

RESPONSE 1.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

Please find below the comments of XXX in respect of the proposal to implement a weight restriction of 18 tonnes at the Norton level crossing.

1. XXXX recommends that the weight limit to be applied to the level crossing should be 7.5 tonnes. It wishes to record its objection to the 18 tonnes proposal which is the subject of the consultation.

2. XXXX is concerned that, whatever limitation is applied, any vehicles which are subject to the limitation arriving from the north via the B1257, will be diverted through Old Malton via either Highfield Road or Butcher Corner. Both of these present particular difficulties for larger vehicles in terms of congestion and manoeuvring, and Highfield Road presents even greater dangers in terms of accessibility and safety given the location of two significant primary schools on its length. The case for restriction at the level crossing is understood and supported; however it must be backed up by full and urgent consideration of the traffic management issues deriving directly from whatever limit is applied.

3. XXXX understands the need to consider the implications of a restriction to the haulage/transport industry. In that context it would firstly enquire as to whether consideration has been given to the potential for time specified limitations which would allow access at specified off peak times, and target peak times with the congestion reduction measures. If not, it would urge those considering the matter to look into this option in detail.

XXX will be grateful for your consideration of its comments

RESPONSE 2.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

As concerned residents, we are frustrated by the disregard to the worsening air pollution and congestion through the towns of Malton and Norton. For nearly a decade this area has been designated an Air Quality Management Area and we have seen no improvement.

This is despite the Brambling Fields Interchange which has clearly been totally ineffective and not fit for purpose. The clock has passed the hour on public health and safety and we feel strongly that North Yorkshire County Council along with its partners has a duty to use every given authority to improve the situation expediently.

Our priorities for change/possible solutions and mitigating changes are as follows:

- 1) The urgent implementation of a 7.5tonne HGV ban across the County Bridge and railway even crossing. We appreciate that this has been in the County Councils plans for some time and has been out to consultation again recently, but that a ban on smaller vehicles seems to be favoured by the county council. As local residents we do not consider that a lower weight limit ban is sufficient to improve congestion or safety in the area.
- 2) Altering traffic light priorities at Butcher Corner in Malton to ease traffic flow
- 3) Changing traffic priorities/routes around the railway crossing in Norton to ease traffic flow
- 4) Prioritising pedestrian access between Norton and Malton

We believe that these proposals would be relatively easy and cost effective to introduce and should make a significant difference to congestion in our towns and have the potential to reduce air pollution.

Our group agrees that some urgent action is needed on these matters prior to the introduction of increased rail services on the Scarborough to York line, due to be introduced in 2018.

Please give this matter urgent attention.

RESPONSE 3.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

OBJECTION (from Simon Thackray, Brawby).

I object to the proposed HCV restriction over Norton level crossing (on vehicles in excess of 18 tonnes maximum gross weight), because it fails to adequately address the need to improve the air quality in Malton and in particular the need to reduce the concentration of Nitrogen Dioxide in the Malton Air Quality Management Area (Malton AQMA).

The concentration of Nitrogen Dioxide at Malton AQMA Site 9 (Yorkersgate 1) in the town centre is currently 44 micrograms per cubic metre of air, which is a full 10% above the legally binding limit of 40 micrograms per cubic metre of air. The concentration of Nitrogen Dioxide in Yorkersgate, Malton (measured close to the T junction with Railway Street, at the bottom of Saville Street), has exceeded the legally binding limit for the past five years, rising from a level of 43 in 2013 to 44 in 2015.

The historical NO₂ concentrations measured at Malton AQMA Site 9 (Yorkersgate 1) are as follows:

2015 - 44
2014 - 43
2013 - 43
2012 - 46
2011 - 46

In order to inform the NYCC decision-making process, a study was undertaken by the RDC environmental health department in February 2016 to calculate the predicted impacts on pollutant emissions of a Heavy Commercial Vehicle restriction over Norton level crossing. The traffic flow and fleet composition information was supplied by the County Council and used as the input data for the EFT (Emissions Factor Toolkit) assessment. The EFT is published by Defra and is the standard used by local authorities in carrying out reviews and assessments of local air quality as part of their duties under the Environmental Act 1995.

