

Hovingham-Malton; A Path For Everyone - proposal DRAFT 6th December 2021

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, Howardian Hills AoONB, 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 involves first asking for support in principal for the route from each Parish Council. 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. It is not necessarily shared. It is often possible, and desirable, to separate cyclists and walkers, by using signs and path markings or by laying parallel paths. Some section may be too confined for horse-riders, but it is hoped that other sections will provide useful missing links between existing bridleways. Flexibility of approach is needed, depending on the geography of each section. Where new paths are laid on a highway verge, they are likely to be tarmac, but rolled whinstone if on 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 might be expected to use the road carriageway. The national 20s plenty.org campaign provide resources to help to further reduce speed where people are. 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. Some landowners prefer to agree to permissive paths, not Rights of Way.

To provide a new verge path, or to upgrade a road-side footpath, requires an order approval by North Yorkshire County Council. Rights of Way consultations, to create or divert 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 descriptions. We have used the NYCC Public Rights of Way maps with each section of description. 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 07827 315131

1. Why are we wanting to install new paths, or to upgrade existing ones?

At a time when tackling obesity and mental health and climate change is in the news, 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 and Norton, 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.

During the Covid-19 pandemic, when the aim is to build back “stronger greener and fairer” for everyone, this route will provide economic opportunities, and also help meet social and community needs, including reduction of rural isolation. It would support local and regional aspirations, such as reducing air pollution, reducing traffic congestion and supporting a circular economy. It would provide access to friends, amenities and opportunities for those without a car. It would give access to employment and training, to four primary schools en-route, Malton (secondary) School and Norton College.

It would also be part of a regional and national movement to increase active travel. The York and North Yorkshire Local Enterprise Partnership say we need to increase cycling by 900% and walking by 50%, to meet crucial carbon abatement targets. Sustrans are a national cycling and walking society, with much useful information on their sustrans.org.uk website. The 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”. Sustrans have also worked closely with the Department for Transport to produce new design guides for cycle paths.

2. Detailed proposals

The details below should be read in conjunction with the North Yorkshire County Council Rights of Way map at the end of each section. Do contact us if you want to discuss details.

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.

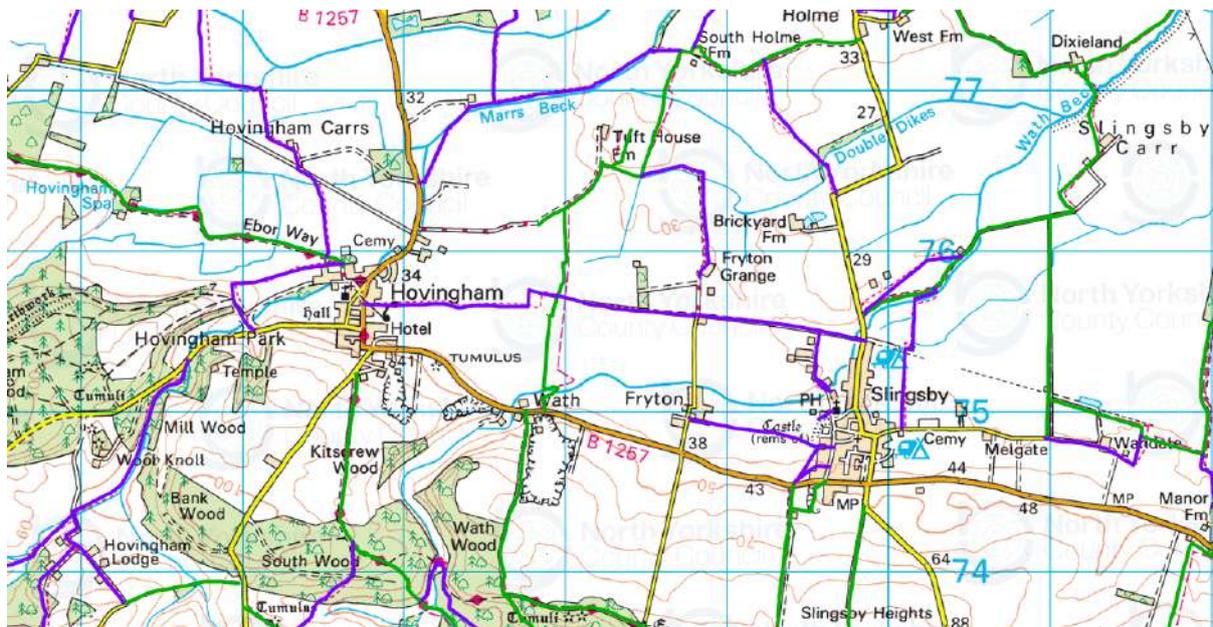
Continuing on the existing bridleway, the surface is initially too rough for wheelchairs, and would need some improvement. Closer to Tuft House Farm, the path has been tarmaced by the landowner.

