Malton and Norton
Transportation Strategy

Final Report

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1 Introduction

North Yorkshire County Council (NYCC), in its role as the Highway Authority for Malton and Norton, has traditionally targeted local issues and problems by introducing appropriate remedial measures. This approach has generated some success, but it is felt that the time has been reached when the development of a long-term comprehensive strategy covering all modes of transport is required. To do nothing is not a viable option if the future prosperity of Malton and Norton is to be assured.

The overall aim for the Transportation Strategy for Malton and Norton is to produce an integrated strategy for the towns aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising the economic and environmental well being of the towns and minimising existing or potential sources of detrimental impact.

A copy of the consultants brief for the study is included as Appendix 1. Whilst the brief is not totally prescriptive, it does set out the stages to be included in the strategy development process, which have been within the framework provided by the North Yorkshire Local Transport 2001-2006 (dated July 2000), the Ryedale District Local Plan, initially of November 1997 and subsequently March 2001, and the Revised Deposit Draft of the North York Moors Local Plan dated March 2001. These plans have been produced within the wider scope of national guidance including Planning Policy Guidance Note 13 (PPG13): Transport, which sets objectives to integrate planning and transport decision making at all levels.

The development of the strategy recognises the importance accorded to transport issues in Malton and Norton in terms of access to and from the A64 and other major activity centres. In view of this, a SATURN model has been developed for the twin towns, taking into account the aspirations of the local people and the Ryedale District Council. The process of development and results of testing within the SATURN Model have been reported to NYCC.

Consultation has been carried out to ensure that the views of local people, Ryedale District Council, Malton Town Council, Norton on Derwent Town Council, transport operators, police and emergency services, and other key partners have been taken into account at each stage in the study process. A full list of consultees who attended workshops held as part of this process are listed in Appendix 2.

The strategy proposed within this document identifies costs and prioritises a programme of schemes for implementation. The Pedestrian Action Plan and Cycling Plan for Malton and Norton can be read as separate documents, but form an integral part of the strategy and have been included as Appendix 3 and 4 respectively.
2  The Malton and Norton Study Area

2.1 Location
Malton and Norton are located mid-way between York and Scarborough on the A64 to the South of its junction with the A169 (Figure 1). The River Derwent and York to Scarborough railway, bisect the twin towns, limiting access between them to County Bridge located to the North of the railway level crossing. Geographically the twin towns are located at the junction of the limestone Howardian Hills, the Chalk Wolds and the Vale of Pickering. Taken together, Malton and Norton form the largest settlement in the Ryedale district. Figure 2, shows the boundary of the study.

Figure 1: Location Plan: Malton and Norton in their regional context

2.2 Character of the towns
Malton and Norton are characterised by the Market Place, Cattle Market and the picturesque River Derwent which runs between the towns. Malton is a medium sized market town and the administrative centre for Ryedale District and provides a range of services and facilities for the surrounding area. Its retail centre consists of a range of national and multiple retailers and attractive local shops, in addition to a large Safeway Supermarket located on Castlegate.
The Market Place occupies a large, elevated site, rectangular in shape and sloping downwards from North to South. It is sub-divided into a number of varied, interlinked spaces within a central island of buildings including the Church of St Michael and Malton Museum. A number of narrow streets and alleyways link the Market Place to both Wheelgate and Yorkersgate. The majority of buildings in and around the Market Place are listed as being of architectural or historical importance.

Norton on the other hand possesses townscape of lesser quality than its neighbour although the main East-West thoroughfare, comprising Church Street and Commercial Street, is a conservation area containing a number of listed buildings and some fine examples of shop fronts. Commercial Street is the main shopping street within Norton, containing a number of small supermarkets, a range of small shops which cater essentially for local needs, and several eateries.

Malton and Norton are at the centre of a ring of tourist attractions, which in combination to attract 3.6 million visitors to the Ryedale District each year. The main attractions in the area include the following:
A considerable amount of residential development has taken place in Malton and Norton. In Malton, a large area of Local Authority housing was built to the North of the town in the post-war period. More recent housing growth has occurred on the western side of the town to the East of Rainbow Lane and new housing to the North of York Road. Norton has also accommodated a large amount of housing development which has expanded the settlement almost to the foothills of the Wolds.

There are five schools in Malton and Norton. Norton College and Norton Community Primary School are located on Langton Road though access to Norton Community Primary School is provided on Grove Street. In Malton, St Mary’s RC Primary School and Malton Community Primary School are located on Highfield Road and Malton Secondary School is located on Middlecave Road.

2.3 Demography

The resident population of Malton in 2001 was 5,023 of which 49% were male and 51% were female and Norton had a population of 6,943 comprising 49% male and 51% female. These statistics show that Malton and Norton represent 10% and 14% respectively of the population of Ryedale which was measured as 50,875. The proportion of the population aged 60 or over varies slightly across the area. In Malton the proportion was 16.5% against 17.1% for Ryedale as a whole, however in Norton the proportion was only 14.2% well below the average for the district.

The proportion of the population that are under 16 was 16.9% in Malton and 19.1% in Norton compared to 18.6% for Ryedale District.

Modes of travel to work in Malton and Norton are shown in Table 1, the highest percentage being by private car; but with walking and cycling accounting for around 13% for the towns.
<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Malton</th>
<th>Norton</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All People</td>
<td>% of People</td>
</tr>
<tr>
<td>Work or studies mainly at or from home</td>
<td>261</td>
<td>7.3</td>
</tr>
<tr>
<td>Underground, tube, metro, light rail</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Train</td>
<td>44</td>
<td>1.2</td>
</tr>
<tr>
<td>Bus, minibus, coach</td>
<td>80</td>
<td>2.2</td>
</tr>
<tr>
<td>Driving a car or a van</td>
<td>1209</td>
<td>33.8</td>
</tr>
<tr>
<td>Taxi or minicab</td>
<td>14</td>
<td>0.4</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>138</td>
<td>3.9</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>24</td>
<td>0.7</td>
</tr>
<tr>
<td>Bicycle</td>
<td>165</td>
<td>4.6</td>
</tr>
<tr>
<td>On foot</td>
<td>452</td>
<td>12.6</td>
</tr>
<tr>
<td>Other</td>
<td>15</td>
<td>0.4</td>
</tr>
</tbody>
</table>

*Table 1: Modes of travel to work, Malton and Norton, 2001*

### 2.4 Access

Malton and Norton are bypassed to the North by the A64 and also have good access from surrounding towns and villages. The main roads are:

- The A169 from Whitby and Pickering in the North
- The B1257 from Thirsk, Helmsley and Hovingham in the Northwest
- The B1248 from Beverley and North Grimston in the South;
- The A64 from York and Leeds in the West
- The A64 from Scarborough and the East coast.

Malton and Norton are well connected to both bus and rail networks. The bus and rail stations being located on adjacent sites on Norton Road close to Malton Town Centre.

The towns have a wide range of on-street and off-street car parking.
2.5 History

Malton was formerly a parliamentary borough, and was represented in the great
council of the nation as early as the 23rd and 26th years of the reign of Edward I. It
continued to send two members until the passing of the Reform Bill of 1868, which
reduced its representatives to one; and by the Redistribution Act of 1885 it was
deprived of its remaining member, and amalgamated with the newly-formed
parliamentary division named after Thirsk and Malton.

The most interesting features of Malton, both from its historical associations and
architectural beauties, were the Priory Church of Old Malton and the castle. The
Priory was founded by Eustace Fitz-John in 1150, and dedicated to the Blessed
Virgin. The castle was one of those short lived structures which Henry II demolished
when the town was burnt down by Thurstan, when he laid siege to it to dislodge the
Scots. The building of a Norman Castle near the River Derwent encouraged the
growth of a second town, the modern day Malton.

During the reign of Queen Anne an act was passed under the authority of which the
River Derwent was made navigable for shipment of large quantities of corn butter
and bacon from Malton to Hull, Leeds, Wakefield and London; while from Hull were
returned salt, sugar and groceries of different kinds, and coal, and all sorts of
woollen products brought from Leeds, and other parts of the West Riding in
considerable quantities. The market was formerly held every Tuesday and Saturday,
and it was numerously attended by the families and farmers from the surrounding
villages. There were also five fairs annually including the famous exhibition of horses
and the great show of cattle which was frequented by a vast number of farmers and
graziers.

Norton was a small town in the wapentake of Bruckrose, East Riding County. The
town is situated on the East bank of the River Derwent, which divides the town from
Malton. The river was crossed by a stone bridge near the southern extremity of the
town, and by a wooden bridge on the North. The town consists chiefly of one long
broad street containing some good houses, shops and a hospital. The hospital which
was dedicated to St Nicholas was founded by Roger de Flamvill in the reign of Henry
II. There is not a vestige of it left, nor is it known with certainty where it stood, but
most probable supposition is that its site is occupied by the church of St Nicholas.

A Police Station and Court House which was situated on Commercial Street was
erected in 1855. It contained court and magistrates’ rooms, superintendent’s
residence, and two cells for prisoners. The Liberal Institute, in Wood Street, is an
attractive looking structure, originally erected by the Christian Army in 1881 and sold
in 1889 to the Liberal Association.

The vicinity of Norton has long been noted for its training stable for racehorses.
Some of the famous trainers were Binnie William, Sanderson Williams, Bruckshaw
Thos, I’Anson Williams and Lund Charles.
2.6 Transport development

Long before the coming of the railway, Malton had established itself as an important trading centre, thanks to the navigable River Derwent, and by the time the railway opened on 7th July 1845 the North bank of the river was largely occupied by various breweries, mills and factories. Due to the North bank being already developed the railway had to be built on the South bank in Norton.

The beginning of the 1930’s saw road transport expanding and the railways golden age was over. The need for a by-pass in Malton and Norton was long recognised by the former North Riding County Council. Indeed during the 1920s possible routes were discussed and in 1926 a scheme was prepared and estimated to cost £97,000, however, the scheme was shelved when the war began.

Between 1948 and 1960 various representations were made to the Minister of Transport, but the economic conditions did not permit a start. However, work started on the Malton and Norton A64 by-pass in 1977 and the project was completed in 1979.
3 Transport in Malton and Norton

3.1 Main traffic generators

The main traffic generators in Malton and Norton are listed below and are shown in Figure 3. These include:

- Market Place – is the main retail and commercial area which serves as the shopping centre for residents in Malton and Norton including surrounding villages.
- Wheelgate shopping area
- Schools and colleges located on Highfield Road, Langton Road and Middlecave Road.
- Supermarkets located on Castlegate and Norton Road.
- Bus and rail stations provide local services within Malton and Norton and also to York, Scarborough, Leeds and surrounding villages.
- Commercial Street shopping area is the main retail centre in Norton
- Showfield Lane Industrial Estate is the main industrial estate situated North of Malton
- Norton Grove Industrial Estate is the location for the Bacon Factory.
- York Road Industrial Estate is the centre for garages and local car dealers in Malton and Norton.
- Malton District Hospital

Figure 3: Main Traffic Generators
3.2 Major pedestrian activities

The main areas of pedestrian activity in Malton and Norton are:

- Wheelgate and Newbiggin - are the main commercial streets in Malton where shops, banks and food outlets are located. They also serve as a link between the Market Place and Wentworth Street car park.
- Yorkersgate and Castle Howard Road - are a pedestrian corridor to and from the main bus and rail station serving the residential estates in and around Castle Howard Road and York Road
- Castlegate and Welham Road - serve as the main pedestrian route to and from Safeway supermarket and Norton.
- Railway Street and Norton Road - are the pedestrian route to and from the bus and rail station, Kwik Save supermarket and Riverside View residential estate.
- Newgate and Middlecave Road - serve as a pedestrian route for Malton School and pedestrian access to the Market Place.
- Maltongate and Old Malton Road - are the pedestrian route to Old Malton.
- Princess Road, Peasey Road and Highfield Road – are pedestrian routes serving St Mary’s Primary School, Malton Community School and the Highfield Road residential estate and recreation ground.
- Church Street and Commercial Street - are the main commercial streets in Norton where shops and food outlets are located.
- St Nicholas Street and Langton Road – form the pedestrian route serving Norton College and Hambleton Road residential estate.
- Wood Street, Mills Street and Beverley Road – are the pedestrian routes serving the Eastfield Road residential estate

A pedestrian survey was conducted on Friday 12 September 2003 between 0730 and 1830 hours at Malton Railway Station. Pedestrian movement around the station area was classified into 8 movements on the basis of land use activity surrounding the area. 1613 pedestrians were recorded crossing Railway Street to and from the Station and a further 1390 pedestrians were recorded crossing Norton Road in the vicinity of Kwik Save.

There were 36 recorded personal injury road traffic accidents involving pedestrians in Malton and Norton during the period 1st January 1999 to 31st August 2002. The location and severity of these accidents have been summarised below in Table 2.
Location | Number | Severity
--- | --- | ---
Wheelongate | 3 | slight
Newbiggin | 1 | slight
Finkle street | 3 | 1 serious and 2 slight
Greengate/Paul's Row junction | 1 | slight
Pasture Lane/Mount Crescent junction | 1 | serious
Wentworth Street near entrance to park car park | 1 | slight
Brighton Road | 1 | slight
Orchard Road/Conference Close junction | 1 | slight
Butchers Corner | 4 | slight
Malton Road near Church Hill junction | 1 | slight
Castlegate | 4 | 1 serious and 3 slight
Welham Road near the garage | 1 | fatal
Wood Street near the sharp curve | 1 | slight
Church Street near the garage | 1 | slight
Commercial Street | 3 | slight
Mill Street near Mill Bank junction | 1 | slight
Beverley Road | 4 | 2 serious and 2 slight
Hugden Way at the entrance to Norton Grove | 1 | serious
Langton Road near Norton School | 3 | slight
Total | 36 |  

*Table 2: Pedestrian Accident Locations in Malton and Norton*

- Over 50% of the personal injury accidents involved pedestrians stepping in front of a vehicle.
- Of these 20% were child pedestrians who either underestimated the speed of the approaching vehicle or crossed between queuing and slow moving vehicles.
- In the fatal accident which occurred on Welham Road near the garage, a truck driver who was off-loading vehicles from the top deck of a transporter fell onto the carriageway landing on his head.

### 3.3 Major cyclist activities

There are numerous factors affecting levels of cycle use, including the provision of facilities, topography and weather. The levels of cycling at various locations in Malton and Norton have been identified through traffic counts and turning counts undertaken by North Yorkshire County Council NYCC in March 2003. These counts, detailed below, exhibit considerable variation, which at least in part, can be attributed to prevailing weather conditions. The table shows 12 hour counts (0700 to 1800 hours) for each direction and location.
Table 3: Cycle Counts in Malton and Norton

<table>
<thead>
<tr>
<th>Road</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Westbound</th>
<th>Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelgate</td>
<td>109</td>
<td>78</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Yorkersgate</td>
<td>-</td>
<td>-</td>
<td>20</td>
<td>23</td>
</tr>
<tr>
<td>Maltonate</td>
<td>-</td>
<td>-</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>Castlegate</td>
<td>184</td>
<td>166</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Norton Road</td>
<td>-</td>
<td>-</td>
<td>99</td>
<td>69</td>
</tr>
<tr>
<td>Welham Road</td>
<td>96</td>
<td>79</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Church Street</td>
<td>-</td>
<td>-</td>
<td>221</td>
<td>190</td>
</tr>
</tbody>
</table>

Observations have also identified cycle activity at the following locations.

- Cyclists travelling from the Showfield Lane Industrial Estate to the Market Place or station can gain access to Old Malton Road via Peasey Hills Road and East Mount junction using the existing road network to the South, which is mainly through residential areas.
- An alternative to using East Mount is to proceed from Peasey Hills Road into Princess Road and turn left into Newbiggin and approach Malton Town Centre from the North.
- Access from further West, from areas such as Castle Howard Road residential area and the hospital is gained either via York Road East or via The Mount and Middlecave Road North.

There were 12 road traffic accidents involving cyclists in Malton and Norton recorded during the period 1st January 1999 to 31st August 2002. The location and severity of these accidents have been summarised below in Table 4.

Table 4: Cycle Accidents in Malton and Norton

<table>
<thead>
<tr>
<th>Location</th>
<th>Number</th>
<th>Severity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pasture Lane/Mount Crescent junction</td>
<td>2</td>
<td>1 serious and 1 slight</td>
</tr>
<tr>
<td>Greengate near Greengate Flats</td>
<td>1</td>
<td>Slight</td>
</tr>
<tr>
<td>Vicinity of Level Crossing</td>
<td>4</td>
<td>1 serious and 3 slight</td>
</tr>
<tr>
<td>Commercial Street/Wold Street</td>
<td>2</td>
<td>1 serious and 1 slight</td>
</tr>
<tr>
<td>Commercial Street near Wallgates Lane</td>
<td>2</td>
<td>1 serious and 1 slight</td>
</tr>
<tr>
<td>Castlegate near Castle Hotel</td>
<td>1</td>
<td>Slight</td>
</tr>
<tr>
<td>Total</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>
• The 2 accidents that were recorded at Pasture Lane/Mount Crescent junction occurred when in separate incidences a cyclist travelling on Brighton Road into Newbiggin collided with a vehicle from Pasture Lane turning right into Brighton Road.
• On Greengate a female cyclist fell when her handbag became entangled with the wheel of her bike.
• In 2 separate incidences in and around the level crossing a cyclist travelling on Church Street turning right into Castlegate collided with a vehicle after negotiating the level crossing. Also in one incident a cyclist travelling from the County Bridge into Welham Street lost control and fell after negotiating the level crossing. The forth accident at the vicinity of the level crossing occurred when a cyclist travelling on Church Street fell after hitting a pot hole on the carriageway.
• At Commercial Street/Wold Street junction a cyclist travelling on Church Street and turning right into Wold Street was hit by vehicle approaching the mini roundabout on Commercial Street. Similarly, a cyclist riding on the wrong side of the carriageway due to road works at the mini roundabout was hit by a vehicle travelling South on Church Street.
• The 2 separate accidents that were recorded at Commercial Street near Wallgates Lane occurred when the offside driver’s door of a parked vehicle was opened in the path of a cyclist.
• On Castlegate near Castle Hotel a cyclist was hit by a vehicle that was overtaking a slow moving vehicle and a skip.

At present there are no formal cycle facilities in Malton and Norton. Cycle parking is limited to:

- Railway Station
- Market Place
- Bacon Factory
- Swimming Pool
- Schools

3.4 Public transport facilities and services
Yorkshire Coastliner and Stephensons of Easingwold provide regular bus services for Malton and Norton and surrounding settlements. Malton Bus Station acts as a key hub within the North Yorkshire bus network and there are 38 bus stops in Malton and Norton. Table 5 provides a detailed list of weekday bus service provision.
## Table 5: Weekday Bus Services

<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amotherby</td>
<td>13</td>
<td>Hourly</td>
<td>06:45</td>
<td>18:58</td>
<td>00:10</td>
</tr>
<tr>
<td>Barton Hill</td>
<td>34</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>22:51</td>
<td>00:11</td>
</tr>
<tr>
<td>Barton-le-Street</td>
<td>12</td>
<td>Hourly</td>
<td>06:45</td>
<td>18:53</td>
<td>00:15</td>
</tr>
<tr>
<td>Brington</td>
<td>4</td>
<td></td>
<td>07:45</td>
<td>20:05</td>
<td>01:23</td>
</tr>
<tr>
<td>Broughton</td>
<td>13</td>
<td>Hourly</td>
<td>06:45</td>
<td>19:03</td>
<td>00:06</td>
</tr>
<tr>
<td>Bulmer</td>
<td>1</td>
<td></td>
<td>09:05</td>
<td>14:35</td>
<td>00:30</td>
</tr>
<tr>
<td>Butterwick</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>16:52</td>
<td>00:51</td>
</tr>
<tr>
<td>Coneythorpe</td>
<td>2</td>
<td></td>
<td>12:15</td>
<td>13:35</td>
<td>00:15</td>
</tr>
<tr>
<td>Driffield, George</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>15:15</td>
<td>01:00</td>
</tr>
<tr>
<td>Dringhouses</td>
<td>34</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>23:32</td>
<td>00:52</td>
</tr>
<tr>
<td>Duggleby</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>17:21</td>
<td>00:32</td>
</tr>
<tr>
<td>East Lutton</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>16:56</td>
<td>00:42</td>
</tr>
<tr>
<td>Eden Camp</td>
<td>15</td>
<td></td>
<td>06:50</td>
<td>18:15</td>
<td>00:05</td>
</tr>
<tr>
<td>Filey Bus Station</td>
<td>4</td>
<td></td>
<td>07:45</td>
<td>19:45</td>
<td>00:59</td>
</tr>
<tr>
<td>Firber</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>14:47</td>
<td>00:32</td>
</tr>
<tr>
<td>Foxhole, Eastfield</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>16:50</td>
<td>00:54</td>
</tr>
<tr>
<td>Fridaythorpe</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>14:50</td>
<td>00:35</td>
</tr>
<tr>
<td>Fryton Road End</td>
<td>12</td>
<td>Hourly</td>
<td>06:45</td>
<td>18:48</td>
<td>00:20</td>
</tr>
<tr>
<td>Garton</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>15:06</td>
<td>00:51</td>
</tr>
<tr>
<td>Helperthorpe</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>16:55</td>
<td>00:46</td>
</tr>
<tr>
<td>Hovingham</td>
<td>12</td>
<td>Hourly</td>
<td>06:45</td>
<td>18:45</td>
<td>00:25</td>
</tr>
<tr>
<td>Kirby Grindalythe</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>17:05</td>
<td>00:38</td>
</tr>
<tr>
<td>Leeds</td>
<td>32</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>22:50</td>
<td>01:49</td>
</tr>
<tr>
<td>Little Driffield</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>15:11</td>
<td>00:56</td>
</tr>
<tr>
<td>Lockton</td>
<td>4</td>
<td></td>
<td>09:10</td>
<td>16:44</td>
<td>00:34</td>
</tr>
<tr>
<td>North Grimston</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>14:27</td>
<td>00:12</td>
</tr>
<tr>
<td>Pickering, Eastgate</td>
<td>15</td>
<td></td>
<td>06:50</td>
<td>18:31</td>
<td>00:21</td>
</tr>
<tr>
<td>Rillington Fleece</td>
<td>17</td>
<td></td>
<td>06:15</td>
<td>18:50</td>
<td>00:10</td>
</tr>
<tr>
<td>Scarborough Station</td>
<td>15</td>
<td></td>
<td>06:15</td>
<td>19:25</td>
<td>00:50</td>
</tr>
<tr>
<td>Seacroft, Green</td>
<td>32</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>22:33</td>
<td>01:24</td>
</tr>
<tr>
<td>Seamer Roundabout</td>
<td>15</td>
<td></td>
<td>06:15</td>
<td>19:13</td>
<td>00:33</td>
</tr>
<tr>
<td>Settrington</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>17:39</td>
<td>00:20</td>
</tr>
<tr>
<td>Sherburn</td>
<td>17</td>
<td></td>
<td>06:15</td>
<td>19:02</td>
<td>00:22</td>
</tr>
<tr>
<td>Sledmere</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>14:40</td>
<td>00:25</td>
</tr>
<tr>
<td>Slingby, Green</td>
<td>12</td>
<td>Hourly</td>
<td>06:45</td>
<td>18:50</td>
<td>00:19</td>
</tr>
<tr>
<td>Stockton On Forest</td>
<td>34</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>23:02</td>
<td>00:22</td>
</tr>
<tr>
<td>Swinton</td>
<td>13</td>
<td>Hourly</td>
<td>06:45</td>
<td>19:01</td>
<td>00:08</td>
</tr>
<tr>
<td>Tadcaster Station</td>
<td>31</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>23:45</td>
<td>01:10</td>
</tr>
<tr>
<td>Terrington</td>
<td>1</td>
<td></td>
<td>09:05</td>
<td>14:45</td>
<td>00:20</td>
</tr>
<tr>
<td>Thornton le Dale</td>
<td>15</td>
<td></td>
<td>06:50</td>
<td>18:36</td>
<td>00:26</td>
</tr>
<tr>
<td>Weaverthorpe</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>16:54</td>
<td>00:46</td>
</tr>
<tr>
<td>Welburn</td>
<td>1</td>
<td></td>
<td>09:05</td>
<td>14:30</td>
<td>00:35</td>
</tr>
<tr>
<td>West Heslerton</td>
<td>17</td>
<td></td>
<td>06:15</td>
<td>18:57</td>
<td>00:17</td>
</tr>
<tr>
<td>Wetwang</td>
<td>3</td>
<td>Two hourly</td>
<td>10:15</td>
<td>14:57</td>
<td>00:42</td>
</tr>
<tr>
<td>Wharram</td>
<td>3</td>
<td>2 AM + 1 PM</td>
<td>08:00</td>
<td>17:18</td>
<td>00:26</td>
</tr>
<tr>
<td>York Station</td>
<td>34</td>
<td>Better than half hourly</td>
<td>05:15</td>
<td>23:25</td>
<td>00:45</td>
</tr>
</tbody>
</table>

Table 5: Weekday Bus Services
North Yorkshire County Council has recently upgraded a number of stops within the towns to include a new pole, flag, timetable, and where possible a boarding kerb and at key locations a new shelter.
3.5 Rail
Malton is well connected to the national rail network with a half hourly service between Scarborough and York, linking of the latter to a wide range of intercity type services including those on the Virgin Trains and GNER Networks. The Transpennine Express contract has recently been transferred to First Group. Figure 5 shows the Transpennine Network.

![Figure 5: Local Rail Network](image)

3.6 Taxis
There are two taxi ranks in Malton and Norton. One is located at the rail station with provision for 8 taxis and the other in Malton Market Place with provision for 4 taxis. There are 4 taxi companies within the towns.

- Ryedale Taxis based on Station Forecourt Malton;
- 121 Taxis based at East Mount Malton;
- Station Taxis based on Commercial Street Norton; and
- Vale Taxis based on Cawthorne Avenue Malton.
3.7 Motorbikes
The level of motorcycle activity in Malton and Norton is generally low compared to pedal cycle use. However, significant flows have been observed on Church Street in Norton as shown in Table 6 and also at Butchers Corner in Malton. Motorcycle use in Malton and Norton is greater in the summer months.

<table>
<thead>
<tr>
<th>Road</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Westbound</th>
<th>Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelgate</td>
<td>41</td>
<td>47</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Yorkersgate</td>
<td>-</td>
<td>-</td>
<td>23</td>
<td>19</td>
</tr>
<tr>
<td>Maltongate</td>
<td>-</td>
<td>-</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Castle Gate</td>
<td>56</td>
<td>59</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Norton Road</td>
<td>-</td>
<td>-</td>
<td>26</td>
<td>7</td>
</tr>
<tr>
<td>Welham Road</td>
<td>18</td>
<td>11</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Church Street</td>
<td>-</td>
<td>-</td>
<td>75</td>
<td>98</td>
</tr>
</tbody>
</table>

*Table 6: Motor Cycle Counts*

3.8 Motor vehicle activities
As noted in Section 2.4 there are five main roads leading into Malton and Norton

- To the East, the A64 from Scarborough
- To the West, the A64 from York and Leeds
- To the Northwest, the B1257 from Hovingham, Helmsley and Thirsk
- To the South, the B1248 providing links from Driffield and Bridlington; and,
- To the North, the A169 from Pickering

All movement access to the A64 Bypass from York Road West of Malton and from Scarborough Road East of Norton is not provided. There is no connection provided where the B1257 from Hovingham crosses over the A64 Malton Bypass. This leads to additional traffic travelling though the town centres adding to congestion on the local highway network. For example:

- Traffic travelling East on the A64 with a destination within Norton has to exit the A64 at either York Road or Old Malton, continue through Malton town centre and across both the river and railway.
- Traffic travelling in either direction on the B1257, accessing the A64, has to travel down Newbiggin/Wheelgate and on to either Yorkersgate or Old Maltongate.
- Traffic travelling West on the A64 destined for the York Road area of Malton has to exit the A64 at Scagglethorpe or Old Malton and continue through Malton town centre.
- The Eastbound right turn off the A64 at Scagglethorpe is less than ideal.

Traffic congestion occurs on most days in the two towns, particularly during the weekday peak hours and on market days. Streets and junctions affected by traffic congestion are shown in Figure 6.
Figure 6: Traffic Congestion
3.9 **Freight movement**

Freight movement in the area was identified as one of the major activity that contributes to traffic congestion on the local highway network. In order to identify the key links that carry high proportion of Heavy Commercial Vehicles (HCV), traffic counts were undertaken by Count-On-Us in March 2003 at selected junctions. These are summarised in Table 7.

<table>
<thead>
<tr>
<th>Location</th>
<th>Direction</th>
<th>Car</th>
<th>LCV</th>
<th>HCV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelgate</td>
<td>Northbound</td>
<td>2958</td>
<td>413</td>
<td>212</td>
</tr>
<tr>
<td>Wheelgate</td>
<td>Southbound</td>
<td>3292</td>
<td>457</td>
<td>215</td>
</tr>
<tr>
<td>Castlegate</td>
<td>Northbound</td>
<td>4685</td>
<td>654</td>
<td>374</td>
</tr>
<tr>
<td>Castlegate</td>
<td>Southbound</td>
<td>5208</td>
<td>649</td>
<td>340</td>
</tr>
<tr>
<td>Yorkersgate</td>
<td>Westbound</td>
<td>2806</td>
<td>414</td>
<td>234</td>
</tr>
<tr>
<td>Yorkersgate</td>
<td>Eastbound</td>
<td>2404</td>
<td>390</td>
<td>196</td>
</tr>
<tr>
<td>Old Maltongate</td>
<td>Westbound</td>
<td>2072</td>
<td>312</td>
<td>182</td>
</tr>
<tr>
<td>Old Maltongate</td>
<td>Eastbound</td>
<td>2170</td>
<td>337</td>
<td>146</td>
</tr>
<tr>
<td>Welham Road</td>
<td>Northbound</td>
<td>1950</td>
<td>274</td>
<td>110</td>
</tr>
<tr>
<td>Welham Road</td>
<td>Southbound</td>
<td>1759</td>
<td>273</td>
<td>96</td>
</tr>
<tr>
<td>Church Street</td>
<td>Westbound</td>
<td>4635</td>
<td>693</td>
<td>270</td>
</tr>
<tr>
<td>Church Street</td>
<td>Eastbound</td>
<td>5209</td>
<td>786</td>
<td>341</td>
</tr>
<tr>
<td>Norton Road</td>
<td>Westbound</td>
<td>2342</td>
<td>317</td>
<td>45</td>
</tr>
<tr>
<td>Norton Road</td>
<td>Eastbound</td>
<td>560</td>
<td>73</td>
<td>27</td>
</tr>
</tbody>
</table>

*Table 7: 12-Hour Traffic Counts*

LCV – Light Commercial Vehicles

HCV – Heavy Commercial Vehicles

*Plate 2: Traffic Signals at Butchers Corner*
3.10 Car parks, off-street and on-street parking, coach parking, waiting restrictions

There are four main types of car parking in Malton and Norton:

- Public off-street (Ryedale District Council)
- Public on-street (North Yorkshire County Council)
- Private residential; and
- Private non-residential (Including shops and offices etc)

On street parking is enforced by North Yorkshire Police and off street parking is enforced by Ryedale District Council (RDC).

Public off-street parking

Ryedale District Council controls 695 public off-street car parking spaces. Spaces available at each car park in Malton and Norton are detailed in Table 8.

<table>
<thead>
<tr>
<th>Location</th>
<th>Disabled</th>
<th>HGV</th>
<th>Coach</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wentworth Street</td>
<td>7</td>
<td>10</td>
<td>0</td>
<td>377</td>
</tr>
<tr>
<td>Market Place</td>
<td>7</td>
<td>0</td>
<td>1</td>
<td>90</td>
</tr>
<tr>
<td>Water Lane</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>107</td>
</tr>
<tr>
<td>St Nicholas</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>98</td>
</tr>
<tr>
<td>Chancery Lane</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23</td>
</tr>
</tbody>
</table>

*Table 8: RDC off-street car parking spaces*

A parking survey conducted by Mouchel Parkman on 2nd and 10th June 2004 to establish the occupancy rate for the car parks revealed that the highest occupancy rate for Wentworth Street car park was well below 19% as compared to 111% for the Market Place. The highest occupancy rate for Water Lane car park was 98%, which again is significantly higher than Wentworth Street car park. This result clearly demonstrates that the Wentworth Street car park is underutilised.

Payment for public off-street parking can be made either by cash or smartcard. The smartcard payment option is ideal for regular users of public off-street car parks given that the charge is half the price of the normal parking fee. Parking at St Nicholas Street car park in Norton including on-street parking within Commercial Street is free. The charges for RDC public off-street parking in Malton are detailed in Table 9.

<table>
<thead>
<tr>
<th>Time period</th>
<th>Cash payment (£)</th>
<th>Smartcard payment (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1 hour</td>
<td>0.80</td>
<td>0.40</td>
</tr>
<tr>
<td>Up to 2 hour</td>
<td>1.40</td>
<td>0.70</td>
</tr>
<tr>
<td>Up to 6 hour</td>
<td>2.30</td>
<td>1.15</td>
</tr>
<tr>
<td>24 hours</td>
<td>3.60</td>
<td>1.80</td>
</tr>
</tbody>
</table>

*Table 9: RDC off-street parking charges*

There are also a number of parking options available for both residents and non-residents allowing either 2 hours or 24 hours parking in Water Lane and Wentworth Street car parks. For a cost of £0.42p per week (£22 per annum) it is permissible to park in any RDC off-street car park for a maximum of 2 hours at a time, as many...
times per week as desired. There is also a long stay parking permit which is available for the cost of £1.44 per week (£75 per annum or £20 per quarter) valid for any long stay car park controlled by RDC. Coaches park for free.

Designated parking bays for the disabled are available in each car park, and the registered disabled may park for three hours for the same price as 2 hours when displaying the appropriate Orange/Blue Badge.

**Public on-street parking**

Mouchel Parkman undertook a parking and loading survey on 17th June 2003, between 08:00 and 18:00. This revealed that:

- 4% were parking for a period of less than 15 minutes
- 65% were parking for a period of between 15 minutes and 35 minutes
- 23% were parking for a period of between 35 minutes and 55 minutes
- 6% were parking for a period of between 55 minutes and 1:15 minutes
- 2% were parking for a period of between 1:15 minutes and 1:35 minutes

357 vehicles were recorded as parking during the 10 hour period. Parking at this location is restricted to 30 minutes on the East side of Wheelgate with no parking at any time being allowed on the West side of Wheelgate.

**Private non-residential (PNR) parking**

A considerable amount of private non-residential car parking exist in Malton, provided by both the retail and business sectors. There are private car parks at the Safeway and Kwiksave supermarkets, and also at The Green Man and The Talbot Hotel. The supermarkets restrict parking to 2 hours, with no return within 1 hour.

**Residential parking**

Concern has been expressed by those resident in the streets to the North of the Market Place that long stay parking by both commuters and shoppers restricts access to properties, the drivers parking on the street to avoid parking charges.

**Waiting restrictions**

Waiting restrictions are in place on many of the main streets in Malton town centre. These vary from double yellow lines with no waiting at anytime to parking permitted for 30 minutes, with no return within 1 hour. As indicated earlier, there are no parking or waiting restrictions in Norton.

**3.11 One-way streets, roundabouts, weight-width-access restrictions, speed limits**

There are five one-way streets within the study area.

- Saville Street is one way northbound;
- Church Hill is one way southbound;
• Wells Lane is one way northbound;
• St Michael Street in one way westbound; and
• Greengate is one way eastbound.

The only roundabout within the study area is at the intersection of the A64/A169.

There are four mini roundabouts located at the junctions of:

• Commercial Street/Wold Street/Church Street;
• Old Malton Road/Highfield Road;
• Commercial Street/Mills Street; and
• Beverley Road/Mills Street.

