



North Yorkshire County Council & Ryedale  
District Council

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# MALTON & NORTON INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENTS STUDY

Options Assessment Report - Executive  
Summary - Appendix





North Yorkshire **County Council & Ryedale District Council**

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North Yorkshire **County Council & Ryedale District Council**

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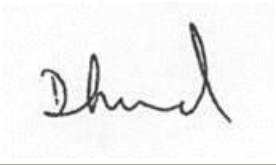


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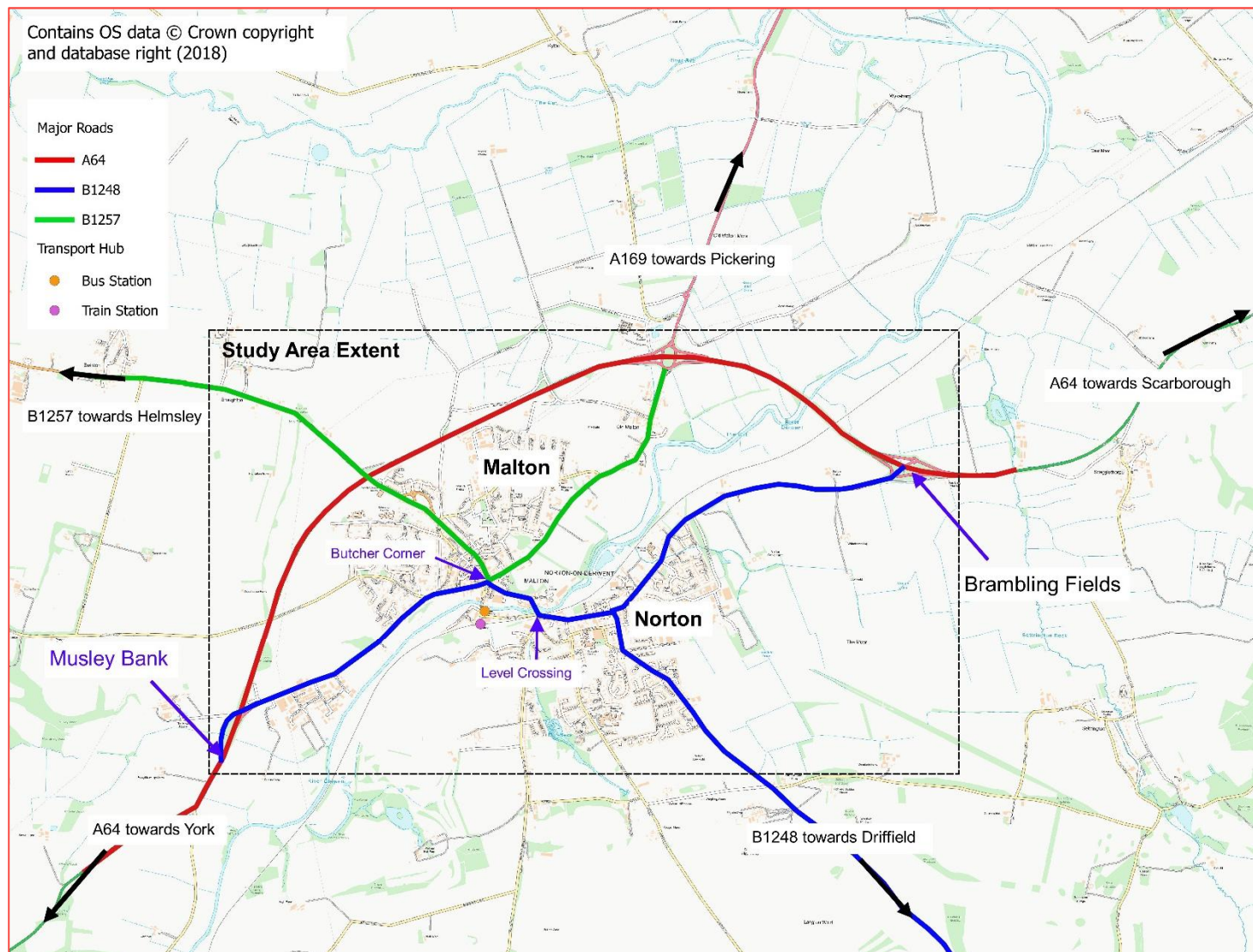
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# QUALITY CONTROL

