

Kirkbymoorside - Helmsley; 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, Ryedale Bridleways Group; 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 to ask for support in principal for the route from each Parish Council. Next we look at the route in detail with local representatives, including landowners, 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 and Town Councils.

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Contents

1. Introduction
 2. Detailed proposals
 - 2.1 Map A: Travelling West from Kirkbymoorside
 - 2.2 Map B: The Kirkdale options
 - 2.3 Map C: The villages of Nawton and Beadlam
 - 2.4 Map D: Connecting Wombleton
 - 2.4 Map E: Ryedale School
 - 2.5 Map F: Beadlam Grange Farm
 - 2.6 Map G: Pockley Gates Cottages and the rail bed to Helmsley
 - 2.7 Map H: Riccall Drive bridge, and Helmsley town routes
 3. Cost estimates
 4. Phasing
 5. Signing
 6. Cycle parking
 7. Funding
 8. Usage and benefits
 9. Future maintenance
 10. Monitoring and evaluation
 11. Local consultation
 12. Onward routes
- Appendix A:- Usage and benefits of the National Cycle Network in 2013
- Appendix B:-

1. Introduction

The “new normal” of Covid-19 recovery is having an impact on many aspects of our lives. Social distancing will be very difficult on the crowded school buses that take pupils from Kirkbymoorside and Helmsley to Ryedale School (ryedaleschool.org), which has around 750 pupils, and is situated in the small village of Beadlam. A cycle-to-school alternative is needed. This project started in order to pull together much help and many partners to create safe cycling routes from Kirkbymoorside and from Helmsley to Ryedale School.

During and after the Covid-19 pandemic, to build back “stronger greener and fairer” for everyone, this route will have many other benefits that are economic, that meet social and community needs, and that support mental and physical health.

To get the widest support, the routes will be 3m wide wherever possible on the road side, and 4m wide on off-road sections, and designed to be multi-user, shared by cyclists of all ages, who may have tandems, cargo bikes, electric cycles, child trailers, or cycles adapted for disabilities; but also shared by wheelchairs, mobility scooters, walkers, joggers, prams, and the horse-riders, see <https://www.sustrans.org.uk/for-professionals/infrastructure/walking-and-cycling-infrastructure-design-guidance/> 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”. The route would be heavily used by school pupils at the beginning and end of each school day, but at other times would be used by many other people for short or longer journeys, for leisure or for essential travel. It would support many other local and regional aspirations, such as greener travel options, reducing air pollution, reducing traffic congestion, access to friends, amenities and opportunities for those without a car, such as older people and young people; supporting local shops, cafes and pubs, access to employment and training, and joining up the market towns of Helmsley and Kirkbymoorside for cycle tourism.

2. Detailed proposals

The details below should be read in conjunction with the map at the end of each section. The proposed route alignment is shown in red with other options shown in blue

2.1 Map A: Travelling West from Kirkbymoorside

A large new housing estate called Manor Woods is being development by Countrywide Ltd, and the entrance to this estate marks the starting point of the path for everyone. From here, a path of 600m long would make use of the wide A170 verge, crossing just one private residence entrance, before reaching the minor road right-hand turn to Kirkdale.

2.2 Map B: The Kirkdale options:-

(a) the first section of Kirkdale Road as far as Starfits Lane is quiet, but has poor visibility in parts, plus banks and hedges. Level tarmac passing places and warning signs should be added at regular intervals so that path users and vehicles can be safely combined.

Alternatively, the path could continue on the A170 verge to Starfits Lane.

(b) some cyclists would enjoy the thrill and challenge of the steep road sections and the ford over Hodge Beck. An alternative for people who need a more level route, and the most direct route, would be to turn left along Starfits lane and then right onto the rail-bed and viaduct. The viaduct is a wonderful local heritage feature that is not currently accessible to the public apart from to view from a public footpath at its western end. The viaduct option would require a structural survey to be done, and landowner consent. Also police advice is necessary for improving safety, because, very sadly, the viaduct is sometimes used for suicide. Having used the rail-bed and then viaduct, a short section of route across a field is needed where the railbed was removed, and then a ramp access and gate to re-join Kirkdale Lane, to the right of the bridge that once crossed the railway. The route would then travel North along Kirkdale Lane to rejoin the minor road towards Nawton.

(c) If the viaduct option cannot be achieved, an alternative route would be along Starfits Lane to the A170 verge, then a verge path over hodge beck, and then to turn right along Kirkdale Lane, over the former railway, and along to the junction with the minor road mentioned above.

(d) The next section is the minor road between Kirdale Lane and Guncroft Lane. It is wide with good visibility, and has mostly wide verges, but potentially higher vehicle speeds. Cycle lanes could be marked on both sides of the road to alert vehicle drivers, along with road signs.

