Wharfedale Greenway Feasibility Study

Burley-in-Wharfedale – Ilkley – Addingham

First draft November 2017

Burley PARISH COUNCIL

ILKLEY PARISH COUNCIL

Addingham Parish Council • Community Together

City of Bradford MDC
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Foreword

1.0 Introduction

1.1. In January 2017 Sustrans was commissioned by Ilkley Parish Council to undertake a feasibility study to assess the practicality of creating an all-weather family friendly multi-user (walking, cycling and wherever possible horse riding) greenway route linking Burley in Wharfedale, Ilkley and Addingham.

1.2. A Steering Group was formed to oversee this assessment, comprising representatives of Burley, Ilkley and Addingham Parish Councils, and with input from representatives of Bradford MBC's transport planning and public rights of way teams.

2.0 Wharfedale Greenway

Sustrans sees the potential for a continuous traffic-free and traffic calmed route through the whole of Wharfedale, one of Yorkshire's most widely known and loved valleys, which ultimately could run between Cawood (near York) and all the way up to Kettlewell in the Yorkshire Dales National Park.

So far, feasibility work has been undertaken by Sustrans in 2010 for Otley Town Council which looked at utilising the disused railway line between Pool, Otley and Burley in Wharfedale, with the potential to link to Menston.

In 2013 a steering group was formed to carry the proposed route forward. This group comprises:

Otley Town Council

Burley-in-Wharfedale Parish Council

Menston Parish Council

Pool-in-Wharfedale Parish Council

Bradford Metropolitan District Council

Leeds City Council

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This resulted in a refresh of the feasibility report in 2014 and the undertaking of a consultation exercise, which demonstrated considerable support for the project.

Sustrans were subsequently commissioned in 2016 to undertake a Design and Delivery Report for the first phase of the project between Otley and Burley-in-Wharfedale. This aimed to find solutions to difficulties and issues raised within the original feasibility study, and to bring the project as close to deliverability as practically possible, so that a robust case can be made should any funding opportunities arise.

This work was completed in March 2017 and funding is being actively pursued to implement its construction through development funding, and Government bodies at all levels.

To maintain the momentum of the overall project, in June 2017 Sustrans were commissioned to carry out a Design and Cost report concerning the 2nd Phase of the Greenway between Otley and Pool and that is the subject of this report.

A Memorandum of Understanding has been signed by the Town and Parish Councils, forming the steering groups which reinforces their commitment to developing the route further.

There are also indications of widening interest in the Wharfedale Greenway vision from within communities east of Pool.

St3.0 Study Aim & Scope

3.1 The principal aims of this feasibility study are:

To identify a route which can be developed to provide a safe and sustainable 'family-friendly' pathway for multiple users – walkers, cyclists, and horse riders where possible – and is suitable for multiple trip types – leisure, commuter, education, utility journeys – and that connects the planned section of Wharfedale Greenway between Otley and Burley-in-Wharfedale to Ilkley and Addingham.

To identify potential feeder routes that provide connections with the greenway route with adjacent communities including schools and public transport services, especially Ilkley's railway station.

To identify other potential opportunities to improve and encourage sustainable travel along the valley corridor.

This study will also form the basis of any public consultation and further communications with interested parties. It can be used to inform and support funding bids and contribute to local plan development and in relation to relevant planning applications.

4.0 Background and Current Barriers to Cycling and Walking

Burley-in-Wharfedale village lies to the south of the River Wharfe and alongside the busy A65, which provides the only direct road connection with Ilkley. Like Ilkley it has a station on the Wharfedale Line (connecting with Leeds and Bradford).

In 2013? the Parish Council looked at a possible greenway route between Burley and Ilkley following a corridor alongside the railway. Encouraging young people to travel actively for secondary schooling, sporting and social activities was a particular motivation.

Ilkley is a spa town sitting on the banks of the River Wharfe. The oldest parts of the town sit on the gently sloping valley floor, but the land rises steeply to both the north and south. It's the usual starting point for The Dales Way long distance footpath of approx. 80 miles (128 km) to Bowness-on-Windermere

The streets within the older parts of town are narrow, and the dominant terrace housing means that there is much on street parking. These factors and the significant amount of through traffic in the town mean that scope for cycle facilities is limited.

Addingham is a smaller 'commuter' village sandwiched between the river and the A65, which again provides the only road link with Ilkley, which is the nearest railway station. Bus services are limited.

There is a suspension footbridge across the River Wharfe which links via a section of footpath and farm access road to a lane which connects Beamsley and Bolton Bridge villages on the edge of the Yorkshire Dales with Ilkley.

While the Dales Way provides a continuous walking route between all three places, there is not a recognised route for people to cycle that avoids the A65, with similarly safe connections to Ilkley's and Burley's railway stations, let alone other destinations for everyday journeys.

However, there is demand for such facilities. Ilkley in particular has a growing road cycling culture, based mainly around organised road cycling events and other activities through the local club, but public requests and consultations have highlighted a desire for more family orientated facilities that can provide leisure cycling opportunities, and links to schools and community facilities suitable even for novice cyclists.

Bradford District Cycle Strategy 2016-26

Earlier this year, Bradford Council released its district wide cycling strategy *Keeping the Wheels* Spinning, which aims 'to create the space and opportunity for everyone who wants to be involved in cycling in our district to do so, to the maximum possible level of enjoyment and utility!'

The strategy has been compiled after wide multi-sector consultation and via feedback from cyclists and planners, and a future route between Burley-Ilkley Addingham is identified as being part of the district's cycling network.

The Council will shortly be working on the production of its Local Cycling & Walking Investment Plan (LCWIP), as part of the implementation of the government's Cycling & Walking Investment Strategy. This is being coordinated at West Yorkshire level by the West Yorkshire Combined Authority with financial support from the Department for Transport (DfT).

West Yorkshire Transport Strategy

The West Yorkshire Combined Authority (WYCA) has a adopted a draft *Transport Strategy 2040* which includes a policy to 'Encourage healthy, active travel with improved cycling and walking facilities.' This and a separate cycling prospectus are being developed, but there is already a conceptual plan for wider cycling network development which identifies a Burley-Ikley-Addingham route.

As mentioned above, WYCA has been successful in obtaining financial support from the DfT to help work with enthusiastic local authorities like Bradford Council with the development of their local cycling and walking infrastructure plans (LCWIPs). With these in place, councils and combined authorities should more ability to bid for any central government pots of money to improve cycling and walking networks.

WYCA are submitting an Expression of Interest for RDPE European funding to develop a 4.5km section of Wharfedale Greenway route on disused railway between Otley and Burley.

Yorkshire Dales Cycle Development Plan 2015-20

This plan (produced by the Yorkshire Dales National Park Authority) refers to Wharfedale Greenway development between Otley and Ilkley which would provide an improved connection onwards to Bolton Abbey. The Park Authority is working towards upgrading the existing underpass route Bolton Bridge so that this route can be used by less confident cyclists.

Tour de France / Yorkshire Legacy

Since the historic hosting of the Grand Depart of the Tour de France in 2014 (featuring Addingham), Yorkshire has continued to host an annual major professional cycle race in the form of the Tour de Yorkshire. Ilkley (and Otley) cycling clubs are among the oldest in the country, and their members join thousands of other enthusiasts to take part in the hundreds of organised sportive and mass participation cycling events now taking place across the county each year.

The drive and passion for cycling in Yorkshire has a long history. Participation is above the national average across the region.

The 2018 Tour de Yorkshire (in May) is extended from three to four days and Ilkley is one of the eight host locations.

5.0 Route design, environment and ecological considerations

The routes proposed should be designed and built to the standards and current best practice as set out in Sustrans Design Guidance. This guidance collates Sustrans' long experience together with wider industry best-practice to give designers, planners and decision-makers a high level of confidence in supporting proposals made in this report to provide high quality walking and cycling infrastructure.

Sustrans Design Guidance can be found at:
https://www.sustrans.org.uk/our-services/our-expertise/route-design/sustrans-design-guidance

All route choices and designs should have the following core principles in mind:

1. Convenience
2. Accessibility
3. Safety
4. Comfort
5. Attractiveness

It is frequently not possible to deliver a full route or network in one phase and it is therefore necessary to carefully consider the order in which route or network sections are prioritised. Each section delivered should be able to standalone as useful to the local community and onward interim connections to other acceptable and safe walking and cycling routes considered. Any connective routes designated as interim are unlikely to meet the five core principles above but user safety should be considered above all else.

Off-road sections

Off-road greenway routes provide the public with a linear park. These have the potential to be more than just a convenient transport link; artwork and information boards can easily provide points of interest. Proposed routes along the Wharfedale valley should provide a safe and aesthetically pleasing environment that support utility as well as leisure trips.

Highway sections

Where routes share the highway either on the footway or carriageway, it is important to consider the design standard necessary to attract typical potential users. The highway authority will be central to the development of walking and cycling routes along the public highway. Cyclists may be accommodated on the carriageway on low-speed and volume residential streets but physical separation is required on busier or main roads. In addition, cyclists can be given useful advantage over motor traffic through the provision of contra flow cycling, exemption from Traffic Regulation Orders and short cut-throughs and links.

The Wharfedale Greenway could become part of the National Cycle Network (NCN) and as such should be designated and designed to an appropriate standard to attract a wide range of users and abilities:

- A competent 12 year old child cycling unaccompanied;
- Family groups with younger, supervised children; and
- All novice cyclists (aged 12 years and above).

