

3 Highfield Terrace  
Swinton  
Malton  
YO17 6SW

14 September 2020

Mrs. S. Wainwright  
Clerk to Hovingham & Scackleton Parish Council

Dear Mrs. Wainwright,

Path for Everyone – Hovingham - Malton

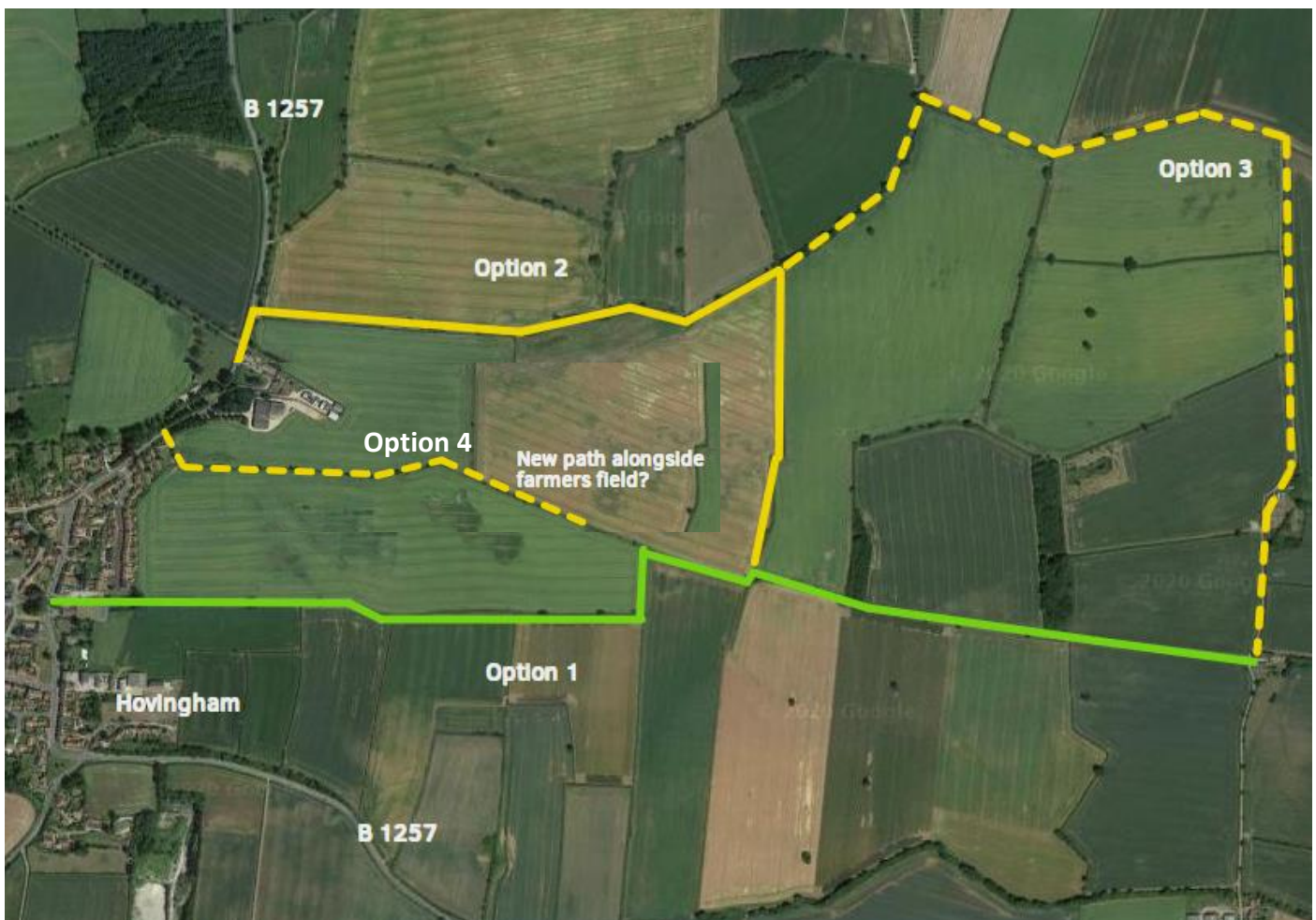
In response to the request in your email of 14/7/20 for a detailed proposal / options of the above route, I'm pleased to be attaching also some further options, maps and descriptions which I hope will be helpful to Hovingham and Scackleton Councillors in reaching a decision to give 'in principle' support to the proposed new route.

