



PART A:	MATTERS DEALT WITH UNDER DELEGATED POWERS
REPORT TO:	POLICY AND RESOURCES COMMITTEE
DATE:	22 SEPTEMBER 2016
REPORT OF THE:	HEAD OF ECONOMY AND INFRASTRUCTURE JULIAN RUDD
TITLE OF REPORT:	RAIL SERVICE ENHANCEMENT AND OPTIONS FOR CAR PARKING AND REDUCED CONGESTION - UPDATE
WARDS AFFECTED:	MALTON AND NORTON - BUT ALL WARDS INDIRECTLY

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

- 1.1 To update Members on progress made regarding the investigation of options to deliver enhanced rail parking and measures to reduce congestion at the rail crossing, Norton, before 2020.
- 1.2 Following the conclusion of current investigations and discussions with partners a report to this Committee will propose recommendations to Council that include the need for a feasibility study funded from the New Homes Bonus reserve to deliver improved parking and congestion reduction measures and deliver other improvements to support improved rail services.

2.0 RECOMMENDATION

- 2.1 It is recommended that this report be noted.

3.0 REASON FOR RECOMMENDATION

- 3.1 This report details work undertaken thus far regarding the investigation of options to address parking and congestion around Malton Railway Station, together with other issues relating to the future increase in frequency of rail services from Malton.
- 3.2 Many partners and stakeholders are involved with these issues and in considering the potential options available, some of which impact upon other interests. Officers are working closely with the relevant bodies and will report fully on the options available once investigations and appropriate discussions are concluded.

4.0 SIGNIFICANT RISKS

- 4.1 There are no significant risks associated with the recommendation as action is to be proposed in a subsequent report, which will seek to deliver parking and congestion improvements in time for the start of the more frequent service in 2018/19.
- 4.2 The risks lie in not planning ahead and could include:
- increased congestion
 - impacts upon air quality.
 - failure to maximise the benefits of an improved rail service for local people and the economy.

5.0 POLICY CONTEXT AND CONSULTATION

- 5.1 Council Aim 2: To create the conditions for economic success in Ryedale:
- Improving the vitality of Malton as a retail centre
 - Improving the infrastructure and strengthening the role of the market towns

Council Aim 3: To have a high quality, clean and sustainable environment

- To maintain the quality of our local environment

- 5.2 A stakeholder consultation event was undertaken on 23 August 2016 (including officers and local Members from NYCC, RDC and Town Councils as well as Malton & Norton Area Partnership, Ryedale Cycling Forum, North Ryedale Public Transport Group and Fitzwilliam Malton Estate).

REPORT

6.0 REPORT DETAILS

Background

- 6.1 At its meeting on 14 April 2016, Council considered the Ryedale Economic Action Plan 2016-20 and the prioritisation of economic development projects. Council resolved "That prior to Council conducting a feasibility study funded from the New Homes Bonus reserve Officers undertake an option appraisal to look into delivering the final bullet point under "Priority Economic Projects for delivery 2016-20", namely enhanced rail parking and measures to reduce congestion at the rail crossing, Norton. This decision was made against the background of the rail service improvements that are detailed below and at Annex A.

- 6.2 This report sets out the work undertaken to date to investigate options further.

Rail Service Enhancements

- 6.3 Network Rail has recently entered into new rail franchises with rail operators for the York to Scarborough line and the East Coast Main Line. A summary of the changes that affect the York to Scarborough Line is set out below - however, the significant improvements in the frequency, capacity and quality of services has local implications, not least of which is increased closure of the railway crossing between Malton and Norton. The major changes are:

- Existing hourly Transpennine service continues but complemented by introduction of an earlier morning train from Scarborough – York (departing around 06:00 to give an arrival in York before 07:00 and London by 09:00.

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- Earlier morning and later evening trains all week and additional frequency at weekends (especially Sundays) is planned.
- From December 2019 (at the latest) Arriva Rail North will introduce a new hourly service throughout most of the day. This will mean that there will be (approximately) a half hourly service departing to both Scarborough and York.
- Transpennine will sponsor the development of a business case for future investment in the York – Scarborough line including potential improvements to journey times between York and Malton. The meeting planned for 23rd August is the first stage in developing a long list to work from to help future thinking and highlight the issues in and around Malton / Norton.
- Transpennine are investing in new trains to the latest InterCity standards with more capacity (5 coach trains – with around 300 seats incl. First Class), enhanced services on-board, catering, wifi, luggage space, etc., these will be a massive improvement on the trains currently running on the line, which themselves are going to be modernised to the latest standards.
- Arriva Rail North – are also purchasing new trains and all other trains will be modernised to the latest standards, with wifi, these trains will seat between 130-200 passengers. The old “pacer” trains will be withdrawn by 2019 / 2020.

There is also potential for further additional services in future, including a new Scarborough to London service, however as yet this is not confirmed.