With this in mind, NCN routes using the public highway or off-highway infrastructure should:

- allow a continuous "flowing" experience without the inconvenience of frequent start/stops.
- have high quality surrounding environments.
- have smooth, bound surfaces (where appropriate).
- have low vehicular traffic (<3000 vehicles in a 2 way flow over 24 hours) and 85%ile speed less than 20mph.

Environment and ecology

As well as the benefits to health and the wider environment, it is important to acknowledge the potential ecological impacts of a proposed new route, and to appreciate the benefits of increasing public access to nature.

Once route choices proposed in this report have been consulted upon and a delivery strategy agreed, further ecological appraisal and study work will be required in the areas to be developed.

6.0 Detailed maps with proposal descriptions, cross-sections, alignment diagrams and photos

The following series of maps and detailed description pages will provide a thorough commentary on the core routes and key links being proposed as part of this study. Viable solutions to challenges that exist are proposed, providing a clear vision of how a high quality walking and cycling route could be delivered between Burley in Wharfedale, Ilkley and Addingham.

The A3 route maps are shown at appropriate scales for communication of the detail required (e.g.1:2,500 and 1:500 scale). Each map shows numbered reference points, which relate to the numbered text on the facing pages of each map.

The overview plans provided on the following pages show how the maps are laid out and overlap.

Section 1
Burley in Wharfedale to Ben Rhydding

Section 1. Burley in Wharfedale Railway Station to Ben Ryhdding

The lack of disused railway infrastructure beyond Burley in Wharfedale provides the principal challenge for the continuation of the proposed Wharfedale Greenway. The presence of the fast and busy A65, the railway, the River Wharfe and challenging topography dramatically diminishes the number of practical and feasible route options available.

An initial step for this feasibility study was to appraise the route options available using local knowledge and history together with GIS software to create a map for discussion with the project steering group. The route options appraised can be seen in **Appendix A.**

Following consultation and agreement with the steering group, a number of route options were eliminated for any further investigation where local knowledge defined that a suitable route would not be feasible from a practical perspective.

For this section 1 between Burley in Wharfedale and Ben Rhydding, this process left only one practical route corridor that will here be described in detail.

The route described in this section does not follow continuous rights of way and the means to create such a route will be subject to negotiation with and consent of landowners and the local authority.

1. Phase 1 of the proposed Wharfedale Greenway currently terminates at Burley in Wharfedale Station on Station Road. To continue in a westerly direction, approximately 100m of Station Road would need to be used for this route. The road is already 20mph traffic-calmed and further visual measures and signs would be sufficient to safely accommodate greenway cyclists. A zebra crossing or informal crossing point on the speed bump close to Smithy Lane, to create a raised table crossing, would be desirable for pedestrians using the greenway and for access to the station.

2. The proposed route then continues along Southfield Road. The 20mph zone does not currently continue into the side residential streets off Station Road which is unfortunate as this would be more conducive to walking and cycling. A 20mph zone that include Southfield Road, Hall Drive and Sun Lane would be beneficial to users of the Wharfedale Greenway as well as local residents. This to be discussed with Bradford Council.

3. The route would then continue onto Sun Lane and past the Sun Lane Nature Reserve. The original lane is of a good width but the paved surface has deteriorated and vegetation and trees have encroached. Cutting back and resurfacing to a clear 3m width would be required for the greenway.

4. At the end of Sun Lane track, there is a gate and stile with a public footpath continuing into a farm field. There is a pending planning application for a large residential development in fields adjacent. The provision of safe walking and cycling infrastructure would be of great benefit to this development and the greenway route proposed here would need to be consented by the same landowner.

   The stile next to the farm gate could be replaced by a standard 1.5m self-closing bridle gate to give access for all non-motorised users. Through this first field, it is proposed that the greenway would share the alignment of the public footpath and would run in a 5m wide corridor between two new timber post, rail and wire netting fences to keep people and dogs from straying into the field. See cross-section **XX**. Field gates would be provided in the fencing wherever required by the farmer and open in such a way to temporarily close off the greenway in both directions to allow movement of animals and machinery. A pipe culvert would be required bridge over a small stream.
5. The proposed greenway would then cross over a stream

Field Gates to be replaced with cycle friendly alternatives

   using another pipe culvert bridge, past a ruined building and leave the public footpath alignment to traverse the field in a fenced corridor below the existing boundary fence with the railway formation. See cross-section **XX**.

6. The greenway would enter a small woodland where route choice would be selected carefully to avoid and minimise any damage to trees and their root systems.

7. The greenway corridor would curve around the field edge as close as is practical to the boundary and cross over to join the Network Rail ‘May Gurney’ track.

8. Here, a well-made vehicle track exists and it is understood that this was put in place by the engineering firm May Gurney on behalf of Network Rail over 10 years ago, to deal with a significant landslide affecting the railway further to the west. They were required at the end of the works to re-instate to woodland but as the landslide may still be active, work intermittently continues.

9. The existence of this well-made track over the next 700m through this land and woodland makes it possible to envisage a greenway route that could be of great benefit to the public. However, no continuous public right of way exists. It is apparent that an existing landowner has significant concerns over public access and has CCTV security measures in place.

   However, by consent of Network Rail and other landowner, it would be possible to provide a well-made greenway path that served the public, controlled and corralled access and allowed Network Rail assured and sustainable access to manage the railway embankment. The path surface would be made to a highway standard to carry heavier vehicles and high quality timber post, rail and wire netting fences would keep people and dogs within the path corridor whilst allowing birds and smaller animals to pass unhindered.

   By allowing permissive access, Network Rail and the landowner could retain some control of public access to the route to permit temporary closure of it for emergency works or at pre-advertised times for other purposes. Arrangements such as these exist and work well on other similar greenway routes.

10. Farm gates would be installed in the greenway fencing wherever required to give landowner access to land either side of the path and to the railway underpass here. The greenway would continue in a corridor alongside the railway fence and through the woodland where route choice would be selected carefully to avoid and minimise any damage to trees and their root systems.

11. The greenway would continue in a corridor at the top of the farm field against the railway boundary fence. High quality timber post, rail and wire netting fences would keep people and farm animals well separated.

Routes across open fields will need to be fenced.

12. Farm gates would be placed on either side of every existing field boundary or as per the farmer's working requirements.

13. The greenway remains in a corridor at the field boundary and skirts around the scout hut fence. A gate could be provided to give easy access for the scout troop so that they can make good use of all the benefits that the greenway could offer.

The cycle route would require use of some space within the field next to the scout hut.

14. An access point onto the footway adjacent to the scout hut could be provided and as the main greenway heads north at the field edge, it would come through the boundary to join Wheatley Lane.

Section 2
Ben Rhydding to Ilkley Bridge

Section 2 Ben Rhydding to Ilkley Bridge – Corridor Identification

From the point at which Section 1 of the proposed route enters Ben Rhydding at Wheatley Lane, there is little in the way of an obvious alignment. The flat land between Ilkey Moor and the river has been largely built on, and many of the roads between the housing are busy or form impenetrable cul-de-sacs.

Numerous alignments have been examined and these are shown on drawings T125-YH-DR-S2-OV1 and 2. All of the roads shown in green have been examined for directness, safety and amenity. Particular barriers and opportunities have been picked out so that so that sections of higher potential can be pieced together to create a continuous route.

Observations below relate to the numbers on the map.

15. Bolling Road. This would provide direct access from Wheatley lane into the centre of Ilkley. However the site visit took place during school closing time, and the road was busy with cars and buses, which had to give-way and weave around parked cars. The road did not meet the criteria required for a cycle route as existing and the potential to give over any space for new cycle facilities is limited. Bolling Road has therefor been discounted.

16. Wheatley Road south of railway. The road narrows as it passes beneath the railway and to the south of it, it runs in a narrower corridor than to the north, with private gardens immediately adjacent. There seem little opportunity for new cycle facilities and the road is too busy to sign as a cycle route as it is. It seems sensible there for to concentrate on route heading north from the scout hut.

The narrow and busy Wheatley Lane

17. For completeness a route using St. John's Road and an existing footbridge over the railway was looked at. This proved to be too narrow for cycle use. In palaces garden hedges left only a 1m corridor, barely wide enough to walk along. The bridge was narrow also with little available space for improvements.

18. Wheatley Road north of the railway sits within a wider corridor, but is also busy with traffic accessing A65 Leeds Road. On-street parking limits the ability to provide cycle facilities within the highway.

Wheatley Lane looking north, showing parking on the east side.

19. To avoid Wheatley Lane it is proposed to provide a cycle track in green space on either side of it. This would require an agreement with the landowner adjacent to the scout hut. If this was forthcoming then a track of the same specification as other off-road sections of the Wharfedale greenway could be achieved.

20. The track in 5 could be taken to an existing field gate at a layby used for parking. Here a build-out and crossing over Wheatley Lane would be needed to link to the west side of the road.

Field gate exiting onto Wheatley Lane

21. If the proposed route is to continue westward along the A65 then a track through the playing field on the west side of Wheatley Lane could be used to access Wyke Cresent. This would need agreement with Bradford MDC Parks Department but could be designed in such a way as to avoid the area required for pitches.

22. A track through the playing field could also provide a link to the A65 and potentially Denton bridge. This would however require cyclists to cross back over Wheatley Lane.