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**Figure 1 – Study Area**







**Figure 2 – Strategic Objectives**

Ref.	Strategic Level Objectives
Enhance economic performance of the study area and improve opportunities for its residents	
SO-01	Support the sustainable growth of Malton and Norton, in accordance with national, regional and local policies, plans and strategies
SO-02	Support progress towards building a more resilient economy within the towns, by making it a more attractive place for investment, particularly for high value sectors and tourism related industries
SO-03	Support the aspiration for improvements to strategic east-west connectivity within the north
Improve efficiency and resilience of the transport system	
SO-04	Improve connectivity between Malton and Norton, and also between the towns and the wider Ryedale district
SO-05	Reduce traffic congestion in the towns, particularly at the identified 'hotspots' of Butcher Corner and in the vicinity of the level crossing
SO-06	Encourage modal shift to more sustainable modes of transport
Promote and support a sustainable built and natural environment	
SO-07	Improve air quality in the study area
SO-08	Protect and enhance the historical qualities, and the built and natural environment, of the study area
Improve safety and health for residents and visitors in the study area	
SO-09	Improve safety within the study area
SO-10	Contribute to improved health, wellbeing and quality of life of residents of Malton and Norton, and the wider Ryedale District

**Figure 3 – Specific Objectives**

Ref.	Specific Objective:	Contributes to Strategic Objectives										Supports Strategic Objectives									
		S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10
SPD-01	Improve journey times on underperforming sections of the transport network in the study area.			Orange	Yellow			Blue				Red	Red								
SPD-02	Improve network resilience, particularly relating to instances of flooding, accidents, road closures and associated long diversions.			Orange	Yellow	Green							Red						Blue		
SPD-03	Reduce traffic volumes, specifically the number of HGVs, on the local network within Malton and Norton, particularly those entering the AQMA				Yellow	Green		Blue	Blue			Red					Green			Dark Blue	Purple
SPD-04	Reduce the volume of traffic rerouting onto unsuitable roads				Yellow	Green				Dark Blue		Red									Purple
SPD-05	Reduce the number of incidents and casualties, particularly at the identified collision cluster sites and for Non-Motorised Users (pedestrians, cyclists and equestrians)						Green			Dark Blue	Purple	Red			Yellow				Blue		Purple
SPD-06	Increase levels of walking and cycling for utility purposes (non-sport or leisure) within the study area, particularly for shorter journeys undertaken within the towns themselves				Yellow	Green	Green	Blue			Purple	Red							Blue		
SPD-07	Encourage greater use of rail services, particularly for longer distance travel					Green	Green					Red	Red	Orange					Blue		
SPD-08	Improve bus and rail facilities including connectivity between, and to, the bus and rail stations	Red		Orange			Green		Blue						Yellow	Green		Blue			
SPD-09	Reduce existing issues of severance between Malton and Norton				Yellow	Green					Purple	Red	Red								
SPD-10	Contribute to a reduction in NO2 emissions, particularly within the AQMA							Blue	Blue												Purple
SPD-11	Enhance streetscapes and provide 'Greener' routes through the towns					Green	Green	Blue	Blue		Purple	Red			Yellow				Dark Blue		
SPD-12	Maximise accessibility of proposed development sites in the study area, particularly by more sustainable modes	Red	Red		Yellow	Green	Green											Blue	Blue		Purple
SPD-13	Improve access and connectivity, to and through Malton and Norton, from the wider district and beyond, by all modes of transport	Red	Red		Yellow												Green				
SPD-14	Improve provision and availability of affordable parking in appropriate locations across the study area, in particular to cater for the expected growth in rail usage		Red			Green						Red							Blue		Purple