There is a single weight restriction in the study area, this being a maximum of 3.5 tonnes on Greengate.

The urban area is subject to a 30 mph speed limit with the exception of a 40 mph limit on part of Old Maltongate and short sections of 40 mph limit on York Road and Scarborough Road where the development limits have been extended.

3.12 Traffic signals, pedestrian crossings and footways

There are two signalised junctions in Malton and Norton. These are at the intersection of:

• Wheelgate/ Yorkersgate/Old Maltongate/Castlegate, locally known as Butchers Corner. The signals are currently operating in vehicle actuated mode with a maximum cycle time of 120 seconds. Pedestrian facilities are provided on all arms.
• Scarborough Road/ Westfield Way where there is no pedestrian phase or facility.

There are two signal controlled pedestrian crossings in Malton and Norton, all of Puffin standard with facilities for disabled. These are located at:

• Wheelgate near Finkle Street (see Plate 3); and
• Church Street near the swimming pool.

There is currently one zebra crossing, located on Commercial Street in Norton, in the vicinity of the Library. School crossing patrols are provided on Highfield Road outside St Mary’s Primary School and Malton Community Junior School, and on Beverley Road in the vicinity of the pedestrian entrance to Norton Community Primary School.
3.13 **Known traffic speed problems, law breaking and enforcement**

Speed surveys were conducted in July 2003 at selected locations where concerns have been raised by the local people and police. Table 10 highlights the 85th percentile speed recorded in each direction and the speed limit in force at the survey locations.

<table>
<thead>
<tr>
<th>Location</th>
<th>Direction</th>
<th>Speed Limit (mph)</th>
<th>85th percentile traffic Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Street</td>
<td>Eastbound</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Commercial Street</td>
<td>Westbound</td>
<td>30</td>
<td>33</td>
</tr>
<tr>
<td>Langton Road</td>
<td>In</td>
<td>30</td>
<td>41</td>
</tr>
<tr>
<td>Langton Road</td>
<td>Out</td>
<td>40</td>
<td>38</td>
</tr>
<tr>
<td>Beverley Road</td>
<td>In</td>
<td>30</td>
<td>33</td>
</tr>
<tr>
<td>Beverley Road</td>
<td>Out</td>
<td>40</td>
<td>35</td>
</tr>
<tr>
<td>Broughton Road</td>
<td>In</td>
<td>30</td>
<td>40</td>
</tr>
<tr>
<td>Broughton Road</td>
<td>Out</td>
<td>40</td>
<td>43</td>
</tr>
<tr>
<td>Pasture Lane</td>
<td>Eastbound</td>
<td>30</td>
<td>39</td>
</tr>
<tr>
<td>Pasture Lane</td>
<td>Westbound</td>
<td>30</td>
<td>36</td>
</tr>
<tr>
<td>Old Malton Road</td>
<td>In</td>
<td>30</td>
<td>39</td>
</tr>
<tr>
<td>Old Malton Road</td>
<td>Out</td>
<td>30</td>
<td>41</td>
</tr>
<tr>
<td>Norton Road</td>
<td>Westbound</td>
<td>30</td>
<td>32</td>
</tr>
<tr>
<td>Norton Road</td>
<td>Eastbound</td>
<td>30</td>
<td>36</td>
</tr>
</tbody>
</table>

*Table 10: 85th percentile Traffic Speeds*
3.14 Road traffic accidents

In total 121 personal injury road traffic accidents were reported within the study area for the 3-year period 2000 to 2002 inclusive, of which 3 were fatal, 25 serious and 93 slight.

36% of serious accidents involved a pedestrian, of which 16% were child pedestrians whilst 8% involved a cyclist. Of the 3 fatalities that were recorded, 2 were pedestrians of which one occurred on the A64, and the third involved a driver of a double deck car transporter who fell from a height of 3.8 metres when off loading vehicles at a garage on Welham Road in Norton.

The distribution of personal injury accidents over the 3 year period in terms of severity and accident type is shown in Table 11. Though there was a steady reduction in the overall accident totals and severity during the survey period 1999-2002, pedestrian accidents were slightly on the increase. Conversely, child pedestrian accidents were significantly reduced in the period with no child pedestrian accidents occurring in 2001. On average, there were in excess of 35 personal injury road traffic accidents each year in Malton and Norton.

<table>
<thead>
<tr>
<th>Accident Type</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
</tr>
<tr>
<td>Vehicle-pedestrian accident</td>
<td>1</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Vehicle-cycle accident</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Single-vehicle accident</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Multiple-vehicle-accident</td>
<td>6</td>
<td>19</td>
<td>2</td>
</tr>
<tr>
<td>Vehicle-child-pedestrian-accident</td>
<td>3</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Others</td>
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<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
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<td>13</td>
<td>32</td>
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</table>

*Table 11: Distribution of accident type by severity*

The location of accident hotspots in the study area during the period 2000-2002 is shown in Figure 7. An accident hotspot in this context is defined as a location where there have been 4 or more injury accidents in the past 3 years. An examination of Figure 7 leads to the identification of the 3 most predominant locations.

**Finkle Street and Wheelgate junction including Upper Wheelgate**

- Eight accidents have occurred at this site including 4 pedestrians and 1 cyclist of which 1 was classified as serious and the remaining were slight. On Finkle Street the nearside mirror of a moving vehicle clipped the hand of a pedestrian who was walking on the footway. At Greengate a pedestrian was hit by a vehicle which was reversing from Greengate into Paul’s Row. A drunk pedestrian who fell on the carriageway on Wheelgate was hit by a vehicle and in a separate incident a pedestrian who stepped in front of a vehicle was hit on
Wheelgate. On Greengate a female cyclist fell when her handbag became entangled with the wheel of her bike.

**Butchers Corner**

- Five accidents have occurred at this site including 2 involving pedestrians, all were classified as slight. In a separate accident on Wheelgate a vehicle travelling North away from the traffic signals hit a pedestrian who stepped onto the carriageway and in a similar incident a pedestrian who miscalculated headway during queuing traffic was hit by a vehicle travelling North of Castlegate.

**Level crossing**

- Four accidents have occurred at this site including 1 cyclist and 1 pedestrian, all were classified as slight. A cyclist travelling on Church Street turning right into Castlegate collided with a vehicle after negotiating the level crossing. A vehicle turning right into the garage along Church Street hit a pedestrian who was walking on the footway.

*Plate 4: Level Crossing*
3.15 The views of the public

Issues detailed in this section were identified in the first workshop which was held on the 26th November 2002, and also at other meetings with stakeholders and residents. Lack of full turning movement access to and egress from the A64, has been at the fore since the inception of the study and it is considered to be the key issue holding back improvements in the study area. The notes from the workshop, including a full list of the issues discussed, have been included at Appendix 6. The following paragraphs summarise the main themes and issues.

Lack of full turning movement access to and egress from the A64

Traffic travelling East on the A64 with a destination within Norton has to exit the A64 at either York Road or Old Malton, continue through the town centre and across both the river and railway. Also, traffic travelling in either direction on the B1257, accessing the A64, has to travel down Newbiggin/Wheelgate and on to either Yorkersgate or Old Maltongate. Traffic travelling West on the A64 destined for the York Road area of Malton has to exit the A64 at the Scarborough Road junction (Brambling Fields) or Old Malton and continue through the town centre. Eastbound vehicle movements involving a u-turn on the A64 at Scagglethorpe are less than ideal (see figure 8).
It was generally felt that improving access at the existing junctions on the A64 would reduce the volume of traffic currently travelling through the town. In order to establish the extent to which through traffic could be reduced by the provision of all turning movements at these junctions, a traffic model of the Malton and Norton area has been developed. The traffic model and its results will be the subject of separate report. The traffic model assessment also considers the effects of providing some additional strategic road links.

**Pedestrian issues**

Footways in the town centres are considered to be of an inadequate width particularly within the Market Place, on Norton Road, Railway Street, York Road, Wheelgate, The Shambles, Saville Street (see Plate 5) and in the area surrounding the Cattle Market. There is a lack of pedestrian accessibility often exacerbated by delivery vehicles parking on the pavements due to a lack of rear servicing and a reluctance to obstruct the carriageway and thus traffic flows within the towns.
Cycle routes and parking

Cyclists are considered to be at particular risk as the busy nature of the roads exposes them to many sources of danger. The urban road infrastructure is considered poor for cycling and the physical dimensions restrict the options for improvement. There is a lack of routes between residential areas and key facilities, and between Malton and Norton. Cycle parking provision is also poor and links beyond the bypass into the towns’ hinterland are also important.

Public transport and potential for bus / rail interchange

A number of issues specific to public transport have been identified which include the aspirations for improvement of facilities at the Bus and Rail Stations (including long-stay parking provision), and coach parking. It was felt that improvements are needed to subsidised services in terms of frequency, timing and the quality of vehicles. The routes to Hull, and to Beverley via Driffield were identified as particular problems.

There is considerable scope for the improvement of public transport infrastructure, and funds have been identified for the redevelopment of Malton bus station. Blazefield Holdings, the owners of Yorkshire Coastliner have also offered financial assistance towards the bus station redevelopment. Funding may also be available for improvement of the platforms at Malton Station.
Car parking issues

Conflict between on-street and off-street parking policies, and a lack of parking dedicated for residents and commuters were the main issues raised in relation to parking. Ryedale District Council is responsible for off-street parking and NYCC controls on-street parking. However, there is no harmonisation of on-street and off-street parking regimes to encourage use of the car parks. Residential areas identified as having problems were Langton Road, Middlecave Road, Horsemarket Road and Mill Street.

Parking is considered to be problematic in the area surrounding the Cattle Market on Tuesdays and Fridays (from early morning to mid afternoon) when it is in operation. It is suggested that this is exacerbated by the availability of free on-street parking. The North Yorkshire Police representative considered that there are no serious problems with the circulation of traffic at these times. That said, introduction of double yellow lines on Ropery Walk, Saville Street, Greengate and the Market Place were discussed.
Plate 7: Wentworth Street car park

HCV access to industrial areas

HCVs currently access Showfield Lane Industrial Estate via Highfield Road and Norton Grove via Westfield Way. Also, HCVs accessing Norton Grove from the West exit the A64 at York Road, travel through the town centre, turning right at Butchers Corner, down Castlegate, across the river and level crossing and through Norton. HCVs accessing Norton Grove from the South tend to travel North on Beverley Road and Mill Street, the latter being residential with essential on-street parking that restricts the available road width to a single lane for two way traffic.

Equestrian issues

Safety concerns were raised regarding footpath and cross-town equestrian access. Racehorses traverse the town centre along busy roads to access Langton Gallops. A request not to introduce traffic calming schemes along Welham Road and Langton Road was received as these roads serve as racehorse access routes from the stables to the gallops.
School travel

Although the Highfield School area (two schools) has already been traffic calmed, school-run parking remains a problem as parents prefer to park/drop-off/pick-up pupils in close proximity to both schools (Malton Community Primary School and St Mary’s Roman Catholic Primary School). The school-run creates hazards on Langton Road because of both the additional traffic and inappropriate parking. Access to Malton School is also difficult and results in congestion on Middlecave Road and at the junction with Mount Crescent.

Signing

Horsemarket Road and Victoria Road (both residential areas) carry heavy traffic due to signing on the Helmsley approach directing traffic away from Butchers Corner. When approaching Norton from the A64, there are only three signs indicating the turn off. These signs are placed too close together and can be easily missed, particularly from the York end of the A64. Directional signing on the A169 approach from Pickering is poor and also signing for both drivers and pedestrians to Wentworth Street Car Park from the town centre and vice versa are inadequate. Signing within the town centre has developed organically. It is in different styles and too many poles have been used. Signing should be placed on buildings where appropriate.

Speeding and traffic calming

The North Yorkshire Police representative referred to complaints received about excessive speeds on all of the approach roads to the town. He suggest that engineering improvements are required to ensure that existing speed limits are self enforcing. It was suggested that reducing speeds on the approach roads could result in increased levels of congestion throughout the entire town. Vehicle speeds are also considered to be inappropriate within the Market Place although probably not exceeding the existing speed limits. Horsemarket Road is considered to be a ‘rat-run’.

Junction improvements and traffic flows

Castlegate between Norton Road and Church Street via the railway level crossing is the only direct road access route between the two towns. Traffic queues build up in the towns when the level crossing is closed to road traffic. Considerable congestion also occurs on Mill Street in Norton and the at junction to the South of the railway level crossing (Church Street/Welham Road). There are capacity problems at at Butcher’s Corner, however the signal timings are the best that can be achieved within the constraints of the highway layout. Visibility at this junction is also poor, and HCVs mount the pavement when turning. The close proximity of the buildings generates a canyon effect, with implications for air pollution. The river bridge and level crossing create physical pinch points.
The Market Place

Market Place access is currently one way with the exception of Market Street. The North Yorkshire Police representative considered that this arrangement works well and only requires the introduction of parking charges to discourage haphazard free parking. The Market Place is pedestrianised on Saturday and RDC are concerned that any proposed pedestrianisation within the Market Place could bring about displacement of parking on to nearby streets and also a potential loss in revenue. However, the Norton/Malton Health Check Report stated that the public favoured pedestrianisation of the Market Place.

It was also suggested that the taxi rank within the Market Place is located on the wrong side of the road in terms of access and may require alteration to comply with the Disability Discrimination Act.

3.16 Other problems and issues
Other problems and issues identified through the workshop process that lie beyond the scope of this study have been recorded and passed on to the appropriate NYCC officers for further consideration.
4 Policies and Transport Objectives

4.1 Local Transport Plan objectives
The Local Transport Plan (LTP) is based on a structure of aims and objectives, developed into a strategy that seeks to achieve a core vision.

'Of a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment'.

The five common aims linking transport to its role in the wider social and urban environment are:

- Promoting Economic Prosperity - by facilitating opportunities for economic regeneration and growth and improving the operational efficiency of the transport system and the provision of tourism;
- Improving Community Life - through Transportation and measures to reduce pollution and opening up/maintaining access to social facilities for all age groups;
- Improving safety - through controlling speed/routing/traffic orders, giving priority to cyclist, pedestrian and people with disabilities;
- Protecting and Enhancing Environmental Quality - by integrating land use and planning and all forms of transport as a means minimising environmental impact and reducing the need to travel;
- Promoting Social Equality and Opportunity - by providing genuine choices of travel mode and meeting the travel needs of the socially and physically disadvantaged.

4.2 Local Transport Plan Local objectives
Malton and Norton are located in NYCC’s Ryedale District and local issues are covered in the LTP under Policy sub-section 7 – The A64 Corridor. To take account of the particular needs of the area, NYCC have a number of local objectives within the LTP. These are:

- To reduce the number and severity of road accident casualties. Improving road safety both in market towns and villages and on the inter urban road network is a paramount requirement;
- A particular problem in the area is the volume and speed of vehicles through villages located on the A64 trunk road. A high priority is therefore afforded to minimising the adverse impact on the environment by seeking to increase the use of more friendly modes of transport including walking, cycling and public transport;
- Seasonal congestion on the A64 in particular impacts on the economic viability of Scarborough and the East Coast. A high priority for the area is to provide opportunities to improve the movement of freight.
4.3 Local Plan developments and constraints

Ryedale District Council controls land-use planning in Malton and Norton. In relation to this study, reference has been made to the Ryedale District Local Plan dated 22nd March 2002, and also to the ongoing process of revision. The local plan contains a number of main transport related objectives:

- To reduce the amount of CO₂ and other environmentally harmful emissions that are produced by motor vehicles in Ryedale;
- To encourage the use of more energy efficient and less polluting forms of transport than the private motor vehicle;
- As a consultee, to only support proposals for new road construction or the improvements to existing roads where they can be justified and where they are designed to have the minimum adverse effect upon the amenities of local residents; the environment; and the needs of those travelling by means other than the private motor vehicle;
- To reduce the adverse impacts of motor traffic on both public safety and amenity and on the local environment, and to seek to improve and extend facilities for pedestrians, cyclists and horse riders;
- To protect and improve safety levels for all transport users;
- To encourage the provision of a convenient and usable public transport system throughout the District;
- To make adequate provision for car and cycle parking, where appropriate;
- To strictly limit new development associated with roads.

In relation to Malton and Norton, there are a number of constraints to development, including:

- Areas that have been designated liable to flooding which covers both areas of Malton and Norton surrounding the River Derwent;
- Both Malton and Norton have designated conservation areas, Areas of Outstanding Natural Beauty (AONB) and Visually Important Underdeveloped Areas;
- The outskirts of the two towns have designated development limits surrounding the towns existing developments to prevent urban sprawl.

Malton and Norton does not have many sites designated for developments within the development boundary, the most significant are shown below.

- Land on Scarborough Road has been designated for residential development;
- Land surrounding Norton Grove Industrial Estate has been designated for Industrial Business Development use; this will be used to extend the size of this current employment site;
- A large allocation of land adjacent to Old Malton Road following the disused railway lines between Malton and Norton, has been designated for public open space, further allocation is made on the other side of the River Derwent.

A SATURN traffic model has been developed in consultation with Ryedale District Council and considers a number of development aspirations for Malton and Norton.
Such aspirations may or may not become allocations in due course through the local planning process.

4.4 National Planning Policy Guidance

Both the strategy and the aforementioned documents are produced within the context of wider government policy relating to land-use planning. This is generally issued in the form of Planning Policy Guidance notes (PPG’s). PPG 13 relates specifically to Transport and was revised in March 2001. It sets out far reaching aims that include:

- to reduce the growth in length and number of motorised journeys;
- to encourage alternative means of travel which have less environmental impact; and,
- to reduce reliance on the private car, including through the designation of maximum rather than minimum parking standards on the basis that a balance has to be struck between encouraging new investment in town centres by providing adequate levels of parking, and potentially increasing traffic congestion caused by too many cars.

PPG 13 states that:

- Well-designed Transportation measures can contribute to planning objectives in a number of ways, including:
  - Reducing community severance, noise, local air pollution and traffic accidents;
  - Promoting safe walking, cycling and public transport across the whole journey;
  - Improving the attractiveness of urban areas and allowing efficient use of land;
  - Helping to avoid or manage congestion pressures which might arise in central areas from locational policies;
  - Resident parking schemes and other controls to avoid on-street parking in areas adjacent to developments with limited on-site parking; and
  - Producing better and safer local road conditions in rural areas and reducing the impacts of traffic in sensitive locations, while facilitating the access that is important to maintaining a vibrant rural economy.

When desirable, the strategy will also take account of PPG 7, which provides guidance on development in rural areas and PPG 15 which covers development in historic environments.

4.5 Transportation strategy objectives for Malton and Norton

The overall aim for the Transportation Strategy for Malton and Norton is to produce an integrated strategy for the towns, aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximizing the economic and environmental well being of both towns and the minimization of existing or potential sources of detrimental impact. To enable delivery of this aim, a number of objectives have been determined. These are:

- Improve and protect pedestrian footways especially for those with disabilities and other vulnerable road users;
• Create cycle routes and secure cycle parking, including routes from surrounding villages;
• Upgrade the bus/rail interchange, improving facilities and providing additional car parking;
• Improve safety in the vicinity of schools;
• Provide improved access onto and from the A64, potentially including new and improved junctions;
• Improve signing to key locations and car parks;
• Reduce vehicle speeds on approaches into the towns;
• Harmonise off-street and on-street parking facilities and examine the suitability of current facilities;
• Improve movement between Malton and Norton;
• Reduce conflict between vehicles and pedestrians within the Market Place;
• Part pedestrianise the Market Place;
• Create an alternative route to Norton Grove Industrial Estate and Scarborough Road from Beverley Road.

NYCC Traffic Management Priority System

Identified problems and potential solutions to traffic issues in and around Malton and Norton are collated by the NYCC Area Traffic Manager (ATM). The ATM prepares a report to the NYCC Ryedale Area committee indicating priorities for action. The committee decides which issues are worthy of further investigation.

Programmed schemes with indicative levels of funding

The NYCC budget for capital expenditure on transport schemes is set annually by central Government with indicative allocations for future years. NYCC programmes schemes based on priority and the levels of this settlement. Schemes in and around Malton and Norton, of relevance to the Transportation Strategy are detailed in Table 12.

<table>
<thead>
<tr>
<th>Type of Scheme</th>
<th>Location</th>
<th>Estimated Cost</th>
<th>When</th>
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<tr>
<td>Traffic Calming</td>
<td>Beverley Road</td>
<td>£30k</td>
<td>2004/05</td>
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<tr>
<td>Traffic Calming</td>
<td>C351 Langton Rd, Norton</td>
<td>£30k</td>
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Table 12: NYCC Programmed Schemes
5 Developing the Transportation Strategy

5.1 Identification of options
The Malton and Norton Transportation Strategy, based on the information provided in Sections 3 and 4 of this report, has identified a number of practical measures for improving transportation in Malton and Norton. This section will identify the options for the towns, including short term measures, junction improvements, Market Place options and strategic road improvements. The options identified comprised the following:

Short term complementary measures
- Dropped kerbs and tactile paving on key routes and at key pedestrian crossing points to standards required by the Disability Discrimination Act 1995, these locations can be found on the Pedestrian Action Plan drawings in Appendix 3;
- Upgrading of bus stops, including provision of signs, timetable cases, raised boarding (Kassel) kerbs whenever physically possible, and shelters where appropriate; and
- Investigation of existing road traffic and pedestrian route signing and implementation of required improvements and changes.

Proposed junction improvements
- Improvement of the junction at Newbiggin and Pasture Lane, Malton;
- Realignment and improvement of the existing mini roundabout at junction of Church Street and Commercial Street, Norton; and
- Improvements at the level crossing (detail to be investigated)

Public transport

Bus station improvement to include:
- Provision for passenger waiting room/area with improved facilities such as toilets, timetable, information system etc;
- Improved internal circulation for buses;
- Improved pedestrian links to the railway station; and
- Traffic calming measures in and around the station.

Malton Market Place options

Market Place Option A, including:
- Widening of pedestrian areas around the North West side of the Market Place;
- Changes to traffic flows, to include one way into the Market Place and creation of a loop for traffic one way clockwise around the Market Place;
- Improved geometry at the Market Place / Market Street junction;
- Improved geometry and changed priorities in the Market Place at the junction of Finkle Street and Newgate; and
- Improved access and footway layouts at the Market area car park.
Market Place option B, including:
- Pedestrianisation of the South side of the Market Place;
- Alteration of the parking layout at the West end car park; and
- Improved layout of Saville Street junction with Market Place.

Market Place option C, including:
- Extension of the footway on the Eastern side of the Market Place;
- Parking alternatives at the North end of Market Street;
- Improved geometry at the Market Place / Market Street junction; and
- Various options for changed traffic flow around the Market Place.

Road improvement options:
- Element 1 – provision of an additional link at the junction of the A64 and Scarborough Road, allowing traffic travelling from York to access Norton;
- Element 2 – A new roundabout on the A64 to provide all turning movements between the A64 and York Road, allowing traffic travelling to and from Scarborough to egress/access the western end of Malton;
- Element 3 – A new all movement grade separated junction connecting the A64 to the B1257 Broughton Road. A link could also then be provided into the Showfield Lane industrial estate as an additional measure;
- Element 4 – Provision of a direct link between Beverly Road and Scarborough Road through Norton Grove industrial estate; and
- Element 5 – A new link between York Road, Malton, and Welham Road, Norton via the Woolgrowers Site, bridging both the River Derwent and the railway.

5.2 Stakeholder workshop
These measures were presented to a stakeholder workshop held at the Malton and Norton Rugby Club on 27th April 2004, attended by 36 stakeholders, and 2 NYCC officers. A full list of attendees is included at Appendix 2. Following the presentation the stakeholders were given the opportunity to discuss the measures in detail. Key elements of the discussion were:

General improvement proposals
- The proposal for the Commercial Street 20mph zone was discussed at length. There was a general feeling to the effect that a gateway feature should be implemented on Scarborough Road as part of the scheme and also the 30mph speed limit on Scarborough Road should be extended beyond the industrial estate entrance;
- Norton Town Council indicated that the proposals for Commercial Street could conflict with proposals to environmentally enhance the area and those dependent upon the availability of parking and ease of access to this commercial; potentially creating community and trader resentment towards the transportation strategy. It was explained that these concerns including other issues identified such as improvements to the mini roundabout, conversion of the zebra crossing near the public library to a puffin crossing and road surface improvements would be discussed with the Chamber of Trade and Commerce and the landscape architects;
• There was a mixed reaction to the proposed 20mph in the central zone with some attendees questioning its cost effectiveness, citing reasons that daytime speeds in the town centres were not considered excessive. In the discussion it was felt that the proposed 20mph zone should be implemented only when full all movement access was in place on the A64 junctions, otherwise the speed restrictions would cause further traffic delays. The introduction of vertical traffic calming measures such as humps was viewed to be ineffective and unsuitable especially for emergency service vehicles and therefore may probably not receive public support. Responding to questions posed in relation to speed restriction measures in the towns Mouchel Parkman (MP) gave assurance that designs would be proposed using high quality materials and minimal signing, as has been the case in both Richmond and Helmsley. MP further stated that if the speed reducing proposals were supported, full consultation with residents of the area and emergency services would be conducted regarding the design of the features as there are advantages and disadvantages to all types of traffic calming measures and a balance needs to be achieved;

• The proposed pedestrian and cycle plans were supported, though it was suggested that the police should be consulted in relation to Section 17 legislation, particularly regarding off-road cycle routes and the need to prevent any increase in criminal activity derived from increased route access.

Public transport improvements

• Improvements to the bus station including the introduction of a one way system was generally welcomed. As part of the improvements, it was proposed that the site should be expanded and also consideration should be given to the installation of CCTV facilities. NYCC Passenger Transport Unit did not support these proposals given that the bus operator leases the site and therefore landlord’s consent would be required to expand the bus station; and

• The implementation of the one way system was accepted as a cognate option to improve traffic circulation within and around the station area, hence was agreed to be taken forward to public consultation.

Strategic Road Improvements:

• Element 1 – Received support;

• Element 2 - All movements received support;

• Element 3 – Discussion was made on the proposed layout and if it could be simplified into two slip roads. If implemented would increase the flow of traffic from Broughton Road, though Broughton Road/Mount Crescent junction was identified as a school pedestrian focus point and if element 3 was to be considered a pedestrian crossing facility should therefore be provided in this area;

• Element 4 – There was mixed reaction as to what effect this element would have on levels of traffic on Mill Street and Commercial Street turning onto Scarborough Road, it was believed this may alleviate traffic by up to a third. Further modelling would be required to determine if a roundabout would be required at the South end of Element 4;

• Element 5 – This area is an important conservation area and would require further analysis, as planning inspectors had expressed concern regarding the potential environmental impact that a development such as this may have. Careful consideration would have to be made to the various environmental issues prior to development of the site;
• Enquiries were made as to whether the site was stable as flooding had recently occurred despite the recently established flood defence system; and
• Referring to all the elements presented, a question was asked as to which element would receive priority. Responding Mouchel Parkman replied that the Highways Agency would prioritise according to the element that would provide greatest accident reduction benefits, whereas NYCC would prioritise according to the elements which provided greatest benefits for Malton and Norton.

Malton Market Place Option A:
• This option received support, however it was felt that alternative parking facilities to compensate for the proposed reduction would be required to resolve any negative publicity that may be generated by the proposed loss of parking facilities;
• To make the option attractive, it was suggested that the proposals to be presented for exhibition should highlight alternative parking to compensate for the associated loss of parking facilities within the Market Place area;
• There was concern about the omission of coach parking facilities within the Market Place area. Responding, NYCC Passenger Transport Unit stated that two coach facilities, one of which is a drop-off/pick-off point on Newgate, were currently being implemented;
• In relation to the location of coach parking it was stated that the coach parking facility located to the southern flank of the church was unsuitable. The site was regarded as dangerous for passengers due to vehicle conflict; and
• There was a suggestion to improve signage for coach parking.

Malton Market Place Option B:
• Support was given to the proposed widening of footways in this option, stating that the current narrow footways discourage walking and increase unnecessary car usage. Therefore widening footways would encourage a reduction in pedestrian accidents and improve the pedestrian environment of the Market Place; and
• As with option A it was requested that alternative parking facilities to compensate for the proposed reduction in parking spaces should be added to this option.

Malton Market Place Option C:
• This option received support from all attending the workshop to go forward for public consultation.

5.3 The strategy options in detail
The comments provided in the stakeholder workshop were used to refine the measures and options into a package suitable for public consultation. The resulting measures are:

Short term complementary measures
The complementary measures include the introduction of dropped kerbs and tactile paving on key pedestrian routes, and the improvement of informal pedestrian crossing points. Additional works to be undertaken are the upgrading of bus stops including the provision of raised kerbs to aid boarding and the repair of existing and provision of new shelters and improved passenger information. A review of signing in
the towns, to ensure that it meets current requirements and needs whilst minimising clutter.

**Proposed junction improvements**

- Improvements at the Newbiggin/ Broughton Road junction to include provision for pedestrians crossing;
- Realignment of Commercial Street/Church Street/Wold Street mini roundabout to improve visibility, particularly for traffic exiting the junction from Wold Street onto Church Street; and
- Improvement at the level crossing would take cognisance to pedestrian safety.

**Malton Market Place Option A**

- The main feature change under this option is the extension of the footway around the North Western side of the Market Place. This footway will replace the existing parking area located on the carriageway, with a section of designated parking;
- The flow of traffic around the Market Place will also change with one way access into the Market Place from Market Street, this in turn requires all vehicles to leave the area via Newgate and Finkle Street. This option retains the existing one way clockwise loop around the Market Place and existing parking layout;
- There is an improved priority layout within the Market Place at the junction of Finkle Street and Newgate which will create less conflict between vehicles moving around the area;
- The construction of an extended speed table on the South section of the Market Place carriageway, between numbers 22 and 30 Market Place, enabling an improved crossing area for pedestrians and as a speed calming measure for the Market Place;
- Improved layout and changed junction priorities in Market Place at the junction of Finkle Street and Newgate;
- Alternatives for improved access and footway layouts to the Market area car park; and
- The improvement and widening of the footway between St Michael’s Church and the parking area.

**Malton Market Place Option B**

- At the core of this option is the pedestrianisation of the Southern side of the Market Place. This area will cover the existing carriageway between numbers 22 and 30 Market Place, limited access could be provided by the installation of removable bollards;
- Further definition of the church parking area, with the construction of a new footway around the Southern side. Access to this area for parking will be made from two points, one from the North and one from the Eastern access point. Exit will be made from a give way junction in between part of the new defining footway;
- Vehicular movement and flow will be changed around the Market Place. A two way flow will be implemented around the Market Place providing direct access to parking areas. Parking bays will be removed from the Northern section of carriageway to enable a two way flow;
• The footway adjacent to 4 Market Place, “The Miltons”, will be widened leaving an area which may be used by the restaurant for outdoor dining during the summer;
• The coach layover area will be removed as two bays are now provided on Newgate. This area will be used to provide further parking within the proposed layout; and
• The Market Street / Market Place junction priorities will be changed to ‘give way’ to traffic on Market Place.

Malton Market Place Option C
• This option is the most similar to the existing layout, parking is retained along the Northern side of the Market Place, with the majority of the parking areas and parking layouts kept in their current form;
• Vehicles will continue to move around the Market Place in a one way loop. The only change to the carriageway and junctions will be at the junction of Market Place and Finkle Street where right turning vehicles will give way to vehicles turning left from Finkle Street;
• The Eastern parking area of the Market Place outside building numbers 38 – 48 Market Place, will have parking replaced by an area of widened footway. This area may benefit from some form of environmental enhancement with benches and landscaping, all items should be mobile to enable this area to be cleared if is required for other uses; and
• Alternative layouts are suggested for the Market Street / Market Place junction if traffic flows were to be changed. For example, if a one way exit from Market Street is proposed then the footway at this point could be constructed to restrict the exit from the Market Place.

Strategic Road Improvements
• Details of the road improvements will be subject to consultation with the Highways Agency, NYCC, RDC and other developers who may make financial contributions towards the implementation of these improvements.

5.4 Public consultation
The measures and options described above were presented on a leaflet distributed to 100 stakeholders and Statutory Consultees and over 7,700 households and businesses within the Malton and Norton Area, during the week beginning Monday 5 July 2004. This leaflet was accompanied by a questionnaire, and both are included in this report as Appendix 8.

An exhibition was held between Friday 9th July and Saturday 17th July, in the Milton Rooms, Malton and at Norton Town Hall respectively. Staff from both Mouchel Parkman and NYCC manned this exhibition.

In addition, the consultation materials were posted on the internet at a site set up for the consultation exercise [http://www.nycc-consultation.info] and a press release was also issued by North Yorkshire County Council.

1,455 questionnaires were returned within the response period, representing a response rate of approximately 19%, including 14 questionnaires completed on the internet and 28 questionnaires received from those distributed at the exhibition.
5.5 Summary of consultation responses

Question 1 - Do you support the proposed ‘Pedestrian Action Plan Improvements’ including dropped kerbs, tactile paving, footway and route improvements?

- 80% of respondents supported these improvements, 15.5% did not support this option, and 4.5% did not register an opinion

Question 2 - Do you support the development of an integrated network of signed cycle routes and provision of additional secure cycle parking?

- 72.5% of respondents supported these developments, 23% did not support these developments, and 4.5% did not register an opinion

Question 3 - Do you support the proposed public transport measures?

- A) Upgrading of bus stops - 76% of respondents supported these measures, 18% did not support these measures, and 6% did not register an opinion
- B) Improvement of the bus station – 77% of respondents supported these measures, 15.5% did not support these measures, and 7.5% did not register an opinion

Question 4 – Do you support the proposed safety related changes to speed limits on Broughton Road, York Road, Scarborough Road, Beverley Road, Welham Road and Langton Road approaches into Malton and Norton?

- 78.5% of respondents supported these changes, 18.5% did not support these changes, and 3% did not register an opinion

Question 5 - Do you support the closure of Whitewall to prevent through traffic, other than in emergency situations?

- 41% of respondents supported this closure, 45.5% did not support this closure, and 13.5% did not register an opinion

Question 6 - Do you support the introduction of 20mph speed limits and traffic calming for?

- A) The central area of Malton – 70% of respondents supported the 20mph speed limit, 26.5% did not support the 20mph speed limit, and 3.5% did not register an opinion
- B) Commercial Street in Norton – 62% of respondents supported the 20mph speed limit, 30.5% did not support the 20mph speed limit, and 7.5% did not register an opinion
Question 7 - Do you support the proposals to introduce a residents parking zone?

- 65.5% of respondents supported the proposals, 25.5% did not support the proposals, and 9% did not register an opinion.

Question 8 - Do you support introducing alterations to Malton Market Place to create improved pedestrian areas?

- 48% of respondents supported this proposed alterations, 37.5% did not support the proposed alterations, and 14.5% did not register an opinion

Those supporting Question 8 were asked to indicate their preference in terms of Options. The responses are summarised in the table below. This would suggest Option A gaining the most support followed by Option C, Option B, and a combination of the Options.

Analysis of Question 8 Preferences (a, b, c, d)

<table>
<thead>
<tr>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
<th>Option D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>26%</td>
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<td>17%</td>
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<td>3rd</td>
<td>10.5%</td>
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<td>17.5%</td>
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<tr>
<td>4th</td>
<td>9.5%</td>
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<td>7%</td>
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<tr>
<td>'Yes'</td>
<td>6%</td>
<td>3%</td>
<td>3.5%</td>
</tr>
<tr>
<td>'No'</td>
<td>7%</td>
<td>18%</td>
<td>5.5%</td>
</tr>
<tr>
<td>'No Response'</td>
<td>20%</td>
<td>21%</td>
<td>22%</td>
</tr>
</tbody>
</table>

1st preference | 1 | 3 | 2 | 4
Weighted preference | 1 | 3 | 2 | 4

Option A – Increased footway on the North West side of the Market Place
Option B – Pedestrian area on the South East side of the Market Place
Option C – Increase footway on the North East side of the Market Place
Question 9 – Which of the following strategic road improvement elements comprising A64 junction improvements and new internal access links, do you support?

