

**North Yorkshire County Council
Thirsk and Malton Constituency Committee – 28 November 2018
Update - Malton and Norton Infrastructure and Connectivity Improvements Study**

1.0 Purpose of the Report

- 1.1 To provide Members with an update on the Malton and Norton Infrastructure and Connectivity Improvements Study.

2.0 Background

- 2.1 In December 2017 WSP were commissioned by North Yorkshire County Council (NYCC) and Ryedale District Council (RDC), to undertake a study into potential options for improvements (both highway and non-highway) to the infrastructure and facilities within the towns of Malton and Norton. The study is titled the Malton and Norton Infrastructure and Connectivity Improvements Study – Options Assessment Report (referred to herein as ‘the Connectivity Study’). The Connectivity Study is particularly focussed on identifying measures to mitigate adverse impacts resulting from increased closure of the railway crossing as a result of the doubling in frequency of rail services through Malton from December 2019. However, the Connectivity Study also seeks to identify measures to support use of the improved rail services and considers the impact that poor connectivity and existing congestion may have on future development plans for the area.
- 2.2 The full Connectivity Study report is a large and very detailed document and is available to be viewed, together with the Appendices, at the following web links
- https://www.ryedale.gov.uk/images/PDF/business/Malton_Norton_Infrastructure_ConnectivityImprovements_Study_Options_Assessment_Report_FINAL_230718.pdf
 - https://www.ryedale.gov.uk/images/PDF/business/Malton_Norton_Infrastructure_ConnectivityImprovements_Study_Appendices_FINAL_230718.pdf
- 2.3 The Report was approved by RDC’s Policy and Resources Committee on 26 July 2018 and NYCC’s Corporate Director, Business and Environmental Services (BES) and the BES Executive Members on 28 September 2018. Funding was also approved to enable further project development and implementation work.
- 2.4 In brief, the final report identifies:
- i) a number of suggested potential “Quick Wins” – i.e. measures that have the potential, subject to further investigation/consultation and identification of funding, to be implemented prior to additional rail services starting on December 2019;
 - ii) a list of suggested Interventions. These were short listed using the Department for Transport’s “Early Assessment and Sifting Tool” (EAST). EAST has been designed to be consistent with Transport Business Case structure to provide more robust funding opportunities.

2.5 Quick Wins are listed as follows :-

- i) Provision of pedestrian crossing between bus / rail station (e.g. zebra crossing).
- ii) Provision of dropped kerb on north side of Norton Road (to cross over Castlegate).
- iii) Provision of advanced stop lines and filter cycle lanes at key junctions and on routes to schools.
- iv) Provision of safe & secure cycle parking / storage near the station and within the towns of Malton & Norton.
- v) Improved parking signage to manage traffic flow from different directions and direct traffic to most appropriate car park.
- vi) Sat Nav to use specific routes avoiding level crossing.
- vii) Initiatives to encourage safe use of level crossing e.g. education/PR/Enforcement.
- viii) Measures to improve management / operation of level crossing – including consideration of, but not limited to:
 - Improve communication between signaller and rail service;
 - Rail Infrastructure improvements and remodelling of the track layout to optimise speeds and crossing barrier down time
 - Increase rail speed on the railway line through Malton - to reduce impact of barrier down time.
- ix) Implementation of permanent Heavy Goods Vehicle Restriction (*Experimental Order implemented in Feb 2018*).
- x) Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time.
- xi) Provision of signage on the A64 to encourage routes that avoid Butcher Corner/Level Crossing

2.6 The preferred package of Interventions is listed below. It includes interventions that are aspirational, with likely long timeframes for delivery (e.g. second rail platform and A64 junction improvements), together with interventions where delivery may be possible over a short to medium timeframe, subject to funding (e.g. car parking strategy, junction improvement strategy)

- i) Bus service connectivity improvements:
This intervention will review current bus services, including the potential for providing services that avoid impacts of the level crossing.
- ii) Behaviour Change Measures:
Targeting local businesses, schools and new residential developments to encourage a change in travel behaviour for shorter journeys.
- iii) Walkway and Bridge:
To cater for pedestrians, cyclists and provide access for people with disabilities, over the railway line in the vicinity of Malton Station.
- iv) Improved Footpath and Cycle Links:
To ensure a coordinated approach for footpath and cycle provision and linkages across the towns.
- v) Car Parking Strategy for the Ryedale District:
To improve coordination of parking, and reduce the need to drive across the towns and the recognised congestion points
- vi) Internal Junction Improvements and Traffic Signal Strategy:
To consider improvements to various junctions across the towns. Measures need to be considered and tested as part of a towns-wide package.
- vii) Relocation of Livestock Market:
Relocation of the Livestock Market to an out of town centre location.
- viii) Transport Hub / Interchange Masterplan:
Masterplanning for the area around the bus and rail stations.

- ix) Provision of Second Platform at Malton Railway Station:
Potential for the introduction of a second platform together with access.
 - x) Provision of a New All Movements Junction between A64 and Broughton Road.
 - xi) Upgrade A64 Musley Bank Junction:
To provide an all movements junction
 - xii) Link road between Beverley Road and Hugden Way:
A requirement of the proposed housing allocation in the emerging Local Plan but could potentially be delivered earlier if funding could be identified. To improve accessibility to and from a number of proposed development sites, and contribute to a reduction in traffic through the town centres.
- 2.7 Further project development work will be required to progress individual interventions so future funding bids can be made towards implementation. (e.g. options appraisals, feasibility studies) .
- 2.8 NYCC are working with RDC, via the Working Group, to prioritise how delivery of these interventions is progressed, seek to ensure alignment with partners' priorities, identify appropriate funding and progress funding applications to enable progress to be made on further project development. Following the implementation of the junction improvement scheme on the A64 at Brambling Fields there is a total of approximately £600k remaining from the Regional Funding Allocation for measures to reduce congestion in the towns of Malton and Norton which can be used to fund, or contribute towards funding, some of the projects identified in the preferred Package of Interventions.

3.0 Progress to Date

- 3.1 In terms of the Quick Wins (to be delivered before December 2019):-
- A location has been identified for a drop kerb crossing on Castlegate and design has commenced.
 - A location has been identified for the zebra crossing on Railway Street and design has commenced.
 - The car park signing will be assessed as part of an overall car parking strategy.
 - NYCC have met with Network Rail regarding the Level Crossing and potential saving of downtime. Network Rail have been requested to provide a cost of undertaking the necessary feasibility work to guide us through what can be done.
- 3.2 In terms of the package of Interventions :-
- WSP have been commissioned to undertake a car parking strategy and this is presently underway.
 - WSP have been commissioned to build a microsimulation traffic model. This will provide a computer simulation of the current traffic movements around the towns and can be used to test the implication of changes to the road network (e.g. junction alterations, one-way systems, changes to traffic signals). Survey information is presently being collected and reviewed.
- 3.3 NYCC has powers both to improve the highway under the Highways Act 1980 and to introduce Traffic Regulation Orders and establish pedestrian crossings under the Road Traffic Regulation Act 1984.

4.0 Recommendation

4.1 Members to note the contents of this update.

Author: Richard Marr
Area Highways Manager
Business and Environmental Services
North Yorkshire County Council
28 November 2018