

Hovingham-Malton; A Path For Everyone - proposal DRAFT 1st September 2020

Dear reader,

If you read on, you will find a description of our progress so far on this important proposed route. First, we want to tell you a little bit about the process of creating this route.

In planning this route, volunteers from Ryedale Cycle Forum are collaborating with Parish Councils, residents, Ryedale District Council, North Yorkshire County Council, Community First Yorkshire schools, local businesses, and others. If you have views or ideas; we would like to hear from you.

Please be patient. This is a long route, and there is much detail to look at. Our process is first get support in principal for the route from each Parish Council. All that have met so far have given this. Next we look at the route in detail with local representatives, before taking detailed suggestions back to the Parish Council, the NYCC Highways staff or the NYCC Rights of Way team. If you think you might be able to help in any way, please use the contact details below to get in touch.

A Path for Everyone route is for wheelchairs, walkers, cyclists of all ages, cycles adapted for disability, mobility scooters, horse-riders and runners. Typically, between villages, where the use of a path would be lighter than in a town, the path is shared, and likely to be 3-4m wide. Where a new path is laid, it is likely to be tarmac if it is on a road-side verge, or rolled whinstone if it is a bridleway. Where the route uses minor roads through villages, if the speed-limit is 30mph and traffic is light, confident adult cyclists and horse-riders would be expected to use the road carriageway. For some sections we will be hoping to upgrade existing footpath Rights of Way to become bridleways. There may be some places where there is no current Right of Way, but the road carriageway has no space for a verge path, so a new Right of Way is desired.

To upgrade a road-side footpath to a shared path requires an order approval by North Yorkshire County Council. Rights of Way consultations for bridleways follow a statutory legal process.

As we achieve agreements for each section, we will start to fill in the Detailed Proposal sections below with maps and descriptions. Where no details, or only some details are entered, it means we are still talking with landowners, residents, or Highways staff. You can contact us to find out details of how we are getting on with any particular section, and we would welcome your help.

Project co-ordination:- by Ryedale Cycle Forum, with Parish Councils.

Contact:- Josie Downs,

Address:- 3 Highfield Terrace, Swinton, Malton YO17 6SW

Josie6downs@hotmail.com

Phone:- 01653 696748

Alternative contact - Helen Gundry, helenspost@msn.com 07960 160130

1. Introduction

At a time when tackling obesity is in the news as a health issue, what better way to encourage an enjoyable, low cost healthy exercise than the provision of a safe, accessible, cycling and walking route between, Malton, Broughton, Swinton, Amotherby, Appleton-le-Street, Barton-le-Street, Slingsby and Hovingham, on a fairly flat route. There could be a significant reduction in car miles, particularly on the school run. Whether for work, school, shopping, or leisure and exercise, this route would provide links between adjacent villages as well as linking them all to Malton, at the same time cutting our carbon emissions. It will be an asset in promoting sustainable tourism, as people enjoy the gentler pace of walking and cycling in the area, and spend more time and money at local attractions and shops. The route will also link up with the Malton - Pickering cycle route.

The “new normal” of Covid-19 recovery is having an impact on many aspects of our lives. A cycle-to-school alternative is needed for pupils at primary schools en route, and also for Malton High School and Norton College, because social distancing will be difficult on school buses.

During and after the Covid-19 pandemic, to build back “stronger greener and fairer” for everyone, this route will have many benefits that are economic, that meet social and community needs, and that support mental and physical health. It would support local and regional aspirations, such as reducing air pollution and reducing traffic congestion. It would access to friends, amenities and opportunities for those without a car, such as older people and young people. It would give access to employment and training.

The Sustrans National Cycle Network standard is “routes should be suitable for a nervous adult cyclist, a family with young children, or a sensible, unaccompanied 12-year-old”.

<https://www.sustrans.org.uk/for-professionals/infrastructure/walking-and-cycling-infrastructure-design-guidance/>

2. Detailed proposals

The details below should be read in conjunction with the map at the end of each section.

2.1 Map A: Travelling East from Hovingham

Starting from Hovingham village, there are a few options. These options may not be mutually exclusive, as the village may want to consider a local circuit as well as a path to Malton.

Option 1. The existing footpath, starting in the village centre at the entrance to The Hovingham Inn’s carpark, could form a pleasant and convenient start or finish of the Hovingham-Malton Path for Everyone. From the rear of the pub car-park to the village tennis courts, the current path travels between two fences, and is approximately 3m wide and 40m long. By trimming vegetation back, and laying rolled stone or tarmac, a route accessible by wheelchairs would also be created from the village centre to the tennis courts.