Respondents were again asked to indicate an order of preference, the responses being summarised in the table below.

Analysis of Question 9 (a, b, c, d, e)

<table>
<thead>
<tr>
<th>Element 1</th>
<th>Element 2</th>
<th>Element 3</th>
<th>Element 4</th>
<th>Element 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>32%</td>
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<td>3rd</td>
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<td>5th</td>
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<td>16%</td>
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<tr>
<td>'No Response'</td>
<td>7%</td>
<td>10%</td>
<td>9%</td>
<td>9%</td>
</tr>
</tbody>
</table>

1st preference 1 4 2 3 5
Weighted preference 1 2 4 3 5

Element 1 – A64 / Scarborough Road
Element 2 – A64 / York Road
Element 3 – A64 / Broughton Road
Element 4 – Beverley Road to Scarborough Road Link
Element 5 – York Road to Welham Road ‘Woolgrowers Link’
6 The Malton and Norton Transportation Strategy

6.1 Ryedale Area Committee Recommendations
The consultation results were reported to the North Yorkshire County Council Ryedale Area Committee on 8 September 2004. The report asked members of the committee for support of those short term measures which have received high levels of support during the consultation process, and which will now be progressed as quickly as possible to the detailed design stage. It is intended that some of these measures will be commenced during the current financial year using funds already identified in the LTP budget allocation for 2004/05. The short term measures identified are:

- ‘Pedestrian Action Plan Improvements’ including: dropped kerbs, tactile paving, footway and route improvements;
- An integrated network of signed cycle routes and provision of additional secure cycle parking;
- Upgrading of bus stops;
- Improvement of the bus station;
- Safety related changes to speed limits on the following approaches into Malton and Norton:
  - Broughton Road;
  - York Road;
  - Scarborough Road;
  - Beverly Road;
  - Welham Road;
  - Langton Road.

In relation to the options for Malton Market Place, Option A, involving widening the footway on the north-east side of the Market Place at the expense of the on-street parking presently located there, received the greatest support (48% as against 37.5%) by a significant margin. Nevertheless, none of the Market Place options have received sufficient support to be progressed further at this stage. However, further discussions would be held with the District Council, Malton Town Council and the Fitzwilliam Estate to develop proposals at a future stage, when plans for the Action Mart to the north of the Market Place have been clarified. That would permit a reconsideration of the Market Place and reconsultation on proposals which might involve even more comprehensive pedestrianisation if future plans for the Action Mart were to merge that included an element of public parking. It is intended that provision should be made in the implementation plan for a scheme for improvement in the Market Place in Year 4 of the funding programme.
With regards to the strategic road improvement elements comprising A64 junction improvements and new internal access links, the responses received, from the general public, stakeholders and consultees alike, emphasised, almost without exception, the importance of these for the future well being of the towns. This was especially so in relation to the improved access onto the A64, particularly the provision of the ‘missing’ slip road at the eastern end of the Malton bypass (A64/Scarborough Road junction). Whilst all the strategic road improvements are supported, Element 1 is identified as the top priority, so much so that Ryedale members may even consider identifying the provision of this improvement as a Ryedale District Council corporate priority. Now that these strategic elements have received the support of the community, and have been shown, technically, to be highly beneficial in terms of reduced through traffic in the town centres (depending on the options and combinations which are ultimately implemented), significant work will be required to secure appropriate funding packages, together with the support of the Highways Agency for the those schemes on the A64.

The members resolved to support the proposals. The main text of the committee report and minutes of the meeting are included as Appendix 10.

The North Yorkshire County council Director of Environmental Services, Mike Moore, made an executive decision on 29th September 2004 as follows:

1. That a Traffic Management Strategy for Malton and Norton be adopted, which includes the proposals as described in the consultation leaflet and as indicated on Drawings 77 x20/001/025B, 026B and 102B, but excluding the proposal to close Whitewall.

2. That the strategic road improvement elements set out in the consultation leaflet and shown in dwg no 077020/001/041 should be included in the strategy for Malton and Norton.

3. That proposals for Malton Market Place should be held in abeyance until development proposals for the area to the north of the Market Place are developed.

Drawing numbers 77x20/001/025B, 77x20/001/026B, 77x20/001/102B, 77020/001/041 and the Market Place proposals are attached to this report.

6.2 Implementation of the Strategy

A phasing programme has been devised to implement the Malton and Norton Transportation Strategy, which sets out the main measures and options, the timescale for implementation and the current estimated cost of the projects. North Yorkshire County Council’s Ryedale Area committee has agreed the programme and an officer group has been established to oversee the implementation of the study. (Phasing Programme attached)
# Malton & Norton Traffic Management Strategy Proposed Implementation Phasing Plan

<table>
<thead>
<tr>
<th>Scheme</th>
<th>2004/05</th>
<th>2005/06</th>
<th>2006/07</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010 onwards</th>
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<td>Dropped Kerbs and Tactile Paving</td>
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<td>Welland Road/Church Street Junction Improvement</td>
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<td><strong>Total funding required from TMS allocations £</strong></td>
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<td>183</td>
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# MALTON & NORTON TRAFFIC MANAGEMENT STRATEGY PROPOSED IMPLEMENTATION PHASING PLAN

<table>
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<tr>
<th>Scheme</th>
<th>2004/05</th>
<th>2005/06</th>
<th>2006/07</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010 onwards</th>
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<td>250</td>
<td>450</td>
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<td>A64 York Road Junction (Murley Bank)</td>
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<td>A64 Broughton Road Junction</td>
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<td>Beverley Road Link</td>
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</tr>
<tr>
<td>Woolgrowers Link</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The County Council's budget would be inadequate in isolation of achieving these strategic road improvements. The commitment of the Highways Agency, other government agencies, Ryedale District Council and potential developers will all be vital. The success with which individual joint funding arrangements can be achieved will, in reality, determine the order in which these can be introduced.

Provision of new slip road to allow right turn from A64 Eastbound to Scarborough Road at Norton. Completes all improvements and brings major relief to Butlers Corner and is therefore considered to be the priority scheme for NYCC. The funding shown here represents the County Council's contribution towards the scheme's cost.

As stated above, funding from other sources will also be required.

Provision of new slip road (or roundabout) to allow exit turn from A64 Westbound to York Road at Malton, and right turn from York Road to A64 Eastbound

Provision of new all movement junction

Provision of a direct link between Beverley Road and Scarborough Road through Norton Grove Industrial Estate

Provision of new road link between York Road and Wellham Road via the Woolgrowers Site. This would include bridges over the River Derwent and railway.

---

**Schemes for implementation following Strategic Road Improvements**

- Woolgate Improvements
- Yorkgate Improvements and Pedestrian Crossing
- One Way Traffic System involving Castle Gate, Norton Road and Railway Street
- York Road to Malton-Ambio-Cycle Route

**Reserve List Schemes**

- Part of a signed cycle route between Malton and Pickering
- Woolgrowers cycle link, including bridge over the railway to connect to the Railway Station
- Cycle routes using closed railway line
- Broughton to Malton Footway/Cycle Route

*To be funded from Cycling Facilities budget*
General Improvements

- Junction improvements currently being undertaken
- Residents parking zone
- 20mph speed limit with traffic calming measures
- Commercial/business zones
- Traffic calming schemes currently being improved by MWPCC
- Bus stop improvements
- 20mph Zone
- Residents Parking Zone
- Junction improvements
- 30mph Buffer zone with gateway feature
- Extension of the 30mph limit
- Bus station improvements

Key:
- Red: Bus stop improvements
- Yellow: 20mph Zone
- Green: Residents Parking Zone
- Blue: Junction improvements
- Purple: 30mph Buffer zone with gateway feature
- Green: Extension of the 30mph limit
- Orange: Bus station improvements
Strategic Road Improvements

Element 3
Provides an all movement junction on the A64 at Broughton Road. It could consist of new slip roads with or without a pair of roundabouts on Broughton Road. A link could also then be provided into Showfield Lane Industrial Estate as an additional measure.

Element 4
Provides a direct link between Beverley Road and Scarborough Road through Norton Grove Industrial Estate. It could be part funded by releasing additional land for development.

Element 5
In order to facilitate comprehensive development on the Woolgrowers site, a link would need to be provided between York Road and Welham Road, bridging both the River Derwent and Railway.

Element 1
Provides the additional link at the junction of the A64 and Scarborough Road, allowing traffic travelling from York to access Norton. It could consist of a new slip road, roundabout, and alteration to the existing bridge over the A64.

The Impact of the Elements
Introducing either Element 1, 2 or 3 in isolation would have a similar impact on traffic levels in Malton and Norton. If any or these elements was introduced today, traffic would reduce at Butchers Corner by about 3000 vehicles per day (22%) and at the Level Crossing by about 900 vehicles per day (5%). If Element 4 was introduced in isolation, traffic would reduce at Butchers Corner by about 3900 vehicles per day (27%) and at the Level Crossing by about 800 vehicles per day (4%). Introducing Element 5 in isolation would reduce traffic at Butchers Corner by nearly 4000 vehicles per day (29%) and at the Level Crossing by about 4650 vehicles per day (28%).

None of the Elements introduced in isolation would lead to noticeable traffic reductions on Commercial Street. However a combination of Elements, for example, 1 and 5, with traffic restrictions on Norton Road and Castle Gate would reduce traffic by 13%.
Malton Market Place Options

Option A

Main advantages
- Creates wider footways along the North West side of the Market Place.
- Reduces vehicles speeds increasing pedestrian safety.

Main disadvantage
- Reduction of 25 parking spaces in the Market Place to be relocated close by.

Option B

Main advantages
- Creates a new pedestrian area on the South East side of the Market Place and a continuous footway around the parking area in front of the Church, also improving the lighting of the area between the Church and Milton Rooms.
- Changes vehicle flows, reduces speeds and increases pedestrian safety.

Main disadvantage
- Reduction of 21 parking spaces in the Market Place to be relocated close by.

Option C

Main advantages
- Creates additional pedestrian space along the North East side of the Market Place.
- Reduces vehicles speeds increasing pedestrian safety.

Main disadvantage
- Reduction of 18 parking spaces in the Market Place to be relocated close by.
Appendix 1
Consultants Brief
TRANSPORTATION STRATEGIES FOR MARKET TOWNS
CONSULTANTS BRIEF

Introduction
North Yorkshire County Council (The Client) has made provision in 2002/2003 for a study of transportation in market towns within the county.

The study will:
• critically examine the existing transportation arrangements
• identify traffic related problems
• develop of a number of solutions
  • with an emphasis on the introduction of higher levels of sustainable transportation
  • designed to bring the conditions in the town centre area up to a level which is, as far as practicable, in line with the best of current practice
  • which should remain suitable for a period of 10 years
• expose the solutions, packaged as options, to public consultation
• formulate a preferred strategy.

The study process will include reporting to the Clients fixed cycle of committees and for this reason a closely defined timetable will be produced and monitored on a regular basis.

Overview and Monitoring
The study will be funded on a reimbursable cost basis. The consultant is required agree a target cost with client, in order to facilitate monitoring of expenditure. The consultant is further required to develop a cost plan divided into the eight main stages of the study. These are set out in the table below with an indication of the percentage of the total fee that the Client feels appropriate for each stage. Although it is not possible to define an exact timetable for each study because of differing area committee dates, indicative times from the ‘Start Point’ are also shown.

The Consultant will be required to provide the following information, not later than the first Wednesday of each month, for monitoring purposes.
• An appraisal of the progress of the work measured against the plan together with a statement of how the agreed timetable will be recovered if slippage is reported.
• A statement of expenditure to date (the date at which the measurement took place) and a statement as to the expected out turn expenditure at the completion of the task.
• Any predicted over expenditure will be treated as a claim for extra payment for work that could not reasonably have been foreseen at the time of tender. The reasons for this extra must accompany the progress report

Table 1 Percentage of total fee expected to be expended on each stage

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Percentage of fee</th>
<th>Indicative time from ‘Start point’</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>‘Start Point’ -Appoint Consultant</td>
<td>7</td>
<td>2 Months</td>
</tr>
<tr>
<td>2</td>
<td>Timetable and Reporting</td>
<td>15</td>
<td>4 Months</td>
</tr>
<tr>
<td>3</td>
<td>The Existing Situation</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Overall Objectives, Guidelines and Constraints</td>
<td>10</td>
<td>6 Months</td>
</tr>
<tr>
<td>5</td>
<td>A Critical Appraisal</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Specific Aims and Objectives</td>
<td>25</td>
<td>7 Months</td>
</tr>
<tr>
<td>7</td>
<td>Identification of Measures and Strategy Options</td>
<td>25</td>
<td>9 Months</td>
</tr>
<tr>
<td>8</td>
<td>The preferred scheme</td>
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<td>10 Months</td>
</tr>
</tbody>
</table>
The Brief in Detail

Preamble
The following Stages 1 to 8 are to be read in conjunction with ‘Transportation Strategies for Town Centres: Key Events and Reporting’, provided at Appendix A

- The Client will nominate a representative called The Lead Officer who will be responsible for the development of the Transportation strategy for each town.
- The Consultant will nominate a Partner or Associate and a Project Manager. The former having overall responsibility, the latter dealing with the day to day management of the project.

Stage 1: Timetable and reporting

The Client will arrange two meetings.

The first meeting will include the Chairman of the Clients Area Committee, appropriate local councillors and an officer sub group. The purpose of the meeting will be as follows:

- Define the boundary of the study area
- Identify key partners and consultees who will be involved in a variety of capacities during the study
- Explain the reporting system, which will be influenced by the dates of the Council’s area committee meetings.
- Outline the key activities and events including the fixed committee reporting dates, which are to form the framework for the study timetable together with an indication of the level detail required.
- Explain the assistance and services, which are to be provided by the Client together with those aspects of the study, which the Client will fund directly.
- Provide an opportunity for the Consultant to identify any methods of working or work content not included in the brief and which are likely to lead to increased efficiency.
- An initial identification of problems and issues and discussion of the current status of any outstanding matters being dealt with through the Clients ‘Traffic Management Priority System’ and any schemes currently on the Clients ‘Reserve List’.

The second meeting will include the Clients Officers and the Officers of the District Council. The purpose of the meeting will be to:

- Discuss methods of consultation and communication
- Consider local planning matters and car parking.

Stage 2: The Existing Situation

Ordnance Survey base mapping and associated datasets will be provided by the Client for use within each specific study. The Consultant will be expected to produce any additional layers for use within the subsequent process of consultation and design. Additional layers will highlight: main transport generators; pedestrian facilities; bus stops and/or rail stations; off-street car parks; on-street parking; major junctions and other similar features. It will also be necessary for the Consultant to identify any significant constraints including but not limited to: traffic orders; physical restraints and significant land use developments likely to materialise within the period of 10 years.

The Client will provide all available data relating to vehicular counts, pedestrian counts and speed surveys undertaken within the previous five-year period, and accident records for a three-year period. This will be supplemented by local knowledge from both the Client and Consultant. The Consultant will appraise this information and inform the Client of any additional data requirements that may be needed to test the feasibility of measures or support strategy options developed within the study. The client will consider if it is necessary to obtain this additional data and either make arrangements for its collection or award an extra payment within the contract.
The existing situation will be detailed within ‘The Report’ under headings such as:

- Main vehicular flows
- Main pedestrian flows
- Occupancy and turnover of short stay and long stay car parks
- Excessive traffic speed
- Abnormal incidence of personal injury accidents

**Stage 3: Overall Objectives, Guidelines and Constraints**

The Consultant will be required to identify and summarise the main policies, guidelines and constraints that will influence the development of the alternative strategies for future transportation arrangements. In addition to including town centre developments which are funded from external sources, the client and consultant will work in partnership to identify opportunities to attract other forms of inward investment into the Town. Particular reference is made to the following.

- North Yorkshire County Council Local Transport Plan 2001/2006
- The relevant Local Plans of:
  a) The District Council
  b) The National Park where appropriate
- Regional Planning Guidance
- Government Planning Policy Guidance, in particular PPG 13 Transport
- The likely budgets available for capital and revenue expenditure in the short term and for the subsequent five years.

The Consultant will be guided by the Clients implicit objectives which, in priority order seek to improve conditions for pedestrians, cyclists, public transport users and vehicle drivers, all with particular regard to meeting the Clients road safety objectives and targets.

**Stage 4: A Critical Appraisal**

This will be undertaken through a two-stage process.

- Firstly, a workshop involving the key partners (as identified in Stage 1). The outcome of the workshop will be released in a press release agreed by the Client and Consultant, and a summary of the workshop proceedings will be sent to stakeholders.
- Secondly, a survey involving the local community, the format of which will be agreed with the client.

The main aim of the appraisal will be to identify the current problems and issues within the study area (defined in Stage 1), augmented by the technical appraisal and analysis (carried out in Stage 2).

The appraisal will be detailed within 'The Report' under headings such as:

- Pedestrian problems and needs.
- Cycling and cycle facilities.
- Public transport including rail (if appropriate), buses and taxis.
- Servicing
- Vehicular traffic -congestion/parking/demand management.
- The current management arrangements for car parking. (Including the balance between long stay and short stay parking provision, turnover of spaces and charging policy)
- Residents parking
- Mobility/Disabled access considerations.
- Safety problems and vehicle speed issues.
- Environmental concerns including identification of locations/sites likely to benefit from either school or Green Travel Plans.
- Land use allocations in District Local Plan so as to identify any future major traffic generators.
Stage 5: Specific Aims and Objectives
The Consultant will produce a statement specific to each study focused on what is achievable within the scope of the resources available to best meet the needs of the local community.
Reference will be made to proposals which have been identified by the workshop but which would be impracticable owing to budget limitations.

This statement will consist of:
- The aims and policy goals of the future transportation strategy
- Outline objectives specific to meeting the ongoing needs of the town
- The process required to identify transportation measures and options for the town

Stage 6: Identification of Measures and Strategy Options
The Consultant will be required to produce a number of transportation options together with outline costs, which meet as closely as possible the aims and objectives identified (stated in Stage 5). It is expected that these will span the range between a minimum of change to the existing situation through to the maximum practicable within the expected lifespan of the project and with the resources available. A normal range would be three options, although, more or less, may be acceptable. The exact range will be agreed between the Client and Consultant for each individual study.

- The strategy options are to be produced as sketch drawings at an appropriate scale. Additional detailed representation may be required for specific measures if this is necessary to either ‘prove the concept’ or allow the Client or local community to make a decision regarding the measure.
- Improvements which are common to all strategy options and which do not require a long lead-time must be identified on a separate plan. This will enable the Client to make an early start on the implementation of the work.
- The amount of text required would be at a minimal level, although the various elements will be listed on each drawing to enable the components to be easily re-assembled so as to produce different sub options if required.

The Consultant will make arrangements for the strategy options will be considered by a second workshop involving the key partners (identified in Stage 1, with additions as necessary).
- The Council's officers will introduce and chair the workshop and will interpret the result of the meeting to the extent that the options for public consultation will be identified.
- The Consultant will provide a presentation of the strategy option to a high standard in line with current techniques

In addition, the Consultant will examine the viability and practicality of providing stand-alone Pedestrian Action and Local Cycling Plans in accordance with the Clients guidelines, and identify potential sources of third party funding.

Stage 7: Public Consultation
The views of the public will be obtained by means of an exhibition, a colour leaflet and a pre-paid postal questionnaire. A press release will introduce a period of public consultation appropriate to the study but not exceeding four weeks.

The Client will approve a timetable of dates for the development of the public consultation process, which should be submitted by the Consultant at the earliest practicable date. The Consultant will also design the leaflet and questionnaire, and arrange for the holding of the exhibition. The Client will oversee the design and arrangement.

The leaflet and questionnaire will be distributed to a large proportion of the population within the study area and in some cases it may be delivered to all households. The public exhibition will also represent an important outlet for leaflet distribution and further copies will be placed in prominent locations, for example public buildings and main service facilities.

The Consultant will coded the responses electronically any provide appropriate statistical and spatial analysis as determined by support indicated within the responses. The analysis will be reported to the Client.
**Stage 8: The Preferred scheme**

The Consultant, in consultation with the Client, will draw up a preferred strategy based upon the results of the public consultation process.

The Consultant will produce a final draft report, suitable for consideration by the Clients Area Committee. This will be provided in both electronic format and as hard copy for internal use. The Consultant will, if required, attend the Client Area Committee.

Following a decision by the Client’s Area Committee, the Consultant will make any necessary amendments and produce the Transportation Strategy for the particular town, consistent with the framework attached as Appendix C. This will also include an outline programme for implementation, including costs, for the preferred strategy.

The Client provide appropriate separate Pedestrian Action and Local Cycling Plans.
# TOWN CENTRE TRANSPORTATION IN FOUR MEDIUM Sized TOWNS

## Key Events and Reporting

**Note on reporting:**

- **Informal** means oral approval by the appropriate clients representative as nominated by lead officer.
- **Formal** means written approval in the form of minutes of a meeting or by letter.

*(In the case of the final report identified in Stage 8, only written approval by the lead officer will suffice)*

<table>
<thead>
<tr>
<th>Stage</th>
<th>Key Event</th>
<th>Actions by Consultant</th>
<th>Reporting</th>
<th>Information, services and facilities provided by client</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (Timetable)</td>
<td>Initial meeting to identify key partners</td>
<td>Prepare list of partners/key stakeholders for future consultation</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Complete action plan</td>
<td>Total work programme based on key events</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Public consultation format and timetable</td>
<td>Report to determine scope content and cost of consultation</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Commence survey</td>
<td>Provide access to departmental records</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td>2 (Existing Situation)</td>
<td>Progress meeting 1</td>
<td>Meetings programmed to facilitate a review of content and progress</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Progress meeting 2</td>
<td>Informal discussion regarding the scope and content of report</td>
<td>Formal</td>
<td>Formal</td>
</tr>
<tr>
<td></td>
<td>Complete report</td>
<td>Consultant to undertake survey of local community in order to identify local problems and issues</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Survey involving the community</td>
<td>Client observes progress and provides guidance if required</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td>3 (Objectives, Guidelines, Constraints)</td>
<td>Completion</td>
<td>Informal discussion regarding the scope and content of report</td>
<td>Formal</td>
<td>Formal</td>
</tr>
<tr>
<td></td>
<td>Workshop 1</td>
<td>Arrive, arrange and present report</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Workshop 2</td>
<td>Introduce and interpret the result of Workshop 1</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td>4 (Critical Appraisal)</td>
<td>Survey on Workshop 1</td>
<td>Arrive, arrange and present report</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Presentation for Workshop 1</td>
<td>Introduce and interpret the meeting and identify options for public consultation</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Ratification of proposals for public consultation</td>
<td>Arrive, arrange and present report</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td>5 (Specific Aims)</td>
<td>Complete Report</td>
<td>Obtain approval to proposals for public consultation by NYCC Area Committee</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Preferred option identified</td>
<td>Consultant develops preferred scheme based upon results of public consultation in close consultation with client</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>First draft final report</td>
<td>Copy to nominated officers</td>
<td>Formal</td>
<td>Formal</td>
</tr>
<tr>
<td></td>
<td>Final report</td>
<td>Copy to nominated officers</td>
<td>Formal</td>
<td>Formal</td>
</tr>
<tr>
<td></td>
<td>Committee report</td>
<td>Copy to nominated officers</td>
<td>Formal</td>
<td>Formal</td>
</tr>
<tr>
<td></td>
<td>Area Committee meeting</td>
<td>Consultant responds Transportation Strategy</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td></td>
<td>Public consultation commence</td>
<td>Client observes progress and provides guidance if required</td>
<td>Informal</td>
<td>Informal</td>
</tr>
</tbody>
</table>
How can you help? Visit our exhibition to view the plans on display.

Please read his pamphlet and then, for a clearer understanding of the plans, come to the exhibition, to be held between Friday 19 July and Thursday 1 August, in The Ark, Kileagle, Tadcaster. At the exhibition, you will be able to discuss the proposals with representatives of both NYCC and Mouchel. On Friday 19 July between 14:00 and 20:00, and on Saturday 20 July between 10:00 and 14:00.

Whilst any comments would be helpful, it would be appreciated if you would also complete the questionnaire accompanying this pamphlet. This can be handed in at the exhibition, returned free of charge in the envelope provided or completed on the internet. All comments and questionnaires should be returned by 9 August 2002.

Your views will be considered on an equal basis with those of other people and organisations. The final strategy for implementation will be guided by the majority view indicated by the responses received. At that stage formal proposals will be published for those elements of the strategy options that require detailed local consultation prior to their construction.

This pamphlet and accompanying questionnaire are also available on the internet at [http://www.nyc-consultation.info].
Introduction

North Yorkshire County Council (NYCC) wishes to afford transport and access related issues a high priority within the Tadcaster area over the next few years. Recently efforts have been focused on the development of a Traffic Management Strategy for Tadcaster. This aims to secure long lasting transport improvements, especially for vulnerable road users, whilst maximising economic and environmental wellbeing and minimising existing or potential sources of detrimental impact.

Many local organisations and individuals have participated in the development of the strategy options and measures contained within this pamphlet through attendance at two workshops. The County Council would like your views in order to help construct a final strategy. Implementation of the strategy is then likely to begin before the end of the year.

What are the problems?

The problems and issues summarised in the list below were identified by stakeholders at a workshop in Tadcaster during 2001. They represent the first input into the Traffic Management Strategy.

- Pedestrian Issues - Pedestrian/vehicle conflict, particularly on market days. A 30 mph zone has been requested.
- Cycling - The lack of cycle facilities especially in relation to routes to schools and a shortage of secure cycle parking facilities.
- Facilities for the Mobility Impaired and Wheelchair Users - Many barriers exist for those making journeys into the central commercial area, or on to other facilities.
- Public Transport - The bus station redevelopment is urgently needed. Entry and egress from the site is a problem. Bus stops generally need upgrading by provision of shelter and information.
- Motorised cross-town journeys - A problem is perceived with unnecessary cross-town journeys by private cars and particularly goods vehicles. Problems are exacerbated by the lack of bidirectional access at junctions on the A64.
- Parking Issues - The provision and condition of off-street parking. Holding the market on part of the Central Car Park is perceived to reduce the supply of spaces whilst increasing demand.
- Signing Issues - Directional signing within the town needs to be reviewed, particularly to the A64 and destinations beyond signing. To car parks needs to be improved, as does signing to pedestrians and public paths.
- Traffic Calming - A need for more traffic calming which must take account of the needs of all road users.
- Retail Sevicing - The essential servicing requirements of businesses and public facilities must be addressed.

What are we trying to achieve?

The following objectives were used to develop the Transport Management Strategy options and complimentary measures. They are not listed in a priority order.

- Secure improved access to Tadcaster at the three junctions on the A64, in order to reduce unnecessary journeys through both the town and historic core.
- Identify and make necessary improvements to establish a network of signed preferred routes for pedestrians, especially for safer routes to schools, and the mobility or sensory impaired, between key attractors including the: historic core and commercial area; schools; shopping and supermarket; residential areas; and key employment locations.
- Develop a network of cycle routes and facilities to make using a cycle a safe, comfortable and realistic alternative to using a car.
- Limit the speed of traffic in the historic core and adjacent commercial areas, in order to reduce the severity of collisions between motor vehicles, pedestrians and cyclists.
- Facilitate the improvement of public transport services for those commuting into and out of Tadcaster through both the upgrading of infrastructure and by working in partnership with neighbouring local authorities and local employers.
- Improve entry and egress from the Tadcaster Bus Station site on completion of the redevelopment scheme.
- Implement remedial measures at known high risk accident locations.
- Rationalise on-street parking in the commercial area.
- Eliminate as far as practicable, through traffic within residential areas.
- Improve and synchronise signing within the town, especially in respect of changes resulting from measures developed as part of this strategy.

How can it be achieved?

NYCC has worked closely with its partner consultant Mouchel North Yorkshire to develop schemes that can deliver the objectives and provide an overall benefit for Tadcaster. Three options, a number of complimentary measures and the outline of a long-term parking strategy have been developed for the town. NYCC has allocated funds in its capital budget to allow schemes up to the value of £100,000 to commence this financial year (2002/03). In addition, a sum of almost £200,000 has been earmarked for the redevelopment of the bus station. This scheme has recently been out to consultation and work is programmed to commence this autumn.

For one or more of the options to be developed the necessary level of support would be required from the local community through this consultation process. Progression on the complimentary measures is not dependent on the selection of any of the other options, so a number of improvements can proceed even if none of the options is favoured by the community.

Option A

- Option A has the joint aims of improving road safety and encouraging cycling and walking for those travelling around Tadcaster.
- At the core of this strategy option, an extended 30 mph zone would be created from the existing zone on Wetherby Road, encompassing the eastern end of Station Road, Wetherby, St. Joseph’s Street, Chaple Street, King Street, High Bridge, Street, Mill Lane and the western end of Commercial Street.
- On Leeds Road and Wighill Lane, a 40 mph buffer zones would be created between the national 30 mph speed limit and existing 30 mph zone. ‘Gateway’ features would be created at these points. In addition, at the 30 mph speed limit on York Road, traffic calming measures would be introduced on Wighill Lane and part of York Road.
- The footpath on Leeds Road to Tadcaster Grammar School would be upgraded to facilitate joint pedestrian/cycle use. any lighting the path would be considered. Additional footway improvements would be made on Leeds Road, Station Road, Wetherby Road, and to the Viaduct Walk, the latter being upgraded for joint pedestrian/cycle use. The existing zebra crossings on York Road and Leeds Road would be upgraded to ‘Pull-in’ crossings.
- In addition to the cycle facilities noted above, advisory cycle lanes would be provided on Station Road, Leeds Road and York Road. An additional route would be provided through the residential area to the north of York Road linking to the viaduct path. The junction of Station Road and Leeds Road would be modified and cycle parking would be provided at a number of locations throughout the town.
- A box junction would be provided to aid access from the bus station.

Option B

- Option B would create a modified one-way system with traffic travelling northbound on St. Joseph’s Street and southbound on Chapel Street. The system would be designed to operate within a 20 mph zone and complimentary traffic calming measures would be introduced to keep traffic speeds low.
- Part of Kirkgate would be pedestrianised, from which all traffic would be prohibited during specified hours of the day.
- The junctions of High Street with Chapel Street and St. Joseph’s Street will be signalled to improve safety and allow for unimpeded turning movements by essential heavy Commercial Vehicles.
- A parking bay for at least 14 vehicles will be created on the South side of Westgate in the vicinity of the Post Office, with a further 9 spaces or St. Joseph’s Street near residential properties.

Option C

- Option C removes the existing one-way system with two way traffic being retained on St. Joseph’s Street. As with Option B, Kirkgate would be a pedestrianised.
- Chapel Street would have a closure part way along its length.
- The option would also operate within a 20 mph zone; complimentary traffic calming measures would be introduced.
- In the junctions of St. Joseph’s Street and Chapel Street with High Street would be signalled.

Complimentary Measures

The complimentary measures include: the introduction of dropped kerbs and tactile paving on key pedestrian routes and the improvement of existing informal pedestrian crossing points and the upgrading of bus stops to a minimum standard including the provision of raised kerbs to aid boarding, the repair of existing and provision of new shelters and improved information provision. An example of the application of these measures is shown on the reverse of this sheet and they are listed on the questionnaire.

Parking Strategy

Selby District Council has funds available for the improvement of both the Britannia and Central Car Parks. Proposals forwarded by Samuel Smiths Brewery include the creation of additional spaces on Robin Hood’s Yard. As additional spaces are created, a number of short-stay spaces could be created within the Central Car Park and the number of spaces on High Street and Bridge Street could be reduced, providing space for pedestrian and environmental improvements.
Tadcaster Traffic Management Strategy
Consultation Questionnaire

1. Do you support Option A - ‘Safety Improvements’? Yes □ No □

2. Do you support Option B - ‘Pedestrianisation of Kirkgate and a modified One-Way System on Chapel Street and St. Joseph’s Street’, in tandem with the proposals contained in Option A? Yes □ No □

3. Do you support Option C - ‘Pedestrianisation of Kirkgate and Two-Way traffic on St. Joseph’s Street’, in tandem with the proposals contained in Option A? Yes □ No □

4. Do you support the Parking Strategy? Yes □ No □

Complementary Measures

5. Do you support the introduction of dropped kerbs and tactile paving? Yes □ No □

6. Do you support the improvement of existing informal pedestrian crossing points? Yes □ No □

7. Do you support the upgrading of bus stops and associated information? Yes □ No □

So that we can analyse the information that you have provided in the most effective way. We would appreciate if you could enter the name and/or number of your building and your full postcode in the boxes provided.

What is the name and/or number of your building __________________________

What is your full postcode (for example LS24 3XX) _______ _______ _______

Other Comments

Thank you for your time and assistance.
This questionnaire is also available for completion on-line at http://www.nycc-consultation.info
Appendix C

TRAFFIC MANAGEMENT STRATEGIES FOR TOWN CENTRES
STANDARD REPORT FRAMEWORK

Introduction
- State what it expected to be achieved.
- Refer to overall policies and the influence of PPG 13.
- Explain the concept that the main themes will be to create a better environment and to increase prosperity
- Describe the public participation process in some detail including how the final scheme will be strongly influenced by the people of the Town.

  - The Study Area
  - Location
    - Describe the geographic location. The character of the town and what major facilities it provides for the people of the area.
  - Access
    - The access by road rail and public transport and the provision of car parking A general description
  - Historical development
    - A brief explanation indicating an appreciation of the areas historical heritage.

Transport In 'The Study Town'

  - Field Survey
    - The results of the survey in brief.
  - The Views of the Public
    - Include the findings from Workshop 1. Explain in some detail how the process was structured and the attendance level. Including the range of attendees. and how many people attended. A full list of attendees should be included in an appendix.
    - Identify issues raised at the meeting which are outside the scope of this study explain how these have been dealt with

Policies and Transport Objectives

  - The Objectives
    - The main objectives contained within the Local Transport Plan
    - Any relevant local objectives stated in the Local Transport Plan
    - Relevant District Council and National park (where appropriate) Local Plan developments and constraints.
    - The transportation aims of the study and the influence of PPG 13.
  - Transportation Strategy Aims and Objectives for' (the particular town)
    - This section should be the one that local people should find the most interesting, it will consist of aims, some of which may almost be seen as projects. This sets the scene for the development of the options.
  - Finance and Implementation
    - The budget provision from all relevant sources and the period over which the works will be implemented

Developing the Transportation Strategy

  - Identification of Options
    - An explanation of the format and attendance of workshop 2 as described above. Reference will be made to those options identified but excluded and the reasons for rejection will be stated.
    - The practicable options chosen for public consultation together with an indication of those aspects, which are common to all options. The latter being those traffic management measures, which do not require along lead time for implementation.
  - The Options in Detail
    - The practicable options will be covered by a brief but concise description. A detailed drawing of each at size A4 will be contained in an Appendix.

