

Cost Estimate: Proposed Alignment - Phases 1a: Norton and Malton and 1b: Malton to Eden Camp

These cost estimates are intended to give an indication of funding required before detailed design determine more accurate costs.

Map No.	Point no.	Description of works	Widening existing pedestrian highway, footways for shared use = £100 per m²	Off-road new sealed surface cycle path with new improved sub-base 2.5m wide = £130 per linear metre	Patch repair and sealed surface overlay of existing path to 2.5m wide = £75 per linear metre	Upgrading track - binder (100mm) and surface (40mm) courses, 3m wide = £110 per m²	White lining - advisory cycle lanes = £5 per linear metre	Carriageway 1057 cycle lanes = £300 per 100m	Red high friction surfacing - typical cost to highlight a key crossing point = £15 per m²	Rear high friction surfacing - typical fee for wagon to apply surfacing = £400 per day	Extras Allowance (allowance budget, legal, negotiation, mitigation etc)	Works Cost	Total Cost with allowance for preliminaries, signing and contingency (+12.5%)		Deliverability 1 = Thought to be within Highways or council ownership. Easily achieved if funding available. 2 = Thought to be within Highways or council ownership. Likely to require in-depth stakeholder consultation, detailed design or planning permission. 3 = Third party landowner but foresee no insurmountable objection. 4 = Third party landowner with obvious likely objection (but not impossible!).	
													Phase 1	Phase 2		
A	1	Langton Road is already partly traffic calmed and joins in with the current National Cycle Network 166.										£ -	£ -			
A	2	St Nicholas Street is a quiet residential road, although it does have a public car park half way down.										£ -	£ -			
A	3	The level crossing and Welham Road / Church Lane junction is one the most hazardous parts of the route. A bridge for cyclists and pedestrians would be the most attractive and is discussed in point A8. However in terms of deliverability and cost, an increase in the footway to a width of 3m would provide a much safer crossing than already exists.								(Funded)	(Funded)	(Funded)			2/3	
A	4	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.								£ 5,000	£ 5,000	£ 5,625			3	
A	5	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.								£ 2,000	£ 2,000	£ 2,250			2	
A	6	There is then a staggered crossing of Yorkersgate. To accommodate for less competent cyclists the short wide section of footway on the north side could be made shared use to allow users to make the crossing of the main road in one go. NYCC are not comfortable with proposals for short section of shared footpath/cycleway. Creating shared use pavements in town centres is not ideal but looking at the adjacent footway widths, edge of the town centre location and observed use we believe this short section is appropriate.								£ 2,000	£ 2,000	£ 2,250			2	
A	7	The use of Saville Street is a key part of the route into and out of the town centre. To facilitate this, contra flow cycling should be permitted. This could include a cycle lane running down the eastern side of the road but the section at the junction with Yorkersgate would have to be marked out.						100	1	15	1	£ 1,500	£ 2,925	£ 3,291		1
B	1	The route in and out of Malton's Market Place to the north uses Spital Street and Princess Road with a straight over crossing of Newbiggin. There are currently plans to lower the speed limit on Newbiggin past this junction and down to Butchers Corner to 20mph which should have a positive impact on safety and the perception of safety at this junction. This could be accompanied by a raised table to help keep traffic speeds low and linked into the proposals to make a more attractive pedestrian thoroughfare between the proposed new supermarket in Wentworth Street car park and the town centre.										£ 15,000	£ 15,000	£ 16,875		1
B	2	Our recommended route out of Malton uses Princess Road and Peasey Hills Road. Although the roads are 30mph it is likely, due to the environment and layout, that speeds are lower and we would recommend this is formalised to 20mph. Our main concern here is the hill as you move away from the town centre as it reduces cycling speeds and increases 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 also help to relieve the pinch point on Peasey Hills Road just after the junction.										£ 15,000	£ 15,000	£ 16,875		1
B	3	The junction between Peasey Hills Road, Pasture Lane and Rainbow Lane could be modified to make it easier for cyclists to use this junction: firstly that the road markings be changed so that the crossing between Peasey Hills Road and Rainbow Lane is a straight over crossing rather than slightly staggered as it currently means cyclists may become stuck in the middle of the main road. Secondly, 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.										£ 1,500	£ 1,500	£ 1,688		1
B	4	The bridleway between Rainbow Lane and the other side of the A64 bridge has been already surfaced with bitmac. There are several speed bumps which should have bypasses round / sections cut out to allow cycles to pass without discomfort.										£ 500	£ 500	£ 563		1/3
B	5	Borough Mere Lane is currently a rough track and needs an all-weather surface to make this an attractive route for cyclists. This would need to be built to take heavy farm vehicles and discussions would be needed with the land owner and NYCC PROW to agree a suitable solution to stop unauthorised vehicles from using this as a cut through.				400						£ 44,000	£ 49,500		2	
B	6	The use of Freehold Lane allows the route to run directly past Eden Camp visitor attraction and 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).	100		800							£ 101,000	£ 113,625		1/3	

