

POTENTIAL QUICK WINS – PROPOSED ACTION PLAN – updated 13/08/20

Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
QW01	Provision of pedestrian crossing between bus / rail station (e.g. zebra crossing)		NYCC identified potential location on raised table from Norton Rd to Railway St. <i>Initial proposal failed road safety audit (on visibility grounds – no suitable location close to bus/rail station that could be delivered safely)</i>	Implementation likely to be dependant upon alterations to bus station entrance. Alternative arrangements to reviewed as part of ‘Do Medium’ option under ‘F – Internal Junction Improvements & Traffic Signals Strategy’ <i>No further action under ‘Quick Wins’</i>	NYCC - TC	Summer 2020
QW02	Provision of dropped kerb on north side of Norton Road opposite level crossing for wheelchair/accessibility scooters (to cross over Castlegate)		Proposed location identified on County Bridge <i>Works had to be aborted due to the location of services in the shallow bridge deck preventing the footway being lowered.</i>	Alternative arrangements to reviewed as part of ‘Do Medium’ option under ‘F – Internal Junction Improvements & Traffic Signals Strategy’ <i>No further action under ‘Quick Wins’</i>	NYCC - TC	Summer 2020
QW03	Provision of advanced stop lines and filter cycle lanes at key junctions and on routes to schools.		To be considered through modelling work, LCWIP & junction improvements already underway	To be reviewed as part of ‘Do Medium’ option under ‘F – Internal Junction Improvements & Traffic Signals Strategy’ <i>No further action under ‘Quick Wins’</i>	NYCC - TC	Summer 2020
QW04	Provision of safe & secure cycle parking / storage near the station and within the towns of Malton & Norton	<i>RDC contributed £3,000 to additional cycle parking at rail station (with funding from TPE)</i> <i>NYCC has made £4,000 available for additional cycle racks within 2019/20 (alongside additional</i>	<i>Additional cycle parking now delivered at Rail Station, delivered with funding contributions from:</i> <i>Installation of new cycle racks planned for various locations in Malton Town Centre (including at Old Maltongate, Market Place, the Shambles)</i>	<i>Completed</i> Installation of cycle racks planned (slight delay due to availability from provider)	NYCC – TC (via MTC & FME)	Autumn 2020

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		<i>investment by Malton TC and FME)</i>				
QW05	Improved parking signage to manage traffic flow from different directions and direct traffic to most appropriate car park		<p>NYCC undertaken audit of signage to record signs</p> <p>Identified need to signpost visitors to Wentworth Street as main visitor car park. There are gaps in signage of key routes to certain car parks – a review and programme of improvements is required</p>	<p>Following on from Car Park Strategy work - establish project group (inc NYCC, RDC, MTC, NTC, FME) to identify preferred routing of traffic to car parks and agree necessary signage improvements.</p> <p>Implement improvements</p>	<p>RDC – AT NYCC - TC (& DK)</p> <p>NYCC – TC RDC - AT</p>	<p>Autumn 2020</p> <p>TBC</p>
QW06	Sat Nav to use specific routes avoiding level crossing		Permanent HGV restriction now in place. Garmin, TomTom & some mapping companies now advised of weight restriction to avoid sending HGVs across level crossing	<i>Completed</i>	NYCC - TC	Feb 2020
QW07	Initiatives to encourage safe use of level crossing e.g. education / PR / enforcement		Network Rail have a community team to educate on safe use	Raise issue of safety measures at next Road-Rail Partnership meeting (delayed as a result of the delayed introduction of additional train services to May 2021)	NYCC - GN	Sept 2020
QW08	Measures to improve management / operation of level crossing to reduce down time		<p>Discussions with Network Rail (NR) & TPE have taken place</p> <p>NR indicate only significant improvements to operation of level crossing would be implementation of a 2nd platform</p>	<i>No actions identified that are deliverable as Quick Wins</i>	NYCC - GN	Late 2019
QW09	Implementation of permanent Heavy Goods		NYCC confirmed decision to make HGV restriction permanent (but to keep under review) Jan 2020.	<i>Completed</i>	NYCC	Feb 2020

