

Kirkbymoorside-Helmsley;Path For Everyone - proposal update 22nd June 2022

Dear Reader,

As you read on, you will find 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, landowners, residents, tenant farmers, Ryedale District Council, Ryedale Bridleways Group; North Yorkshire County Council, Community First Yorkshire; schools, local businesses, Sustrans, Ryedale Bridleways Group, Ryedale Natural History Society, and others. If you have views or ideas; we would like to hear from you.

This is a long route, there is much detail to look at. It will take patience, determination and support from many people to achieve it. Our process is first to ask for support in principle 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.

Because of the relatively low population density and high cost of paths, some sections will be 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, runners, prams, and the horse-riders. Other sections will include separation of user groups on to parallel paths. 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 on a road verge, it is likely to be tarmac, because of national road and footway standards regulations and long-term maintenance; if it is on a bridleway it would be rolled whinstone. Where the route uses minor roads through villages, if the speed-limit is 30mph and traffic is light, confident adult cyclists and horse-riders may be expected to use the road carriageway. The national “20’s Plenty.org” campaign can supply posters and banners to encourage lower speed, or lower speed limits can be imposed by North Yorkshire County Council Highways. 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. In some places we may make permissive path agreements in the first instance, because the North Yorkshire County Council have to follow a legal process to achieve a new or changed public right of way, which can take many months. To upgrade a road-side footpath to a shared path requires an order approval by North Yorkshire County Council Highways.

Signage on shared path sections is going to be very important, to push the “share respect, enjoy” ethos and avoid scary situations for all path users. If you are aware of good signage in other places that we could possibly use, please send us pictures to the email below.

As we achieve agreements for each section, we will start to fill in the detailed proposal sections below with maps and descriptions, and then continue to update them as more details are agreed. Where no details, or only some details are entered, it means we are still talking with landowners, residents, or agencies. You can contact us to find out details of how we are getting on with any particular section, and we would welcome your help. Some of the pictures included have NOT been approved by landowners, though all landowners have been asked, and sent diagrams pertaining to their land.

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

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

Appendix B:-

1. Introduction

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, that support mental and physical health, and that help to reduce air pollution and the carbon footprint of travel.

Crowded school buses 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 to support physical health and independence, to encourage greener travel habits, and to reduce virus transmission. One of the aims of this route is to pull together much help and many partners to create safe cycling routes from Kirkbymoorside, and from Helmsley, to Ryedale School.

To get the widest support, the routes will be 3m wide wherever possible on the road side, and 4m wide on off-road sections. Because of the relatively low population density and high cost of paths, some sections will be 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. Other sections will include separation of user groups on to parallel paths.

The route is described in sections because it follows existing sections of road verge, lanes, former railbed, paths, etc, which are quite varied.

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”. Parts of 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, work, training, amenities and other 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, and the nearby villages, for cycle tourism.

2. Detailed proposals

The details below should be read in conjunction with the map or picture in each section.

