

The following constitutes a brief description of the route as proposed by Sustrans.

(In order to correspond with the orientation of the map, this assumes Bolton Abbey as the starting point and Ilkley as the end).

The proposed route begins close to Bolton Abbey car park (A), where it links to the Yorkshire Dales Cycle Route. From here, it follows the line of the B6160 road, as far as the Devonshire Arms Hotel (B). This section may utilise either the road itself or, circumstances permitting, a new pathway to be constructed parallel to the road.

Turning right at the Hotel, the route follows the old bypassed section of the A59 (now reclassified as a bridleway), before crossing the A59 by means of an underpass (C) and following the existing bridleway to enter Bolton Abbey Station car park (D) at its South Eastern end.

The route now heads in a predominantly South-Easterly direction, following the line of the dismantled railway towards Addingham. Between here and the boundary between North and West Yorkshire (I), it connects with no fewer than four public footpaths and one bridleway (E,F,G,H), offering excellent potential for circular walks from either Addingham or Bolton Abbey.

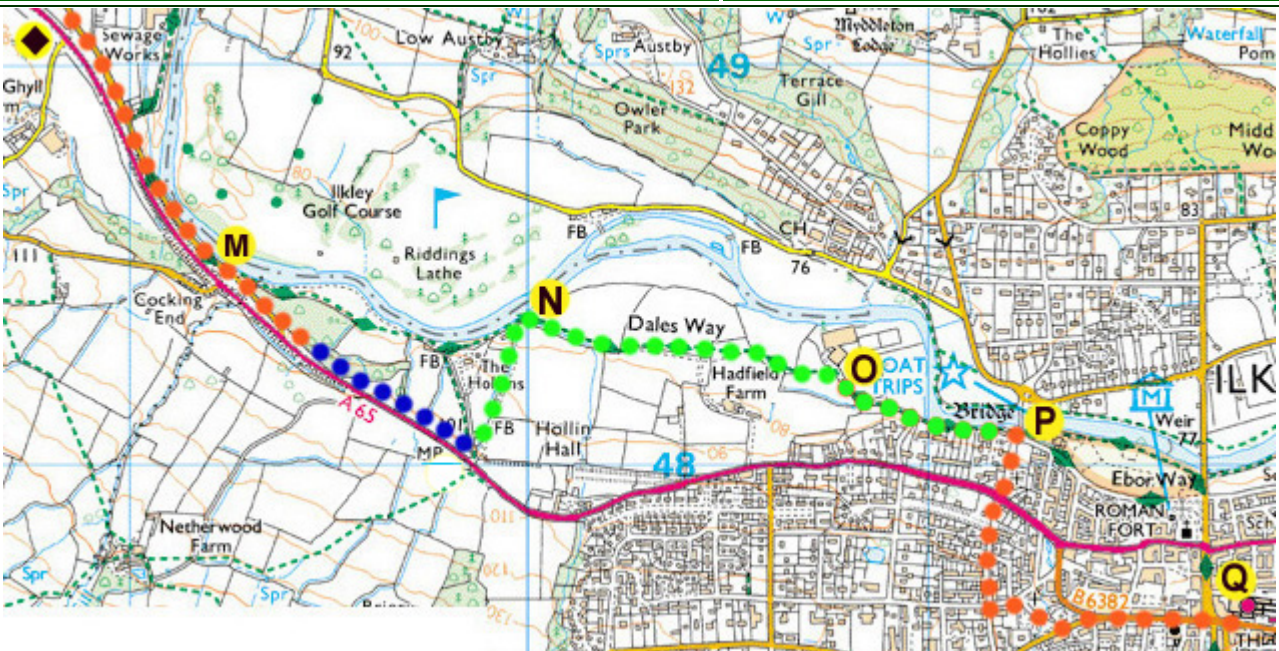
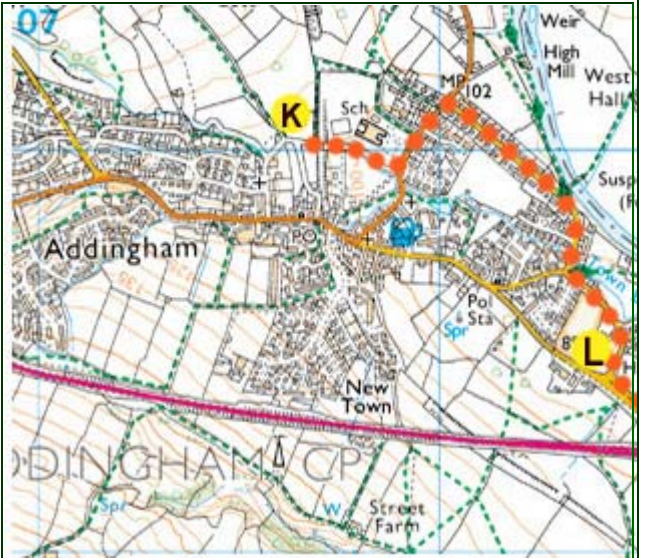
Nearing Addingham, the line of the dismantled railway meets with the existing public footpath behind Addingham First



School (J), adjacent to the bridge over Back Beck Lane "Bridge 55" (K).

At this point, several options are possible; there being various existing routes by which to reach the village centre and associated facilities.

Continuing towards Ilkley, again there are various options; the map opposite shows the use of Bolton Road and Bark Lane (L), but the recent reduction of the speed limit to 20mph on Addingham Main Street could make this an equally attractive proposition for cyclists, whilst pedestrians would be more likely to choose to continue to Ilkley along the existing Dales Way footpath.



Leaving Addingham, the route continues along the lightly used, bypassed section of the old Ilkley road until it rejoins the main A65 (M), where it is proposed to upgrade the existing footpath for a short distance and then negotiate with landowners to create a new pathway parallel to the road for a further few hundred metres before the route turns left along the pumping station access road to meet the River Wharfe and the Dales Way (N).

From the pumping station to Ilkley Tennis Club (O), it is proposed to upgrade this short section of the Dales Way to make it suitable for cycling; indeed, some of the route is already sufficiently

fenced and surfaced as to require only minimal work. As with other sections, however, sensitive negotiations with landowners will be required here.

Reaching Ilkley Tennis Club, the route first follows the club's (traffic-calmed) access road, then joins the existing riverside path to the Old Bridge (P). From here to Ilkley town centre, there are again many options; the marked route is suggested because it mainly follows lightly used roads and benefits from the existing "Toucan" pedestrian crossing on the A65 adjacent to All Saint's School. The trail terminates at Ilkley Railway Station (Q) providing convenient links to Leeds, Bradford and beyond.

Total distance: Approx. 12 kilometres or 7.5 miles.