23. An alternative way of reaching Denton bridge would be via the field next to Ilkley Riding Centre. This would require negotiation with the landowner. If the proposed track enhanced access to the bridleway network for the riding school then they may look favourably on it.

24. Valley Drive. The southern footway on Valley Drive was given early consideration for widening and conversion to shared-use. The advantages being it would provide a direct link from the end of Section 1 to the centre of Ilkley and be an amenity for residents of Ben Rhydding as well serving the Wharfedale Greenway. On further examination however, the road corridor appears too narrow for much widening and the footway has many side roads and private entrances joining it. It is likely that a cycle route would suffer conflict from vehicles crossing it and pedestrians walking along it. It has therefore been discounted.

The footway on Valley Drive.

25. Although the southern footway of Valley Drive seems too problematic to provide a cycle track on. It may be possible to use a section of the northern footway to link Wheatley Lane to the side roads of Wyvil Crescent or Fieldway. Unfortunately these side roads are cul-de sacs- and the pedestrian through-routes are too narrow to allow shared-use between pedestrians and cyclists.

26. Another pedestrian cul-de-sac link too narrow for cycling lies between Hampshire Close and Mayfield Close. Again, this has been discounted.

27. The next east-west corridor examined (after Bolling Road and Valley Drive) is the main A65 Leeds Road corridor. The volume and speed of traffic certainly mean that off-carriageway facilities would be required to attract all but the most confident cyclists.

28. Although preliminary examination has shown that corridor width prevents provision of facilities along the full length of the A65 within Ilkey and Ben Rhydding, there is space to provide facilities between Wyvil Road and access points to the north.

    This would not be without controversy and the expense is likely to be relatively high. An option would need to be devised that provides a two-way segregated within the southern verge that was not wholly detrimental to residents parking and did not affect mature trees in the verge. There are also bus stops that need to be overcome and a number of other issues that need examination in more detail.

Use of the footways on the A65 would allow good facilities but may be controversial.

    Road width restrictions on the A65 mean that a cycle route is unlikely to be feasible further west than Ashfields Road. However green space provides an opportunity to provide a link from the A65 to the quiet road and path network to the north. There is already a beaten path across this green space which is in BMDC ownership. Sensitive construction would be needed and options should be examined for improving the areas visual and ecological amenity.

29. There is the potential to provide a cycle track across the playing fields adjacent to Ashfield Primary School and Scared Heart Catholic Primary school to provide a link to Valley Drive.

30. An alternative to the A65 is the riverside path running between the Stepping Stones and Ashlands Road Cemetery. Access would be difficult however as the connecting path from the A65 to the Stepping Stones becomes steep as it approaches the river. Unless a major piece of engineering is employed, it will be likely that cyclists would need to dismount here.

Access to the stepping stones.

31. The path runs to the rear of a number of properties and , whilst beautiful, it narrows in several places. To overcome these pinch-points the river banks would need to be widened and the path extended with retaining features. Whilst, in practice cyclists already use this path and are likely to continue to do so, its formalisation and signage would likely meet strong opposition from walkers, nearby homeowners and land owners.

There are signs of animosity between walkers and cyclists on the riverside path

32. A route through the allotments to join Dansk Way has been looked at, but there appears limited scope to achieve a route.

The riverside walk narrows in places between private gardens and the river.

33. A route using Yorkshire Water land around the sewage works appears feasible, with YW agreement and could provide a good alignment if sections 16 and 17 were to be pursued.

34. Routes on the west side of the sewage works have been discounted due to lack of available space.

35. West of the footbridge, the riverside path becomes narrow and unsuitable for shared-use. Widening is restricted by the proximity of the cemetery.

36. The footbridge itself is narrow and suitable for single file pedestrian use only. Even a small amount of cycle use would likely cause conflict with pedestrian.

37. Sections of existing path between Ashfields Road and Deanlands parade have the potential for widening and conversion to shared-use. This would provide a means to connect with the riverside path at Bath Street where more space is available for widening.

Widening in the verge would allow a shared-use walking and cycling path between Ashlands Road and Deanlands Parade.

38. Bath Street should be used to access the riverside path rather than Deansland Parade as it avoids a narrow section of path.

The most direct link at 25 is via a footpath but this is too narrow for shared-use.

39. A tarmac path existing along the riverside between Bath Street and New Bridge Street. Although there is plenty of green space to the south, this forms a grass bank. Ideally a retaining feature is required so that a high quality 4m wide shared use path can be achieved that can accommodate the numbers of cyclists and pedestrians that can be expected to use this section.

Widening will be required and the grass bank altered to suit.

40. A subway exists that currently enables pedestrians to avoid walking up to the bridge deck level to cross into Riverside Gardens. This should be usable as existing by cyclists as long as “slow” notices are displayed and pedestrians warned of the likely presence of cyclists.

41. The route would then enter Riverside Gardens and would need to pass through it to reach Ilkley Bridge. The obvious route is to use the wide track that runs along the north side of the park. This can be busy though and shares an alignment with the Dales Way. Close consultation will be needed with the Park’s management to ensure an alignment that meets the needs of the cycle route but is not detrimental to the amenity of the Park or the Dales Way.

The existing subway will need to accommodate walkers and cyclists.

Existing paths through the park are wide but popular on weekends

42. To access Ilkley Centre from the park it will be necessary to provide a means to access Brook Street. This could be done cheaply with a wheeling channel up the existing steps or if there is a desire from the Parks Management to provide a more accessible means of getting to Bridge Street then the possibility of an improved ramp could be examined. This would serve wheelchair and pushchair users as well as cyclists. It is proposed to designate the western footway of Brook Street as a Shared-use route at its current width. This can be used to reach existing cycle parking at the junction of Brook Street and the A65.

The western footway on Brook Street is wide but could be widened further still with amendments to the flower beds and retaining walls.

43. An additional potential east-west corridor lies on the north side of the river. In many ways this would bypass Ben Rhydding and Ilkley, but although it is within North Yorkshire is likely to be the route that is easiest to implement and cause the least controversy. The key barrier however is getting to Denton Road over the existing bridge. An island exists on the A65 which (along with a bit of shared-use footway) could provide a crossing point from sections 8 and 9 described above. The bridge is very narrow however and cyclists would need to mix with general traffic. The bridge is used by traffic to avoid congestion in Ilkley and can be busy.

Denton Bridge

44. Once on Denton Road the verges would need to be hardened to provide a cycle track running parallel to it. Preliminary investigation shows that a track is possible along the full length of the road, but it would need to switch from the south to the north side west of Carter’s Lane. A more full examination is needed to verify this.

45. There is space within the northern verge to provide a cycle track past the Lido all the way to Middleton Avenue. However the last part is used is informal parking for users of the Lido and the river beaches. This parking would need factoring in to any designs and either incorporated or prevented.

46. An alternative to the route past the Lido would be to provide a route along the riverside. There is currently a crushed stone path that could be improved, but an access ramp would need providing to enable access up to Middleton Avenue at the western end as no subway has been incorporated into the bridge on the northern bank.

47. Middleton Avenue and New Brook Street provide a barrier between the green spaces wither side of the road. Crossing from the north to the south side of the river is made difficult by the parking on both sides of the road and the level differences between the green space and the road.

48. If the riverside route is to be followed then a crossing and ramp would be needed to get over Middleton Avenue and to reach the continuation of the riverside path on its west side.

49. If the route is continued along Denton Road to the junction with Middleton Avenue then a crossing at the junction will be needed as well as a wholly new track through the green space as shown.

Ramp between Middleton Avenue and the park.

Conclusions

Routes through Ben Rhydding and Ilkley are limited. Three potential corridors have been identified that could provide an achievable route but all have issues to overcome. These corridors are:

- A65 Leeds Road
- Riverside Path
- Denton Road Track

These routes are shown on drawing T125-YH-DR-S2-OV3 and will be examined in more detail in the next chapter.

Section 2 Ben Rhydding to Ilkley Bridge – Detailed Corridor Examination.

A65 Corridor

The most direct way to travel between Ben Rydding and the old Ilkey bridge is via the A65 Corridor.

The drawings overleaf attempt to find a route along the corridor that satisfies a minimum width. Overall (alongside the A65 itself) a width of 4m has been achieved. This is wide enough to allow shared-use by pedestrians and cyclists in a situation where there is a busy road on one side and fence, wall or hedge on the other.

Shared-use is very much the minimum type of cycle provision that could be achieved, and further detailed design work is needed, in close consultation with Bradford MDC before a final design is agreed upon. What these Concept designs do is outline that an adequate amount of space can be achieved and therefore a route through Ben Rydding and Ilkley is feasible. Options for improving this minimum standard are given throughout the commentary. Particular reference is given to the standards of Transport for London and the West Yorkshire Combined Authority's CityConnect project.

Details regarding Cycle Link Type (cycle routes between junctions) and cycle junction designs are given later in Appendix A.

1. It is proposed that a shared-use track is continued through greenspace adjacent to meet Wheatley Lane just north of its junction with Valley Drive. The track will require agreement with landowners and tenants and would be of a specification to meet the rest of the route between Burley and Ben Rhydding.

2. A crossing is proposed over Wheatley Lane at a point suitable for accessing the sports field. This will likely be a point within the existing large lay-by and vehicle access. Careful design will be needed to provide a safe passage through the layby that does not unduly reduce parking or impede access to fields and tracks. Given the likely traffic volumes on Wheatley Lane a toucan crossing is proposed.

3. To enter the sports fields it is proposed to create a gap in the hedge and provide access barrier to prevent it being used by vehicles.

