

## Raising Cycling in Ryedale

### Notes from meeting 22<sup>nd</sup> October 2013, Ryedale District Council

**Present:-** Helen Gundry (Kirkbymoorside Environment Group),  
Rupert Douglas (Sustrans),  
Eden Blyth (Pickering Civic Society)  
Jos Holmes (Ryedale District Council)  
Karl Gerhardsen (North York Moors National Park Authority)  
Stuart Startup (Forestry Commission).  
Mike Hawtin (Newbridge Park and CTC Dalby Forest)  
Craig Nattress (Ryedale District Council)  
Paul Hepworth (CTC North Yorkshire)

#### **1. Introductions and apologies:-**

Apologies were received from Emma McKenzie, (Ryedale Folk Museum),  
Catriona McLees (North York Moors National Park), Keith Buck (Ryedale &  
Scarborough CTC), Melanie Farnham (NYCC Highways), Matthew (Malton  
Wheelers), Julian Rudd (RDC).

2. **The notes from 9<sup>th</sup> July 2013** were approved

#### **3. Strategies for improving infrastructure**

Jos Holmes, Economy and Community Services Manager, explained some  
Local Authority structures that might be useful:-

- a) "Get Yorkshire Cycling" strategy, which all District Councils have signed up to; part of the build-up to the Tour-de-France Yorkshire section. Each Yorkshire District Council agreed to pay £10,000 because of the mutual benefits.
- b) The Local Sustainable Transport Fund has been extended to 2014/15, any applications from Local Authorities have to also have the approval from the new Local Enterprise Partnerships. A competitive application process will start in December 2013 for £100million capital. A separate revenue stream of £78.5 million will be retained by the DfT for local authorities, with a small (unspecified) amount set aside for bikability. Applications for this revenue will also be competitive. Applications should support the Government's "Door-to-door" strategy. See [www.gov.uk/government/publications/door-to-door-strategy](http://www.gov.uk/government/publications/door-to-door-strategy).
- c) The new RDC Local Plan includes cycling quite strongly.
- d) The Local Enterprise partnership for our area covers York, North Yorkshire and the East Riding and is headed by Andrew Leeming. Across the country there are 39. They cover the same broad aims, but have different priorities. They are currently drawing up their strategy and bidding

document, so now is an excellent time to try to influence them. (**ACTION RUPERT**). They have five aims:- Business support, Agri-tec; Training & skills; Infrastructure; Well-connected economy. In this last category, the favoured projects so far are E/W connects (A64 improvements), existing transport routes, low carbon goals, and IT & Broadband. Because our L.E.F is business-led, they are especially interested in projects that support business. Transport projects will be prioritised by the Local Transport Board, details of who serves on this board are on the NYCC website. Support for cycling infrastructure might be included if it was shown to support businesses that depend on tourism, or if it helped people to get to work.

- e) Responsibility for Public Health has now been transferred to County Councils. For our area the lead person for the NY Health and Well-Being Board is Lincoln Seargent, and they are working to a 2013-2018 plan. They looked favourably on the recent NYMNP A DfT bid, and would have provided some match funding had it been successful. They don't have a huge budget, but some funding might be available. Application process?
- f) The old system of section 106 developer contributions is being replaced by The Community Infrastructure Levy, sometimes known as "land tax" or "developer tax".
- g) The five Ryedale Market Towns (Helmsley, Kirkbymoorside, Pickering, Malton and Norton) have identified various joint objectives, one of which is that they should be linked by cycle routes.
- h) Ryedale District Council have a small new community development fund for projects up to £5000. Match funding is required.

Jos said that, due to cut backs, RDC are focusing on jobs and housing, and so it would be hard to get funding for anything else from them.

Helen and Eden suggested that RDC might also provide help as part of their statutory responsibility of the Planning Department. Planning officers could be encouraged to make suggestions for cycle infrastructure every time there is a planning application over the minimum size that is the threshold, for instance Flamingoland could be told to contribute to cycle-tracks that help people to make green travel choices to the attraction. Jos said she would pass this idea on to the Planning Department.

Karl said he would find out whether Richard Gunton had yet got involved in discussions with the LEP about funding for National Park cycle infrastructure bids.