The Identification of a Preferred Scheme

  - An explanation of how the different options and sub-options were put to public consultation, attendance and results:
  - A description of the preferred scheme together with detailed drawings at A4 scale as an appendix.
  - Drawings of the strategy at A1 scale as an appendix.
Appendix 2

Workshop Attendees
<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation/Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colin Brown</td>
<td>NYCC - Traffic Management</td>
</tr>
<tr>
<td>Mr Brown</td>
<td>1-2-1 Taxis</td>
</tr>
<tr>
<td>Tim Burgess</td>
<td>Malton and Norton Traffic Concern Group</td>
</tr>
<tr>
<td>Neil Burnett</td>
<td>North Yorkshire Police</td>
</tr>
<tr>
<td>Roddy Bushell</td>
<td>Fitzwilliam Estates</td>
</tr>
<tr>
<td>Mark Campion</td>
<td>Malton Racing Association</td>
</tr>
<tr>
<td>Graham Cressey</td>
<td>NYCC - Traffic Management</td>
</tr>
<tr>
<td>Tracy Crouch</td>
<td>Ryedale Community Transport</td>
</tr>
<tr>
<td>Peter Cuthbertson</td>
<td>Bright Steels</td>
</tr>
<tr>
<td>Alison Fisher</td>
<td>English Heritage</td>
</tr>
<tr>
<td>Catherine Foster</td>
<td>NYCC - Passenger Transport</td>
</tr>
<tr>
<td>Lee Foulner</td>
<td>Mouchel Consulting</td>
</tr>
<tr>
<td>Susan Gallagher</td>
<td>NYCC - Road Safety</td>
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<tr>
<td>Stewart Hurst</td>
<td>NYCC - Traffic Management</td>
</tr>
<tr>
<td>David Judson</td>
<td>Arriva Trains Northern</td>
</tr>
<tr>
<td>Roger King</td>
<td>Norton-on-Derwent Town Council</td>
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<tr>
<td>Michael Knaggs</td>
<td>County Councillor</td>
</tr>
<tr>
<td>Philippa Lingard</td>
<td>NYCC - Forward Planning</td>
</tr>
<tr>
<td>David Lloyd Williams</td>
<td>County Councillor</td>
</tr>
<tr>
<td>Peter Mudge</td>
<td>Malton and Norton Town Centre Management Company</td>
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<tr>
<td>Sarah Parkinson</td>
<td>Ryedale District Council - Conservation</td>
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<tr>
<td>George Peach</td>
<td>Confederation of Passenger Transport</td>
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<tr>
<td>Iain Pearson</td>
<td>NYCC - Passenger Transport</td>
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<tr>
<td>Geoff Rennie</td>
<td>County Councillor</td>
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<tr>
<td>Peter Renshaw</td>
<td>NYCC - Divisional Engineer</td>
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<tr>
<td>Geoff Richardson</td>
<td>Ryedale District Council</td>
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<tr>
<td>Julian Rudd</td>
<td>Ryedale District Council - Planning</td>
</tr>
<tr>
<td>Paul Sheppard</td>
<td>NYCC - Area Traffic</td>
</tr>
<tr>
<td>Paul Smith</td>
<td>Road Haulage Association</td>
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<tr>
<td>Matthew Steele</td>
<td>Mouchel Consulting</td>
</tr>
<tr>
<td>Margaret Taylor</td>
<td>Norton Town Council - Road Safety Committee</td>
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<tr>
<td>Pamela Townley</td>
<td>Mouchel Consulting</td>
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<tr>
<td>Rob Turnbull</td>
<td>Mouchel Consulting</td>
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<tr>
<td>Tony Vinnel</td>
<td>Norton Town Council / Derwent Riverside Project</td>
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<tr>
<td>Steve Ward</td>
<td>Road Haulage Association / Ward Brothers Transport</td>
</tr>
<tr>
<td>Jane Wilford</td>
<td>Malton town Council / Malton School</td>
</tr>
<tr>
<td>Chris Wilson</td>
<td>Boulton and Cooper</td>
</tr>
<tr>
<td>Peter Wright</td>
<td>Cycle Tourists Club (and Resident)</td>
</tr>
</tbody>
</table>
## Malton and Norton Workshop 2 - Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr David Lloyd-Williams</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Cllr Geoffrey Rennie</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Peter Wilson</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Cllr Stephen Preston</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Cllr Allin Jenkins</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>John Philips</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>John Pilgram</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Jill Thompson</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Emma Woodland</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Julian Rudd</td>
<td>Ryedale District Council</td>
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<tr>
<td>Gary Housden</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Steve Richmond</td>
<td>Ryedale District Council</td>
</tr>
<tr>
<td>Gerry Cooper</td>
<td>Broughton Parish Meeting</td>
</tr>
<tr>
<td>Chris Wilson</td>
<td>Boulton and Cooper</td>
</tr>
<tr>
<td>Paul Hayword</td>
<td>Ryedale Voluntary Action Group</td>
</tr>
<tr>
<td>Mr C G Culley</td>
<td>Malton Community Primary School</td>
</tr>
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<td>Mr Richard Young</td>
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Appendix 3
Pedestrian Plan
Malton and Norton
Pedestrian Plan

Malton and Norton Transportation Strategy

29 April 2005

Produced for
North Yorkshire County Council

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1 Introduction

This Pedestrian Action Plan has been produced in parallel to the Malton and Norton Traffic Management Strategy, adopted by North Yorkshire County Council, and developed in partnership with Mouchel Parkman Limited.

The Pedestrian Action Plan is entirely consistent with the aforementioned strategy, but can be read separately without referring to the strategy document.

This report sets out:

- The objectives of North Yorkshire County Council Strategy for Pedestrians and specific aims for this plan
- The principal features and pedestrian attractors within the town
- Key pedestrian routes within and around the town
- Proposals for improvement
- Consultation responses

The outcome of the Pedestrian Action Plan is summarised in Appendix E and on Drawing 025b.

1.1 Objectives

North Yorkshire County Council has adopted an over-arching Pedestrian Strategy, which commits it to produce a Pedestrian Action Plan for all towns within the county. This contains a number of objectives:

- To maximise the role of walking, in order to reduce the use of and the reliance on the private car.
- To identify and improve, based on an assessment of demand and potential demand, high quality networks providing safe, convenient and attractive routes for pedestrians in urban areas.
- To ensure that in assessing transport and development proposals, the needs of pedestrians are the first priority.
- To maintain and improve the network of rural, urban and interurban pedestrian routes, hence achieving greater public satisfaction.
- To ensure that suitable facilities for the mobility impaired are provided, wherever possible, on the key pedestrian route network. To improve the facilities on all pedestrian routes and to ensure appropriate facilities are always provided when new and refurbished pedestrian crossings are installed.

The preparation and implementation of the Pedestrian Action Plan is intended to provide a means to assist in achieving these objectives within the study area.
1.2 **Specific Objectives**
The specific aims of the Pedestrian Action Plan are outlined below:

- To identify key pedestrian routes based on an assessment of demand and potential demand;
- To determine any shortfall in facilities, particularly for disabled users, along these key routes and any significant shortfalls on any other important pedestrian routes;
- Identify actions and/or facilities to address any shortfall; and
- Prioritise proposals for improvements required to these routes.

The ultimate aim of the Pedestrian Action Plan is to ensure that the key pedestrian routes are coherent and of a consistent design standard thereby contributing to the provision of a high quality pedestrian route network. The Plan should also identify all improvements necessary to comply with the requirements of the Disability Discrimination Act 1995 (DDA).
2 Principal Facilities

2.1 Twin Town Centres
The twin towns of Malton and Norton, bisected by the River Derwent, each have a commercial town centre. The Market Place of Malton and surrounding streets of Wheelgate, Finkle Street, Castlegate and Yorkersgate comprise the town centre of Malton, whilst the two connecting arterial streets of Commercial Street and Church Street exist as the town centre of Norton.

Facilities available within Malton town centre include: a wide range of retail premises and two supermarkets, several banks, a post office, a Public Library, various hotels and guest houses, a cinema, several places of worship, the Milton Rooms public building used for concerts, shows and other events, a town hall which now exists as the Malton Museum, a thrice weekly livestock auction mart, and a weekly Saturday goods market held in the eastern section of the Market Place.

Facilities available within the smaller town centre of Norton include a range of retail premises, a Public Library, a town hall, several places of worship, several pubs and guest houses, and a swimming pool and fitness complex.

2.2 Tourist Attractions
In addition to the Malton Museum and the Market Place itself, Malton also offers the roman fort of Derventio and the Priory and dwellings of Old Malton as informal tourist attractions. Although no formal tourist attractions exist within Norton, the surrounding hinterland contains an array of tourist facilities, of which Malton and Norton serve as a popular accommodation base point for people visiting the Ryedale area.

2.3 Leisure Facilities
Leisure facilities include a swimming pool and fitness complex and a bowling centre located in Norton (accessed via the B1248 arterial route into Norton), and a combined tennis, bowls and squash club, and rugby club both located on Old Malton Road in the eastern area of Malton.

2.4 Residential Areas
The twin towns of Malton and Norton have a combined resident population of approximately 11,966. The majority of Norton residents are located within an area bordered by Commercial Street and Church Street to the north, the Welham Road to the west and Beverley Road to the east.

In Malton, four main residential areas can be defined flanking the northern bank of the river Derwent – a western sector spanning between the arterial routes of the B1248 and B1257 encompassing the town centre; a central area bounded by the town centre in the west and former railway track in the east; a north-northeast sector centred around Peasy Hill Road and Highfield Road; and Old Malton located to the eastern perimeter of Malton close to the A64 bypass route.
2.5 Medical Centres
These include the Malton and Norton District Hospital which is nested within the main western residential sector of Malton, and two general medical practices located on Railway Street in Norton and on Princess Road in Malton, respectively.

2.6 Education Centres
Malton and Norton have several education establishments serving the twin towns and the large surrounding hinterland. These establishments comprise of the Malton School for primary and secondary pupils on Middlecave Road near the Malton and Norton District Hospital, of which 32% of the 577 pupils walk to school; Malton Community Primary School and neighbouring St Mary’s Roman Catholic School located on Highfield Road to the north east of Malton of which 65% of the 282 pupils and 21% of the 75 pupils and walk to school, respectively. In Norton two educational establishments comprise of: Norton Community Primary School located on Wood Street, central to the main residential area, of which 75% of its 523 pupils walk to school; and Norton College located on Langton Road to the south of the main residential area of Norton, of which only 22% of its students walk to college.

2.7 Employment Centres
In addition to the employment created by the service sector of the two towns, a large proportion of the resident population is employed at the three industrial estates located within the Malton and Norton study area. Pasture Lane Industrial Estate and York Road Industrial Estate are located in the northern and western perimeter of Malton respectively, and Norton Grove Industrial Estate is accessed via the B1248 Scarborough Road to the east of Norton.

2.8 Public Transport Facilities
The York to Scarborough railway line also bisects the twin towns, running parallel to the River Derwent, with the station located south of the river, in Norton. The bus station is located within the immediate vicinity of the railway station, permitting a public transport interchange facility to serve numerous destinations within the Ryedale area and beyond.

2.9 Pedestrian Accidents
A total of 36 pedestrian accidents resulting in injury were reported in Malton and Norton during the period January 2000 to August 2002, of which 29 were casualties receiving slight injuries, 6 receiving serious injuries and 2 receiving fatal injuries. As detailed in the table in Appendix C, the accident resulting in fatal injuries occurred whilst the driver of a car transporter fell from the top deck of his vehicle.

Furthermore, as indicated by the accident table in Appendix C, pedestrian error whilst crossing the carriageway accounted for a large proportion of reported accidents, with the majority of accidents occurring in Malton, particularly within the town centre area. As four of the six pedestrian accidents which occurred on Wheelgate involved inbound vehicles along this downhill route, a reduction in vehicle speeds and removal of on-street parking along the southern section of Wheelgate may increase driver awareness of pedestrians, particularly regarding the high
volume of pedestrians using this area of Malton town centre. As illustrated by the accident location map in Appendix C, Newbiggin and Castlegate in Malton and Beverley Road in Norton are also locations where three pedestrians have incurred accident injury.
3 Pedestrian Routes

Key pedestrian routes, not in priority order, have been identified as:

3.1 Route A
*Orchard Road, Appletree Way, Maiden Greve, Castle Howard Drive, Castle Howard Road, York Road, Yorkersgate*

This route links the lower section of the western residential area of Malton with the town centre, following one of the main traffic arterial routes from the A64 into Malton. Orchard Road, Appletree Way, Maiden Greve and Castle Howard Drive are primary tributary pedestrian routes from the residential area linking onto Castle Howard Road. Footway widths of these four primary tributary routes do not fall below 1.15m and are of satisfactory surface condition.

Typical footway widths along Castle Howard Road range from 1.45m to 1.55m along the western footway of this road, and from 1.2m to 2.8m along the eastern footway of this road, with satisfactory condition of footway surfaces along both sides of the carriageway. A secondary pedestrian route links the York Road Industrial Estate to Yorkersgate and the town centre. Footway widths along York Road range from 1.6m to 2.4m with satisfactory surface conditions along this spur. As this route continues eastbound along Yorkersgate towards the town centre, footway widths range from 1.5m to 1.9 along the southern footway and from 1.7m to 2.2m along the northern footway of Yorkersgate.

Footway surface conditions are generally satisfactory with the exception of the War Memorial / Horsemarket Road / Yorkersgate junction where footway resurfacing is required around the entire perimeter of the War Memorial (see Plate 1) of which the southern side serves as a bus stop location, and along the eastern footway extending between Horsemarket Road and Yorkersgate (see Plate 2).

Yorkersgate provides several access points into the town centre, both to the Market Place, Wheelgate, Railway Street and onto Castlegate. Dropped kerb crossing points and tactile paving facilities are required at several side road junctions along this key route.
Plate 1: Footway on war Horsemarket Road

Plate 2: Footway between Horsemarket Road and Yorkersgate
3.2 Route B
*Middlecave Road, Hospital Road, Spital Field Court, Spital Street, Newgate, Finkle Street, Mount Road*

This route links the northwest residential area of Malton, the Malton and Norton District Hospital, and Malton School with town centre. The western section of Middlecave Road extending between Malton Schools' West Wing and Hospital Road does not have a footway along the southern section of the footway thus concentrating pedestrian movement along the northern side of the carriageway. Footway widths along this section of route extend between 1.8 and 2.0m with satisfactory surface conditions. Pedestrian access along Hospital Road is restricted to a 1.2m footway along the eastern side of the carriageway.

An alternative pedestrian route exists between the Hospital Road / Hospital main entrance and Middlecave Road behind residential property. Lighting is not provided along this alternative route and the Middlecave Road exit of this route requires footway resurfacing (see Plate 3).

*Plate 3: Middlecave Road*

The route between the Middlecave Road / Hospital Road junction and the Middlecave Road / Mount Crescent junction offers footway widths of between 0.8m and 2.4m along the south side of the carriageway (with several pinch points created by lamp columns), with the footway along the north side of the carriageway varies between 1.8m and 3.0m wide with satisfactory footway surface conditions. As the
route continues southwards along Middlecave Road and Spital Field Court towards Malton town centre, the eastern footway ranges between 1.3m and 1.7m whilst the narrower western footway ranges between 0.8m to 1.2m, diminishing between 0.14m and 0.7m along the western footway of Spital Field Court.

At the junction of Spital Field Court and Spital Court, a spur extends eastwards along Spital Street to serve a supermarket facility where footway widths range between 1.3m and 1.5m on the north side and between 1.4 and 1.5 along the southern side. The south-eastern footway of the Spital Street / Newgate junction also requires construction of a footway (see Plate 4).

Footway conditions along Newgate are of satisfactory condition and width although the presence of the bus shelter does reduce the width of the footway to 0.85m at one point. This key pedestrian route then divides into two main spurs serving Finkle Street where footway widths range between 1.6m and 1.8m along both sides, and a spur to serve the Market Place area.

A secondary pedestrian route exists via Mount Road providing access from The Mount residential area to the Market Place. Apart from the lack of dropped kerbs at the junction of Mont Road and Victoria Road, pedestrian access along this secondary route is considered adequate.
3.3 Route C
*Highfield Road, Pasture Lane, Mount Crescent, Newbiggin*

This orbital link between Old Malton and Broughton Road serves as the main pedestrian route between Maltons’ northwest and northeast residential areas and schools. Between the Old Malton Road / Highfield Road junction and Rainbow Lane the footway width along the north side of the carriageway range between 1.2m and 1.8m with one pinch point of 0.8m existing at the entrance of the coal yard located opposite St Mary’s Primary School, with satisfactory footway surface conditions along the entirety of this section of route.

The footway along the south side of this section of route is not continuous permitting limited pedestrian access from side road junctions where footways taper off, and access immediately outside the grounds of Malton Primary School and St Mary’s Primary School. The widths of footway along existing sections of footway range between 0.1m and 2.1m, crossing points are therefore required to guide pedestrians onto the northern footway of the carriageway where footway does not exist along the southern side.

*Plate 5: Rainbow Lane/Highfield Road junction*
Between the Rainbow Lane / Highfield Road junction and the Pasture Lane / Broughton Road junction a continuous footway exists along the north side of the carriageway with widths ranging between 1.4 and 1.85m with satisfactory footway surface conditions and lighting, except for level access required across an access point (see Plate 5) immediately opposite Smithson Court, and along a short section immediately west of Rainbow Lane (see Plate 6).

Plate 6: Rainbow Lane

The footway along the southern side of this section of route ends immediately opposite the Showfield Lane junction (see Plate 7) and restarts at the junction with Smithson Court. Widths along the existing section of footway range between 1.4m and 2.2m with satisfactory surface conditions and lighting. Crossing points to guide pedestrians to the north side of carriageway are required where footway along the southern side does not exist.

The continuation of this route across the Broughton Road / Mount Crescent / Newbiggin / Pasture Lane junction is hazardous for pedestrians due to lack of visibility of vehicles approaching the junction from Pasture Lane, the high levels of vehicle turning movements at this junction and the speed of inbound vehicles along Broughton Road and Newbiggin. Alterations to this junction to include a pedestrian crossing facility have been proposed in the main Traffic Management Strategy.
To the west of this junction, footway access along Mount Crescent are satisfactory in terms of width (ranging between 1.5m and 1.8m along both sides) but surface conditions along sections both sides of the carriageway require sealing repairs. The carriageway along this key pedestrian route is traffic calmed in several places between Smithson Court and Pasture Lane Industrial Estate and in the vicinity of the schools on Highfield Road with a section of speed tables and a priority working section to the west of St Marys’ School.

Plate 7: Showfield Lane

3.4 Route D
Rainbow Lane, Peasey Hills Road, Princess Road

This route links the north-eastern residential area of Malton to the town centre. Pedestrian access along Rainbow Lane although restricted to a footway along the eastern side of the carriageway between Cherry Avenue and Highfield Road (see Plate 8) is of satisfactory surface condition and is facilitated by good levels of street lighting, with footway widths ranging between 1.3m and 1.6m. Facilities to aid pedestrians across Highfield Road for access between Rainbow Lane and Peasey Hills Road are required.
The section of route along Peasey Hills Road between Highfield Road and Bridge Road is well light and of satisfactory footway surface condition (see Plate 9). Width of footway along the eastern side of the carriageway ranges between 0.9m (in the vicinity of the Highfield Road recreation ground) and 1.5m.

Width of footway along the western side of the carriageway is typically 1.0m between Highfield Road and Holgate Close, but between Holgate Close and immediately opposite Bridge Road the footway ranges between 3.1m and 0.6m at a pinch point created by a lighting column east of Glendale Woodlea residential property.

Between Bridge Road and East Mount, the footway narrows along both sides of the bridge with widths of between 0.85m and 1.05m along the south footway and between 0.95m and 1.15m along the north footway. Continuing westwards between East Mount and Wheelgate, this key pedestrian route serves a medical clinic, an elderly persons residential complex, and a large long-stay car park. Pedestrian access along this section of route is facilitated by adequate lighting and satisfactory surface conditions, with footway widths ranging between 1.25m and 1.8m along the northern footway and between 1.2m and 1.5m along the southern footway with a pinch point of 0.4m outside Princess Road residential property number 30 an area which also requires surface repairs (see Plate 10). Dropped kerb crossing points and tactile paving would greatly assist pedestrian access along this section of route.
Plate 9: Peasey Hill Road

Plate 10: Princess Road
3.5 Route E

*Old Maltongate, Greengate*

This route connects the residential areas aligning Old Maltongate, Greengate and East Mount with the town centre, and provides access between Malton Town Centre, the Roman Fort of Deverntio, and the leisure facilities of the Malton Tennis and Bowling Club and the Malton and Norton Rugby Club. The footway surface conditions and street lighting along Old Maltongate between the railway bridge and the Wheelgate/Castlegate junction are satisfactory, and the width of the footway along the south side of Maltongate carriageway ranges between 0.95m (outside property numbers 28 and 32) and 2.1m, and between 1.0m and 1.8m along the northern side of the carriageway although narrowing to 0.9m over the bridge.

*Plate 11: Greengate*

Although pedestrian access from the secondary spur routes of Old Malton Road and East Mount onto Old Maltongate are satisfactory in terms of width, lighting and surface conditions, the footway along both sides of the Greengate secondary spur are narrow (see Plate 11) with widths ranging between 0.6m and 1.4m, and between 0.9m and 1.4m along the western and eastern footway between Old Maltongate and Wheelgate Square, respectively. Footway surface repairs are required along the western section of footway between the Telephone Exchange and Wheelgate Square (see Plate 12).
3.6 **Route F**  
*Church Street, Commercial Street, Scarborough Road, Parliament Street*

This pedestrian route extends from the County Bridge railway junction through the core of Norton town centre to the eastern residential perimeter of Norton town centre. From the county bridge junction, footway conditions along both sides of Church Street comprise of adequate lighting and surface conditions with footways measuring between 1.6m and 2.1m, and between 1.6m and 3.5m along the northern and southern sides of the carriageway, respectively.

Pedestrian access along the southern side of the carriageway is considered hazardous due to the numerous vehicle accesses across the footway for commercial properties such as public house car park and a service station. A puffin crossing is located immediately outside the Ryedale swimming baths, but assistance for pedestrians crossing further west towards the Welham Road junction is required as this is a natural desire line for pedestrians traversing between Malton and Norton. Pedestrian activity along Church Street is observed throughout the day, pertaining to residential, education, leisure and retail trip purposes.
Commercial Street (see Plate 13) serves as the main retail section of Norton town centre, with a range of retail outlets including a supermarket. The widths of footway along the northern side of the carriageway range between 1.5m and 3m with satisfactory surface conditions.

Footway along the southern side of the carriageway measure between 1.6m and 3m although several sections require resurfacing work (east of Wold Street junction between property numbers 2 and 22 – see Plate 14, and between property numbers 48 and 76). A high level of pedestrian crossing movement occurs between the north and south footways, facilitated by two pedestrian refuges and a zebra crossing in the vicinity of Norton public library.

It is however noted that the presence of car parking along both sides of Commercial Street carriageway imposes a hazard for pedestrian activity. A 20mph speed limit with associated traffic calming features and environmental improvements are proposed as part of the TMS. Continuing eastwards along this pedestrian route, the route splits into two spurs, one northeastwards to serve Scarborough Road residential area and the Bowling Centre, and due eastwards to serve the residential area of Parliament Street and the Norton Grove Industrial Estate.
Footway conditions along the northern side of Scarborough Road carriageway are relatively narrow with footway widths of between 1.3m and 1.4m, reduced to between 0.6m and 1.1m along a section between Jesmond Lodge bus stop and over the railway bridge, although footway conditions and street lighting are considered satisfactory.

Conditions along the southern side of the footway are similar in width to the northern footway with widths ranging between 1.2m and 1.4m, again with reduced to 1.1m along the railway bridge section. As further residential development is planned for this area, footway widening along both sides of the carriageway should be considered to facilitate the increased pedestrian activity.

The Parliament Street spur leading due east from Commercial Street comprises of a high density terraced housing area, with footway widths ranging between 1.7m and 2.0m along both sides of the carriageway. Surface conditions and street lighting are considered satisfactory. As this area in not a through route it provides a pleasant environment for pedestrians, particularly for those commuting to and from the Norton Grove Industrial Estate.
3.7 Route G

*Wold Street, Wood Street, Langton Road*

This arterial pedestrian route provides access between Norton town centre, two educational establishments, leisure facilities and aligning residential areas. Levels of pedestrian activity along this route predominantly correspond with the schedule of the school day. Footway conditions between Norton Town Centre and Langton Road along Wold Street are satisfactory in terms of street lighting and footway surface condition, whilst footway widths range between 1.4m and 1.6m along the eastern side of the carriageway and between 1.3m and 1.4m along the western side.

Wood Street acts as the section linking Langton Road and Beverley Road, with satisfactory footway widths of between 1.7m and 2.0m along the north side of carriageway and between 1.4m and 2.3m along the southern side of the carriageway, with the exception of surface repairs required for section between property number 46 Wood Street and the Grove Street junction.

*Plate 15: Langton Road*

Traffic calming speed tables positioned along Wood Street enhance pedestrian safety, particularly for access to Norton County Primary School. Footway conditions along Langton Road (see Plate 15) are of generally good surface condition, received adequate street lighting and measure between 1.3m and 2.2m along the eastern side of the carriageway and between 1.4m and 2.5m along the western side. The
provision of dropped kerbs and tactile paving along side road junctions would greatly facilitate pedestrian access along this key school and residential route.

3.8 Route H

*Welham Road, St Nicholas Street*

This key pedestrian route connects the residential area aligning Welham Road, Spring Field Garth and St Nicholas Street with the town centre of Norton and the county bridge junction, and provides access for pedestrians and equestrians to the Norton Gallops located west of Welham Road.

Although both street lighting and footway widths along both sides of Welham Road are satisfactory (with footways widths of between 1.2m and 1.4m, and between 1.3m and 2.7m along the western and eastern side of the carriageway respectively), the surface condition of the footway along both sides of the carriageway requires attention, with four main sections identified for repair works (see Plates 15, 16 and 17).

*Plate 16: Welham Road*

St Nicholas Street connects Welham Road with Langton Road, another primary pedestrian route. Footway widths along the northern side of St Nicholas Street carriageway range between 1.2m and 1.4m, and between 1.1m and 1.6m, with satisfactory footway conditions except in the vicinity of 'The Mount' residential property. The quality of street lighting along St Nicholas Street is considered poor.
3.9 Route I

Mill Street, Beverley Road

This route provides access for pedestrians between Norton Town centre and the large residential area to the south-east of Norton. Mill Street offers direct access from the eastern section of Norton town centre to the surrounding residential area. Footway along Mill Street are relatively narrow (see Plate 18) due to the narrow nature of the carriageway and density of terraced housing, with footway widths ranging between 1.0m and 1.35m along the western side of the carriageway and between 1.15m and 1.45m along the eastern side.

Street lighting and footway surface conditions along Mill Street are considered satisfactory. Continuing southwards from Mill Street onto Beverley Road, the pedestrian environment is enhanced by traffic calming measures positioned along a section of Beverley Road spanning between Eastfield Road and Wood Street, as part of a designated 20mph zone. Footway widths along the western side of Beverley Road carriageway between Mill Street and Hambleton Road span between 1.4m and 2.3m with satisfactory footway and lighting conditions.
Along the eastern side of Beverley Road carriageway, the footway width ranges between 1.4m and 1.8m with pinch points of 1.2m and broken footway surfaces existing in the vicinity of the Hawthorns / Furlongs Avenue elderly persons residential area (see Plate 19).

*Plate 20: Beverley Road Footway*

Between Rosedale Avenue and the residential perimeter of Beverley Road the eastern footway reduces to a typical width of 0.8m (see Plate 20), this section of footway is mainly used for recreational purposes such as exercising dogs.
3.10 Route J

*Norton Road, Railway Street*

This route provides the link between Norton and Malton along the southern flank of the River Derwent. This route serves a large supermarket, a bus station, a railway station, a medical centre and retail outlets aligning the Railway Street section of route. A footway is provided along the entire northern side of Norton Road carriageway, measuring between 1.3m and 1.8m in width with satisfactory surface conditions and street lighting. An alternative off-route landscaped pedestrian route is provided along the river bank. Pedestrian access around the perimeter of the bus station is considered hazardous due to the wide entrance and exit of the bus station (see Plate 21), although plans for redeveloping the bus station sight are in progress.

*Plate 21: Footway around the Bus Station on Norton Road*

Between the railway junction and the skate park, the southern side of Norton Road carriageway lacks a footway. This impedes pedestrian movement when crossing over the railway level crossing onto Norton Road. Unless Norton Road was converted to one way traffic flow, a footway along this southern section could not be provided. Footway conditions along the section starting from opposite the skate park towards the railway station are satisfactory with widths of between 1.7m and 2.1m, level surface and good street lighting.
Dropped kerb crossing points between the north and southern footways are required although the relatively low levels of traffic volume and speed would not qualify the introduction of a formalised pedestrian crossing facility.

The section of the Railway Street route extending between the bus station and Carpenters Yard is traffic calming by speed tables, enhancing pedestrian safety along the route. Footway conditions are satisfactory in terms of surface condition and street lighting, although lack of footway along the western flank of the bus station. The footway along the western side of Railway Street carriageway ranges between 1.2m and 1.7m in width although reduced to 1.1m along a short section opposite Wells Lane junction.

The eastern footway along Railway Street tends to receive high levels of pedestrian movement than its western counterpart (see pedestrian count data in Appendix D) however, the absence of footway outside the western flank of the bus station, lack of dropped kerbs for crossing Wells Lane and to/from the bus stop island, wide junction mouth of Wells Lane and narrow footway widths of 0.9m to 1.15m between Yorkersgate and Wells Lane, all impose considerable hazards for pedestrians (see Plate 22). Footway surface conditions and levels of street lighting are considered satisfactory along Railway Street.

Plate 22: Wells Lane
3.11 Route K  
_Castlegate, Wheelgate_

Between Norton railway level crossing and Malton’s Market Place, Castlegate and Wheelgate serve as key routes for pedestrians traversing between these two areas. Footway conditions along the southern side of Castlegate carriageway are conducive to pedestrian activity with widths ranging between 1.7m and 2.1m along the section extending from the railway level crossing and the large supermarket store, increasing to widths of up to 6.1m westwards to the Yorkersgate junction.

Footway surface conditions and street lighting levels are considered satisfactory, although the high level of traffic along this route and the high level of vehicle turning movements in and out of the large supermarket reduce the perception of pedestrian safety. The northern footway along Casltegate tends to receive less pedestrian activity than its southern counterpart and although the footway does range in widths of between 1.7 and 2.3m, two pinch points of 0.65m and 0.9m exist at the eastern and western sections of the main route.

_Plate 23: Wheelgate Pedestrian Crossing_

With the exception of a pedestrian crossing phase in the signalised junction of Castlegate / Yorkersgate / Wheelgate / Maltongate junction, no pedestrian crossing points or facilities exist along the entire length of the Castlegate route. Wheelgate not only provides the link between Castlegate and Malton’s Market Place, but serves as an important retail section of Malton town centre with a variety of retail outlets,
catering facilities and bank facilities aligning both sides of the carriageway (see Plate 23).

High levels of pedestrian activity are observed both along footways and across Wheelgate carriageway, the latter facilitated by a puffin crossing located outside the former post office, just north of the St Michael Street junction, and by a pedestrian phase of the Wheelgate / Castlegate / Yorkersgate / Maltongate signalised junction at the southern end of Wheelgate.

Footway widths range between 1.5m and 2.0m along both sides of Wheelgate, with satisfactory surface conditions and levels of street lighting. As Wheelgate serves as an important pedestrian route, footway could be widened to enhance pedestrian movement and safety, however until the volume of traffic travelling along Wheelgate is reduced through the provision of an alternative Malton-Norton through route this option is not considered feasible.

3.12 Route L

Market Place

The Market Place exists as the core area of Malton town centre. High levels of pedestrian activity are observed both within the Market Place and between the Market Place and the surrounding routes of Saville Street, St Michael Street, The Shambles and Finkle Street which link the Market Place with other key pedestrian routes in Malton.

The presence of traffic calming speed tables to the across the carriageway to the north and south of St Michael’s Church both provide level crossing points and a relatively safe environment for pedestrians. Footways within the Market Place vary in width, measuring between 1.0m and 1.2m along the southwestern to northwestern flank of the Market Place, between 1.6m and 2.3m along the eastern flank, and between 1.2m to 3.0m along the southern flank (although narrowing to 0.4m to 0.9m between property number 53 and the southeastern corner of St Michaels Church).

Pedestrian movement within the Market Place would be facilitated by the introduction of additional dropped kerbs and tactile crossing points, mainly at points exiting from the linking side routes of Saville Street and St Michael Street, and in the vicinity of St Michaels Church. Proposals to widen sections of footway through revised parking layout arrangements and to alter street lighting within the Market Place are presented in the main TMS options. Footway surface conditions are considered satisfactory within the Market Place.
4 Proposals and Consultation

- The problems and issues regarding all modes of transport were identified at two stakeholder workshops held at the Malton and Norton Rugby Club, through observations and from a number of other meetings with stakeholders. A visual study was also undertaken of footway widths, condition and obstructions.

- With the Traffic Management Strategy, a Pedestrian Improvements Plan encompassing all of the proposed pedestrian improvements. These included the introduction of dropped kerbs and tactile paving on key pedestrian routes, and improvements to existing informal pedestrian crossing points. In addition to this, the strategy options included reduction in vehicle speeds to improve pedestrian safety and access.