Following the North boundary of the tennis courts, the conifers would need to be trimmed considerably, and one, with permission, removed. The footpath then continues East through a wooded area for 56m. Just before this wooded area, a secondary path could join from the North from Pasture Lane, where there is already an unregistered footpath. The path through the wooded area could be rolled stone, laid with a slight incline up and down in one area, to avoid damage to tree roots.

Continuing after the wooded area, the current footpath follows the North side of a field boundary hedge in an Easterly direction for 500m, then North for 98m, and then East again, following more field boundaries for 350m until it joins the former railbed. The path also crosses an existing bridleway that runs North -South near the hamlet of Wath, and an existing plank bridge, across a minor drain. This bridge is of approximately 3m span and would need to be upgraded to become suitable for a variety of bicycles, wheelchairs, and for horse-riders.

Along these afore-mentioned field boundaries, a 3m wide rolled stone path could be laid, with a further metre mowed on the field side for use by horse-riders. Being arable land, extra fencing would be an unnecessary expense, unless required by the landowner.

Continuing North and then East along field edges for a further 300m, the existing footpath passes through a copse and joins the rail-bed, which is rather overgrown and rutted, and would need to be levelled, with an addition of rolled Whinstone, to achieve a surface good enough for most wheelchair users, for a distance of approximately 870 m, to where the path crosses Fryton Lane.

Option 2

Starting from Hovingham village centre, the route could follow the existing B1257 road-side footpath to the North, turning right onto the existing bridleway on Socarrs Lane. The B1257 footpath would need to be widened and re-designated as a shared use path, possibly marked to divide cyclists and pedestrians. Where the footpath and road currently cross Marrs Beck, the footpath is particularly narrow, and the traffic approaches at high speeds on a de-limited speed section of carriageway. The addition of a bridleway-type bridge, suitable also for wheelchairs, would make this section much safer. It might also be necessary to install gabions to support the path alongside Marr Beck, and the Heritage Lottery Ryevitalise project should be consulted about the management of the water-course, as well as consulting the property owners in the vicinity, and NYCC Area 4 Highways office.

Continuing on the existing bridleway, the surface is initially too rough for wheelchairs, and would need some improvement. Closer to Tuft House Farm, the path has been tarmaced by the landowner.

Options 2 & 3. There is a junction in the existing bridleway almost immediately after Socarrs Lane crosses Toft House Farm's boundary. At this point the Path for Everyone could turn right for a more direct connection with Slingsby (option 2), by laying a rolled stone path following one field boundary for 430m, and then turning left to rejoin the route

described in option 1, at a point that is 869m from Fryton Lane. Alternatively (option 3) the route could continue on the existing bridleway, where the road is already tarmaced, then turning right onto grassy lane which currently designated as footpath, which then connects with Fryton Lane, and rejoins the route described in Option 1, but further East, at Greenacres House. The grassy lane and Fryton Lane, a combined distance of 1593m, would both require surface improvements to make them suitable for wheelchairs, mobility scooters etc.

Options, 1, 2 and 3 all converge where the railbed surface becomes visible by Greenacres House. From this point continuing East, the railbed it is rather overgrown and rutted, and would need to be levelled, with an addition of rolled Whinstone, to achieve a surface good enough for most wheelchair users.

From Fryton Lane, the existing footpath crosses the Fryton Village Millenium trail, which includes mosaics and other points of local interest. The footpath continues along the former railbed, passing a large pond, and enters Slingsby Village opposite the Bakery and the Slingsby Camping and Caravan Club Site. For around 600m of this section the railbed is still rutted and overgrown, requiring levelling and more rolled stone. Closer to Slingsby, for about 400m, the surface is of railway cinders, giving a sound surface in dry weather. Local advice would be needed as to whether any extra drainage measures are needed.

2.2 Map B: Travelling through Slingsby Parish

On reaching Slingsby village, Station Road, the route would turn South, using Station Road. Slingsby, being a large village of XXX inhabitants, with two caravan parks, has lots of car movements. A traffic counting strip could be used to measure the actual frequency of movements. Also, large fast tractors frequently use Station Road, so these traffic factors combined mean that even being a 30-limit, it would not feel safe. The village residents should be consulted about installing a “20’s Plenty” zone, which would reduce the speed of most traffic. On first joining Station Road, there is no footpath, so a footpath, or dual cycle footpath, would need to be installed for 100m on the East side or 200m on the West side. Then for a stretch further on, the existing footpaths should be widened and the surface improved, until meeting the existing wider and better quality path. For the most part, Station Road has a wide verge, which could support a path for everyone on either side of the road. However, with passing so many homes, this section of the route would be busy, and segregation, by moving faster moving cyclists and mobility scooters onto the road, is probably best, if a 20’s plenty zone can be achieved. Pedestrians, wheelchairs and child or vulnerable cyclists could be allowed on the pavements. A bespoke sign at both ends of this village section could explain this.

