

Ryedale Development Fund – Remaining Major Projects Summary – ANNEX A

Project Name / Description	Potential Benefits of the Project	RDC Role / Input Required	Current Status	Next Steps/ Tasks	Indicative Timescales	Indicative Cost Estimates	Other Partners/ Contributions	Major Risks
Further A64 Improvements to junctions/safety/journey time (Crambeck to Musley Bank and Brambling Fields to Scarborough)								
Targeted A64 improvement interventions to address: a. road safety b. traffic flow and vehicle grouping c. connectivity to developments d. management of visitor traffic and seasonal variations in traffic volumes	<ul style="list-style-type: none"> Improvements to highway safety leading to <ul style="list-style-type: none"> Reduced numbers of accidents Reduced numbers of casualties Reduced road closure incidents Reduce congestion and delays resulting from above Increase <i>reliability</i> of travel times Maximise connectivity between York, Malton and Scarborough and provide additional capacity to facilitate expected housing and employment growth, with associated economic activity. 	<p>Partnership working alongside the Highways Agency and other affected Local Authorities</p> <p>RDC role: Input into prioritisation of interventions.</p> <p>Progression of key projects through building of a business case and environmental assessment for each.</p> <p>Lobbying of LEP (to ensure inclusion in 'Plan for Growth' and other potential funders and supporters;</p> <p>RDC would need to collect CIL contributions to the infrastructure and be a partner in applications for funding from sources including LEP.</p>	<p>Jacobs (commissioned by NYCC) produced the "A64 Connectivity Study Final Report" in Feb 2011 which set out a range of potential short, medium and long term improvements and traffic management measures.</p> <p>The first of these, Provision of an enhanced Brambling Fields junction, was completed in Sept 2012.</p> <p>The affected local authorities (RDC, NYCC, CofY and SBC) are using the production of a new A64 route strategy by the Highways Agency to seek to progress a number of the improvement interventions on the A64 route corridor. These will include targeted highways improvements (eg to specific junctions or to provide sections of widened carriageway), road safety and traffic management measures and public transport improvements etc</p> <p><i>JR to update?</i></p>	<ul style="list-style-type: none"> Establish partnership steering group to take forward project Partnership discussion and agree approach to prioritisation of measures Further design and assessment work to provide more detail on configuration, costs and impacts of prioritised measures Develop funding proposals for selected schemes Detailed design work and cost estimates Procurement Commence delivery / construction of local sustainable transport opportunities and A64 enhancements / traffic management measures Implement Package of Short-Term Interventions Implement Package of Medium-Term Interventions Implement Package of Long-Term Interventions 	<ul style="list-style-type: none"> Mid 2013 Late 2013 Early - Mid 2014 2014 - 2016 2014 – 2016 2014 – 2016 Up to 2018 2018-21 Beyond 2021 	<ul style="list-style-type: none"> - - Up to £500K - Up to £15m - £44.5m* £104.7m* £152.5m* 	<ul style="list-style-type: none"> Highways Agency North Yorkshire County Council City of York Council Scarborough Borough Council Network Rail / Rail and public transport operators 	<ul style="list-style-type: none"> Failure to agree prioritisation of interventions between local authority partners and / or a shared funding mechanism Failure to attract significant levels of mainstream funding Level of funding and CIL contributions required to fund improvements are unobtainable Competing demands for use of developer contributions (e.g. for affordable housing, local services & amenities and - in the case of Malton/Norton - a potential new river/rail link) Limitations to funding mean that limited progress can be made in implementing interventions in the medium term. Survey and analysis undertaken for individual schemes discover major obstacles or costs with implementation. Delays on A64 during construction
<p>Recommendation:</p> <ul style="list-style-type: none"> Investment of £20,000 from the Ryedale Development Fund (e.g. to progress initial surveys, investigations and outline design work) . Officer time to develop this project with partners. 								

NB All Potential Timescales and Cost Estimates are *initial assessments only* at this stage as the scope and scale of proposed projects is not yet known.

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Malton to Pickering cycle route								

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To develop a safe cycle route linking Norton and Malton with Pickering.	<ul style="list-style-type: none"> Improved access to employment sites on the A169 for employees from the towns of Norton, Malton and Pickering. Link Norton, Malton and Pickering into the national Sustrans route Improve visitor economy infrastructure for cycle tourism. (Particularly from the Hull ports to the North York Moors National Park and from the Vale of Pickering tourism infrastructure to the market towns.) 	<ul style="list-style-type: none"> RDC to lead partnership working with community group and private sector employees along the route. Involvement of NYCC in design and adoption of cycle route RDC likely to be lead partner in application to LEP for this project to be implemented 	<p>Project is worked up to initial phase as was originally part of the NYMNPA bid. Estimated cost £15K</p> <p>Community support expressed by local cycling support group, market towns and visitor economy sectors.</p> <p>Feasibility study is next step to ascertain way forward, likelihood of private sector match funding and involve the correct project team.</p>	<p>Establish a project team to take the project forward. Including Sustrans, MTC, NTC, PTC and NYCC.</p> <p>Feasibility study to identify route, including land ownership, capital requirements, adoption and maintenance issues.</p> <p>Bid to LEP for sustainable transport funding towards implementation.</p>	<p>May 2014</p> <p>Commission study and report result back to project group.</p> <p>September 2014.</p>	<p>Feasibility study £3K + VAT.</p> <p>Estimated total cost £15K</p>	<p>Partner contributions will be sought from the Town Councils, NYCC, private sector and the LEP. The feasibility study will identify potential funders and likelihood of attracting LEP investment.</p>	<ul style="list-style-type: none"> Ongoing adoption and maintenance of the cycle route, once delivered. Involvement of NYCC Highways at early stage and private sector will indicate willingness to support ongoing maintenance of the route. Lack of direct outputs may reduce access to LEP funding. Outputs based on other cycle bids (such as NYMNPA) will be used, giving proxy information. Sustainable transport specific funding will be targeted. (Outputs tend to be towards non economic outputs (eg jobs) rather than conversion from car transport. Lack of investment by private sector. Private sector will be engaged from beginning. However, it is likely that this will be viewed as a public sector project.

Recommendation:

- Investment of £3,000 from the Ryedale Development Fund (e.g. to progress feasibility study and outline design work / costings) . Officer time to develop this project with partners.

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