- Public consultation was undertaken during July and August 2004 and included the distribution of a leaflet and questionnaire to 7700 addresses in Malton, Norton and the surrounding area, and a public exhibition held in the Miltons Room in central Malton, and at Norton Town Hall.
Appendix A – Summary of Pedestrian Action Plan
<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Action</th>
</tr>
</thead>
</table>
| A     | Orchard Road, Appletree Way, Maiden Greve, Castle Howard Drive, Castle Howard Road, York Road, Yorkersgate | A1 – Provision of dropped kerbs and tactile paving at required locations.  
A2 – Resurface footway around the entire perimeter of the War Memorial at the junction of Yorkersgate and Horsemarket Road.  
A3 – Resurface eastern footway extending from Horsemarket Road onto Yorkersgate. |
|       |          | Footpaths along this route are of adequate width, whilst the majority of the route is of satisfactory surface condition. Footway along the southern side of York Road carriageway immediately opposite the Castle Howard junction requires resurfacing.  
Footway around the perimeter of the War Memorial at the junction of Yorkersgate and Horsemarket Road require resurfacing.  
The eastern section of footway extending from Horsemarket Road onto Yorkersgate requires resurfacing.  
Lack of dropped kerbs and tactile paving at side road junctions. |
| B     | Middlecave Road, Hospital Road, Spital Field Court, Spital Street, Newgate, Finkle Street, Mount Road | B1 – Provision of dropped kerbs crossing points and tactile paving at required locations.  
B2 – Resurface Middlecave Road exit of pedestrian route extending between Hospital Road and Middlecave Road.  
B3 – Construct footway around the south-eastern junction of Newgate and Spital Street. |
|       |          | Footways along this route are in general of adequate width  
Middlecave exit of footway of alternative pedestrian route between Hospital Road and Middlecave Road requires resurfacing.  
Footway around south-eastern junction of Newgate and Spital Street requires footway construction. |
| C     | Highfield Road, Pasture Lane, Mount Crescent | C1 – Provision of dropped kerbs crossing points and tactile paving at required locations. |
|       |          |  |
| C2 | Resurface footway across access point on Pasture Lane (immediately opposite junction of Wentworth Street) |
| C3 | Resurface sections of footway along both sides of Mount Crescent carriageway. |
| C4 | Provision of pedestrian refuge across Highfield Road located to the east of Rainbow Lane |

<table>
<thead>
<tr>
<th>D</th>
<th>Rainbow Lane, Peasey Hills Road, Princess Road</th>
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</thead>
<tbody>
<tr>
<td>D1</td>
<td>Provision of dropped kerbs crossing points and tactile paving at required locations.</td>
</tr>
<tr>
<td>D2</td>
<td>Resurface section of footway on Princess Road immediately opposite junction of Ropery Walk</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>E</th>
<th>Old Maltongate, Greengate</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Provision of dropped kerb crossing points and tactile paving at required locations.</td>
</tr>
<tr>
<td>E2</td>
<td>Resurface section of footway along Greengate (western footway) between Telephone Exchange and Wheelgate Square</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>F</th>
<th>Church Street, Commercial Street, Scarborough Road, Parliament Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>Provision of dropped kerb crossing points and tactile paving at required locations</td>
</tr>
<tr>
<td>F2</td>
<td>Resurface section of footway between property numbers 2 and 22 on Commercial Street</td>
</tr>
<tr>
<td>F3</td>
<td>Resurface section of footway between property numbers 48 and 76 on Commercial Street</td>
</tr>
<tr>
<td>F4</td>
<td>Resurface section of footway between Jesmond Lodge bus stop and western side of railway</td>
</tr>
</tbody>
</table>
### Malton and Norton Pedestrian Plan

#### Malton and Norton Transportation Strategy

- **F5** - Resurface section of footway over the railway bridge on Scarborough Road (south side of carriageway)

| **G** | **Wold Street, Wood Street, Langton Road** | G1 – Provision of dropped kerb crossing points and tactile paving at required locations  
G2 – Resurface section of footway between 46 Wood Street and Grove Street junction |
|-------|-------------------------------------------|----------------------------------------------------------------------------------|
| **H** | **Welham Road, St Nicholas Street** | H1 – Provision of dropped kerb crossing points and tactile paving at required locations  
H2 – Resurface section of footway between Welham Road Car sales garage and The Avenue  
H3 – Resurface section of footway between Spring Field Garth and Welham Road Residential Property number 13  
H4 – Resurface section of footway between residential property numbers 80 and 96 on Welham Road.  
H5 – Resurface section of footway between residential property numbers 47 and 71 Welham Road  
H6 – Resurface section of footway in the vicinity of The Mount residential property on St Nicholas Street |
| **I** | **Mill Street, Beverley Road** | I1 – Provision of dropped kerb crossing points and tactile paving |

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<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td></td>
<td>I2 – Resurface section of footway in the vicinity of The Hawthorns Residential Care Home</td>
</tr>
<tr>
<td>J</td>
<td>Norton Road, Railway Street</td>
<td>J1 – Provision of dropped kerb crossing points and tactile paving at required locations</td>
</tr>
<tr>
<td>K</td>
<td>Castlegate, Wheelgate</td>
<td>K1 – Provision of dropped kerb crossing points and tactile paving at required locations</td>
</tr>
<tr>
<td>L</td>
<td>Market Place</td>
<td>L – Provision of dropped kerb crossing points and tactile paving at required locations</td>
</tr>
</tbody>
</table>
Appendix B – Summary of Pedestrian Action Plan Implementation
<table>
<thead>
<tr>
<th>No.</th>
<th>Scheme</th>
<th>Description</th>
<th>Estimated Cost</th>
<th>Timescale</th>
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</thead>
<tbody>
<tr>
<td>A1/B1/C1/D1</td>
<td>Dropped Kerbs and Tactile Paving</td>
<td>Dropped kerbs and tactile paving to be provided as identified by the Pedestrian Action Plan</td>
<td>£173,000</td>
<td>2005/2007</td>
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<tr>
<td>A2</td>
<td>Footway resurfacing</td>
<td>Resurfacing of existing footway around all three sides of monument at junction of Horsemarket Road and Yorkergate.</td>
<td>£3114</td>
<td>2007/2008</td>
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<tr>
<td>A3</td>
<td>Footway resurfacing</td>
<td>Resurfacing existing footway extending from Horsemarket Road onto Yorkersgate.</td>
<td>£243</td>
<td>2007/2008</td>
</tr>
<tr>
<td>B2</td>
<td>Footway resurfacing</td>
<td>Resurfacing or sealing Middlecave exit of pedestrian route between Hospital Road and Middlecave Road</td>
<td>£274</td>
<td>2007/2008</td>
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<tr>
<td>B3</td>
<td>Footway construction</td>
<td>Construct footway around the south-eastern junction of Newgate and Spital Street.</td>
<td>£8205</td>
<td>2007/2008</td>
</tr>
<tr>
<td>C2</td>
<td>Footway resurfacing</td>
<td>Resurfacing of footway across access on Pasture Lane (immediately opposite junction of Wentworth Street)</td>
<td>£291</td>
<td>2007/2008</td>
</tr>
<tr>
<td>C3</td>
<td>Footway resurfacing</td>
<td>Resurfacing of sections of footway along both sides of Mount Crescent carriageway</td>
<td>£2475</td>
<td>2007/2008</td>
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<tr>
<td>C4</td>
<td>Pedestrian</td>
<td>Provision of pedestrian refuge across Highfield</td>
<td>£8150</td>
<td>2007/2008</td>
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<tr>
<td>Ref</td>
<td>Road located to the east of Rainbow Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>-----------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>Resurfacing of section of footway on Princess Road immediately opposite junction of Ropery Walk</td>
<td>£315</td>
<td>2007/2008</td>
<td></td>
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<tr>
<td>E2</td>
<td>Resurfacing of section of footway along Greengate (western footway) between Telephone Exchange and Wheelgate Square</td>
<td>£1774</td>
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<tr>
<td>F2</td>
<td>Resurface section of footway between property numbers 2 and 22 on Commercial Street</td>
<td>£2309</td>
<td>2007/2008</td>
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<td>F3</td>
<td>Resurface section of footway between property numbers 48 and 76 on Commercial Street</td>
<td>£2455</td>
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</tr>
<tr>
<td>F4</td>
<td>Resurface section of footway between Jesmond Lodge bus stop and western side of railway bridge on Scarborough Road</td>
<td>£954</td>
<td>2007/2008</td>
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<tr>
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<td>£1762</td>
<td>2007/2008</td>
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</tr>
<tr>
<td>G2</td>
<td>Resurface section of footway between 46 Wood Street and Grove Street junction</td>
<td>£2510</td>
<td>2007/2008</td>
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<tr>
<td></td>
<td>Footway resurfacing</td>
<td>Resurface section of footway between sales garage and The Avenue</td>
<td>£3588</td>
<td>2007/2008</td>
</tr>
<tr>
<td>---</td>
<td>----------------------</td>
<td>---------------------------------------------------------------</td>
<td>------</td>
<td>-----------</td>
</tr>
<tr>
<td>H2</td>
<td></td>
<td>Resurface section of footway between Spring Field Garth and</td>
<td>£3673</td>
<td>2007/2008</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Welham Road Residential Property number 13</td>
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</tr>
<tr>
<td>H3</td>
<td></td>
<td>Resurface section of footway between residential property</td>
<td>£3232</td>
<td>2007/2008</td>
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<tr>
<td></td>
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<td>numbers 80 and 96 on Welham Road.</td>
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</tr>
<tr>
<td>H4</td>
<td></td>
<td>Resurface section of footway between residential property</td>
<td>£2559</td>
<td>2007/2008</td>
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<tr>
<td></td>
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<td>numbers 47 and 71 Welham Road.</td>
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<tr>
<td>H5</td>
<td></td>
<td>Resurface section of footway in the vicinity of The Mount</td>
<td>£737</td>
<td>2007/2008</td>
</tr>
<tr>
<td></td>
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<td>residential property on St Nicholas Street</td>
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</tr>
<tr>
<td>H6</td>
<td></td>
<td>Resurface section of footway in the vicinity of The Hawthorns</td>
<td>£946</td>
<td>2007/2008</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Residential Care Home</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix C: Location of Pedestrian Accidents in Malton and Norton
<table>
<thead>
<tr>
<th>Location of Reported Accidents in Malton</th>
<th>No. of reported accidents</th>
<th>Injury Level</th>
<th>Accident causal factor</th>
</tr>
</thead>
</table>
| Wheelgate                                | 6                         | 6 slight     | 2 resulted when pedestrian stepped from pavement into path of vehicle (1 outbound, 1 inbound vehicle)  
|                                          |                           |              | 4 resulted when pedestrian crossed carriageway into path of vehicle (3 outbound, 1 inbound vehicle) |
| Market Place at junction with Finkle Street | 1                         | 1 serious    | Pedestrian crossed carriageway into path of Market Place outbound vehicle |
| Newgate at junction with Finkle Street   | 1                         | 1 slight     | Pedestrian crossed carriageway into path of Market Place outbound vehicle |
| Yorkersgate at junction with Market Street | 1                         | 1 slight     | Pedestrian crosses carriageway into path of Malton inbound vehicle |
| Finkle Street                            | 1                         | 1 slight     | Vehicle’s wing mirror strikes pedestrians upper limb whilst pedestrian walking along pavement |
| Castlegate                               | 3                         | 3 slight     | 2 resulted when pedestrians cross carriageway into path of Malton outbound vehicles  
<p>|                                          |                           |              | 1 resulted when vehicle turning into entrance hits pedestrian crossing mouth of supermarket entrance |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>No.</th>
<th>Injuries</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newbiggin</td>
<td>3</td>
<td>1 serious, 2 slight</td>
<td>All 3 pedestrians (separate accidents) crossed carriageway into path of Malton inbound vehicles, of which 1 pedestrian was short-sighted and deaf</td>
</tr>
<tr>
<td>Railway Street</td>
<td>1</td>
<td>1 serious</td>
<td>Pedestrian struck when passenger door of HGV accidentally swung open into footway</td>
</tr>
<tr>
<td>Horsemarket Road at junction with The Mount</td>
<td>1</td>
<td>1 serious</td>
<td>Pedestrian crosses Horsemarket Road carriageway near junction with The Mount into path of outbound vehicle</td>
</tr>
<tr>
<td>Pauls Yard</td>
<td>1</td>
<td>1 serious</td>
<td>Vehicle reverses from premises access across pavement striking pedestrian</td>
</tr>
<tr>
<td>Old Maltongate</td>
<td>1</td>
<td>1 slight</td>
<td>Pedestrian crosses into path of Malton inbound vehicle</td>
</tr>
<tr>
<td>Station Way</td>
<td>1</td>
<td>1 slight</td>
<td>Pedal cyclist collides with child pedestrian walking along pavement</td>
</tr>
<tr>
<td>Broughton Road</td>
<td>1</td>
<td>1 slight</td>
<td>Inbound vehicle collides with group of youths standing in the middle of the carriageway</td>
</tr>
<tr>
<td>Orchard Road at junction with Conference Close</td>
<td>1</td>
<td>1 slight</td>
<td>Pedestrian stepped into path of vehicle reversing slowly from Orchard Road onto Conference Close</td>
</tr>
<tr>
<td>Wentworth Car Park</td>
<td>1</td>
<td>1 slight</td>
<td>Vehicle collides with pedestrian who was crossing the mouth of the car park entrance</td>
</tr>
<tr>
<td>Malton Bypass</td>
<td>1</td>
<td>1 fatal</td>
<td>Pedestrian ran across dual carriageway hit successively by 2 westbound vehicles</td>
</tr>
<tr>
<td>Location of Reported Accidents in Norton</td>
<td>No. of reported accidents</td>
<td>Injury Level</td>
<td>Accident causal factor</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>-----------------------</td>
</tr>
</tbody>
</table>
| Commercial Street                       | 3                         | 3 slight     | 1 resulted when vehicle violated zebra crossing striking the pedestrian  
                                          |                           |              | 1 resulted when pedestrian stepped from pavement into path of Norton inbound vehicle  
                                          |                           |              | 1 resulted when child pedestrian stepped from between parked cars into path of Norton inbound vehicle |
| Railway Street at junction with County Bridge | 1                       | 1 slight     | Pedestrian crossed carriageway into path of southbound vehicle |
| Langton Road                            | 2                         | 2 slight     | 1 resulted when pedestrian stepped from pavement into path of Norton outbound vehicle  
                                          |                           |              | 1 resulted when vehicle reversed over pedestrian’s foot whilst pedestrian was waiting behind vehicle |
| Beverley Road                           | 3                         | 1 serious, 2 slight | 2 resulted when child pedestrian stepped from pavement into path of Norton outbound vehicle  
<pre><code>                                      |                           |              | 1 resulted when child pedestrian was blown into path of vehicle (daylight and storm conditions reported) |
</code></pre>
<table>
<thead>
<tr>
<th>Location</th>
<th>Severity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church Street</td>
<td>1</td>
<td>Vehicle crosses pavement to access premises, striking pedestrian using pavement</td>
</tr>
<tr>
<td>Eastfield Avenue</td>
<td>1</td>
<td>Child pedestrian crosses carriageway into path of vehicle</td>
</tr>
<tr>
<td>Mill Street</td>
<td>1</td>
<td>Vehicle’s wing mirror strikes pedestrians upper limb whilst pedestrian walking along pavement</td>
</tr>
<tr>
<td>Hudgen Way (Malton Bacon Factory)</td>
<td>1</td>
<td>Vehicle collides with pedestrian who was crossing the mouth of the car park entrance</td>
</tr>
<tr>
<td>Welham Road</td>
<td>1</td>
<td>Driver of double-decked car transporter falls from top deck of vehicle onto carriageway</td>
</tr>
<tr>
<td>Little Wood Street at junction with Wood Street</td>
<td>1</td>
<td>Vehicle strikes pedestrian crossing the junction of Little Wood Street</td>
</tr>
<tr>
<td>Sheepfoot Lane</td>
<td>1</td>
<td>Bus strikes upper limb of pedestrian who was standing close to edge of carriageway</td>
</tr>
</tbody>
</table>
Appendix D: Pedestrian counts along Railway Street
<table>
<thead>
<tr>
<th>Time</th>
<th>Movement 1</th>
<th>Movement 2</th>
<th>Movement 3</th>
<th>Movement 4</th>
<th>Movement 5</th>
<th>Movement 6</th>
<th>Movement 7</th>
<th>Movement 8</th>
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<td>9</td>
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<td>2</td>
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<td>08:00</td>
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<td>1</td>
<td>5</td>
<td>4</td>
<td>2</td>
<td>2</td>
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<td>2</td>
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<td>11</td>
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<td>12</td>
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<td>14</td>
<td>20</td>
<td>12</td>
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Appendix E: PAP Drawing Number 025b
Appendix F: Coding of movements in the vicinity of Malton Bus Station on Drawing Number 018
Appendix 4
Cycling Plan
Malton and Norton

Cycling Plan

29 April 2005

Produced for
North Yorkshire County Council

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Project Title          Malton and Norton Transportation Strategy

Report Title           Malton and Norton Cycling Plan

Revision

Status               Final

Control Date         29 April 2005

Record of Issue

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Distribution

As part of Malton and Norton Transportation Strategy - Final Report
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1 Introduction

In March 1999 North Yorkshire County Council adopted a North Yorkshire Cycling Strategy.

The overall objectives of the strategy are:

- To maximise the role of cycling as a transport mode, in order to reduce the use of private cars for utility and recreational purposes;
- To develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates the use for walking, cycling and public transport and which minimises reliance on, and discourages unnecessary use of, private cars;
- To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, Local Transport Plan, the Road Safety Plan and all other relevant strategies to encourage the appropriate authorities to do likewise for the District Local Plans;

Policy 2 of the strategy states:

‘Cycle studies for each of the major market towns, the two National Parks and other rural areas of the county will be carried out and where appropriate cycle plans developed and implemented. The Sustrans National Cycle Network will form an integral part of these plans’.

The Malton and Norton Cycling Plan have been developed as part of the Malton and Norton Traffic Management Strategy. It is entirely consistent with the latter strategy, but can be read separately without referring to the strategy document. The Plan has been produced with input from both Members and Officers of North Yorkshire County Council, and:

- Ryedale District Council
- Malton Town Council
- Norton Town Council
- Ryedale and North East Yorkshire Transport Partnership
- Local Cycling Representatives
- North Yorkshire Police
- North Yorkshire Fire and Rescue
- Arriva Yorkshire
- Yorkshire Coastliner
- The Confederation of Passenger Transport
• Ryedale District Community Transport
• The Three Primary Schools
• The Two Secondary Schools
• Malton and Norton and Norton Chamber of Commerce
• Highways Agency
2 Problems and Opportunities

2.1 Topography
Malton and Norton is a busy medium sized market town located some 20 miles North East of the City of York. It comprises two distinct areas which straddle the River Derwent. The Northern side of the river contains the old town of Malton which rises in level from 20m above ordnance datum to 50m at its boundary approximately one mile to the north. The A64 Trunk Road provides a Northern By pass to the town.

Norton located on the South side of the river rises to 30 m at its southern edge approximately 1 mile to the South. The Cyclists Touring Club recommends that gradients on cycle routes should not exceed 3%. The average gradient is 1.5% in Malton although in some area particularly north of the market place gradients are somewhat steeper. The land in Norton on the South of the river is much flatter the average gradient being 0.75%.

The gradients within Malton and Norton are largely within the CTC targets and are not seen as a barrier to the development of a stronger cycling culture.

2.2 Communications and Highways
The town has developed organically over a long period of time and in the main the streets and footpaths are narrow presenting little opportunity to provide facilities dedicated for cyclists. The usual problems of traffic congestion vehicle speeds, road safety hazards and other issues which form a deterrent to cycling are in evidence.

The standard of highway maintenance is adequate for general use but there is need to pay special attention to the highway near the kerbside. The often carelessly fitted road gulley or manhole cover can make a significant reduction in the effective width available for a cyclist and can be a severe hazard in congested narrow streets.

In addition to the river the town has an additional line of severance in the form of the main railway line to Scarborough. The main highway bridge across the river leads south directly on to the junction of B1257 Castlegate and B1248 Church Street. The junction includes the railway level crossing. The junction is heavily trafficked confusing and at times there is severe congestion when both motorists and cyclists suffer long delays. The layout of the junction is unsatisfactory and is not in keeping with modern standards. The bridge is listed which precludes any works of improvement. A freestanding footpath has been constructed on each side of the bridge which provides a safer environment for pedestrians to cross and this facility also provide an opportunity for cycle use.

The study has confirmed that only York Road B1248 West of the town centre has sufficient width to include advisory cycle lanes. The only readily apparent opportunity for the creation of a cycle route positioned off the carriageway would be to create a shared facility by utilising the southern footpath of Old Malton Road between the site of the Roman fort and Old Malton.
The opportunity exists for the conversion of some footpaths within residential areas to shared use with cycles.

2.3 Integration with Public Transport
The railway with its station in the centre of the town and the bus station nearby provides an ideal opportunity to integrate cycling with public transport.

There is scope to use cycles as a part of a longer journey. In addition a growing number of bus and coach operators wish to carry cycles on board their services since this is seen as an opportunity to increase business. The Malton and Norton Transport Interchange Working Group is developing this initiative and already has obtained funding from a variety of sources to provide signage and cycle lockers within the station. The working group foresee a strong potential for further development of this initiative particularly for tourism

2.4 The Disused Railway line to Driffield
The disused railway line which ran through Gilling to Driffield is located to the west of the town centre. A large section of this line has been redeveloped although an opportunity exists to convert what remains of this facility into a footpath/ cycleway.

It would be possible to utilise the length between Old Maltongate and the river, and then to continue by following the alignment of the disused railway as far as the Norton Grove Industrial Estate.

The original piers and abutments of the former railway bridge still exist and it is assumed that they would be adequate to support a footpath/ cycleway bridge. The route would then be continued southwards with a new bridge crossing the railway line through the car park of the Ryedale Indoor Sports Club to join the highway network at Bowling Lane. The route would continue for a short distance along public highway then a new track would be constructed on the foundation of the disused line as far as the Industrial Estate.

2.5 Cycle way Links to Broughton and Pickering
There is a local interest in the continuation of a cycleway northwards along the B1257 to Broughton. This could be achieved by the creation of a separate footpath /cycleway on the eastern highway verge. The width of the verge is substantial for most of its length although the final section leading into the village will present engineering problems. The County Council is to investigate this possibility at a later date.

The County Council will also examine the possibility of creating a cycle route northwards to Pickering. This will include the utilisation of existing roads and tracks and providing new links between these existing facilities so as to achieve cycling conditions of high quality in an area of low traffic flow.
2.6 The Proposed Route from Rillington to Kirkham Priory
There is in existence a proposal to provide a cycle route to link these villages by a cycle route. The proposal is for a route to pass through Brambling Fields and then through the town along the land set aside for flood defences. There are difficulties in defining the route in the vicinity of the railway line. The County Council is to continue to give its support to this project.

2.7 The National Byway
This route enters Norton from the south passing through the town via Welham Road. The B1248 takes the route through the town centre then westwards along B 1248 Yorkersgate. Castle Howard Road is utilised to take the byway through the town to the northwest.

The National Byway is shown on at Appendix A

2.8 Safe Cycle Routes to School
There are five schools in the area:-

- Malton and Norton School
- Norton College
- Norton Community Primary School
- Malton and Norton Community Primary School
- St Mary’s Roman Catholic Primary School

The head teachers of a primary school and a secondary school were approached to ascertain their views on pupils cycling to school. The primary school head is of the view that the highway system is inappropriate for primary school pupils to cycle to school. There are no opportunities to develop any satisfactory facilities for any of the primary schools and further action is not recommended.

The ‘Hands Up’ survey carried out by the County Council to ascertain various travel statistics produced the following results shown in Table 1 with regard to cycling to school.
There is clearly some scope for increasing cycling to school for pupils at secondary schools.

The schools take the view that there would definitely be an increase in the numbers cycling to school if there were secure parking facilities available.

This would give a high level of protection from theft vandalism and tampering.

### 2.9 Cycle Parking

There are some parking stands for use by the general public at the following locations:

- Town centre
- Railway Station
- Ryedale House
- Swimming Baths
- Malton District Hospital
- Norton Grove Industrial Estate.

A random inspection at mid day revealed that there was spare capacity at all locations with the exception of the railway station. There are at the station 12 fixtures to which cycles can be used to secure bicycles and 12 bicycles were located there at the time of the survey. It was noted that not all made use of these fixtures.

The covered cycle park at the industrial estate was examined on a weekday at midday in November and it was found that 60% of its 62 stands were unoccupied.

There are at the moment no secure lockers in the town where a cycle may be left in the knowledge that it would be safe from vandalism or theft although there are plans to locate lockers at the railway station.

There was no evidence to suggest that there is a serious lack of cycle parking facilities in the town.
Cyclists prefer to park near their destination especially for visits of a short duration and whilst it may be appropriate to place a number of facilities for locking cycles to fixed structures in convenient locations, the provision of groups of cycle stands needs careful consideration to avoid underutilisation.

2.10 Cycle Use: Traffic Speed and Flow

A traffic study was undertaken in March 2003 at 9 sites selected as being suitable to obtain a representative sample of vehicular flow and characteristics.

The total two way traffic and pedal cycle traffic flows obtained from this week-day manual count are shown in Appendix B. The period of the study was from 7.00 hrs to 19.00 hrs.

The ratio of pedal cycles as a percentage of total traffic is given below in table 2. The values range from 0.33% to 2.99%.
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<th>Location</th>
<th>All vehicles (12hrs)</th>
<th>Pedal Cycles (pcl) (12hrs)</th>
<th>Ratio pedal cycles to total vehicles %</th>
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<td>B1257 Town Street</td>
<td>8361</td>
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<td>B1248 Scarborough Road</td>
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Table 2: Ratio of pedal cycles to total traffic
A similar study was undertaken at two major junctions namely:-

Junction A    B1257 Castlegate and B1257 Old Maltongate

Junction B    B1248 Church Street and Welham Road

The results are shown in Appendix C

A summary of the ratio of pedal cycles as a percentage of total traffic for the 9 locations and the two main junctions is given below in Table 3

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<td>Junction A</td>
<td>1.45</td>
</tr>
<tr>
<td>Junction B</td>
<td>3.35</td>
</tr>
<tr>
<td>Average of 9 Sites</td>
<td>0.98</td>
</tr>
</tbody>
</table>

Table 3: Pedal cycle use

The speed and volume of traffic was measured over a 24 hour period from midnight Saturday to midnight Sunday in March 2003

The average speed was calculated for each hour together with the 85 the highest speed (the statistic most frequently used as an index).

The locations of these measurements are shown in Appendix D and the total two ways traffic flow together with the highest average hourly 85 percentile speed obtained from 7.00am to 7.00pm is given below in Table 4.
<table>
<thead>
<tr>
<th>Location Ref.</th>
<th>Description</th>
<th>24 hr vehicle flow</th>
<th>85 percentile speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Westfield Way Norton</td>
<td>1784</td>
<td>41</td>
</tr>
<tr>
<td>2</td>
<td>Mill Street Norton</td>
<td>1282</td>
<td>30</td>
</tr>
<tr>
<td>3</td>
<td>Castlegate Malton and Norton</td>
<td>14586</td>
<td>23</td>
</tr>
<tr>
<td>4</td>
<td>York Road Malton and Norton</td>
<td>7742</td>
<td>49</td>
</tr>
<tr>
<td>5</td>
<td>The Mount Malton and Norton</td>
<td>527</td>
<td>21</td>
</tr>
<tr>
<td>6</td>
<td>Horsemarket Rd. Malton and Norton</td>
<td>3376</td>
<td>32</td>
</tr>
<tr>
<td>7</td>
<td>Pasture Lane Malton and Norton</td>
<td>5477</td>
<td>39</td>
</tr>
<tr>
<td>8</td>
<td>St.Nicholas Street Norton</td>
<td>~</td>
<td>24</td>
</tr>
</tbody>
</table>

Table 4: 24 hour flow and 85 percentile speeds

The general speed of traffic on all but site 3 and 8 is not conducive to a comfortable and cycling friendly environment.

2.11 Cycling Accidents

The record of cycling accidents for the three year period 2000 to 2002 reveals that there were 12 accidents involving cyclists. The locations and number are given below shown on the map at Appendix E
<table>
<thead>
<tr>
<th>Location</th>
<th>Number</th>
<th>Severity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pasture Lane/Mount Crescent junction</td>
<td>2</td>
<td>1 serious and</td>
</tr>
<tr>
<td>Greengate near Greengate Flats</td>
<td>1</td>
<td>Slight</td>
</tr>
<tr>
<td>Vicinity of Level Crossing</td>
<td>4</td>
<td>1 serious and</td>
</tr>
<tr>
<td>Commercial Street/Wold Street mini</td>
<td>2</td>
<td>1 serious and</td>
</tr>
<tr>
<td>Commercial Street near Wallgates Lane</td>
<td>2</td>
<td>1 serious and</td>
</tr>
<tr>
<td>Castlegate near Castle Hotel</td>
<td>1</td>
<td>Slight</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12</strong></td>
<td></td>
</tr>
</tbody>
</table>

The reasons for the accidents to cyclists are given as follows:-

- Cyclist lost control                     5
- Vehicle hit cyclist                       4
- Cyclist drove into vehicle               1
- Vehicle drove cyclist off road            2

When viewed in the context of the poor quality of the road network the accident record would appear to be surprisingly light although it is difficult to relate accidents to total miles travelled by cycle. It is however often the case that where conditions seem to be undesirable that road users detect this and take additional care.
3 A Cycling Strategy for Malton and Norton

3.1 The Need for a Clearly Defined and Safe Cycling Network
One of the main components of a successful cycle network which utilises the existing carriageway system is the establishment of a coherent network of cycle routes which can be clearly marked by signs and where practicable by road markings.

As stated earlier the configuration of the highway system in Malton and Norton gives little opportunity for separate cycle tracks or highway space dedicated to exclusive cycle use. Cyclists immediately choose the shortest/quickest route and therefore it is not feasible to use routes other than main highways to provide the main distributor routes for cycles. The plan should therefore concentrate on the development of the existing network.

The main proposals contained within the plan consist of a well signed network of routes with appropriate traffic engineering measures to create the safest possible environment for cyclists.

The surface of these routes would require a high standard of highway maintenance especially near the kerb and where practicable side entry gullies would be provided as part of the highway maintenance process.

In order to create a satisfactory traffic situation for the encouragement of cycling, the maximum desirable speed of vehicles on these routes should be no more than 24 miles per hour.

This would be achieved by the introduction of traffic calming measures which would be introduced as part of the overall traffic management strategy for the town. It would not practicable at this stage to introduce these measures over a large area and it is therefore proposed to define a small inner core where a 20 mph speed limit would be applied. Speed measurements would be used at the design stage to ensure the optimum location of speed humps and cushions. The plan at Appendix F shows the area considered suitable for the application of a 20 mph speed limit.

The remainder of the network would be dealt with on the on a selective basis by applying calming measures where traffic speeds and conditions warrant them.

The guiding aim would be that cyclists and motorists should be conscious of the fact that they are using a cyclists’ route and also conscious of that fact when they leave it.

3.2 The Use of Other Traffic Management Measures Which Facilitate Cycling

The proposed network would be developed now and in the future so as to incorporate wherever possible, other measures which improve cyclists’ safety and give cyclists greater priority over other traffic. Such measures could include:-
• Schemes which are designed to reduce traffic volumes
• Improved signing of all types
• Cycle priority phases at traffic signals
• Exemptions for cyclists from banned turns and traffic regulation orders that restrict access
• Changing priority at junctions
• Contra flow cycle lanes
• On street parking restrictions
• Providing gaps for cyclists in road closures
• Advanced stop lines for cyclists
• Adjusting lane markings to give more space for cyclists
• Improvement of the nearside carriageway channel
• Advisory and mandatory cycle lanes, bus/cycle lanes and widened nearside lanes.
• Shared footways
• Fully segregated cycle tracks with appropriate facilities at junctions
• Pedestrian/cycle bridges or underpasses which will provide short cuts across physical barriers.
4 The Proposed Cycling Network for Malton and Norton and Norton

The proposals for the overall cycling network are shown in more detail on the maps at Appendix G. The routes consist of Primary Cycle routes Secondary Cycle route and Shared Routes

4.1 Primary Cycle Routes

These provide the main accesses into the town and consequently will receive some priority for funding. These consists of:-

The North South Spine

The B1257 from Helmsley in the north and including Middlecave Road which forms a spinal distributor route crossing the River Derwent, the railway and proceeding to the South by the B1248 Commercial Street and Beverley Road. Additional spurs are included which consist of Railway Street and Norton Road to provide access to the bus and railway stations and Parliament Street to provide access to the Norton Grove Industrial Estate

In addition this main north south route provides convenient access to the town main centre the secondary schools library, swimming baths and the hospital.

Design Issues

This will be designed in the main as a signed cycle route. There are no opportunities to achieve lane widening. Advance cycle stop lines for cyclists at junction of B1257 and B1248. Shared use of the footpaths crossing the River Derwent

The Cross Town Route

The route leaves the A64 to the west along the B1248 leaves, passes through the town centre becoming the B1257 to join the again the A64 to the East of Old Malton. This route forms links with the York Road Industrial Estate, the town centre, Ryedale House, the Police Station Sports facilities and Old Malton

Design Issues

A signed cycle route from the west to a point east of the sports club on the B1257 where the footway and verge widen substantially. This latter section would however require widening to achieve a standard suitable for conversion to an unsegregated cycle/pedestrian facility.
4.2 Secondary Cycle Routes
The secondary routes which complete the main cycling network carry a smaller volume of traffic and will be programmed for implementation when the primary network is completed. The possibility exists that it may be beneficial to give priority to the completion of sections of these routes which serve schools and other major facilities. These routes which are indicated at Appendix G are as follows:-

Wheelgate Old Malton and Showfield Lane
This network provides links from the large residential area to the north east of Malton the Industrial estate and the town centre

Langley Road and Langley Drive
This network provides links within the large residential area to the south west of Norton and links Norton College Norton Community Primary School and the town centre.

Design Issues
The routes are signed cycle routes and no opportunities exist to create separate lanes for cycles.

The A 64 link
A continuation from Commercial Street along Scarborough Road B1248 to meet the A64 at Brambling Fields

Design Issues
The route consists of a signed cycle route along the whole of its length

4.3 The Creation of Shared Footpath Cycle Routes
A number of opportunities exist for making the minor road and street network more convenient for cyclists. These exist in the main by converting existing footpaths into facilities which can be shared with cycles. The ideas have emerged following local consultation.

The principle of allowing cyclists to use footpaths is likely to be controversial and it is suggested that the following proposals should be the subject of a formal consultation process followed if appropriate by a trial period of shared use so that a true understanding of the implications can be obtained. The footpaths are narrow and whilst the usage would appear to be light there is insufficient width to achieve current recommended standards.
• The linking of Kingston Drive, The Chase and The Grove. The conversion of the existing estate footpath to shared use could be beneficial especially for pupils cycling to Norton College.

• The footpath from Peasey Hills Road (along North side of the disused railway) to Old Malton and Norton Road to B12348 emerging on the west side of the Police Station.

Two other suggestions emerging from the consultation process are worthy of further investigation. It is felt that since these schemes can be achieved within current standards. It is felt that it would be appropriate to undertake careful consultation prior to implementation. The proposals are as follows:-

• Gilling way and across the cemetery to Pasture Lane. A short length of new footpath cycleway would be required together with a new access into through the boundary wall into the roads within the cemetery would be needed

• The Footpath linking Spring Hall Garth with Fitzwilliam Drive

4.4 A Cycle Route Using the Disused Gilling to Malton Railway Line

The scheme involves the construction of a new bridge deck using the piers and abutments of the original railway bridge which was constructed in 1852.

The bridgeworks here are substantial and would require a new deck structure spanning a length of some 55 metres. A completely new bridge is required to span the existing Scarborough main railway line to bring the cycle route on the adopted highway for a short distance. The route would then follow the original line of the railway as far as the Norton Grove Industrial Estate.

Network Rail have been consulted and have specified the conditions which would apply to the design of the structure and the conditions for its future adoption by the County Council. An estimate of reimbursable costs incurred by in connection with the works. Network Rail has also been provided. A request has been made to the Property arm of Network rail for an estimate of the easement and land required for the works but they are not able to provide a figure at this stage.

The Environment Agency has indicated that the bridge reinstatement would require consent under the Water Resources Act 1991.

They have specified conditions for the works which are to be designed for a 1 in 100 year flood and which are aimed at maintaining the free flow and stability of the river for the design standards and during construction.

The area immediately adjacent to the river on the right hand bank (Ladyspring Wood) is designated as a SINC (Site of importance for Nature Conservation).
It will be necessary to consult English Nature and Ryedale District Council with regard to any possible impacts resulting from the scheme.

Additional details of the new section of the proposed track crossing the River Derwent and the main railway line are shown on the plans at Appendix H

4.5 A Footpath /Cycleway Link from the Railway Station to Development Land to the South
The large area of land to the South of the Malton and Norton Railway Station is scheduled for development. It is proposed to provide a cycleway link across the railway line in the vicinity of the station. This would greatly improve accessibility to the area from central Malton. The approximate location of the proposed bridge is shown on the plan at Appendix D.

Network Rail is at present looking at the feasibility of the proposal and its impact on the operation of the Station. It is anticipated that the proposal will result in the imposition of conditions similar to those for the new bridges on the disused Gilling to Malton line described above.

It is expected however that the granting of an easement for the bridge will result in contribution from the developer of the land proportional to the estimated return from the development.

The estates section of Network Rail has indicated that since the nature of the proposals is unclear it is unable to provide a figure for the cost of an easement at this stage.

It is expected that the costs of this facility together the easements required to cross the main railway line will be borne by the developer of the site.

4.6 Safe Routes to School
The County Council is unable to identify any separate routes facilities which would be generally suitable for travelling to school by cycle. An emphasis is already being given to the introduction of traffic calming measures near to schools. The county Council will continue to give support to ensure that cycle training is given to primary and secondary school children. The County Council will assist as far as it is able to provide secure and enclosed cycle parking at schools to protect the machines from tampering and theft.

4.7 Cycling Accidents
The accident record reveals no significant patterns which would result in works of improvement or alteration to the highway. The County Council will continue to monitor the accident records in the usual way and take corrective action as appropriate.
4.8 **Cycle Parking**
The provision of public cycle parking limited and there seems to be little spare capacity at the Railway Station although the provision of cycle lockers as recommended by the transport interchange group is a useful addition. It is proposed to create a cycle parking area with an initial capacity of 10 stands in the commercial area in the vicinity if the commercial area near the transport interchanges.

The County Council will consult with local interests with regard cycle parking and will provide cycle stands as necessary to meet short stay and long stay needs.

It is proposed to install a number of small and inconspicuous eyebolt fixings in convenient locations around the town centre and at other places where a demand exists. This is an inexpensive means of providing a secure fixing for a cycle lock.

Local employers will be given assistance with parking provision as part of the County’s cycling promotion initiative. Parking facilities will be designed on a modular basis so as to meet incremental changes in demand as the cycling initiative develops.