**Table 1 – Potential Quick Wins**

<b>Intervention Reference</b>	<b>Intervention Description</b>
<b>QW01</b>	Provision of pedestrian crossing between bus / rail station (e.g. zebra crossing)
<b>QW02</b>	Provision of dropped kerb on north side of Norton Road opposite level crossing for wheelchair/accessibility scooters (to cross over Castlegate)
<b>QW03</b>	Provision of advanced stop lines and filter cycle lanes at key junctions and on routes to schools.
<b>QW04</b>	Provision of safe & secure cycle parking / storage near the station and within the towns of Malton & Norton
<b>QW05</b>	Improved parking signage to manage traffic flow from different directions and direct traffic to most appropriate car park
<b>QW06</b>	Sat Nav to use specific routes avoiding level crossing
<b>QW07</b>	Initiatives to encourage safe use of level crossing e.g. education / PR / enforcement
<b>QW08</b>	Measures to improve management / operation of level crossing – including consideration of, but not limited to: <ul style="list-style-type: none"> <li>i Improve communication between signaller and rail service;</li> <li>i Rail Infrastructure improvements and remodelling of the track layout to optimise speeds and crossing barrier down time (PT07).</li> <li>i Increase rail speed on the railway line through Malton - to reduce impact of barrier down time (PT08).</li> </ul>
<b>QW09</b>	Implementation of permanent Heavy Duty Vehicle Restriction <i>(Temporary/experimental order implemented in Feb 2018)</i>
<b>QW10</b>	Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time.
<b>QW11</b>	Provision of signage on the A64 to encourage routes that avoid Butcher Corner / Level Crossing



**Table 2 - Preferred Package**

**Short Term Interventions**

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
A	<p><b>Bus service connectivity improvements.</b></p> <p>This intervention will review current bus services and, where applicable, will seek additional service provision, in particular a service connecting key destinations within the towns and consideration of the potential for providing services that avoid impacts of the level crossing either through timetabling and/or routing. In addition, to ensure coordination of bus and rail timetabling to provide for onward connections.</p> <p><b><u>Potential Outcome</u></b></p> <p>This intervention aims to encourage use of public transport which would reduce impacts of congestion, and issues of poor air quality, in the towns by reducing the number of short trips being made by car.</p>	<p><b>Short timescale (&lt; 2 years)</b> Unlikely to be significant timeframes involved, consultation with various stakeholders required.</p> <p><b>Medium cost: £150k – £300k</b></p>	<p><b>High score against objectives and formed part of the Public Transport Improvements package in the EAST sifting process.</b></p> <p>This intervention may encourage use of public transport which would reduce impacts of congestion and issues of poor air quality in the towns.</p> <p>Benefits provided by improved journey times and better accessibility to/from the towns by public transport, by enabling use of both bus and rail modes for longer travel through improved coordination of timetabling.</p> <p>There may be some deliverability issues relating to the need for agreement from different service providers and possible interactions with wider network of services. However, the doubling of train service frequencies should make co-ordinating rail and bus timetables easier.</p>



<b>B</b>	<p><b>Behaviour Change Measures</b> targeting local businesses, schools and new residential developments.</p> <p><b>Description</b></p> <p>Behaviour change education and measures would look to target local businesses, schools, and new housing developments, to encourage a change in travel behaviour for shorter journeys. This can also include, but is not limited to:</p> <ul style="list-style-type: none"> <li>i Working with businesses to manage their operations to reduce congestion e.g. reduce / restrict deliveries to times outside of level crossing closure hours;</li> <li>i Working with schools, businesses and new residents to promote alternatives to the car, helping to plan individual journeys and delivery of initiatives such as cycle training.</li> </ul> <p><b>Potential Outcome</b></p> <p>Walking, cycling and public transport have the potential to effectively substitute for short journeys currently being undertaken by car. Encouraging travel by more sustainable modes can remove these unnecessary car trips from local roads, helping to tackle congestion and poor air quality.</p>	<p><b>Short timescale (&lt; 2 years)</b> Could be implemented quickly.</p> <p><b>Very low cost:</b> <b>£10k</b> dependent upon delivery mechanism.</p>	<p><b>Mid-level score against objectives and formed part of the Behavioural change package in the EAST sifting process.</b></p> <p>Benefits resulting from reduced traffic volumes on the network, and reduction in associated adverse impacts. In particular in terms of reducing traffic volumes/congestion in the AQMA and improving journey efficiency.</p> <p>Engagement with employees and schools could encourage use of active modes for short journeys and make travel through the towns safer.</p> <p>There are no significant land or engineering issues affecting delivery.</p>
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## Medium Term Interventions