The results of the February 2016 RDC study are clear and unambiguous: 5.7. The results provide a strong indication that prohibiting both OGV1 and OGV2 classes would give rise to significantly greater reductions in pollutant emissions than a prohibition limited to the OGV2 class [18 tonnes]. The difference in predicted reductions vary for each pollutant and according to traffic speed. In respect of NO_x [Nitrogen Oxides], the predicted reduction with prohibition of OGV1 and OGV2 classes is more than double that for an OGV2 class prohibition. This applies at all the values of traffic speed considered in this assessment.

The facts contained in the above paragraph from the RDC report lead me to ask several questions of North Yorkshire County Council, as follows:

1. Why has the County Council ignored the findings of the assessment carried out by RDC in February 2016?
2. Why has North Yorkshire County Council chosen to consult on an OGV2 restriction that will lead to the smallest reduction in Nitrogen Dioxide in the breathable air in Malton?
3. Medical evidence contained in up-to-the-minute reports prepared by eminent scientists and medical experts show that the harm caused to the developing lungs of young children caused by inhaling NO₂ is permanent, and that inhaling NO₂ causes Asthma and Heart Disease in otherwise healthy people. Why has NYCC, therefore, chosen not to impose the HCV restriction that will remove the largest volume of the most harmful pollutant in order to protect the health of the public?
4. In light of the failure, to date, of the officers, directors and elected members of NYCC to take the simple steps within their gift to protect and improve the health of the public (residents and tourists alike), will they take full and personal responsibility for the consequences of their failure to act in the best interests of the public should any personal injury claims and / or class-actions be forthcoming?

Conclusion:

The proposal by NYCC to introduce a restriction on class OGV2 Heavy Commercial Vehicles ignores the findings of the RDC study that shows, beyond any doubt, that a restriction on both HCV classes OGV1 and OGV2 will lead to double the reduction in harmful pollutants.

NYCC officers and directors have turned a blind eye to the medical evidence relating to the harm caused to human health by inhaling Nitrogen Dioxide and ridden rough-shod over the views of the elected members of the NYCC Ryedale Area Committee, the Ryedale District Council Planning Committee, and ignored the requirements and assumptions of the Malton & Norton Strategic Transport Assessment 2010.

I believe that NYCC should call a halt to this ridiculous consultation immediately and impose a restriction on both HCV classes OGV1 and OGV2 over Norton level crossing in accordance with the findings of the RDC Environmental Health department report of February 2016.

The report of the Royal College of Physicians: Every breath we take: the lifelong impact of air pollution. Report of a working party. London: RCP, 2016., highlights the devastating impact of air pollution on health.

The foreword is written by Professor Dame Sally Davies Chief medical officer for England. I recommend all NYCC officers, directors and members read the report here: <https://www.rcplondon.ac.uk/file/2914/download?token=NZzDVymh>

RESPONSE 4.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

Please consider the air quality and thus health of local residents when considering the ban and impose a 7.5 tonne limit as this has twice the impact of NO2 reduction as an 18 tonne limit and is in line with the local plan. Clearly there need to be better access provisions for hauliers considered for the future. This is in order to reduce the pollutant impact on local people and to mitigate the economic affect to hauliers.

RESPONSE 5.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I would like to express my great dis-satisfaction toward the proposed prohibition of 18 tonne vehicles planned for the level crossing area in Norton - on - Derwent and would like to object to the proposal. The reason for this is that I believe the only way to alleviate the congestion and air pollutant situation within Norton and Malton is to further reduce the weight limits to 7.5 tonnes.

I have lived on Church Street in Norton for almost 15 years and I have experienced the traffic congestion problem and air pollution becoming worse over this period due to the amount of heavy goods vehicles travelling over the suggested level crossing. I have experienced my house shaking from the shear weight of these vehicles passing my house - and especially the quarry vehicles traveling down Welham road. I have also identified the fact that large vehicles (over 7.5 tonnes) contribute to the congestion on Castlegate, holding up the traffic flow and making the air quality around these areas worse.

Air quality outside my house is so bad on busy days that I cannot open my front windows (and certainly not whilst asleep) in fear of me breathing in these deadly carcinogenic particulates.

RESPONSE 6.

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As concerned residents, we are frustrated by the disregard to the worsening air pollution and congestion through the towns of Malton and Norton. For nearly a decade this area has been designated an Air Quality Management Area and we have seen no improvement.

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- 2) Altering traffic light priorities at Butcher Corner in Malton to ease traffic flow
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RESPONSE 10.