(e) The next section uses the A170 verge from Guncroft Lane to the 30-limit sign at the start of Nawton. The hedge should be trimmed as much as possible, to give maximum verge space between a 3m wide path and the A170 carriageway. This would replace the existing narrow footpath.

2.3 Map C: The villages of Nawton and Beadlam

(a) A170:- At the 30-limit signs, the route would cross the A170, and warning signs for motorists would be required. The existing narrow footpath along the A170 verge as far as Station Road would be replaced with a 3m wide tarmac path, with markings to keep cyclists on the road side of the path.

(b) Then Station Road:- The route would turn left along Station Road and proceed until the current public footpath sign at Calverts Carpets. Station Road has an existing footpath on the right-hand side. Nearer the A170, the footpath has become narrowed by overgrown vegetation, but could easily be widened and re-surfaced to make a better surface for wheelchairs, push chairs and wheeled OAP walking frames. Station Road has low traffic volume, so mobility scooters, adult bicycles and horse-riders should use the carriageway.

The road is the access for housing and for Calverts Carpets warehouse, so appropriate road signs should be added to warn vehicle drivers of horse-riders, old people and children.

(c) Calverts car-park:- Turning right into Calverts Carpets carpark, the route would follow the current public footpath to the left of the carpet shop, across their tarmac car park. At the far end of the car park, the route would pass out of Calverts property through an area of bushes and trees where the public footpath currently goes. A firm rolled stone surface would be installed

(d) Mr & Mrs Wood's field:- The current footpath alignment could be diverted left to follow the southern boundary of this field, with a stock fence would be added. The NYCC Rights of Way requirement is that a 3m wide rolled stone path bridleway would also require a further metre of verge width where a stock fence is added. Alternatively the route could follow the current footpath alignment, with or without a stock fence.

(e) The Simpson's field southern boundary:- If following the footpath realignment as for (d), the path would continue along the southern boundary of the field until it reached Gale Lane, and arriving opposite the Ryedale School car park entrance. Formerly a railway ran here, so the field is currently around 2m higher than the road. Landscaping and excavation would achieve a gentle falling gradient, to a new wide level area by the roadside, with a whellechir accessible safety barrier to ensure cyclists were at low speed when crossing Gale Lane, and sufficient space for horse-riders to wait safely before crossing the road. Some of the road-side hedge would have to be removed to allow adequate sight-lines both for path users and road users. Planting of wildlife-friendly species on the landscaped area would compensate for loss of hedge habitat.

(f) The Simpson's field western boundary:- the above 3m wide path would also be extended, around a right-angle curve, and along between field and hedge to the current field gateway at 3m wide. A few metres of hedge would need to be removed, and a horse fence and gate added at least 4m inside the existing hedge, with a wider area near the gate to give safe access to the field. Some excavation and a retaining wall might be needed, along with appropriate planting to replace the loss of some hedge habitat. This extra path would add a much needed safer path to Ryedale School.

(g) Gale Lane – A170:- The footpaths on both sides of Gale Lane need to be levelled and re-surfaced to make a smoother surface for wheelchairs, prams, scooters etc, so that residents can continue on a circuit of the village. During school term time, just for an hour at the start of school and the end of school days, other residents should be persuaded not to use this section with mobility scooters, small children, dogs etc, because of the potential hazards of heavy school traffic.

2.4 Map D: Connecting Wombleton

From Station Road Nawton, there is a fairly flat track, which is also a public footpath, for $\frac{3}{4}$ of the way to Wombleton. The footpath then goes down and up the two sides of a steep dry valley. The options for a path for everyone would seem to be either a diversion curve or

zig-zag path to give the 18% required gentle gradient, or an alternative route to avoid the dry valley. Options will be discussed with Wombledon Parish Council and other residents.

2.4 Map E: Ryedale School

Ryedale School is a strong supporter of enabling the active travel option of cycling to school. Because of future development plans on the school site, including a community astro-turf pitch, the preferred “path for everyone” route is around the southern boundary of the school. Site security is a concern, therefore a 6ft security fence will be needed along the full length of path used by the general public. The path for everyone would cross Gale Lane to join the existing footpath as a T-junction. The footpath would be improved going right, as described above, but remain a footpath. Going left, the existing footpath would be widened to 3m across the entrance to the school car-park, and continue along the verge across two further entrances to the school. Pupils with bicycles would dismount by the 2nd entrance and enter the school grounds. Other path users would carry on over the third entrance, to a new fourth entrance, where a new security fence would guide them around the southern boundary of the school field, on a 3m wide rolled stone path.

