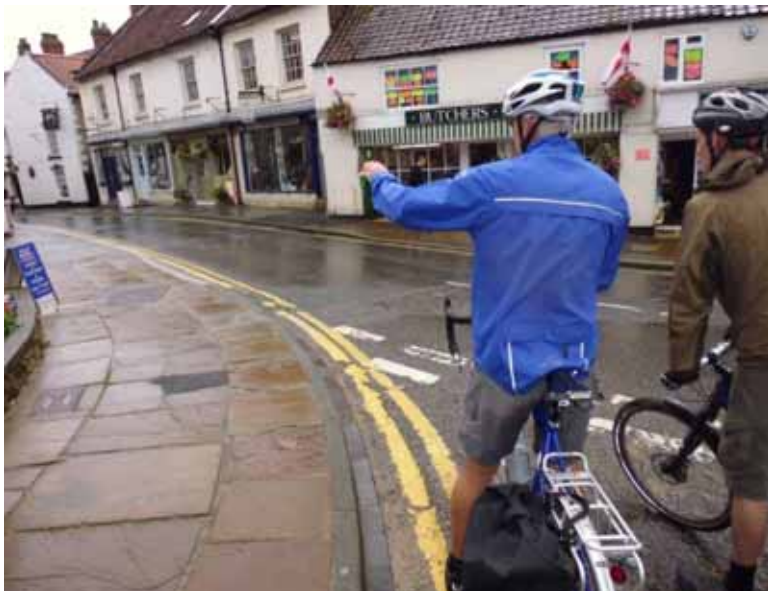


Malton - Pickering Cycle Route Proposal



March 2017

Prepared for Ryedale District Council in Partnership
with North Yorkshire County Council

RYEDALE
DISTRICT
COUNCIL



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

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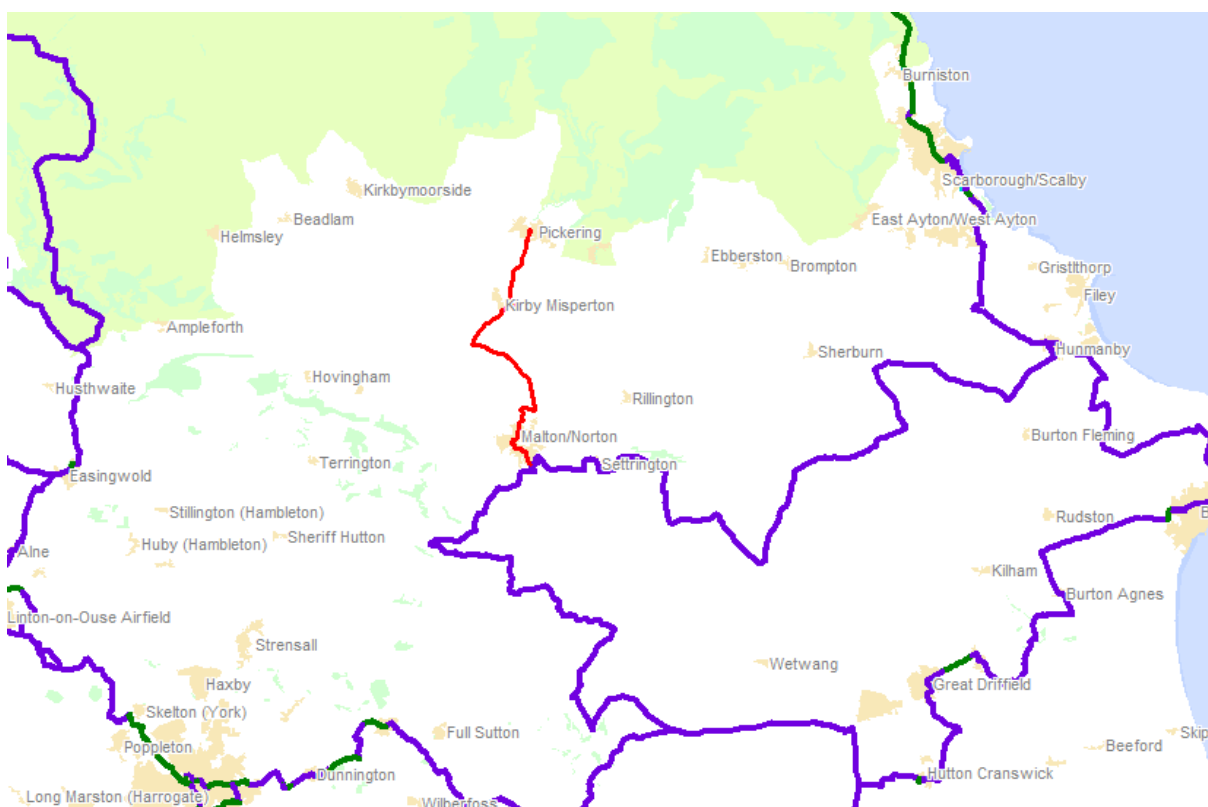
Report Number	T116-YH-RE-01
Revision Number	-
Purpose of issue	Final
Issue date	08th March 2017
Date printed	
Author	Rupert Douglas / Chris Smithard
Checked by	Mike Babbitt / Mark Robinson

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1. Introduction

1.1. A safe and attractive cycle route linking Malton and Pickering has long been an aspiration of the local communities. This obvious missing link was picked up by the Raising Cycling in Ryedale group (now Ryedale Cycle Forum) with Ryedale District Council commissioning Sustrans, a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make, to come up with a proposal for developing a cycle route between the two market towns that could become part of the National Cycle Network. All documents and consultations were undertaken in partnership with North Yorkshire County Council.



How the new route extends the current National Cycle Network into Ryedale and North Yorkshire

1.2. Malton lies at the north-western edge of the Yorkshire Wolds, while across the low-lying and flat Vale of Pickering is Pickering itself, a popular gateway to the North York Moors National Park. There are ideas for onward routes from Pickering into the National Park and onwards towards Scarborough and Whitby (discussed at the end of this report) that, if developed could make Malton and Pickering an important hub for cycle access to the Yorkshire Wolds, moors and coast.

1.3. One of the principal reasons for developing the route is to help people make every day journeys by bike. This may be to work, school, shops, the train station and other local amenities. An increase in cycling can bring many benefits including health, financial, environmental and easing congestion. A copy of the 'Usage and Benefits of the National Cycle Network in 2013' is included in the appendix. Below are some of the realistic cycling journeys the proposed route accommodates for.