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	Vehicle Restriction		TRO Made Permanent 13 th Feb 2020			
QW10	Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time.		Network Rail confirmed can not link signals	<i>No actions identified that are deliverable as Quick Wins - to be reviewed as part of 'Do Medium' option under 'F – Internal Junction Improvements & Traffic Signals Strategy'</i>	NYCC - TC	Summer 2020
QW11	Provision of signage on the A64 to encourage routes that avoid Butcher Corner / Level Crossing		Existing signage checked and signs generally considered appropriate Some temporary signs on A64 relating to trial level crossing HGV restriction.	Signage on A64 eastbound approach to Musley Bank being reviewed now that level crossing HGV restriction made permanent Complete, no action necessary.	NYCC - TC	Spring 2020

PREFERRED PACKAGE AND INTERVENTION-SPECIFIC ACTION PLAN – UPDATED 13/08/2020

Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
A	Bus Service Connectivity Improvements		<i>NB - existing bus services are commercial operations and in competition with other operators to some degree</i>	NYCC to investigate potential actions including consultation with bus operators / Coastliner – although may not be able to progress certain elements of this proposal at this time	NYCC - GN	During 2019
	Short timescale (< 2 years) Unlikely to be significant timeframes involved, consultation with various stakeholders would be required.	<i>RDC has approved £5,000 grant for RyeCAT to undertake Feasibility Study for Electric Hopper Bus Service</i>	Ryedale Community Transport) have submitted a proposal for development of an electric hopper bus service (an initial pilot project using existing buses has also been proposed. An initial feasibility study is underway.	RyeCat undertaking Feasibility Study [Any consideration of potential contributions towards Electric Shuttle Bus / Pilot likely to be dependant upon outcomes of Feasibility Study]	RyeCat Ltd TBC	TBC TBC – (subject to outcomes of RyeCat study)
	Medium cost: £150k – £300k	<i>Govt funding opportunities recently announced for:</i> <ul style="list-style-type: none"> <i>Rural Mobility Fund</i> <i>Electric Bus Town Fund</i> 	<i>Rural Mobility Fund - NYCC submitted a bid to establish several Community Hub led demand responsive transport schemes in June. The Hubs will include a vehicle, Uber-style booking app, transport management function and paid driver support.</i>	Dependant on outcome of funding bid/s	NYCC - CK	Dependant on outcome of bids

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B	<p>Behaviour Change Measures</p> <p>Short timescale (< 2 years) Could be implemented quickly.</p> <p>Very low cost: £10k dependent upon delivery mechanism.</p>	<p>Potential Funding: Govt / DfT funding as appropriate</p>	<p>Education and other measures aimed at local businesses, schools, and new housing developments, to encourage a change in travel behaviour for shorter journeys.</p> <p>NYCC would need to identify and secure funding to employ staff resource to undertake this role.</p>	<p>NYCC to keep watching brief for potential funding opportunities and apply as appropriate.</p>	<p>NYCC – LN / KM</p>	<p>On-going</p>

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Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
C	<p>Walkway & Bridge for pedestrians and cyclists to access Malton Station from the south</p> <p>Medium timescale (up to 5 years) Planning, approvals, identification of land and construction would make the provision of the bridge a medium timescale measure.</p> <p>High cost: £1.5m - £3m</p>	<p><i>RDC has submitted project (combined with 'I' below) for inclusion in LEP's 'pipeline' of investment project proposals (Jan 2020)</i></p> <p><i>RDC has also requested feasibility funding from LEP to develop initial proposals – bid unsuccessful</i></p> <p>Other Potential Funding: DfT funding (via RNEP process), potential to link to second platform (see 'I' below); Local Growth Deal or Shared Prosperity Fund – via LEP; Govt sustainable transport funding.</p>	<p><i>Progress limited as other actions have taken priority to date</i></p> <p>Could link to future second platform (see 'I' below) and potentially additional parking south of station</p>	<p>Proposal is expected to be included as part of recommended priorities of LCWIP Phase 1 (see 'D' below)</p> <p>Next stages dependant on identifying funding for initial project development work</p>	<p>NYCC - TC</p> <p>RDC – HW NYCC – GN</p>	<p>Summer 2020</p> <p>TBC</p>