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, for a distance of approximately 500 m, where the path crosses Fryton Lane.

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.

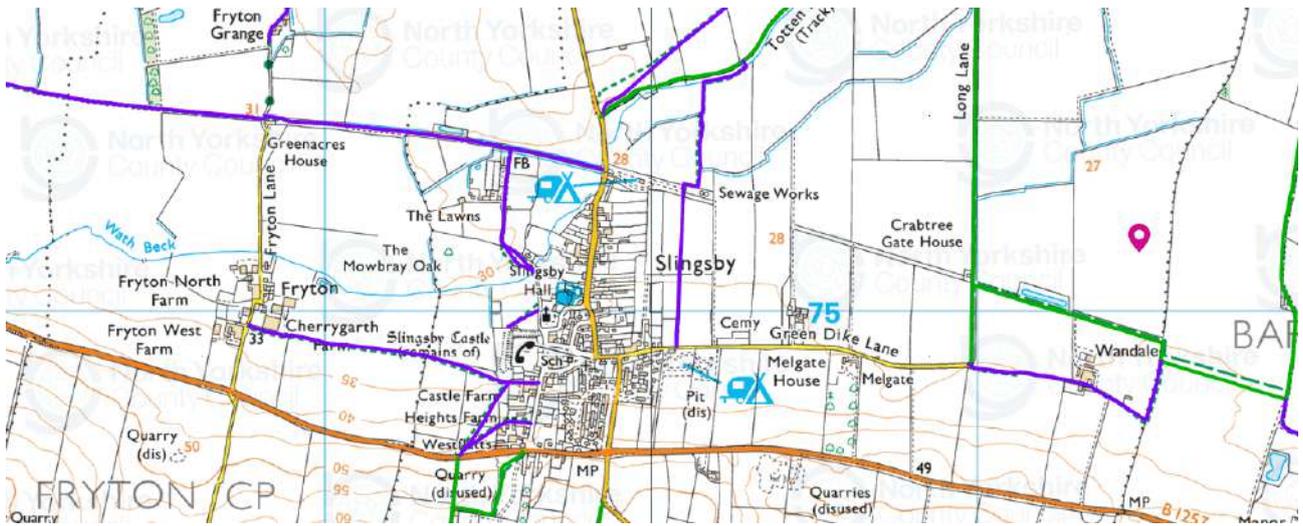
The response of Hovingham Parish Council has been, rather than to give support in principal, they suggest that Ryedale Cycle Forum should consult all village residents and the landowners involved. Some of the Landowners were approached first, and were not very keen. Covid Lockdown prevented consultation with villagers door-to-door initially, but this will be the way forward.



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 665 inhabitants, with additional traffic from 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, serving Robin Hood Caravan Park, and 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.



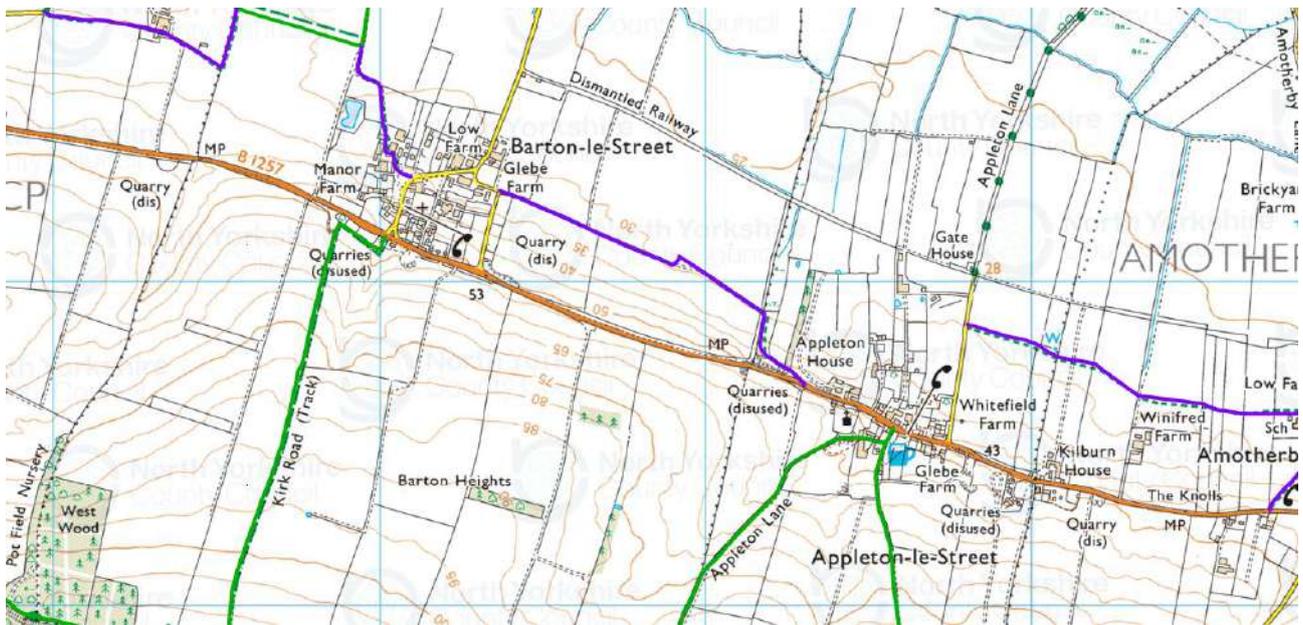
2.3 Map C: From Slingsby to Barton-le-Street