#### **ACTION KARL**

The work going on in Thirsk cycling Hub, and the Howardian Hills, could be connected via Sutton Bank to the National Park, giving health benefits, economic benefits, and encouraging access to the National Park without cars. This route could be part of the missing link in National Cycle Network, leading on to Helmsley, Pickering and to Scarborough.

Jos Holmes suggested that the developer contribution to the Pickering Showfield site could be seen as match funding to attract a larger bid, because it contributed to the Malton –Pickering development, even though it didn't provide funds for other parts of the route. Rupert will find out what other work needs doing to make this route "shovel ready". **ACTION RUPERT**

Rupert explained that though Sustrans have access to some funding, they cannot be "The Applicant". They need another body, such as a Local Authority, National Park, a Charity, or whoever to make the application. Schemes are then measured against national standards. The difficulty recently is that NYCC won't help out with preparation work on new projects unless they are sure that funding is available, but the funding is often not available UNTIL the schemes can be shown to be properly prepared. Where feasibility studies were done in the past, Paul Roberts should be able to tell us what is archived so we re-use relevant work already done (for instance Helmsley-Kirkbymoorside), though Paul has been moved to a different section.

Kirkbymoorside Environment Group have fundraised to use a free-lance surveyor recommended by Highways to prepare the drawing needed to get Highways permission a the short section across the KMS Sportsfield access, which would eventually be part of the KMS-Pickering section of the National Cycle Trail. Jos said that a small new RDC fund might be able to help with such costs, so that the funds raised could be used for the actual cycle track.

#### **4.The future role of the Raising Cycling Group**

Those present felt that the group had a useful role in championing developments in Ryedale, including infra-structure, encouraging people to cycle by promotion of existing routes & groups, and possibly organising events too. Being a forum for discussion and information exchange was useful too. In order to act as a contact point for others interested in cycling, Raising Cycling should seek opportunities promote itself.

It was felt that now the National Park, Forestry and others had decided to forge ahead with the "manifesto" from the failed DfT bid, and to keep that group going, the Raising Cycling Group could act as a useful and slightly less formal partner to that group. Raising Cycling could prioritise the areas outside the National Park boundry, which would be of interest to the national park, but not top of their action list

Paul Hepworth suggested inviting the new Scarborough MP to a meeting to get more support regionally for cycling. Jos suggested it was worth getting local District and County Councillors involved in particular projects, and it was decided to invite Councillors in to future meetings, but that more discussion at the next meeting to plan what to tell them and what to ask them to do.

Mike Hawtin's CTC work hours have been increased to allow him to do more work that encourages people to cycle, though it has to be self-sustaining unless additional funding comes along. His area is the North East area of North Yorkshire.

Craig is continuing put all the local cycling events he is informed about onto

the RDC website, and has a meeting soon to, he hopes, set up a portal for internet information exchange about cycling. Craig, Lis Bannsindale and Rupert are working on pdfs of mountain and road bike routes in the Howardian Hills.

Karl Gerhardsen said we should be making more use of what we already have, given the funding difficulties and likelihood of future cuts. He asked for ideas for where the cycle routes on the NYMNPA website should start from, and it was suggested that combining them with other green travel options would be a good idea, so that NYMNPA wasn't encouraging more cars. Routes could start from places with rail, such as the Esk Valley line stations, Scarborough, Thirsk, Northallerton. Linear routes are also possible with rail. Cycle routes could also start from places where cycle hire and Moorsbus combined, such as Dalby Forest, Sutton Bank and Pickering. Karl would welcome any route ideas.

### **5. Any other business**

Mike Hawtin is planning a hill climb event in Dalby Forest on 16<sup>th</sup> November. This is also an experimental event, looking forward to a possible bigger circuit event in Dalby Forest in 2014 or 2015.

The difficulties of funding races come from fears of crowd and rider safety, which lead to huge insurance and barrier costs. The Sportifs, where riders compete more with themselves, have so far escaped with lower costs, and organisers make money out of them. However a recent fatality will probably now lead to more regulation.

Date of next meeting

Tuesday 10<sup>th</sup> December, 10.30am, at Ryedale District Council Offices, Malton.

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