4. It is proposed to provide a cycle track, to the same specification as that proposed to the east of Wheatley Lane, through the sports field to meet Wyvil Crescent. The direct line is across the middle of the pitches, so instead it is proposed to provide a track around the edge of the field. There is the potential to provide additional ornamental tree planting here. All proposals would need to be developed in conjunction with BMDC's Parks Team and may will require planning permission as it would reduce the amount of Recreation Sports space within the District.

A typical toucan crossing as used on CityConnect.

5. Wyvil Cresent and Wyvil Road are quiet roads and it is proposed that they are used by cycles in their current state. The quietness of the roads does need to be checked however, as maps show a potential rat run as an alternative to drivers using the Valley Drive, Wheatley Lane junction at busy times.

   Use of the Wyvils and a track over the sports fields means that cyclists can avoid the junction of Wheatley Lane and the A65. This junction does not have enough space to provide good quality facilities.

6. The junction of Wyvil Road and the A65 has a wide splay and vehicle entry and exit speeds could be reduced if the junction Radii and wisth were reduced to a minimum. This would also give a better layout for cyclists to join the footway that runs alongside the A65.

7. The A65 itself needs to be used for around 1km of its length. To provide cycle facilities on it there are a number of options.

   - Shared-use pedestrian and cycle track on one side. (Using facilities similar to Link Type A)
   - Stepped uni-directional cycle tracks on both sides. (Similar to Link Type B)
   - Segregated bidirectional cycle route on one side

   More detail is given later in the chapter under Options for Cycle Links and Junctions.

To reach a finalised decision about which approach to take would require further detailed design work and in-depth engagement with local residents and stakeholders. The designs shown here seek to understand ultimate feasibility and so look at a minimal provision using shared use.

Whichever option is used for a track space will need to be taken from either the carriageway or the verges alongside. Taking carriageway space can be expensive, especially if multiple kerbs need removal and/or installation, but there is currently hatching in the middle of the road where space could be taken if agreed by BMDC's Highways Officers.

Much of the road also have grass verges running alongside. This offers an easier and cheaper solution than works in the carriageway but can be a source of resistance form residence who value the visual amenity they offer. Resistance is also certain to arise if any of the trees within the verge require removal.

Typical section of verge on the A65. Some tree loss will be required and parking will need to be accommodated.

The designs set out to steer a compromise between the above measures. Verge is used but kept to a minimum. All but minor trees are avoided and limited widening into the carriageway is proposed. It is hoped that a middle ground can be found between greenery loss, expense and inconvenience to other road users, much more design work, consultation and iteration can be expected however.

To accommodate a cycle track within the footway, bus layby will need to be reduced in width or removed. This can, however have a positive effect on bus pull-in times as it makes it easier for the bus to pull out into traffic. This can be difficult at times when passing traffic is constant and flowing. There are a number of methods for passing a cycle lane passed a bus stop. This will depend on how busy the bus stop is and what the nature of the cycle facility is that runs passed it. Again this will need determining at detailed design stage.

8. The crossing of Colbert Avenue. Here sight lines for those crossing the end of Colbert Avenue are not good and there is limited space to improve them. It is therefore proposed to reduce entry and entrance speeds by reducing the radii of the junction head. Cyclists will need to cross the junction by giving way , as would a pedestrian. It is not ideal to force cyclists to give way on a route, but options are limited by the situation in this case.

9. Valley Drive and Sunset Drive are quieter, narrow roads and it is proposed to carry the footway and cycle way over the ends as per SRC-C. This will greatly reduce speeds of traffic leaving or entering the junction and enable cyclists to maintain priority. A criteria for when this type of junction is appropriate is set out in the upcoming CityConnect design standards and examples have been used on the route between Leeds and Bradford.

10. Constraints on the southern side of the A65 to the west of Mayfield Avenue mean that the existing crossing point (currently an island) is chosen to switch the cycle track to the north side. The facility could be improved however if converted to a Parallel Crossing. See Zebras and Parallel Crossings at the end of the chapter.

A Parallel crossing on the Leeds – Bradford CityConnect route.

11. A combination of junction adaptation, footway widening and verge hardening is proposed to continue the track to greenspace adjacent to the Allotments access road.

12. The allotments access track can be used to reach a pocket of greenspace next to Ashlands Road. This greenspace seems little used currently, but there is a clear worn track across its middle. It is proposed to create a new 3 to 4m wide cycle track through this space. The space is owned by MBDC and there may be scope for enhancement. This could be by tree planting, creation of an urban meadow or provision of play equipment.

A cycle give way crossing on the CityConnect Superhighway (SRC-A)

13. An informal crossing should be sufficient to carry the cycle track over Ashlands Road and onto the access road leading to the Funeral Directors. After a short distance this road becomes a narrow path. There is scope to widen this path to 3 or 4m to enable shared-use and provide access to Beanlands Parade.

14. It is proposed to use Beanlands Drive, Ash Grove and Bath Street to join the riverside footpath. These roads are quiet, although they do have parking on either side. The alternative would be to use the riverside path, but it is narrow in places and there is too much chance of conflict between pedestrians and cyclists.

15. The riverside path is to be used between Bath Street and the underpass beneath New Brook Street. This is only 2m wide however and to widen it will require works to retain the slope on the southern side. It is proposed to do this by re-landscaping and steepening the slope where possible but to use railway sleepers where this is not possible.

16. The existing steps will need amending to suit the new slope but there is also the opportunity to provide ramped access and remove the steps entirely. This would need confirmation by the undertaking of accurate surveying and detailed design.

17. It is proposed to use the subway beneath New Brook Street as existing. Warning signs and cyclists “SLOW” marking should be deployed to reduce the chances of conflict.

18. Existing tracks through the park are proposed to be used to the west of New Brook Street. These are currently wide at 4m, but is currently used as part of the Dales Way. Consultation with Parks Officers and administrators of the Dales Way is needed before a decision can be made about this section. There is plenty of scope for widening, but further widening may not be visually appealing.

19. The route then joins the grounds of the Riverside Hotel. Cyclists should be allowed to pass through these without any new infrastructure being installed. To aid navigation it is proposed to provide painted cycle symbols on the tarmac.

20. The route then enters a small area of greenspace. One option to allow cyclists to pass through this area is to widen the existing paths to 4m. This would require users to navigate through a 90 degree turn and would require the removal of two large conifers. There is, however a clear worn track where walkers have taken a short-cut across the middle of the lawns to reach the approached to the old stone bridge. A second option is to formalise this route with a new 4m wide track.

21. To reach the old stone bridge it is proposed to convert a short section of existing footway to shared-use. This should be achievable at the current widths and only appropriate signage is suggested.

22. The old stone bridge can then be used to cross to the north side of the river. It is wide enough to carry cyclists and pedestrians. One issue however is that the parapet heights are below that recommended for a pedestrians and cycle bridge. This should be dealt with using an appropriate risk assessment method, as actual risk is likely to be low compared to cyclists making the journey by alternative alignments.

23. Some minor alterations to the barriers at either end of the bridge would help to enable cycle use whilst still preventing access by vehicles.

24. The bridge then gives access to Langbar Road, which is dealt with in later chapters.

Section 2 Ben Rhydding to Ilkley Bridge – Detailed Corridor Examination.

Riverside Path

The riverside corridor would provide a very scenic route through Ilkley. However there are a number of constraints that would make its use difficult.

Closer inspection gave little to add to the information already provided in the Corridor Identification section, but the land ownership records shown in Appendix B show that the riverside path is in multiple ownerships. We have also become aware of past animosity towards cyclists using this path and so this is retained very much as a fall back option should the A65 option fail.

Section 2 Ben Rhydding to Ilkley Bridge – Detailed Corridor Examination.

Denton Road

The Denton Road corridor offers the potential for a less controversial route between Ben Rhydding at Ilkley Bridge. As discussed in the last Chapter this would require construction of a cycle track within the verge. This verge has now been surveyed to see how feasible and adjacent cycle track is and the ends of the route have been examined to see how they could connect with Greenway Sections 1 and 3.

To connect Section 1 of the greenway would be problematic in that Wheatley Lane is busy, with little opportunity for the provision of cycle infrastructure. An Alternative option would be to provide a cycle track through greenspace to the east of Wheatley Lane. This would be technically easy but require agreement with landowners. This may only be possible if the route as a whole was able to serve horse riders from the adjacent stables.

If the above were not achievable then consideration should be given to converting the footway on Wheatley Lane to shared-use near its junction with the A65 and using the track through the playing fields as proposed for the A65 Corridor. This would have problem also however as the shared-use footway would need to cross the entrance to the shop on the corner of Wheatley Lane and the A65. Also cyclists would be asked to cross the same road twice. A shared-use footway on the eastern side of Wheately lane seem infeasible due to the parking and garden entrances that open on to it.

To cross the A65 a toucan crossing would be proposed to replace the existing island crossing, with the southern footway converted to shared use to reach the proposed track through greenspace or Wheatley Lane, dependent on which option is progressed.

The main barrier to provision of the route on Denton Road is the narrow bridge between the A65 and Denton Road. Although the bridge is narrow, it is still used in both directions. Traffic can be heavy as Denton Road is used as a rat run to avoid Ilkley Centre.