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Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
D	<p>Improved Footpath & Cycle Links via Walking and Cycling Strategy</p> <p>Medium timescale (2 to 5 years) Identification and implementation (design and build) of infrastructure would extend timeframes for delivery.</p> <p>Medium cost: Walking and Cycle Strategy including development and design of prioritised schemes: £50k - £60k</p>	<p><i>NYCC Committed funding to undertake LCWIP Phase 1</i></p> <p><i>NYCC & RDC contributions likely to be required to undertake LCWIP Phase 2 (more detailed project development work to enable funding bids for implementation)</i></p> <p>Other Potential Funding: future rounds of Local Cycling and Walking Infrastructure Plan (LCWIP) funding; Other Govt sustainable transport funding</p> <p><i>[NB RDC has also committed project development funding and has secured funding to deliver a Malton – Pickering cycle route (this focuses on linking Malton & Pickering rather than general improvements to cycle provision within the town).]</i></p>	<p>NYCC appointed consultants to develop LCWIP (phase 1), initial stakeholder consultation undertaken, and draft LCWIP Phase 1 report produced. Draft report identifies opportunities for significant improvements are very limited without delivering major infrastructure projects to remove traffic from town centre</p>	<p>Complete LCWIP Phase 1 study</p> <p>NYCC / RDC to consider outcomes of Phase 1 LCWIP report before considering whether to progress with Phase 2 report.</p> <p>Subject to above, NYCC & RDC to consider funding contribution towards development of LCWIP Phase 2 study</p> <p>[Some walking / cycling provision improvements to be incorporated into preferred junction / signal improvements (see 'F below'), subject to Air Quality modelling and public consultation]</p>	<p>NYCC - TC</p> <p>NYCC – TC RDC – HW</p> <p>NYCC – TC RDC – PS/HW</p>	<p>Summer 2020</p> <p>Summer 2020</p> <p>Autumn 2020</p>

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E	<p>Car Parking Strategy</p> <p>Short timescale (< 2 years) 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>Low cost for provision of Car Parking Strategy: £65k - £90k (depending upon level of data collection required)</p>	<p><i>RDC have committed funding to develop Car Parking Strategy</i></p> <p><i>NYCC also making contributing towards strategy</i></p> <p>Funding for implementation to be considered based upon outcome of Strategy findings.</p>	<p>RDC developed Brief, appointed consultants. Consultants have held stakeholder engagement meetings & car park surveys completed. Car Parking Strategy report issued Dec 2019.</p> <p>RDC Member Working Group established to oversee development of strategy following receipt of report.</p>	<p>Development of RDC Parking strategy (informed by Car Parking Strategy Report)</p> <p>Adoption of Strategy & delivery of identified actions</p>	<p>RDC – AT (support from NYCC - DK)</p> <p>RDC - AT</p>	<p>Dec 2020</p> <p>End of 2020 onwards</p>

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F	<p>Internal Junction Improvements and Traffic Signal Strategy</p> <p>Medium timescale (2 to 5 years) Due to time taken to gather data, update / build traffic model and test scenarios in order to identify preferred options, consult and implement changes.</p> <p>Medium cost (for strategy only): £140k – £160k</p>	<p><i>NYCC has committed funding for</i></p> <ul style="list-style-type: none"> <i>Traffic surveys</i> <i>Development of traffic model</i> <i>Testing of short-listed options</i> 	<p>The following work has been completed:</p> <ul style="list-style-type: none"> Traffic surveys, Initial traffic model development Stakeholder presentation (03/09/19) Validation of model Options / scenario identification Short-listing of options Testing of shortlisted options Stakeholder consultation (20/01/20) 	<p>Air Quality modelling of identified package of interventions</p>	NYCC – TC	Sept 2020
		<p><i>NYCC & RDC have also committed funding to undertake Air Quality modelling of preferred ‘Do Medium’ option</i></p>	<p>NYCC have set up a Malton & Norton Internal Junction Improvement and Traffic Signal Strategy Steering Group to inform this work. Meetings were held in November 2019 and February 2020. The Steering Group agreed that Air Quality modelling of proposals was required prior to proceeding to public consultation.</p>	<p>Next Steering Group meeting</p>	NYCC – TC	Autumn 2020
		<p><i>NYCC has submitted project for inclusion in LEP’s ‘pipeline’ of investment project proposals (Jan 2020)</i></p>	<p>Detailed Air Quality work has been instructed and is nearing completion (this work has taken longer than anticipated)</p>	<p>Public consultation on preferred package of interventions [subject to above]</p>	NYCC - TC	TBC
		<p><i>NYCC has submitted an Expression of Interest to the DfT’s Local Pinch Points Fund for funding towards implementation (Jan 2020). DfT’s assessment of bids is ‘on-hold’ until further notice as a result of COVID-19.</i></p>	<p>[NB – the introduction of new hourly train services by Northern on the York – Scarborough line, previously planned for May 2020, is now planned for May 2021 (postponed due to impacts of COVID-19)]</p>	<p>Decision to implement & consider funding contributions [subject to above]</p>	NYCC – TC RDC – PS/HW	TBC
				<p>Development of detailed scheme designs, followed by implementation of selected interventions [subject to above]</p> <p>[NB - schemes will need to be designed, costed and funding secured prior to implementation. Likely to involve traffic regulation orders, road safety audits – timescales for implementation therefore dependant on complexity of interventions selected & funding availability]</p>	NYCC - TC	TBC

