EXECUTIVE SUMMARY

This preliminary assessment into the re-opening of the Malton to Pickering railway demonstrates that the physical reinstatement of a single line track is feasible. The study shows that:-

- The original route still exists over much of its length although all track and virtually all structures have been removed;
- The route is now in private ownership and a number of dwellings and other buildings have been built on it;
- Various diversionary routes are available to avoid the new dwellings although they have not been investigated in detail;
- There are no physical obstacles to the reinstatement that cannot reasonably be overcome;
- The apparent difficulties of reinstating the railway in Pickering from the Hungate (A170) through the Ropery to Pickering Station can potentially be resolved;
- The impact of the railway reinstatement on traffic delays on the Hungate (A170) can be reduced by a revised traffic arrangement in this sensitive area.
- The railway can be connected to both the Railtrack network at Rillington and to the North Yorkshire Moors Railway at Pickering station;
- A number of scenarios for train operation have been considered in outline, including: Malton - Pickering shuttle, York - Pickering services, and York - Whitby services involving through running over the North Yorkshire Moors Railway;
- Potential passenger and freight uses have been identified.
- The preliminary cost estimate for the reinstatement is £18.85M based on the assessment of the essential infrastructure works and necessary procedures;
- The Safeway planning application for the area south of the Hungate (A170) in Pickering is not, in its present form, compatible with reinstating the railway, and there is no diversion route available around the proposed site.
- The study identifies the scope for a comprehensive feasibility study. It provides an outline of the Transport and Work Act requirements and the procedures to be followed to take the scheme through to implementation.
- The reinstatement has been discussed with Railtrack, North Yorkshire Moors Railway, the local Highways Authority, Northern Spirit, EWS, the shadow Strategic Rail Authority and the North Yorkshire Moors National Park Authority, and their views were obtained.
- The potential for external funding and the procedures to seek such funds have been identified.

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(NOT AVAILABLE FOR COPYRIGHT REASONS)
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1. INTRODUCTION

1.1 Client's Brief

Mouchel Consulting Limited were appointed by North Yorkshire County Council on 14 April 2000 to undertake this preliminary assessment of the potential for re-opening the Malton to Pickering railway line.

The key aims of the Study are to demonstrate whether the physical reinstatement of the former railway line between Malton and Pickering is a feasible proposition, and to comment on its potential use. The study is a preliminary assessment and is not a detailed feasibility study. Consequently the scope of the study and the depth to which matters could be investigated were restricted to cover the essential issues. The study is therefore a preliminary investigation in advance of a comprehensive Feasibility Study, which may be undertaken in the future.

1.2 Report Structure

This report is divided into the following sections:-

Railway Infrastructure - which examines the overall aspects of the existing railways in the area, the proposed reinstatement and its consequences.

Route - which looks at the route at a more local level, details of the reinstatement, the alignment and suggestions for deviations.

Consultations - parties consulted for the study.

Commentary on Potential Use - a discussion of passenger and freight usage.

Feasibility Study - identifying the scope for a full feasibility study.

Procedures Through to Implementation - an outline of the future process and procedures, including the Transport and Works Act.

Cost Estimate - the preliminary cost estimate for reinstatement.

Conclusions

Figures and Photographs

1.3 Route Status

The alignment of the original route is shown in Figure 1. The status of the route is discussed in more detail later in the report, but essentially the original railway and its legal status no longer exist. Consequently, the reinstatement would in effect be the construction of a new railway, which just happens to be along the alignment of a previous railway.

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2 RAILWAY INFRASTRUCTURE

2.1 Introduction

This section of the study report addresses the railway infrastructure requirements to re-instate the former Rillington to Pickering part of the railway between Malton and Whitby. After the introduction and background comments, this section divides into three main parts, considering firstly the existing infrastructure provisions, then the requirements for reinstating the Rillington to Pickering line, followed by the future effects of the reinstatement on the existing infrastructure.

As the proposed railway will connect and interface with both the Railtrack and the North Yorkshire Moors Railway (NYMR) systems, the effects on these have also been considered. The comments made are necessarily in general terms as detailed business or marketing studies for the new railway are not part of the present study scope. However, where the known future operating requirements are known or considered likely they have been noted in the report.

The former railway and certain parts of the existing Railtrack and the NYMR routes have been inspected from a number of available points of access. Although no detailed feasibility study has been carried out for this report, the construction and operating requirements for the new railway do not appear to present any unique or insurmountable issues.

The costs identified for the railway reinstatement are based on similar works carried out recently in the UK and are therefore reliable within the normal limits of such estimating, granted the limited extent of investigations undertaken in this study.

The infrastructure requirements are based on current railway practice, incorporating comments made by the various parties who would be involved in the connections at each end of the re-instated railway. The requirements have also been considered using experienced railway engineers and operators to arrive at realistic requirements covering the length of the new railway and the connections at both ends.

Cognisance has also been taken of current railway safety and operating requirements that would be applied to a new railway construction. These will increase safety requirements in line with the current debates taking place nationally about railway safety.

2.2 Background

The original through-route from Rillington Junction, on the York to Scarborough line, through Pickering onto Whitby was closed to passenger trains between Rillington and Grosmont on the Esk Valley line in 1965. The section from Rillington to Pickering was retained for freight only until final closure in 1966.

The section between Pickering and Grosmont was bought by the North York Moors Historical Railway Trust and has been successfully operated as a tourist railway since 1973. The NYMR is now a single-track railway with passing loops at Levisham and Goathland, and run round facilities at Pickering and Grosmont, where there is also a connection to the Railtrack Esk Valley line from Middlesborough to Whitby.

As the area between Rillington and Pickering is very flat the only engineering items of any significance on the original route were the bridge over the River Derwent approximately 2.5 km from Rillington, 2 bridges over Pickering Beck in Pickering and 8 road level crossings.

There were also a number of field and foot crossings, the original positions of which are all known, as are any special drainage systems within the former railway boundary.

Following closure of the Rillington Junction to Pickering section, the tracks were lifted and all the connections at Rillington Junction removed. The 2 span bridge over the River Derwent was removed and is now a single span river monitoring station. The two farm access underbridges to the north over the flood plain were removed and the openings have been filled in as part of flood prevention measures.

The tracks through all the level crossings have been removed and the roads re-surfaced. All of the track bed appears to have been sold back to adjacent landowners, and for several sections in open farmland throughout the route and also immediately to the south of Pickering station the railway has been totally removed leaving little or no trace.

Some houses and buildings have also been built directly on various parts of the route, principally houses and domestic buildings at the former Black Bull (A169) level crossing area, and between Haygate Lane and Mill Lane on the approaches

to Pickering, and a light industrial building south of Hungate (A170) in Pickering. However, there are options available for diversions through open countryside or undeveloped land around the private houses, which comprise the first two of these areas.

The most difficult section to re-instate is in Pickering itself, from the Hungate (A170) to the existing NYMR terminus. Since removal of the railway, a new road (The Ropery) and a car park have been built over the original alignment.

There have been suggestions made over the years since closure to re-open the Rillington to Pickering route but there has been little need for a final decision and the issue has not been addressed. Now that Safeway has submitted a Planning Application for a supermarket to be built over the railway formation to the south of Hungate (A170), there is added impetus for the feasibility of reinstating the railway to be considered in more detail.

This study provides a preliminary assessment of the issues relating to the feasibility of reinstatement of this railway. However, there are other issues relating to the railways in this part of North Yorkshire that are briefly considered in this study, such as the wider routing and network integration beyond the immediate area and the potential for new route and journey opportunities becoming possible. These relate to the continued success of the North York Moors Railway in its own right and the various options for providing rail freight facilities to both Whitby and the NYMR.

For most of its route the NYMR runs through spectacular scenery within the North York Moors National Park to which it provides access for visitors, enabling them to leave their cars outside the Park. The success of the NYMR has resulted in significant tourist developments in Pickering and the area generally, but has also caused some problems, particularly relating to road traffic.

Other studies and policies have considered the need to provide tourist access into the National Park without having to use cars. One of the most successful achievements in this respect has been the NYMR, although it is limited to a narrow corridor within the whole of the Park. The development of the railway system in and immediately around the Park would bring benefits to those living and working in the Park such as reduced traffic and parking congestion, and more environmentally friendly transportation, as well as helping to preserve and maintain the scenery and assets of the Park.

Although this study does not examine the business requirements for this railway in any detail, there is evidence that there is potential demand for passenger and freight services. This is discussed in more detail later. Passenger train operating companies are keen to explore new opportunities which are economically viable. The objective of English, Welsh & Scottish Railways, which is the largest rail freight operator in the UK, is to significantly increase the amount of freight carried

by rail. We understand that they would actively consider any development that would add to the existing rail freight network.

2.3 Potential Train Route and Network Options

In essence there are three basic options for train operation on the reinstated line:-

A shuttle service between Malton and Pickering;

A more extensive service between York and Pickering, via Malton, and potentially continuing beyond York;

A through service between York and Whitby, via Malton, Pickering, the North Yorkshire Moors Railway and Grosmont.

There are of course other permutations, but these basic options provide a background for consideration of the existing railway network in the region and possibilities of reinstating the Malton to Pickering link.

2.4 Existing Railtrack York - Malton - Scarborough Line

This is a double track line with a short section of single line at York Station with stations only at Malton and at Seamer, where it connects with the single line from Hull and Bridlington before reaching Scarborough.

Malton Signalbox controls the immediate station area, the route towards Seamer and monitoring of automatic level crossings, which includes the Rillington area where the proposed connection to Pickering would be situated. The signaling system is reasonably modern and is not in need of any significant investment by Railtrack in the near future.

The track layout at Malton was rationalised some years ago and only fairly basic railway operating facilities now remain with the former Whitby platforms etc. having largely been disposed of and developed into retail units and office complexes.

There is only one platform, which is on the Down Line from York to Scarborough (see Photo 1). This requires Up trains to York which stop at Malton to cross over at both ends of the station to this single platform. There is also a single through Up Line on the other side but without a platform. As nearly all normal service

trains stop at Malton this single platform is one of the limiting factors in the route capacity.

There is a regular passenger train service currently operated by Northern Spirit Ltd forming an integral part of the overall North Trans-Pennine route via York, Leeds and Manchester. There are 17 scheduled trains in each direction per day during the current winter timetable providing an hourly interval service, which is increased to half hourly intervals in the summer. In addition, there are special trains to Scarborough, particularly in the summer period.