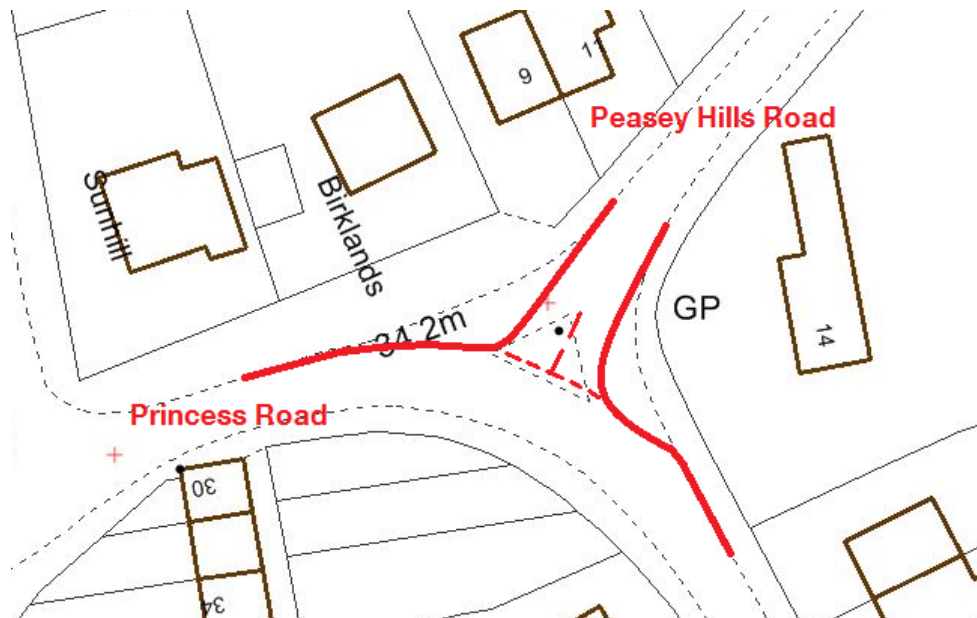
- South side of Norton to Showfield Lane Industrial Estate, Malton – 2.0 miles
- Malton Train Station to Eden Camp - 2.2 miles
- Kirby Misperton and Flamingo Land to Pickering – 3.7 miles

- Malton Train Station to Kirby Misperton and Flamingo Land – 7.7 miles
- Malton Train Station to Pickering – 11.4 miles

- 1.4. The route between Malton and Pickering identified in this report follows an alignment that experienced cyclists could already use. For a few thousand pounds it could be signposted and publicised as the cycle route between Malton and Pickering. However it would not be seen as an attractive cycling route, especially for younger families and less confident cyclists due to poor surfacing, unsuitable roads and hazardous junctions. This report makes recommendations on how the route could be brought up to a standard suitable for these user groups and a route that could become part of the National Cycle Network.
- 1.5. In some instances costs could be lowered by upgrading existing tracks to a lower standard, but this would add to ongoing maintenance costs and from experience it is often easier to find capital funding for these projects than it is to find maintenance money. We therefore recommend higher initial costs so that the route shouldn't need any major works for at least 20 years.
- 1.6. In terms of prioritising sections of the route it is worth bearing in mind two aspects. The first is whether the scheme can be broken down into standalone phases which meet a desire for journeys so that the cost can be spread throughout different years or funding streams. Consideration should be given to sections that link residential areas to employment sites, town centre, shops, schools, visitor attractions and the train station as these are likely to be the most used sections.
- 1.7. It is also important that the most challenging aspects of the route are tackled properly and not left to be upgraded at a later date. This will lead to a larger initial increase in cyclists using the route and also make it easier to justify completing other phases as high usage warrants it. There are numerous historic examples of the easier sections being delivered first leaving a dangerous section on the 'to do' list and the result is a route that is underutilised and unable to justify maintaining the capital expenditure already invested. In our opinion the most challenging aspects on this project are Kirby Misperton Road and the level crossing between Malton and Norton which have to be tackled to provide a safe, convenient and comfortable route for cyclists.
- 1.8. This route will help to bring benefits both to local people and tourists in Ryedale. It will provide an enhanced opportunity for people to make every day journeys to work, school, shops, the train station and other amenities as well as leisure trips.

2. Detailed Proposals – Malton to Eden Camp

- 2.1 Though there is obvious sense in starting a route at Malton Rail Station and connecting in to National Cycle Network 166, but there are numerous difficulties in reaching the centre of Malton from the south. The easiest possible (as described in section 7) option still includes difficult sections that would be challenging for novice cyclists and may attract criticism if signed. As such, options have been looked at that would create a route start or 'trail head' as close as possible to the centre of Malton, with easy cycle access to the quiet roads and bridleways to the north.
- 2.2 An obvious location for a start point would be the Wentworth Street long stay car park with adjacent public toilets. Secure cycle parking and way-finding information could be sited here, and it is only a short walk into the centre of Malton.
- 2.3 The layout of car parking spaces would need to be examined to see if they could be relined in such a way as to give a segregated cycle route from the toilet block through the car park and along Smithson Court up to Pasture Lane. From here the two routes described below can be easily reached.
- 2.4 **Via Rainbow Lane to Freehold Lane.** This route is approximately 60% on existing roads. The route that has been looked at that could provide direct access from Malton's Market Place (as well as the trailhead) to the north is using Spital Street and Princess Road with a straight-over crossing of Newbiggin. A raised table at the crossing point and associated traffic calming is desirable to help keep traffic speeds low. This route would provide access from Malton centre to the housing and industry in the north-east of the town but would be more marketable as a route starting within the Wentworth Street car park.
- 2.5 The route out of Malton would then use Princess Road and Peasey Hills Road. Although the roads are 30mph it is likely, due to the environment and layout, that speeds are lower. Our main concern here is the hill; as you move away from the town centre and uphill cycling speeds are reduced therefore increasing the differential in speeds between motor vehicles and cycles. The junction between Princess Road, East Mount and Peasey Hills Road could be modified by simplifying the junction so there is only one intersection rather than the current three, with the main benefit being to reduce traffic speeds as vehicles negotiate the junction, especially for traffic coming away from the town centre and turning into Peasey Hills Road. This change would help to improve visibility for those approaching the junction from East Mount and preparing to turn right into Peasey Hill Road, and would also help to relieve the pinch point on Peasey Hills Road just after the junction.



- 2.6 The junction between Peasey Hills Road, Pasture Lane and Rainbow Lane could be modified to make it easier for cyclists to use. The junction mouths are wide and it would be beneficial to both cyclists and pedestrians to have these tightened up to reduce traffic speeds into the two minor roads if this on-road alternative route is adopted.



Junction between Peasey Hills Lane, Pasture Lane and Rainbow Lane.

- 2.7 Narrow Rainbow Lane already has a sealed surface to the other side of the A64 bridge. There are several speed bumps which should have bypasses round / sections cut out to allow cycles to pass without discomfort. Any development taking place that potentially increases access and motor vehicle traffic on Rainbow Lane should include measures that retain its safety and convenience for cyclists and other non-motorised users.
- 2.8 Borough Mere Lane after the A64 bridge is currently a rough track and needs an all-weather surface to make this an attractive and comfortable route for most types of cyclists. This would need to be built to take heavy farm vehicles and further discussions would be needed with the land owner and North Yorkshire County Council's Public Rights Of Way Team to agree suitable measures to deter unauthorised vehicles from using this as a cut through (there is an existing barrier between Freehold Lane and Great Sike Road).

- 2.9 The North York Moors Joint Local Access Forum should also be involved in agreeing the nature and extent of surface and other changes to this and other bridleway sections of the proposed route, particularly with regard to its use by horses.