A new bridge adjacent to the existing one, would be an obvious but costly means of linking the proposed cycle facilities together. We are aware, however that consideration is being given to making the bridge one-way. This would greatly improve the situation. It would still not enable cyclists to cross the bridge at the same time as traffic, but would reduce traffic volume and enable waiting space to be created that would enable cyclists to wait for a gap in traffic before crossing the bridge. Currently the southern side of the bridge has a wide splay that enables cars space to wait before they cross northbound. The junction becomes very congested as vehicles are forced to wait in the splays or on the A65 itself as they wait for southbound traffic to clear.

On Denton Road itself, surveys have been undertaken that show that a continuous cycle route could be achieved along the length of the road from Denton Bridge to Middleton Avenue. There would be a pinch-point near the junction with Carter's Lane and the track would need to swap from the south to the north side of the road around this point.

The main negative aspects of this route is that it would effectively bypass Ilkley and serve cyclists seeking to avoid the town centre rather than cycling to it as a destination.

Survey results are shown on the following pages.

The island crossing over the A65 leading to Denton Bridge, would need conversion to a toucan crossing.

Denton Bridge does not allow enough space for an oncoming car to pass a cyclist in safety.

Denton Road Survey Results

From the North end of Denton Bridge heading west:

1. The north verge between points 1 and 2 is narrow, having a maximum width of 1 to 2m.

The northern verge is unsuitable for hardening in this location.

The south side has more than 3m width, though contains two laybys and slopes gradually downwards away from the carriageway. It would be possible to provide a shared-use cycle track in the verge here.

A shared use track could be provided in the verge without land take.

Informal parking bays would need converting to cycle tracks or accommodating in design.

2. The south narrows to approximately 2m width opposite Carter's Lane. To continue the track on the southern verge may be an option, but would require levelling and bank support, and could not easily extend past Carter's Lane. Therefore a preferred option, if the landowner would be agreeable, may be to construct a path within the adjacent field to the north side of Denton Road at location 2 and continue the track along the northside.

The north side of Denton Road offers a better location for a cycle track but would need use of a farmer's field at one point.

There is space on existing footways leading to Carter's Lane to provide shared-use without amending the bridge.

3. The shared-use track would continue for approximately 70m to, and across, Carter's Lane

The approach to Carter's Lane.

4. Again the track would run in the adjacent field to the north of Denton Road due to a narrow verge and large some large trees within the verge, the path could re-join the north verge at point 4.

At point 4 the verge becomes wide enough again to house a cycle track.

5. From 4 to Ilkley footbridge there is ,in the main 4 to 5 m width available on the north verge (though reduces to 3.5m between points for a short distance and some large trees are situated towards the rear of the verge along the section that would need avoiding).

The north verge is wide but some tree works would be needed.

6. Note that the majority of the south verge between points E and F is very narrow and drops sharply to the water's edge.

For the most part, there is plenty of room on the northern verge

The narrow southern verge.

Proximity to the river would make the southern verge difficult to widen.

7. A section of the north verge at point H is currently used for parking, but would be the best option for the proposed path as the south verge here reduces to 1m (road to fence) with only 2m bank width beyond this, in places.

The narrow southern verge.

Parking on the northern verge.

8. Approaching the bend, it is suggested that the path continues on the north verge. Width narrows to 2.7m and may need protective barriers and warning signs.

The verge narrows on the bend.

9. Alternatively the path could again cross Denton Road near the footbridge, widening the existing southern footpath to a shared-use path (1-2m verge width available at rear of the path).

The path could cross to the southern side again.

10. At this point there is an option for the route to continue along the northern verge or to enter Middleton Sports Ground, continuing through the grounds either on the existing path widened for shared-use, or along a newly constructed adjacent cycle-only path.

Track through Middleton Sports Grounds.

11. Exiting Middleton Sports Ground via the existing sloped access, could be achievable but widths are limited and there may be pressure to create a new ramp that could be used by walkers and cyclists without conflict. The pavements of Middleton Avenue are wide (2.8m East side, 3m West) and could be converted to shared-use for the short distance to the sloped pathway entrance of the Playing Field to the west of Middleton Avenue. The path

through the Playing Fields would require widening and surfacing.

The entrance to the sports fields is ramped but the ramp is narrow.

Paths within the playing fields are narrow and would need a weather proof surface.

12. A replacement gate may be required at point L to enable easier cycling access to an existing route behind houses on Denton Road. The route would also require widening and resurfacing.

Existing path leading to a kissing gate.

13. The existing path to the west of Middleton Avenue could bring cyclists to Ilkley Bridge. Where they could cross into western Ilkley or continue to the backroads leading to Nesfield and Beamsley.

Paths and footways lead to Ilkley Bridge which is closed to traffic.

14. The alternative to using Middleton Sport grounds would be to continue the cycle track along the verges of Denton Road. This would take it past the lido and cricket ground. An issue to overcome would be that some of the verge on the north side is used for parking. This would need preventing. Also some space would be needed from the cricket ground, whose fence is built close to the road.

15. A junction improvement would also be required at Middleton Avenue that would allow cyclists to cross to green space on the south side of Denton Road.

16. A cycle track would need to be created on the south side of Denton Road.

Fencing on the north side of Denton Road would need to be moved and an agreement made with the landowner to allow a cycle track in the space.

The verge at the approach to Middleton would need hardening to allow a shared-use cycle track.

A suitable junction configuration is needed to carry cyclists to the southern side of Denton Road west of Middleton Avenue.

Section 3
Ilkley Bridge to Addingham

Section 3 Ilkley Bridge to Addingham Corridor Identification

As with other sections of the route, a number of options has been examined to determine the best way of reaching Addingham from Ilkley, with a mind to a potential route to Bolton Abbey. See drawing T125-YH-DR-S3-OV1.

Discussion of the routes are as follows:

A65 Corridor and south (Green)

To provide a route beneficial to the Wharfedale Greenway and to the majority of the population in Ilkley, the ideal route would use A65 corridor throughout the urban area of Ilkley. However, there are numerous sections where the corridor through which the road runs is not wide enough to provide cycle facilities additional to the carriageway and footways.

For the route between Ilkley and Addingham, both the A65 and the quieter road network to the south were examined to see if a continuous corridor could be achieved.

1. The interface between the route alignments from Ben Rhydding and Burley would be at New Brook Street. If the recommended route via the riverside path was to be adopted, then one option to switching to the A65 corridor of the quiet roads to the south would be via the footway on the west side of New Brook Street. This is wide at present but could be made wider still be redesign of the adjacent flower beds and associated retaining walls. This would allow shared-use by cyclists from Riverside Gardens up to the junction with the A65.

2. There is an area of space at the junction that would allow for cycle storage and welcome information. This point could be advertised as the link in to central Ilkley if the Riverside Route or Denton Road route were progressed.

Space at the junction of A65 and New Brook St. for improved parking

3. The A65 between the junction of New Brook Street and Bolton Bridge Road lies within a narrow corridor and is a well-known congestion hot spot. No designated cycle facilities would be achievable here.

4. Alternatives to the A65 are available but would not be easy to achieve, and not likely to be to the same standard as the rest of the scheme. These include:

   - Creation of a cycle route through the pedestrianized street and car park to the west of Westville Road.
   - Use of quitter (but still congested and parked) roads such as Kingsway Drive and Westville Road
   - Creation of cycle tracks through the grounds of All Saint CoE School
   - Utilisation of a bit of disused railway off Easby Drive.

   Even if this could all be achieved, the corridor would not be very easy to follow and would only take cyclists as far west as Victoria Avenue, where they would be required to rejoin the A65.

5. The A65 is again narrow between Easby Drive and the open countryside near Hollin Hall and the chance of cycle infrastructure here seems minimal.

6. The disused railway corridor runs from the west side of Ilkley towards Addingham. The railway runs through open fields, and although it would be possible to create a track from an engineering perspective, there is very little chance of convincing landowners to allow this route to go ahead. Most of the old track bed has disappeared and any route would require new fencing and the breaking up of fields

Riverside Corridor (blue)

The riverside corridor has been looked at in some detail as its alignment is the most pleasant and would provide the most continuous off-road corridor. However the corridor would need to be shared with the popular Dales Way. Although a braided routes could be achieved, that kept walkers and cyclists separate for much of the route, there are places where shared-use tracks would be required and these themselves would be narrow.

7. The riverside route would join the Riverside route proposed as part of Section 2 at Ilkley Bridge. From here a passage can be used. This would need some resurfacing.

8. The paths leading to Ilkley Tennis club would need to be adapted to allow cyclists access through the complex to the open ground on its western side. Alternatively they could use the road for much of the way.

9. To keep walkers and cyclists separate on the Dales Way it might be possible to redirect the Dales Way onto a riverside path. This is currently open to permissive use and a formal arrangement would be needed with the landowner. Agreement would also be needed with the Dales Way group.

   If the above could be achieved then it would be possible to provide a 3m cycle track as far as the footbridge at the western end of the open fields. The track would need to be provided with fencing on either-side and agreements made with the landowners and tenants.

10. The existing footpath enters a wooded area and runs between the top of a steep river bank and two houses on the southern side. There is little room for widening on either side. Homeowners have objected to similar proposals in the past and strong objections are likely to come from Dales Way users and the Ramblers Association. This section of route would also require new bridges and ramps which would be technically difficult to achieve. It is likely that the pinch point at this location makes the entire riverside route between Ilkley and Addingham unfeasible.