There are proposals to increase the service to half hourly throughout the year and the Strategic Railway Authority has separated the Trans-Pennine franchise out of the one currently held by Northern Spirit. This is likely to introduce other train operating companies onto the route when the new franchises are awarded.

The most likely outcome of this re-franchising is that more trains will operate on the York to Scarborough route. The route will then be reaching capacity over significant sections, depending on the existing signaling systems, and particularly at the existing pinch points such as Malton.

2.5 Existing North Yorkshire Moors Railway

The NYMR is one of the premier Heritage railways in the UK with an annual turnover of over £3,000,000. The NYMR owns the 18 miles of track and associated infrastructure between Pickering Station and Grosmont operating self-contained tourist services for over 9 months of the year.

The majority of the NYMR is within the National Park with the views from the trains and in the immediate areas to the railway being some of the best in the country. This section of the former route between Malton and Whitby is the one that attracts tourists and visitors in its own right with only York itself and the coast including Scarborough and Whitby being comparable.

The NYMR is a major employer within and adjacent to the National Park and forms a significant element in the local economy. It has also made a major contribution to the people living and working in the area by providing access into the National Park for visitors who are able to leave their cars outside the Park.

2.5.1 Present NYMR Position at Start of Year 2000 Season

The single line track and signaling infrastructure between Pickering and Grosmont is designed to be capable of operating a basic hourly interval train service in both directions. This meets the passenger demand for the majority of the day, typically from 09.00 to about 18.00.

This level of service requires all trains to pass at both Levisham and Goathland, and the infrastructure is designed for this at both locations. The locomotive normally runs round its train at both Pickering and Grosmont before returning to the other end of the line with the same train.

There is some spare capacity already available in the route infrastructure enabling, for example, additional trains to be operated within this basic hourly framework. This spare capacity is however only available between Grosmont and Goathland and to a lesser extent between Pickering and Levisham.

The NYMR is currently carrying out an internal feasibility study to determine the most cost-effective methods of increasing both the route capacity and to provide some flexibility of operation. Options being considered include additional passing loops, sections of double track, altered station layouts together with improved signaling systems, particularly with regard to the operation of the single line sections.

The individual NYMR station infrastructure is summarised as follows to provide assistance in determining the consequential effects of re-opening the route south of Pickering.

2.5.2 Pickering Station

Pickering station, which is a recently refurbished Listed Building, is situated in the centre of the town and provides significant commercial and other facilities for the benefit of NYMR customers.

It has 2 platforms with a short headshunt towards Bridge Street and a single line to Levisham. The whole Pickering area is controlled from New Bridge Signalbox, which also interfaces with both Levisham and Goathland signal boxes.

2.5.3 Levisham Station area

The station has platforms with loops which can allow 10 coach trains to pass. The signalbox can be switched out in low seasons and there is the option to provide some limited additional sidings for vehicle storage and even a short bay platform for use to and from the Pickering direction.

2.5.4 Newtondale Halt

This is a timber platform on the single line from Levisham to Goathland and is only used by a limited number of walkers to provide access into Newtondale. To provide additional line capacity, a passing loop could be associated with an

upgraded station at this location thus avoiding trains having to stop twice within less than a mile.

2.5.5 Goathland Station

This is a most attractive station set in a prominent position in the National Park and has a significant number of visitors, especially relating to the "Heartbeat" effect. The track layout permits trains to pass in the station itself and for trains to be run round in the loop and returned, normally towards the Grosmont direction. There is the option to extend the loops to the south to provide extended double track enabling trains to pass other than in the station.

2.5.6 Grosmont Deviation Area and NYMR Station

The Grosmont deviation area is the main locomotive maintenance and repair facility of the NYMR.

The track layout at the NYMR Grosmont Station has been designed and built to facilitate both through running to and from Whitby via Railtrack or simply the running round of trains within the confines of the NYMR. There is also a third short platform for use with special trains and siding space.

The NYMR track layout permits the passing of 10 coach trains in the platforms via the connection to the Railtrack Esk Valley Line between Middlesborough and Whitby. To facilitate this more effectively there would be a need to improve the signaling connections between the NYMR and Railtrack.

2.6 Railtrack Esk Valley Line: Existing Situation

2.6.1 General Overview

This is a very basic, single line railway between Middlesborough and Whitby with passing loops at Battersby, where trains have to reverse, and Glaisdale. The service is operated with a single train for the 1½-hour journey in each direction providing generally 5 round trips per day, subject to seasonal changes. The track is generally just sufficient for this limited axle load service with speeds limited to a maximum of 50mph.

Any increases in use would probably require either investment in additional infrastructure or operation outside the current timetable.

2.6.2 Grosmont (Railtrack) Station

This is the connection with the NYMR off the Railtrack single line to the North end of the NYMR station passing loops. The connection is operated by a token released ground frame that prevents the regular use of the facility due to the time taken to transfer the token by road. Removing this restriction would require investment in a suitable remote signaling system to Railtrack's requirements which would be potentially expensive for the NYMR.

As noted elsewhere in this report, the NYMR track layout would permit the operation of through trains to and from Whitby passing within the Grosmont NYMR Station platforms. There are also stations at Sleights and Ruswarp on the single line between Grosmont and Whitby

2.6.3 Whitby Station

Whitby Town station is well situated close to the town centre with good parking near to the harbour. There is only a single line into the short platform, with a run round facility at Bog Hall approximately ½ mile back towards Ruswarp. There is space to provide a run round facility in the station but this would require lengthening the platform significantly. Much of the port area is now given over to car parking and other developments, which would need to be considered when assessing the potential to increase the port to rail freight transport arrangements.

2.7 Proposed Rillington to Pickering Reinstatement

2.7.1 Track and Train Operation Requirements

The basic requirement at the southern end of the reinstatement is to avoid delay on the Railtrack York – Malton – Scarborough line. Therefore trains to and from Pickering, presuming there is more than a single shuttle train unit, must be able to pass before joining the Railtrack route at Rillington Junction.

It is assumed in this study that the Rillington to Pickering section would be single line to minimise initial costs, as it is doubtful that a double track could be justified financially. To meet current stringent safety standards, Her Majesty's Railway Inspectorate and Railtrack w ould both require that the connection at Rillington Junction would need to be a double line junction. These connections would require to be located sufficiently clear of the existing automatic half barrier level crossing at Rillington. The new connections and associated signalling at Rillington Junction and at Malton station would be controlled from Malton Signalbox.

The most cost-effective option is therefore likely to be the provision of a section of about ½ mile of double track on the first part of the reinstated track, from this double line junction towards Pickering. This would enable a Pickering bound train to leave the Railtrack line without stopping on the York to Scarborough line for any train leaving the Pickering line, which would otherwise cause delays to other services on the Scarborough route. Therefore, if the train to Pickering were to have to stop for operational reasons, for example to pass a train from the Pickering direction, this should be designed to occur on the new section of double track going towards Pickering.

For trains going from the Pickering direction towards Malton, the requirement must be for them to be able to progress directly onto the Railtrack line crossing the Down line to Scarborough without stopping on the Scarborough line. This would require this train to be able to wait for a path, especially in times of perturbation on the Railtrack system, on this new section of double track.

Although the route is only 6½ miles long from Rillington Junction to Pickering Station, there is the potential for delays due to a number of factors. These include late trains arriving from the Railtrack system, the number of level crossings in the Pickering area and the NYMR core service. The level of tourist road traffic in the area is significant which might slow down the operation of level crossings.

As discussed earlier, it is assumed that the line south of the present Pickering station terminus would be a single line to minimise initial construction costs including land purchase and rebuilding the railway formation. If further, more detailed studies are carried out, there may be a business case for an additional passing loop to be provided at some intermediate point, but this is considered unlikely.

2.7.2 Basic Specification for Railway Reinstatement

The general area between Rillington and Pickering is very flat having been formed from Lake Pickering in geological times. The original railway between Rillington and Pickering was generally only about 1 metre above adjacent ground apart from the rise to approximately 4 metres to cross the River Derwent.

The re-instated railway would therefore also be at similar levels, which would minimise the environmental impact both during construction, and in later operation. This would also help keep the initial construction costs to a minimum.

As railway construction is essentially a flexible form of construction there is the opportunity to minimise the construction work required. It is assumed in this study that all the construction work would be to normal specifications using conventional plant, equipment and materials. Where the original construction is

more or less still intact there would only be the need to strip off vegetation, skim off the existing surface before placing ballast and the track.

Where the original railway has been removed or where new construction is required the topsoil would need to be removed prior to tipping and building up the railway using a suitable stone. There are sources of potentially suitable stone in the general area. The use of modern investigation and design techniques using geotextiles would further minimise the extent of works required thus keeping environmental impact and costs to a minimum.

In terms of construction difficulty, only the Malton station and Rillington connection working areas are on a working railway, which would therefore have very stringent restrictions on construction methods and operating periods. The majority of the route to the outskirts of Pickering is through green field sites which allows for much easier construction. Within Pickering itself there would be a need to consider traffic management and other urban issues during the construction.

2.8 Integration of Future Train Operations and Infrastructure

2.8.1 Overall Integration

The proposed Rillington to Pickering line would require consideration of existing train operations on both the Railtrack and the North Yorkshire Moors railways and how all three could be integrated. Matters to be considered would include the availability of train paths, the effect of an expanded network, and interfaces between different infrastructure owners as well as train operating companies.

The operation of the reinstated railway can be considered as three basic options, although there is potential to have alternative combinations.

- Operating a shuttle service between Malton and Pickering. Shuttle trains would not travel beyond Pickering NYMR station. In view of the relatively short journey time between Malton and Pickering it is likely that only one shuttle train set would be required.

- Providing a service between York and Pickering, again not travelling beyond the NYMR station. In view of the increased travel time it is likely that more than one shuttle train unit would be required. Of course, having linked directly back to York there is potential to integrate further into the existing network and extend train journeys further beyond York.

- Extending services (from York) as a direct route through the NYMR to Grosmont and Whitby. This would require the added complexity of a major integration with the NYMR not only in terms of train paths but also the railway infrastructure, operating licences and track ownership issues, together with integrating into the Esk valley line to Whitby.