Looking north along Borough Mere Lane from the bridge over the A64

- 2.10 **Via Outgang Lane.** The route via Pasture Lane would provide a good connection through the north east of Malton which passes areas of housing and employment. The route alignment may not be entirely attractive to recreational cyclists however, in particular to families or novices. Another route from the proposed start point in the Wentworth Street car park would be available via Outgang Road if a crossing point over Pasture Lane and a short shared-use link was created on its north side. This would require some widening into a private field and minor ramp works to enable a cycle link up the steep verge on Pasture Lane near the Smithson Court junction. Minor carriageway narrowing may also be required for a very short section of narrow footway opposite the junction with Wentworth Street. This route would, however require a much longer section of bridleway to be upgraded (Outgang Road and either Lowfield Road or Ryton Style Road).
- 2.11 In conjunction with the Broughton Road housing development, there are plans for a new roundabout near to this location in the near future, which will remove the traffic lights. Proposals will need to be reviewed once with these works are complete.
- 2.12 Upgrade the surface on Outgang and Ryton Style Road (1.8km) to a sealed surface.



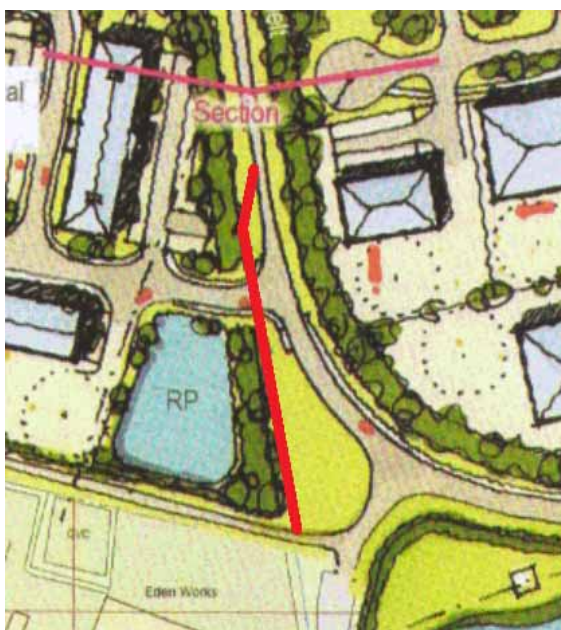
Outgang Road leads out from Malton past the allotments and over the bypass.

- 2.13 Both options would then use Freehold Lane allowing the route to run directly past Eden Camp visitor attraction and through the planned relocated Livestock Market and industrial estate. This new development could cause a problem depending on the levels and types

of traffic, although a short section of off road cycle route could be built to prevent cyclists and market traffic from needing to share the same road space (shown in the diagram below).



The track past Eden Camp is typical of the potholed bridleways north of Malton



A feasible alignment of an off road route shown in red with a safe crossing over the new Livestock Market traffic.

3. Detailed Proposals - Riggs Road

- 3.1 To continue north toward Pickering the route proposes to use Borough Mere Lane and Great Sike Road (see photo below) although the latter is already maintained to a reasonable standard with tarmac strips and a grass centre.



Great Sike Road

- 3.2 Riggs Road is a quiet country roads with low traffic volumes and speeds. There is concern however that, with the development of a livestock market and industrial estate in the Eden Camp area, traffic volumes will rise.
- 3.3 There are also a number of locations where the roads are narrow with poor visibility, for example at New York Cottage, where the road kinks sharply twice. Signs warning of the likely presence of cyclists and the cutting back of vegetation may help reduce the potential conflict between fast moving vehicles and cyclists which may be in the middle of the road. Other than addressing these issues, additional direction signing only would be needed to provide a cycle route here.

4. Detailed Proposals – Riggs Road to Kirby Misperton

- 4.1 Dicky Grounds Lane and Blansby Lane are both similar in character to Riggs Lane. It is suitable for use by the majority of cyclists, although a pair or tight corners would benefit from warning signs and / or “SLOW” markings.
- 4.2 Habton Road is wider than the other roads between Malton and Misperton, and traffic seems to travel quickly along it. It is also a signed through route. At present the character of the road is such that it could be signed as a cycle route, but the development of fracking operations at the nearby KM8 well site would likely lead to an increase in traffic volumes and HGV use, and use as a signed cycle route would then need to be reviewed.
- 4.3 An alternative has been identified that would provide a more suitable route for family cycling and is more direct. This would use farm tracks leading north to Kirby Misperton passing White Lily, North West Farm and Sandlands Farm. There is currently an access road of reasonable quality but it is only part designated footpath and part has no Public Right of Way designation at all. Signage at both entrances to the road also makes it clear that cyclists are not welcome. Close work with landowners would be needed to make this alternative a reality.
- 4.4 This alternative route would also require a section of new track to fill in a missing link between two lengths of farm access track.

5. Detailed Proposals - Kirby Misperton to Four Lane Ends

- 5.1 Habton Road enters the village of Kirby Misperton and joins Kirby Misperton Road at a roundabout. Kirby Misperton Road is the main route into Flamingo Land Theme Park and, as such can be very busy at certain times of day. It is also a very straight road and speeds can be high. It is therefore an inappropriate road on which to sign a cycle route. A number of alternatives have been examined.
- 5.2 The roundabout at Kirby Misperton would benefit from some minor improvements to make this a less intimidating environment for cyclists. Tightening up the geometry of the roundabout would provide these benefits and this could be done relatively easily by increasing the deflections on the approaches and providing an overrun strip in the centre. North Yorkshire Highways will have to be satisfied that the tightened alignment will safely allow the passage of HGVs and buses.
- 5.3 **Roundabout to Kirby Misperton Bridge Option A** - One option is to provide a verge path on the north side of Kirby Misperton Road. The verge is wide for the most part but there are sections where the hedgerow, and in one case a house, come very close to the carriageway. Detailed survey work and discussions with adjacent landowners would be needed to see if a continuous route could be achieved. This would need to involve some track creation in the verge, some to the back of hedgerows and would involve some short pinch points.
- 5.4 The possibility of taking the path behind the hedge and along the field edge before emerging back into the highway verge, where it is wider has been discussed with Flamingoland. They have acknowledged this in principle and left the door open for further discussion and negotiation if funding materialises. This path would continue to the bridge over Costa Beck.



The road out of Kirby Misperton is currently not suited to the route's target cycle users. Preferably the road would be avoided but if this cannot be achieved then suitable alterations to the carriageway should be made.

- 5.5 **Roundabout to Kirby Misperton Bridge Option B** - Another more ambitious alternative is to have the route turn eastwards opposite the village hall to follow a farm track, then a field edge path leading to Kirby Misperton Bridge. Again this would involve close work with and cooperation from local landowners, and of course a funding source for new path creation.

- 5.6 Both options would take cyclists as far as Kirby Misperton Bridge, which crosses Costa Beck. Here potential route turns north towards quiet roads to the south of Pickering. To reach these however, any route would need to pass Lendales Farm. This can be reached via a bridleway, however this requires use of more track adjacent to Kirby Misperton Road. This would be difficult to achieve as a ditch runs adjacent to the road making the verge narrow and not wide enough to provide a cycle track in. There is also a drop in height into the adjacent field, making any field-edge track difficult to access. This would not be impossible however, although more negotiation would be required with the landowner.
- 5.7 The bridleway track surface to Lendales Farm is good put would benefit from a tarmac surface, although the farmer does maintain this track well.