11. Options for bypassing the pinch-point have been examined as part of previous schemes. Again this would require agreement with landowners, which would likely not be forthcoming, but also would require cyclists to ride up a steep hill to the A65 before cycling back down to the riverside. It is highly likely that they would not be persuaded to do so, but would continue to use the riverside footpath, leading to complaints.

The pinch point near The Hollins. The fence to the left is a private garden. The river bank drops away to the right.

12. The riverside route corridor opens out into fields and it would be possible to provide separate Wharfedale Greenway and Dales Way alignments, albeit requiring the construction of a completely new cycle track.

The bridge near The Hollins would require significant engineering works to make it usable as a cycle route.

13. The route would then join the old Ilkley Road. This is little used and so a cycle track could be created within the carriageway using light infrastructure or some basic kerbing. Cyclists would have the option to use the road, but what traffic does use it travels fast and every effort should be made to keep the route of the Wharfedale Greenway as segregated as possible.

Ilkley Road is little used but still fast. Segregation should be sought if it is to be used.

14. The most beautiful part of this route would be via Old Lane. This is flat and a road closure separating it from Low Mill Lane keeps traffic volumes down. Objection is likely to come from homeowners at Smithy Greaves however, who would not wish to see additional non-residents in the area. If the rest of the Riverside Corridor cycle track was feasible, then it is likely the route could be forced through this area, but given other weaknesses in the route it is not advisable to propose changes here.

15. An alternative route into Addingham is to use the rest of the old Ilkley Road, however cyclists would need to join Church Street at its junction with the A65, which is a fast and busy Road.

The flood defences at Smithy Greaves would need adapting to allow cycle use.

Nesfield Road Corridor (Orange)

The road between Ilkley Bridge and Beamsley is already popular with club cyclists, but might be intimidating for novice or family cyclists. The advantages of it use as part of the Wharfedale Greenway however, would be the minimal impact on local residents, the ability to link the Wharfedale Greenway all the way to Bolton Bridge, and the possibility of improving conditions for the many club cyclists that already use it as well as potential Greenway users.

A downside is that the route would effectively bypass Addingham. It would therefore be key to link the route into the village either via the existing suspension bridge (at 16) or via a new bridge.

Conclusions:

The A65 Corridor and the Riverside Corridor are not thought to be feasible.

Good quality cycle infrastructure is unachievable on the A65 corridor due to inadequate widths on the A65 itself and the lack of continuous alternatives.

A good quality continuous cycle route is possible on the Riverside Route, but not one that would be supported enough to be delivered. The pinch points and the fact it would need to share the Dales Way is likely to mean any route would have a negative impact on existing users of the corridor and local residents.

It is there for proposed to examine the Nesfield Lane option in more detail. This route has advantages for a number of reasons. but requires amendment to make suitable for novice and family cyclists.

Sections of Nesfield Road can be wide and open.

Some sections of Nesfield Road can be enclosed with bad sightlines, making it intimidating for novice or family cyclists.

Section 3 Ilkley Bridge – Addingham Detailed Corridor Examination

Nesfield Road

The road then lane running between Ilkley Bridge, Nesfield and Beamsley has a number of names but will be referred to here as Nesfield Road.

It's a promoted spur of the Yorkshire Dales Cycleway, and is very well used by club cyclists at present as the main access into the Dales from Ilkley and Otley. The National Park boundary is approx. 1 mile south of Beamsley village.

The road is narrow and, in places is wide enough for one car only.

Only a small number of dwellings and the hamlet of Nesfield are served by the road, but through traffic can be a problem at weekend as Sat Nav systems encourage use of the route as an alternative to the A65 when traffic builds up in the centre of Ilkley.

The above factors combine to make the route problematic for cyclists and residents alike and means that the Wharfedale Greenway could not be signed to use the route in its current condition. A number of proposals are set out here with the aim of achieving:

- Gradual reduction in the amount of through traffic using Nesfield Road.
- Make it easier for remaining local traffic to pass individual or groups of cyclists.
- Retain the existing low traffic speeds, whilst improving sight lines.
- Ensure that all drivers are aware of the presence of cyclists.
- Give even novice and family cyclists the confidence to use the road.

Thorough consultation with local residents, North Yorkshire County Council and current users by cycle will be required, but we would consider the above aims key to striking a balance between the needs of existing cyclists, cyclists attracted to the Wharfedale Greenway and local residents who have to drive along the road every day. Measures to achieve this include

- Access Only. Discouragement of through traffic is proposed by installing "Access Only – Except for Cyclists" signs at the junctions of the A59 near Beamsley and Owler Park Road in Ilkley. This would discourage those who do not know the area well to use the road. This information would also need to be updated on Sat Nav systems and ways of doing this need to be examined.
- Creation of a Cycle Friendly Road or Quiet Lane. Where volume of cycling is likely to be high and legitimate through traffic limited, then conditions for cyclists can be improved with the use of signage. A number of examples are included opposite. These seek to reduce the speed of the road and let drivers know that they can expect to find novice and family cyclists using the road. It also gives legitimacy to cyclists when vehicles need to wait behind them, before they reach a passing point. Again this signage would be proposed at the Beamsley and Ilkley ends but with reminders along the length of the road.
- Vegetation management. At various locations sightlines and the width of the road is constrained by overhanging vegetation or plants which have grown up in accumulated silt on the road side. Cutting back and lowering at the points identified would improve safety.
- Creation of verges and widening of the road. There are many places where the road is wide enough for one vehicle only, and sometimes there considerable length without a passing place. A number of locations have been identified where verges could be reduced to allow vehicles to pass cyclists or where there is an opportunity to provide a full width passing place. This would reduce the incidence of conflict between cyclists and local traffic and may make the overall scheme more palatable to local residents. Suggested locations have been marked on the drawings. These have been identified with a site visit which looked at where vehicles are already mounting the verges, where existing passing places or gate entrances could be improved or where there is an absence of any of the above for a considerable distance.
- North Yorkshire County Council's Protocol for designating a Quiet Lane is attached as Appendix E.

See drawings T125-YH-DR-DCE3-3-OV1 for detail.

In addition to turning Nesfield Road into a Cycle Friendly Road or Quiet Lane, a number of additional interventions are needed to complete the route:

Linking with Addingham

A suspension footbridge crosses the River Wharfe below Addingham's Bark Lane, with a section of public footpath then leading to West Hall followed by a tarmac access lane to Nesfield Road (West Hall Lane).

While bicycles would need to be pushed across the footbridge, there's potential to widen the part-paved footpath and allow cycling on it (subject to landowner permission and PROW authority approval). A creative solution for carrying bikes down and up the narrow and steep stony zig-zag between the village end of the footbridge and Bark Lane is however needed.

We were also asked to look at potential sites for a new high-quality walking and cycling bridge that gave Addingham direct and proportionate access to the Wharfedale Greenway. Options are discussed in the next chapter.

Examples of Quiet Lane signing.

Implementation of a Cycle Friendly Road

Improved link to Bolton Bridge

At the junction of Beamsley Lane and the A59 there is an existing cycle link leading to an underpass beneath the A59. This is formed by a shared-use footway that joins an existing track. This track is narrow and has become overgrown. An improved 2m tarmac with mown verges is proposed here to link with quiet dead-end road into Bolton Bridge via the B6160.

Easier access will also be required where the track emerges from the underpass and meets the road on the north side of the A59.

6. Estimated costs and funding sources

a. Outline Cost Estimates for the project are contained in **Appendix B.**

b. Cost are split into costs for the off highway greenway elements, likely to form one project and costs for the on highway elements, which are likely to be delivered by the relevant Highway Authority.

c.

7. Conclusion and next steps

- Consultation with key stakeholders e.g. Ilkley Cycling Club and Civic Society – business groups? + Craven DC, North Yorks CC and Yorkshire Dales Nat. Park Authority, possibly Welcome to Yorkshire too.
- Public consultation events – one each in Burley, Ilkley and Addingham?
- Amendments to draft report in light of responses from consultations above.
- Use Sustrans tools to make the economic and other benefits case.
- Ensure engagement with the LCWIP production through Bradford Council, and with WYCA in terms of the wider Wharfedale Greenway concept development.

APPENDIX C

NOTES ON SPECIFICATIONS

Options for cycle links and junctions in the Urban Situation.

Cycle links along the A65

A number of options are available for link design. That is lengths of unbroken cycle tracks or lanes between junctions. The speed of traffic and number of HGVs and buses along the A65 has led to the proposal of off road or protected cycle tracks. Different situation lend themselves to different link types and in this scheme the following have been proposed or considered:

Shared use

This is the minimum level of provision and the cheapest and simplest to provide. The Concept Design drawings included here show how this minimal provision might be achieved. However the CityConnect scheme adopts a higher standard and a decision will need to be made during detailed design as to which level of provision is desired. The following text sets out some of the issues with the provision of various segregated route types.

It should be noted that, although unsegregated shared-use paths can and do work without incident they may well attract negative comment from Blind and Partially Sighted groups who feel the facilities introduce conflict.

Link Type A. This is a cycle track segregated from the footway by a full height kerb and from the carriageway by full height kerbs and some form of buffer. That might be a grass verge if space is available or tarmac or block paving if space is restricted. A minimum width of the buffer zone of 0.6m is generally used as this is the width of two standard kerb quadrants. This link type is closest to that commonly found in Dutch designs.

This design creates some separation between cyclists and general traffic, which can make the cycling experience more pleasurable on busy main roads. Costs can be high, however, especially when space for the track needs to be taken from footway and carriageway. This can mean one kerb line needs to be removed and three new ones installed.