NYCC CONSULTATION
HCV RESTRICTION OVER NORTON LEVEL CROSSING

Re the proposed weight restriction for vehicles using the county bridge in Malton /Norton:

I wish to make it clear as the Chair of the Action on Traffic group recently set up in the town, held a meeting and we were overwhelmingly in support of a restriction limit of 7.5 tonnes and not the 18.5 in your proposal. This weight limit is the beginning of a series of proposals the community are putting together to help reduce congestion and improve air quality in the town. We have cross party support including our MP and look forward to having a positive working relationship with you to support our community in its bid to improve our environment and public safety.

Kind regards

Jason Aldrich

RESPONSE 11.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

'Please take the following comments into account when considering the proposed 18 tonne weight limit at the Level Crossing, Malton.

The County Council's decision to consult on an 18 ton weight limit on vehicles using the level crossing in Malton is outrageous. This weight limit will make very little difference to the heavy goods traffic passing through the designated Air Quality Action Area at Butchers' Corner, and makes a farce of that designation.

The County Area Committee, which represents Ryedale, unanimously proposed a more rigorous 7.5 tonne weight limit, but the County Executive has ignored the local view.

The Ryedale Plan imposes 50% of all new development on Malton and Norton up until 2027. The Plan was conditional on the completion of the Brambling Fields intersection and certain "complementary measures". The main complementary measure was a weight limit at the Level Crossing . A weight limit of 18 tonnes will not discourage HGV's from going through Malton/Norton when they could use the Brambling Fields intersection – it is little more than a recognition of the HGV's which already use the level crossing. So County have done little more than pay lip service to the Ryedale Plan and the Air Quality Action Area.

Malton/Norton is currently overwhelmed with new development of huge impersonal estates, and all the consequent nuisance of large construction sites, including the heavy construction traffic which rumbles through quiet residential streets, making house foundations vibrate. I campaigned ceaselessly against the plan because I could see what was going to happen – and it has.

I attended the examination in public into the Ryedale plan in 2012 and put forward the case that the junctions in Malton and Norton could not withstand the increased traffic which would be generated by the proposed quantity of new development. I produced statements by Alan Martin, the retired county officer and highways engineer formerly responsible for advising on development control in the Ryedale district, and we both presented our arguments to the inspector. The inspector declared that he had no highways experience or qualifications. So he deferred to the expertise of the officer representing the County Council. The inspector asked her: "Is the plan robust?" To this she replied: "Yes". I have to assume that this reply was authorised by senior management at both officer and member level within the County Executive.

Clearly, under its own terms, the Ryedale Plan cannot be robust unless the "Complementary Measures" are implemented in an effective manner – and not

just to suit the demands of the haulage industry. An 18 tonne limit will change very little and is no more than a sop to public opinion. It is not an effective remedy to air quality, highway safety or congestion issues in Malton/Norton. It is devious, deceitful and thoroughly disgraceful, brings local government and North Yorkshire County Council into disrepute, and is an insult to the long-suffering residents of Malton and Norton.

Could the County Council please honour the promise made to the inspector that the Ryedale Plan was robust by imposing a weight limit of 7.5 tonnes? County declared that the Ryedale Plan was robust. Now their intentions are clear: a weight limit which is hopelessly inadequate and an Air Quality Action Area which is treated with contempt. In these circumstances, the Ryedale Plan cannot be "robust", and residents should seek its urgent revision.

RESPONSE 12.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

TRAFFIC SOLUTIONS, COUNTY ROAD BRIDGE AND LEVEL CROSSING AT NORTON

Firstly, welcome to your new post in Ryedale! I hope you have settled in well.

I was at the Action on Traffic meeting in Norton on 12th September, and also at the National Rail Consultation hosted by RDC in Malton on 23rd August. I represent Northern Ryedale Public Transport Group, Ryedale Cycle Forum, and Moorsbus. I'm also a regular at the RDC/NYCC Rural Transport and Access Forum, and a member of the National Park Local Access Forum. I cycle, walk, drive, and use buses and trains at Norton. I'm happy to help if any of the above groups can be of assistance in finding traffic solutions for County Road Bridge and the level crossing. At the meetings already mentioned on 23rd August and 12th September, the proposal was made for a cycle and pedestrian bridge from Network rail land on the South side of the railway in Norton to the North side of the railway.