From Crabtree Gate House to Barton-le-Street, there are sections of Public Right of Way bridleway, and sections of footpath, which could take the route into the village of Barton le Street. Discussions with landowners still have to take place.



2.4 Map D: From Barton-le-Street to Appleton-le-Street

From Barton-le-Street to Appleton-le-Street, the disused railway line is mostly still in place, but is not a public right of way. Local discussion is needed about whether the route should be following the former railway route, or whether it should follow the B1257, as separate verge paths for pedestrians and for cyclists, and negotiating the use of additional strips of land behind the hedges to achieve a safer width. For tourism and leisure, the former railway route would be more attractive than following a busy B road. To encourage more everyday journeys by bicycle and e-bike, the most direct route would be more likely to be used.



2.4 Map E: From Appleton-le-Street to Amotherby

Initial discussion with Amotherby Parish Council representatives suggests that a path following the B1257 would be preferred from Appleton-le-Street to Amotherby. An opportunity has arisen to involve Yorkshire Housing, who are hoping to build a new housing estate on Kings Field, which is positioned between Amotherby Primary School and the B1257. The Developer has been approached, and Development Control of Ryedale District Council, and NYCC Highways. The Primary school already has a cycle shelter, but parents are afraid of traffic, so not many journeys to school by bicycle are yet achieved. The new estate could include the road-side Path for Everyone, include a route to the school that avoids the busy village main street, and encourage more people to cycle to school instead of driving. Traffic concern is already high for villagers, and the new estate is not a welcome idea. However, it is on the District Council Local Development Plan for new housing, and so likely to be approved in some form. The Path for Everyone could make a big difference to travel modes and hence to reducing the impact of the new housing on local air pollution and traffic risks.

Careful design would be needed for continuing the path along the B1257, and negotiating the cross-roads junction.



2.5 Map F: Amotherby to Swinton

Continuing towards Swinton, it would be great if a strip of land inside the field hedges could be negotiated, so that cyclists could be kept away from pedestrians and away from the B1257. With good visibility and good signage, this would also enable horse-riders to keep away from the traffic, and make useful connections between existing bridleways.

Alternatively, an upgrade of either of the existing public right of way footpaths between Amotherby and Swinton could be considered. It might be possible to exit the village through the church yard, which is where the current public footpath goes. The Church authorities were approached, but were undergoing a change of leadership, so the idea needs to be followed up with the new leadership.

Swinton Parish begins by the boundary hedge of Lime Kiln Farm. If the Path for Everyone was to follow the B1257, careful design would be needed to achieve separation of cyclists from pedestrians where possible, or a shared path that is marked to encourage these two user groups to keep apart.

There are lots of houses along the B1257 through Swinton village. There are some “pinch points”, where neighbouring buildings and walls 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.

Alternatively, there is an existing Public Right of Way footpath, parallel to the B1257, as described in section 2.4 above, which could potentially be extended through the village of Swinton, to avoid the complications of changing the existing footpath structure on the B1257.

From the Eastern edge of the village, a designed and costed scheme has been produced by GGP Consult Ltd, see section 2.6 below. Discussion is still needed as to the best way to exit the village and join the B1257 road-side path.



2.6 Map G1 and G2: Swinton, Broughton to Malton

An opportunity came up in August 2020 to apply for up to £20,000 from the Police Commissioner's 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 actually awarded was £4500, which neatly covered the quote for producing a designed and costed scheme from Swinton to Malton. The Malton and Norton Area Partnership had kindly agreed to apply for the grant to fund the design work. NYCC Highways were also asked, but they eventually replied to say they could not take on, or commission, design work where full installation funding was not already in place.

The design work has produced costed drawing of the route from Swinton to Malton.

Discussion between NYCC Tim Coyne and the GGP Consult civil engineer confirms that the steep bank by the footpath in Broughton is too hazardous, and an alternative route using part of an existing bridleway through the wood should be used. The bridle way would need to be extended, with the consent of Fitzwilliam Estate and tenant farmer, to re-join the B1257 road-side path. at the farm buildings shortly before the A64 bridge.

