

# Malton - Pickering Cycle Route Proposal



**Final Draft Report v3  
April 2014**

**Prepared for Ryedale District Council**

**RYEDALE  
DISTRICT  
COUNCIL**



Cover Photo: Malton Market Square © The Fitzwilliam Malton Estate  
Top of Market Place, Pickering © Sustrans

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Sustrans works with communities, policy-makers and partner organisations so that people can choose healthier, cleaner and cheaper journeys and enjoy better, safer spaces where they live. All over the UK, we make a positive difference to people's lives.

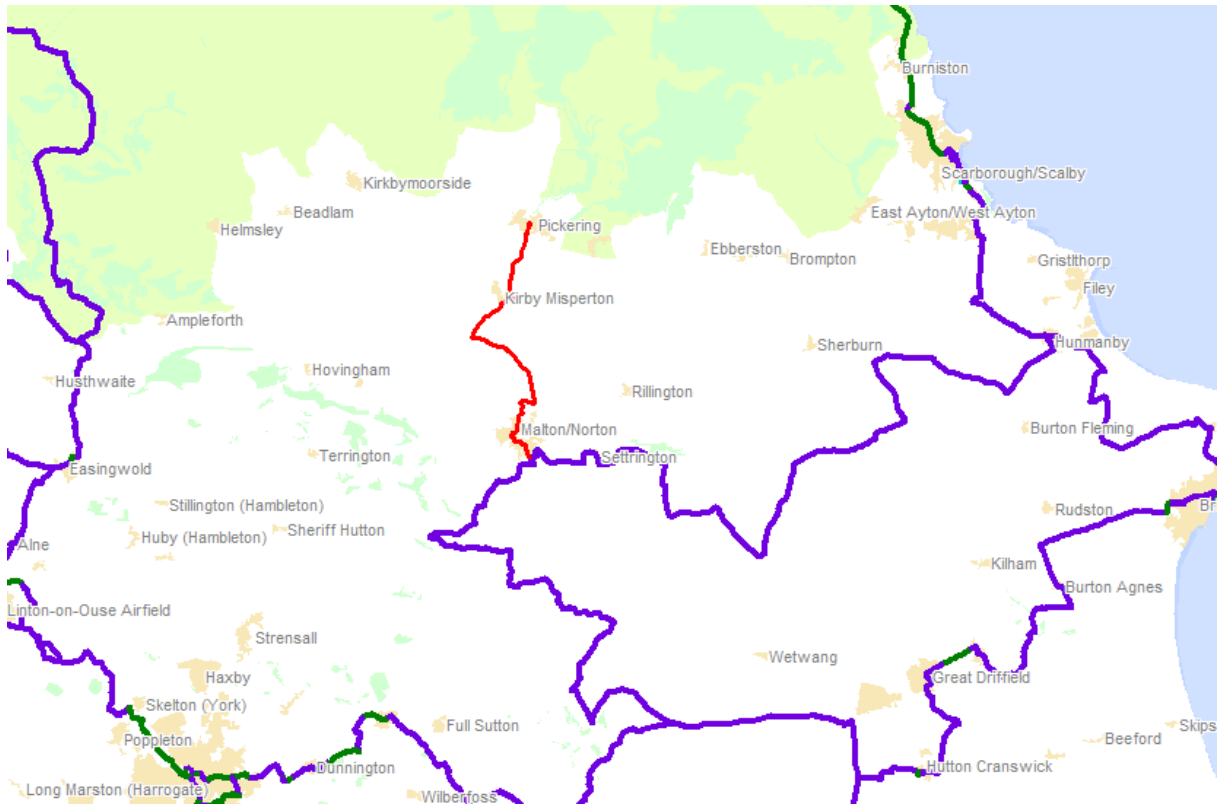
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## 1. Introduction

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 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.



How the new route extends the current National Cycle Network in North Yorkshire

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 discussed at the end of this report.