These issues, amongst many, would need to be addressed in detail during a future feasibility study stage for the proposed railway, but an outline of the issues and some general assumptions have been made for this study to help identify resulting infrastructure changes to both Railtrack and the NYMR. These issues would need to be considered as part of an integrated view of the potential operation and consequential infrastructure requirements along the overall route between Malton and Whitby, also taking into account the York-Scarborough and Esk Valley routes.

2.8.2 Effects on the Railtrack York Scarborough Line

At present on the York to Scarborough line there is a basic hourly service in each direction in winter, increasing to half hourly in summer, which is likely to extend throughout the year.

As mentioned before, the new connections and associated signaling at Rillington Junction and at Malton station would be controlled from Malton Signalbox. The additional trains from the Pickering connection would be unlikely to cause a step change in Railtrack's infrastructure maintenance costs. However, the capital costs of the connections at Rillington, signaling alterations at Malton together with other options at Malton Station would have to be paid for by parties other than Railtrack. It is assumed at this stage that the increased annual maintenance costs would be recovered from increased access charges.

The current track layout at Malton is a bi-directional platform line with crossovers at each end and a single direction, no platform line in the Up direction towards York. If there is a requirement for the Pickering route trains to terminate at Malton, as opposed to continue to York, additional facilities would be required to avoid any disruption to the York to Scarborough service which is augmented in the peak summer season. In any case, with the likely increase in train services on the York – Scarborough route there would be limitations imposed by the existing layout at Malton, even if all of the Pickering route trains were to continue to and from York.

The additional facilities required at Malton station would be a new platform for the present Up (to York) single line, connected to the present station entrance via a new ramped footbridge. There would also need to be track layout changes to

allow trains to arrive and depart from either platform. These would include an additional crossover together with associated signalling changes.

There is sufficient space at Malton to provide these additional facilities, all of which would be on Railtrack land. The present ownership of all the adjacent land is not known but there would be a requirement for additional car parking facilities if the enhanced train services attract additional customers to the station.

The track layout at York is currently under review by Railtrack but there are likely to be capacity problems with the known proposed increases in traffic let alone any resulting from additional Pickering services. These are being addressed as part of wider Railtrack infrastructure issues, and they are not considered further in this report.

2.8.3 Effects on NYMR and Its Future Requirements

This section considers the effects of increased demand requiring additional or significant changes to the existing NYMR infrastructure.

As referred to earlier, the NYMR currently operates at maximum capacity for most of the day during the peak summer season. There is little operating flexibility available to allow for any delays but at present the service is wholly contained within the NYMR, as there are no regular outside train connections at Grosmont.

If the Rillington to Pickering section were connected again to the NYMR without making appropriate changes to the NYMR infrastructure, there would be a risk of causing delays to the NYMR “core service”. The extent and nature of these delays would partly depend on the origin and destination of these new services together with changed customer demand. Further studies would be required to forecast demand, operational requirements and consequences.

The NYMR core services provide the fundamental basis for the existence and continued profitability of the entire NYMR business. The importance of these services continuing to run regularly and reliably using steam traction cannot be over emphasised. The NYMR will naturally seek to protect its established market position and will obviously be concerned that any business case for new services is robust and does not jeopardise its present position.

An option for minimal disruption to the NYMR core services would be for passenger trains from the south to terminate at the present Pickering station and either reverse or layover between the hourly NYMR services. In this case, there would be requirements for the train timetables to be integrated and the present track layout and signaling to be assessed for any necessary alterations.

The opportunities for further expansion of the track layout at Pickering station are limited due to the lack of available land adjacent to the railway but there are opportunities to improve the present layout.

It may be possible to provide a short bay platform at the south end of Pickering station and to allow all through passengers to transfer between trains. This would minimise the effects of delays on the NYMR core services but would only be possible for short trains from the south.

Another option would be to extend the double line from the station to New Bridge enabling trains to pass elsewhere than in the station, combined with the provision of improved layover facilities. These arrangements would provide enhanced operating flexibility. The existing siding layout could be modified to enable trains from the south to lay over without conflicting with normal NYMR trains.

There would be an increased visitor demand with surges related to the arrival of trains at Pickering. This would lead to increased pressure on the NYMR to carry out infrastructure improvements for additional train paths.

If trains from the South were to call at Pickering station and then proceed to the North, instead of terminating at Pickering, there would be a need for additional train paths on the NYMR, which would therefore require additional passing loops. As the peak times for the additional passenger services from the South would almost certainly coincide with peak NYMR services, there may be a requirement for some long loops of double track where trains could pass without stopping. If regular through running to the Grosmont end of the NYMR were required it would therefore require additional infrastructure capacity to be provided.

Freight trains running further along the NYMR would need to be timetabled to avoid the peak NYMR operating times during the day and may also require infrastructure changes to accommodate them, especially if timber were to be loaded, which would require additional sidings.

As the Railtrack Esk Valley line is a basic, single line with only very limited passing facilities, it also has the potential to import significant disruption to the NYMR core service if through trains were to be operated. However, these effects have not been quantified in this study.

Some or all of the following could achieve the necessary operating flexibility within the NYMR to achieve both reliable running to the timetable and also to provide additional train paths resulting from the above increased demand:-

- Improve track layouts at stations;
- Improve signalling on the single line;

- Additional passing loops or sections of double line;
- Increase the line speed above the present 25mph, which would need the restrictions imposed by its Light Railway Order operating permit to be changed. However, this would not be able to exceed 40mph for most of the NYMR due to the curvature of the route. Furthermore, it should be noted that any speed increase would reduce the journey time for NYMR passengers who primarily travel for the experience and scenery, and it may therefore have a negative effect on NYMR revenues.

As the purpose of this study is to consider the proposed Rillington to Pickering railway extension, these general changes to the NYMR infrastructure are not considered in any further detail other than where they are assessed as being a direct consequence of the extension.

2.8.4 Effects on the Railtrack Esk Valley Line

This section considers the consequences of running regular through trains from the South.

The connection between the NYMR and Railtrack at Grosmont is a simple ground level frame with a signaling token release from Railtrack. This requires a Railtrack Signal Manager to obtain the token when no trains are using the Esk Valley line, take it by road to the NYMR signal box at Grosmont to release the ground lever frame for trains to enter the Railtrack system.

This manual process is obviously very time consuming, costly, has potential safety risks and is only suitable for its present very occasional use. Railtrack has identified a possible solution of providing a remote release arrangement, which would meet current safety requirements, although the NYMR cannot justify the expense against its current use.

If trains were to go through from the NYMR on to Whitby, the existing loop at Bog Hall could be used after suitable refurbishment, but there would be problems with the Esk Valley line capacity due to the simple signaling system currently in use. It may be necessary to provide additional run round facilities at Whitby together with increasing the length of platform.

The track on the Railtrack Esk Valley line is only just suitable for the present limited use by light axle load railbuses on the 5 round trips per day. A significant increase in use or axle loads would accelerate any renewals and repairs that become necessary. Railtrack would need to recover these costs through increased access charges.

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3 ROUTE AND REINSTATEMENT

3.1 Introduction

This section of the report discusses the Malton to Pickering reinstatement in more detail, looking at the route and its local impact. Figure 1 shows the original alignment of the route. For convenience, the following discussion of the route starts at Malton and works towards Pickering.

3.2 Legal Status of Route

The original railway infrastructure has been removed throughout its length. From our inquiries and observations, the land taken by the original railway has been sold back to the original or adjacent landowners, and the route now has no residual legal status or protection as a railway. For significant lengths of the route, the original formation has been removed and the land returned to agricultural or other use, in many cases leaving virtually no trace on the landscape. In other areas the formation remains substantially intact and is used as access routes. A number of houses and other buildings have been built directly on the alignment.

The reinstatement of the railway would therefore be a matter of building a new railway that happens to run substantially along the alignment of a previous railway, which itself has no residual legal status.

3.3 Malton Station

The existing arrangements (see Photo 1) and proposals for modifications are discussed in Section 2.

3.4 Rillington Junction Towards River Derwent

This length of the alignment runs through flat agricultural land, as indeed does most of the route (see Photo 2). Parts of the original formation have been completely removed, especially on the lead out from the Railtrack lines. Nearer to the river, the formation is used as local access routes.

The connection from the York – Scarborough line would be located slightly to the east of the original junction, to allow clearance to the existing level crossing at Rillington. The initial length would be approximately half a mile of double track, then becoming single track through to Pickering.

The route would curve northwest, passing under the electricity pylon lines, to join the original alignment near the end of the curve, and then follow the original route to the Derwent River. Some minor watercourses pass under the route in culverts. The approach embankment to the Derwent River is intact, and is used as a farm track and access to new Environment Agency facilities on the river.

A bridleway and private access track to Wath Farm cross the route, which would need a basic accommodation level crossing. Elsewhere, alternative access tracks could be provided adjacent to the railway.

3.5 River Derwent Bridge

The original 2-span bridge over the river has been removed. The Environment Agency has constructed flood control and river gauging facilities on the site. One of the bridge spans has been filled in, and part of the original substructures has been reused to create a single passage for the river, together with a new wall on the other side (see Photo 3). The river gauging facility comprises a timber framework which spans the river and houses electromagnetic coils to detect water levels.

A single span bridge of approximately 10 metres clear span would need to be constructed, possibly reusing part of the original substructure. The gauging apparatus would need to be moved adjacent to the present location, and new river training walls extended. Alternatively, new approach embankments and a completely new bridge could be constructed alongside the original alignment.

To the north of the river, two original field access under-bridges through the approach embankment have been filled in as part of the flood control scheme.

3.6 River Derwent to Low Marishes Road

The reinstatement would follow the original alignment. The embankment to the north of the river is basically intact, with fencing and hedging along its boundaries, and is apparently only rarely used as a rough access track. Overhead power cables along the embankment would need to be realigned. There is a badger set about half way towards the road, but although badgers are protected it is both possible and legal to relocate them in a proper manner.

Low Marishes Road would be crossed via an automatic half barrier level crossing, with the railway continuing past the railway cottage to the north of the road along its original alignment (see Photo 4).

3.7 Marishes Road / Thornton Lane

To the north of Low Marishes Road, the original formation is basically intact, is hedged or fenced and is used as a farm access track virtually up to Thornton Lane. A path crosses the route, which could become a gated crossing. At Thornton Road the original wooden station building, the platforms and track-bed to the southeast of the road have been converted into a domestic garden and outbuilding (see Photo 5).