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
<p><b>C</b></p>	<p><b>Walkway and Bridge</b> to cater for pedestrians, cyclists and provide access for people with disabilities, over the railway line in the vicinity of Malton Station.</p> <p>The proposal is for a new bridge, for pedestrians and cyclists, over the railway line in the vicinity of the rail station. This would provide a pedestrian / cycle link between the towns, avoiding the need to use the level crossing.</p> <p><b><u>Potential Outcome</u></b></p> <p>A new bridge would provide an additional link across the railway line, improving walking and cycling trips within and across the towns. This is likely to reduce the number of short car trips and overall number of vehicles in the town centres, and within the Air Quality Management Area (AQMA), as well as at the level crossing. A bridge would also improve accessibility to the rail and bus stations, encouraging use of these modes.</p>	<p><b>Medium timescale (2 to 5 years)</b> Planning, approvals, identification of land and construction will make the provision of the bridge a medium timescale measure.</p> <p><b>High cost: £1.5-3m</b></p>	<p><b>Very high score against the objectives and formed part of the Active Mode package in the EAST sifting process.</b></p> <p>This intervention will complement other elements, included in this package, which support / enable improvements at the station; this includes the provision of a second platform (PT6) and provision of a bus/rail interchange (LU1/PT2).</p>
<p><b>D</b></p>	<p><b>Improved Footpath and Cycle Links:</b> Walking and Cycling Strategy.</p> <p><b><u>Description</u></b></p> <p>A Strategy approach to considering walking and cycling improvements is proposed in order to ensure a coordinated approach for footpath and cycle provision and linkages across the towns. This will holistically</p>	<p><b>Medium timescale (2 to 5 years)</b> Identification and implementation (design and build) of infrastructure may extend timeframes for delivery.</p>	<p><b>High score against the objectives and formed part of the Active Mode package in the EAST sifting process.</b></p> <p>Improved pedestrian and cycle links to the town centres and the station can encourage walking and cycling as well as use of bus and rail services due to easier connections and perceptions of improved safety. This can reduce private car trips, particularly for short trips and overall number of vehicles in the town centres providing improvements in relation to congestion, safety, the environment and reduced</p>