It is proposed that the Path for Everyone joins onto the new cycleways installed for the new Taylor Wimpey estate on the Western side of Malton.



2.7 Malton and Norton, and onward journeys.

A LCWIP (Local Cycling and Walking Infrastructure Plan) is proposed for Malton and Norton, to be funded by Ryedale District Council, and carried out by NYCC's highway consultants WSP Ltd. This will help cyclists and walkers with their onward journeys Eastwards, and wheelchair users too. Unfortunately horse-riders have to rely on their own user groups to push for safer routes.

3. Cost estimates Hovingham – Slingsby We cannot complete this next section until further consultation work has been undertaken. If you can help with consultation work, please let us know. Much of what Ryedale Cycle Forum has achieved to date has been done by volunteers, but this means each stage of progress can take quite some time.

Map & Location	Description of work	Cost, e.g. per m2	Total	Route total
A. East from Hovingham	Path pub to field 96m	50m2 @3m wide	£14,400	£14,400
A East from Hovingham	Trim shrubs, fell tree		£500	£500
A East from Hovingham	Signs and markings		£100	100
A East from Hovingham	Field edge paths 948m	50m2 @3m wide	£	
A East from Hovingham	Signs and markings			
A East from Hovingham	Fencing?			
A East from Hovingham	Compensate owner?			

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. As well as direction signs, there are special signs for quiet lanes that can be used, to indicate shared use by cyclists, horse-riders and walkers.

“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” awareness 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 grants from NYCC Stronger Communities, and other small grants. Some Parishes need to keep below a £25,000 audit limit. Parish Councils could be really supportive by funding the design & costing stage of the Path for Everyone within their Parish. Help could be provided by Ryedale Cycle Forum to find funds for this costing work, if it is beyond the financial capacity of the Parish.

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 2021/2022 changes in local government due to devolution, this question now has more urgency.

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 the Malton/Norton LCWIP (Local Cycling and Walking Infrastructure Plan).

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, Ryedale Cycle Forum 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 plenty of visitor accommodation in the area, including hotels, B&Bs, campsites, chalets, caravan parks, 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 months 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, Ryedale Environmental Group, 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 have also contact several of the Churches.

When landowners have been approached, 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 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 - sustans.org.uk

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

Appendix D:- Public consultation comments

Ends.....Helen Gundry.....6th December 2021.

WRITTEN COMMENTS ON THE PROPOSED MALTON – HOVINGHAM ‘PATH FOR EVERYONE’ LEFT AT RYEDALE CYCLE FORUM’S STALL DURING THE ‘GOOD LIFE’ EVENT, HOVINGHAM VILLAGE HALL, 25TH JUNE 2022

Yes, please!

John Dobson YO62 4DF

A great idea. Hope you succeed.

Anon

Lovely countryside round here for cycling through.

Josie Downs YO17 6SW

Fantastic initiative. Great way to get access to the countryside for more people.

Michael YO24 2NU

Great initiative! Carry on the good work. Get people out of their cars and on their bike!

Anon

Like Option 1 – 2. 3 may be too long.

Jo Senior YO62 4JT

Would love to be able to cycle to Malton (Hovingham resident)

Wendy Dawson YO62 4JT

We must tackle greenhouse gas emissions from TRANSPORT

Josie Downs YO17 6SW

Connectivity between villages and freedom to cycle without cars is great. Thanks.

Francesca YO10 3TZ

Think the ‘Path for Everyone’ is a great idea. Can see it being really popular and well-used in beautiful countryside

Lizzie Clapham YO17 1BN

Yes, please! Much needed. I have been clipped by cars twice on the B1257. I want to ride to Malton regularly (9 miles)

Caroline Davis YO62 4JT

Great idea + the outdoors should be accessible for all. Bridleways will need to be safe for all who use. Suggest wider at passing place

Julia Scott (Fryton) YO62 4AT

Great idea. The more we can get outside safely in the countryside the better

Hazel Winter YO17 6XL

Start small. Just start!

Anthony YO17 6TH

Cycle routes could be an asset for green tourism as well as safer commute, apart from the road where possible

H. Tattersall YO17 6TH

I am in COMPLETE support of the Cycle Way. The benefits from providing the facility for multi users would be immense. It would benefit people's wellbeing and health. Help with reducing carbon footprint. A lot safer to cycle than B1257. Love the idea of cycling from Hovingham – Malton. Would definitely get on my bike more!! Great conversation today. Well done. Keep going. Maybe get some surveys in villages going.

Kim Colenso

YO62 4JT

Ex physio with experience in disability cycling + a Bikeability instructor is willing to help Trish Cunnison.