I don't know if you have ever visited the cities or towns in the Netherlands? It is possible to move very large numbers of people around quickly if easy cycle & walk routes are provided for them. To your advantage, encouraging people to cycle or walk instead of driving, reduces the wear & tear, pollution and stress on nearby sections of highway., or at least stops them getting even worse as populations and visitors increase! There is an opportunity to persuade the railway partners to fund all or part of this bridge as a way of reducing the pressure on the level crossing when the train services double. A clever design could assist their long term option of a new south platform. It would encourage people to use public transport instead of car if they could get to frequent trains and buses easily.

The train companies First Trans Pennine, Northern, and Network Rail are all aware of this pedestrian and cycle bridge idea.

RESPONSE 13.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I write as a long time resident of Malton, over 52 years, to urge you to impose a 7.5 tonne ban on all lorries coming into Malton and using the railway crossing. We have traffic chaos particularly at Butcher corner and very bad air pollution. Please listen to the residents of Malton and Norton who have to put up with this problem every day.

RESPONSE 14.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

COUNTY BRIDGE AND LEVEL CROSSING AT NORTON

I note that the County Council is promoting an 18 tonne weight restriction over the Norton Railway Crossing and County Bridge in Norton on Derwent. In my view this is not a sufficient weight restriction to make a significant difference to the congestion and air pollution issues we face in Norton and Malton, which are particularly a problem in Church Street, Welham Road and Castlegate.

As a local district and town councillor and one of the founder members of a recently formed group, Action on Traffic - Malton and Norton, I have been approached by many local residents who are growing increasingly concerned about the congestion levels in Norton and Malton, especially at the pinch-point junction of Church Street, Welham Road, Norton Road and County Bridge, which results in daily traffic back-up along Castlegate, an area that, as you will be aware, has very high levels of air-borne pollution. I would urge the County Council to introduce a 7.5 tonne limit on the County Bridge, with the exception of buses, HGVs accessing businesses in the immediate vicinity of the restriction that have no other access routes (eg Tate-Smith) and emergency services. Though newer HGVs are highly regulated on emissions, they still move slowly through congested areas, and by their size cause further congestion and they often have difficulty negotiating junctions in towns such as Malton and Norton. When a lot of vehicles are moving slowly, as they do in the County Bridge area for a long time this is damaging to public health and wellbeing.

Alongside the congestion there is also a public safety issue in terms of pedestrian and cyclist safety. These very large HGVs pose a hazard both to pedestrians attempting to cross roads in the area in question and are a particular danger for cyclists as, as stated above, they are too large to travel on our narrow roads, especially over the County Bridge and along Castlegate, where they face the added obstacle of parked vehicles outside local shops.

Action on Traffic will be lobbying the County Council to look at other solutions to congestion in the area. We welcome the HGV restriction over County Bridge, if it is to be for 7.5 tonnes, as a useful first step in improving the traffic chaos that our towns suffer from, but this must only be seen as a move in the right direction and not the full solution to the problem.

RESPONSE 15.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I recently attended a meeting in Norton at which we discussed the proposal to restrict lorries over 7.5 tonnes from the County Bridge. I understand that NYCC are set to keep the limit at 18 tonnes. As a resident I would be interested to know your reasons for this, and also why it is taking so long to make any inroads at all into the traffic problems. After all, it is the sheer weight and volume of traffic that is damaging our roads and it is the council that has to pick up the tab for road repairs.

I suffer from asthma and bronchiastisis. I moved from London to Norton in 2008, naively thinking moving to the country would be better for my health.

Little did I realise that Malton has the second worst air pollution in Yorkshire!

Had I known that I would never have moved here, but there's nothing I can do about that now. The only thing I can do is to be proactive in helping do something to reduce the pollution levels, which is why I'm attending these meetings (at which some really good, low-cost ideas came up for helping to keep the traffic flowing - don't know if you are aware of these?)

I walk from Norton to Malton and back several times a week and I can tell you it is something I dread doing as I feel the cumulative effect of breathing in traffic fumes is knocking years off my life! Obviously, doubling the train service is going to make things unbearable for everyone, and I can't believe that installing at least a footbridge over the level crossing has not been included in the plans. By the way, I've noticed there's a helluva lot of motorbikes and scooters in this town, mostly driven by young lads obviously zooming round in a show-offy sort of way rather than purposely going from A to B. They emit huge amounts of pollution (and noise pollution as well). Is there any legislation about emissions from motorbikes and about engine noise levels? Can we get the police involved here?