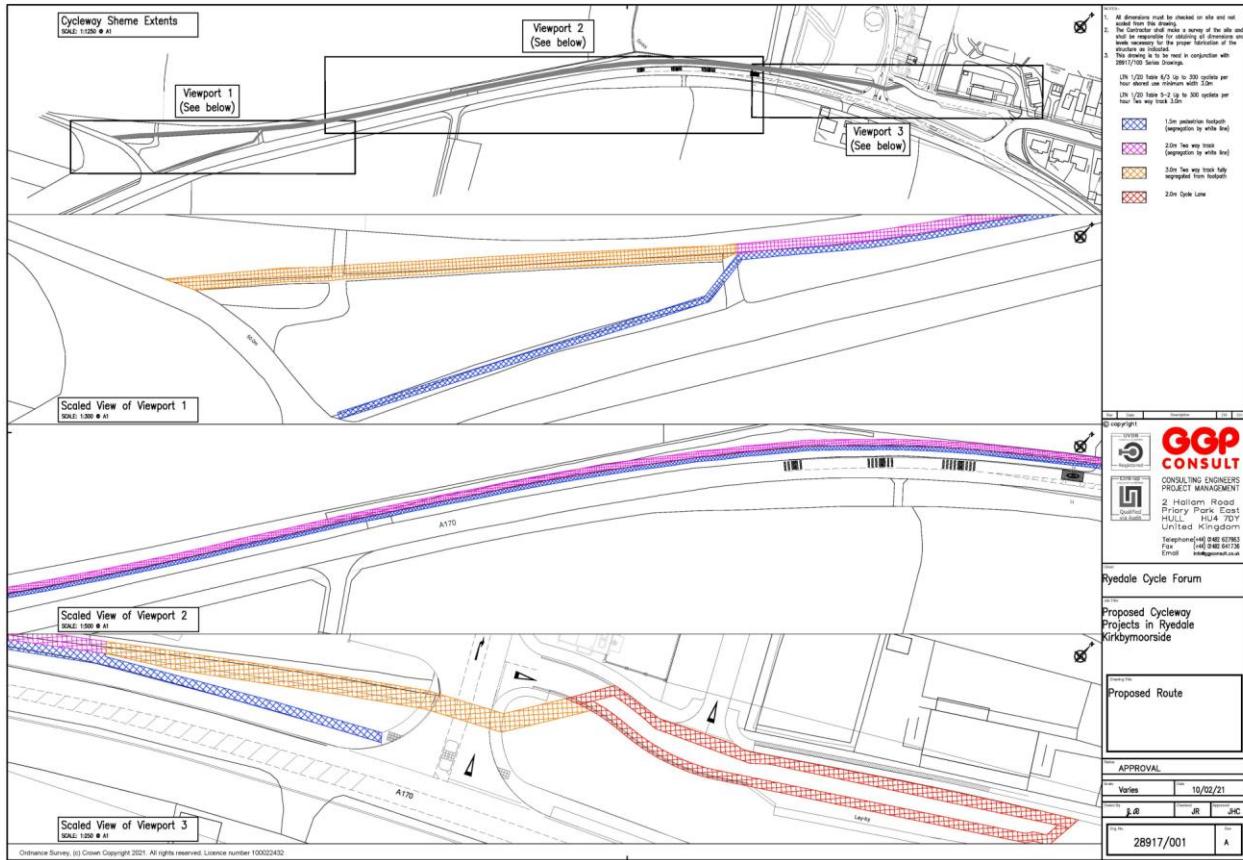
2.1. Map A: Kirkbymoorside Sportsfield entrance

Kirkbymoorside Sports Field entrance - a section of path beside the A170 from Keldholme Rd to Old Road, is “shovel ready”. It was partly completed with S106 funds in 2017, completion requires £12K (figure June 2022 from Tim Coyne of NYCC Highways Area 4). It includes a section of wide shared path and a section of slightly narrower segregated cycle path with separate footpath. Kirkbymoorside Environment Group fundraised for the original design work, which has since been updated by NYCC Area 4 Highways. As well as being part of the longer route, this section will provide path for everyone access to the Kirkbymoorside sports associations’ activities and facilities, and safer access route, for staff and customers of the Kirkby Mills Industrial Estate.

2.2 Map B: Travelling through Kirkbymoorside

Design work not done yet for routes through town. Presuming that an on-road and footpath route may need to be used for some time, the lower traffic speeds route is Old Road – Market-Place-West End (20mph)- Westfields (20mph), and this also gives best access to market town shops, pubs, hotels, cafes and toilets. There are several “Sheffield” cycle parking stands, in various places in the town centre. In the longer term, an on-verge cycle path might also be possible along the A170, though there are some pinch-points to overcome.

