

Paths for Everyone – Active Travel

Helmsley-Pickering-Malton-Helmsley

Why PfE?

Paths for Everyone (PfE) is about providing safe, independent active travel across Ryedale. It is a path for wheelchair users, walkers, pushchairs, cyclists of all ages, cycles adapted for disability, mobility scooters, horse-riders and runners. It is about improving the Health and Well-being of our community. It will support our local economy, reduce our carbon footprint and provide safer, easier and greener connectivity between our Towns and Villages.

What is the scope of PfE?

The plan is to link the Market Towns of Helmsley, Pickering, Malton and back to Helmsley. The Pickering to Malton section is already complete. The whole path would create a circular route of approximately 55 miles of safe, active travel and independent connectivity for individuals and families between these destinations. It would also provide the opportunity to link communities inside and outside the route, significantly increasing active travel to around 200 miles radius. The route will enable linking the Way of the Roses Wolds route, routes to York, and the Moors to Sea Cycle Route.

What are the benefits of having PfE?

It is a fact that people living in rural communities are less active than their counterparts in large towns and cities. In rural communities the car or bus are primarily used to travel. At a time when tackling obesity and mental health problems are top priorities for society, what better way to encourage and enjoy low cost healthy exercise than with the provision of safe, accessible, cycling and walking paths.

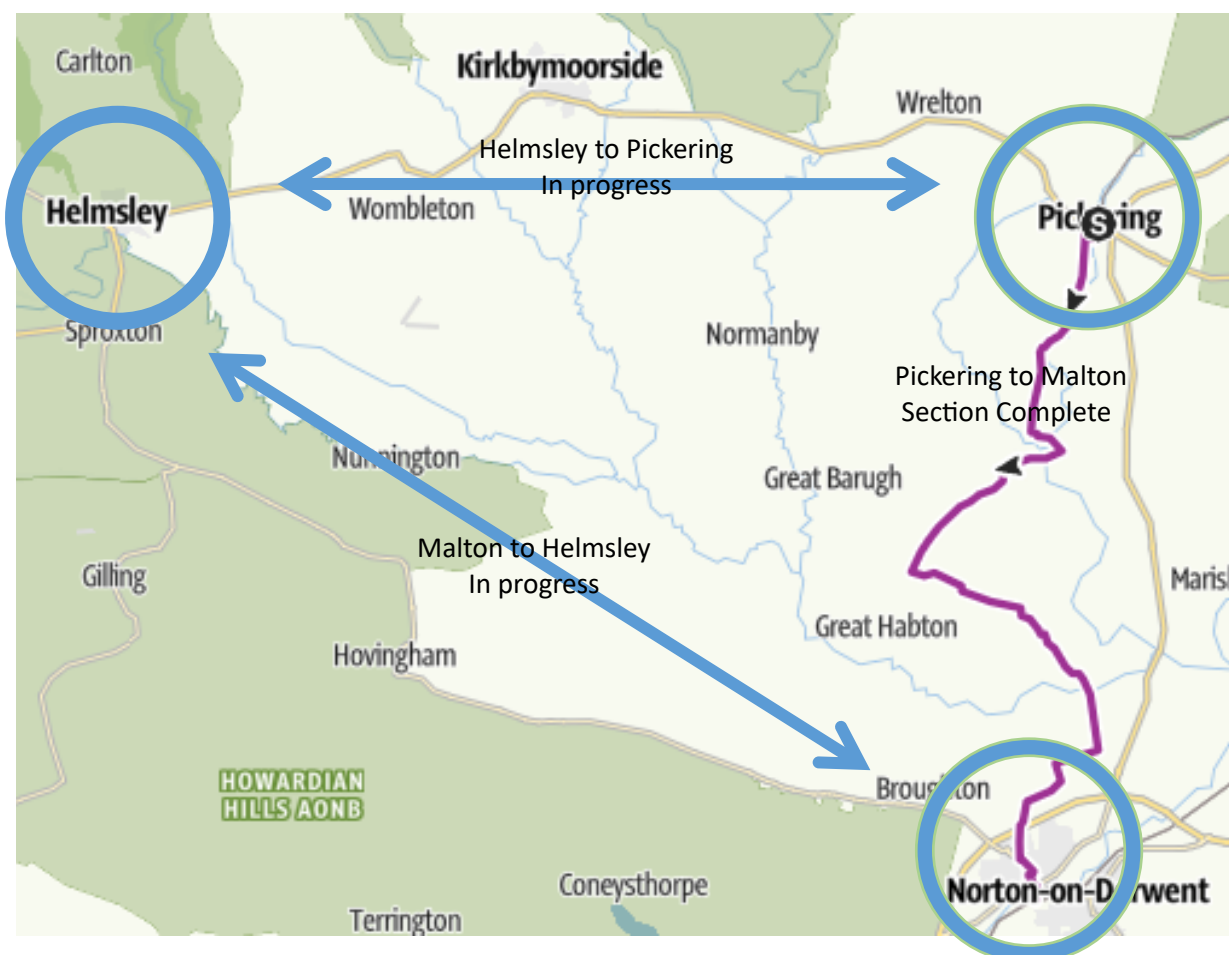
It would give freedom and safety away from busy roads for individuals and families to exercise and enjoy the countryside. Children will be able ride to school from home. Parents will have the opportunity to exercise and push prams in safety. Individuals with disabilities will not be so constrained by their location. Horse owners will be able to extend their rides. Residents will be able to walk or ride to work, to shops, to cafes, to restaurants, to pubs along the route. To GP surgeries, sports facilities, churches, village halls, primary schools, play areas. Easy independent access to barbers, hairdressers, beauty salons, art & gift shops, craft workshops, charity shops, antiques, agricultural and pet supplies, fast-food outlets, Moorsbus services to the National Park, clubs, societies and local events. Easier access to Castle Howard, Flamingo Land and many other local attractions will all be made possible by safe active transport.