The bridleway to Lendales Farm from Kirby Misperton Road

- 5.8 The current bridleway runs through the middle of Lendales Farm. Sustrans and NYCC recently met with the farmer and discussed issues and options, the main concern being encouraging more cyclists into a working farm yard. It is proposed that initially clearer signing be installed requesting that cyclists Slow Down and the situation monitored. A future option would be to divert the bridleway away from the farm yard should the need arise. A bridleway gate adjacent to the main gate at the entrance to the farm yard would improve ease of access and should be discussed further with the farmer.



The current bridleway passes through the middle of a working farm yard.

- 5.9 To avoid having to run the route alongside Kirby Misperton Road more than is necessary and to avoid signing a route through Lendales Farm yard we have devised a route running alongside Costa Beck. Further discussion would be needed with the landowner but he has indicated he is open to this option. A new bridge over the Beck (construction of a similar bridge in Tickton cost approximately £45k in 2014) would be needed as well as a length of track over the fields.
- 5.10 The road surface from Barker Stakes to Lendales Farm is in very poor condition and requires resurfacing throughout. Cheaper patching work could be implemented, but it is likely to require further work in a relatively short amount of time.



The road north from Lendales Farm is in need to refurbishment.

- 5.11 From Leas Farm down to Barker Stakes there are drainage issues and some potholes which should preferably be addressed to reduce the dangers to cyclists. Pickering Showground has also indicated there is a potential cycle route out onto Haygate Lane and to join the Malton – Pickering route.



The road past Leas Farm is an attractive cycling route especially as it passes the river.

- 5.12 Goslipgate and Leas Lane as far as Leas Farm would be fine in good weather but flooding is an issue after wet weather.



Looking south from the old railway bridge down Goslipgate

6. Detailed Proposals – Four Lane Ends to Pickering

- 6.1 The route into Pickering uses quiet residential roads which have traffic calming to reduce vehicle speeds.
- 6.2 The main junction in Pickering between Southgate, The Ropery, Hungate and Vivis Lane is large, busy and not currently suited to the route’s target cyclists. To better accommodate cyclists, the end of Train Lane should be opened up with a dropped kerb feature for cyclists to use in the north bound direction from Vivis Lane only. An Advanced Stop Line (ALS) for cyclists going in this direction would be beneficial.



- 6.3 For the southbound direction cyclists would need to use The Ropery which is busy and congested. An ALS would improve the route, but it still could only be considered as interim NCN at best.
- 6.4 Numerous alternative routes into the centre of Pickering have been examined. The best alternative to the Vivis Lane junction would be to use improved paths linking to Willow Court, across the A170 and through a lane around the side of the Co-op leading into the Market Place. This has issues with using an elderly people’s residence and crossing the A170 however. Further work is needed to fully understand all the possibilities for access into the centre of Pickering, but also how cyclists could cut through (or possibly bypass) central Pickering to reach ongoing routes.
- 6.5 Potter Hill is a quieter road and offers a route into the centre of Pickering.
- 6.6 There is some cycle parking in Pickering but more parking should be spread throughout the town.



Cycle parking at the top of Market Place



Cycle parking at the bottom of Market Place

7. The Link to Malton Rail Station and Malton.

- 7.1 The sense in connecting Malton to the railway station and Norton is obvious. Ideally the proposed route should start in Norton (across the River Derwent) where the current National Cycle Network already passes through as part of the Yorkshire Wolds Cycle Route. There are, however, a number of issues which are described below which mean that a meaningful, signed cycle route is likely to be unachievable at this time.
- 7.2 Looking ahead, we are aware that a scheme to create a shared-use cycle/footway alongside the A64 between the Huttons Ambo road end and Musley Bank to the south west of Malton is progressing through the Highways England (HE) 'value management process'. Last reports (March 2016) indicated that subject to funding for design and construction becoming available, the scheme could go ahead in 2018/19. If developed, the alignment of National Cycle Network 166 (Yorkshire Wolds Cycle Route) could then change significantly between Huttons Ambo (utilising the small suspension bridge across the River Derwent) and the centre of Malton.
- 7.3 The onward alignment to link back with the Yorkshire Wolds Cycle Route would most likely still be through Norton to Scagglethorpe, and then Settrington.
- 7.4 Langton Road is already partly traffic calmed and connects into the current National Cycle Network 166.
- 7.5 St Nicholas Street is a quiet residential road, although it does have a public car park half way down.
- 7.6 The level crossing and Welham Road / Church Lane junction is one the most hazardous parts of the route. Options have been examined to provide shared-use facilities that would enable easy cycling by novices, however, the complex junction layout means that useful off-carriageway facilities are unlikely to be achievable. North Yorkshire County Council undertook a reprioritisation scheme in 2016, that simplified the junction and make it easier for cyclists travelling along Welham Road.
- 7.7 Under the new rail franchises there are now proposals for enhanced rail services on the Scarborough to York line, which would result in the level crossing being closed more often. The long term vision for pedestrians and cyclists over the railway should be the reintroduction of a bridge. There are several locations this could be located although the ramp on the north side of the railway will probably be the difficult part to accommodate. However, it could be accommodated by using the Network Rail yard close to the level crossing.



Looking south across the level crossing

- 7.8 Secure cycle parking at the station should be on offer. As a first stage this could be 10 cycle lockers with the next step being a swipe card entry cycle storage area.
- 7.9 Railway Street does not appear too busy and speeds seem to be lower than the 30mph limit, maybe partially due to the speed cushion already in place. Due to this, the road seems an ideal candidate for making it officially 20mph.
- 7.10 We understand that there is discussion about making Railway Street one way and if that does happen then a contraflow lane for cyclists should be included as part of the redesign. From a walking and cycling perspective it would be beneficial if vehicles were restricted in turning into Railway Street from the level crossing as there is conflict between these vehicles and pedestrians currently trying to cross Railway Street. This is due to relatively high turning speeds and regular encroachment of vehicles onto the pavement when trying to make the turn.
- 7.11 There is then a staggered crossing of Yorkersgate. This right turn will be intimidating for novice cyclists as they would need to make the manoeuvre across what is a busy road and may find themselves waiting between two traffic flows. A number of options have been looked at to improve this situation, including converting footways to shared-use or providing right-turn pockets, but none have proved to be feasible.
- 7.12 The use of Saville Street is a key part of the route into the town centre. It is one-way however, in the northbound direction. Proposals to provide contraflow cycling have been examined but options are restricted by parking and loading arrangements and the available road width close to the junction with Yorkersgate. This means southbound cyclists will need to use Market Place and Market Street to reach Yorkersgate and then use over 200m of the busy Yorkersgate itself to reach Railway Street.



Looking down Saville Street from Market Place

8. Phasing and Costing

8.1 Depending on the levels of funding that become available, it may be necessary to provide the route in sensible phases:

- Phase 1 - Malton to Eden Camp
- Phase 2 - Eden Camp to Kirby Misperton
- Phase 3 - Kirby Misperton to Pickering

8.2 **Phase 1: Malton to Eden Camp.** (Blue on dwg T116-YH-DR-01) This represents an opportunity to connect into the Eden Camp and possible future employment sites.

8.3 The scale of cost of this phase largely depend on the extent to which the tracks on which is proposes to run are resurfaced. They can be cycled on in their current state, but this is likely to lead to complaints from those expecting a higher quality from a new route. If costs of this work, which is really maintenance, could be met from the North Yorkshire Highways Maintenance budget, then the works to allow cycle access to it would be minimal.