4.9 **Cycle Promotion and Education**
To ensure that the cycling facilities provided are fully used, the County Council will promote cycle use in Malton and Norton, focusing on utility cycling. When the facilities are substantially complete, this will include the production of a route map, which will be distributed to all households and businesses in the Malton and Norton area.

The County Council will also seek to encourage cycle use through the promotion of Green Travel Plans to major employers and School Travel Plans. Locally based Road Safety Officers will undertake much of this work.

During the course of a year, there are a number of national and local events, which can be used to promote cycling.

As an integral part of all cycling promotion the County Council reminds all road users of their responsibilities towards each other. The contribution that considerate behaviour by all road users can make in providing a safer and more pleasant environment should not be underestimated.

4.10 **Local Cycling Targets**
Within the North Yorkshire Cycling Strategy a total of seven key targets were established. These are:-

- To identify current levels of cycle usage in North Yorkshire and to subsequently determine and adopt locally appropriate targets which will contribute to a national doubling of cycle usage by 2002 and a further doubling by 2012
To identify current and potential levels of cycle use for trips to school and to determine and adopt targets to increase the modal share of cycling by pupils of 10 years or older.

To identify and adopt targets to reduce the casualty rate for pedal cyclists per km cycled.

To provide, and seek provision by other parties, a minimum of 50 cycle parking facilities per year throughout North Yorkshire.

To provide on-road cycle training for 20% of 10-12 years olds.

To identify and ensure that funding bids include significant plans and schemes to benefit cycling, in line with the local cycling strategy.

To spend, in addition to funding from external sources, at least £70000p.a. of the County Council Local Transport Plan budget on measures to improve facilities for cyclists.

Following further consideration by the County Council, it was felt more appropriate to set Target 1 and Target 3 at the Local Cycle Plan level rather than on a county wide basis. Thus, Target 1 has been established using the existing count data and the targets set out within the Government’s Ten Year Transport Plan, combined with the measures to encourage cross-town cycling in Malton and Norton.

Target 1: To increase cycle use in Malton and Norton so that by 2010, cycle trips pass through the junction of B1257 Castlegate and B1248Church Street during a normal weekday between the 7.00am to 18.00hrs hours to 930 pedal cycle trips (existing flow 24 March 2003 552 pedal cycles).

The National Cycling Strategy suggests that targets for accident reduction for cyclists should be based on a reduction in the casualty rate per km cycled. This was essentially brought about due to past experience of cycle casualty reduction being brought about by reduced cycle use. Target 3 in the North Yorkshire Cycling Strategy was originally to identify and adopt targets based on this philosophy. At present there is no accurate method of establishing cycle accident rates per km cycled.

This plan therefore sets a target to maintain at the present low level the total number of cyclist casualties in Malton and Norton. The maintaining of the number of cyclist casualties when set against increased cycle use would indicate a decreased cycle casualty rate. In order to minimise random variations from year to year targets will be set based on accidents in the three years before the target date. In the three-year period 1999 to 2002 inclusive there were on average 4 cyclist casualties in the plan area per year.

Target 3: To maintain to 2001 levels, the number of cyclist casualties in the plan area.
5 Implementation

5.1 Routes Using Existing Highways- Estimated Cost £ 70,000
The creation of the advisory route system can be achieved on an incremental basis by means of an annual budget provision which can be varied to meet the prevailing County Councils policies. It is suggested that an order of priority would be:-

- Routes within the inner core subject to a 20 mph speed limit
- Primary Cycle Routes
- Secondary Cycle Routes serving schools
- Other Routes

5.2 The Route Using the Disused Railway Line- Estimated cost £835,000
It is only practicable to carry out this scheme in two stages as follows:-

- Roman Fort to Bowling lane £780,000
- Bowling lane to Industrial Estate £ 55,000

The disadvantage of completing the work on a piecemeal basis is that if this course is followed then the investment cannot be utilised until completion of that stage.

5.3 Proposed Footpath Cycle Bridge to New Development South of the Railway Station.
Total estimated cost excluding land and easements £450,000.

This work would proceed when the land to the south of the Railway Station is to be developed for commercial purposes and this would secure the necessary funding. It is considered likely that it would be advantageous to continue some negotiations with Network Rail so as to facilitate the progress of the development.
Appendices
Appendix A  The National Byway
Appendix B  Traffic volumes at 9 locations
Appendix C  Traffic flow at junctions A and B
Appendix D  Speed survey locations
Appendix E  Cycling accidents
Appendix F  The proposed inner core 20mph zone
Appendix G  The Cycle routes in detail
Appendix H  The proposed cycleway on the disused railway line
Appendix 5

Existing Bus Stops
<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Pole</th>
<th>Flag</th>
<th>Timetable</th>
<th>Raised Kerb</th>
<th>Shelter</th>
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<td>1 Town Street (B1257) near Westgate Lane</td>
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<td>X</td>
<td>X</td>
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<td>2 Town Street (B1257) near The Cut</td>
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<td>X</td>
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<tr>
<td>3 Old Malton Road (inbound) near Highfield Road</td>
<td>X</td>
<td>X</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>4 Old Malton Road (outbound) near Highfield Road</td>
<td>X</td>
<td>X</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>5 Old Malton Road near Police Station</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Old Maltongate near Greengate</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Yorkersgate near Castle Howard Road</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>8 Horsemarket Road near Yorkersgate</td>
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<td>X</td>
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<td>9 York Road near Rockingham Close</td>
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<td>14 Newgate (outbound)</td>
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<td></td>
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<tr>
<td>15 Church Street (westbound)</td>
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<tr>
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<td>X</td>
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<td></td>
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<tr>
<td>17 Commercial Street (westbound) near Library</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Commercial Street (eastbound)</td>
<td>X</td>
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<td>X</td>
<td></td>
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<tr>
<td>19 Scarborough Road (eastbound) near Bowling Lane</td>
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<td>20 Scarborough Road (westbound)</td>
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<td>21 Scarborough Road (eastbound) near Reeton Terrace</td>
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<td>22 Scarborough Road near Westfield Way</td>
<td>X</td>
<td>X</td>
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<tr>
<td>23 Scarborough Road (westbound) near Reeton Terrace</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 Beverly Road near Jubilee Road</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 Beverly Road near Howe Road</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>26 Wood Street (westbound) near Wold Street</td>
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<td>X</td>
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<tr>
<td>27 Wood Street (eastbound) near Wold Street</td>
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Appendix 6
Workshop 1 Notes
Malton and Norton
Transportation Strategy

Workshop 1
Held 26 November 2002

List of Issues Identified
and
Group Discussion Notes
DOCUMENT PREFACE SHEET

Project Title: Malton and Norton Transportation Strategy

Project No.: 77x20/001

Document Title: Workshop 1 – List of Issues and Group Discussion Notes

Issue: 2

Status: Draft for Comments

Document No.: 1

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LATEST ISSUE MUST HAVE INITIALS AND SIGNATURE, PREVIOUS ISSUES ONLY REQUIRE INITIALS.
### Issues

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Removal of non-essential traffic from the town centre</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Signing to Malton from the East on the A64 - signs are too close together and are easily missed</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>No traffic calming on Welham Road and Langton Road - it is a key route for racehorses accessing stables and gallops</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>Parking is a problem on Langton Road, particularly outside the school. Consider parking bay rather than having people park on the grass verges</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>Improved access to Showfield Lane Industrial Estate from the A64</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Access from Broughton Road to the A64 is needed in both directions</td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>Full access to and from the A64 at both ends of Malton - requires feasibility and justification</td>
</tr>
<tr>
<td><strong>8</strong></td>
<td>Environmental enhancement of areas within the town could be progressed if access to the A64 was improved</td>
</tr>
<tr>
<td><strong>9</strong></td>
<td>Pedestrian improvements on Wheelgate particularly through removing parking from the footway</td>
</tr>
<tr>
<td><strong>10</strong></td>
<td>HCVs park on pavements during deliveries in the town centre - can an alternate location be provided behind the frontages or at a specific bay on-street</td>
</tr>
<tr>
<td><strong>11</strong></td>
<td>Electronic routing systems currently direct HCV traffic through the town centre</td>
</tr>
<tr>
<td><strong>12</strong></td>
<td>Improved facilities for parking in the vicinity of schools - Highfield Road continues to be dangerous</td>
</tr>
<tr>
<td><strong>13</strong></td>
<td>Poor conditions within the town for cyclists - Wheelgate and Castlegate are not conducive to cycling or walking and thus increase the number of short car-based trips from Norton to Malton</td>
</tr>
<tr>
<td><strong>14</strong></td>
<td>Inappropriate vehicle speeds, particularly when entering the town - engineering measures including potentially changing junction priority on main radial routes should be considered</td>
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<td><strong>15</strong></td>
<td>If traffic calming schemes are introduced, a balance needs to be made between slower speeds and potential increases in congestion</td>
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<td><strong>16</strong></td>
<td>Reduction of vehicle speeds within and around the Market Place</td>
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<td><strong>17</strong></td>
<td>Parking on-street around the Cattle Market tends to block pedestrian access and make it especially difficult for those with pushchairs and wheelchairs</td>
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<td><strong>18</strong></td>
<td>Mill Street in Norton is too narrow to cater for the traffic needing to access Norton Grove Industrial Estate from Beverley Road.</td>
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<td><strong>19</strong></td>
<td>Cycle routes through the town are dangerous but could be improved with formal lanes and some reduction in on-street parking.</td>
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<td><strong>20</strong></td>
<td>Wider footpaths are needed between the town centre and residential areas</td>
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<td><strong>21</strong></td>
<td>Commuter parking is needed at Malton Station. It is currently impossible to commute by bus or train after 8am because it is not possible to park.</td>
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<tr>
<td><strong>22</strong></td>
<td>Use of the derelict land to the Norton Side of the station needs to be investigated.</td>
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<td><strong>23</strong></td>
<td>Measures should be in keeping with the town and not be visually intrusive - sympathetic design and materials should be used</td>
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<td><strong>24</strong></td>
<td>A footbridge is required at Malton Station.</td>
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<td><strong>25</strong></td>
<td>Access to and from the Market Place needs to be revised, particularly access from Wheelgate via Newgate</td>
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<td>26</td>
<td>HCV turning movements at Butchers Corner are hazardous to vehicles and pedestrians. Occasionally, large HCVs have to do a three-point turn and mount the pavement in order to facilitate this manoeuvre, traffic queuing at the junction is forced to reverse, which in itself is hazardous. The current signal timings create long queues, including on Old Maltongate. Sight-lines at the junction are also poor.</td>
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<td>27</td>
<td>Environmental and air quality at Butchers Corner is poor.</td>
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<td>28</td>
<td>Traffic problems are constraining the long-term economic viability of Ryedale.</td>
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<td>29</td>
<td>The regeneration of Malton and Norton is being hampered by poor access to sites. RDC has a role in being both more flexible in its zoning policies and requesting developer contributions towards transport improvements.</td>
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<td>30</td>
<td>Flooding adversely affects traffic flow within the town and the current closure of Norton Road has crippled the town because of a lack of alternative routes.</td>
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<td>31</td>
<td>Car drivers cruise the town centre looking for car parking spaces - this results in additional congestion.</td>
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<td>32</td>
<td>On-street and off-street parking regimes are in conflict.</td>
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<td>33</td>
<td>Coach drop off/pick up and parking need to be improved if half day visits by coaches are to be encouraged.</td>
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<td>34</td>
<td>Part pedestrianisation of either Wheelgate or the Market Place may be desirable. The latter could see traffic continuing North from Saville Street.</td>
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<td>35</td>
<td>Parking in Wentworth Street Car Park needs to be encouraged.</td>
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<td>36</td>
<td>Introduction of a one-way system within the town centre to improve flows and reduce conflict - Norton Road, Railway Street, Castlegate.</td>
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<td>37</td>
<td>A new vehicular route from Norton to Malton across the railway and river would solve many problems.</td>
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<td>38</td>
<td>The creation of a one-way system could be combined with footpath widening.</td>
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<td>39</td>
<td>Parking for residents of Middlecave Road - on-street parking is restricted and there is no alternate off-street parking available.</td>
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<td>40</td>
<td>Subsidised public transport is of a poor quality. The service between Malton and Driffield only run once per day in each direction, making interchange for Hull etc. impossible.</td>
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<td>41</td>
<td>The routing of the ‘Town Circular’ bus service needs to be revised to incorporate Langton Road etc.</td>
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<td>42</td>
<td>Development of a bus/rail interchange in the vicinity of Malton Station.</td>
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<td>43</td>
<td>Pedestrian signing is poor, especially from the Station to the Market Place - finger signs are needed.</td>
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<td>44</td>
<td>Pedestrian facilities on Norton Road are poor, pedestrians need to cross to Kwik-Save and Malton Station.</td>
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<td>45</td>
<td>On refuse collection day, bins are left on pavements, creating obstacles for those who have mobility impairments, pushchairs and/or young children who have to walk in the carriageway.</td>
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<td>46</td>
<td>Vehicular signing within the town is also poor, people often miss the Market Place.</td>
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<td>47</td>
<td>Historical signing needs to be simplified, standardised and rationalised.</td>
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<tr>
<td>48</td>
<td>Is it possible to relocate signing from posts on to buildings to reduce the appearance of clutter.</td>
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<td>49</td>
<td>Improved directional signing is needed on the A169 approach from Pickering.</td>
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<td>50</td>
<td>The location of and requirement for street furniture needs to be reassessed.</td>
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<tr>
<td>51</td>
<td>The residential areas of Horsemarket Road and Victoria Road endure heavy traffic because of the directional signing on Broughton Road.</td>
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<td>Description</td>
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<td>52</td>
<td>Problems are exacerbated on Tuesday and Friday when the Cattle Market is operating. Parking and traffic problems are experienced from early morning until late afternoon.</td>
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<td>53</td>
<td>There are lots of historical parking restrictions related to access to the Cattle Market which may no-longer be appropriate.</td>
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<td>54</td>
<td>Could a residents parking zone be created in the area of conflict around the town centre?</td>
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<tr>
<td>55</td>
<td>Can the access from Broughton Road to Malton School be improved? The street lighting could be extended and improvements made to provide a crossing point where children are currently in conflict with vehicles travelling at speed.</td>
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<tr>
<td>56</td>
<td>There is a need to maintain existing cycle tracks.</td>
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<td>57</td>
<td>Cyclists have problems crossing the A64 at Scaggleshope.</td>
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<td>58</td>
<td>From Old Malton Road to Sheepfoot Hole is currently a footpath but is used de-facto by cyclists to avoid Butchers Corner. Can this route be upgraded to a cycle track.</td>
</tr>
<tr>
<td>59</td>
<td>Can the cycle route on the A64 be extended from Rillington to the turn-off for Knapton.</td>
</tr>
<tr>
<td>60</td>
<td>A cycle route is needed on Broughton Road linking in to adjacent residential areas - the road is considered to be dangerous for cyclists.</td>
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## Malton and Norton Workshop 1 - Tuesday 26 November 2002

**Summary of Discussion Notes from two workshop groups**

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1. Access to and egress from the A64

The Problem
- The lack of full access junctions on the A64 at both ends of Malton / Norton and at the B1257.

Observations
- Traffic travelling East on the A64 with a destination within Norton has to exit the A64 at either York Road or Old Malton, continue through the town centre and across both the river and railway at grade.
- Traffic travelling in either direction on the B1257, accessing the A64, has to travel down Newbiggin/Wheelgate and on to either Yorkersgate or Old Maltongate.
- Traffic travelling West on the A64 destined for the York Road area of Malton has to exit the A64 at Scagglethorpe or Old Malton and continue through the town centre.
- Eastbound vehicle movements involving right turners off the A63 at Scagglethorpe are not ideal.
- The Scarborough Road is heavily used as a route to/from the A64.
- Improved links onto the A64 could eliminate unnecessary traffic currently travelling through the town.

Suggested Options
- Improving access at the existing junctions on to the A64 is considered first priority in traffic management for Malton/Norton.
- Consideration needs to be afforded to the provision of a full access junction at Broughton Road (B1257).

Suggested Surveys
- A comprehensive ‘Origin and Destination’ survey, meeting the needs of all involved in making decisions on Trunk Road improvements including North Yorkshire County Council (NYCC), Ryedale District Council (RDC) and the Highways Agency (HA).
- Funding for such a survey is likely to be provided by a number of organisations.

2. HCV access to industrial areas

The Problem
- Traffic accessing the Showfield Lane and Norton Grove industrial estates travels through adjacent residential areas.
Observations

- HCVs currently access Showfield Lane Industrial Estate via Highfield Road and Norton Grove via Westfield Way.
- HCVs accessing Norton Grove from the West exit the A64 at York Road, travel through the town centre, turning right at Butchers Corner, down Castlegate, across the river and level crossing and through Norton.
- HCVs accessing Norton Grove from the South tend to travel North on Beverley Road and Mill Street, the latter being residential with essential on street parking that restricts the available road width to a single lane for two way traffic.

Suggested Options

- Ryedale District Council paid for the construction of Westfield Way. The construction of a link road from Westfield Way to Beverley Road South of Centenary Way would provide a through route to Norton Grove and Scarborough Road bypassing Mill Street and central Norton for traffic from the South. Could funding be secured from RDC, developers, industry or Yorkshire Forward?
- A new access is required from the Showfield Lane Industrial Estate onto the A64. This could be developed as a link from the suggested junction at Broughton Road and be provided alongside the potential future development of the area between Showfield Lane and Outgang Road. This option was given top priority by one of the discussion groups.
- It was suggested that RDC review their land-use allocation strategy to ensure that industrial estates are suitably located and that developments should be conditional on contributions towards improving both pedestrian and vehicular infrastructure.

3. Pedestrian issues

The Problem

- Lack of pedestrian accessibility through both physical and perceptual barriers.

Observations

- Delivery vehicles park on the pavements in the Market Place and on Wheelgate. This is due to a lack of rear servicing and the necessity not to obstruct the carriageway and thus traffic flow within the town. This results in obstruction of pedestrian access.
- Household ‘wheelie’ bins obstruct the pavements on refuge collection days, creating problems for those with mobility impairments.
• Footways are considered to be of an inadequate width on Norton Road, Railway Street, York Road, Wheelgate, The Shambles, Saville Street and in the area surrounding the Cattle Market. *(It is understood that the lease on the Cattle Market site currently runs to 2008).*

• HCVs mount the pavement whilst manoeuvring at Butchers Corner.

**Suggested Options**

• Construction of a new footbridge over the railway in the vicinity of Malton Station to encourage walking between the two towns.

• Consider the potential for widening footpaths, including to the Bus and Rail Stations, and protecting pedestrians at Butchers Corner.

• Pedestrianisation of Saville Street.

### 4. Cycle routes and parking

**The Problem**

• A lack of safe cycling routes and secure cycle parking facilities.

**Observations**

• Cyclists are considered to be at particular risk as the busy nature of the roads exposes them to many sources of danger, yet some ignore highway regulations by cycling the wrong way down one way streets and/or on the pavements. Pavement cycling is tolerated but not endorsed by the police, due to the dangerous nature of the roads.

• The urban road infrastructure is considered poor for cycling and the physical dimensions restrict the options for improvement.

• The cycle route from Norton to Bridlington is considered to be a good facility.

• The crossing of the A64 at Scagglethorpe is considered hazardous. Maintenance is also a problem with broken bottles and debris endangering cyclists.

• Proposals have been submitted for a joint use footway/cycle way along York Road.

• Much of the traffic on Wheelgate and Castlegate derives from short car trips from Norton. Encouraging cycling and providing cycle facilities, including on Castlegate, could reduce traffic levels.

• The pathway along the flood defences is not wide enough for joint use by pedestrians and cyclists.

• Cycle parking facilities in the Market Place are underused. They may be in the wrong location because the signpost outside the newsagent in the Market Place is used as a multiple cycle stand, obstructing pedestrian access along the pavement.
Additional cycle storage is required at both the bus and railway stations. Network Rail is responsible for cycle parking facilities at Malton Station.

Suggested Options

- The creation of a network of cycle routes and lanes to link residential areas, key facilities including schools and the two towns. Roads suggested for inclusion were Broughton Road, Horsemarket, Norton Road and St. Nicholas Street. The network could also take advantage of back lanes within the towns.
- Consider the potential for upgrading the footway between Old Malton Road and Sheepfoot Hill to use as a joint footway/cycleway.
- Provision of an alternate cycle route across the railway.
- Improve the number and location of cycle parking facilities.
- The extension of the cycle route from Rillington to the turn for Knapton.

Suggested Surveys

- Assessment of current cycle parking facilities.
- Investigation of where people want to cycle.
- Identification of hazards to cycling.
- Mouchel need to liaise with Philippa Lingard of NYCC to establish which back lanes might be suitable for use by cyclists.

5. Equestrian issues

The Problem

- Potential conflict between racehorses, pedestrians and vehicles

Observations

- Safety concerns were raised regarding footpath and cross-town equestrian access. Racehorses traverse the town centre along busy roads to access Langton Gallops.
- A request not to introduce traffic calming schemes along Welham Road and Langton Road was received as this these roads serve as racehorse access routes from the stables to the gallops.

Suggested Options

- Extension of the existing 30 mph zone on Langton Road
- Improvement of the existing horse walkway

Suggested Surveys

- The police are meeting with Mark Campion in January 2003
- Mouchel will meet with the Racing Association to establish the current routing of horses.
6. Public transport and potential for bus / rail interchange

The Problem

- The quality of subsidised bus services, aspirations for improvement of facilities at the Bus and Rail Stations (including long-stay parking provision), and coach parking.

Observations

- Improvements are needed to subsidised services in terms of frequency, timing and the quality of vehicles. The routes to Hull, and to Beverley via Driffield were identified as particular problems. Earlier departure times and more comfortable buses are needed to make these services useful.
- The routing of the town circular bus requires revision. It currently shuttles between two points via Fairview. It needs to be routed via Langton Road.
- The inadequacy of current rail services and facilities result in a 'tremendous suppressed demand'. Incremental development might result in a footbridge, disabled access, a new platform, additional trains and increased reliability of services. (But might result in additional closures of the level crossing).
- Long stay parking at the railway station is considered inadequate, illustrated by the inability to park at the station after 8am.
- Traffic routing to Malton Station currently causes congestion and road safety problems.
- Taxi access to the Bus and Rail Stations needs to be improved.
- An interchange group is currently meeting as part of the Market Town Initiative but lacks the necessary funding to complete a scheme. There is also the issue of the land ownership and position of the road which currently runs between the Bus and Rail Station sites.
- A bus stop is currently being built on Newgate, to improve passenger access to/from the Cattle Market. It was suggested that a wider look should be taken at bus routings before constructing shelters in this area.
- Coaches currently have difficulty parking in Malton/Norton and passenger drop-off points are located too far from the town centre for coach passengers who are predominately elderly citizens.
- Blazefield Holdings, the owners of Yorkshire Coastliner have provided financial assistance towards the bus station redevelopment.
- It is understood that £30,000 is available for improvement of the platforms at Malton Station.

Suggested Options

- Consider potential for a long-stay car park in the vicinity of the Bus and Rail Stations.
• Assess potential sources of funding such as the Rail Passenger Partnership Fund, the Strategic Rail Authority and other local authorities which would benefit from a modal shift from road to rail.

Suggested Surveys
• Pedestrian flows to and from and between the Bus and Rail Stations

7. School travel

The Problem
• Parking and congestion outside schools, and lack of safe pedestrian access to schools.

Observations
• Although the Highfield School area (two schools) has already been traffic calmed, school-run parking remains a problem as parents prefer to park/drop-off/pick-up pupils in close proximity to both schools (County Primary School and St Mary’s Roman Catholic Primary School).
• The school-run creates hazards on Langton Road because of both the additional traffic and inappropriate parking.
• Access to Malton School is difficult and results in congestion on Middlecave Road and at the junction with Mount Crescent.

Suggested Options
• Introduce additional parking restrictions in the vicinity of schools for 1 hour at each end of the school day.
• Construct a parking bay outside Norton Comprehensive School on Langton Road.
• Develop an additional access to Malton School off Broughton Road, with facilities for parking, a bus lay-by and potentially a pedestrian crossing point. Street lighting could also be extended.

Suggested Surveys
• Mouchel need to review school travel issues with Geoff Gardner of NYCC.

8. Car parking issues

The Problem
• Conflict between on-street and off-street parking policies, and a lack of parking dedicated for residents and commuters.
Observations

- Parking is considered to be problematic in the area surrounding the Cattle Market on Tuesday and Fridays (from early morning to mid afternoon) when it is in operation. It is suggested that this is exacerbated by the availability of free on-street parking. North Yorkshire Police state that there are no serious problems with the circulation of traffic at these times.
- Wentworth Street Car Park is full on Tuesdays.
- The approach to Wentworth Street Car Park (from York Road) is a complicated route and requires clearer signing. Additionally, if the signing stated that certain parking facilities were free, then this would encourage people to use the car parks rather than parking on-street or on the pavement.
- Vehicle parking among the cattle pens during operation of the market on Saturday is commonplace, encouraged by the lack of parking charges.
- A lack of off-street parking facilities for residents on Langton Road, Middlecave Road, Horsemarket and Mill Street.
- On-street parking along Old Malton Road creates road safety problems.
- There is a lack of parking for those employed within the town.
- Water Street Car Park is currently used inefficiently
- Drivers ‘cruising’ around looking for parking spaces, particularly free parking spaces, create congestion in the town centre.
- RDC have previously considered the introduction of charging for St Nicholas Street Car Park. Plans were abandoned as a large number of people do not wish to pay for car parking and thus result in added congestion in the towns from on-street parking.
- The development of Safeway’s car park alleviated car parking problems. The entrance to this car park is however considered hazardous. An extended yellow box junction and the introduction of yellow parking lines extending to the Newsagent was suggested. Newsagent customers however, park along the roadside to access this shop.
- Are additional car parking facilities required?

Suggested Options

- Residents parking permits in car parks
- Residents parking zones.
- Designated commuter/town employee parking.
- Abolition of parking charges in Wentworth Street Car Park.
- Conversion of part of the cattle market into a car park.
- Harmonisation of on-street and off-street parking regimes to encourage use of the car parks.
- Introduction of double yellow lines on Ropery Walk, Saville Street, Greengate and the Market Place.
9. Signing

The Problem
- Inadequate, inaccurate and damaged highway and pedestrian signing

Observations
- Horsemarket and Victoria Road (both residential areas) carry heavy traffic due to signing on the Helmsley approach directing traffic away from Butchers Corner.
- When approaching Norton from the A64, there are only three signs indicating the turn off. These signs are placed too close together and can be easily missed, particularly from the York end of the A64.
- Directional signing on the A169 approach from Pickering is poor.
- Directional signing for both drivers and pedestrians to Wentworth Street Car Park from the town centre and vice versa is inadequate.
- Signing within the town centre has developed organically. It is in different styles and too many poles have been used. Signing should be placed on buildings where appropriate.
- The tourist sign on the York approach to the town is poorly located.
- English Heritage is keen to simplify and standardise signing.
- RDC is keen to develop a new town map including bus stops etc.

Suggested Options
- Improve signing when deficiencies are identified.
- Improve regular maintenance of existing signs where, for example, moss build up has previously been identified as a problem.
- Improve signing on the A64 to indicate separate areas of Malton and Norton.
- Provide pedestrian signing including on Wheelgate, Yorkersgate, in the Market Place and at Malton Station.

Suggested Surveys
- Undertake a full signing audit to establish a baseline of existing levels and conditions

10. Speeding and traffic calming

The Problem
- Vehicle speeds approaching the town and within the Market Place.
Observations

- North Yorkshire Police have received complaints about excessive speeds on all of the approach roads to the town. They suggest that engineering improvements are required to ensure that existing speed limits are self enforcing.
- It was suggested that reducing speeds on the approach roads could result in increased levels of congestion throughout the entire town.
- Vehicle speeds are considered to be inappropriate within the Market Place although probably not exceeding the existing speed limits.
- Horsemarket Road is considered to be a ‘rat-run’.
- It is understood that consultation for traffic-calming schemes for Langton Road and Beverley Road have already been undertaken and chicanes are to be introduced. A mini-roundabout is also programmed for introduction at the junction of Broughton Road and Pasture Lane.
- A balance must be achieved between reducing traffic speeds and not deterring business and visitors through restrictions or increased congestion levels.

Suggested Options

- Introduce gateway features on all approach roads.
- Introduce physical traffic calming measures on Broughton Road.
- Don’t introduce visually intrusive traffic calming mechanisms or speed humps.
- Planting in the centre of the carriageway should be used as a traffic-calming device.
- Consider changing priorities at junctions on the main radial routes so that side roads have priority.

11. Junction improvements and traffic flows

The Problem

- Congestion within the central area and particular problems associated with Butchers Corner.

Observations

- Traffic within the town must be managed better.
- Castlegate is the only access route across the two towns. No alternative exists, resulting in the towns becoming both severed and gridlocked when this road is closed. The closure of Norton Road has created congestion problems within the towns.
- Considerable congestion occurs on Mill Street in Norton.
- The junction to the South of the railway level crossing (Church Street/Welham Road) is problematic.
• The traffic lights at Butchers corner might benefit from adjustment. It is felt that there are currently problems with conflicting movements. Visibility at this junction is also poor, HCVs mount the pavement when turning and the close proximity of the buildings generates a canyon effect, with implications for air pollution.
• Vibration at Butchers Corner is creating a long-term problem with the stability of nearby buildings.
• The river bridge and level crossing provide physical pinch points.

Suggested Options
• Improved management of farm vehicles attending the cattle market
• Consideration of a second crossing over the railway
• Investigate whether changes to the signal timings at Butchers Corner would reduce queue lengths.
• Create a one-way system utilising Norton Road, Railway Street, and Castlegate. Could the Right-turn from Railway Street be prohibited in such a system by using Wells Lane instead?
• Can the road markings at Butchers Corner be revised - potentially a box junction with CCTV enforcement?
• The police have discussed delivery restrictions with Curry’s, Boots, Woolworths and Herron Frozen Store, but as deliveries to Malton/Norton are made en-route to other regional stores, delivery times cannot be restricted. These stores threatened to cease trading in Malton/Norton if delivery restrictions were introduced. A distribution centre at York Road industrial estate has been previously discussed and abandoned as this facility would prove uneconomic for the businesses involved.

Suggested Surveys
• Investigation of traffic flows along Mill Street
• Investigation of the junction of Church Street and Welham Road
• An audit of street lighting

12. The Market Place

The Problem
• Vehicular access, parking and conflict between vehicles and pedestrians

Observations
• Market Place access is currently one way with the exception of Market Street. North Yorkshire Police consider that this arrangement works well and only requires the introduction of parking charges to discourage haphazard free parking.
• The Market Place is pedestrianised on Saturday.
• Wheelgate was closed during the Motor Show and the resulting diversions of traffic were problematic.
• RDC are concerned that any proposed pedestrianisation within the Market Place could bring about displacement of parking on to nearby streets and also a potential loss in revenue.
• It was suggested that the taxi rank within the Market Place is located on the wrong side of the road in terms of access and may require alteration to comply with the Disability Discrimination Act. Could the rank be located at the top of the hill, to aid elderly shoppers access to this transportation facility.
• The Norton/Malton Health Check Report stated that the public favoured pedestrianisation of the Market Place.

Suggested Options
• Pedestrianisation of Wheelgate and part of the Market Place in order to allow traffic to flow more freely.
• Part pedestrianisation of the Market Place or pedestrianisation after 18:00.
• Changing the existing flow within the Market Place so that traffic from Saville Street continues straight ahead rather than being channelled to the left.
• Consider the location of taxi facilities.
Appendix 7
LTP Targets and Indicators
TARGETS AND PERFORMANCE INDICATORS

The County Council's transport objectives have been used to develop a series of headline targets for measuring progress and achievement of the policies in action. A series of causal chains is included in the Plan which identify specific aspects to be monitored in each of the policy areas set out in the “Transport Strategy” section. To enable progress to be measured in the short term a number of performance indicators and targets are also identified in Appendix 1.

These targets are based upon full implementation of the programme set out in the Plan. If funding allocations are below this level, the targets will need to be reviewed.

Objective =
To promote social equity by providing choices of travel mode which meet the needs of the socially and physically disadvantaged.

- Target = To increase the total annual distance in km covered by local buses within the area of the Authority by 10% by 2005/06.
- Target = To introduce facilities for people with disabilities at all new signalised pedestrian crossing facilities and to retrofit all existing facilities by 2004.

Objective =
To limit traffic growth by minimising the need to travel and developing alternative non car modes.

- Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.
- Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
- Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.
- Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
- Target = To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.
• Target = To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/06.

Objective =
To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.

• Target = To reduce to 6% the length of principal road network with negative residual life during the Plan period.
• Target = To reduce to 14% the length of principal road network with skidding resistance below investigatory level during the Plan period.

Objective =
To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

• Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.
• Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
• Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.
• Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
• Target = To establish three quality freight partnerships during the life of the Plan.
• Target = To introduce 10 calming/gateway schemes per annum.
• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.
• Target = To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.

• Target = To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.

• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To reduce the number and severity of casualties arising from road accidents in the County.

• Target = To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 50% reduction in children under 16 years of age killed and seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) compared with the average for 1994 – 1998.

Objective =

• To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

• Target = To establish a lorry routing database for the County in the first two years of the Plan.

Target = To establish three quality freight partnerships during the life of the Plan.
Appendix 8
Consultation Leaflet and Questionnaire
We want to hear your views on the way forward

Please read this leaflet and then, for a clearer understanding of the plans at a larger scale or to discuss the proposals, visit the exhibition which will be held in the Milton Rooms, Malton, and Norton Town Hall, Norton, between Friday 9 July and Saturday 17 July. Representatives of both NYCC and Mouchel Parkman will be at the Milton Rooms on Friday 9 July between 12:00 and 18:00 and Saturday 10 July between 10:00 and 16:00, and at Norton Town Hall on Friday 16 July between 12:00 and 18:00 and Saturday 17 July between 10:00 and 16:00. Outside these hours the exhibitions will be unmanned.

In order for your views to be taken into account, you need to complete the questionnaire accompanying this leaflet. Questionnaires and any additional comments can be handed in at the exhibition, completed on the internet at [http://www.nycc-consultation.info], or returned by FREEPOST, to be received by NYCC no later than Friday 13 August 2004. Your views will be considered on an equal basis with those of other people and organisations. The final strategy for implementation will be guided by the majority view obtained from responses received and will be adopted as policy by NYCC. The implementation of individual major elements of the strategy will still be subject to later detailed local consultation prior to their construction. For further information contact Colin Brown on 01609 53253.

M.O. Moore, Director of Environmental Services, County Hall, Northallerton DL7 8AH - Tel. 01609 780 780

Malton and Norton Transportation Strategy
Introduction

North Yorkshire County Council (NYCC) has recently developed a more comprehensive approach to managing traffic in market towns, with the aim of providing long-lasting improvements, especially for vulnerable road users, whilst helping the local economy and improving the local environment. This leaflet summarises current traffic and transport related problems and issues in Malton and Norton, identified by local organisations and individuals, including 10% of residents and businesses. It then sets out the objectives that we are trying to achieve, and some options for delivering improvements that have been developed with the local organisations. In particular, we have worked closely with Ryedale District Council in order to ensure that improvements are achieved that will allow beneficial development to take place in the towns without creating additional traffic problems. We would now like the views of the whole community in order to help decide the best way forward.

What problems were identified?

- Lack of full access junctions on the A64 at York Road, Broughton Road and Scarborough Road.
- HCV access to the industrial estates.
- Poor pedestrian access to key facilities, the condition of footways and pedestrian vehicle conflict, particularly within the Market Place.
- Lack of safe cycling routes and secure cycle parking facilities.
- Potential for conflict between racehorses, pedestrians and vehicles.
- Inadequate bus / rail interchange and associated facilities.
- Parking and congestion outside schools and lack of safe walking routes.
- Conflict between on and off street parking policies and lack of dedicated parking for residents and commuters.
- Congestion within the central area, particularly at the railway level crossing and at Butchers Corner.
- The speed of vehicles approaching both towns and within the Market Place.
- Access, parking and pedestrian / vehicle conflict in the Market Place.
- Inadequate, inaccurate and damaged signing.