6.4 A more detailed Rail Update is attached at Annex 1.

Potential Impacts

6.5 The combined affect of the above changes, together with changes to the wider network, is a major increase in rail capacity together with some significant reductions in rail journey times to destinations that include York, Leeds, Manchester and London. There is great potential for modal shift from private car to public transport, potentially reducing pressure on the wider road network, including on the under-capacity A64.

6.6 Realising the benefits of these changes could make rail a significantly more attractive option for commuters, open up greater employment opportunities (including higher paid employment) to people living in Ryedale and provide more opportunities for further public transport-based tourism growth. The improved accessibility of Malton and Norton (with the potential reduction in journey time to Leeds to around 40 minutes) and Ryedale has potential implications for the future role of the twin-towns and the area in the medium to long term.

6.7 Other potential impacts of the changes to services include more frequent level crossing closures and associated impacts on congestion and air quality. Members are aware that the Council has an obligation under the Environment Act 1985 to devise and implement measures by means of an Air Quality Action Plan to improve air quality in the Malton Air Quality Management Area in the centre of Malton. This was declared as a result of nitrogen dioxide, which is traffic related and so North Yorkshire County Council, as the Local Highways Authority, are crucial players in any highway or traffic related solutions.

General Constraints

6.8 In working with partners to draw up options to improve parking for rail users and address congestion around the rail crossing at Norton it is important to recognise that there are a number of local constraints and issues:

- Flood risk zones & rapid inundation zones
- Wildlife and Protected Species (close proximity to the River Derwent Special Area of Conservation (SAC).
- Air Quality Management Area
- Highways capacity (esp. at junctions such as Butcher corner & Welham Rd / Church Street / Level crossing)
- Heritage (Town Centre Conservation Areas, Listed Buildings)
- Need to avoid additional pressure at sensitive junctions
- Need to avoid any increased level of risk at Level Crossing
- Large number of existing bus movements at existing bus station (125 - 131 per day)
- Land ownership
- Contamination of individual sites
- Cost

Stakeholder Consultation on 23rd August

6.9 Recognising the importance of working closely with the range of partners affected by these issues, including the train operators themselves, a workshop event was held at Ryedale House on 23 August 2016 aimed at informing stakeholders of the proposed enhanced rail services and seeking views on implications and mitigation. This included representatives of a number of stakeholders including officers and local Members from NYCC, RDC and Town Councils as well as Malton & Norton Area Partnership, Ryedale Cycling Forum, North Ryedale Public Transport Group and Fitzwilliam Malton Estate.

6.10 The stakeholder event identified a range of issues and possible solutions to investigate, including:

Develop additional car parking provision

A range of potential sites were identified, some of which were already being investigated by your officers.

Highway Infrastructure / Congestion / Air Quality / Connectivity

Ambitions ranged from strategic improvements, such as better connections to the A64 and a new bridge over the River Derwent, to:

- DDA compliant bridge (cater for pedestrians, cyclists etc) over rail line at station linking 2 platforms, parking either side of rail line & providing pedestrian / cycle link between towns avoiding level crossing
- Improved safety at existing level crossing (particularly for pedestrians/cyclists/prams)
- Improved footpath & cycle links to & from station from Malton & Norton population centre via safe & attractive routes (including appropriate route from Norton side to 2nd platform with access to pedestrian/cycle bridge)

Public Transport Infrastructure improvements

- Improved station facilities to include:
 - Waiting room
 - Toilets
 - WiFi
 - More flexible ticket services
 - Secure cycle parking
 - 21st century facilities
- Reinstate 2nd platform (with foot/cycle bridge as above)
- New bus / rail interchange

Improved Services

- On-train facilities for cycles
- Bus frequency to meet with enhanced rail services to ensure onward connectivity via public transport
- Revisit town bus services
- Better marketing & awareness raising of PLUSBUS (discount price bus pass bought with train tickets)
- Opportunities for train operators to benefit from approx 20,000 people coming to town for Food Festival - e.g. provide greater capacity during FF weekend.

Improvements to existing management

- HGV restriction on Level Crossing
- Synchronise barriers to enable train overlap
- Minimise level crossing barrier down-time

Potential Parking Opportunities

- 6.11 Officers have undertaken an initial assessment of 8 sites in a variety of ownerships (including RDC land) to provide additional car parking for rail users. These include potential changes in the management of existing car parks and the introduction of other parking management measures. This work has discounted some sites but has shown there appear to be potential options - however, these require further investigation and discussion before proposals are put forward for consideration.

Potential Traffic Management Measures

- 6.12 A range of highway measures could potentially assist with traffic movements and accessibility for both motorists and pedestrians and cyclists. These include changed and improved junctions, new and enhanced cycle and pedestrian facilities and new crossing points / bridges.
- 6.13 It is vital that these options are developed in close partnership with North Yorkshire County Council, the highway authority. Discussions are ongoing regarding future roles and input regarding this work and the outcomes will form part of the options report to a future meeting of the P&R Committee.