8.4 2.8km of track (designated bridleway) would be required to link Malton to Eden Camp and this forms the bulk of the costs shown below. Not resurfacing or having it done from a maintenance budget would remove most of the £312,400 estimated plus most of the Project Management and Contingency costs. The degree of resurfacing could also be lowered, for example to provide only tarmac strips for use by cyclists or by infilling the worst of the potholes. This could greatly reduce these costs, but may reduce the likelihood of some cyclists using the route.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Upgrading track of existing farm track / bridleway to provide a more suitable surface for cycling	Linear m	110	2840	312,400	Upgrading track - binder (100mm) and surface (40mm) courses , 3m wide
2	Relining of car park to provide segregated cycle track around perimeter to Pasture Lane	Item	50,000	1	50,000	More detailed design required for more robust estimate. Costs here include for relining of existing parking bays, provision of cycle parking and 120m of new cycle track in verge.
3	Informal crossing over Pasture Lane	item	5000	1	5,000	To include dropped kerbs, speed table, lining and signing.
4	Footway widening on north side of Pasture Lane to link to Outgang Road	Linear m	100	100	10,000	To include widening of existing verge to the rear.
5	Ramp to link informal crossing on Pasture lane to widened footway	unit	2,000	1	2,000	Formation of 1:20 ramp from carriageway edge up to meet footway at top of bank.
6	Removal and replacement of fencing	Linear m	30	100	3,000	Includes removal and replacement. Assumes existing in fence is in good order. Does not include land purchase.
Total works costs					382,400	
7	Signage	Budget	3% works costs	1	11,472	To include sign plates, poles and installation
8	Project Management and Insurance	Budget	17.5% works costs	1	66,920	
9	Contingency	Budget	15% works Costs	1	57,360	
Grand Total					518,152	

8.5 The use of the alternative route (red on dwg T116-YH-DR-01) would reduce the amount of bridleway used to around 2km, which would reduce the upgrading costs by £88,000 + management and contingency on-costs. This alternative is also likely to greatly reduce the users on the route however.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Upgrading track of existing farm track / bridleway to provide a more suitable surface for cycling (Borough Mere Lane and Great Sike Road)	Linear m	110	1090	119,900	Upgrading track - binder (100mm) and surface (40mm) courses , 3m wide
Total works costs					119,900	
2	Signage	Budget	3% works costs	1	3,597	To include sign plates, poles and installation
3	Project Management and Insurance	Budget	17.5% works costs	1	20,983	
4	Contingency	Budget	15% works Costs	1	17,985	
Grand Total					162,465	

- 8.6 **Phase 2: Eden Camp to Kirby Misperton.** Again costs will depend on the degree of upgrade which Borough Mere Lane and Great Sike Road are subject to. Once Riggs Road is joined, costs reduce to signage only.
- 8.7 The alternative route suggested between White Lily and Sandlands Farm (red on dwg T116-YH-DR-03) would add an additional £270,000 of upgrading works (only if taken to full tarmac construction) plus project management and contingency add-ons. Fees for dealing with landownership issues would also be required. These are estimated to be around £10,000 per deal.
- 8.8 **Phase 3: Kirby Misperton to Pickering.** Almost all costs are related to the proposed track along Kirby Misperton Road and the route through Lendales Farm. A considerable cost may also need to be added to resolve any land owner negotiations adjacent to Kirby Misperton Road. This is likely to be around £10,000 per deal.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Creation of cycle track adjacent to Kirby Misperton Road	item	150	810	121,500	To include hardening of verge, creation of new track. Does not include purchase of land or cost of land agreement. (say £10k per deal)
2	Creation of field edge path linking Kirby Misperton Road with Lendales Lane	Linear m	130	685	89,050	Off-road new sealed surface cycle path with new/improved sub-base 2.5m wide = £130 per linear metre
3	Provision and installation of bridge over Costa Beck	unit	50,000	1	50,000	To include abutments and bridge.
4	Creation of cut-through onto Train Lane	No.	5,000	1	5,000	Dropped kerbs, bollard amendment, signing
5	ASL at Vivis Lane and the Ropery	No.	400	2	800	
Total works costs					266,350	
6	Signage	Budget	3% works costs	1	7,991	To include sign plates, poles and installation
7	Project Management and Insurance	Budget	17.5% works costs	1	46,611	
8	Contingency	Budget	15% works Costs	1	39,953	
Grand Total					360,904	

- 8.9 The costs of phase 3 would increase significantly if the alternative route (red on dwg T116-YH-DR-04) was progressed. This would provide a far higher standard of route into Pickering however.
- 8.10 **Maintenance.** The above costs do not include fees for ongoing maintenance. It is assumed that the bridleways and roads will be continued to be maintained from the Public Right of Way and Highway's budgets. Any new sections of track are likely to need commuted sums. The level of this will need determining when the final route alignment is chosen. However, past routes developed by Sustrans have included 25 year maintenance agreements that have commuted sums of around £130,000 per kilometre.
- 8.11 **Monitoring.** Figures do not include provision of automatic counters or the undertaking of manual counts. The quantity of these will need determining as part of the bid requirements. Automatic counters cost around £2000k each.

9. Signing

- 9.1 The proposed route needs to be sufficiently well signed so that it is easy to follow in both directions from / to principal origins and destinations, and to contribute to its safety.
- 9.2 A balance must be struck between providing clear and reliable information, and avoiding visual clutter (especially in any conservation areas) and unnecessary maintenance liability that excessive signing can cause, so care is needed when considering their design and placement.
- 9.3 Surface markings may provide a useful alternative to post mounted signs, and the use of existing features such as lamp columns should be maximised to avoid clutter and minimise costs.
- 9.4 Cyclists Dismount or End of Route signs are not appropriate and should not be necessary on National Cycle Network routes.
- 9.5 Cycle specific route signing also raises awareness of cyclists amongst other road users and helps promote the route as well.



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- 9.6 The National Cycle Network route number 167 is already allocated to the proposed new route.

Signs for traffic-free shared use paths:

This sign, with no white lines, tells you that it's a shared-use, unsegregated cycle and pedestrian route.





To give more protection to pedestrians and to indicate that cyclists should give priority to pedestrians, signs such as this can be used. These signs would not be permitted on a 'highway', but are perfectly suitable on traffic-free routes such as through parks.

Where use by horse-riders also occurs (e.g. on bridleways) appropriate amendments are required.

9.7 Signage costs are included as a 3% of Works Cost in the following Cost Estimates.

10. Cycle parking

- 10.1 Cycle parking is an essential element of a cycle network. It should cater for all destinations and be sited close to building entrances where it can be observed by passers-by and the building occupier. The preferred type of public cycle parking is the Sheffield stand, in conjunction with shelters where bikes are left for long periods. Care should be taken when siting cycle parking to avoid obstructions to pedestrians including those with visual impairments.



Examples of urban town centre cycle parking. © Sustrans

- 10.2 Malton and Pickering town centres could be locations where new / additional cycle parking may be appropriate in relation to the proposed route.
- 10.3 Cycle parking costs have not been included on the cost estimates. However as an indication a standard Sheffield Stand costs approximately £250 to source and install.