2.3 Map C: Travelling West from Kirkbymoorside

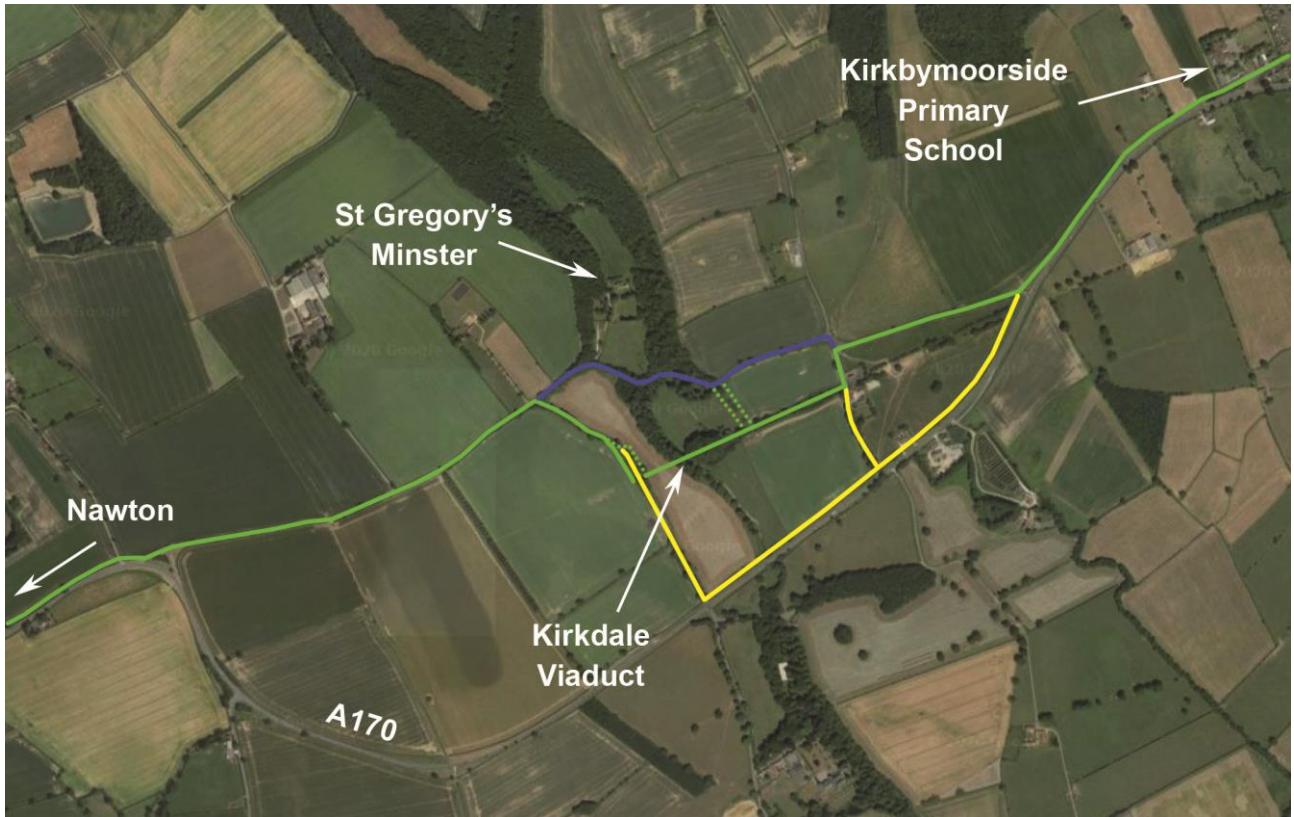


A large new housing estate called Manor Woods is being developed by Countrywide Ltd at Kirkbymoorside. From the access road to this estate, a shared path, 800m long, with markings to encourage cyclists and pedestrians to keep to separate sides, would make use of the wide A170 north verge, crossing just one private residence entrance, before reaching the minor road right-hand turn to Kirkdale. This would be an upgrade of an existing footpath, which has also been used illegally by cyclists for many years.

Design work has been done by GGP Consult Ltd and paid for by Kirkbymoorside Environment Group, using a Transition.org “Bounce Forward” lottery grant. NYCC have ignored some of the design work in the crossing of the new housing estate entrance, and have made a few other comments (available on request to contact details above).

