

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
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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			