11. Funding

Department for Transport

- 11.1 Currently we are not aware of any DfT funding that might help with the cost of the proposed Malton - Pickering cycle route.
- 11.2 Last year, the DfT issued its draft Cycling Delivery Plan and is calling for “expressions of interest in working with government on partnership projects to increase levels of walking and cycling”. One of the Plan’s themes is “to improve infrastructure and planning arrangements for cycling and walking”.
- 11.3 Admittedly there are no clear offers of new infrastructure funding associated with this but many local authorities are preparing or in some case have already responded.
- 11.4 North Yorkshire County Council is the highway authority for the Ryedale area and is currently considering what form of partnership working it may wish to seek with the DfT.
- 11.5 Whilst not the highway authority, Harrogate Borough is preparing its own “expression of interest” to the DfT, as is City of York Council (the highway authority for the York area).
- 11.6 Looking further ahead, a new Infrastructure Bill has become an Act of Parliament (The Infrastructure Act) and so for the first time the Secretary of State for Transport will be required by law to set out a strategy for cycling and walking infrastructure and importantly the funding provided to meet it.

North Yorkshire County Council

- 11.7 The County Council will add the proposed Malton – Pickering route to its reserve list of potential transport schemes once this report has been finalised.
- 11.8 Apart from some road safety schemes, the County Council doesn’t currently have any funding for new transport infrastructure (cycling or other modes) and so will not at this stage be seeking Committee approval for the route or undertaking any further assessment and development work.
- 11.9 The County Council may have some *Pinch Point funding* aimed at removing bottlenecks on the local highway network which are impeding growth which could be relevant to the proposed route.
- 11.10 Should they become aware of any suitable funding opportunities they will refer to the reserve schemes list.
- 11.11 If Ryedale District Council were for example to identify some possible funding for all or part of the proposed then the County Council would look to see how it could help with delivery.
- 11.12 The view has been expressed that “the most promising source of potential funding to deliver the route would be for the District Council to seek S106 contributions from potential developers”, and so the proposal is understood to be being raised internally so it can be taken into account in their development control process.

Ryedale District Council

- 11.13 The District Council are discussing the above mentioned Pinch Point funding with the County Council.
- 11.14 The District Council will also continue to monitor other potential funding opportunities relating to economic development and regeneration which may be appropriate for this project, and progress funding applications as appropriate.

Developer contributions

- 11.15 Developer contributions are often referred to as Section 106 planning obligations. These planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in land use planning terms. Contributions may be made as financial payments or as direct works.
- 11.16 It is understood that the developers building houses on the Broughton Rd. and Pasture Lane sites have and will be making S106 payments for use on sport and recreation facilities in Ryedale and specifically the Malton area. These contribution and others that the Council will be receiving should be considered for helping to fund the delivery of the proposed route.

Local Enterprise Partnership (LEPs)

- 11.17 Infrastructure is one the key themes for the York, North Yorkshire & East Riding LEP, and investment in some major road schemes has been secured. However, on its own the proposed new route is unlikely to represent a sufficiently beneficial scheme in the current circumstances, and may need to be packaged with other cycling infrastructure investment proposals with an emphasis on growing the economy (including the visitor economy), and good quality local jobs through improved access to be considered.
- 11.18 The LEP does have a section in its Strategic Economic Plan regarding Growing the Visitor Economy of North Yorkshire's Protected Landscapes one of which is the North York Moors National Park with Pickering as a recognised southern gateway.
- 11.19 Sustrans is in discussion with the YNYER LEP regarding support it can provide through a DfT funded scheme aimed at developing a robust economic and business case for future investment in cycling / walking infrastructure in identified growth towns and along the East Coast.

European Union

- 11.20 The new EU financial period has started and the European Cyclists' Federation (ECF) has set a goal of €6 billion being spent on cycling between 2014-20. ECF has reviewed the relevant funding documents and identified numerous opportunities to fund cycling related measures in all but one 28 member states if successful projects are put forward.
- 11.21 ECF will be providing more detailed information about the programming documents which set out funding priorities during 2015, but it will be worth checking with relevant ERYC colleagues dealing with EU funding, or directly with the relevant managing authority, to see if there's any possible correlation.
- 11.22 Rural Development Programme for England funding will become available through the LEADER North York Moors, Coast and Hills Local Action Group from April 2015. It is thought funding will go to schemes that improve rural life and businesses, promote

environmentally friendly ways of managing land, and sustain existing and create new areas of woodlands, and so might offer some potential for contributing to costs.

- 11.23 EU rural development funding for tourism infrastructure (including cycling infrastructure) may become available for public bodies and charities to bid for through the EAFRD programme, and which we understand the YNYER LEP will be providing more information about and some strategic direction. (Subject to changes following the EU Referendum 2016)

Town / Parish Council and local fundraising:

- 11.24 Small amounts of funding may be available on application to Town / Parish Councils that the proposed new route relates to, and there may be support for local fundraising activities by volunteers and community groups.