Approximate installation cost £150,000. Costs are high because NYCC must meet Department for Transport cycleway legal standards. We have already secured £20,000 from AJ1 Police Commissioner Road Safety fund, £20,000 from Kirkbymoorside Town Council, £3600 also raised by Kirkbymoorside Environment Group, £526.67 Ryedale School Non-uniform day, a Crowdfunder has raised £2212.20 and is still on-going, we also have £395 local resident donations, and Kirkbymoorside Environment Group continue to fundraise and promote with an on-going plant/book/bric-a-brac stall. The funds are being held in a special bank account by Kirkbymoorside Town Council. Ryedale District Council are aware, and may be able to contribute funds, depending on other RDC factors, before districts are swallowed up by NYCC

2.4 Map D: 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. The landowner is currently opposed. Also police advice is necessary for improving safety, because, very sadly, sometimes people jump off the viaduct to take their own life. 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. Alternatively, the route could go under this second bridge, which is an attractive bit of local industrial heritage, and then swing sharp right to join Kirkdale Lane. The route would then travel North along Kirkdale Lane to rejoin the minor road towards Nawton. The landowner is currently opposed to the suggested use of the viaduct. The viaduct is in need of minor repairs where trees have taken root. The railbed approaching it has been eroded by weather, trees and livestock, and also needs repair.

(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. Kirkdale Lane would need some level tarmac passing places, marked as such.

(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, and is also used by large agricultural machinery. Cycle and footpath lanes could be marked on both sides of the road to alert vehicle drivers, along with road signs. A car-free path for everyone could be separated from the road carriageway with bollards.

(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. Alternatively, permission could be sought to take the route on the field side of the hedge for part of this section, or the hedge could be replanted to give more space.

2.5 Map E: 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 could be replaced with a 3m wide tarmac path, with markings to keep cyclists on the road side of the path. Alternatively, cyclists and pedestrians could be kept separate by improving the current footpath for wheelchairs and prams, but adding a new cycle path on the wide verge. Design work still needs to be done for this section.

(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 car park, 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. Calverts accept that they already have a Right of Way, and are not opposed to more use, but not really keen either. A statutory consultation of upgrade to bridleway would be required, though permissive access could enable the route to be used by a variety of users before then. The narrow gated entrance to the field would need to be made more accessible.

(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, or it could follow the current footpath alignment, which would mainatin privacy for the neighbouring lodges.. 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. Mr and Mrs Wood are hoping to sell the land for housing development, and don't want to reduce their chances of doing so, though a housing development would normally absorb a right of way into its green travel plan.

(e) The Simpson's field. Formerly a railway ran close to here, so the field at its south and west corner, opposite the entrance to Ryedale School, is currently around 2m higher than the road. Presuming that the existing footpath route is followed across the Simpson's field, but upgraded to bridleway, a new path would also need to be added on the inside of the hedge on the western boundary of this field. Landscaping and excavation would achieve a gentle falling gradient, to a new wide level area by the roadside, opposite Ryedale School entrance, with a wheelchair 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. Alternatively, the existing footpath line could be followed.

There is local concern about safety on Gale lane at the start and finish of the school day, because pedestrians, cars, minibuses, coaches and cyclists, are all using the same narrow lane. To add a path of everyone behind the hedge would help to make non-vehicle users safer. There is also a proposal for leisure developments further south along Gale Lane, which adds to the need for safer paths.

(e) 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, and pedestrians.

2.6 Map F: Connecting Wombleton (map not yet inserted)

Options will be discussed with Wombleton Parish Council and other residents

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 Wombleton Parish Council and other residents.

2.7 Map G: Ryedale School to Pockley Gates



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.