I would be interested in your feedback on these matters.

Thank you for your kind attention.

RESPONSE 16.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

1. First the state of the various roads through Norton on Derwent - namely Church Street, Wold Street, Langton Road and Wood Street. In the recent months there has been so much work done by the Water Authority, Gas Services etc., that there is now more in-filling than original road surfacing. Richard Marr had stated that a full resurfacing would be taking place during October/November. CAN YOU PLEASE CONFIRM THAT THIS IS STILL THE PLANNED PROGRAMME.2. When works were carried out across the County Bridge some months ago, there was an agreement that period style lamps would be replaced and that the Town Council would be willing to contribute to the additional cost. WHEN WILL THIS PROCEDURE BE CARRIED OUT PLEASE?

3. You will/should be aware of the local concern about the 'complimentary measures' associated with the Brambling Fields interchange project. These include the weight restriction over the County bridge and level crossing at Norton. You will also be aware that your own Authority is trying to introduce a 18 tonne limit which goes against the local requirement of 7.5 tonnes. Are you willing to step up as a 'new boy on the block' and agree with the local residents and the two Town Councils and District Council?

WILL YOU PLEASE LET ME HAVE YOUR VIEWS ON THIS AND WHAT YOU WILL TELL YOUR AUTHORITY.

4. Finally only this morning (Monday) the Highways Dept. closed Norton Road which has caused a massive tailback of traffic through and between the two towns. I would have thought that as your own officers must be aware of the minimal options available for keeping a flow of traffic through the area, they would have programmed the works being carried out during the evening/night to avoid the terrible tailbacks.

Further at the same time the Bridge at Kirkham was also closed, without sufficient direction notices being set up. On a personal basis having to get my wife to a consultant in York and giving myself well over an hour to get there, we eventually got there after 70 minutes of travel having to divert twice and using the bridge at Howsham to get across to the A64. We made the appointment by literally one minute! My return, despite needing to go into Malton, had to be via the ring road to get back to Langton Road in Norton.

SURELY YOUR DEPT. CAN ORGANISE ITSELF A LITTLE BETTER TO AVOID SUCH CONFUSIONS AND DELAYS TO THE PAYING PUBLIC.

Even some notices on the A64 indicating that Kirkham Bridge was closed could be arranged. The diversion involves several miles and all that is needed is some communication between the NYCC Highways and Highways England.

DO YOU NOT COMMUNICATE WITH THEM ANYMORE ? Is this only at the

Area Committee meetings when this happens ? !! Both strangers and locals need to be made aware that turning off the A64 to access Kirkham Abbey at Whitwell Hill needs to be flagged up as an issue when the bridge is closed.

I think that is enough for the present, but I am copying this to several others as so often nothing ever happens and as a local representative, with a little history, I am getting tired of the complaints and concerns which are expressed to me on a very regular basis. Maybe you can be successful with your new post and get something done for our community.

WE ALL WILL AWAIT YOUR PROGRESS

RESPONSE 17.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

Great to see this being proposed, both in terms of local and wider area network development.

Perhaps a meeting with Network Rail, RDC and NYCC to discuss how to start developing the idea would be useful. With help from the LEP as well, could some feasibility work be commissioned?

A '7.5 tonne limit on the County Bridge' is probably a good idea, but whilst improving things on Castlegate etc, might it mean that Norton gets even more HGV traffic along Church St. / Scarborough Road, coming from Welham Rd. and Mill St. with local residents and businesses suffering the consequences (without compensating measures in place)?

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RESPONSE 19.

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XXXX wishes to object to the proposed order to place a weight limit of 18 tonnes on the Malton/Norton level crossing. During the consultation XXXX resolved that they would like to see the 7.5 tonne weight restriction placed on the level crossing in Norton, as soon as is practicable as this would go some way to improving the air quality in the Castlegate area of Malton.

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RESPONSE 21.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I write to you in response to the public consultation on the proposed 18 tonnes weight limit at Malton/Norton Level Crossing. I wish to object to this proposal on the grounds that a limit of 7.5 tonnes should be put in place as, I believe, recommended previously.

The removal of all heavy goods vehicles from this very busy interchange should benefit our community with regards to pollutants in the air, congestion, noise, vibration, smell and visually. The road network is not fit for accommodating this traffic. How is a 18T limit to be enforced? I do not know what a 18T vehicle looks like - I will have a clearer understanding of a 7.5T vehicle. We should not have to put up with large vehicles laden with live animals passing through the heart of our community - there is the smell, noise and visual intrusion.