Phase 1a	Phase 1b	Phase 1 Total
£48,853	£163,688	£212,541

Cost Estimate: Proposed Alignment - Phase 2: Eden Camp to Pickering

These cost estimates are intended to give an indication of funding required before detailed design determine more accurate costs.

Map No.	Point no.	Description of works	Widening existing pedestrian highway footways for shared use = £100 per m²	On-road new sealed surface path with new improved sub-base 2.5m wide = £130 per linear metre	Patch repair and sealed surface overlay of existing path to 2.5m wide = £75 per linear metre	Upgrading track - binder (100mm) and surface (40mm) courses = £110 per m²	White lining - advisory cycle lanes = £5 per linear metre	Carriageway 1057 cycle lanes = £300 per 100m	Red high friction surfacing - typical cost to highlight a key crossing point = £15 per m²	Red high friction surfacing - typical fee for wagon to apply surfacing = £400 per day	Extras Allowance (allowance budget, legal, negotiation, mitigation etc)	Works Cost	Total Cost with allowance for preliminaries, signing and contingency (+12.5%)	Deliverability	
															£
C	1	Blansby Lane, Dicky Ground Lane, Riggs Road and Edenhouse Road are 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.										£ -	£ -		
D	1	Habton Road is quiet with good sightlines. The road has just been resurfaced and although it is a fairly wide speed derestricted road, it felt suitable for the route to use, down to very little traffic using it and the omission of a centre line made it feel less intimidating. One additional improvement for the route would be to paint cycling symbols on the carriageway surface both to mark the route but more importantly to highlight use of the route by cyclists to car drivers.						10				£ 3,000	£ 3,375	1	
E	1	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.								£ 5,000		£ 5,000	£ 5,625	1	
E	2	The road out of Kirby Misperton is busy with high traffic speeds culminating in an uninviting route for cyclists. The first section from the roundabout in the village to the back entrance to Flamingo Land represents a challenging section of the route. Our preferred scheme for making this section suitable involves reducing the speed limit to 30mph and suitable road modifications being made to help drivers abide by the new speed limit. This could include removing the centre line, solid white lines at the edge of the road to make the carriageway appear narrower, cycle symbols painted onto the road surface, suitable signage and a gateway feature at eastern end to mark the start of the village. However North Yorkshire Highways appear not to want to reduce the speed of this road even with changes to the environment which would make it safer for all road users. The only alternative therefore is to build a path alongside the road in the verge (probably to the north). It would be safer than cycling on the road but achieving a consistent width of 2.5m will be difficult. We also believe this to be significantly more expensive but include the price for this verge side path in our estimates.	975									£ 20,000	£ 117,500	£ 132,188	1/3
E	3	Construct path on the north side of the Kirby Misperton Road in the verge. This path would need to be between 2-2.5m wide (depending on the local restraints). The first section out of the village will require significant vegetation cut back and may require a small strip of land from Flamingo Land. As it is unlikely to interfere with their operational land or security so we are optimistic this could be negotiated.	1100										£ 110,000	£ 123,750	1/3
E	4	To avoid having to run the route alongside Kirby Misperton Road more than is necessary and to avoid the section through the 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. This includes a new bridge over the Beck (construction of a similar bridge in Tickton cost approximately £45k in 2014).	640									£ 45,000	£ 128,200	£ 144,225	3
E	5	The road surface from Barker Stakes to Lendales Farm is in very poor condition and requires resurfacing throughout to an adoptable standard. Cheaper patching work could be implemented, but it is likely to require further work in a relatively short amount of time.			1550								£ 170,500	£ 191,813	1
F	1	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.										£ 10,000	£ 10,000	£ 11,250	1
F	2	Gosipgate and Leas Lane as far as Leas Farm would be fine in good weather but flooding is an issue after wet weather.										£ -	£ -		
F	3	The route into Pickering uses quiet residential roads which have traffic calming to reduce vehicle speeds.										£ -	£ -		
F	4	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 for cyclists the end of Train Lane should be opened up for cyclists to use. In the north bound direction the movement of cyclists is straightforward as they will be coming out of Vivis Lane with motor traffic. An advanced stop line for cyclists going in this direction would be beneficial. For the southbound direction a new 'cycle' phase would have to be introduced in the traffic lights. It would work like the pedestrian phase as it would be operated by a press button. This is a similar arrangement to that which exists in Harrogate on the junction of Stray Rein with busy A6040 York Place.										£ 30,000	£ 30,000	£ 33,750	2
F	5	Potter Hill is a quieter road and offers a better route into the centre of Pickering.										£ -	£ -		
F	6	There is some cycle parking in Pickering but more parking should be spread throughout the town.										£ 10,000	£ 10,000	£ 11,250	1