The reinstatement of the track could follow the original alignment between the platforms, crossing the road with an automatic half barrier level crossing, with appropriate advance warning signals on account of the nearby bend in the road. Alternatively, the alignment might be diverted to the southwest to pass outside the original station.

To the immediate northwest of the road the formation is used as a farm access and casual storage area for pipes. After crossing a minor watercourse, and passing under overhead cables, the formation has been completely obliterated and becomes incorporated into the fields.

3.8 Upper Carr Lane, the "Black Bull" Area and the A169

Between Thornton Lane and Upper Carr Lane, the route crosses flat fields and the formation has been totally removed for about half of the length and returned to agricultural use. On the southeast approach to Upper Carr Lane there is now a mini golf course.

Between the original level crossings on Upper Carr Lane and the A169, the formation has been removed and incorporated into the gardens of the bungalows which are immediately adjacent to the old railway. A garage and shed have been built on the alignment (see Photo 6). To the immediate east of the route there is now a holiday camping and caravan park.

To the northwest of the original A169 level crossing a large house and garages have been built directly on the alignment, with a barn further beyond.

We anticipate that where a reasonable alternative route can be found, it would be unacceptable to demolish houses in order to adhere to the original alignment. This consideration, plus the traffic and pedestrians at the campsite, together with

the numbers of houses that would otherwise be immediately adjacent to the railway, make it appropriate to consider the possibilities of a local diversion.

Our preliminary reconnaissance indicates that there is a potentially suitable alternative route to the east of this area, passing through farmland to the east of ponds adjacent to Upper Carr Lane, then passing around to the north east of the campsite property. It would head northwest to cross the A169 in an open area approximately 0.5 km to the north of the original level crossing, then rejoining the original alignment.

It must be emphasised that at this stage the suggestion of this alternative route is only a preliminary view and would be subject to more detailed consideration before it could be thought of as a preferred or selected route.

Upper Carr Lane would be crossed using an automatic half barrier level crossing. The A169 could be crossed using a full barrier closed circuit television camera (CCTV) level crossing controlled from Pickering, or alternatively by taking the A169 on a new bridge over the railway (see Photo 7). Either way, the crossing would have the advantages of become squarer than the original highly skewed crossing.

The A169 becomes congested during the summer months, with traffic backing up from the A170 roundabout in Pickering. Whilst a bridge would clearly avoid further delays to the traffic, it is anticipated that the numbers of closures per hour would be few and would therefore have only minor impact on free flowing traffic. There is a traffic management view that some regulation and breaking up of the flow of traffic approaching the A170 roundabout could actually be advantageous. When the traffic is already stationary, level crossing closures would make relatively little difference to the traffic, although there is then a possibility of traffic blocking the level crossing and delaying operation of the barriers.

The Highways Authority has expressed the view that whilst a bridge over the A169 would be preferable, a level crossing would also potentially be acceptable. At this stage, the choice of crossing for the A169 can remain open, and the difference in cost is not significant in the overall scale of costs, so it is sufficient for now to state that there is no significant problem in taking the railway across the A169 highway.

3.9 Southern Approach towards Pickering

Northwest of the A169 crossing, the alignment would rejoin the original route between the Showfield and the silver-grey barn with a curved roof (see Photo 8), located adjacent to the track at Roger's Nurseries. From the A169 the route is

flat with the formation largely remaining intact and used as an access track to fields and the nursery.

Immediately to the southeast of Haygate Lane the formation has been incorporated into gardens. To the northwest of Haygate Lane a new house has been built on the track-bed in the gap between adjacent houses.

Continuing northwards, the formation becomes obliterated in the field to the south of the Millfield Close / Pool Court housing estate (see Photo 9), built after closure of the railway. The houses along the west edge of the estate have been built directly along the original railway alignment. Demolition of houses would be unacceptable where a reasonable alternative route could be found. To the north of the housing estate, the original route crossed Mill Lane at the southwest corner of the present recreation area car park, and continued along the west side of the recreation area northwards, passing to the east of the present gasworks compound.

Our reconnaissance indicates that there are at least two possible alternative routes on the southern approaches to Pickering to avoid the need to demolish houses. Again, at this stage these are only suggestions for further consideration, and are not in any way selected or preferred routes.

3.9.1 Alternative West Route 1

This route would divert to the west from the original track on the south approach before Haygate Lane, crossing Haygate lane with a level crossing. Although an automatic half barrier level crossing would be appropriate for the road, it is considered to be too close to Pickering station to be triggered automatically by southbound trains. Consequently it would need to be controlled by CCTV from Pickering.

The diversion route would then follow the public footpath to the west of the houses along the meadows on the east bank of Pickering Beck. It would pass behind the west of the Millfield Close / Pool Court estate, to cross Mill Lane at the original track crossing point at the southwest corner of the recreation area car park. The footpath along the meadows could be re-aligned.

This alternative route would avoid demolishing the houses on Haygate Lane and the estate. The alignment would be relatively close to the rear of the estate houses, and does have an awkward pinch point where it crosses Mill Lane.

The crossing at Mill Lane would also need to be a CCTV controlled barrier level crossing. Because of the restricted space available, and the skew angle of the crossing, the current access driveways into the two houses to the northwest of the crossing would need modification.

The proximity of the railway to the various houses, the difficulties associated with the level crossing and its necessary floodlighting, and the railway's impact on the environment of the meadows would have to be considered further in detail.

3.9.2 Alternative West Route 2

This is another alternative route, which passes further to the west of the previous option. It would divert off the original alignment on its approaches to Haygate Lane, bearing off somewhere near the curved roof barn on Rogers Nurseries. It would cross Haygate Lane and Mill Lane with CCTV controlled barrier level crossings similar to the previous alternative route, and would cross Pickering Beck over a new bridge. The route would curve around to the west passing behind the Ryedale Mushroom farm buildings east of Goslip Bridge, which crosses the dismantled Kirkbymoorside railway.

From here it would curve back eastwards to pass across the meadows between the new Vivis Park housing estate and Vivers Mill Cottages (see Photo10). It would then re-cross Pickering Beck over a new bridge upstream of the weir, to rejoin the original railway at the southeast corner of the gasworks compound.

This route would create a larger diversion, mostly over agricultural land and river meadows. It would have the advantages of avoiding the awkward pinch point at the Mill Lane / recreation area, and the impact on property in that area. As with the other alternative, West Route 2 would still be relatively close to houses, although it would affect different groups of houses.

3.9.3 Southern Approach Route Selection

As with the other suggested alternative route, it is important to understand that for the purposes of this preliminary assessment it is sufficient to show that there is at least one viable route. At this stage, no particular alternative route is preferred, and any selection would be subject to much more detailed consideration at a later stage.

3.10 Approach to A170 Hungate and "Safeway Site"

Both of the above alternative routes rejoin the original railway alignment adjacent to the recreation area and from there would proceed northwards along the original route. A public footpath crosses the route at the north boundary of the recreation area, and this would require a footbridge, or possibly a subway.

The route then enters the area being considered for the Safeway Supermarket planning application. There is a joinery workshop (Alan Taylor & Sons) built directly on the line as it approaches the original bridge over Pickering Beck, currently used as a private access route to the works (see Photo 11).

To adhere to the original alignment, the workshop would need to be removed, and the railway would cross the original Beck bridge, which may need renovation or strengthening. Although not considered in any detail, it might alternatively be possible to realign the railway slightly to the west to miss the workshop by going through the east side of the coal depot. The coal depot storage bin area would then need relocation, which might be achievable within the site. This deviation would require an additional new bridge to cross the Beck, slightly downstream of the existing bridge.

Either way, there are no insurmountable problems in reinstating the railway to reach the A170 Hungate at the original crossing point or very close to it.

As it stands, the Safeway proposal effectively blocks out the area between Vivis Walk and the properties to the east of Pickering Beck, south of the A170 Hungate. The railway route passes virtually through the centre of the proposed site. At present the two schemes are effectively exclusive of each other.

For the purpose of this study, it is sufficient to summarise that, allowing for relocation of the joinery workshop, it would currently be feasible to reinstate the railway through this area.

3.11 A170 Hungate and The Ropery

As discussed above, aside from consideration of the Supermarket proposal, the reinstated railway would approach the A170 Hungate along the original bridge over Pickering Beck, or very close to the west of it.

Building a bridge to carry the A170 Hungate over the railway would entail considerable approach earthworks, retaining walls or approach structures, all of which would have considerable detrimental impact both visually and also on the adjacent road connections. In view of this we consider that a bridge would not be acceptable at this location. The alternative is to have a level crossing.

We have consulted with the Highways Authority regarding the potential impact of a level crossing on the A170 Hungate and the options for traffic management in this area. In view of the traffic volumes, adjacent road junctions and pedestrian usage, the crossing would need to be a full barrier CCTV controlled crossing, operated from Pickering station signalbox. The number of closures would depend on the frequency of the train service which is for future more detailed

consideration, but would be unlikely to be more than two closures per hour. At peak times the traffic already backs up along the A170 Hungate from the A169 roundabout and from the traffic lights at t he Ropery. The closures of the level crossing would result in extra delay to traffic but it is not expected that there would be a major impact on the overall traffic situation. It is perhaps more likely that traffic standing on the level crossing might delay the operation of the barriers for the passage of trains.

To the north of Hungate, the railway route would cross through the car park (see Photo 12) and run into Pickering Station across the intersection of Bridge Street, Park Street and Market Place (see Photo 13). This route is also cut across by the Ropery road, which was built after the railway was demolished.

The possibility of reinstating the railway on its original alignment whilst still retaining the Ropery was considered. The route would cross through the middle of the staggered cross roads at Bridge Street / Market Place. This would entail having an extremely skewed and wide level crossing over the roads intersection, which would not be acceptable from safety and operational points of view. Consequently, it would be necessary to make changes to the Ropery.

Another option considered would be to run the railway basically on its original alignment and cut off the Ropery before it crosses the Beck. A new road would be built to the east between the railway and the Beck. This would link the Bridge St, Park St, Market Place junction back to the A170 Hungate, adjacent to the existing A170 Beck bridge. This arrangement, shown in Figure 2, would fit into the critical space available between the HSBC Bank on Market Place and Rosedale House opposite the Ropery.

