of Cllr Mason
Youth Councils	AD Children and Families
Community Safety update	Community safety and CCTV service update – Head of Community Safety and CCTV (public space)
Work programme	Review of future topics relevant to the constituency area.
10am 15 January 2025 – informal Teams meeting	
Budget 2025/26 proposals	Overview of Budget proposals for 2025/26 – Director of Strategic Resources
10am 28 March 2025	
Attendance of local MP	Opportunity for the local MP to share their views on issues affecting the constituency area
North Yorkshire and York Local Nature Recovery Strategy (LNRS) progress report	Senior Policy Officer
Delivery of the Climate Change Strategy across the committee area	Climate Change Strategy Manager

Areas of work identified but not scheduled:

1. Overnight HGV and caravan/motorhome parking – are Members aware of any locations across the area where this is an issue?

Dates and times of meetings 2024/25:

Friday 29 November 2024 at 2pm

Wednesday 15 January 2025 at 10am – Budget proposals meeting

Friday 28 March 2025 at 10am