The route would continue out of Slingsby village using Green Dyke Lane, which, being access to only two farms, is very quiet. Generously sized passing places at regular intervals large enough for a tractor and long trailer, would allow farm traffic and route users to pass each other safely. Lighting would need to be installed so that cycling commuters, and others

who need to access amenities in Malton by bicycle, or catch trains, could use this route when daylight hours are short.

2.3 Map C:

- (a)
- (b)
- (c)
- (d)
- (e)
- (f)
- (g)

2.4 Map D:

2.4 Map E:

2.5 Map F: Swinton Parish

An opportunity came up in August 2020 to apply for up to £20,000 from the AJ1 road safety fund, closing date August 31st. This is a one-off opportunity of funds resulting from the auction of the first ever car number plate registered in North Yorkshire. The grant available is approximately half what will be needed for a short section, so match funding from elsewhere should be possible.

From the Lime Kiln Farm, Swinton to The Old Chapel is 230m, and we want to widen this section of pavement, which is on the North side of the B1257, to 3m wide for most of this distance, also maintaining a verge where possible between path and road carriageway.

There are some “pinch points”, where neighbouring buildings result in a narrow path. These sections would need warning signs and path markings. There are some sections where the hedge needs to be cut back severely. There are some sections where some excavation is needed to lower the road-side bank, so that a wider and safer path can be achieved. If the path becomes very busy, further width could be achieved by land purchase in the future.

The Malton and Norton Area Partnership has the financial structure to accept grants and donations towards this project, and is willing to help in this way. We will work with partners at NYCC Highways, with Ryedale Cycle Forum, with schools, with elected Councillors for Ryedale and for NYCC, and with residents, to find the additional funds needed and to achieve excellence in scheme design, and engagement in associated road safety concerns.

2.6 Map G:

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4. Phasing

The Fryton Lane – Stn Road railbed would be quickest to achieve, requiring just surfacing, signing. It would not be a through route, however, until next sections East are achieved.

Sections that are on NYCC highways with a wide verge would be next quickest to achieve, requiring only a path being laid and an order to change their designation from footpath to multi-user path.

Each section completed would add momentum to achieving further sections, as funders and the public see the route starting to produce local benefits.

Potentially the sections that will take the longest are those needing the biggest compensation payments due to their length, and these sections also require new rights of way to be created, which involves a NYCC back-log, plus the statutory consultation process.

5. Signing

The proposed route needs to be sufficiently well signed so that it is easy to follow in both directions from/to principal origins and destinations, and to contribute to its safety.

A balance must be struck between providing clear and reliable information, and avoiding visual clutter and unnecessary maintenance liability. Surface markings may provide a useful alternative to post mounted signs, and the use of existing features such as lamp columns should be maximised to avoid clutter and minimise costs.

Cyclists dismount or end of route signs are not appropriate and should not be necessary on National Cycle Network routes.

The Highway Code includes a circular sign for a shared use cycle and pedestrian route, which can be segregated or not. There are further “share the path” signs that are not permitted on a highway verge path, but could be used on bridleways.

6. Cycle parking

Cycle parking is an essential element of a route that is aiming to attract cyclists. It should cater for all destinations and be sited close to building entrances where it can be observed by passers-by and the building occupier. The preferred type of public cycle parking is the Sheffield stand, in conjunction with shelters where cycles are left for long periods. Care should be taken to avoid obstruction to pedestrians, including those with visual impairments. A standard Sheffield stand costs approximately £300 to source and install.

7. Funding

Starting at grass-roots, Parish Councils may be able to apply for Covid-19 £500 grant from NYCC Stronger Communities, and other small grants. Some Parishes need to keep below a £25,000 audit limit.

Ryedale Cycle Forum (getrydalecycling.com) is supported by Ryedale District Council Councillors and officers, plus a range of public sector, voluntary sector organisations, individual cyclists and cycle shops. It has Terms of Reference. It does not have the mechanism to hold funds, though a sister organisation could be set up as a CIO or similar, if necessary, to hold funds for this and other cycle path projects in Ryedale. With the possible 2020 changes in local government due to devolution, this question now has more urgency.

Each of the 6 Parish Councils will be asked if they could hold funds or make grant applications to fund sections of this route.

Due to cut-backs in recent years, this project cannot be taken on solely by NYCC Highways or NYCC Rights of Way teams, though both these teams will have essential input. Part of the route has been included in the NYCC list of potential projects for Government for emergency Highways funding for Covid-19 cycle routes. Malton and Norton Area Partnership have applied to the Police Commissioners AJ1 fund, for a section of roadside path in Swinton. The fund has a ceiling of £20,000 per applicant, with up to £2000 more available with match, closing date 31st August 2020 and decision late September.