12. Usage and Benefits

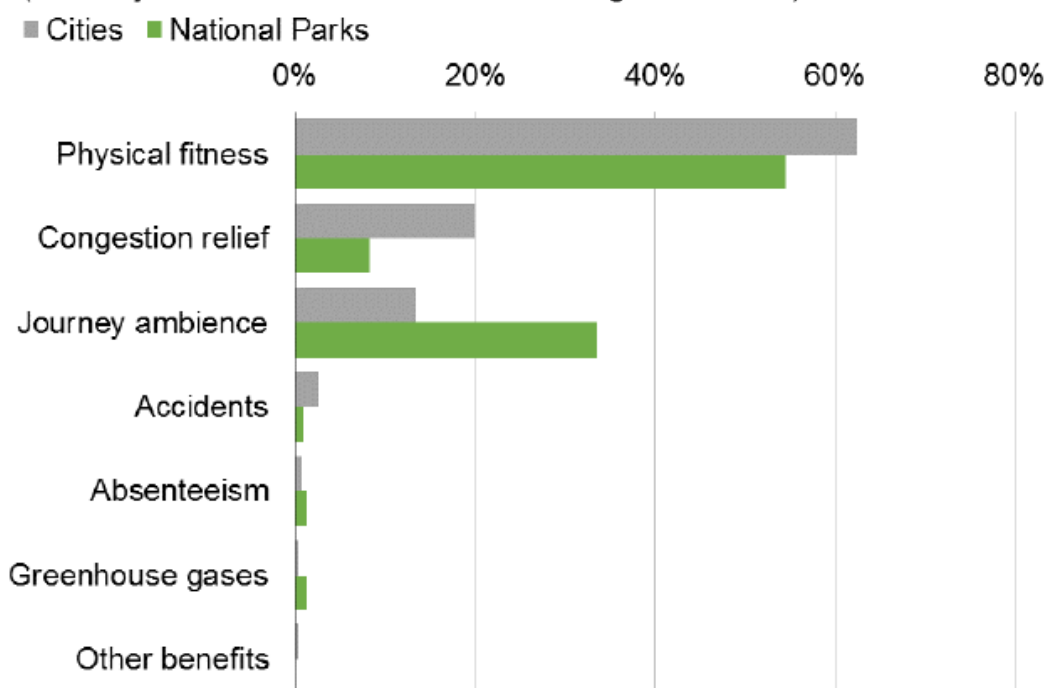
- 12.1 Cycling is a highly efficient mode of transportation and optimal for short to moderate distances. Compared to motor vehicles, bicycles, being human powered vehicles, have numerous benefits: regular cycling provides exercise and thus improves health and life expectancy, it requires no fossil fuels but uses renewable energy and thus generates no air pollution, it reduces traffic congestion and minimises noise pollution.
- 12.2 Source: <http://www.trendy-travel.eu/>
- 12.3 During 2013, the number of trips on the National Cycle Network increased 7% to 748 million with 4.8 million people choosing to walk and cycle to work, school, the shops and for leisure and pleasure.
- 12.4 This record usage generated more than £1 billion of economic benefit over the 12 months, with the biggest benefit being to health, valued at £803 million.
- 12.5 The Sustrans published report Millions of people on the move: Usage and benefits of the National Cycle Network in 2013 is attached as Appendix C.
- 12.6 So, will a cycle route between Malton and Pickering be similarly well used and beneficial?
- 12.7 As mentioned in the Introduction, creating a safe, pleasant and easy way to cycle between Malton and Pickering is something that is widely supported as it is such an obvious missing link for those that would like to cycle in this part of North Yorkshire.
- 12.8 As well as linking these two growing market towns, the proposed route would provide links between various employment sites and visitor attractions including:
- Proposed business park, agri-business park and Livestock Market adjacent Eden Camp
 - Pickering Exhibition and Leisure Village
 - Eden Camp Modern History Theme Museum
 - Flamingoland
 - Various other tourism accommodation providers
- 12.9 The route would become part of the National Cycle Network (NCN), linking with the existing route into Norton from the Yorkshire Wolds Cycle Route (Route 166 of the NCN) and providing a missing link between Malton/Norton and Pickering - enabling the Yorkshire Wolds Route to link up with the Moors to Sea Network which starts in Pickering at the southern edge of the North York Moors National Park.
- 12.10 With all this potential connectivity it is not hard to imagine how well used the route would become for a range of cycling trips and the benefits it would bring in supporting the growth of the area's economy through the provision of sustainable transport opportunities, and by enhancing the attractiveness of the area for the tourism economy at a time of cycling growth and building on the success of the 2014 Tour De France Grand Depart and this year's Tour de Yorkshire.
- 12.11 Single day trips (leisure cycling from home or holiday base) are 100 times more frequent than multiple day trips (cycling holidays)¹, and perhaps offer the greatest growth potential, and are consistent with the increasing number of day visits undertaken by all tourists.

- 12.12 Leisure and tourist cycles do have different spending patterns with cycle tourists requiring a wider range of services and normally spending significantly more per day. For example, survey work on the
- 12.13 Peak District's 8-mile Manifold Trail in 2010 produced estimates of an average local spend of £19 per head for day users, and £31 per head for overnight visitors.
- 12.14 The proposed route's contribution to more active and healthier lifestyles for those living on or close to it should also be recognised, especially in relation to any public health and well-being funding becoming available.

Value for money

- 12.15 The Department for Transport's (DfT) recently published Value for Money Assessment for Cycling Grants (August 2014) summarises the analysis and evidence included in the economic cases of the successful bids for Cycle City Ambition Grant and the Cycling in National Parks Grant funding totalling £94m of capital expenditure on cycling and walking infrastructure.
- 12.16 This includes the final benefit cost ratios (BCRs), the main types of benefits behind both cities and National Parks schemes as well as the assumptions used within the appraisal.
- 12.17 The combined BCR for the funding stream as a whole (both under Cycle City Ambition
- 12.18 Grant and Cycling in National Park Grant) is 5.5:1 which suggests that for every £1 of public money spent, the funded schemes provide £5.50 worth of social benefit. The analysis suggests that non-monetised impacts are likely to be minor and overall positive. The grants are therefore considered to deliver very high value for money.
- 12.19 The table below shows the overall split of benefits for funded Cycle City Ambition schemes and the National Park schemes.

Share of benefits for cities and National Parks from ... (after adjustment for indirect taxation - a negative benefit)



- 12.20 The data from the evaluation of the earlier Cycling Demonstration Towns programme has previously been used to estimate a 30 year BCR range for that programme of between 4.7 and 6.1. The appraisal evidence from the cycle grants summarised by the DfT confirms this, with the overall BCR in the middle of that range. This provides further confirmation that targeted investment into cycling can bring very strong returns to society.

13. Future Maintenance

- 13.1 Proper maintenance is essential if a cycle route is to remain attractive to users, and help to promote cycling more generally.
- 13.2 A high standard of design for its construction, drainage and landscaping will mean less maintenance liabilities in the future, and whole life cost needs to be considered. The maintenance programme should reflect the greater priority now being given to cycling as a mode of transport, and should be agreed with North Yorkshire County Council prior to work commencing.
- 13.3 The County Council however has indicated more recently that with their highway and PROW budgets likely to be further reduced, funding for maintenance should be included wherever possible in capital route development schemes.
- 13.4 Having said that the County Council has secured £24m of government funding to maintain the county's rural roads, which is to be supplemented by an additional £8m from the council's reserves. This may allow an opportunity to improve on-road cycle provision, especially where rural roads form part of the NCN or other promoted routes.
- 13.5 Existing and potential new Sustrans Volunteers will be able to help with some aspects of maintenance including checking signing, and collecting litter and cutting back vegetation on traffic-free sections.

14. Monitoring and Evaluation

- 14.1 Provision should also be made for monitoring usage of the route and evaluating its impact.
- 14.2 Sustrans has pioneered the development of monitoring and evaluation techniques for sustainable and active modes of transport, and now has over 15 years experience in the design and delivery of practical and rigorous methods of measuring the effectiveness of a wide range of walking as well as cycling interventions, both for its own projects and those of a range of UK organisations.
- 14.3 The precise scope and nature of data capture, analysis of results and reporting of findings for the Malton - Pickering cycle route would need to be discussed and agreed with North Yorkshire County Council, and any contribution they may be able to make to the work e.g. carrying out face-to-face interview surveys taken into account.
- 14.4 Ideally cycle flows should be measured before the new route is completed as well as afterwards.
- 14.5 Such work is likely to cost in the region of £11,000 + VAT, which includes installing two automatic counters on traffic-free sections of the route.