Pedestrians would be catered for in the level crossing. If a footway was also required to the west of the railway then this would need to encroach on the front garden of Rosedale H ouse. The present vehicle access to Rosedale House would be lost, and a private means of access would have to be provided to the rear area of the property by a narrow bridge over the Beck. This access would come from the end of the Ropery, which would be cut off at the library. Access to the library could remain via the retained length of the Ropery. The A170 Hungate traffic flow would be greatly improved by actually closing off the south end of the Ropery beside the A170 Hungate and joining it back onto Train Lane.

The intersection of Park Street and Market place, together with the Ropery replacement would be realigned to the east of the railway. The railway would only need to cross Bridge Street, just to the west of the staggered cross roads, with a full barrier CCTV level crossing controlled from Pickering Station. Again, level crossing closures at this location are not expected to have a significant effect on the overall traffic flows.

The existing Ropery bridge over the Beck would need modification to provide additional width for the railway route and the Ropery replacement to the east. The car park and public conveniences would be lost, although some parking spaces could be provided.

Although there would need to be considerable changes to the area between Bridge Street and the A170 Hungate, there are no insurmountable problems in reinstating the railway and still providing a road to connect the Bridge St / Park St / Market Place junction back to the A170 Hungate.

Preliminary discussions with the Highways Authority briefly considered further alternative arrangements for the A170 Hungate and the replacement for the Ropery. Basically, by having a railway level crossing, closing the south end of the Ropery and constructing a replacement link road from the Park St crossroads, the existing traffic signal system on the A170 could be improved. A three stage system (two traffic phases plus one pedestrian) could replace the current four stage (three traffic phases plus one pedestrian) operation, which would help to off-set any extra delays caused by the level crossing.

A further alternative would be to divide the A170 Hungate into widely separated eastbound and westbound roads. These would straddle the railway, using two level crossings, and in effect would create a roundabout / gyratory bisected by the railway. This arrangement would further improve the traffic flows, especially if Vivis Lane could be linked directly into the roundabout. No doubt other alternative arrangements and details could be considered in due course.

Parking in the Ropery area would be reduced, although other parking places would be created. This reduction might be further mitigated if, for instance, the Coal Depot or other parking sites could be acquired. Note however that there have been no consultations with potential site owners about this whatsoever.

In summary, for the purposes of this preliminary assessment, it is sufficient to say that it is feasible to reinstate the railway through the Hungate, Ropery and Bridge Street area using level crossings and providing adequate replacement roads. Whilst there will inevitably be additional delays to traffic when the level crossings are closed, there is scope for amending the current traffic signal system to produce a potentially acceptable arrangement. Further work would however need to be undertaken to determine the detailed impact in this sensitive area.

3.12 **Pickering North York Moors Railway Station**

The railway would connect back into Pickering station on the original alignment, having crossed Bridge Street using a full barrier CCTV level crossing. Further considerations about the Station itself are covered in Section 2 of the report.

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4 CONSULTATIONS

This section of the report identifies the parties that have been consulted as part if this preliminary assessment. In view of the limited budget and timescale for the study it was not possible to consult all parties who might have an interest. We have however contracted the parties who would have primary interest in the scheme as identified in the Client's Brief. A much wider consultation would be necessary as part of a full feasibility study at a later stage.

4.1 Railtrack (York)

A meeting was held with Railtrack at York to discuss the reinstatement and to obtain their views and requirements. Their comments have been incorporated more fully into Sections 2 and 3, but are summarised below.

The route does not have any legal protection or status that they are aware of.

The reinstated line would not necessarily have to be owned by Railtrack, and a suitable ownership interface would be just off the Rillington junction.

Necessary to provide a double track connection at Rillington junction, to meet modern safety standards and avoid disruption on the York-Scarborough line.

Train paths would need to be fitted into the York-Scarborough route.

Malton signal box could readily accommodate the addition signalling.

Malton station would need an additional platform and ramped access footbridge.

Automatic half barrier level crossings would be acceptable for minor road crossings.

Full barrier CCTV controlled level crossings would be required for the A169, A170 Hungate and Bridge Street crossings, unless bridges are provided.

Rural footpaths and bridleways could have gated crossings.

Field crossings would require stock gates, but would otherwise be acceptable.

The possibility of running through trains to Grosmont and on to Whitby was acceptable in principle, granted that the Grosmont connection would require modification if more than a few trains per year were to run through.

The new franchise arrangements for the relevant train operation companies were outlined.

Requirements for a feasibility study, and procedures to take the scheme forward were discussed. (These are incorporated into the report later).

Potential costs for Raitrack's essential involvement in the scheme have been incorporated into the cost estimate.

As regards promoting or funding the scheme, Railtrack would not object in principle to let others taking it forward, and would facilitate the connection of the link onto the Railtrack system. Railtrack would not be able to contribute to the costs of a feasibility study, and do not envisage being able to contribute to the reinstatement. The whole question of funding would need to be addressed in detail during a feasibility study.

4.2 North Yorkshire Moors Railway

Meetings were held with the North Yorkshire Moors Railway, who provided a substantial amount of information regarding the Moors Railway infrastructure and the potential impact of the Malton to Pickering reinstatement, and consequential development implications. The NYMR's comments are incorporated into Section 2 of the report.

The NYMR Board has recently issued the following press statement: "The NYMR supports in principle the aim of reinstating a through route between Malton, Pickering and Whitby, confirms its strong support for ensuring that the track bed between Rillington Junction and Pickering Bridge Street is preserved, and is willing to examine a mutually beneficial track access arrangement to permit the use of NYMR metals by through trains".

4.3 Highways Authority

The scheme was discussed at a meeting with the Highways Authority, including the Kirkbymoorside Division Engineer, the Assistant Area Traffic Manager, the NYCC Traffic Signal Engineer, and the Area Development Control Officer. In particular the crossings of the A169, A170 Hungate, the Ropery area and Bridge Street were discussed. Basically, whilst it was recognised that there would be the need for a far more detailed analysis, in principle the reinstatement was considered to be potentially acceptable from a highway and traffic point of view The comments arising from the meeting with the Highway Authority have been incorporated into the relevant parts of Section 3 of the report.

There was in addition a brief discussion about the Pickering Southern Bypass scheme (currently on the County Council's Reserve List of Major Schemes), and the possibility of a Park and Ride scheme, which might operate from the

Showfield site near the Black Bull on the A169. If a Park and Ride scheme was integrated with the railway reinstatement, with suitable additional platform

facilities, it would help reduce the congestion in Pickering, as of course would the Southern Bypass.

4.4 Northern Spirit

Northern Spirit, which is the train operating company on the York to Scarborough and Esk Valley lines, was contacted to obtain their views on the reinstatement from a potential train operator's perspective. The shadow Strategic Rail Authority have recently separated out the Trans-Pennine franchise from Northern Spirits current franchise.

Northern Spirit are currently re-negotiating their franchise, but offered the view that an hourly service would be appropriate for the Malton to Pickering railway. They noted that any increase in trains using Malton would require some investment in infrastructure as it is already a pinch point along the York to Scarborough route, along with the single line at Scarborough Bridge just going into York. Without improvements, any increase in use could impinge on the York to Scarborough service.

Northern Spirit are not permitted to be involved in the Strensall – Haxby service, which is to be a 2-car unit operating at 20 minute intervals. However, they considered that one in three of the trains might be continued to Pickering, provided it could have a quick turn round and be back at Strensall to take up the timetabled slot. Overall, Northern Spirit are positive about the Malton to Pickering reinstatement and support the concept in principle, but would need the proposal to be taken further forward before they could make any useful comments.

4.5 EWS

The freight train operators English Welsh & Scottish Railway were contacted. EWS have previously carried out a successful trial freight run to remove scrap from Pickering and take it via the North York Moors Railway. This was a limited exercise involving two wagons of scrap.

EWS are the largest rail freight operator in the UK and their stated aim is to increase the amount of freight carried by rail. EWS would actively consider any development that would add to the existing rail freight network. They would be

keen to operate rail freight trains if sufficient customers and the commercial viability of the operation could be established. They would be prepared to support further stages of developing the Malton to Pickering reinstatement by providing advice, but are unable to offer any financial contribution.

4.6 Shadow Strategic Rail Authority

The shadow Strategic Rail Authority (sSRA) was consulted, primarily to establish what funding might be available and the procedures for obtaining them. Basically the sSRA would not be able to contribute financially to a feasibility study, as at that stage there would be no commitment from a scheme sponsor to proceed.

There are funds available for scheme implementation through the Office of Passenger Rail Franchising, through two schemes – the Rail Passenger Partnership fund, and the Infrastructure Investment Fund. At this stage it is not possible to state whether the Malton to Pickering reinstatement would qualify for either scheme. However, the procedures for applying for funding are documented and are available from the sSRA ("Planning Criteria" – A Guide to the Appraisal of Support for Passenger Rail Services, and "Rail Passenger Partnership" – Bidding Guidance). Potential funding contributions from the sSRA and other parties would need to be investigated fully during a feasibility study stage.

4.7 Other Parties Consulted

4.7.1 North York Moors National Park Authority

The North York Moors National Park Authority has previously considered the potential of the reinstatement of the railway line and provided its recent views from the Park's perspective, together with a current update. These are summarised as follows.

The reinstated railway would offer great potential as an important transport link to the North York Moors, and to Whitby. It would meet many social, economic and environmental targets of the National Park as well as regional and national objectives.

The Park Authority has identified some of the scheme's attributes from their point of view, which are shown below:-

"Strengths:-

- Much of the trackbed is still in existence (*Mouchel comment: This is only a marginal factor*);
- The route is comparatively short (less than 10 miles/16km);
- It would provide an excellent strategic link to the main rail network to the south;
- It passes through the Pickering Showfield, which could offer a Park and Ride facility.

Weaknesses:-

- There are a number of structures including houses and farm buildings on the route (*Mouchel comment: These can be avoided as identified elsewhere in this report*);
- It does not pass close by Flamingoland or Eden Camp, both of which are major tourist attractions with over 1million visitors per annum (*Mouchel comment: These are not so much weaknesses as further opportunities that might be investigated in a full feasibility study*);
- Access into Pickering, especially to make a head-to-head connection with the North York Moors Railway, is particularly difficulty (*Mouchel comment: There is a generally held perception that connecting to the station would be difficult. This can be adequately resolved and potential solutions are identified in Section 3 of this report*).

