



Jill Thompson
Planning Policy Team
Ryedale District Council
Ryedale House
Old Malton Road
Malton YO17 7HH

Network Rail
Floor 3A/55
George Stephenson House
Toft Green
York
YO1 6JT

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Sent by email

Dear Sir/Madam,

**Response to Consultation on the Local Plan Sites
Document and Policies Map**

Thank you for consulting Network Rail on the Sites Document of the Ryedale Local Plan.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

The railway line through Ryedale District is part of the York to Scarborough line.

Current adopted policy documents seek sustainable travel solutions within Ryedale. The North Yorkshire Local Transport Plan 2011 to 2016 supports changes and improvements to public transport in particular it supports the improvement of rail services in Ryedale.

The adopted Ryedale Local Plan Strategy seeks, in paragraph 2.12, to encourage a distribution of new development that is accessible and lessens the carbon emissions from private transport. Paragraph 2.33 acknowledges that the high dependence on

the private car in the district is in part due to the lack of public transport facilities; paragraph 2.35 acknowledges the congestion in market towns is caused by a combination of increased traffic, a constrained historic fabric and seasonal and through traffic. Paragraph 2.36 seeks to ensure that development is located in areas that are accessible by public transport or that would build on existing trends in cycling and walking. The strategic plan therefore seeks to encourage the use of public transport through policy SP10.

The emerging sites document proposes to locate employment and housing opportunities in the market towns in particular within Malton which is served by the only train station within the Ryedale Council area (and thus provides more opportunities to use public transport than the remainder of the district). Network Rail are disappointed to note that the Housing allocation (SD3) within Malton does not seek measures to improve connectivity with public transport facilities or improvements to the existing station facilities to support travel by train. We would request that the housing allocation SD3 is amended to ensure the introduction of measures to support the use of public transport. Applications should be supported by Transport Assessments and Travel Plans. Identified improvements to support the use of public transport should be provided through CIL or section 106 contributions.

In addition the presumption to support employment and housing land commitments if the current permission expires should acknowledge the need for renewal applications to consider how improvements to public transport to support sustainable travel objectives can be achieved.

Level Crossings

The safety, reliability and efficiency of the rail infrastructure are of paramount importance to Network Rail and we cannot agree to any proposals which jeopardise the safety of level crossings. Network Rail is committed to reducing the risk at level crossings where reasonably practicable and will seek to close and/or divert crossings or enhance their safety through the provision of improved safety features or equipment. We will work with local councils to take a holistic approach to reducing level crossing risk and will encourage planning authorities to co-operate in securing level crossing closures or improvements in connection with new developments.

Malton Level Crossing is the most significant level crossing within Ryedale.

Malton is a manually controlled (full) barrier crossing, operated by the Signaller located in the adjacent signal box. It is situated on the main road linking the adjoining

towns of Malton and Norton and also providing access to outlying towns and villages, major roads, etc. At present there are no plans to change the operation of the crossing control until at least 2030; the current timescale for the re-control of the York to Scarborough line.

In the meantime, concerns have been raised locally regarding traffic congestion and air pollution caused, in part, by the level crossing barrier down times; having timed these several times each year since 2013, the level crossings manager suggests level crossing barrier down time plays a very minor part (the barriers are typically raised for 55 minutes in each hour) in what is an already heavily-trafficked area, with adjoining road junctions on both sides of the crossing.

In conjunction with future plans to enhance rail services on the York-Malton-Scarborough line (from May 2018 new longer trains are planned to be introduced by Transpennine Express (TPE) providing more seating capacity, and during 2019 Northern plan to introduce a new hourly service to compliment the existing TPE-operated services) Network Rail is part of a working group alongside North Yorkshire County Council, Ryedale District Council, TPE, Northern and community stakeholders with the aims of easing traffic congestion, reducing air pollution and enabling growth in the Malton and Norton area.

The Local Plan will obviously form part of the work of this group, with particular study on the road network, pedestrian and traffic flows. The proposed allocations are likely to increase the use of Malton level crossing this should be acknowledged within the sites allocation document and emphasis placed on the need to reduce travel by car to town centre facilities.

Please note that the council has a statutory responsibility under the Town and Country Planning (General Permitted Development Procedure) Order 2015 (GPDO) to consult statutory rail undertakers where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway or impact upon rail infrastructure. The GPDO also requires authorities to consult on all developments within 10m of the railway.

Transport assessments which consider rail infrastructure must support all applications near railways. Developer contributions policy and supplementary guidance must ensure infrastructure risks are identified and mitigation secured.

Network Rail would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.

Thank you for the opportunity to comment.

Yours faithfully

Diane Cragg MRTPI

Town Planner LNE and EM

Network Rail