Route negotiations have so far failed, to take route from school field to Rape lane. Currently, Pockley Gates cottage and Beadlam Grange Farm owners are opposed to any cycle path ideas, as is the owner of Harome Heads Farm.. Beadlam Grange Farm has a tearoom and other small retail business outlets which are currently only safely accessible by car. The movement of large agricultural machinery, from which route users would need to be separated, and security concerns, would suggest a route removed from the former railbed would be most sensible. The route could be positioned, instead, along the southern edge of Beadlam grange Farm's land, or the Northern edge of Harome Heads Farm's land. Harome Head Farm offers a caravan and motorhome club certified site

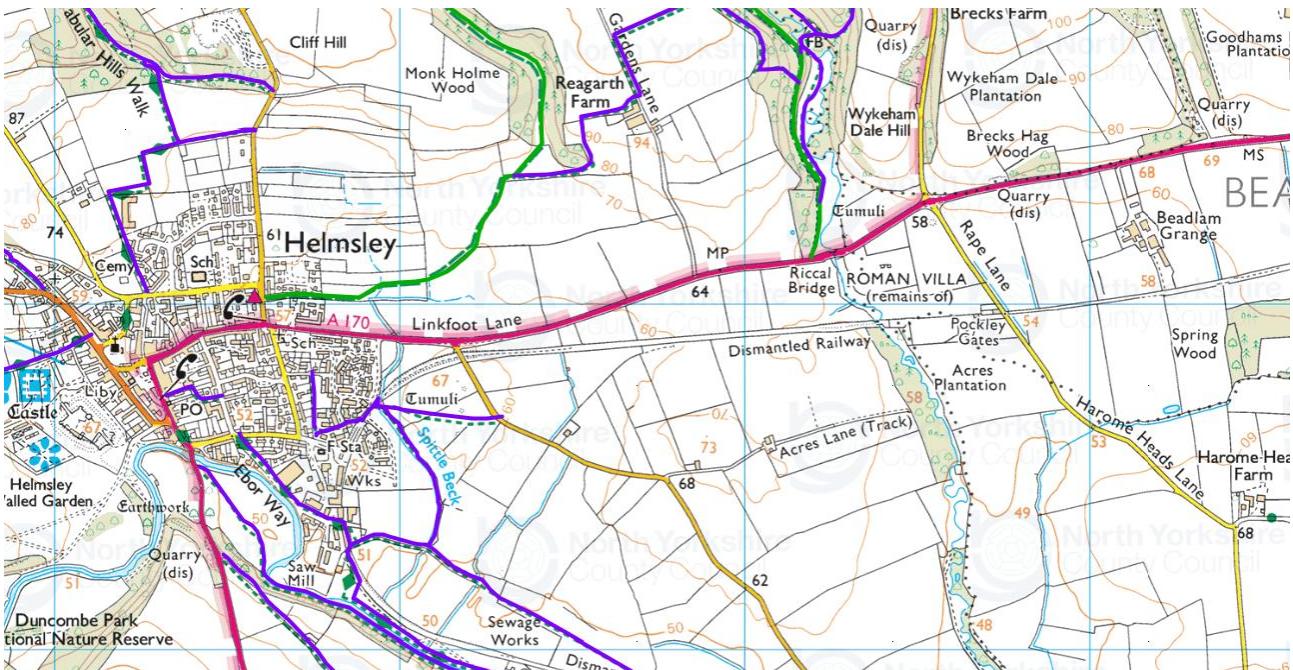
An alternative, but longer route, would be Harome Heads Lane, leading onto Gale Lane. Verge paths would be needed on Gale Lane, because it is the access road to a busy caravan park and restaurant. A route via Harome Heads land would enable greener tourism for the caravan park and restaurant users. It would also provide a link to and from the village of Harome. Harome Heads lane carriageway is in a poor state of repair, and would need complete resurfacing. Further work needs to be done to look for an off-road route parallel to Gale Lane, particularly involving the developers of proposed additional leisure and holiday chalets,

2.8 Map I: Pockley Gates Cottages and the rail bed to Helmsley

(see text below next map)