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Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
G	<p>Relocation of Livestock Market out of Malton Town Centre</p> <p>Medium timescale (2 to 5 years) Time needed for design, consultation and gaining relevant permissions and consents for provision of new market at proposed new location.</p> <p>Medium cost: Dependant upon delivery mechanism – i.e. private or public sector-led</p>	<p>Potential funding (to be confirmed): Likely to require a mix of funding, dependant upon scope of project, business plan & commercial viability</p>	RDC has undertaken work to evaluate options and resolved to look further at a basic cattle market scheme as part of a food hub for Ryedale (including café and abattoir)	RDC to undertake further work to consider development options	RDC – PS/AT	Summer / Autumn 2020

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H	<p>Transport Hub/Interchange Masterplan</p> <p>Medium timescale (2 to 5 years) for developing masterplan, involving significant consultation.</p> <p>Consents & development timescales longer term.</p> <p>Medium cost for Masterplan: £100k – £150k</p> <p>[Likely High Cost for implementation - could be partially offset by commercial development opportunities]</p>	<p>Potential Funding (to be confirmed): Potential funding mechanisms would likely need to be identified by RDC for development of Supplementary Planning Document.</p> <p><i>RDC has secured feasibility funding from LEP to develop a 'Malton / Norton Regeneration Scheme'. This could (subject to budget) potentially consider options for this area</i></p>	<p><i>Progress limited as other actions have taken priority to date.</i></p> <p>Uncertain what appetite there is from landowners for contributing / engaging in this work</p> <p>Scope could also be dependent upon potential changes to traffic flow as a result of traffic modelling work / junction improvement works as well as on car parking strategy.</p> <p>Need to improve linkages / accessibility between rail station and bus station (issues raised by Moorsbus and RyeCAT with use of bus station)</p> <p>[Potential for scope to include neighbouring uses subject to landowner interest]</p>	<p>Consider inclusion of initial masterplan work as part of Malton/Norton Regeneration project</p> <p>Generally keep a 'watching brief' – but to be considered through report to Members at future date</p>	<p>RDC – AT / HW</p> <p>RDC – Econ Dev Team</p>	<p>Sept 2020</p> <p>TBC</p>

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Ref	Intervention Description	Funding Opportunities	Current Position	Proposed Action	Lead Partner / Action by	Indicative Timeline
I	<p>Provision of Second Rail Platform.</p> <p>Long timescale (5 to 10 years) Long timeframes involved in delivery due to identification of appropriate access, land acquisition and gaining relevant permissions.</p> <p>Very High cost: £4m - £5m (footbridge costs not included – see Intervention C)</p>	<p><i>RDC has submitted project (combined with 'C' above) for inclusion in LEP's 'pipeline' of investment project proposals (Jan 2020)</i></p> <p><i>RDC has also requested feasibility funding from LEP to develop initial proposals – bid unsuccessful</i></p> <p>Potential Funding: DfT funding (via RNEP process), potential to link to pedestrian / cycle bridge (see 'C' above); Local Growth Deal or Shared Prosperity Fund – via LEP; Govt sustainable transport funding.</p>	<p>NYCC have held initial discussions with Network Rail.</p> <p>Network Rail no longer funded to carry out enhancements to rail network. This proposal would be classed as an enhancement and would need to go through DfT's Rail Network Enhancement Programme (RNEP) and Governance for Railway Investment Projects (GRIP) processes/ arrangements.</p> <p>Could link with new accessible bridge (see 'C' above).</p>	<p>Continue discussions with Network Rail (linked to discussions regarding level crossing / potential pedestrian and cycle bridge / additional parking south of railway) to identify how best to progress project.</p> <p>Likely to involve the following steps:</p> <ul style="list-style-type: none"> • Feasibility study • Outline design and construction cost estimates • Detailed design / costs • Business Case • Meet the requirements of RNEP/GRIP • Implement through Network Rail framework. <p>Further detail to be included as discussions progress</p> <p>Next stages dependant on identifying funding for initial project development work</p>	<p>NYCC – GN</p> <p>NYCC – GN / TC RDC - HW</p>	<p>Ongoing</p> <p>TBC</p>