RESPONSE 22.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

The level crossing is a very busy and complicated area and far from safe for pedestrians and cyclists. The removal of all heavy goods vehicles will go some way to improving the situation. The Butcher Corner junction is not much better being unsuitable for turning articulated lorries and vehicles of all types regularly passing through when they shouldn't be.

RESPONSE 23.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

TRAFFIC SOLUTIONS, COUNTY ROAD BRIDGE AND LEVEL CROSSING
AT NORTON I was at the Action on Traffic meeting in Norton on 12th September I cycle, walk, drive, and use trains from Malton. Currently my work takes me across Malton from Amotherby to Burythorpe and the Traffic has been so delaying that at least an extra hour out of my working day. I can't be the only one. I think we need a 7.5 tonne limit on the bridge to take the vehicles that cause the biggest disruption out of that part of town, thus creating

a better flow and less disruption leading to Air pollution from standing traffic.

A proposal was also made for a cycle and pedestrian bridge from Network rail land on the South side of the railway in Norton to the North side of the railway. Surely a solution like this is one to be listened to, if easy cycle & walk routes are provided for them, people can be encouraged to use this for short journeys into Malton/Norton etc. It would certainly be beneficial, encouraging people to cycle or walk instead of using their car, reducing the wear & tear and air pollution the roads from Butchers corner to the rail crossing. Surely this is an opportunity to get funding for all or part of this bridge and a way of reducing the pressure on the level crossing when the train services double. It seems to be at least one part of a solution to the immense traffic problems experienced this summer. More trains, more access to the main transport networks, more commuting

I support a 7.5 tonne limit on the County Bridge, with the exception of buses and reinforcing the point that brambling fields is to take the lorry traffic away from Malton on the way to Norton. The trouble is that we don't have a genuine bypass a junction at the York rd. end of Malton would be an ideal solution. Personally I am an advocate of a complete rethink on the traffic flows around that area of county bridge and would like to follow up further with an idea.

RESPONSE 24.

NYCC CONSULTATION

HCV RESTRICTION OVER NORTON LEVEL CROSSING

Thank you for contacting and giving XXXX the opportunity to comment on the proposal to set a weight limit from the level crossing to Butcher Corner in Malton. After consulting with colleagues we believe that the implementation of this proposal would have a seriously detrimental effect on our business and operations. The effects would be both financial and affect our ability to compete with competitors from outside the local area. XXXX operate a mixed fleet of 32 LGV's, the majority of which would be affected by the proposed restriction.

We estimate that the proposed detour would be approximately 3.3 miles. The average cost per mile to operate our vehicles is currently £1.03. Given our current level of activity we estimate that the financial impact of the restriction would cost us in the region of £90,000 per annum in increased operating costs alone. Many of our suppliers, particularly fuel oil, travel over from Hull and will be forced to use the new proposed route. Therefore it is highly likely there will

be an increase in supplier delivery costs to consider, compounding the effect of our already increased operating costs.

Taking all this into account a potential loss of this kind of revenue would seriously affect our ability to re-invest in the company in terms of new equipment and recruiting new staff (from the local area). What is harder to determine is the effect that the extra time required for the new route will have. The cumulative effect is very likely to be that in periods of high demand, particularly winter when people often run out of heating oil or LPG, that we are unable to respond the same day. There are two resulting issues to consider. The first is that potentially vulnerable customers, the elderly and infirm, may be out of fuel longer than necessary.

The second issue is that of us being at a disadvantage to our competitors from outside the local area who are not affected by this proposal. There are also practical considerations to take into account with the proposed alternative route. The proposed alternative for vehicles to use the Brambling Fields junction and then use Butcher corner in particular is not suited to large vehicles making tight turns. This junction is already the busiest in town and there are times already the Wheelgate is gridlocked. Directing more large vehicles through this junction is asking for trouble.

However, drivers will seek an alternative route to avoid this junction and the most obvious route would be via Showfield lane/ Highfield Road. This route is not without issues. This road passes the new housing estate currently being built, goes through Peasey Hills residential area, past the 2 primary schools, down the narrow "Bevans" hill to a tight bend (for a truck) before the mini round-a-bout in old Malton. Turning right at Broughton Road traffic Lights and heading out toward York on the A64 wouldn't be a particularly viable route as there are no roads that cut back across to Welham road out of Norton to Pocklington and the B1248 to Hull.