Phase 2 £ 657,225

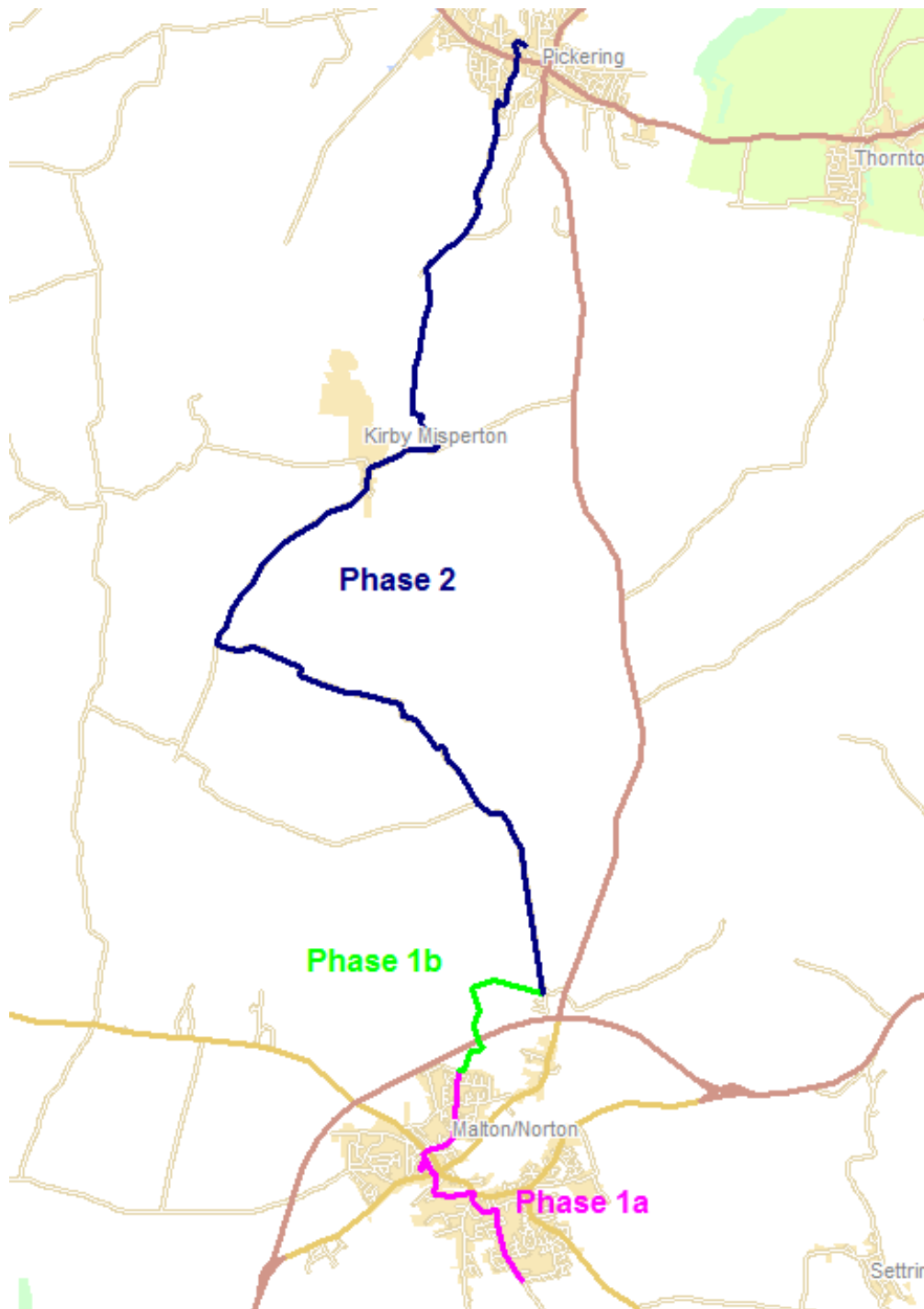
Total costs for all phases £ 820,913

4. Phasing

Phase 1a: Norton and Malton This is the route through Malton itself. It works as a standalone scheme linking right through the heart of the town and making local cycling journeys more attractive. Even if later phases are created this phase will act as a useful route to the people of Malton. This section has been costed at £48,853 plus works to the level crossing.

Phase 1b: Malton to Eden Camp Preferably this phase should be done at the same time as 1a and represents an opportunity to connect into the Eden Camp and possible future employment sites. Costs for this section have been estimated at £163,688.

Phase 2: Eden Camp to Pickering The longer term option to link Malton with Pickering. Total estimated costs for this section are £657,225.



5. Signing

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.

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.

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.

Cyclists Dismount or End of Route signs are not appropriate and should not be necessary on National Cycle Network routes.

Cycle specific route signing also raises awareness of cyclists amongst other road users and helps promote the route as well.



© Sustrans

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.

Signage costs are part of the 12.5% allowance added to Works Cost in the following Cost Estimates.

6. Cycle parking

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

Malton and Pickering town centres could be locations where new / additional cycle parking may be appropriate in relation to the proposed route.

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.

7. Funding

Department for Transport

Currently we are not aware of any DfT funding that might help with the cost of the proposed Malton - Pickering cycle route.

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”.

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.

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.

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).

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

The County Council will add the proposed Malton – Pickering route to its reserve list of potential transport schemes once this report has been finalised.

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 we will not at this stage be seeking Committee approval for the route or undertaking any further assessment and development work.

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.

Should they become aware of any suitable funding opportunities they will refer to the reserve schemes list.

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.

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

The District Council are discussing the above mentioned Pinch Point funding with the County Council.

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

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.

Developments on or close to the proposed route (in Malton and Pickering in particular) may represent an opportunity for funding or creating some of the required infrastructure. North Yorkshire County Council's and Ryedale District Council's planning teams therefore should be made aware of it.

Local Enterprise Partnership (LEPs)

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 and would need to be packaged with other investment proposals (perhaps on a Beverley and Holderness wide basis) with an emphasis on growing the economy and good quality local jobs through improved access to be considered.

From 2015, funding for local major transport schemes is devolved to Local Transport Bodies (LTBs). LTBs will be voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and maybe other organisations.

European Union

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.

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.

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.

Town / Parish Council and local fundraising:

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.

8. Usage and Benefits

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.

Source: <http://www.trendy-travel.eu/>

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.

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.

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.

So, will a cycle route between Malton and Pickering be similarly well used and beneficial?

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.

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

The route would become part of the National Cycle Network (NC), 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.

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.

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

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.