	<p>consider provision and possible improvements to include, but not limited to:</p> <ul style="list-style-type: none"> <li>i Way finding signage, between Norton and Malton and to and from the rail station.</li> <li>i Identify footway improvement requirements.</li> <li>i Identify cycle routes and infrastructure provision including consideration of routes on and off the main road network i.e. 'greener routes'.</li> </ul> <p><b><u>Potential Outcome</u></b></p> <p>Improved pedestrian and cycle links to the town centres, and to the rail and bus stations, has the potential to encourage walking and cycling, as well as use of bus and rail services, due to easier connections and improved safety. This could reduce car trips, particularly for short journeys, and therefore the overall number of vehicles in the town centres.</p> <p>Encouraging travel by active modes (walking and cycling) also provides benefits in terms of health and wellbeing.</p>	<p><b>Medium cost:</b> <b>Walking and Cycle Strategy including development and design of prioritised schemes: £50-60k</b> (Provision of routes off highway land will increase cost of delivery)</p>	<p>issues of severance. Encouragement of active mode use also provides benefits in terms of health and the economy therefore has multiple benefits</p> <p>There are issues relating to delivery due to lack of space (both on and off highway) within the towns to provide for new cycle/footway routes. This will need further investigation to test/consider provision of active mode enhancements so an overarching holistic strategy for walking and cycling to investigate viable options is suggested – possibly developing a Local Cycling and Walking Infrastructure Plan (LCWIP).</p>
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<p><b>E</b></p>	<p><b>Car Parking Strategy for the Ryedale District</b></p> <p><b>Description</b></p> <p>The proposed Car Parking Strategy would include a review of both on- and off-street car parking. It is acknowledged that a holistic strategy is required, rather than changes in individual parking locations, as alterations in one location can have impacts on car parking at other locations.</p> <p>A review of car parking, and implementation of recommended proposals, would aim to improve coordination of parking, and reduce the need to drive across the towns and the recognised congestion points, e.g. Butcher Corner and the level crossing. The Strategy would also recommend potential new parking regimes and additional provision requirements, in particular to support the additional rail services in the towns.</p> <p><b>Potential Outcome</b></p> <p>Specific car parking proposals arising from this study to be considered in the Strategy include, but are not limited to:</p> <ul style="list-style-type: none"> <li>i Potential for additional car parking north and south of the rail station.</li> <li>i Changes to the operation of St Nicholas Street Car Park.</li> <li>i Improved pick/up and drop off facilities at the railway station.</li> <li>i Provision of EV charging points across the towns.</li> </ul>	<p><b>Medium timescale (2 to 5 years)</b></p> <p>Relevant consultations, consents and legal issues required to prepare, design and adopt a parking strategy. Implementation of findings will extend timescales (likely beyond 5 years).</p> <p><b>Low Cost for provision of Car Parking Strategy: £65k - £90k</b> (depending upon level of data collection required)</p>	<p><b>Medium score against objectives and formed part of the Car Parking package in the EAST sifting process.</b></p> <p>A review of car parking, if then implemented, would improve coordination of parking within the towns, reducing demand for driving across the towns and managing the need for people to cross identified pinch points, e.g. Butcher Corner and the level crossing. It would also identify potential new parking regimes and additional provision requirements, and the locations to support this and the additional rail services.</p> <p>Car parking improvements would also encourage trips into the towns from further afield, promoting its position as a local service centre and visitor destination.</p> <p>Deliverability of a review/strategy is achievable in relatively short timeframes and some elements of parking changes can be low cost. Implementation of the strategy findings would extend delivery timescales and potentially increase costs.</p>
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	<p>i Consideration/review of Traffic Regulation Orders (restrictions) in place that impact car parking provision.</p> <p>Car parking improvements could also encourage more trips into the towns from further afield, promoting its position as a local service centre and visitor destination, with positive implications for the local economy.</p>		
<p><b>F</b></p>	<p><b>Internal Junction Improvements and Traffic Signal Strategy</b></p> <p>The proposed Strategy would consider improvements to various junctions across the towns. An overarching strategy is required as changes to any one junction will impact the operation of others, and therefore measures need to be considered and tested as part of a towns-wide package.</p> <p><b><u>Potential Outcomes</u></b></p> <p>The Strategy will test and identify a package of improvements to junctions in order to improve operation and to optimise flows through the towns, including consideration of, but not limited to:</p> <ul style="list-style-type: none"> <li>i Junction improvements around the area of the level crossing.</li> <li>i Potential new traffic signals to manage traffic approaching level crossing from all directions.</li> <li>i New junction arrangement at Morrisons' access road / Castlegate junction to improve traffic flow.</li> </ul>	<p><b>Medium timescale (2 to 5 years)</b></p> <p>It will take time to gather data and model/test each junction in order to identify preferred options, consult and implement changes.</p> <p><b>Medium cost (for strategy only): £140k – £160k</b></p> <p>(Data collection, additional junction analysis and model runs would increase costs further, Implementation of recommendations is outside of the scope of this proposal)</p>	<p><b>Medium score against objectives and formed part of the Traffic Management package in the EAST sifting process.</b></p> <p>Junction improvements could provide benefits through increased capacity and improved road safety, facilitating traffic flow through the towns, and reducing impacts of congestion and poor journey times, in addition to reducing adverse impacts in the AQMA.</p> <p>No significant delivery or cost issues but testing of appropriate measures that complement each other will need to be undertaken in order to establish the most appropriate measures to be implemented.</p> <p>Alternatively, junctions can be amended to favour sustainable transport modes (likely to the detriment of vehicle flows) to encourage their use and reduce demand/attractiveness of driving in the towns.</p> <p>As any changes to junctions will interact/impact the operation of other junctions these measures need to be considered and tested as a holistic package.</p>

	<p>i Coordinated traffic light management system to ensure optimal operation of signals across the towns (e.g. SCOOT) in order to better manage traffic flows.</p> <p>Junction improvements could provide benefits through increased capacity and improved road safety, facilitating traffic flow through the towns, and reducing impacts of congestion and poor journey times.</p>		
<p><b>G</b></p>	<p><b>Relocation of Livestock Market</b></p> <p>This proposal is for the relocation of the Livestock Market to an out of town centre location.</p> <p>There is outline planning consent for this use at Eden Camp; the intervention is included in this package as it is considered an important element of improvements to the town centre and public realm.</p> <p><b><u>Potential Outcome</u></b></p> <p>Relocation of the Livestock Market would remove vehicle trips from the town centre, particularly large agricultural vehicles and HGVs, providing benefits in terms of reduced congestion, improved safety and a reduction in impacts within the AQMA.</p> <p>Removal from the town centre would also open up opportunities for redevelopment of the area (which experiences ad-hoc car parking) to complement other improvements in the town centre and the Car Parking Strategy.</p>	<p><b>Medium timescale (2 to 5 years)</b></p> <p>Time needed for design, consultation and gaining relevant permissions and consents for provision of new market at proposed new location.</p> <p><b>Medium cost:</b></p> <p>Costs would be borne by the developers/owners of the site</p>	<p><b>Medium score against objectives and formed part of the Land Use package in the EAST sifting process.</b></p> <p>Relocation of the Livestock Market would remove vehicle trips from the town centre, particularly large agricultural vehicles/HGVs, providing benefits in terms of reduced congestion, improved safety and a reduction in adverse impacts in the AQMA. However, it should be considered that this may displace issues elsewhere.</p> <p>There is outline planning consent for this use at Eden Camp, and therefore a route to delivery; removal from the town centre would open up opportunities for redevelopment of the area (which experiences ad-hoc car parking) to complement other improvements in the town centre and the Car Parking Strategy.</p>