As drivers, not only from XXXX, seek to find alternative routes around the weight restriction additional pressure will be placed on the existing rural road network. Almost all of these "smaller" roads that would see a large increase in heavy traffic are not fit for that purpose. While we understand that there may be an issue with pollution in Malton and are doing our bit to alleviate things are far as we can with our investment program in new vehicles with the latest Euro 6 engines with ad-blue injection systems. The potential loss of profit to the business would reduce the amount of money that can be invested in this new equipment.

Only by engaging in a large road improvement project, that would require:

- a) access both ways on to the A64 from the Broughton Road "flyover".
- b) a full Norton side ring road
- c) improvements to the round-a-bout on the Norton exit of the A64, (currently too tight for artics to negotiate without putting trailer wheels over the inner kerb
- d) a large scale improvement of the road network surrounding Malton and Norton. Would there be a reduction in heavy vehicles in the town and the desired improvement in air quality be achieved.

I hope you find my comments constructive and helpful in your decision process.

RESPONSE 25.

NYCC CONSULTATION
HCV RESTRICTION OVER NORTON LEVEL CROSSING

XXXX would support the proposed ban however, it would only work with either enforcement or a physical barrier to large vehicles, since a barrier would unfairly impact business with legitimate reasons for requiring HCV access, enforcement would be the only option. Enforcement of weight limits is not seen as a priority and enforcement by Trading Standards seems to have stopped.

RESPONSE 26.

NYCC CONSULTATION
HCV RESTRICTION OVER NORTON LEVEL CROSSING

As this proposal excludes public service vehicles it will not impact on either local bus or home to school service operations.

RESPONSE 27.

NYCC CONSULTATION
HCV RESTRICTION OVER NORTON LEVEL CROSSING

As concerned residents, we are frustrated by the disregard to the worsening air pollution and congestion through the towns of Malton and Norton. For nearly a decade this area has been designated an Air Quality Management

Area and we have seen no improvement.

This is despite the Brambling Fields Interchange which has clearly been totally ineffective and not fit for purpose. The clock has passed the hour on public health and safety and feel strongly that North Yorkshire County Council along with its partners has a duty to use every given authority to improve the situation expediently.

Our priorities for change/possible solutions and mitigating changes are as follows:

- 1) The urgent implementation of a 7.5tonne HGV ban across the County Bridge and railway even crossing. We appreciate that this has been in the County Councils plans for some time and has been out to consultation again recently, but that a ban on smaller vehicles seems to be favoured by the county council. As local residents we do not consider that a lower weight limit ban is sufficient to improve congestion or safety in the area.
- 2) Altering traffic light priorities at Butcher Corner in Malton to ease traffic flow
- 3) Changing traffic priorities/routes around the railway crossing in Norton to ease traffic flow
- 4) Prioritising pedestrian access between Norton and Malton

We believe that these proposals would be relatively easy and cost effective to introduce and should make a significant difference to congestion in our towns and have the potential to reduce air pollution.

Our group agrees that some urgent action is needed on these matters prior to the introduction of increased rail services on the Scarborough to York line, due to be introduced in 2018.

Please give this matter urgent attention.

RESPONSE 28.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

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RESPONSE 29.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

It appears that NYCC looks set on watering down its commitment to restricting HGVs travelling over the Norton railway crossing and County Bridge to vehicles over 18 tonnes, rather than the Action Group's preferred option of over 7.5 tonnes.

RESPONSE 30.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

XXXX are preparing a report for our Planning Committee on the above consultation. The video count from 7 October 2015, that was supplied to XXXX for him to undertake his analysis of the impact of removing various classes (OGV1 and OGV2 or OGV2 only) is broken down into cars, LGV, OGV1, OGV2, Bus/coach, and Motorcycle.

The category OGV1 appears to take into account >3.5 tonnes –twin rear tyres, 2 Axels Rigid (large and small) and 3 Axel rigid.

XXXX undertook his analysis based on the categories OGV1 and OGV2 taken from your analysis, not on weights of vehicles, so what we are trying to establish what was included in the OGV1 category of the video analysis.

Did it include all 4 vehicles shown in the attached diagram of the categories or was it just the two larger vehicles (2 axel rigid (large) and 3 axel rigid.