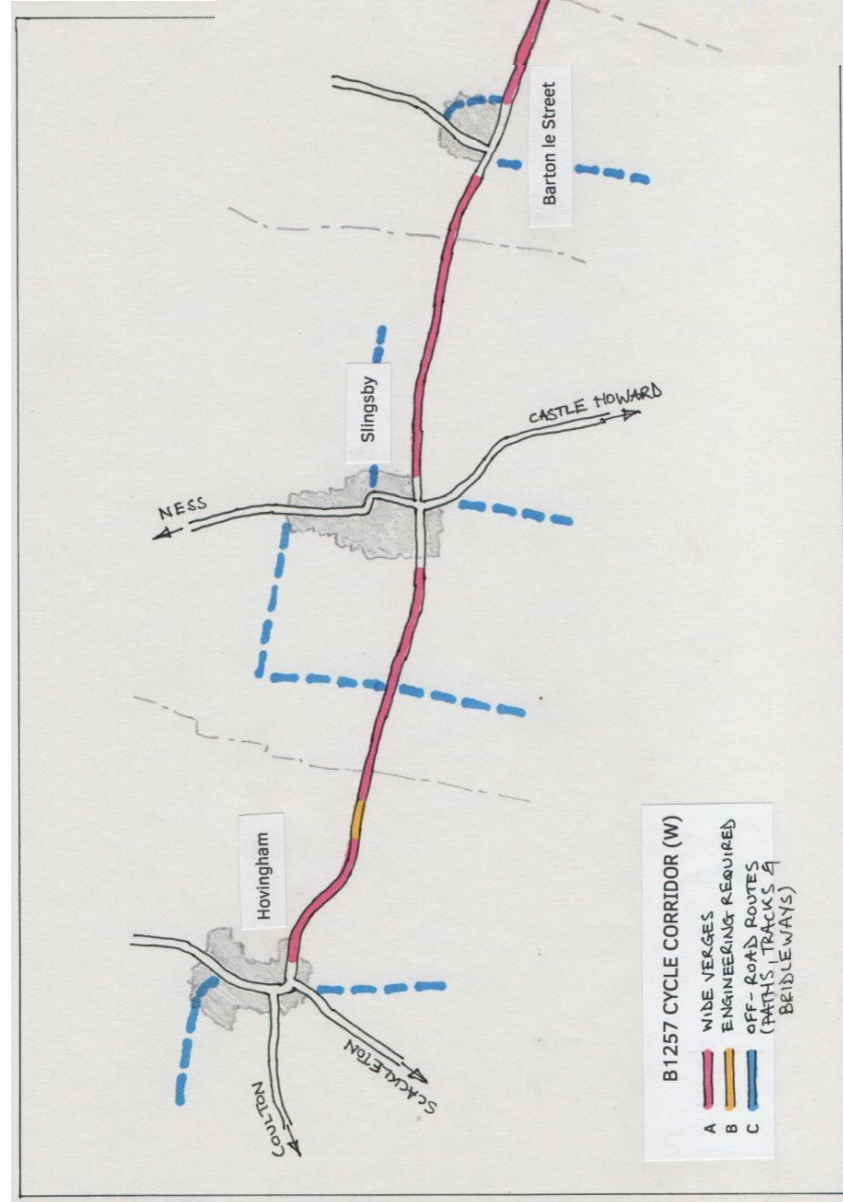
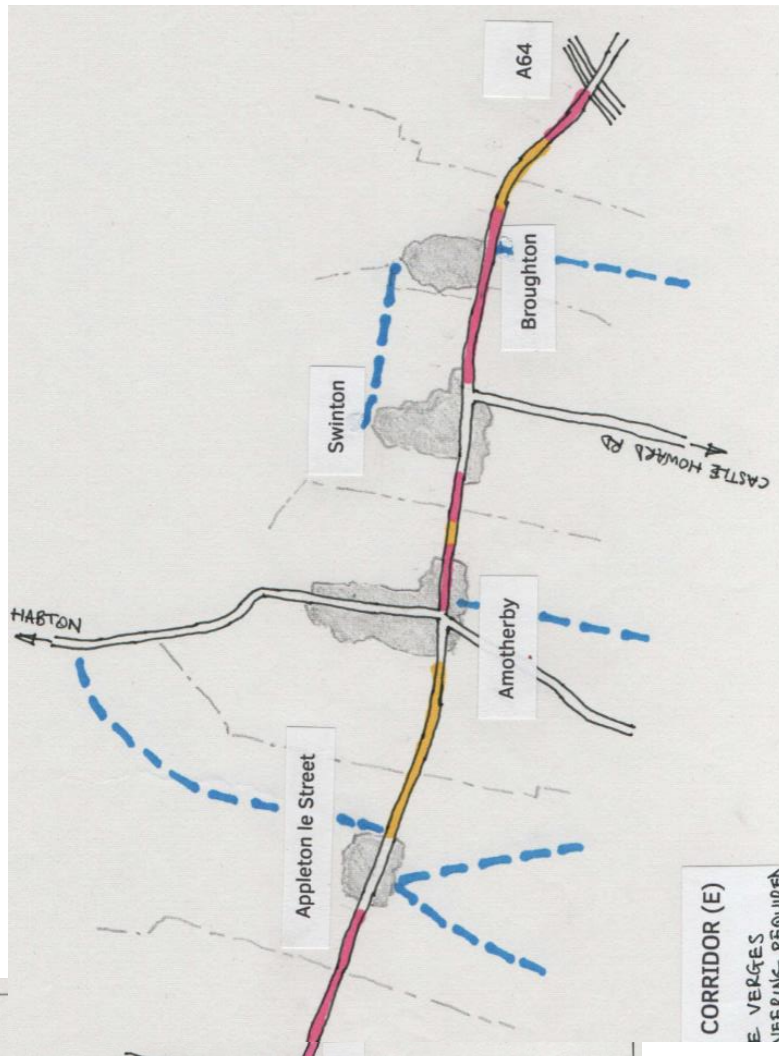
Our website [www.getryedalecycling.com](http://www.getryedalecycling.com) gives further general information about Ryedale Cycle Forum and the proposed new route.

If you have any further queries, please get in touch.

Yours sincerely,

Josephine Downs  
(on behalf of Ryedale Cycle Forum)





**CORRIDOR (E)**

- E VERGES
- ENGINEERING REQUIRED
- ROAD ROUTES
- HS, TRACKS & IDLEWAYS

## 2. Detailed proposals

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

### 2.1 Map A: Travelling East from Hovingham

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

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

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

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

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

Continuing North and then East along field edges, 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 a grassy lane currently designated as a 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 by Greenacres House. From this point continuing East, the rail-bed is rather overgrown and rutted, and would need to be levelled, with an addition of rolled Whinstone, to achieve a surface good enough for most wheelchair users.

From Fryton Lane, the existing footpath crosses the Fryton Village Millenium trail, which includes mosaics and other points of local interest. The footpath continues along the former rail-bed, 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 rail-bed 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.