

## **HAMBLETON DISTRICT COUNCIL**

**Report To:** Cabinet  
7 July 2015

**Subject:** **BEDALE CYCLEWAY NETWORK**

**Bedale Ward**  
**Portfolio Holder for Economic Development and Finance: Councillor P R Wilkinson**

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### **1.0 PURPOSE AND BACKGROUND:**

- 1.1 The idea of this cycle network has been in the planning since the Bedale Renaissance Market Town Master Plan was published in March 2004. Its objective is to link where people live in Aiskew and Bedale to key institutions (such as schools, leisure centres, health provision) in the area via pedestrian and cycle routes.
- 1.2 The development of the Bedale station in 2005/6 advocated the need for a new bridge or improved pedestrian/cycle access across the river.
- 1.3 In 2009 the Council published its Local Development Framework DPD Allocations which required developers to provide footpath and cycle ways within their new sites and began a collection of developer contributions towards the rest of the network, some of which required construction.
- 1.4 In late 2011 Sustrans, the National cycling charity produced a feasibility study which proposed:-
- a) A new cycle/footway from Aiskew to Bedale parallel to the Wensleydale Railway
  - b) Links in to a) above from both new and existing housing developments
  - c) The need for improved cycle and pedestrian crossing of the river/stream separating Bedale and Aiskew
  - d) A range of other possible links to help create the local cycle network

The schematic of this is shown at Annex A.

- 1.5 As a result of this the Council has been collecting S106 contributions specifically for this scheme from developers and has now secured £316,000.
- 1.6 Aiskew Parish Council has also been passported £19,000 of Section 106 monies towards this project and North Yorkshire County Council has contributed £63,000 towards pedestrian bridge improvements. A further £173,000 is in the S106 pipeline to be secured in the near future, making a possible total pot of £571,000.
- 1.7 There is some potential for this to be used to secure additional external resources in the form of grants from, say, Sustrans.
- 1.8 In the meantime, several local developments have moved forward which affect this project:-
- a) The new relief road for the town is under construction. This will significantly change traffic patterns and volumes.
  - b) Elsewhere on this agenda is a report about the creation of a new gateway car park for Bedale. Whilst this project stands on its own merit there may be possible links needed here, and with the notion of a "Town Trail" which could be explored as part of future proposals.

- c) Some institutions in the area have grown or are due to grow, creating greater car parking demand which could be mitigated if people locally cycled more.
- d) The LDF allocated sites are well under construction in Aiskew, many properties are already occupied, which will create more local traffic and a greater demand for safe pedestrian and cycle routes.
- e) Proposed linkages with employment areas at Leeming Bar need to be looked at again in view of the cycleway provision made as a result of the A1 widening and any that comes as a result of the new relief road.

## **2.0 OPTIONS:**

2.1 The Council has two options:-

- 1) Return the funds to the developers.
- 2) Utilise funding secured to progress cycleway development in the Bedale/Aiskew area.

## **3.0 PROPOSALS**

3.1 If option 2 is pursued it is suggested that it is undertaken in two parts:-

- 1) Review the strategic cycle network in Bedale/Aiskew in light of recent and known future developments.
- 2) Propose detailed delivery of key sections of cycleway which can both stand alone on their own merit and be contained within the funds available.

3.2 In order to progress this it is suggested that Sustrans be re-commissioned to undertake the detailed feasibility study.

## **4.0 FINANCIAL IMPLICATIONS AND EFFICIENCIES:**

4.1 Any spending would be limited strictly to the availability of either Section 106 monies or external cycling related grants.

## **5.0 LEGAL IMPLICATIONS:**

5.1 The detailed feasibility study will address any legal issues associated with delivery.

## **6.0 RISK ASSESSMENT:**

6.1 The risks associated with this report are minor.

## **7.0 EQUALITY/DIVERSITY ISSUES:**

7.1 The brief for this proposal will include criteria to ensure that the plans for the cycleway and bridge are fully accessible for all.

## **8.0 RECOMMENDATIONS:**

8.1 It is recommended that:-

- 1) The available capital be top sliced to provide up to £30,000 to appoint external experts to produce a detailed feasibility study.
- 2) The content of the 2010 cycleways study be refreshed.

DAVE GOODWIN

**Background papers:**            Sustrans Bedale Cycleway Study 2010

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