2.5 Map F: Beadlam Grange Farm and Smiths, OR Harome Heads Farm and Smiths

Route negotiations taking place, to take route from school field to Rape lane. An alternative, but longer route, would be Harome Heads Lane, leading onto Gale Lane. Verge paths would be needed on Gale Lane, because it is the access road to a busy caravan park and restaurant.

2.6 Map G: Pockley Gates Cottages and the rail bed to Helmsley

From Rape Lane, one option is to skirt land owned by Pockley Gate Cottages, and joins the former rail bed, using a railway bridge to cross the River Riccal. Another alternative would be to lay a path through the field North of Pockley Gate cottages. This second option could also give better access to the site of the Roman Villa in this field, which is looked after by English Heritage. The A170 is particularly hazardous in this area with high speeds and a hill that reduces sight lines. An A170 verge path is not a good option, because an existing bridleway on the North side would encourage hazardous crossing attempts. West of the Riccal, the rail bed belongs to Duncombe Park Estate, and the route follows it into Helmsley, passing under Harome Road. From here, local volunteers have already been working for a year to improve the surface of the track for the benefit of local people, using broken up bricks and donated aggregate. Duncombe Park Estate are willing to allow a permissive path. Currently, Pockley Gates cottage and Beadlam Grange Farm owners are opposed.

2.7 Map H: The Riccal Drive bridge, and Helmsley town routes

There is a break in the railbed where Riccal Drive was built across it, and also a stream with a narrow footbridge, that would need to be replaced with a bridleway bridge. The railbed continues through the former station, where a wildlife garden has now been created. Discussion is needed with Helmsley Town Council, Duncombe Park Estate, residents and

other landowners about how paths for everyone might continue through and beyond Helmsley.

3. Cost estimates Kirkbymoorside - Helmsley

Map & Location	Description of work	Cost, e.g. per m2	Total	Route total
A A170 verge	3m wide tarmac 600m	52/m2	£93,000.00	£93,000.00
A A170 verge	Signs, markings		£100.00	100.00
B St G Lane to Starfits Ln	5 passing places @5mx3m	52/m2	£3,900.00	£3,900.00
B St G Lane to StarfitsLn	Signs, markings		£100.00	£100.00
B Starfits Lane -rail bed	1 passing place	52/m2	£780.00	£780.00
B Railbed,viaduct, field	3m rolled stone	50/m2	£75,000.00	£75,000.00
B Viaduct survey	Awaiting advice		£1200?	£1200?
B Viaduct safety fence	Awaiting advice		£5000?	£5000?
B Horsegate to K'dale Ln	Horseback opener	£600.00	£600,00	£600.00
B Railbed to A170, Starfits	Passing places	52/m2		(2 nd option)
B Railbed to A170, Starfits	Signs, Markings			(2 nd option)
B A170 verge to K'daleLn	3m wide Tarmac	52/m2		(2 nd option)
B A170 verge to K'daleLn	Signs, markings			(2 nd option)
B K'dale Lane	3 x passing places	52/m2	£2,340.00	£2,340.00
B K'dale lane	Signs and markings		£100.00	£100.00
B St Gregory Lane	4 x passing places	52/m2	£3,120.00	£3,120.00
B Guncroft Ln end - Nawton	3Mwide tarmac641m	52/m2	£99,996.00	£99,996.00

Map & Location	Description of work	Cost, e.g. per m2	Total	Route total
C A170, crossing, at 30 sign	Drop kerbs, surfacing		£5,000.00	£5,000.00
C A170, crossing, at 30 sign	Signs and markings		£100.00	£100.00
C A170 verge to Station Rd	3m wide tarmac 185m	52/m2	£28,860.00	£28,860.00
C Station Road footpath	Signs and markings		£100.00	£100.00
C Station Road footpath	Resurface,2mrepairs 70m	52/m2	£7,200.00	£7,200.00
C Calverts Carpark	Signs		£100.00	£100.00
C Calverts footpath	2-3m Rolled stone 10m	52m2	£1,300.00	£1,300.00
C Current footpath, Woods	3m rolled stone 128m	50m2	£19,200.00	£19,200.00
C Current footpath, woods	compensation		Private info	
C 2 nd option south path	3m rolledstone,5mfenced	50m2	£19,500.00	2 nd option
C 2 nd option south path	compensation		Private info.	
C Current footpath, Simpsons	3m rolled stone 72m	50m2	£10,800.00	£10,800.00
C Current footpath, Simpsons	Compensation		Private info.	
C landscape,planting,fence,gate			£4,000.00	£4,000.00
C new behind-hedge path	3m wide tarmac 85m	52/m2	£13,260.00	£13,260.00
C Gale Ln footpaths to A170	Resurface 75m & 96m	52/m2	£8,892.00	£8,892.00
D Lowfield Lane - Bridleway	3m rolled stone 288m	50m2	£43,000.00	£43,000.00
D New paths, 2 fields,	3m rolled stone 100+200	50m2	£45,000.00	£45,000.00

4. Phasing

The Dumcombe Park Estate railbed would be quickest to achieve, requiring just surfacing, signing and a bridge. It would not be a through route, however, until next sections East are achieved.