The local economy will benefit from the improved connectivity. Tourism will get a boost from this additional local amenity. Active travel will reduce the amount of traffic on the roads and cut down carbon emissions, improving air quality. Overall, **Paths for Everyone** will improve the health, wealth and well-being of the community. The community benefits are enormous.

What is the format for the PFE?

It is often possible and desirable to separate cyclists and walkers, by using signs and path markings or by laying parallel paths. Flexibility of approach is needed, depending on the geography of each section. Where new paths are laid, they are likely to be tarmac if on a road-side verge, or 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. 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, or the road carriageway has no space for a verge path, so a new Right of Way is desired.

The route showing the first section Pickering to Malton completed and the other sections in progress.



Who are and need to be involved?

Paths for Everyone Team

North Yorkshire County Council's Sustainable Transport are sponsoring the Path for Everyone. It is supported by an Advisory Board, a Steering Group and Local Parish Section Teams. Paths for Everyone is sponsored by and affiliated to Ryedale Environmental Group. Ryedale Environment Group are a registered charity.

The Steering Group has been set up, which will provide the overall management of the project. Each parish section will be supported by local "Sub Groups" providing the local needs and knowledge.

What is the phasing?

Each section will be assessed for complexity, timeline and cost.

Completed sections will add momentum to achieving further sections, as funders, landowners, businesses, schools and the public see the route starting to produce local benefits.

Potentially, the sections that will take the longest are those needing negotiation and agreements with landowner and tenants. Some of the sections will need compensation payments. Some sections will require a new right of way to be created, or the upgrading of an existing right of way. This will involve NYC and the statutory consultation process. Paths must meet current Department for Transport regulations for shared path width, surface and signage. For Public Rights of Way consultations for bridleways, there is a statutory legal process, also with specific design requirements.

Lastly, funding will have to be sought from various bodies for the relative sections.

Where will the funding come from?

There will have to be numerous sources. Parish Councils may be able to apply for small grants to support their design and costing sections. Help will also be provided by Ryedale Environment Group to find funds for this work.

Funding will be sought from NYC and with the support of NYC Highways and NYC Rights of Way teams, both these teams will have essential input. Local fund raising will also be part of the mix.

For the cross-country sections we will seek support from British Cycling Places to Ride. Charitable trusts, corporate sponsorship and public donations will also be sought. 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 will also be looking at whether Parish Councils could apply for Community Infrastructure Levy. We will seek support from the Howardian Hills National Landscapes (formerly AONB). We will also seek support from The Local Enterprise Partnership and the NYC Health team.

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

Future maintenance?

Paths on road verges would become the responsibility of NYC 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 NYC 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 workdays are required.

How can you help?

If you would like to support Paths for Everyone please contact Helen Gundry on 07827315131 or Frank Colenso on 07541854765

If you would like to keep in contact and receive our communication updates?

Please sign up here _____
Name:-----
Address:-----
Post Code:-----
Phone No:-----
Email -----