2.9 Map J: The railbed, Spittle Beck bridge and routes through Helmsley



From Rape Lane, probably the best option is to skirt land owned by Pockley Gate Cottages B&B, South of Pockley Gate Cottages B&B, and join the former rail bed, using an existing former railway bridge to cross the River Riccall. However the owners of the collate feel this would reduce the value of their property. Another alternative would be to lay a path through the field North of Pockley Gate cottages, which is farmed by Beadlam Grange Farm, and on to which English Heritage have some access rights ,on behalf of the public, to the site of the Roman Villa. 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. However, this whole field is a registered with Historic England as a scheduled ancient monument, so excavation for paths is not allowed, though paths could possibly be laid over the top of the ground (as was done near Pickering Castle). Also, a long ramp access of some sort would be needed from the top of the former railway embankment to the Roman Villa field, to give a suitable gradient for wheelchairs.

The A170 is particularly hazardous in this area, with high traffic 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.

In Autumn 2021, a permissive bridleway, for horse-riders only, was established from the railbed along the river bank of the Roman Villa field. This permissive bridleway passes under the A170, making use of the concrete based river bridge. The path is fenced with an electric fence and gated with a combination padlock at both ends. The river Riccall is very low here for most of the year. With permission from Nawton Towers Estate, this horse-rider path then joins an existing public bridleway up Riccal Dale. The land north of the A170 here is part of the North York Moors National Park.

West of the Riccall, the rail bed belongs to Duncombe Park Estate, who are supportive of a permissive multi-user path. The route follows the former railbed for 1.2km into Helmsley, passing under Harome Road. Local volunteers of the Friends of Helmsley Railbed group

have already been working for several years to improve the surface of the track for the benefit of local people, using broken up bricks and donated aggregate, chopping back vegetation, digging drainage ditches, installing benches and mowing in the summer. They have also worked with Ryedale Naturalists, arranging a wildflower survey and a fungi survey. The Heritage Lottery Ryevitalise project are supportive of better public access to the railbed area, because the River Riccal and Spittle Beck are both tributaries to the River Rye. They have said they intend to install one or more wildlife interpretation boards on the railbed.

English Heritage are working to increase public access to the remains of the Roman Villa, and hope also to have virtual tours on-line. This will increase the public awareness and desire for access to the Roman Villa site from the railbed. The Rooke family are concerned that visiting dogs would increase the risk of disease for their cattle. Cows with calves graze the villa field, and are currently only removed when a guided visit is planned. To use the Roman Villa field as part of the Path for Everyone route would require fenced separation of cattle and path users.

2.9 Map H: The Spittle Beck 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. NYCC Rights of Way team have agreed that a bridleway bridge would be acceptable here, and some funds are now being raised by the Friends of Helmsley Railbed group, to pay for the new bridge. The railbed continues through the former station, where a wildlife garden and pond were created in 2000, but is now rather neglected. Two PROW footpaths, one with permissive bridleway access for horses, also meet at this bridge, and the area is popular for dog walks and Sunday strolls, particularly as new housing is built in the vicinity, and more is planned. Between Spittle Beck and Riccal Drive, next to the PROW footpath as it joins Riccal Drive, a small community orchard and wild flower area was planted by Yorkshire Housing Association and local residents in spring 2022.

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. Opinions amongst local residents are mixed, with some people wanting better access and others resisting change.

3. Cost estimates Kirkbymoorside – Helmsley

This section is for guidance only, and will need to be updated with approved contractor quotes.

Map & Location	Description of work	Cost, e.g. per m ²	Total	Route total
A A170 verge 600m	3m wide tarmac 600m	52/m ²	£93,000.00	£93,000.00
A A170 verge	Signs, markings		£100.00	100.00
B St G Lane to Starfits Ln 400m	5 passing places @5mx3m	52/m ²	£3,900.00	£3,900.00

B St G Lane to StarfitsLn		Signs, markings		£100.00	£100.00
B Starfits Lane -rail bed	90m	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 Junction to A170, Starfits	294m	Passing places	52/m2		(2 nd option)
B Railbed to A170, Starfits		Signs, Markings			(2 nd option)
B A170 verge to K'daleLn	492m	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 m ²	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