One of the principal reasons for developing the route is to help people make everyday 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

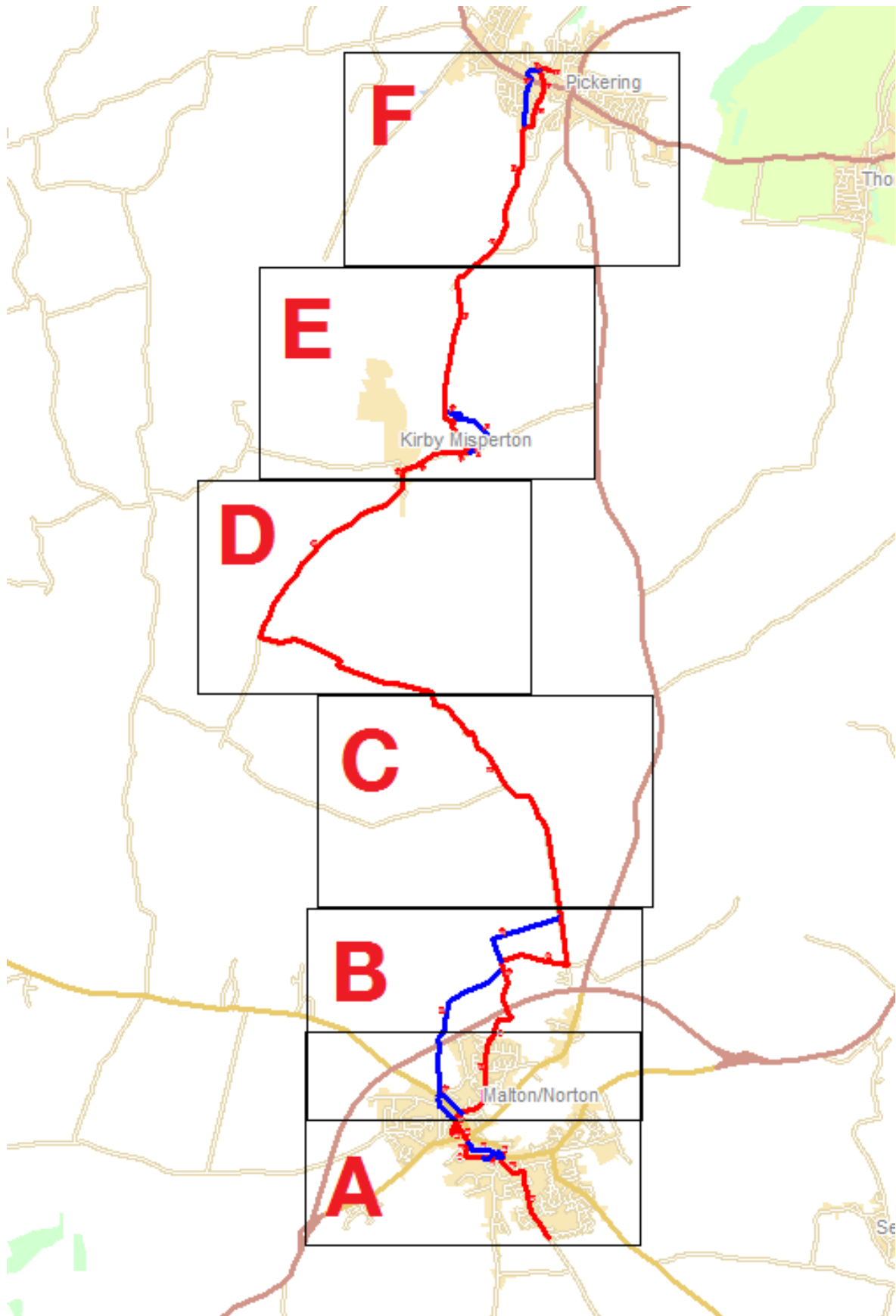
The route between Malton and Pickering identified in this report follows an alignment that experienced cyclists could already use. For a few thousand pounds it could be signposted and publicised as the cycle route between Malton and Pickering. However it would not be seen as an attractive cycling route, 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.

In some instances costs could be lowered by upgrading existing tracks to a lower standard, but this would only 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.

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. Specifically the section from Malton train station to Eden Camp would tick a lot of these boxes and is likely to be the busiest part of the route.

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 massively underutilised and unable 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.

This route will help to bring benefits both to local people and tourists of Ryedale. It will provide an enhanced opportunity for people to make everyday journeys to work, school, shops, the train station and other amenities as well as leisure trips.



An overview of the proposed route between Malton and Pickering with the preferred alignment in red and other options shown in blue.