Next Steps

- 6.14 Officers will continue to work closely with appropriate partners (including NYCC, Network Rail, rail operators and land owners) to develop practicable solutions to provision of additional car parking and congestion reduction measures and progress issues identified at the 23 August workshop. However, additional external support is expected to be required to undertake detailed feasibility work on identified sites and options in order to ensure a robust package of measures are developed. It may also be necessary to undertake further highways investigations in order to assess the potential impacts and cost / benefit of specific proposals. Given the existing constraints, a single solution is unlikely, rather a package constituting a broad range of solutions stands the best chance of being effective.
- 6.15 A number of the potential major infrastructure development projects (e.g. new bus/rail interchange, proposed link road / river rail crossing) would be medium to long-term in nature and require significant levels of external funding to implement (either through CIL contributions or grant funding from Government or LEP or a combination of

both). They are also likely to involve land that is not in the ownership of parties that have a direct interest in addressing these issues (e.g. RDC, NYCC, Network Rail). There may also be smaller-scale proposals (e.g. provision of additional car parking on specific sites) that also require third party land.

- 6.16 Once current discussions have progressed to an appropriate stage a report will be submitted to this Committee to recommend to Council that detailed feasibility work be undertaken on the most practical options, including cost analysis, delivery options and the nature of the input of partners.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

- a) Financial - none at this stage but future recommendations will have financial impacts
- b) Legal – no legal issues
- c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)

None at this stage - however, as proposals progress to project development it will be important to ensure designs are fully compliant with the requirements of the Disability Discrimination Act (DDA) 1995

Julian Rudd
Head of Economy & Infrastructure

Author: Howard Wallis, Regeneration Manager
Telephone No: 01653 600666 ext: 274
E-Mail Address: howard.wallis@ryedale.gov.uk

Background Papers: None

ANNEX 1 - RYEDALE DISTRICT COUNCIL - RAIL UPDATE - AUGUST 2016

This is a briefing about the planned changes to rail services at Malton Station.

The future operators (and potential operators of services) through Malton Station are:-

First Transpennine Express (franchise runs from 01 April 2016 - 31 March 2023 + potentially 2 years – pay a premium to Govt.) Scarborough – Malton – York – West Yorkshire – Manchester / Airport and Liverpool. (1 train an hour)

Arriva Rail North (franchise runs from 01 April 2016 – 31 March 2025) run “local services” across the North.

Virgin Trains (franchise runs from 01 March 2015 – 31 March 2023 – pay a premium to Govt.) operate trains on the East Coast Main Line between London – East Midlands – **York** - North East and Scotland. They have said recently that they may look at introducing a new Scarborough – London direct service in the future, a lot more work will be required.

Other operators passing through Malton currently are

- **East Midlands Trains** franchise to be renewed in next few years and run a train between from the East Midlands to Scarborough in the Summer
- **West Coast Railways** – run Steam / Charter trains to / from Scarborough.

Over the next 5 years the railways across the north and Ryedale will be transformed and have a major impact on the economies across the North:-

- Virgin Trains and Transpennine are investing in new trains to the latest InterCity standards with more capacity (5 coach trains – with around 300 seats incl. First Class), enhanced services on-board, catering, wifi, luggage space, etc., these will be a massive improvement on the trains currently running on the line, which themselves are going to be modernised to the latest standards.
- Arriva Rail North – are also purchasing new trains and all other trains will be modernised to the latest standards, with wifi, these trains will seat between 130-200 passengers. The old “pacer trains – bus type trains” will be withdrawn by 2019 / 2020.
- Scarborough – Seamer - Malton – York
 - There will be increased frequency from December **2019, within the franchise Arriva Rail North are able to commence the service after September 2018 – this will be dependent on rolling stock being available**. Arriva Rail North are introducing an hourly service throughout most of the day. This will mean that there will be a half hourly service between Scarborough and York.
 - Transpennine will be introducing an earlier morning train from Scarborough – York (departing around 06:00 to give an arrival in York before 07:00 and London by 09:00.
 - Earlier morning and later evening trains all week and additional frequency at weekends (especially Sundays) is planned.
 - Transpennine will sponsor the development of a business case for future investment in the York – Scarborough line including potential improvements to journey times between York and Malton. The meeting planned for 23rd August is the first stage in developing a long list to work from to help future thinking and highlight the issues in and around Malton / Norton.

The new trains and frequency will mean that Malton Level Crossing will be down longer, from initial and anecdotal observations the crossing will be down for a maximum of 10 minutes in every hour. We will be working with Network Rail and NYCC Highways to investigate potential opportunities to reduce this time.

Future Journey Times

By 2020 Malton – London will be around 130 minutes (including change of train)

By 2022/23 Malton – Leeds will be around 40 minutes and Malton – Manchester 80 minutes

By 2033 Malton – London will be around 110 minutes and Malton - Birmingham will be about 90 minutes (including a change of trains)

Malton Station (318,668 users, 26% increase in the last ten years) as part of the Transpennine franchise will get:-

- Free station wifi from 2017
- Better real time information systems for both rail and bus
- New ticket vending machines
- Improved secure cycle facilities

Graham North.

North Yorkshire County Council