Map & Location	Description of work	Cost, e.g. per m ²	Total	Route total
E Ryedale School/Gale Lane	3m tarmac, kerbs 327m	52/m2	£51,012.00	£51,012.00
E Ryedale School field	3m rolled stone 200m	50/m2	£30,000.00	£30,000.00
E Ryedale School	Signs and markings		£100.00	£100.00
E Ryedale School	6ft securityfence 200m		£2,000.00	£1,000.00
F Smiths field	3m rolled stone 627m	50/m2	£94,050.00	£94,050.00
F Smiths field	Signs and markings		£100.00	£100.00

F Smiths field	compensation		Private info	
F Smiths field	Fencing & 5m wide			2 nd option
F Stricklands fields	3m Rolledstone 1193m	50/m2	£178,950.00	£178,950.00
F Stricklands fields	signs		£100.00	£100.00
F Stricklands fields	compensation		Private info	
F Stricklands fields	Fencing and 5m wide?			2 nd option
G Rape Lane	Signs and markings		£100.00	£100.00
G Pockley Gates Cottage	3mRolled stone 366m	50/m2	£54,900.00	£54,900.00
G Pockley Gates Cottage	Signs and markings		£100.00	£100.00
G Pockley Gates Cottage	Compensation 5m		Private info	
G Pockley Gates Cottage	Fencing 366m		£1,000.00	£1,000.00
(continued)			(continued)	

4. Phasing

Each section completed would add momentum to achieving further sections, as funders and the public see the route starting to produce local benefits. Each section would also work in isolation, to some extent, in giving access to quiet lanes and bridleways, and access that avoids the A170.

Sections that are on NYCC highways would be quick to achieve, if funding can be found, requiring only an order to change their designation from footpath to multi-user path, and then installation . 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.

Potentially the sections that will take the longest are those that might be 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 Right of Way 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. Signs with arrows that include destination and mileage are particularly useful to visitors.

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. Signs to enable safe horse-riding are also required.

6. Cycle parking, horse-rider rest areas, and facilities for the disabled and for families.

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.

Horse riders need space to dismount and allow horses to drink and rest. Riders need access to toilets and refreshments.

Family groups need sympathetic facilities that are safe for children to play whilst resting. Riders who are disabled will have varied needs. They will often contact facilities beforehand, and much appreciate clear information and a flexible welcome.

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. Kirkbymoorside Town Council has made a designated bank account 40-26-15 31430734 available for the cycle track 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 2023 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.

Helmsley now has Helmsley Green Team, who are a voluntary group who may be willing to help.

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 applied to the Police Commissioners AJ1 fund, winning a grant of £20,000. Kirkbymoorside Town Council have contributed a further £20,000, and fundraising within the town continues.

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.

In 2021, North Yorkshire County Council applied for some Govt funding for feasibility work on the route, but eventually found out in 2022 that this bid had failed.

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, local volunteers have already been busy 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, cutting back vegetation, and digging drainage ditches.. Their hours, presuming they are happy to continue, can be used as donation in kind towards some types of funding. The Ryedale Bridleways Group have used their bank account to receive small grants towards the railbed area. The North Yorkshire Moors Association have pledged £1000 towards a bridleway bridge over Spittle Beck, and NYCC PROW officer has indicated that they will consent to upgrade of the current footbridge, to make it accessible by wheelchair, bicycle and horse rider.

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. Part of Helmsley is within the National Park. There is lots of visitor accommodation in the immediate area, including hotels, B&Bs, campsites, caravan parks, chalets, guest houses and self-catering.

Close to the Eastern end of the railbed, there are the remains of a Roman Villa, which is looked after by English Heritage and Historic England.

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 never 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 air-bourne disease (such as Covid 19) 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. NYCC also have a Pathkeeper scheme, which assists local people to look after paths, and provides some insurance cover for them to do so too. 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 Learning Trust 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.

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 had 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/>