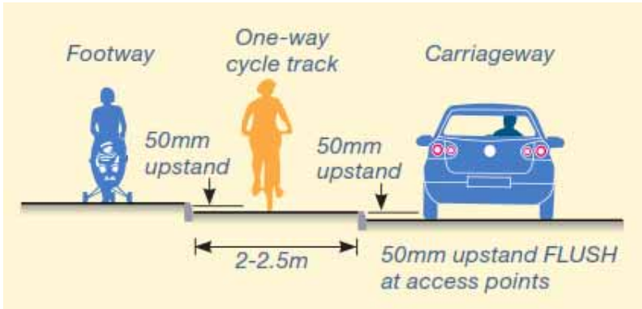
Drainage is an important factor in Link Type A design. If water can escape the track then debris is likely to build up less quickly. Most designs include gaps in the kerbing every 10 to 20m which allow water to flow into a single drain that serves the carriageway and cycle track.
A further issue with Link Type A designs is that the outer kerbing can form a trip hazard and minimum width buffers in areas where people are likely to cross the track should be avoided.

Link Type B. This design is commonly seen in Denmark. The cycle track is segregated from the footway by a half height kerb and from the carriageway by a half height kerb and no buffer. It is generally used in areas where vehicular speeds are limited to 30mph. It offers comforting segregation but not to the extent of Link Type A.

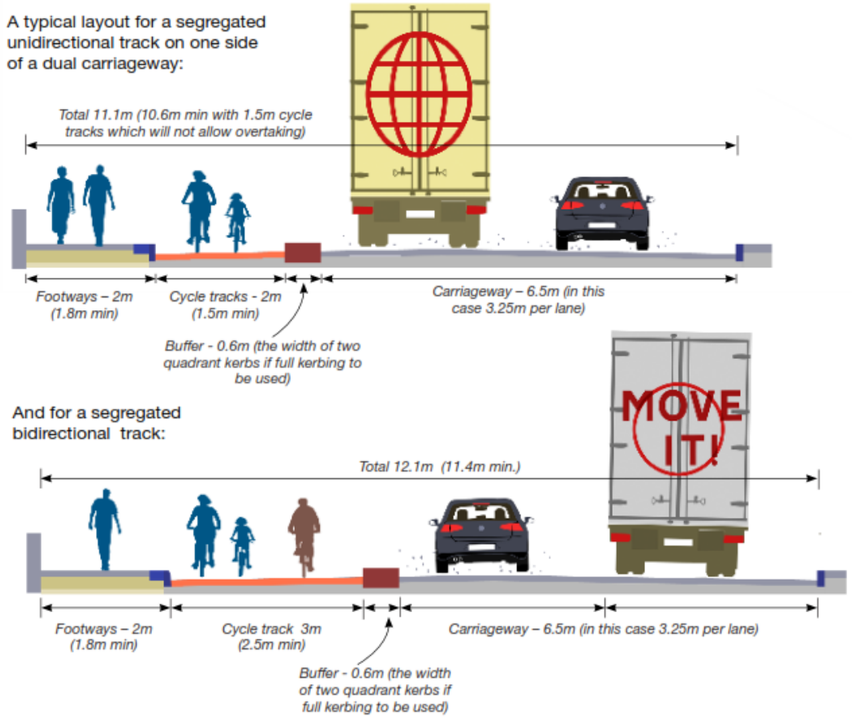
Guidance suggests a minimum width of 2m is used for unidirectional Link Type B tracks as it allows one cyclists to overtake another. Pinch points are acceptable, however as long as the width does not fall below 1.5m.

A common issue with this link type is that, unless very linear and entirely covered with coloured surfacing and cycle symbols it looks very much like a parking bay. Education of regular parkers could be needed to demonstrate that vehicles can park next to it but not on it. Development of Cycle of Footway clearways has occurred as a way to enforce Link Type B tracks, and put enforcement into the hands of the Local Authority.

A representation of Link Type A



A layout for Link Type B



Options for Side Road Crossings

Side road crossings are the most important element of the scheme with regard to safety and convenience. The majority of cycle related accidents involve vehicles turning left into a side road across the path of a nearside cyclist or turning right through slow moving or stationary traffic and hitting an oncoming cyclist. Designs have been developed to try and alleviate these conflicts. Several schemes are in construction that introduce facilities similar to those proposed here and a review of their performance is needed before these are introduced wholesale. In particular the Leeds to Bradford CityConnect scheme will enable the different junction types to be assessed. WYCA are in the process of creating design guidance, that may have a bearing on this scheme during detailed design, but the designs discussed below are broadly similar to what can be expected from that design guide.

Side Road Crossing A (SRCA). This is the crossing to use in an idealised situation. It provides priority for the cyclist and allows crossing in two directions.

The potential to install such crossings is however limited by site requirements. Space is needed to be able to angle the cycle track away from the junction into the side road. This is suggested by guidance to allow vehicles turning into the side road to stop at the give-way markings whilst being wholly off the main carriageway. A minimum set back width of 5m is suggested. Good sightlines are also needed to drivers travelling towards the side road exit to give clear sight of approaching cyclists and enable time to give-way.

Signing and lining must have adequate impact to emphasise that cyclists have right of way at these crossings and the further, speed reducing feature of a raised table is proposed here.

Side Road crossing B (SRCB). Where sightlines are poor at a side road and/or there is not room to set back the cycle track, then these crossings can be used. They effectively reduce the cycle facility to a cycle lane at the side road, returning the cyclist to the carriageway, usually 20 to 30m before the junction is reached.

This design is intended to ensure the cyclist's right of way across the side road is fully understood by drivers. It is thought that continuing the cycle track right up to the junction will make driver think the cyclist if on the footway and will give way in the same way as a pedestrian.
This type of SRC can only be used in one direction and it only affords the same level of safety as a standard cycle lane. Different cities are looking at how designs can be adapted to reduce ambiguity of right of way and it is likely that new guidance will be developed on the Cycle City Ambition cities have finished their main schemes and monitored accident patterns.

Side Road crossing Type C. For short cul-de-sacs, industrial accesses and other very quiet roads, it can be appropriate to continue the cycle lane and footway across the junction and effectively reducing it to the arrangement across a private driveway. This gives priority to pedestrians and cyclists and reduces the speed of turning traffic to a minimum.

This solution is used regularly in the Netherlands, but caution needs to be applied. Exiting vehicles will need to wait within the cycle track and footway. If the number of exiting vehicles makes this a problem and cyclists are likely to be regularly hindered then it is the wrong solution and designs should revert to SRC A or B.

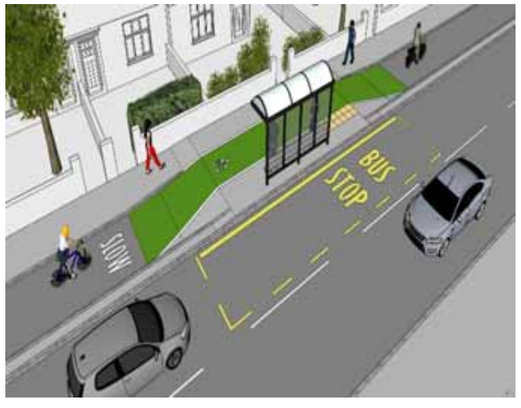
Bus Stop Bypasses
Bus Stop Bypasses are another area where UK design is not fully established. Proposals here were developed as part of the West Yorkshire City Connect scheme after considerable amounts of consultation. Monitoring of the scheme will tell whether the designs are effective, but similar examples in the Netherlands seem to work without issue.
The design here proposes to take the cycle track to the rear of the bus stop to prevent any conflict between cyclists and buses. A primary target audience for these high quality cycle routes are new cyclists who would likely be put off or put at risk by having to join a carriageway and overtake a stationary bus along with general traffic.
Taking cyclists to the rear of the stop, however, introduces potential conflict between cyclists and pedestrians. Care is needed to carefully line and sign the bypasses to reduce this conflict. In addition the proposals show the cycle track cutting back into the footway at a sharp angle. This will likely be unpopular with confident cyclists but has the effect of slowing down cyclists at the approach to the bus stop.

An existing bus stop bypass in London

Side Road Crossing A

Side Road Crossing B

Side Road Crossing C



A Bus Stop Bypass

Zebra & Parallel Crossings

Zebras and Parallel crossings are a useful tool for cycle routes. They allow cost and time effective crossings in areas where SRCAs are thought not to be robust enough such as at the approaches to roundabouts.

Parallel crossings are a new crossing included in TSRGD 2016. They provide a crossing area parallel to a standard zebra that gives crossing cyclists the same priority as pedestrians. Some authorities have introduced parallel crossings in anticipation of the TSRGD changes, whilst others took the more pragmatic approach of simply allowing cyclists to use standard zebras. This has the benefit of enabling cyclists to use a facility that's use is already well understood by drivers.

Pragmatic use of a conventional zebra crossing for cyclists

A parallel crossing

Options for Path Surfacing

Path surfacing is probably the single most critical element determining the popularity of Greenways. A surface which is smooth, firm and dry throughout the year and throughout its lifetime will generate far higher levels of use than will any sort of unsealed surface which is prone to damage from water, erosion, horses and maintenance vehicles.