Sections that are on NYCC highways would be next quickest to achieve, requiring only an order to change their designation from footpath to multi-user path. The Nawton-Guncroft Lane path and the path Kirkbymoorside – back lane, would produce a tourist route, but still include steep section with ford.

Within Nawton, the “path for everyone” within the village could be created on a permissive basis, with upgrade to official bridleway in due course. Footpath repairs on Station Road and upgrade to multi-user path on the A170 verge would be a quick win for residents.

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, Kirkbymoorside Environment Group is a small, well rooted organisation that has been active on a range of projects since 1997.

(Kirkbymoorsideenvironment.wordpress.com). It has a bank account, but because it has a small charity constitution, it cannot raise more than £5000 in any one year. It can contribute £4000 that has been raised in recent years specifically for cycle track projects, and also a Covid-19 £500 grant from NYCC Stronger Communities made especially for this project.

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. If we have some match funds, this Govt funding is more likely, so Kirkbymoorside Town Council have agreed to apply to the Police Commissioners AJ1 fund, which has a maximum of £20,000, with up to £2000 more available with match, closing date 31st August 2020.

Kirkbymoorside Environment Group and Ryedale Cycle Forum combined have also been tried to get funding from the developer of the 250 dwelling Manor Woods housing development that the route would pass in Kirkbymoorside. We have made contact with the right staff, but have been told that they have already donated to other local good causes, so can't help us.

For the cross-country section from Helmsley, 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 Kirkbymoorside or Helmsley Town Councils could apply to Ryedale District Council for Community Infrastructure Levy funds or residual S106 funds. Possibly the National Park planning authority could help with S106 too. We are also approaching the Local Enterprise Partnership, and have made the NYCC Health team aware of the project.

In Helmsley, two local volunteers have already been busy for a year with wheelbarrows and shovels, improving the surface of the railbed between Riccal Dive and Harome Road bridge, by carefully laying donated bricks and donated aggregate. Their hours, presuming they are happy to continue, 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.

Helmsley and Kirkbymoorside both have pubs, restaurants, cafes, public libraries, GP surgeries, sports facilities, natural health clinics, churches, primary schools, play areas, 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, Helmsley has a Birds of Prey Centre, outdoor swimming pool, Helmsley Castle, Helmsley Walled Garden, Helmsley Arts Centre, and public events in the Duncombe Park House and Estate.

Nawton and Beadlam share a church, a primary school, a sports field and play area, an Indian restaurant and take-away, a tented restaurant, and a fish & chip shop. Wombleton has a pub, a sports field and a Parish Hall.

Ryedale School in Beadlam is the local high school for 710 young people aged 11 -16. Around 680 pupils and 50 staff arrive and depart every school day by coach, minibus or car. Only a few pupils, who live in Nawton or Beadlam, have the “active travel” option to walk or cycle to school. Social distancing is not going to be adequate on busy school transport. There are already a dangerously high number of vehicles using the narrow Gale Lane access road, so more cars are not to be encouraged. An off-road cycle track would improve the active travel possibilities for many, 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 consulted was Ryedale School. The Head of the Ryedale Federation kindly wrote a support letter to be passed on to the Parish Councils and to Beadlam Grange Farm, and school also sent a member of staff to Beadlam Grange Farm, and we have continued to keep them updated. The farm owner did not respond positively, but persuasion is continuing from various places. Kirkbymoorside Town Council and Nawton Parish Council were next to indicate support, with Nawton requesting that Wombleton be involved. Nawton Councillors expressed concern about Gale Lane, leading to the additional parallel path proposal. We are currently waiting to meet with Beadlam, Wombleton, Welburn and Helmsley Parish Councils.

The County Councillor is Val Arnold; 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 S. Arnold and A. Riby have become actively involved in promoting the route and seeking agreements with landowners. 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 Head of Planning, 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 Helmsley area, with disabled access and suitable for a range of users. Ryedale Cycle Forum will be pursuing onward “path for everyone” routes from Kirkbymoorside to neighbouring villages and to Pickering, when we have volunteer time to do so. From Pickering, 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/>