What are we trying to achieve?

- To improve and protect pedestrian footways, especially for those with disabilities and other vulnerable road users.
- To create cycle routes and secure cycle parking, including routes to and from surrounding villages.
- To improve options for movement between Malton and Norton.
- To consider options to reduce conflict between pedestrians and vehicles in the Market Place including part pedestrianisation.
- To improve safety in the vicinity of schools.
- To upgrade the bus / rail interchange, improving facilities and providing additional dedicated car parking.
- To reduce vehicle speeds on the approaches to and within the towns.
- To harmonise off and on street parking policies and examine the suitability of current facilities.
- To improve signing to key locations and car parks.
- To reduce traffic volumes, congestion and environmental impact in the two town centres by: providing improved access to and from the A64, potentially including new and improved pedestrianised access to Norton Grove Industrial Estate and Scarborough Road from Beverley Road; and, providing opportunities for increased pedestrian space.

How can it be achieved?

NYCC has worked closely with its partner consultant Mouchel Parkman and local organisations to develop strategy options for Malton and Norton. As part of this process a detailed traffic model has been developed and was used to evaluate the strategic road improvements, and future developments envisaged by Ryedale District Council. The County Council has allocated funds to allow schemes up to the value of £250,000 to be implemented by the end of March 2005, and has identified funds for continuing implementation of the strategy in future years. For the strategy to be developed further we are looking for the support of the local community through this consultation process.

Malton and Norton Pedestrian Action Plan

A pedestrian action plan has been developed for Malton and Norton. This identifies key pedestrian routes, including those requiring improvement or repair, and locations where dropped kerbs and tactile paving will be introduced as part of NYCC’s response to the Disability Discrimination Act 1995, which requires the removal of barriers to use for all people including the disabled. A section of the plan is shown on the back of this leaflet. More comprehensive details will be available at the public exhibition.

General Improvements

A large number of general improvements are also proposed, mainly focusing on road safety and travel choice. These consist of:

- Cycling - A network of signed cycle routes is proposed, with advisory cycle lanes on York Road and Scarborough Road, and an off-road route between Malton and Old Malton using the existing footway. We are also proposing to improve cycle parking in the town.
- Parking - A network of signed cycle paths is proposed, with advisory cycle lanes on York Road and Scarborough Road, and an off-road route between Malton and Old Malton using the existing footway. We are also proposing to improve cycle parking in the town.
- Public Transport - All of the bus stops within the town will be upgraded to the countywide standard which includes improved poles, signs, timetable information and where space allows, a raised bus boarding kerb; shelters are also being considered at key locations. We are working closely with operators and others to improve the Bus Station and bus-rail connections.
- Speed Limits and Access Restriction - 40mph buffer zones are proposed on the Broughton Road, York Road, Scarborough Road, Beverley Road, Welham Road and Langton Road approaches to the towns. These will incorporate gateway features, signing and tiling designed to reduce vehicle speeds. Proposals to extend existing 30mph zones on York Road and Scarborough Road to cover the extent of the built-up area are also included. Within the central area of Malton, including the Market Place, and on Commercial Street in Norton, where conflict between pedestrians and vehicles is highest; 20mph speed limits are proposed. These will need to incorporate sympathetically designed speed reducing features such as speed tables or narrowings. The 20mph schemes will be developed in partnership with Ryedale District Council and the Town Councils. It is also proposed to close Whitewall to through traffic.
- Junction Improvements - At Newbiggin / Pasture Lane where a pedestrian facility will also be provided, and at Welham Road / Church Street where ways of improving facilities for pedestrians and cyclists will be investigated.

Malton Market Place

Three options are proposed for improving Malton Market Place. All recognise the need to improve pedestrian facilities whilst retaining adequate parking near to shops and enhancing the environment. All would be feasible if combined with additional funding from the Department for Transport, both within Norton and outside Norton.

- Option A - Focuses on removing the on-street parking along the North West side of the Market Place to create wider footways whilst retaining the existing one way traffic flow. It also includes a number of minor footway improvements, such as the creation of a footway along the southern side of the church and outside The Mittons.
- Option B - Creates a pedestrian area on the South East side of the Market Place by closing an area of carriageway, combined with a continuous footway around the existing parking area in front of the church, the latter being retained. Traffic flow on the remaining roads become two-way with the on-street parking being removed from the North West side of the Market Place. Minor footway improvements are made at the Saville Street entrance to the Market Place and outside The Mittons.
- Option C - Creates additional pedestrian space along the North East side of the Market Place, removing the on-street parking. The design of the area would ensure that the market would not be affected. A footway would be created along the southern side of the church and outside The Mittons.

Strategic Road Improvements

Five strategic road improvement elements have been identified and evaluated both in isolation and in various combinations. These elements provide the only realistic means of achieving any significant traffic reduction benefits in the two towns, in particular by reducing inter-town journeys, thereby reducing traffic volumes, and by improving connectivity for buses and cyclists. These proposals are part of the county’s response to the Disability Discrimination Act 1995, which requires the removal of barriers to use for all people including the disabled. A section of the plan is shown on the back of this leaflet. More comprehensive details will be available at the public exhibition.

- Element 1 - Provides the additional link at the junction of the A64 and Scarborough Road, allowing traffic travelling from York to access Norton. It could consist of a new slip road and roundabout.
- Element 2 - Provides the additional link at the junction of the A64 and York Road, allowing traffic travelling to and from Scarborough to access the western end of Malton. It could consist of new slip roads in isolation, or as part of a roundabout.
- Element 3 - Provides an all movement junction on the A64 at Broughton Road. It could consist of new slip roads within or without a pair of roundabouts on Broughton Road. A link could also then be provided into Shawfield Lane Industrial Estate as an additional measure.
- Element 4 - Provides a direct link between Beverley Road and Scarborough Road through Norton Grove industrial estate. It could be part funded by additional funding for cycle development.
- Element 5 - In order to facilitate comprehensive development on the Woolgrowers site, a link would need to be provided between York Road and Welham Road, bridging the River Derwent and Railway. The County Council’s budget would be incapable in isolation of achieving these strategic road improvements. If these are supported by the community through this consultation process, financial contributions from the Department for Transport, both within Norton and outside Norton, other government agencies, Ryedale District Council and potential developers will all be vital. The success with which individual joint funding arrangements can be achieved will, in reality, determine the order in which these can be introduced.
1. Do you support the proposed ‘Pedestrian Action Plan Improvements’ including dropped kerbs, tactile paving, footway and route improvements? Yes No

2. Do you support the development of an integrated network of signed cycle routes and provision of additional secure cycle parking? Yes No

3. Do you support the proposed public transport measures:
   a. Upgrading of bus stops
   b. Improvement of the Bus Station
   Yes No

4. Do you support the proposed safety related changes to speed limits on Broughton Road, York Road, Scarborough Road, Beverley Road, Welham Road and Langton Road approaches into Malton and Norton? Yes No

5. Do you support the closure of Whitewall Road to prevent through traffic, other than in emergency situations? Yes No

6. Do you support the introduction of 20mph speed limits and traffic calming for:
   a. The central area of Malton
   b. Commercial Street in Norton
   Yes No

7. Do you support the proposals to introduce a residents parking zone? Yes No

8. Do you support introducing alterations to Malton Market Place to create improved pedestrian areas? Any of these options would only be implemented provided equivalent parking was introduced close to the Market Place. These options could be combined.
   If Yes to Question 9, indicate the order of preference 1 to 4, with 1 being your most preferred and 4 your least preferred option.
   a. Option A
   b. Option B
   c. Option C
   d. A Combination of the Options
   Yes No

9. Which of the following strategic road improvement elements comprising A64 junction improvements and new internal access links, do you support?
   Indicate the order of preference 1 to 5, with 1 being your most preferred and 5 your least preferred element.
   a. Element 1
   b. Element 2
   c. Element 3
   d. Element 4
   e. Element 5
   Yes No

So that we can analyse the information that you have provided in the most effective way, we would appreciate if you could enter the number and/or name of your building and your full postcode in the boxes provided.

What is the number and/or name of your building

What is your full postcode (for example YO17 7XX)

Thank you for your time and assistance. Space is provided on the reverse of this form for any additional comments

This questionnaire is also available for completion on-line at http://www.nycc-consultation.info
Malton and Norton TMS
FREEPOST
DL358
Northallerton
DL7 8BR

Second Fold

Fold Here

Questionnaires should be returned by Friday 13 August 2004

Then Fold and Tuck in
Appendix 9
Consultation Comments
Malton and Norton TMS Consultation Questionnaire Comments

The following comments were received from 1455 respondents to the TMS consultation questionnaire, and are summarised according to the related TMS proposals which are outlined below.

Pedestrian Issues
A pedestrian action plan has been developed for Malton and Norton. This identifies key pedestrian routes, including those requiring improvement or repair, and locations where dropped kerbs and tactile paving will be introduced as part of NYCC’s response to the Disability Discrimination Act (1995) which requires the removal of barriers to use for all people including the disabled. The following requests were received regarding pedestrian access:

- The provision of additional dropped kerb facilities (4)
- The removal of display boards and goods positioned on footways outside commercial premises, which obstructs pedestrian access (3)
- The repair of footways:
  - In Malton (2)
  - In Norton (4)
  - Along Broughton Road (1)
  - Along Yorkersgate (2)
  - Along Newbiggin between Clarence Vaults and Princess Road (1)
- The introduction of guard-railing along footways to prevent pedestrians stepping into the path of traffic (2)
- The introduction of pedestrian crossing facilities at the following locations:
  - The Hawthorne’s / Beverley Road junction (1)
  - The Market Place (1)
  - Broughton Road/Showfield Lane junction (1)
  - Railway level crossing (1)
- Prohibit cyclists from using footways, as this endangers pedestrians (1)
- Prohibit vehicles from parking on footways, as this obstructs pedestrian access (3)

Cycling Issues
A network of signed cycle routes is proposed, with advisory cycle lanes on York Road and Scarborough Road, and an off-road route between Malton and Old Malton using the existing footway. In order to facilitate cycle use, measures to improve the footway between Malton and Broughton, and the provision of joint cycle and pedestrian routes between Malton and Norton are being investigated. Secure cycle parking facilities will also be introduced at key locations. The following comments request regarding cycling issues were received:

Cycle routes
- The provision of additional cycle routes for Malton and Norton were requested (4)
- Opposition against the provision of cycle routes as the low volumes of cyclists would not justify the cost of implementation and maintenance (3)
- Opposition against the provision of shared cycle / pedestrian routes as these endanger pedestrians (2)
- Cycle access along Commercial Street is considered hazardous (1)

Cycle Parking
- The provision of addition cycle parking facilities was requested for the following locations:
  - Water Lane car park (1),
  - Malton bus station (1)
  - Throughout the town centres (1)
- Opposition was expressed against the introduction of cycle parking facilities as this would reduce the space available for car parking (1)
Public Transport Issues
The TMS proposes that all of the bus stops within the town will be upgraded to the countywide standard which includes improved poles, signs, timetable information and where space permits, a raised bus boarding kerb; shelters are also being considered at key locations. NYCC is also working closely with operators and other organisations to improve the Bus Station and bus-rail connections. The following requests were received regarding public transport issues:

- Increase the frequency of bus services (3)
- Provide a bus service routed via Welham Road (1)
- Provide bus shelter facilities at bus stops in Malton (4)
- Improve bus services within the area (1)
- Ensure bus services follow the established bus route (1)
- Oppose the upgrading of bus stops until bus services and the bus station is improved (1)
- Provide additional parking facilities at Malton railway station (3)

Traffic Calming, Speed Limits and Access Restrictions
The introduction of 40mph buffer zones are proposed for Broughton Road, York Road, Beverley Road, Welham Road and Langton Road approach routes into Malton and Norton. These buffer zones would incorporate gateway features, signing and lining designed to reduce vehicle speeds. Proposals to extend existing 30mph speed limits on York Road and Scarborough Road to cover the extent of the built-up area are also included. Within the central area of Malton, including the Market Place, and on Commercial Street in Norton, where conflict between pedestrians and vehicles is highest, 20mph speed limits are proposed. These will incorporate sympathetically designed speed reducing features such as speed tables or narrowings. It is also proposed to close Whitewall to through traffic. Requests received regarding traffic calming, speed limits and access restrictions are listed below:

**Speed limits**
- Opposition against the introduction of lowering speed limits in the area was expressed (16)
- Enforce existing speed limits (10)
- Enforce the existing 30mph limit on York Road (2)
- Enforce the existing 20mph on Wood Street (1)
- Provide additional speed limit signing along Broughton Road (1)
- Support the proposed Commercial Street 20mph zone if implemented using chicane rather than speed table features (1)
- Support the introduction of 30mph buffer zones on approach routes into the area (1)

**Traffic calming**
- Oppose the introduction of traffic calming measures (2)
- Oppose the introduction of speed humps or tables (11)
- Reduce the speed limit to 40mph past Appleton le Street on the B1257 (1)
- Introduce a 40mph buffer zone on Welham Road (1)
- Introduce a 20mph zone on Welham Road (2)
- Introduce speed cameras in Malton and Norton (1)
- Introduce vehicle actuated signs as a traffic calming measure (1), and along the approach roads into Malton and Norton (1)
- The introduction of traffic calming measures (unspecified) for the following locations:
  - East Mount (1)
  - Scarborough Road (5)
  - Parliament Street (1)
  - Mill Street (2)
  - Wold Street (1)
  - Wood Street (1)
  - Hambleton Road (1)
  - Castle Howard Road (1)
  - Old Maltongate/Old Malton Road (1)
  - Beverley Road (1)
  - Welham Road (2)
  - Greengate (1)
- Barley’s Lane (1)
- Victoria Road (1)
- Horsemarket Road (1)
- Amotherby (1)
- Swinton (1)
- Middlecave Road (1)

**Access Restrictions**
- The proposal to close Whitewall to through traffic received the following requests:
  - Opposition against the proposal to close Whitewall to through traffic (13) of which one comment suggested the widening of the carriageway to accommodate traffic, and another comment suggested the introduction of local traffic only signs
  - Restrict Whitewall to one way traffic only (3)
  - Support for the closure of Whitewall (1)
- The construction of new link roads was requested for the following locations:
  - near the level crossing in order to ease congestion on Welham Road (4)
  - between the A64, York Road and Scarborough Road (1)
  - from Broughton Road to the A64 (7)
  - between Malton and Norton over the river and railway (7)
  - between Beverley Road and Scarborough Road (3)
  - between Pasture Lane Industrial Estate and the A64 (3)

**Junction Improvements**
- Improvements are proposed for the Newbiggin / Pasture Lane junction including a pedestrian crossing facility and for the Welham Road /Church Street junction where ways of improving facilities for pedestrians and cyclists will be investigated. The following requests regarding junction improvements were received:
  - Support for the Newbiggin / Pasture Lane junction improvement (6) of which 2 comments suggested the introduction of a signal controlled junction at this location
  - Junction improvements for the following locations:
    - Butcher’s Corner junction (8)
    - Yorkersgate (1)
    - Railway Level crossing (6)
    - Safeways access / Castlegate (5)
    - Mill Street / Commercial Street (6)
    - Commercial Street / Wold Street (1)
    - Highfield Road / Town Street (1)
    - Castlegate / Church Hill (1)

**Residents Parking Zone**
A residents parking zone is proposed to the North of the Market Place, initially encompassing The Mount, Horsemarket Road, Newbiggin and Wentworth Street whereby residents could apply for permits and non-residents would only be able to park for a limited time period. The following requests regarding the introduction of a residents parking zone were received:
- The introduction of resident parking restrictions for the following locations:
  - Wood Street (1)
  - Commercial Street (2)
  - Greengate (5)
  - Princess Road (2)
- Opposition regarding the cost associated with residents parking permits (3) and the feasibility of introducing residents parking on the Mount, due to inadequate carriageway width (1)
Signing
An audit has been undertaken of signing in Malton and Norton. Existing signs will be rationalised, directional signs for cyclists, pedestrians and vehicles will be improved and damaged signs will be replaced. The following comments regarding signing were received:
- The introduction of additional speed limit signing within the town centres (1)
- Additional directional signing for traffic from the Malton Bacon Factory to the A64 route (1) and additional directional signage for York Road Industrial Park (1)
- Opposition against the erection of additional signing as they would be visually intrusive (1)
- Place a directional signing for Flamingo Land on Mill Street to direct tourist traffic onto Scarborough Road rather than via Old Malton (1)

Malton Market Place
Three options are proposed for alterations in the Malton Market Place. All recognise the need to improve pedestrian facilities whilst retaining adequate parking near to shops and enhancing the environment. The following general comments were received:
- Opposition against all three options proposed for the Market Place, as the proposals:
  - are considered unnecessary (11),
  - would reduce access to businesses (1)
  - would reduce essential parking facilities (2)
- Opposition against widening the footways for pedestrians (2)
- The relocation of the livestock market from the centre of Malton was requested (9) of which 2 suggested relocating this facility to one of the area’s Industrial Estate
- Pedestrianisation of the entire area of the Market Place (8)
- The pedestrianisation of Saville Street during Market days and special event days (2)
- Limit access to the Market Place from Saville Street and St Michaels Street, to improve pedestrian safety (1)

Market Place Option A
This option focuses on removing the on-street parking along the North West side of the Market Place to create wider footpaths whilst retaining the existing one way traffic flow. It also includes a number of minor footway improvements, such as the creation of a footway along the southern side of the church and outside The Miltons. The following comments regarding this specific option were received:
- Opposition against widening footways in this option (4)

Market Place Option B
This option creates a new pedestrian area on the South East side of the Market Place by closing an area of the carriageway, combined with continuous footway around the parking area in front of St Michaels Church. Traffic flow on the remaining roads becomes two-way with on-street parking being removed from the North west side of the Market Place. Minor footway improvements are made at the Saville Street entrance to the Market Place and outside The Miltons. The following comments regarding this specific option were received:
- Opposition:
  - against the proposal of introducing two-way traffic flow around the Market Place (16)
  - against the proposal of widening footways (5)
  - against the reduction in car parking spaces (4)
  - as this option would create traffic problems for Saville Street (1)
  - would create traffic circulation problems around the Market Place when the market is in operation (1)

Market Place Option C
This option creates additional pedestrian space along the North East side of the Market Place, removing the on-street parking. A footway would be created along the southern side of St Michaels Church and outside The Miltons. The following comments regarding this specific option were received:
- Opposition:
  - against the reduction in car parking spaces (5)
  - against the proposal of widening footways (6)
- Support for this option, as it would improve access for disabled pedestrians (2)
Strategic Road Improvements

Five strategic road improvements have been identified and evaluated both in isolation and in various combinations. These major road elements provide the only realistic means of achieving any significant traffic reduction benefits in the two towns, in particular at the level crossing, Butchers Corner, and on Wheelgate, Yorkersgate and Castlegate, where carriageway narrowings to benefit pedestrians could then be possible. HCV restrictions in the same area and a one-way system incorporating part of Castlegate and Norton Road were also tested as complementary measures to the various combinations. The following comments were made regarding the proposed strategic road improvements:

- The re-routing of HCVs from the centre of Malton and Norton was requested (24)
- All elements are regarded as priority (8) and all resources should be directed to strategic road improvements rather than town centre improvements (5)
- Opposed the proposed strategic road improvements as they do not consider environmental impacts (1)
- In combination, elements 1, 2 and 3:
  - would make the implementation of element 5 unnecessary (1)
  - would create a rat run route through Malton and Norton (1)
  - should be implemented as priority (3)
- Elements 1 and 2:
  - are regarded as priority (2)
  - should be more comprehensive (1)
- Elements 4 and 5 are regarded as priority (1)
- Elements 3 and 4 are regarded as priority as they would alleviate the volume of HCV traffic through Malton and Norton (2)
- Concern was expressed that any improvements made to the junction of the A64 / Scarborough Road must consider the traffic implications for Rillington (2)

The following comments were made regarding specific Elements:

Element 1
- Considered this element as priority (5)

Element 2
- Considered this element as priority (2)
- Expressed concern that this element would become congested during the summer months (1)

Element 3
- Considered this element as priority (1)
  - Supported this element as it would reduce traffic volumes: travelling through Malton and Norton (2); along Horsemarket Road (1); along Peasey Hill (1); along Norton Road (1); along Highfield Road (1)
  - Supported this element as it would enable Wheelgate to be pedestrianised (1)
  - Is not considered necessary (1)

Element 4
- Supported this element as it would reduce traffic volumes: travelling through residential areas (1) and along Mill Street; and would reduce the volume of HCVs travelling through Malton and Norton (1)

Element 5
- Opposed this element as:
  - it would increase traffic volumes on Commercial Street, Church Street, and Welham Road (3);
  - it would be prohibitively costly (5);
  - the route itself would become congested (1)
  - this element would increase the level of traffic within the central area of Malton and Norton, an alternative development site with easy access to the bypass should be considered (1)
  - Supported this option as: it would enforce modification of the level crossing junction in Norton (1); it would eliminate the need for a one-way system via Castlegate (1)
  - A suggestion that access to the Woolgrowers Site should be restricted to an access point on York Road only, was made (1)
Other Issues

Parking Issues
The issue of parking facilities received numerous comments:
- Additional parking facilities were requested for Malton and Norton (31), of which 2 comments requested the provision of additional short stay facilities, and 1 comment requested additional parking facilities for town employees
- Construct a multi-storey car park at Wentworth Street car park (2)
- Existing short stay parking facilities should be retained (14)
- A reduction in parking charges was requested (2), whilst 4 comments requested free parking to be made available
- A reduction in parking facilities was requested (3), including removal of parking on Saville Street (2), Castlegate (1), Mill Street (1)
- Re-organisation of the parking layout was requested for the following locations: Commercial Street (2), Market Place (1)
- Ensure existing parking restrictions are enforced before implementing additional restrictions (5)
- Retain the existing free of charge disabled parking facilities within Malton and Norton (1)

General comments
- Opposition was expressed against all of the Traffic Management Proposals (19) of which 2 stated that the proposals would excessively modernise a rural market town
- Concern was expressed that the proposals would discourage shoppers from using Malton and Norton (8)
- A request was made to consider the racehorse industry in the traffic management proposals (1)
- Maintenance of the verge or carriageway at the following locations:
  - Church Street (2)
  - Castlegate (1)
  - Norton Road (1)
  - Wold Street (1)
  - Commercial Street (2)
  - Welham Road (1)
  - Swinton Lane (1)
  - All roads in Malton and Norton (1)
  - Castlegate / Welham Road junction (1)
  - The grass verge of Dean Road (1)
  - The grass verge of Eastfield Avenue (1)
  - St Michaels Church (1)
- The introduction of service loading:
  - in the vicinity of Butchers Corner (2)
  - along Wheelgate (3)
  - along Yorkersgate (2)
- The introduction of one-way traffic restrictions along the following routes:
  - Yorkersgate (1)
  - Finkle Street (1)
- The introduction of passing places along Langton Road (1)
## MALTON/NORTON TRAFFIC MANAGEMENT STRATEGY

### VIEWS OF THE STAKEHOLDERS AND STATUTORY CONSULTEES

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ryedale District Council</td>
<td>Ryedale District Council strongly welcomes the Draft Transportation Strategy for Malton and Norton. There has been much close working between this Authority and NYCC/Mouchel Parkman on the Strategy thus far and this approach has shown considerable benefits. The substantial local transport problems identified in the Draft Strategy are also recognised by this Authority, and Ryedale fully endorses the resulting aims and objectives that are set out in the consultation. In particular the Council welcomes the reference in the consultation to working with Ryedale District Council to ensure that improvements are achieved that will allow beneficial redevelopment to take place in the towns without creating additional traffic problems. This approach is of enormous importance to the future well-being of Malton and Norton and of Ryedale generally and we would wish to see this included in the formal aims/objectives of the Strategy. Members and officers of this Council look forward to continued close working and partnership of the development and implementation of this Strategy and on strategies to be developed in the future for Pickering and Kirkbymoorside.</td>
<td>Noted and welcomed.</td>
</tr>
<tr>
<td>Ryedale District Council</td>
<td>It is important to preface the comments below with a reference to the sensitivity of the built environment in Malton and Norton. The District Council is keen to work closely with the County Council to ensure that all of the necessary transport improvements are achieved in a way that minimises detriment to the historic character of the towns, and that wherever possible the works lead to enhancements to this, and other, aspects of Malton and Norton.</td>
<td>All future works undertaken on this strategy will need to take these requirements fully into account and schemes will need to be designed in consultation with, and with input from, planning and conservation officers of the District Council.</td>
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<th>From</th>
<th>Comment</th>
<th>Officer Response</th>
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<tr>
<td>Ryedale District Council</td>
<td>Ryedale District Council is strongly supportive of all of the five strategic road improvements set out in the consultation and would prefer to see all of them being implemented, together with accompanying weight restrictions and traffic management measures within the towns. These infrastructure improvements, in tandem with traffic management controls, could significantly reduce traffic levels (particularly heavy vehicles) in the town centres and other sensitive areas. This would allow both environmental improvements and beneficial redevelopments to take place and would be highly advantageous to the historic environment, to air quality and to the overall quality of the town centres and congested residential areas (such as Mill Street in Norton and Horsemarket Road/ Victoria Road/ Middlecave Road in Malton). Reduction in congestion at both Butcher Corner and the level crossing (together with roads leading to these areas) is of great importance to the District Council and to local people and businesses. The Authority recognises that there are very significant costs involved with the provision of the suggested infrastructure improvements and that only through a partnership approach are they all likely to be achieved. It is vital and appropriate that the Highways Agency is fully involved in the much-needed proposals that involve improved accessibility to and from the A64. However, Ryedale is anxious to work closely with North Yorkshire County Council, the Highways Agency, Yorkshire Forward and other key partners to devise means of delivering each of the five strategic road improvements. In particular we wish to work closely with North Yorkshire County Council to devise appropriate approaches to both seeking developer contributions towards achieving the improvements and allocating land to facilitate or assist the provision of the road proposals (in particular the allocation of land for development may be necessary to provide the Beverley Road – Scarborough Road proposal). Linked to this, a coordinated approach with NYCC is required to the District Council’s release of a significant development sites in the twin towns. The District Council would welcome early discussions with North Yorkshire County Council regarding the scope to achieve funding towards the strategic road improvements via the roll-forward of the Local Transport Plan.</td>
<td>These comments accord fully with the officers views.</td>
</tr>
<tr>
<td>Ryedale District Council</td>
<td>This support to partnership working is welcomed and is vital if there is to be any likelihood of assembling the necessary funding packages. In particular it will be necessary to achieve the commitment of the HA, other government agencies, Ryedale District Council and potential developers in order to achieve the necessary funding and technical agreement to the proposed improvements.</td>
<td>This support to partnership working is welcomed and is vital if there is to be any likelihood of assembling the necessary funding packages. In particular it will be necessary to achieve the commitment of the HA, other government agencies, Ryedale District Council and potential developers in order to achieve the necessary funding and technical agreement to the proposed improvements.</td>
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<td>• There was support from officers and members for all of the five suggested elements with a particular desire for improved junctions at either end of the A64 and the new Woolgrowers link. However, Element 4 (Beverley Road link) was seen as providing important relief for Norton, particularly if weight restrictions were then placed on Mill Street. Element 5 (Broughton Rd/A64), whilst being seen as a key part of the overall package of measures, was given less priority, perhaps in recognition of the considerable costs and the lack of immediately obvious sources for this. If a top priority must be identified, this would be Element 1 (A64/Scarborough Road). Indeed, Ryedale members may feel that it would be appropriate to identify the provision of this improvement as a Ryedale District Council corporate priority at the next available opportunity.</td>
<td>This support is welcomed and accords with your officers views.</td>
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<td></td>
<td>• It should be noted that there are issues to be overcome in relation to the provision of a new link between Norton and York Road, Malton, via the Woolgrowers area. These include the position and design of the route at the Norton end, where there is currently regular congestion and a difficult junction, together with real sensitivities in terms of residential amenity. Also requiring urgent attention is the matter of the detailed design of the new road/bridge close to the Derwent and the railway line. In addition to the notorious challenges of working with the rail bodies there is the substantial issue of bridging across a nature conservation site of European importance. Work to progress these issues should begin in the near future involving both the District and the County Council, together with relevant bodies.</td>
<td>Noted. It is acknowledged that there are particular difficulties to resolve in terms of junction layout at the Norton end especially at the junction just north of the level crossing. The crossing of the Derwent and railway line will be a particularly difficult design challenge given the landscape quality of the area.</td>
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<td>• HGV movements in Malton town centre give rise to a disproportionately high level of polluting emissions and in order to minimise the effects of pollution from these vehicles it will be necessary to provide alternative routes avoiding the town centre. A significant strategic road improvement that could be undertaken to reduce traffic in Malton town centre is Element 1, which provides the additional link at the junction of the A64 and Scarborough Road.</td>
<td>There is no doubt that the construction of Element 1 would bring about significant environmental benefits in Malton town centre.</td>
</tr>
</tbody>
</table>
|      | • Cycle and Pedestrian Plan  
The Council wholeheartedly supports the proposals for improvements for pedestrians/cyclists. The provision of safe cycle and pedestrian routes and secure cycle parking is much needed. Such provision should assist in increasing the use of walking and cycling in the towns, with resultant benefits for traffic levels, environmental quality and health. The towns are currently dominated by vehicle usage, particularly HCVs. There should be particular emphasis on improving the experience of cyclists and pedestrians to that which they currently have in Castlegate and Yorkersgate, ie congestion, air and noise pollution. Safe cycle/pedestrian routes would deal with part of the problem. The Derwent Riverside Project has had discussion with NYCC Cycling Officers re: cycle tracks linking the A64 at Old Malton roundabout to the Centenary Way to Kirkham Abbey through Malton/Norton (via Orchard Fields (ie past the proposed Castle Garden), across County Bridge and down Norton Road (which would be greatly improved for cyclists and pedestrians if vehicular access was one way)). The provision of safe cycle and pedestrian facilities along the B1257 to Broughton and beyond is also considered vital. | Noted. |
### Public Transport

Improvements to the Malton Bus/Railways Station area are crucial to the development of the facility as an effective bus/rail (and cycle) interchange. Further development of feeder services from the deeper rural areas of Ryedale should take place as community transport itself develops over the next couple of years and works in tandem with, rather than in competition with, the conventional network.

Trans-Pennine are believed to be planning additional improvements at the Railway Station over the next two years, such as additional CCTV, longer staff hours, customer information screens, work on the station canopy, general repairs and painting. In view of the significant levels of funding needed to further enhance facilities in this area, close working between Trans-Pennine and NYCC will be necessary to implement improvements that are to the mutual benefit of bus and rail users. It is important that this project is addressed in the roll-forward of the Local Transport Plan and that Ryedale District Council supports the partnership to improve this area.

Subject to the design provisos necessary in historic market towns, the District Council is supportive of the planned efforts to improve the experience of bus users and so help maximise usage of this transport form.

Noted.

The improvements to the bus station together with improved links to the railway station will require very close work between your Officers, representatives of the District Council and Trans-Pennine. The comment in relation to the roll-forward of the Local Transport Plan is noted.

### Junction Improvements

The District Council supports, in principle, the proposed junction improvements at Newbiggin/Pasture Lane at Welham Road/Church Street, however it believes that there is a need for a more fundamental review of the latter as part of considerations regarding a new Norton – York Road link.

The concerns regarding the Welham Road/Church Street junction are noted and shared. It may be possible however to introduce some short term improvements which will be assessed in the current financial year.

### Speed Limits and Access Restrictions

There is general support from the District Council for the proposed speed limits, in particular the extension of the 30mph limit on Scarborough Road. The proposals address many areas of conflict and potential danger. It will be particularly important, however, that physical features and signage linked to the new limits are sympathetically designed and reflect their historic situation, especially within the conservation areas. The Authority is very keen to be closely involved with the development of the 20mph zones, including the proposed enhancement scheme for Commercial Street, Norton (where Norton Town Council is also a key partner). A District Councillor has suggested pilot schemes to test the success of the 20mph zones in the town centres, however it is recognised that this may not be possible given the physical measures that may be required to accompany these changes.

In relation to Whitewall the community appears to be very split on this issue with a minority favouring the proposal. It is felt that the proposal should be held in abeyance for the time being.
**Comments and Officer Response**

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<th>From</th>
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<tr>
<td></td>
<td>Parking</td>
<td>It is intended to hold detailed discussions with the District Council in connection with the proposed residents parking zone both in relation to the precise extent of the zone and the method of operation and management which would accord with the policy agreed between NYCC and the District Councils last year. Nevertheless, it is considered there is a good case for the introduction of residents parking initially in the area close to Malton Town Centre, as indicated in the current traffic management strategy proposals.</td>
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<td></td>
<td>Signing</td>
<td>There is a real opportunity to carry out a comprehensive signing rationalisation programme which will have significant environmental and traffic management benefits.</td>
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<tr>
<td></td>
<td>Malton Market Place</td>
<td>The District Councils comments in relation to the Market Place options highlights the particular problem of trying to reconcile the objectives of convenient town centre parking, improvements to pedestrian facilities and improving the environmental quality and ambience of the important town centre space. The mixed response from the community and other statutory consultees reflects that of the District Councils comments in relation to the Market Place options highlights the particular problem of trying to reconcile the objectives of convenient town centre parking, improvements to pedestrian facilities and improving the environmental quality and ambience of the important town centre space. The mixed response from the community and other statutory consultees reflects that of the District Council which is why it is considered, at this stage, no immediate decision should be taken and a further opportunity should be taken at a later date to examine what might be possible in the context of a redevelopment initiative close to the town centre market place.</td>
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**Stakeholders comments_App 10b.doc/7**

- **Parking**
  - Whilst recognising the benefits for certain residents of the proposed residents parking zone in Malton, the District Council wishes to have detailed discussions with NYCC regarding the fine details eg who will monitor, who will sell permits, how will non residents be monitored, will clock disks be issued etc) before finalising its position on this proposal.
  - Some members consider that residents would also appreciate the extension of proposals to create residents only parking to certain areas in Norton eg Vine Street, Langton Road, Park Road, St Nicholas Street (especially if charges were ever introduced in the St Nicholas Street car park).
  - It is felt that close consideration is required of the wider parking issues in Malton. An application to build on part of the Wentworth Street car park, together with NYCC proposals for reducing parking spaces in Malton Market Place and a residents parking zone could lead to difficulties in Malton over the next 5 years, especially given that the outcomes of the River-Rail Corridor Study could lead to increased levels of demand and growth. It is recognised that NYCC have objected to the Wentworth Street application, however further dialogue on wider parking issues would be welcomed as part of the Malton/Norton Strategy.

- **Signing**
  - The Authority welcomes the proposed audit to rationalise existing signs, improve directional signs for pedestrians, cyclists and vehicles, and replace damaged signs. This will both improve the historic environment and enhance the experience of motorists, walkers and cyclists who are visiting Malton and Norton.

- **Malton Market Place**
  - In terms of principle the District Council welcomes moves to improve both pedestrian conditions and the appearance of Malton Market Place, however this must be carefully balanced with an approach that replaces lost car parking with additional facilities in nearby locations.
  - There was support from both officers and members for Options A and C, or a combination of the two. It was felt that with Option C the new pavement might need to be regraded and levelled in order to achieve maximum beneficial use of that space. There was also a desire to retain a seating area close to Clarks’ shoe shop, near to the Saville Street junction. There was no support expressed for Option B, with concern expressed about re-introducing two-way traffic in this area. This was felt to be dangerous and to be inconsistent with creating pedestrian-friendly conditions.
  - Similarly, some members felt that they would wish to see the proposals go further than envisaged in the presented options. A preference was expressed for removing car parking in front of the church entirely and creating a pedestrian only space (allowing only limited parking for disabled drivers) that could be landscaped and vastly improve the appearance of the Market Place. There was also support for making Saville Street and the area in front of Hoppers/the Museum pedestrian only (allowing access for market traders at weekends and limited disabled parking). It was felt that this would greatly improve pedestrian access into the Market Place, which is very difficult at the moment, especially at weekends when there is major conflict between cars and people. The one-way traffic system could be retained and drivers signed towards the town centre parking provision in Water Lane/Wentworth Street. Parking could be retained near to the Milton Rooms.