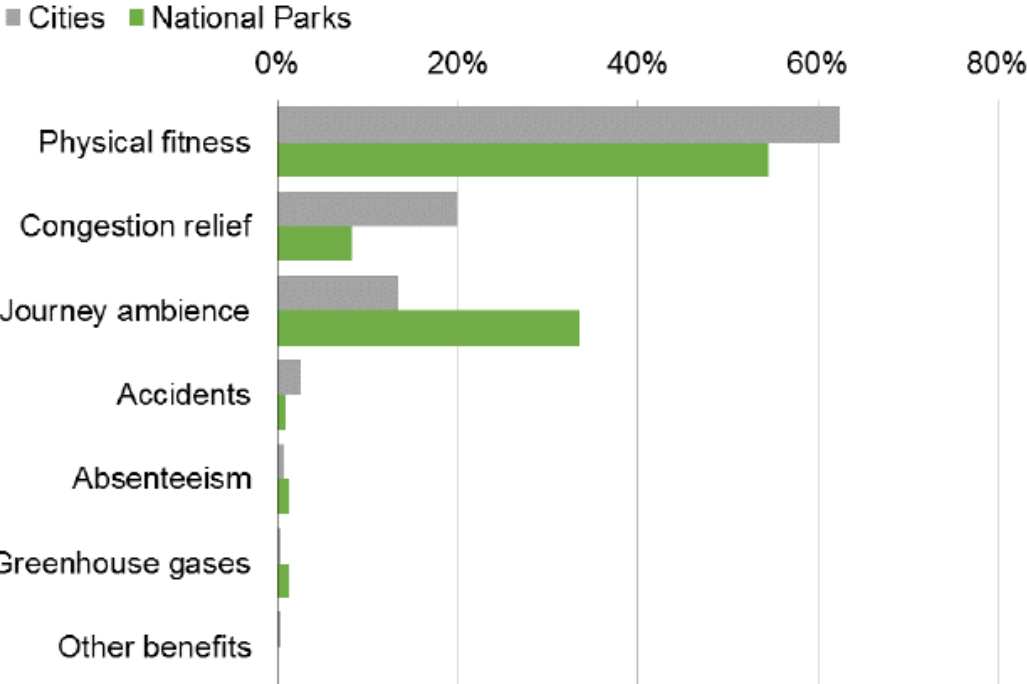
This includes the final benefit cost ratios (BCRs), the main types of benefits behind both cities and National Parks schemes as well as the assumptions used within the appraisal.

The combined BCR for the funding stream as a whole (both under Cycle City Ambition

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.

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)



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.**

9. Future Maintenance

Proper maintenance is essential if a cycle route is to remain attractive to users, and help to promote cycling more generally.

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.

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.

Future maintenance costs have not been included in the following Cost Estimates.

10. Monitoring and Evaluation

Provision should also be made for monitoring usage of the route and evaluating its impact.

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.

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.

Ideally cycle flows should be measured before the new route is completed as well as afterwards.

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.

11. Local Consultation

This draft final report is being 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

12. Onward Routes

Pickering - Dalby Forest - Scarborough

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.

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.

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.

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 - Kirkbymoorside - Helmsley

Discussions are underway through the Raising Cycling in Ryedale group regarding the development of a safe and attractive cycle route going west from Pickering to Kirkbymoorside and Helmsley market towns.

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.

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

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

An on-road route via Terrington looks to have potential, but this would need further consideration with North Yorkshire County Council, the AONB team and Hambleton District Council, particularly in relation to the Yorkersgate / Castle Howard Road junction in Malton.

Traffic-calming measures on The Stray (giving access to Castle Howard's main entrance and the Yorkshire Arboretum) should be considered. This and other route alignment issues will feature in discussions that are developing with City of York Council regarding creating a cycle route that links the historic city with the Howardian Hills, Castle Howard and Malton.

Kirkham – Stamford Bridge (and York)

To complete a continuous National Cycle Network route between Stamford Bridge (and the existing signed route from York) and Norton / Malton, the currently missing on-road section between Stamford Bridge and Kirkham via Buttercrambe, Bossall and Crambe should be signed, subject to consideration of conditions for cyclists through the centre of Stamford Bridge and the bridge over the River Derwent.

13. Consultation

North Yorkshire County Council – Highways and PROW

Ryedale DC – Planning and Forward Planning

Flamingo Land

Lendales Farm