If it was only the two larger vehicles did the two smaller ones >3.5 tonnes – twin rear tyres, 2 Axels Rigid (small) get categorised as LGV's.

We need to know this as XXXX analysis in reductions is based on the two OGV categories.

The proposed weight restrictions are based on minimum weights of 7.5 Tonnes and/or 18 Tonnes.

We are OK with the 7.5 Tonne vehicles falling within the Bigger 2- Axel lorries, but are unsure as to when the 18 tonnes vehicles take over.

This is urgent as Jill has very little time to compile the report so any assistance on this clarification would be greatly appreciated.

Would you mind copying Jill into the response.

RESPONSE 31.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I believe that you are the new area manager for the Malton and Norton sector for roads and towns. I would just like to bring to your attention the increasing congestion in both towns of Malton and Norton. I am a resident of Langton Road, Norton; and in the 7 years I have lived there I have seen an increase in the amount of traffic (of all sizes) that passes by my house.

This is even more of a concern as there are plans to open a new primary school just up the road from my house, there is also a large secondary school further up Langton Road and there is also another primary school around the corner.

I know that this is just a small area of our town, but it is a problem that is replicated throughout the town. This in my view is down to the failure of the authorities over the years to adequately fund the road system in and around Malton/Norton.

This failure will in my opinion push the road system in the towns even more beyond the limits than they already are! We have new housing estate's being built in both towns and again more traffic, more pollution, more wasted time sat in your vehicle, more noise, more danger to ourselves and our children. We need something doing and something fast.

The authorities can no longer ignore this. One day it will have to be dealt with and every year that passes the costs and dangers increase.

RESPONSE 32.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I feel it prevalent to express my frustration at the level of congestion and the quality of the road surfaces in Malton and Norton. I have only been in the area for the last 3 years and I am astonished at just how bad the problem is. I've highlighted the issues and concerns below.

Lorries still continue to pass through the town frequently despite extremely large sums of money being spent on an alternative access. Lorries are simply too big for the towns. (In the defensive of the Lorry drivers, said alterations on the end of Malton bypass are too tight for them and damage has occurred to their wheels in the past (comments from them, I'm not a Lorry driver)).

On road parking causes so many issues on just about all roads in the towns. The place most affected in my opinion is Langton road (the corner with Sutton street). There will be another accident here before long given cars parking on the corner leaving room for only one car to pass. Also, the shops/hairdressers outside the junction with Morrison's.. When cars park here traffic backs up instantly particularly when a Lorry is involved. When there are no cars it flows better.

New housing developments being approved with no consideration for additional traffic. Take the development on Langton road for example, a development of 79 houses (opposite the end of Langley drive (beyond the collage)) the only route for them is Langton road or Langley drive. Gladman's proposed the use of byways as suitable for additional traffic which highways approved. The people approving this have clearly never seen

baisleys lane. U.K. House holders average over a car per house.. So on the assumption lets be favourable to gladMans and say another 50 cars will try get and get in and out of the towns via roads that are always snarled up beyond a joke particularly at train/peak times. This is one of the smaller developments.. Others in similar places are being put through with hundreds of house being proposed. Why are we making life worse for ourselves.

Road quality.. This needs no explaining, drive the roads and it's obvious. Patching, erosion raised grates and man hole covers.. The worst I know.

RESPONSE 33.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

I am writing to object to the proposed weight restriction on behalf of my client XXXX. XXXX currently operates from the following premises within Malton. XXXX Industrial Estate, Malton, North Yorkshire XXXX . From this address XXXX delivers to customers in Norton. This currently stands at 6 or 7 deliveries per day and the vehicles can weigh up to 16.5 tonnes which would be above the lower of the two alternatives being consulted upon.

Current journeys are on average between 2 to 3 miles in length. Should the proposed weight restriction of 7.5 tonnes be adopted, this will result in extended journey times for these delivery vehicles which will have to access Norton via the by pass (A64). Journey lengths will be significantly increased by around 16 miles to 18-20 miles on average. The additional time and fuel required will have an unfair financial impact upon Travis Perkins' operation at the site and they therefore object to the proposal on this basis. I trust that this objection will be accepted and the proposed weight restriction will not be adopted. Please can you keep me informed of the outcome of the consultation and the next stages involved.

RESPONSE 34.

NYCC CONSULTATION HCV RESTRICTION OVER NORTON LEVEL CROSSING

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Please give this matter urgent attention.