15. Local Consultation

- 15.1 Discussions took place with representatives of North Yorkshire County Council’s Highways, PROW and Transport & Development departments during the course of our work, as did a discussion with a representative of Ryedale District Council’s Planning and Forward Planning department.
- 15.2 Meetings were also held with Flamingoland and Lendales Farm, and information was received from Pickering Showground regarding a proposed cycle track from the southern end of the Showground through to Haygate Lane, which would link directly with the proposed route along Ings Lane / Leases Lane).
- 15.3 In addition the draft final report was circulated to the following for comment:
- Norton Town Council
 - Malton Town Council
 - Habton Parish Council
 - Kirkby Misperton Parish Council
 - Marishes Parish Council
 - Pickering Town Council
- 15.4 Comments so far have been received from Kirkby Misperton Parish Council, Norton Town Council, a number of Ryedale District Councillors, the North York Moors Local Access Forum and members of the Raising Cycling in Ryedale group (now Ryedale Cycle Forum).
- 15.5 Some of the comments that were received related to specific route alignments and these views have been taken into account in developing the final route options proposed in this report. Examples of this include developing an alternative route into and out of Malton Market Place (in place of the previously suggested contra-flow on Saville Street) as well as in clarifying the preferred route into Pickering.
- 15.6 Other comments received are summarised below, together with our response (where appropriate):

Comment received	Response
<i>Great idea - but some concerns regarding high costs, funding required and therefore likelihood of implementing the route.</i>	Detailed design stage may identify opportunities for some cost savings - but we are likely to have to split the project into discreet phases in order to stand the best chance of securing funding to implement the scheme.
<i>Supportive of the project but concern raised regarding funding to deliver the project.</i>	Ditto
<i>If it is to be done it all needs doing not bits and bobs - a lot of the existing route is not very family friendly, from busy narrow roads in towns, narrow country lanes and bumpy muddy tracks. Even if you are cycling to work you don't want to be getting wet etc from muddy lanes.</i>	Ditto
<i>This will be great from a recreational point of view – not sure how it would work for getting to work between Pickering and Malton/Norton.</i>	Realistically, it is more likely that people would use only sections of the route for getting to/from work, such as: <ul style="list-style-type: none"> • Norton & Malton – through Malton town centre, to Showfield Lane &

	<p>Edenhouse Road (& possibly to Kirby Misperton)</p> <ul style="list-style-type: none"> • Pickering to Pickering Showground / exhibition & leisure village and on to Kirby Misperton • other villages on the route into the two towns and to the above employment sites
<p><i>It would be good to see an alternative route go via Orchard Field (over County Bridge), up Sheepfoot Hill, exist onto Old Maltongate and our through Old Malton (avoiding the need for contra-flow section on Saville Street). This would be more attractive for leisure cyclists.</i></p>	<p>An important element of the study is to link the town centres - and so, for Malton, a route that includes Malton Market Place is important. However, this could be developed as an alternative route option - potentially as a permissive route for cyclists, assuming that the landowner is supportive.</p>
<p><i>Don't think contra-flow section is a good idea.</i></p>	<p>An alternative route has been proposed which does not involve contra-flow.</p>
<p><i>The entire proposed route where this involves public roads should be marked as a cycle route.</i></p>	
<p><i>Proposals in the draft report are very sensible, practical and feasible.</i></p>	
<p><i>As a bike user within Malton and Norton the level crossing and link between the towns needs improving - as it does for those on foot.</i></p>	
<p><i>There are many people commuting to work across the towns that could do so by foot or bike but must be put off by the condition of our roads and the road layout. Bike links to our industrial estates (that are the far ends of our towns) need improving.</i></p>	
<p><i>Taking the Yorkshire Wolds route in to Low Hutton and then on to Malton and Norton is good. It opens up this route to locals - makes it safer and will bring cyclists to the centre of our towns - and business to the shops.</i></p>	
<p><i>Welcome the initiative - but strongly object to the proposed sealed tarmac surfacing of existing bridleways. This would be to the detriment and danger to equestrians, walkers and the true recreational cyclist.</i></p> <p><i>Would, however, support widening routes slightly to around a 1m wide strip of tarmac provided to one side of the route (not centrally).</i></p>	<p>Alternative surfacing arrangements can be considered at detailed design stage.</p>

16. Onward Routes

Pickering - Dalby Forest - Scarborough

- 16.1 An existing signed route (part of the Moor to Sea Network) leads from Pickering to Thornton-le-Dale and into Dalby Forest. The off-road bridleway section from Ellerburn (north of Thornton-le-Dale) to the forest boundary needs to be upgraded, and the North York Moors National Park Authority and the Forestry Commission have a proposal for this work costing approximately £78,200.
- 16.2 This upgrade would open up the potential for another new section of National Route linking Pickering via Dalby Forest with Scarborough (and National Route 1 / the North Sea Cycle Route & EuroVelo route 12), using more of the Moor to Sea Network wherever possible.
- 16.3 Further consideration of the on and off-road options is needed in conjunction with the North York Moors National Park Authority, the Forestry Commission and North Yorkshire County Council.
- 16.4 We understand that modelling is being undertaken for the A169 / A170 roundabout in Pickering with a view to possible changes. Discussion is needed as to whether cyclists and other NMUs can be properly accommodated in a new layout or whether an alternative route would be better e.g. linking the town centre with Ruffa Lane.

Pickering – Ruswarp – Whitby

- 16.5 Numerous bridleways head north from Pickering into the Moors and onwards to Ruswarp. Thorough surveying is needed to determine usability, and routes enabling access from the Malton – Pickering route to these bridleways needs to be examined.
- 16.6 Creation of links from Pickering to the two above routes have the potential to create a hugely important cycling hub in Pickering that would serve a high quality triangular route of European significance. Further work to survey the full route and understand its economic significance is recommended.

Pickering - Kirkbymoorside - Helmsley

- 16.7 Discussions are underway through the Ryedale Cycle Forum regarding the development of a safe and attractive cycle route going west from Pickering to Kirkbymoorside and Helmsley market towns.
- 16.8 The use of at least parts of the disused railway that remain south of the busy A170 is desirable and this and other aspects of a possible route requires more detailed investigation with the help and support of interested parties including parish councils and local businesses. A feasibility study with early project development will cost in the region of £10-15k.
- 16.9 Such a route will also improve access to the southern edge of the North York Moors National Park.

Malton – Castle Howard / Howardian Hills – Easingwold or York

- 16.10 It would also be beneficial to establish a National Cycle Network (NCN) signed route from Malton to both Castle Howard historic house and the Yorkshire Arboretum, and through the Howardian Hills Area of Outstanding Natural Beauty to Easingwold (linking with National Route 65) and to York.

- 16.11 We understand that Castle Howard have recently commissioned feasibility work regarding improving cycling access and so discussions with them, the AONB team and both North Yorkshire County Council and City of York Council should be sought at the earliest opportunity.

Malton - Kirkham – Stamford Bridge (and York)

- 16.12 To complete a continuous NCN route between Stamford Bridge (and the existing signed route from York) and Norton / Malton east of the A64, the currently missing on-road section between Stamford Bridge and Kirkham via Buttercrambe, Bossall and Crambe should be reviewed and the finally agreed alignment signed, subject to consideration of conditions for cyclists through the centre of Stamford Bridge and the bridge over the River Derwent.
- 16.13 We've recently learnt that Highways England is planning to commence construction of a cycleway / footway scheme alongside the A64 between the Huttons Ambo road end and Musley Bank at an estimated cost of £250,000. This is still at the planning stage and may happen in the 2018/19 financial year.
- 16.14 This will provide a much better route between Malton and Kirkham following the River Derwent compared to the existing NCN route via Whitewall Corner and to the Malton to Pickering route. To fulfil the potential it then creates, a closer look at conditions and route signing for cyclists nearer the centre of Malton is needed – especially between the eastern end of the shared-use path of the north side of B1248 York Road and the Castle Howard Road and Horsemarket Road junctions.

Appendix A: Layout of proposed livestock market and industrial site



Appendix B: Showground cycle route to Haygate Lane