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J	<p>Provision of a new All Movements Junction between A64 and Broughton Road</p> <p>Long timescale (5 to 10 years) Time consuming to develop a business case to support this, achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p>Very High cost: £10m - £15m +</p>	<p><i>NYCC has submitted project for inclusion in LEP's 'pipeline' of investment project proposals (Jan 2020)</i></p> <p><i>NYCC has committed funding to undertake project development work to stage where bids for Govt funding can be made at short notice</i></p> <p>Potential Funding (to be confirmed): Anticipated that Highways England will expect works to be funded by those seeking to implement project (i.e. NYCC, RDC). Also consider funding via LEP (Growth Deal or Shared Prosperity Fund)</p>	<p>NYCC agreed to undertake project development work so that scheme is 'bid-ready' should funding become available.</p> <p>Consultants appointed and commenced work.</p>	<p>Undertake project development work to stage where scheme is 'bid-ready'</p> <p>Initiate discussions with Highways England under auspices of A64 Growth Partnership</p> <p><i>NB HE is only authority able to take this forward so all actions, timescales and funding mechanisms would be determined by HE. It should also be noted that provision of additional junctions to Strategic Road Network are usually only supported where essential for delivery of strategic planned growth.</i></p>	<p>NYCC – KM</p> <p>NYCC - KM RDC – PS A64 Growth Partnership</p>	<p>Spring / Autumn 2020</p> <p>On-going</p>

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K	<p>Upgrade A64 Musley Bank Junction - to provide an All Movements junction</p> <p>Long timescale (5 to 10 years) Time consuming to develop the business case to support this and achieve all relevant consents and permissions and to identify and secure funding, as well as design and build timescales.</p> <p>Very High cost: £5m - £7.5m</p>	<p><i>NYCC & RDC have submitted project for inclusion in LEP's 'pipeline' of investment project proposals (Jan 2020)</i></p> <p><i>NYCC considered including project in bid for DfT 'Pinch Point Fund' bid – but timescales too short and ultimately not included</i></p> <p><i>NYCC has committed funding to undertake project development work to stage where bids for Govt funding can be made at short notice</i></p> <p>Potential Funding (to be confirmed): Anticipated that Highways England will expect works to be funded by those seeking to implement project (i.e. NYCC, RDC). Also consider funding via LEP (Growth Deal or Shared Prosperity Fund)</p>	<p>NYCC agreed to undertake project development work so that scheme is 'bid-ready' should funding become available.</p> <p>Consultants appointed and commenced work.</p> <p>Initial discussions and consultation on options held with Highways England – awaiting feedback.</p>	<p>Undertake project development work to stage where scheme is 'bid-ready'</p> <p>Initiate discussions with Highways England under auspices of A64 Growth Partnership</p> <p><i>NB HE is only authority able to take this forward so all actions, timescales and funding mechanisms would be determined by HE.</i></p>	<p>NYCC – KM</p> <p>RDC – PS A64 Growth Partnership</p>	<p>Spring - Autumn 2020</p> <p>On-going</p>

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L	<p>Link Road between Beverley Road and Hudgen Way</p> <p>Long timescale (5 to 10 years) Time needed for design, consultation and gaining relevant permissions and consents for provision of infrastructure.</p> <p>High cost: £2.5m - £4.5m</p>	<p>Potential Funding (to be confirmed): Currently expected to be implemented by private sector developers.</p>	<p><i>Strongest likelihood of being delivered as part of Local Plan development to enable delivery of an allocated site. However, could potentially be considered for early delivery through DfT funding streams.</i></p>	<p>Currently expected that a link between Beverley Rd and Hudgen Way / Westfield Way will be delivered by developer as part of the proposed Norton Grove development.</p>	<p>Developer</p>	<p>Dependant upon developer (awaiting Planning App)</p>

Key to Colour Shading:	
	Little or no progress
	Project progressing – but requires corrective action
	Project progressing well or is complete
	Task complete / no further action

Key to Initials:	
TC – Tim Coyne	HW – Howard Wallis
LN – Louise Neale	PS – Phillip Spurr
DK – David Kirkpatrick	GN – Graham North
AT – Amy Thomas	KM – Keisha Moore
CK – Cathy Knight	