Opportunities:-

- A full rail link would increase accessibility between the North York Moors, and Whitby, and the main rail network for visitors and local communities;
- Freight, including timber as well as steel imports through Whitby, could be transported;
- An alternative route could be built via Flamingoland, or provide a shuttle connection;
- There are Park and Ride opportunities at Rillington from the A64 and at the Pickering Showfield;
- The railway route, or part of it, could be considered as bus route, particularly as a guided busway. Yorkshire Coastliner vehicles will be equipped by next year as part of the Leeds guided busway scheme.

Threats:-

- Increased passenger and freight use of the York – Scarborough line may make it difficult to find suitable pathways for through trains (*Mouchel comment: this is dealt with in Section 2 of the report*);
- The planned supermarket in Pickering would stand on the former track, thus stopping any through operations.

Although not within the National Park, retaining the route is seen as important by the National Park Authority. At the very least, the route should be protected from further development for subsequent linear access such as a railway, as another public transport route (landtrain, people mover, bus, etc for all or a shorter length of the route), as a cycleway, as a footpath, or even simply as an ecological corridor. The Park Authority is keen to develop Park and Ride opportunit ies for recreational purposes and Pickering is a key location. If, for instance, a full rail connection with the North Yorkshire Moors Railway was not possible, it would still be highly desirable to re-open the remainder of the route to connect with the York to Scarborough line, with enhanced bus services linking with rail arrivals and departures.

The Park Authority, through its work on the Local Transport Plan, through partnerships such as the Ryedale and North East Yorkshire Rural Transport Partnership, through its transport projects and through its advocacy and awareness activities, is therefore keen to be an active partner in realising the potential of the route.

In addition to the above, the NYMNPA have held meetings with interested parties to discuss the Pickering Park and Ride scheme, and possible integration with the reinstatement of the railway. These aspects should be considered further during a feasibility study, as it will be important for such a study to consider the full integration of transport facilities in the area."

4.7.2 Forest Enterprise

Forrest Enterprise, which is an agency of the Forestry Commission, were consulted to obtain their views on carrying timber by rail freight. The following summarises their comments.

"In the immediate vicinity of the railway, the forest blocks of Cropton, Dalby and Langdale currently yield 40,000 tonnes per year. If all the forests in the southeast corner of the North York Moors National Park are included, the annual production increases to 55,000 tonnes. This should remain constant for the next three years, then falling to 50,000 tonnes per annum.

Currently timber goes in equal proportions to the north and south, with 20-30% going only a short distance directly to local users. Harvesting goes on throughout the year, with slightly more being cut in the summer than winter.

If the right road access and loading points were in place, virtually all of the timber not going to local destinations could be transported by rail, providing of course that there were suitable rail off-loading facilities at the end user destination. From Forest Enterprise's point of view, optimum locations for railheads would be at the A169 crossing near the Black Bull Inn. Other useful sites would include Eller Beck; Newtondale Halt; Newbridge, all of course subject to agreement with the North York Moors Railway."

Mouchel consider that it is important to stress than the above comments address the practical aspects of loading timber freight onto the railway. No financial analysis has been carried out, nor has the ability of the end user to receive timber by rail freight been investigated. The business case and potential agreements with the timber users and rail freight operators such as EWS would need to be considered in more detail before any reliable quantification could be attached to this potential rail freight usage.

4.7.3 RMC Pickering Newbridge Quarry

The Newbridge quarry, to the north of Pickering station, was contacted to investigate their potential use for rail freight. We understand that the quarry's planning consent runs out in approximately 2 years time, and as yet no further application has been made, although this planning aspect is outside the scope of this study.

RMC consider that the quarry has at least 10 years life left, but they do not consider that the market is wide enough to make use of a rail link.

4.7.4 Other Parties

There has been much coverage of the proposed reinstatement of the railway in the local press and railway press, as well as considerable amounts of correspondence between interested parties. The scheme has been mentioned in the House of Commons. In addition, Mouchel has received comments directly from a number of interested parties and representatives. However, whilst a wider consultation would be appropriate for a feasibility study, it has not been possible to re-quote all of these contributions in this report simply because of the budget and timescale available for this study.

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5 COMMENTARY ON POTENTIAL USE

5.1 Introduction

This section of the report provides a commentary on the potential use of the railway, although other usage considerations have been incorporated into Section 2. This commentary is based on our understanding of the local and regional transport networks, as well as opinions obtained during the study. It is important to note that a formal evaluation or quantification of potential usage was specifically excluded from the scope of this study.

5.2 Passenger Usage

Potential passenger use can be categorised as follows:

existing journeys transferred from other modes;

existing journeys transferred from other modes but diverting to different destinations;

new created journeys.

The main traffic generators/attractions served by the line are Pickering, Malton and York. The North Yorkshire Moors Railway corridor and the access it provides to Whitby form a fourth traffic objective. However, the NYMR does not yet offer year round daily operations, limiting the scope to provide for non-leisure journeys by this route. The line reinstatement is considered unlikely to offer any advantage to travellers on the Pickering - Scarborough axis.

The Malton to Pickering line should be able to offer a comparable journey time between the two towns to that achievable by car. If the service were to operate through from and to York, or if very convenient connections were offered at Malton, then Pickering to York rail journey times should also offer an attractive alternative to the car. This could be particularly attractive to passengers intending to join long distance trains at York. Operation of an extended service might also generate additional Malton to York traffic because of the enhanced frequency, although implementation of the already proposed year round improvement in Scarborough to York frequencies is likely to have this effect anyway.

The take up of the rail facility would be influenced by issues of station accessibility and availability of station parking, against cost and ease of parking for cars, as well as the direct journey costs. Rail services may also abstract passengers from existing bus services which, if it leads to service reductions, will be to the disadvantage of those whose journeys begin or end at intermediate points along the bus routes concerned.

The types of journey which could be well served by rail include journeys to educational establishments, health facilities, commuting to and from work (especially to jobs located in the centre of Malton or York), tourists and visitors, shopping, recreational facilities and, as already mentioned, journeys to connect with long-distance trains. Provision of rail services at Pickering could increase the town's attractiveness as a commuter location, with a potential travel time to York of say 35 -40 minutes.

For the most part the journeys described above would be diverted to rail from other modes. However, increased commuter accessibility could generate new journeys, by encouraging growth, especially in Pickering, or by creating access to a wider range of job opportunities. Against this it is recognised that planning policies may not necessarily envisage substantial development in Pickering and its surroundings.

Meanwhile, the railway may improve accessibility to health and educational opportunities, enabling these services to be delivered more effectively and possibly generating extra travel.

For the potential connection through to Whitby we estimate that an end to end journey time of the order of 2 hours 10 minutes from York, or 1 hour 45 minutes from Malton, could be achievable for a through train using contemporary (as opposed to heritage) rolling stock. This assumes that end to end speed on the NYMR section would be comparable with that presently advertised, but that there would be no additional time penalty from waiting to pass on the single line sections. Clearly there would be implications for the existing NYMR infrastructure, as discussed in Section 2 of the report.

For comparison, the travel tim e from York to Whitby via Middlesborough is around 2 hours 30 minutes, excluding connecting time at Middlesborough, which can at worst add almost an hour to the trip. While through journeys would be aimed primarily at the recreational market, they can be seen to have the potential to enhance Whitby's accessibility to the national rail network.

The foregoing discussion envisages the core service as being a Pickering to Malton shuttle with a possible extension to York. The latter may be difficult to integrate with the present (summer) two trains hourly between Scarborough and York. However, the additional Scarborough services do not normally call at

Malton, where an increased frequency of stopping trains would considerably increase the attractiveness of the rail service to the town.

If a Pickering to York service is judged to be operationally feasible, consideration might be given to extending it from York through to Knaresborough and Harrogate (and then to Leeds), using the train path of the existing service. This would link Harrogate to Pickering, the gateway to the North York Moors. It would also allow visitors to Harrogate to visit Castle Howard (by feeder bus from Malton). This would permit the promotion of a leisure rail package, which would embrace the following attractions:

Whitby, North York Moors (including *Heartbeat* country), Castle Howard, Historic York, National Railway Museum and the spa town of Harrogate;

Direct train connections (supported by a feeder bus) between all of them.

This measure would also increase the range of through journeys offered on the rail network, which would in itself increase the attractiveness of the service offered and could improve the operating economics of the proposals by reducing layover time, as well as platform occupancy at key stations.

5.3 Freight

Various possible freight uses have tentatively been identified, including Forest Enterprise and Whitby Port. The Malton - Pickering route does not primarily lend itself to any through traffic that does not originate or terminate in this area of North Yorkshire. However, there may be other locally based traffic flows that could be identified in the course of a feasibility study.

To attract freight to rail it is necessary to provide:

a loading site with appropriate facilities;

a discharge site also with appropriate facilities;

a practical route;

axle load limits and structural gauge appropriate to the vehicles and locomotives to be used;

a gradient profile which enables the selected locomotive type to haul the required trailing load;

sufficient train paths at times which meet the needs of the freight customer.

Provided other requirements are met, a direct route is of less consequence for freight than for passenger traffic, particularly if the alternative has greater

capacity, can take larger vehicles and heavier trains, or if the opportunity can be taken to combine two or more movements in one operation.

Two points need to be made in qualification of the above:

there is no operator at present either running freight trains or terminal facilities on a speculative basis;

loading and unloading facilities can be very simple - many loads can be handled using wheeled general purpose cranes or grabs, and on lightly used routes sanction can occasionally be obtained to permit loading on the running line - if sufficient time is available between other trains.

There is no obvious reason to believe that freight use would make a major contribution to the economics of the Malton to Pickering route, although various parties have expressed a willingness to consider it. However, it seems quite possible that some of the freight movements previously identified could transfer to rail, with road traffic and environmental benefits.

In support of this it must be remembered that the DETR has funds available for both Freight Facilities Grant and Track Access Grant for appropriate cases which would otherwise be financially unattractive. These are available in the first case to pay for sidings and handling equipment and in the second case to contribute to haulage costs. In both cases the basis of the grant is a valuation of the lorry miles saved by transferring traffic from road. Neither of these grants could be used as a contribution to the capital costs of reinstatement, save for elements of the work needed exclusively to handle freight. Also, grants will be made only for traffic flows that are certain, and repayment may be required if the expected rail traffic does not materialise.