For the cross-country sections British Cycling Places to Ride funding might be available. Charitable Trusts, corporate sponsorship and public donations will also be looked at. Some sections will require professional survey and costings, but the intention is to keep consultancy fees to the minimum.

Because cycle tracks are expensive, we are also looking at whether Parish Councils could apply to Ryedale District Council for Community Infrastructure Levy funds or residual S106 funds. Possibly the Howardian Hills AONB could help too. We are also approaching the Local Enterprise Partnership, and have made the NYCC Health team aware of the project.

Where volunteers are involved, to cut back vegetation or put signs up, their hours can be used as donation in kind towards some types of funding.

8. Usage, benefits, local amenities and local attractions

There are many activities and amenities for residents and visitors to access using active travel options for both essential and leisure reasons; and all in the lovely surroundings of Ryedale and within reach of the North York Moors National Park. There is lots of visitor accommodation in the immediate area, including hotels, B&Bs, campsites, guest houses and self-catering.

Along the route there are pubs, restaurants, cafes, public libraries, GP surgeries, sports facilities, churches, village halls, primary schools, play areas. Malton also has barbers, hair

dressers, beauty salons, art & gift shops, craft workshops, charity shops, antiques, agricultural and pet supplies, fast-food outlets, Moorsbus services to the National Park, plus clubs, societies and local events. In addition,(Castle Howard, any other local attractions?)

An off-road cycle track would improve the active travel possibilities for all the 5 (?) schools en-route, so reducing the spread of disease between pupils on school transport, and protecting them, staff, vulnerable relatives, and the NHS.

9. Future maintenance

Paths on road verges would become the responsibility of NYCC highways. It is also very common for local people to help the authority by reporting damage or deterioration. By achieving National Cycle Network status, the route would then benefit from the well organised national Sustrans volunteer network. For the off-road sections, the NYCC Rights of Way team would need to advise on a maintenance plan. In the short-term and also in the longer term, support and information from local people through Parish Councils, will also be important, if volunteer work days are required.

10. Monitoring and evaluation

Provision should be made for monitoring the usage of the route and evaluating its impact for different user groups. Sustrans has pioneered the development of monitoring and evaluation techniques for sustainable and active modes of transport. The precise scope and nature of data capture, analysis of results and reporting of findings for this route would need to be discussed and agreed with North Yorkshire County Council, and also with other funders who might be contributing to the route. Ideally, flows should be measured before the new route is completed, as well as afterwards.

11. Local consultation

The first partner that Josie Downs consulted, in March 2020, was Sustrans, who passed her back to Ryedale Cycle Forum. With support from Ryedale Cycle Forum, Josie then wrote to all the Parish Councils en-route, and the two County Councillors. Josie also wrote to all the schools. This was in the Covid-19 lock down period, so it took six month for all the Parishes to meet and the schools to respond. Appleton-le-Street Parish Council is dormant, We hope to contact residents there with help from the Ryedale Community Charter.

The County Councillors are Caroline Goodrick and Lindsay Burr; the lead County Councillor for Transportation is Don Mackenzie; the Area 4 Highways Development Manager is Tim Coyne; the Stronger Communities co-ordinator is Paddy Chandler. These people were informed at the outset, and are being asked for help as needed. District Councillors Steve Mason and Claire Docwra are supportive. The MP Kevin Hollinrake has expressed support, and helped to get information on DfT funding.

Other potential partners we have spoken to include the Local Enterprise Partnership, RDC Chair of Planning, RDC staff supportive of Ryedale Cycle Forum, Community First

Yorkshire and Ryedale Community Charter. Sustrans have been informed, but are under-resourced and not able to assist at present. Cycling UK have been contacted, and it is hoped they will ask their local members if anyone can help with project tasks for the route. We intend also to contact the Churches.

When landowner permissions are in place, some joint promotion through the Parish Councils will be pursued, where residents will be asked to contribute suggestions.

12. Onward routes, and a path for everyone approach.

Assistance is needed from the National Park Authority and Howardian Hills AONB, to look at long distance bridleway routes from the Hovingham area, with disabled access and suitable for a range of users. Ryedale Cycle Forum will be pursuing onward “path for everyone” routes through Malton and Norton to neighbouring villages, when we there is volunteer time to do so. The Wolds Way of the Roses, the Malton-Pickering Cycle Route and the Moor to Sea Network, both give many choices for cycle tourism. However the path for everyone process needs to be wider than tourism and leisure; looking at routes to school, to work, to shops, to lower obesity, to services, and considering all ages and abilities. From July 2020, NYCC have an active travel portal, where suggestions for active travel routes can be mapped and described for consideration for Government active travel funding.

Appendix A:- Usage and benefits of the National Cycle Network in 2013 - link

Appendix B:- <https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/>

Appendix C:- Horse-riding routes in Ryedale, by William Tait