### Long Term Interventions

Intervention Reference	Intervention Description	Timeframe for delivery & Indicative Cost	Package/Assessment Comments
H	<p><b>Transport Hub / Interchange Masterplan</b></p> <p>It is proposed to carry out a Masterplanning exercise for the area around the bus and rail stations, including Norton Road, with the aim of developing an attractive transport interchange / hub.</p> <p><b>Potential Outcome</b></p> <p>It is considered that providing a more attractive area around the bus and rail stations would increase uptake of public transport, helping to reduce the impacts of congestion and poor air quality in the towns as a result of car trips, as well as providing enhancements to the attractiveness of the towns' gateway.</p> <p>The proposal also complements other interventions involving the rail station, increased service frequencies, and improved accessibility in this area.</p>	<p><b>Medium timescale (2 to 5 years)</b></p> <p>Medium timescales involved in developing a masterplan for the area around the bus and rail stations, involving significant consultation.</p> <p>Construction and permission required for development and changes of use would extend timescales and costs further.</p> <p><b>Medium cost for Masterplan: £100k – £150k</b></p>	<p><b>Very high score against objectives and formed part of the Public Transport Improvements and Land Use packages in the EAST sifting process</b></p> <p>This intervention scored 'very high' against objectives as it could provide multiple benefits from increased uptake in use of public transport, helping to reduce the impacts of congestion and poor air quality in the towns as well as provide enhancements to the attractiveness of the gateway to the town.</p> <p>The proposal also complements other interventions involving the rail station and improved accessibility in this area.</p>