Further investigation of rail freight potential, including an assessment of the opportunities presented by developments in the Port of Whitby would be a matter for the feasibility study.

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6 FEASIBILITY STUDY REQUIREMENTS

This present study has been a preliminary assessment of the feasibility of reinstating the Malton to Pickering railway. The study has shown that it is physically possible to reinstate the railway, and there are no apparent difficulties that could not reasonably be overcome. The next step to take the reinstatement process forward would be to undertake a full feasibility study.

An overall requirement would be to integrate the views, requirements and potential benefits for all the interested parties, including the local communities, the regional area, the existing Railtrack network and train operators, the North York Moors Railway, the National Park, and potential passenger and freight movements. Views should encompass the whole area between York and Whitby. The scheme would require the coordination of railway infrastructure, operation and other transportation issues. Success would depend on integrating the interests, risks, benefits, cost and reward sharing of the parties, so that the financial viability of the scheme can be established.

The key requirements for a feasibility study are outlined below.

- Consult interested parties, including Railtrack, passenger and freight train operators and users, North York Moors Railway, and other relevant bodies, including both supporters and opponents;

- Identify local transportation needs and potential schemes, including Park and Ride, and integrate with the railway reinstatement;

- Undertake route topographical and geotechnical surveys, including land ownership and access rights;

- Establish the preferred route and deviations from the original alignment;

- Assess recent and proposed developments along the route;

- Liaise with the County and Local Authorities;

- Carry out a quantified Traffic Assessment;

- Undertake preliminary design;
- Carry out an Environmental Impact Assessment;
- Assess existing infrastructure, network connection and development needs of both Railtrack and North York Moors railway to meet the reinstatement and its usage requirements;
- Carry out a market analysis to investigate and quantify potential passenger and freight demands, the facilities that would be required, and the revenues;
- Investigate sources and quantify available funding;
- Establish sponsors and outline agreements to take the scheme forward to completion, requiring both an infrastructure owner and a train operator;
- Establish the costs, revenues and Business Case for the proposed reinstatement and its operation;
- Investigate the Transport and Works Act arrangements and / or Parliamentary Powers to take the scheme forward, and obtain legal opinion.

It is likely that the financial viability of the reinstatement scheme may require a consortium of interested parties to provide joint funding, which would need to be explored and quantified. Whilst a sponsor(s) for the feasibility study stage might be found, a clearly defined sponsor to take the project through to implementation will only become apparent through a comprehensive feasibility study.

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7 TRANSPORT & WORK ACT 1992 IMPLEMENTATION PROCEDURES

7.1 Introduction

It may well be appropriate to obtain expert legal opinion as part of a future feasibility study, but it presently appears inevitable that an order under the Transport and Works Act 1992 would need to be obtained to enable the railway to be reinstated. Whatever powers may have been contained in the act which originally sanctioned the line, these will almost undoubtedly have lapsed upon abandonment, and particularly on disposal of sections of the formation. In addition the suggested alignment of the reinstated line includes detours from the original route to avoid the demolition of houses.

The Transport and Works Act procedure has replaced the two methods previously used in the promotion of railway projects: the Private Bill procedure and the Light Railway Order. The Act sets out a procedure for the Secretary of State to grant statutory authority for works to be constructed which interfere with public rights; to grant those works the status of a statutory undertaking; to provide a defence against actions for nuisance; and to provide compulsory purchase powers. At the same time the order can confer deemed planning permission on the proposal and deal with listed buildings, conservation order and hazardous substances matters.

Within the terms of the Act, a railway scheme of this nature would be covered by a Section 1 Order.

7.2 Outline of the Process

In the following sections the process is briefly outlined, making reference to *Transport and Works Act 1992 – "A Guide to Procedures for obtaining orders relating to transport systems, inland waterways and works interfering with rights of navigation"*, published by HMSO in December 1992. No updated edition or supplementary information has been published up to the time of writing, so it may be assumed that the procedures set out are substantially correct.

The stages of the process are as follows:

- Consultation;
- Submission of application;
- Objection period;
- Consideration of objections (by written representation, hearing or inquiry);
- Determination and order making.

7.2.1 Consultation

Many of the parties which should or must be consulted are set out in schedules to the Application Rules (*The Transport and Works Act (Applications and Objections Procedure) Rules 1992*). Key amongst them is the local planning authority, and it is advised that this should take place at least 8 weeks before application. In practical terms consultation is likely well before then.

Certain other statutory bodies must be consulted at least 28 days before application, as must the local authority, English Nature and the Countryside Commission. Again these consultations should be undertaken well before the deadline, as they place an obligation on the consultees to provide information required for the Environmental Statement for the project.

All parties who will receive either copies of the application documents or notice of the application should be consulted. Other statutory and voluntary bodies that should be consulted are set out in Annex 3 of the *Guide*. At present it appears that consultation would need to extend to at least some of the constituents of all of the groups referred to in Annex 3, except for Item 4 (London Green Belt) and Item 12 (Tramway Projects).

7.2.2 Submission

When an application is submitted it must be accompanied by the following items:

- a draft order;
- a memorandum (summary);
- an affidavit of compliance with the Rules;
- a list of consents, provisions or licenses required;
- an Environmental Statement;

- plans and sections of the route;
- a broad order cost estimate;
- a funding statement.
- an estimate of completion time;
- land plans and book of reference;
- maps of right of way diversions;
- a planning statement from the local planning authority;
- information relevant to any application for deemed planning consent;
- if relevant, information relevant to any application for deemed hazardous substances consent.

A copy of the complete application must be submitted to every Local Authority in whose area the project falls, and all or part of the application to many other parties. Notice must also be served on those whose property will be affected, while the application must be publicised both locally and in the London Gazette.

7.2.3 Objection Period

The objection period is 42 days from application. Objections must be in writing. A list of objections would be compiled and provided to the applicant as soon as possible after the application period.

7.2.4 Consideration of Objections

Where there are only a few objections they would, if it was practicable, be considered on the basis of written representations. This is not possible if a statutory objector insists on exercising the right to be heard.

Otherwise the Secretary of State will decide between a Hearing and an Inquiry, depending on the complexity of the issues and the degree of objection. There may or may not be a pre-Inquiry meeting. The time scales for the process vary, but where there is no pre-Inquiry meeting an Inquiry must start within 22 weeks of notice being given that an Inquiry is to be held, with at least 6 weeks notice being given of the start date. Further details may be found in Annex 6 of the *Guide.*

7.2.5 Determination and Order Making

The application is determined, and any order made, by the Secretary of State. Where there is an Inquiry, his decision would take account of the inspector's report and recommendations. There is no statutory timescale for making or refusing an Order, but, where there has been an Inquiry, every endeavour will be made to make a decision within six months of the inspector submitting his report. To this should be added the inspector's reporting time, which as a rule of thumb is three days for each day of the Inquiry.

7.3 Procedures through to Implementation

The main stages to take the scheme from this preliminary assessment through to final implementation of the reinstatement are summarised as follows.

- Comprehensive feasibility study;
- Preliminary design;
- Establish business case;
- Establish scheme sponsor(s) and funding;
- Set up basic agreements with main parties, including sponsor(s), funding agencies, Railtrack, North York Moors Railway, local and regional authorities etc;
- Commence detailed design (continues concurrent with T&W Act process);
- Transport and Work Act process:-
- Proposals,
- Consultations,
- Comments and adaptation of proposals,
- Notices and submission of application,
- Objection period,
- Hearings or Public Inquiry,
- Determination,
- Order making, compulsory purchases;
- Complete detailed design;
- Finalise agreements.

Once this procedure has been completed satisfactorily, the final stage is of course implementation of the scheme.

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8 COST ESTIMATE

8.1 Basis of Estimate

The cost estimate for the reinstatement of the line has been based on the preliminary investigations and assessment of the infrastructure implications, together with the procedures which are expected to be necessary to take the scheme from this stage through to implementation. The costs have been based on rates for similar works carried out recently in the UK. The accuracy of the estimate must be viewed in conjunction with the preliminary nature of the information available at this time.

Costs have not been allowed for any Public Inquiry. The costs for this are extremely difficult to estimate, and it is not certain that an Inquiry would be necessary. It may be the case that the Transport and Work Act procedure may be completed without the need for an Inquiry.

The cost estimate addresses costs for the reinstatement of the line between Malton and Pickering, including the essential improvements and alterations to the Railtrack system at Malton and Rillington, as well as connection into the North York Moors Railway Station at Pickering. Necessary or desirable alterations to the NYMR beyond Pickering and to the Esk Valley lines, for providing services through to Whitby, have not been included as they are not essential for the primary Malton to Pickering reinstatement route.

The difference in cost between the various diversion options will be relatively small, and should not be considered as significant bearing in mind the accuracy of the overall cost estimate at this stage.

An item is shown in the cost estimate for the southern approaches to Pickering. This order of cost is likely to be required for infrastructure, land purchase and compensation regardless of which of the suggested alternative routes mi ght eventually be selected. At this stage, neither route has been selected, and no inference of any form of preference should be deduced from the cost estimate or the report as a whole.