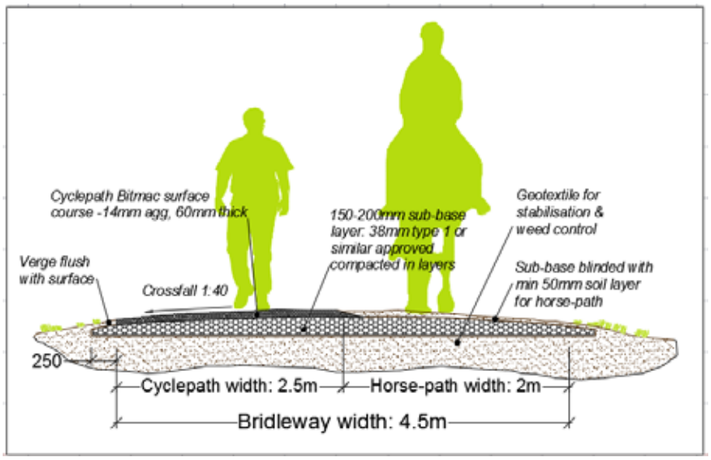
On this project we recommend laying a dense bitumen macadam (DBM) surface for the walking and cycle route. This should always be machine laid and generally a single 60mm layer is the most appropriate solution. (If a second layer is used then the weight of the construction vehicles laying this second layer may well damage the first layer, especially on soft ground).

Recommended design is generally 3m wide sealed surface path, but in this case this may need to reduce to 2.5m (as a minimum) to enable an equestrian route and drainage to be accommodated in the narrower spaces. The recommended cross section will need to narrow locally to negotiate fixed structures such as bridges.

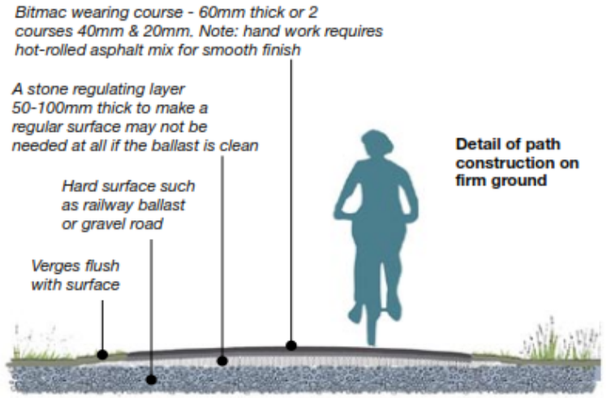
The exact amount of sub-base required will need to be determined on site. Its thickness may be reduced (and cost saved) if the original railway ballast is close to the surface and not buried too far beneath the accumulated mud. In many cases, however the path will need to be built so that it stands clear of the surrounding land to allow good drainage. This is particularly the case in the steep cutting between the A65 and A6038.

In addition, a walk through with an Ecologist, prior to construction, will be needed to determine if any sections of track will need to be constructed using an appropriate “no-dig” method. This is used where a new track needs to be built over the roots of trees which lie close to the surface. Many of the existing roots will belong to trees that lie immediately adjacent to the track and will be felled during construction. However some ecologically important trees will need to be protected and it is around these that the “no dig” method will be used. See drawing SD 14.

Providing for horse-riders and use of Flexipave etc?



A typical cross section of cycle track and adjacent horse track where it is not on a disused railway or where ballast has become deeply buried beneath soil and debris



Cycle track construction on a disused railway where the ballast or existing path surface is close enough to the surface to form the subbase.

Close-up of the texture of FlexiPave.

FlexiPave used within a wooded setting.

Option for controlling access

It is important that the route can be used by as many groups as possible, but that access by vehicle is limited to prevent fly tipping and other antisocial behaviour. To facilitate this a number of features have been incorporated into the detailed designs.

Slope gradients are recommended to be 1:20 wherever possible to make them easy to use by wheelchairs. This may need to reduce at the approaches to some bridges, and in this situation a gradient of 1:15 is to be taken as the maximum.

Alternative access controls. At a planning application stage, there may well be pressure to provide some sort of access control that more robustly prevents motorcycle use and A-frames may be suggested. This must be resisted if possible. A-frames can blight the scheme for many users, and almost all legitimate users will be inconvenienced by them. Even pedestrians will have to shuffle through the barriers and some mobility impaired pedestrians might be excluded altogether.

Other alternatives are available and full the full range can be seen in Sustrans' *Guide to Controlling Access on Paths* included in **Appendix D.** Examples of arrangements used successfully are included opposite.

It must also be remembered that, in many cases, access will also need to be maintained for maintenance vehicles.

Equestrians Access. In some cases good access for cycles and pedestrians will also allow use by horses. However, if barriers become too restrictive then additional measures for horses may be required. For example if staggered barriers or A-frames (not recommended) are used then adjacent horse stiles will be required.

If access controls are required where there are fields with stock, then cattle grids can be used to allow cycle access. However, if horse riders also need to use the track then an additional long-handled gate will be needed.

Railway sleepers forming barrier with adjacent maintenance access gate.

Bollards are used for preventing access to a path by cars and vans. They can also be used as a mounting point for any necessary traffic signs.

They are suitable for situations where vehicular access (including for horse drawn carriages) is not desired. Where access for vehicles is required as part of maintenance activities, removable bollards can be used to facilitate access for these vehicles

A single row of bollards is effective at physically preventing access for most cars, although some unusually narrow vehicles (such as two-seater Smart cars) might be able to pass through the bollards at 1.5m spacing.

Bollards should at the very least be a contrasting colour to their surroundings. Ideally they need to be equipped with two yellow reflective strips, or some other device, to ensure they are conspicuous to the partially sighted and to approaching cyclists. Retro-reflective strips will help cyclists see the obstruction during times of darkness.

Alternatively, providing traffic signs (i.e. to indicate the cycle track) or a lamp in the bollard will help to highlight its presence.

Bollards should be a minimum of 1000mm high, to ensure they are visible and do not pose a trip hazard. In isolated locations prone to vandalism, robust bollards with substantial foundations may be required in order to resist being pulled out by 4×4 vehicles.

One or more bollards can be removable to allow for occasional maintenance access. A variety of designs exist for removable bollards. Care should be taken when specifying the bollard type, to ensure it is sufficiently robust, that any sockets or stubs exposed while the bollard is removed do not pose a risk to path users and manual handling issues through removing the bollard are taken into account. Designs which eliminate or minimise the possibility of the bollard not being replaced after use are preferred.

The disadvantage of using lockable bollards is that they can allow access by motorcycle. In the instance of the Wharfedale Greenway it is thought that the likelihood of motorcycle abuse is low but this will need to be addressed when that part is looked at in a future Design and Delivery report.

Other Considerations

Maintenance

The key to achieving a route that remains popular over the years to come will be the development of an effective maintenance regime.

Future maintenance costs can be minimised by provision of a robust cycle track and drainage specification as proposed. This specification should need minor repair only for around the next 20 years.

Maintenance can be further reduced by ensuring robust vegetation clearance during construction. This may mean cutting back saplings for up to 2m on either side of the track. This may make the corridor feel bare during the first season, but one of the primary causes of track repair is the growth of tree roots within the sub-base beneath the path surface.

Going forward, to retain the usability of the track a maintenance regime should be put in place that ensures regular vegetation cut-backs, inspections and repairs. Regular, small interventions can reduce the risk of more serious problems arising. In some instances a “commuted sum” can be included as part of the capital construction costs that can be held by the Local Authority or third party to ensure ring-fenced funds over a period of time. This would specify an inspection regime and allowances for works and materials. Agreement as to the quantity of inspections and maintenance requirements will need to be agreed with whoever maintenance is allocated to, but an example is given opposite.

Direction Signage & route information

The Wharfedale Greenway needs to be sufficiently well signed so that it is easy to follow in both directions between Burley and Addingham, but also to find from key access points along the way. Overall, a balance needs to be struck between providing clear and consistent information, and avoiding visual clutter. There will also be a need for a mixture of signing on and off the highway.

Signs should be placed at every access / exit point along the route. At those points where the track intersects with routes to nearby settlements / places to visit, signs (with distances) should be used. Sign styles and exact locations will need to be agreed with highway and Public Rights of Way teams.

The signs opposite are cycle direction signs as specified in The Traffic Signs, Regulations and General Directions (TSRGD). These have been used to create the signing schedule in the Appendix, but variations can be made for off highway locations if there is a desire to reduce visual impact. It must be remembered however, that for signing to work well visibility and consistency is important.

The route would ideally be incorporated into the National Cycle Network numbering system and so be included on NCN mapping and publicity.

On routes shared by cyclists, horse riders and pedestrians and it’s important that all users realise that the others have a right to be there and respect other users. On some routes Sustrans have erected signs to promote this such as the one shown below used on the Nidderdale Greenway.

Shared Use sign 956 and a standard cycle warning sign

As well as formal direction signs, there will be other opportunities for marking the route such as mileposts and information boards. Map-based information boards could be placed at selected access points to help people appreciate what opportunities they have, and to familiarise themselves with the locality. These boards should be positioned to face the direction of travel. Weatherproof leaflet holders may also be provided. The longevity of information provided needs to be considered in relation to the likelihood of updating and general maintenance.

Additional Highway Warning signs can be useful at the approaches to cycle crossing points. These have not been detailed here but may be requested by the highway authority.

Planning considerations

Monitoring & Evaluation

APPENDIX C

LAND OWNERSHIP DETAILS

APPENDIX D

Sustrans Access Guide

APPENDIX E

North Yorks CC Quiet Lanes Protocol