<p>I</p>	<p><b>Provision of Second Platform at Malton Railway Station</b></p> <p>This intervention considers the potential for the introduction of a second platform on the southern side of the railway line, together with access, particularly for cyclists and pedestrians. Vehicular access and potential additional parking would be investigated, including an assessment of highways impacts, to identify deliverable measures.</p> <p><b><u>Potential Outcome</u></b></p> <p>A second platform would facilitate a reduction in vehicle trips across the level crossing, by providing direct access to the railway station from Norton and other areas to the south. This may, in turn, result in greater uptake of walking and cycling in the town as well as the use of rail services.</p> <p>This intervention complements a number of other proposals relating to the improvement of the railway station in particular access to the station.</p>	<p><b>Long timescale (5 to 10 years)</b></p> <p>Long timeframes involved in delivery due to identification of appropriate access, land acquisition and gaining relevant permissions.</p> <p><b>Very high cost: £4-£5m</b> (footbridge costs are not included – see Intervention C)</p>	<p><b>Very high score against objectives and formed part of the Public Transport Improvements package in the EAST sifting process.</b></p> <p>A second platform would reduce trips across the level crossing by providing direct access to the railway station from Norton and areas to the south. This may in turn result in greater uptake of walking and cycling in the town as well as use of rail services.</p> <p>High costs and potential difficulties in providing access, as well as the need for support from Network Rail in order to deliver, results in this being an aspirational scheme which would have a long timescale for delivery.</p> <p>This intervention complements a number of other proposals relating to the improvement of access to the railway station, adding combined benefit/greater impact.</p>
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<b>J</b>	<p><b>Provision of a New All Movements Junction between A64 and Broughton Road</b></p> <p>This intervention is for the provision of a new all movements junction between the A64 and Broughton Road (B1257).</p> <p><b><u>Potential Outcome</u></b></p> <p>This scheme has been proposed as it would provide access to A64 for areas to the northwest of the towns, while avoiding the need to travel into / through Malton in order to access the A64. This could potentially reduce levels of traffic within the towns, leading to reduced congestion and improvements in air quality and safety.</p>	<p><b>Long timescale (5 to 10 years)</b></p> <p>Time consuming to achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p><b>Very high cost: £10m-£15m</b></p>	<p><b>Very high score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</b></p> <p>This intervention can provide benefits through provision of alternative routes in the town avoiding the need for travel across some of the identified pinchpoints e.g. level crossing and Butcher Corner. This would reduce traffic volumes (particularly HGVs) in the towns and would improve journey times and reduce congestion and resulting impacts on the AQMA. The scheme would also result in resilience benefits by providing greater accessibility to/from the towns and the wider area.</p> <p>This intervention was added to the preferred package following stakeholder/public feedback. However, it is noted that deliverability of this scheme may be problematic as provision of additional junctions to the Strategic Road Network are usually only supported where it would be essential for the delivery of strategic planned growth, additionally, the design and cost of a new junction may be prohibitive. The creation of new accesses to the Strategic Road Network (including the A64) can impact its ability to fulfil the function of facilitating the safe and effective movement of goods and people in support of economic growth by compromising traffic movement and flow.</p>
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<p><b>K</b></p>	<p><b>Upgrade A64 Musley Bank Junction - to provide an all movements junction</b></p> <p>This proposed scheme consists of improvements that would result in an all-movements junction at the existing Musley Bank / A64 / York Road (B1248) junction, to the west of Malton.</p> <p><b><u>Potential Outcome</u></b></p> <p>This scheme would provide improved connections to the A64 enabling some journeys to avoid the need for travel through the towns, across the level crossing and through Butcher Corner. This would reduce traffic volumes within the towns, improve journey times, reduce congestion and provide benefits within the AQMA. The scheme would also provide better access to and from the towns from the wider district.</p>	<p><b>Long timescale (5 to 10 years)</b></p> <p>Time consuming to achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p><b>Very high cost: £5m-£7.5m</b></p>	<p><b>Very high score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</b></p> <p>This intervention will deliver benefits by providing improved connections to the A64, enabling some journeys to avoid the need for travel through the towns and across the identified pinch points e.g. level crossing and Butcher Corner. This would reduce traffic volumes (particularly HGVs) in the towns and would improve journey times and reduce congestion and resulting impacts on the AQMA. The scheme would also result in resilience benefits by providing greater accessibility to/from the towns and the wider area.</p> <p>There are high costs associated with implementation. HE would need to deliver the scheme and, as such, it would require their relevant approval/support, leading this to be a long term aspirational scheme.</p> <p>This scheme is included rather than provision of a new junction on the A64 (i.e. Broughton Road) as improving an existing junction may be more acceptable to HE and other stakeholders, with additional junctions potentially creating delay on the strategic network.</p>
<p><b>L</b></p>	<p><b>Link road between Beverley Road and Hugden Way</b></p> <p>Provision of this link road is a requirement of the proposed housing allocation in the emerging Local Plan (<i>under Policy SD3 Housing Allocation - Land to the east of Beverley Road, Norton: Development Principles</i>) but could potentially be delivered earlier if funding could be identified.</p> <p><b><u>Potential Outcome</u></b></p> <p>The proposed link road would improve accessibility to and from a number of</p>	<p><b>Long timescale (5 to 10 years)</b></p> <p>Time needed for design, consultation and gaining relevant permissions and consents for provision of infrastructure.</p> <p><b>High cost: £2.5-4.5m</b></p>	<p><b>High score against objectives and formed part of the Major Road Improvements package in the EAST sifting process.</b></p> <p>The main benefits of this scheme are the improved accessibility to/from proposed development sites and the contribution to a reduction of traffic volumes through the town centres through providing alternative routes away from the town centre.</p> <p>The scheme could also offer resilience to flooding/road closures by providing greater permeability of the towns.</p> <p>The route to delivery is primarily via the development of the proposed housing allocation at this location, as set out in</p>



	<p>proposed development sites, and would contribute to a reduction in traffic through the town centres by providing alternative routes.</p>		<p>the Local Plan (unless alternative funding becomes available).</p>
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