8.2 Preliminary Cost Estimate

Ref	Location on Route	Item Description	£000's
1	General	Feasibility Study	150
2	General	Transport & Work Act procedures & legal fees	500
3	General	Land purchase Rillington to Pickering	250
4	General	Compensation to households and relocation of premises	500
5	General	Project management and preliminary design fees	400
6	Malton Station (Railtrack)	Additional platform on Up line, passenger cover, lighting	300
7	Malton Station (Railtrack)	Ramped footbridge over Railtrack lines to new platform	400
8	Malton Station (Railtrack)	Additional railway crossovers for trains to return to Pickering	500
9	Malton Signal Box (Railtrack)	Signaling alterations for new facilities at Malton and Rillington	700
10	Rillington Junction (Railtrack)	Double line junction suitable for the 90mph Scarborough line and turnout to join the new route's double lines into single	850
11	Railtrack	Railtrack management & design interface charges for above works	700
12	Rillington to Pickering	Railway construction, new plain line track (single line, except for ½ mile of double line at Rillington turnout) and ballast	4,600
13	Low Marishes L.C.	Automatic half barrier level crossing, including road and railway works	200
14	Marishes Road L.C.	Automatic half barrier level crossing, including road and railway works	200
15	Upper Carr L.C.	Automatic half barrier level crossing, including road and railway works	200
16	A169 Black Bull L.C.	Full barrier level crossing with CCTV facilities, incl road and rail works	500
17	Haygate Lane L.C.	Full barrier level crossing with CCTV facilities, incl road and rail works	400
18	Mill Lane L.C.	Full barrier level crossing with CCTV facilities, incl road and rail works	400
19	A170 Hungate L.C.	Full barrier level crossing with CCTV facilities, incl road and rail works	500
20	Bridge Street L.C.	Full barrier level crossing with CCTV facilities, incl road and rail works	500
21	Pickering Station (NYMR)	Alterations to NYMR track & signal systems in Pickering Signal Box control area	400
22	Rillington to Pickering	Modern signal system for whole reinstatement including Train Protection Warning System and monitoring of level crossings	800
23	Rillington to Pickering	Field and footpath track crossings with warning system	500
24	Rillington to Pickering	Earthworks excavation and embankment construction	550
25	Derwent river	New railway bridge	700
26	Derwent river	Relocation of Environment Agency river gauging facility	400
27	Pickering Approaches	Infrastructure, land and compensation for whichever alternative route	800
28	Vivis Walk	New footbridge over railway	150
29	Pickering Beck	Renovation of existing railway bridge south of A170 Hungate	100
30	Pickering Beck	New railway bridge and road bridge for Ropery replacement	750
31	Pickering Beck	New private access bridge and driveway for Rosedale House	150
32	Pickering Ropery	New link road to replace the Ropery and associated car park works	600
33	Rillington to Pickering	Renovation of minor drainage culverts	100
34	Rillington to Pickering	Diversions of utilities and services	100
		Total of above items in £000's :	**18,850**

The total preliminary cost estimate for the reinstatement is £18,850,000.

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9 SUMMARY AND CONCLUSIONS

This report addresses the preliminary assessment of the feasibility of reinstating the Malton to Pickering rail link. The original railway has been dismantled and the land has been sold back to the adjacent landowners. About three-quarters of the original formation remains intact, and the remainder has been removed and returned to agricultural use. Seven houses plus various other buildings have been constructed directly on the original track bed. It appears that all legal rights concerning the original railway no longer apply. In effect, the reinstatement of the line would be a matter of building a new railway.

Connections to the Railtrack network at Rillington and modifications to Malton station and the signaling system can be achieved. The survey has indicated that various alternative local route diversions are possible which would avoid the need for demolishing houses, principally at the Black Bull A169 crossing area, and the Haygate lane to the Recreation Ground area. The diversions would largely be through agricultural land. One joinery workshop, south of the Hungate (A170) in Pickering, will need to be relocated unless the route can be realigned through the adjacent coal depot.

The Ropery area in Pickering can accommodate the railway, and a replacement for the Ropery, to maintain the link between Park Street and the A170 Hungate, can be relocated along the west bank of the Beck. Parking areas would be reduced unless additional areas could be acquired, and there may be potential for this to the south of the A170 Hungate alongside the railway. The crossings of the A170 Hungate and Bridge Street would be CCTV controlled level crossings. The traffic implications on the A170 Hungate can potentially be managed as there is scope for a new road layout and traffic signal system to help offset any extra delays caused by the closure of the level crossing.

The current planning application for the Safeway supermarket is not compatible with reinstating the railway, as the former would effectively block out the site for the railway approach to the A170 Hungate and Ropery.

A commentary has been given on various potential passenger and freight uses. Possibilities for domestic, commuting, social and tourist demands have been discussed, including benefits to the North York Moors National Park by reducing road traffic. Passenger journeys, in addition to the immediate Malton to Pickering catchment area, could extend to York and beyond, as well as to Whitby. There are possibilities for transporting timber from the North York Moors forests by rail. Passenger and freight demand is very speculative at present and there has been

no quantification of demand. This would be an essential part of a full feasibility study.

The possibilities of running trains through from Malton (or York and beyond) to Whitby have been considered, although this would require further investment in the North York Moors railway and the Esk Valley lines. It may otherwise be preferable to terminate trains from the south at Pickering station.

The scheme has been discussed with Railtrack, the North York Moors Railway, the local Highways Authority, the North York Moors national Park Authority, regional passenger and freight train operating companies, and the shadow Strategic Rail Authority. Most parties were supportive of the reinstatement in principle and could foresee potential passenger and freight usage. None of the bodies consulted opposed the scheme, although some understandably had to remain neutral at this stage. All parties agreed that a full feasibility study would be essential before commitments could be made to the scheme, although none offered funding towards such a study at this stage.

Recommendations have been given for the scope of a feasibility study, an outline is given for the procedures to take the scheme through to implementation, and a preliminary cost of £18.85M has been estimated.

The overall conclusion of the study is that it would be physically possible to re-instate the railway and there are no apparent difficulties that could not reasonably be overcome.

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10 APPENDIX – FIGURES AND PHOTOGRAPHS

Figure 1 – The Original Route from Malton to Pickering.
(NOT AVAILABLE FOR COPYRIGHT REASONS)

Figure 2 - Diagram of the Ropery Area in Pickering.

Photographs - Nos 1 to 13.

FIGURE 1

NOT AVAILABLE FOR COPYRIGHT REASONS

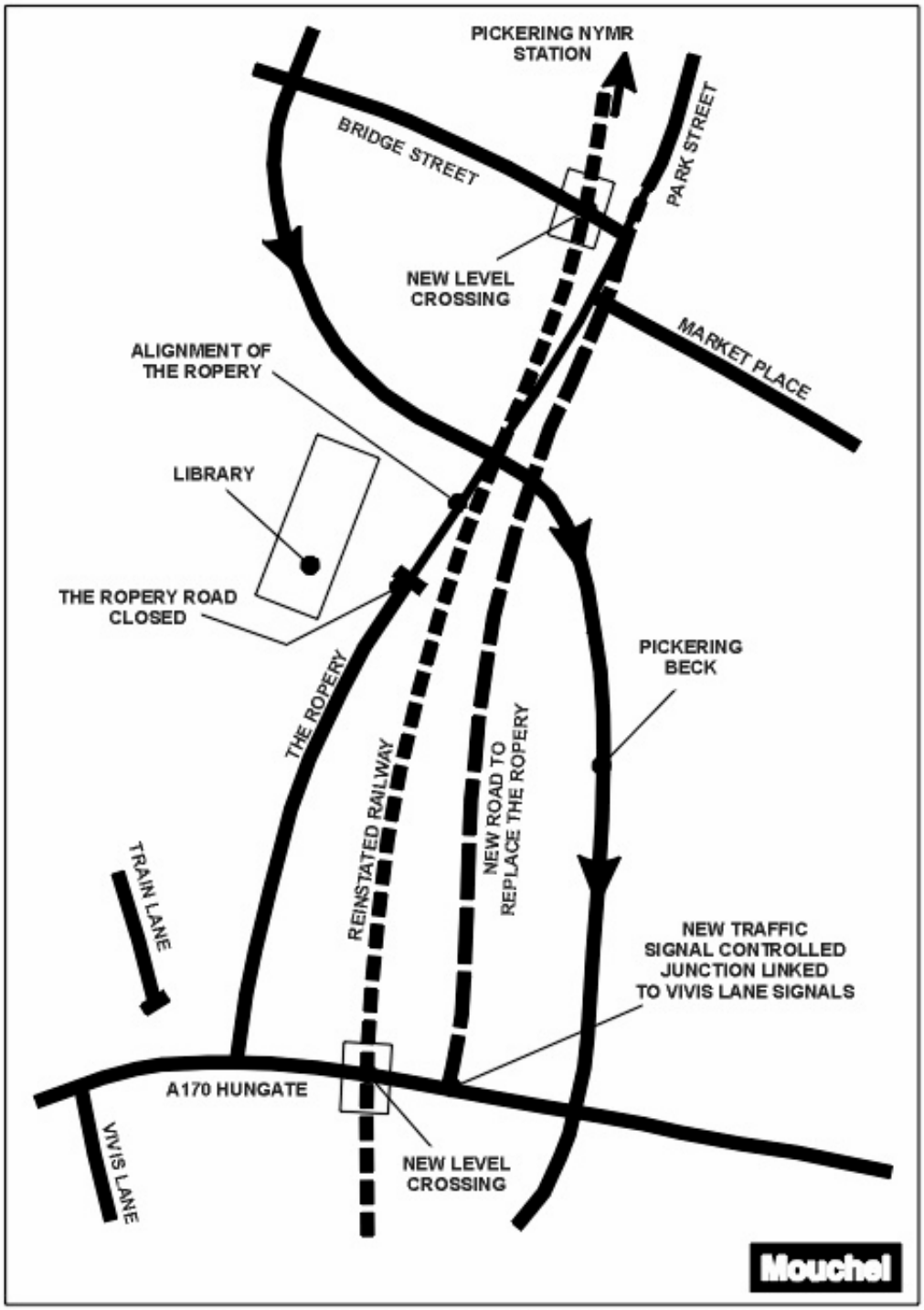

Figure 2 - The Ropery Area, Pickering; Line Diagram of Scheme

Photograph 1 Malton Station viewed towards Rillington and Scarborough.

Photograph 2 Original route viewed south -east towards Rillington.

Photograph 3 River Derwent gauging facility at the position of the original bridge.

Photograph 4 Position of the original level crossing on Low Marishes Road.

Photograph 5 Original platf orms south of Marishes Rd / Thornton Lane.

Photograph 6 Original route from the original Upper Carr Lane level crossing viewed north -west towards the A169.

Photograph 7 North view towards the location where a possible di version route could cross the A 169, north of the original level crossing position.

Photograph 8 North view along the original route through Rogers Nurseries.

Photograph 9 North -wards view towards the houses along the west side of the Millfield Close and Pool Court estate, built on the original route.

Photograph 10 A possible “Alternative West Route 2” approaching from the south -east to pass between Vivers Mill Cottages and the Vivis Park estate.

Photograph 11 Original route viewed southwards fro m the Hungate (A170), passing through a joinery workshop and over the original Beck bridge.

Photograph 12 Original route viewed northwards across the Hungate (A170) crossing through the car park, toilets building and the Ropery.

Photograph 13 North v iew of the original route crossing the Ropery and Bridge Street into the NYMR Pickering Station (behind the white sign board).

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