**Stakeholders comments_App 10b.doc/8**
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</table>
| County Councillor David Lloyd-Williams   | • Supports proposals 1 to 4, and 7 (for residents without their own parking facilities).  
• Supports Option A as the preferred option for Malton Market Place.  
• Does not consider 20mph town centre zones to be necessary.  
• Does not support the suggested closure of Whitewall as it gives community/access to Scots Hill.  
• Favourites all the strategic road improvements with Element 1 and Element 4 the first two priorities. | Noted. Noted. Noted. However these are two proposals which did receive a very high level of support from the community. Noted. |
| Mr N Coleman, Clerk to Norton & Derwent Town Council | • Support for proposals 1 to 6 but not for the residents parking zone (7) nor any of the proposals for Malton Market Place (8).  
• Support for the strategic road improvements with Elements 1 and 2 being rated equal highest priority followed by Element 4. | Noted. Noted. |
| Mr M P C Skehan, Clerk to Malton Town Council | • Support for proposals 1 to 5 but not for the 20mph zones with traffic calming in Malton Town Centre and Commercial Street Norton (6).  
• Support for residents parking zone, but not for any of the options for the Market Place, Malton.  
  However, proposed speed tables in Malton Market Place are supported.  
• Oppose the proposal to extend the 40mph speed limit along Scarborough Road. | Noted. Noted. This proposal attracted overwhelming support in the community’s response. |

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**Stakeholders comments_App 10b.doc/10**

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| Roddy Bushel on behalf of Fitzwilliam (Malton) Estate | • Whilst it is undoubtedly difficult to achieve full access to the A64, it is unwise to lose sight of the fact that this is the only solution that will improve the environment in the town centre for residents, people working in the town, visitors and the historic built environment. Having taken into account the appraisal based on capital costs, priority for (strategic road) improvements should be elements 1, 3, 5, 2 and 4 (priority order).  
• Malton Market Place  
  The traffic environment in the Market Place is not ideal but it is one of the better areas of the town in this respect. Having viewed each of the options, it seems unlikely that improvement to the environment from any of the options outweigh the loss of free on-street parking.  
  In addition, the implementation of any of the options would cause much debate and expense which will distract from the high priority of making strategic road improvements to relieve the traffic congestion in the areas (Wheelgate and Yorkersgate), which are severely disadvantaged by traffic in a way that is not the case in the Market Place.  
• General Improvements  
  The items set out under general improvements, being cycling, public transport, speed limits, junction improvements, parking zones and signing should be supported on the basis that they will improve accessibility and safety. Any alterations relating to these improvements must be carefully designed so that they do not detract from the visual amenity of the town. The audit of signing in Malton and Norton has potential to improve matters in this respect. | This is acknowledged, and it will require great determination to bring about the strategic road improvements and the commitment of all partners to ensure any degree of success. Priority Order noted. Noted. It is proposed to hold any improvement proposals in abeyance for implementation later in the programme when it has been possible to take account of any other town centre redevelopment initiatives. Noted. |

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<tr>
<td>Yorkersgate and Wheelgate</td>
<td>The Transport Strategy should be extended to produce proposals for improvements that could be made to Wheelgate and Yorkersgate if the strategic road improvements at junctions on the A64 are achieved. This will help to build the constituency in favour of allocating resources to make those strategic road improvements.</td>
<td>The point is well made, though it is not considered that the expenditure on the necessary design resources could be justified at this time given the work which will be necessary to advance all of the elements of the Strategy once approved. There is in any event an overwhelming body of support.</td>
</tr>
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</table>

| Sir Philip Naylor-Leyland, Fitzwilliam (Malton) Estate | • Supports proposals 1 to 4, 6, 7 and 8 but not the closure of Whitewall.  
• In respect of Malton Market Place prefers Option B.  
• Comments that the Estate would prefer to see the use of traditional materials to ensure any alterations blend in and avoid any detrimental effect on the visual amenity of the town.  
• Supports strategic road improvements in the following priority order, Elements 1, 2, 5, 3 and 4. | Noted.  
Noted.  
Noted and acknowledged as being of great importance.  
Noted. |

| Peter Godfrey Highways Agency | • Supports all proposals 1 to 8 with a combination of the options for the Market Place (8) being the stated preference.  
• In relation to the Strategic road improvements, the comments are confined to those relating only to the A64 Trunk Road, elements 1, 2 and 3. | Noted. |

| Mr B Thorpe Town & Country Planning Adviser, Network Rail | • Comments confirmed to the level crossing situated between Malton and Norton. No plans to modify in foreseeable future.  
• Please ensure consulted when any plans developed for modification to the road junction to the south of the crossing to ensure safe traffic management systems are in place for the duration of any works.  
• With reference to the possibility of carriageway narrowing to benefit pedestrians, the available footway at the north-west corner of the crossing, at the Church Street/Norton Road junction, is very limited, and can cause pedestrians to overspill onto the carriageway. This problem may be exacerbated when the crossing barriers are lowered for the passage of a train. | Noted.  
Noted.  
This is a problem which needs to be addressed with Network Rail as part of any layout modification scheme. |
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<tr>
<td>Catriona Cook</td>
<td>• Responded only to questions 2, 6 and 7 indicating support, and</td>
<td>Noted.</td>
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<td>British Horse Society</td>
<td>opposition to any proposals for Malton Market Place (8), adding</td>
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<td>that any integrated network of cycle routes should allow use by</td>
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<td></td>
<td>equestrians.</td>
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<td>• Indicated support for Strategic road improvements with the</td>
<td>Noted. This would require discussion with the HA.</td>
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<td>priority order of Elements 5, 4, 1, 2 and 3 respectively. Proviso</td>
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<td>that if a roundabout was to be provided at or close to the York</td>
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<td>Road junction, a parallel bridleway should be provided to permit</td>
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<td>Huttons Ambo riders to cross the A64 to the Castle Howard network.</td>
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<td></td>
<td>• Malton/Norton towns need to be used by long distance riders in</td>
<td>This is not an issue which is perceived to cause particular</td>
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<td></td>
<td>order to cross the railway and River Derwent. If the Huttons Ambo</td>
<td>traffic problems in Malton and Norton. Nevertheless the</td>
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<td>crossing was upgraded, riders could avoid Malton and Norton.</td>
<td>request will be drawn to the attention of Countryside</td>
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<td>Services colleagues.</td>
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<td>Paul Smith</td>
<td>• Supports all proposals 1 to 7 but none of the proposals for</td>
<td>Noted.</td>
</tr>
<tr>
<td>Chairman of Malton and</td>
<td>Malton Market Place.</td>
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<td>Scarborough Sub Area Road</td>
<td>• Supports the Strategic road improvements in the priority order of</td>
<td>Noted.</td>
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<td>Haulage Association</td>
<td>Elements 2, 1, 3, 4 and 5 respectively.</td>
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<td>Yorkshire Coastliner</td>
<td>• Support the public transport measures (3) and the residents</td>
<td>Noted.</td>
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<td>parking zone (7) but not proposals 4, 5, 6 or 8. No comments on</td>
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<td>proposals 1 and 2. Support for all strategic road</td>
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<td>improvements in the priority order 4, 1, 2, 5 and 3.</td>
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<td>Mr P Mudd</td>
<td>• Supports proposals 1 to 8 subject to acceptable appearance of</td>
<td>Noted.</td>
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<tr>
<td>Malton and Norton Town Centre</td>
<td>traffic calming measures in proposals 6. Prefers Option B for the</td>
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<tr>
<td>Management Ltd</td>
<td>Market Place.</td>
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<td>• Supports all strategic road improvements in the priority order</td>
<td>Noted. Will be considered when re-assessment of Market Place</td>
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<td>Elements 2, 5, 1, 4 and 3.</td>
<td>improvements takes place.</td>
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<td>• <strong>Market Place</strong> – Make cars park vertically rather than</td>
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<td>horizontally in front of the Hoppers/Tuddle Lane side of the Market</td>
<td>This will require detailed consideration, and would most</td>
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<td>Place to allow wider pavements and pavement cafes on that side (as</td>
<td>appropriately be dealt with as part of a comprehensive future</td>
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<td>on the others if Option B is approved).</td>
<td>review of the Market Place area.</td>
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<td></td>
<td>• <strong>Finkle Street</strong> – Make Finkle Street have a single lane of traffic</td>
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<td>going from Wheelgate. This will allow market stalls and</td>
<td>Will be investigated.</td>
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<td>pavement widening on Finkle Street which will encourage that</td>
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<td>top part of the town to enjoy a greater footfall. (Please</td>
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<td>include a zebra crossing point on Wheelgate from Boyes to Wendys).</td>
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<td>Redirect traffic along Spittal St (easier in line with new car park).</td>
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<td>This will allow County to remove the mirror on Wheelgate and,</td>
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<td>more importantly, resolve difficulties at that difficult/dangerous</td>
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<td>junction. Interestingly it is traders on Finkle St who have asked</td>
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<td>for the street to have reduced traffic.</td>
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<td>• <strong>St Michaels</strong> – Bollard at top at junction with Spittal St. The</td>
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<td>main advantage is to allow pavement café etc for Chinese café and</td>
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<td>Hidden Monkey but this should also improve safety on access with</td>
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<td>Saville St.</td>
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<td>Officer Response</td>
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<td><strong>Stakeholders comments_App 10b.doc/15</strong></td>
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<tr>
<td>Wheelgate</td>
<td>Recognise Wheelgate and Castlegate are our main streets and upgrade pavement quality, street lighting and traffic calming (of good aspect to enhance the look of the streets) on both (also please see below re one way).</td>
<td>Would be taken into account in development of 20 mph zone.</td>
</tr>
<tr>
<td>Commercial Street</td>
<td>Detail for this is already well underway. As above and also push hard on getting the car park behind Commercial St (by doing a land swap with part of St Nicks). Also resolve traffic calming at the Welham Rd junction.</td>
<td>Would be taken into account in development of 20 mph zone.</td>
</tr>
<tr>
<td>Road Bridge between Church St/Castlegate</td>
<td>Provide a new surface on the footways so it is not slippery and therefore dangerous for pedestrians when icy.</td>
<td>To be drawn to the attention of the County Council’s Divisional Office.</td>
</tr>
<tr>
<td>Yorkersgate</td>
<td>One way system (as we discussed with John Tugwell). Look at one way system coming down Newbiggin/Wheelgate, going along Yorkersgate, up Horsemarket Rd and back to Newbiggin. The main advantage I see is traffic calming on Wheelgate.</td>
<td>Can be investigated as part of 20 mph zone. Noted that one-way streets could encourage increased speed.</td>
</tr>
<tr>
<td>George Peach</td>
<td>Confederation of Passenger Transport UK</td>
<td>Supports all proposals 1 to 8 subject to ‘bus friendly’ traffic calming features in proposals for 20 mph zones, and preference for Option B in Malton Market Place. Noted.</td>
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<td></td>
<td></td>
<td>Supports strategic road improvements in the priority order Elements 2, 1, 3, 4 and 5. Noted.</td>
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<tr>
<td>James Stephenson, Malton Livestock Auctioneers</td>
<td>Support for proposals 1 to 6 and 8, but not residents parking zone (7). Preference for Option A in Market Place.</td>
<td>Noted.</td>
</tr>
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<td></td>
<td>Support strategic road improvements in the priority order Elements 2, 3, 5, 4 and 1.</td>
<td>Noted.</td>
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<td></td>
<td>York Road – Woolgrowers link would benefit town greatly by release of development land.</td>
<td>Agreed.</td>
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<tr>
<td><strong>Stakeholders comments_App 10b.doc/16</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yates &amp; Co</td>
<td>Support proposals 1 to 4, 6 and 7 but opposed to Market Place options.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Support Elements 1 to 4 in Strategic road improvements but not Element 5. Priority Orders 2, 3, 1 and 4.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Age Concern (Scarborough and District)</td>
<td>Support for all proposals 1 to 8 with preference for a combination of options in Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Support all strategic road improvements in the priority order 2, 3, 5, 4 and 1.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Councillor A Jenkins Ryedale District Council</td>
<td>Supports proposals 1 to 6 but no comments on proposals 7 and 8.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Supports all strategic road improvements in the priority order Elements 1, 2, 4, 3 and 5.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Councillor E Shields Ryedale District Council</td>
<td>Supports proposals 1 to 4 but opposes 5, 6 and 8. No comment on proposal 7.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Support for four of the strategic road improvements but not Element 3, with equal first priority to Elements 1, 2 and 4 then Element 8.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Councillor S Preston Ryedale District Council</td>
<td>Supports proposals 1 to 4 and 6 to 8, but not the closure of Whitewall (5). A preference for Option A in Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Supports all strategic road proposals in the priority order 2, 1, 5, 4 and 3.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>Improving the footway towards Broughton a priority.</td>
<td>This is likely to be in the early part of the implementation phasing programme.</td>
</tr>
<tr>
<td></td>
<td>Bus shelters in Malton are definitely required. I have just received a petition requesting action.</td>
<td>This area of work is suggested for commencement this financial year.</td>
</tr>
<tr>
<td>From</td>
<td>Comment</td>
<td>Officer Response</td>
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<tr>
<td>Councillor L Burr</td>
<td>• Supports proposal 1 and 2 (subject to more information on 2),</td>
<td>Noted.</td>
</tr>
<tr>
<td>Ryedale District Council</td>
<td>improvement of the bus station but not to bus stops generally (3).</td>
<td></td>
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<tr>
<td></td>
<td>Supports some elements of 4, opposes Whitewall closure (6) and does</td>
<td></td>
</tr>
<tr>
<td></td>
<td>not support 20 mph zones.</td>
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<td></td>
<td>Supports residents parking (7) and adds a request for central Norton.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Qualified support for Market Place improvements based on a combination</td>
<td></td>
</tr>
<tr>
<td></td>
<td>of options.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Supports all the strategic road improvements in the priority order</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1, 4, 5, 2 and 3, and stresses the urgent need for a new roundabout</td>
<td></td>
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<tr>
<td></td>
<td>at the eastern end of the bypass (1).</td>
<td></td>
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<tr>
<td></td>
<td>• The main issues are getting cars out of town. That should be a</td>
<td></td>
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<tr>
<td></td>
<td>priority, then consider cycle lanes, speed humps and reviewing bus</td>
<td></td>
</tr>
<tr>
<td></td>
<td>stops.</td>
<td></td>
</tr>
<tr>
<td>Councillor D H Reed</td>
<td>• Supports proposals 1 to 6 but not the residents parking zone (7)</td>
<td>Noted.</td>
</tr>
<tr>
<td>Malton Town Council</td>
<td>nor work in Malton Market Place, although indicates a need for</td>
<td></td>
</tr>
<tr>
<td></td>
<td>slight widening on pavement at Newgate – High Market Place.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Supports all strategic road improvements in the priority order 5,</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>2, 1, 3 and 4.</td>
<td></td>
</tr>
<tr>
<td>Councillor Mrs J Wilford, Malton Town</td>
<td>• Supports proposals 1 to 4 and 6 to 8, but not Whitewall closure</td>
<td>Noted.</td>
</tr>
<tr>
<td>Council</td>
<td>(5). Calls for that road to be widened instead.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Supports all strategic road improvements in the priority order 5,</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>2, 1, 3 and 4.</td>
<td></td>
</tr>
<tr>
<td>Councillor K Mennell Mayor to Norton-on-</td>
<td>• Supports proposals 1 to 4 and 7, but opposes 5, 6 and 8.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Derwent Town Council</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Councillor J Stone</td>
<td>• Supports all strategic road improvements in the priority order 1,</td>
<td>Noted.</td>
</tr>
<tr>
<td>Norton-on-Derwent Town Council</td>
<td>4, 2, 3 and 5.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Supports proposals 1, 2, 3 (b), 4, 6(a), 7 and 8 with a preference</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>for Option (d) in Malton Market Place. Opposes 3(a), 5 and 6(b).</td>
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<td></td>
<td>• Supports all strategic road improvements in the priority order 1,</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>4, 3, 5 and 2.</td>
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<tr>
<td></td>
<td>• The most important step to help solve the traffic problem in</td>
<td>Agreed.</td>
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<tr>
<td></td>
<td>Norton-on-Derwent would be a slip road on the A64 from York into</td>
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<td></td>
<td>Norton so taking heavy goods vehicles out of the town.</td>
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<tr>
<td></td>
<td>• Also a link road from Beverley Road to Norton industrial park</td>
<td></td>
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<tr>
<td></td>
<td>would also help.</td>
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<tr>
<td></td>
<td>• If the roads were signed correctly traffic going to the Moors</td>
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<td></td>
<td>would not need to go through Malton taking congestion away from</td>
<td></td>
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<tr>
<td></td>
<td>Butchers Corner.</td>
<td></td>
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<tr>
<td>Councillor A Scott</td>
<td>• Support for proposals 1 to 4, 6(a) and 7 but not for 5, 6(b) or 8.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Norton-on-Derwent Town Council</td>
<td>• Supports all strategic road improvements in the priority order 1,</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>2, 4, 3 and 5.</td>
<td></td>
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<tr>
<td></td>
<td>• Initially the most beneficial option to both towns would be Elements</td>
<td>Agreed in terms of</td>
</tr>
<tr>
<td></td>
<td>1 and 2 together with 4.</td>
<td>traffic reductions.</td>
</tr>
<tr>
<td>Councillor M Taylor</td>
<td>• Support for proposals 1 to 4 and 7. Opposes Whitewall closure (5)</td>
<td>Noted.</td>
</tr>
<tr>
<td>Norton-on-Derwent Town Council</td>
<td>and Malton Market Place proposals (8) and no comment on 20 mph</td>
<td></td>
</tr>
<tr>
<td></td>
<td>zones.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Supports all strategic road improvements in the priority order 1,</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>4, 2, 5 and 3.</td>
<td></td>
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<tr>
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<td>Comment</td>
<td>Officer Response</td>
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</tr>
</tbody>
</table>
| Councillor R Harrison  
Norton-on-Derwent  
Town Council | Support proposals 1, 3 6(a) and 7, but opposes 2, 4, 5, 6(b) and 8.  
Supports all the strategic road improvements in the priority order 1, 2, 3, 4 and 5. | Noted. |
| Councillor P Farndale  
Norton-on-Derwent  
Town Council | Supports proposals 1 to 4 and 7, but not 5 or 6.  Indicates a preference for Option A for Malton Market Place.  
Supports 4 of the 5 strategic road elements. Is not in favour of Element 5 and places the remaining supported elements in no priority order.  
In addition cannot support Woolgrowers access road unless it accessed and egressed only from York Road. | Noted. |
| Councillor A Vinnell  
Norton-on-Derwent  
Town Council | Support for proposals 1 to 8 with a preference for a combination of options for Malton Market Place.  
Supports all strategic road improvements in the priority order 5, 4, 1, 2 and 3. | Noted. |

Malton Baptist  
Church | Supports proposals 1 to 8 with a preference for Option C in the Market Place.  
Supports all the strategic road improvement options in the priority order 1, 3, 5, 4 and 2. | Noted. |
| Rev J Manchester  
St Mary’s Church | Does not support proposals 1, 2 and 4 to 8. Supports the public transport measures (3).  
Supports the strategic road improvements. Order of priority is 1, 2, 5, 3 and 4. | Noted. |
### From Comment Officer Response

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer Response</th>
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</thead>
<tbody>
<tr>
<td>Rev S Young Norton Bethel &amp; Norton Trinity Methodist Church</td>
<td>• Should concentrate on Castlegate. The Safeway entrance needs a one-way in and a bridge to get out across the river and into Black Boards (Norton Road) as an exit.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports proposals 1 to 8 with a preference for Option A for Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports four of the strategic road improvements, opposing Element 5. Order of priority for four supported Elements is 1, 2, 3 and 4.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Father T Bywater St Leonards and St Mary, Malton</td>
<td>• Supports proposals 1 to 8 with a preference for a combination of the options in Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports all of the strategic road improvements in the priority order 5, 4, 1, 3 and 2.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Extend 40 mph speed limit to Amotherby.</td>
<td>This is unlikely to be a justifiable proposition.</td>
</tr>
<tr>
<td></td>
<td>• Church Hill to be access only and address hazard at junction with Castlegate.</td>
<td>This will be investigated.</td>
</tr>
<tr>
<td>Mr D Roberts Headmaster Malton Secondary School</td>
<td>• Welcome Broughton Road traffic calming proposals.</td>
<td>Noted.</td>
</tr>
<tr>
<td>D Keal Derwent Riverside Group</td>
<td>• Supports proposals 1 to 8 with a preference for a combination of options in Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports four of the strategic road improvements, opposing Element 3. Priority Order for the four supported is 5, 4, 1 and 2.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mrs S Sims Clerk to Burythorpe Parish Council</td>
<td>• Supports proposals 1 to 4 and 6 to 8 with a preference for Option C for Malton Market Place. Opposes Whitewall closure (5) as it provides a useful access to/from Langton Road for people living in Burythorpe/Leavening etc. Perhaps making it one-way would be a compromise.</td>
<td>Noted.</td>
</tr>
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**Stakeholders comments_App 10b.doc**

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<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer Response</th>
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</thead>
<tbody>
<tr>
<td>M Jefferson Ryedale Car Scheme</td>
<td>• Supports proposals 1, 3, 4, 7 and 8 with a preference for a combination of options for Malton Market Place. Opposes proposals 5 and 6 and offers no comment on 2.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports all of the strategic road improvement options in the priority order 1, 2, 3, 4 and 5.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mrs P Whelan Assistant Area Commissioner British Driving Society</td>
<td>• Supports proposals 2 and 4 with the request that consideration should be given to allowing ridden horses onto the cycleways. No comments on other proposals.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports the strategic road improvements with first priority to Elements 1 and 4, and no preference for priority over the other three Elements. Element 1 is a priority because it could provide a facility for ridden and driven horses to avoid Malton and Norton town centres.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mr E Clark Chief Fire Officer North Yorkshire Fire and Rescue and Malton Fire Station (2 responses)</td>
<td>• Both support proposals 1 to 8 with a preference for Option A in Malton Market Place.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Both support all of the strategic road improvement options in the priority order 3, 1, 2, 4 and 5.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mrs P T Douthwaite Clerk to Scagglethorpe Parish Council</td>
<td>• Supports proposals 1 to 7 but not those for Malton Market Place (8).</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports all proposals for the strategic road improvements in the priority order 1, 3, 2, 5 and 4.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mrs S Sims Clerk to Burythorpe Parish Council</td>
<td>• Supports proposals 1 to 4 and 6 to 8 with a preference for Option C for Malton Market Place. Opposes Whitewall closure (5) as it provides a useful access to/from Langton Road for people living in Burythorpe/Leavening etc. Perhaps making it one-way would be a compromise.</td>
<td>Noted.</td>
</tr>
<tr>
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<td>Comment</td>
<td>Officer Response</td>
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<tr>
<td>• Increasing pedestrian area in the Market Place would be good for cafes but parking is already tricky. The 30 minute slots should not go.</td>
<td>Noted.</td>
<td></td>
</tr>
<tr>
<td>• Supports all of the strategic road improvements in the priority order 3, 1, 2, 4 and 5, emphasising the importance of reductions of traffic in the town by increasing access to/from the A64.</td>
<td>Noted and agree the latter point in particular.</td>
<td></td>
</tr>
<tr>
<td>Mr R E Howard-Vyse Chairman Langton Parish Meeting</td>
<td>• Supports proposals 1 to 4, 6 and 7, but opposes Whitewall closure (5) and Malton Market Place proposals (8). Against reducing parking spaces because makes it more attractive to shop elsewhere.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports the strategic road improvements in the priority order 4, 3, 2, 1 and 5.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Mrs G Woodhead Clerk to Broughton Parish Meeting</td>
<td>• Would prefer to see safety improvements to the B1257 including double white lining to prevent dangerous overtaking on the hill as well as some speed curbs.</td>
<td>Noted, and the Area Traffic Manager will be asked to investigate this possibility.</td>
</tr>
<tr>
<td></td>
<td>Also, upgrading of the existing footpath running alongside the B1257 to provide a cycle/footpath to Malton.</td>
<td>Noted. This is a scheme which is likely to be included in the early part of the implementation phasing plan.</td>
</tr>
<tr>
<td>1.2.1 Taxis</td>
<td>• Supports proposals 1 to 5, 7 and 8 with a preference for Option A in the Market Place. Opposes 20 mph zones (6). Taxi rank is on the wrong side of the road in the Market Place especially for the disabled. Also ranks needed in Wheelgate and Commercial Street.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td>• Supports all of the strategic road improvements in the priority order 1, 3, 4, 2 and 5.</td>
<td>Noted. Will need to be investigate and discussed with Ryedale District Council.</td>
</tr>
<tr>
<td>Vale Taxis</td>
<td>• Supports proposals 1 to 3 and 7, but opposes 4, 5, 6 and 8. Notes that taxi rank on wrong side of road as existing. Other ranks in Market Place have been considered in past by Ryedale District Council and should be pursued.</td>
<td>Will need to investigated and discussed with Ryedale District Council.</td>
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<th>Comment</th>
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<tbody>
<tr>
<td>Mr D Lindsay Chairman, E Hopper &amp; Co Ltd</td>
<td>• Considers the pedestrian improvements to the Market Place to be unnecessary and potentially prejudicial to the success of their operations.</td>
<td>Noted. It is suggested that the Market Place proposals be held in abeyance until opportunities can be taken in future redevelopment schemes to provide attractively located alternative parking places.</td>
</tr>
<tr>
<td></td>
<td>• It is not apparent in the present proposals that they will do much to assist the stated aim of 'helping the local economy'. What would help is a review of the parking charges for the off-street car parks.</td>
<td>This is not accepted. Many of the proposals would bring significant economic benefits, by making the towns more attractive places in which to live and work. Off-street parking issues will be discussed with Ryedale District Council.</td>
</tr>
</tbody>
</table>
Appendix 10
Report to County Council’s
Ryedale Area Committee
NORTH YORKSHIRE COUNTY COUNCIL
COUNTY COUNCIL’S RYEDALE AREA COMMITTEE

08 SEPTEMBER 2004

MALTON/NORTON TRAFFIC MANAGEMENT STRATEGY

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to advise Members of the outcome of the public consultation exercise on the Traffic Management Strategy options for Malton and Norton.

1.2 In addition, the report is to make recommendations on the Traffic Management Strategy for Malton and Norton.

1.3 The report also indicates those short term measures which have received high levels of support during the consultation process, and which will now be progressed as quickly as possible to the detailed design stage. It is intended that some of these measures will be commenced during the current financial year using funds already identified in the LTP budget allocation for 2004/05.

2.0 BACKGROUND

2.1 Members will recall that, at the meeting of this Committee on 7 July 2004, a report was presented which provided an update on progress on preparation of the Malton and Norton Traffic Management Strategy.

2.2 The public consultation exercise has been completed very recently, and manned public exhibitions were held in Malton and Norton on 9th and 10th July (at Malton) and on 16th and 17th July (at Norton). The display plans were available for inspection at both venues throughout the period 9th to 17th July.

2.3 Just over 7,700 leaflets and questionnaires were delivered to addresses in Malton and Norton and surrounding parishes, and to over 100 stakeholders and statutory consultees. A copy of the consultation leaflet, the contents of which were agreed with your chairman and the two local Members, is included with these papers to remind Members of the details of the proposals presented for public comments.

2.4 A summary of the numbers of responses to the questionnaires and to individual questions is attached to this report, as Appendix 1.

2.5 Members will note that there have been in excess of 1,450 responses (19%) and will also note the very positive nature of the response in terms of the levels of support for the majority of the various suggested proposals.
2.6 Many of the questionnaires were accompanied by detailed written comments and suggestions, and in case of many of the statutory consultees and stakeholders, more formal written submissions were made. A summary of these comments is provided at Appendix 2. Comments have not been reproduced verbatim; rather, particular issues and categories of comment have been assembled together, and an indication of the numbers of respondents supporting or mentioning the issue is given.

2.7 In relation to the formal submissions from statutory consultees and/or stakeholders, a schedule which summarises their views, together with your officers' comments (where these are appropriate), is attached as Appendix 3.

3.0 INTERPRETATION OF RESPONSES

3.1 Members will note from the appendices that a very wide range of views have been expressed in the responses to this public consultation exercise, from residents and business operators, and from stakeholders and statutory consultees alike.

3.2 It is quite clear from the responses received that a range of short term measures included in the pedestrian action plan improvements, (80% support), the integrated network of cycle routes (over 72% support), the proposed public transport measures (76% support), and the proposed safety related changes (over 78% support) have been well received. It is therefore proposed to proceed to the detailed design and implementation of a selected number of these measures being those which require minimal further consultation, from the budget allocation. The suggested selected schemes are as follows:

i. Dropped kerb crossings
ii. 40mph buffer zones in arterial routes
iii. Bus stop upgrades
iv. Secure cycle parking and signed and advisory cycle routes
v. Phase 1 of sign rationalisation
vi. Detailed design and possible commencement at Newbiggin/Pasture Lane Junction improvement.

3.3 In addition, 70% of respondents supported a 20 mph speed limit with traffic calming in the central area of Malton, with 62% supporting a similar proposal for Commercial Street in Norton.

3.4 Members will also note that over 65% of respondents supported proposals to introduce a residents parking zone situated to the north of Malton Market Place.

3.5 However, in relation to the suggested closure of Whitewall to prevent through traffic between Langton Road and Welham Road, other than in emergency situations, 41% supported this, whilst nearly 46% did not. This suggestion provoked a fair amount of comment both in terms of strong support and strong opposition. Given that only 40% of respondents support the suggestion at this
3.6 In relation to the options for Malton Market Place, some 48% of respondents favoured some improvement to create improved pedestrian areas whereas 37.5% did not. Of those who did favour such improvements, Option A, involving widening the footway on the north-east side of the Market Place at the expense of the on-street parking presently located there, received the greatest support by a significant margin. Nevertheless, Members may well agree that none of the Market Place options have received sufficient support to be progressed further at this stage, given that only 48% of respondents supported any changes.

3.7 Members will therefore need to consider how best to take the Malton Market Place issue forward. Further discussions would be held with the District Council, Malton Town Council and the Fitzwilliam Estate, to develop proposals at a future stage, when plans for the Auction Mart to the north of the Market Place have been clarified. That would permit a reconsideration of the Market Place and reconsultation on proposals which might involve even more comprehensive pedestrianisation if future plans for the Auction Mart were to emerge that included an element of public car parking. Your officers would suggest that provision should be made in the implementation plan for a scheme for improvement in the Market Place provision in Year 4 of the funding programme.

3.8 Given the levels of support for the various measures referred to at 3.2, 3.3 and 3.4 above, your officers recommend that those proposals which could be progressed without additional significant consultations but which could be constructed in the current financial year be developed for implementation in the early years of the programme. The timing of these works and those of a more complex nature involving 20 mph zones which will be particularly environmentally sensitive, and work on the bus station, residents' parking zone and strategic road links will need to be subject to further review as part of the roll forward of the capital programme. Members are, however, reminded that a sum of £250k has also been included in the provisional 2005/06 Capital Programme for Malton/Norton Traffic Management Scheme implementation and it is hoped that a similar annual sum can be allocated from the capital programme in each of the next four to five years. This will of course be dependent on future allocation through the LTP process.

3.9 In relation to the strategic road improvement elements comprising A64 junction improvements and new internal access links, the responses received, from the general public, stakeholders and consultees alike, emphasised, almost without exception, the importance of these for the future well being of the towns. This was especially so in relation to improved access onto the A64, particularly the provision of the 'missing' slip road at the eastern end of the Malton bypass (A64/Scarborough Road junction).
Consultees were asked to rank, in order of preference, the five strategic road elements listed in the consultation leaflet and questionnaire. As indicated, the clear first priority is to complete Element 1, the A64/Scarborough Road junction (32% of respondents indicated this to be their first priority). This level of response is reflected in the views expressed by the majority of the stakeholder responses also, with the Malton Town Council and the majority of Norton Town Councillors supporting this as the main priority.

Members will also note from the information on stakeholder/statutory consultee responses at Appendix 3 that, in the very comprehensive and positive response from Ryedale District Council, whilst all the strategic road improvements are supported, Element 1 is identified as the top priority, so much so that Ryedale members may even consider identifying the provision of this improvement as a Ryedale District Council corporate priority.

3.10 It is also evident from the traffic modelling work undertaken as part of this study that considerable benefits will accrue by constructing at least some of these strategic highway links. Even greater benefits will be felt as a result of the implementation of combinations of certain of the elements, both in terms of reduced congestion, reduced noise and vibration, and improvements in air quality (this latter vitally important aspect being especially highlighted in the response from Ryedale District Council). Whilst the community has responded almost unanimously in support of the strategic road improvements, there is an appreciation that the financial implications are significant. We have sought the community’s views on the order of preference and it is extremely helpful to receive an indication of priorities, in reality of course, the strategic road improvements cannot be funded from the County Council’s LTP alone. Now that these strategic elements have received the support of the Community, and have been shown, technically, to be highly beneficial in terms of reduced through traffic in the town centres (depending on the options and combinations which are ultimately implemented), significant work will be required to secure appropriate funding packages, together with the support of the Highways Agency for those schemes on the A64.

Indeed the commitment and support of the Highways Agency, other government agencies such as Yorkshire Forward, Ryedale District Council and potential developers will all be vital if success is to be achieved. This will be the principle challenge over the next three to four years if we are to succeed in bringing about these improvements which are vital to the long term wellbeing of the two towns.

4.0 FURTHER INFORMATION

4.1 Members are asked to note that the decision on the Traffic Management Strategy to be adopted for Malton and Norton is a matter which is delegated to the Director of Environmental Services.

4.2 It is however vital that the views of the Area Committee are sought on the Strategy to be adopted, since this is clearly a matter of great local concern.
4.3 It will also be noted, at Appendices 2 and 3, that a variety of other issues and requests have been raised by respondents, including the District Council. These will be further assessed and, where appropriate, additional investigations will be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy.

5.0 RECOMMENDATIONS

5.1 That the intention to proceed to the detailed design and implementation of a number of the short term measures referred to in paragraph 3.2 of this report from the budget allocation of £250k in the current financial year be noted.

5.2 The Director of Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Malton and Norton which includes proposals in paragraphs 3.2, 3.3 and 3.4 together with the strategic road improvement elements set out in the consultation leaflet, be approved.

5.3 The Director of Environmental Services be informed that it is the Committee’s view that in relation to the three options for improvements to Malton Market Place no action should be taken at this stage, and further details of possible improvements should only be developed as a basis for a further local consultation exercise, when detailed plans emerge for the redevelopment of Malton Auction Mart, subject to there being opportunities to create replacement public car parking. Financial provision to be made in Year 3 or 4 of the implementation phasing plan.

5.4 The Director of Environmental Services be informed that in relation to the proposed closure of the Whitewall, no action should be taken at the present time, but the situation should be reviewed at a future date.

5.5 Officers are requested to present a further report to a future meeting of this Committee, setting out a proposed phasing plan for implementation of the approved strategy for Malton and Norton.

5.6 Officers be requested to continue to develop working arrangements with Ryedale District Council, the Highways Agency, Yorkshire Forward and other relevant partners in an effort to secure the necessary funding and agreements for the strategic highway improvements included in the Traffic Management Strategy, and to report to this Committee in due course on progress achieved.

M O MOORE  
Director of Environmental Services

Background Papers

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01 September 2004