

North Yorkshire County Council
Business and Environmental Services
Executive Member

23 July 2021

Active Travel Fund - Tranche 3

Report of the Assistant Director Highways and Transportation

1.0 Purpose of Report

- 1.1 For the Executive Member for Access, in consultation with the relevant Corporate Director Business and Environmental Services (BES) and the Corporate Director Strategic Resources (SR) to authorise the submission of a bid including the recommended schemes for the Active Travel Fund in section 5.0

2.0 Background

- 2.1 Following the Covid-19 lockdown in early 2020, the Department for Transport (DfT) made funding available through the Emergency Active Travel Fund (EATF) to provide temporary infrastructure to aid social distancing. As a result, schemes were rolled out across the country.
- 2.2 In tranche 1 the total indicative allocation from the DfT to North Yorkshire County Council (NYCC) was £266,000 but only 50% funding was awarded following their assessment of our Tranche 1 bid. The County Council added match funding of £133,000 to complete all of the schemes set out in the tranche 1 bid given the importance of the proposed measures to the Covid-19 recovery strategy.
- 2.3 Subsequently the DfT announced a second round of funding known as the Active Travel Fund (ATF). The fund was renamed with the removal of the word 'emergency' due to the longer timescales involved in approving the fund and for the subsequent delivery. Active Travel funding was made available to spend in 2021/22, and is intended to enhance streets, while providing space to enable non-motorised users to observe social distancing.
- 2.4 Tranche 2 funding was designated to be used to support both temporary, low-cost schemes, and permanent schemes with a short lead-time. We made an ambitious bid for £1.465m of funding for five schemes, requesting more than our £1.065m indicative allocation, after assessing 300 schemes across the county, including some received from the public, interest groups and county councillors. The final amount awarded to NYCC was £1,011,750, which is £53k less than our indicative allocation or 95%. The letter from the DfT set out that the amount awarded would be split 80/20 between capital and revenue; £809,400 capital, £202,350 revenue.
- 2.5 The schemes included in the Tranche 2 bid were:
- Oatlands Drive, Harrogate £215k
 - A59 (Maple Close, Harrogate to Knaresborough) £250k
 - Victoria Avenue, Harrogate £250k
 - Guisborough Road. Whitby £250k
 - Market Place, Helmsley to Kirkdale Lane £500k

- 2.6 Following a report to the Corporate Director and BES Executive Members on 8th December 2020 the route from Helmsley to Kirkdale Lane was removed, as it was an additional scheme, which was over and above the allocation. This left four remaining schemes totalling £965,000, which was £156,000 over the capital budget available within the Active Travel Fund round 2 allocation.
- 2.7 Following two rounds of public engagement a further report was taken to the Corporate Director and BES Executive Members on 23 May 2021 to recommend that the following three schemes were taken forward to delivery;
- A59 (Maple Close, Harrogate to Knaresborough) £250k
 - Victoria Avenue, Harrogate £250k
 - Guisborough Road. Whitby £250k
- 2.8 Outlands Drive, was removed from this bid and will be developed as a separate County Council funded feasibility study. This means that the total spend now falls under the total amount of the capital award by £59k and it is proposed that some additional work on the Guisborough Road scheme can be funded with this surplus as per the previous report of 21 May 2021
- 2.9 NYCC have now been invited by the Department for Transport to submit a bid for Tranche 3 of the ATF by 9 August 2021.

3.0 Active Travel Fund Tranche 3

- 3.1 In Tranche 3 there is a total of £239m capital funding available to all Local Authorities across the UK. NYCC has not been given an indicative allocation for this round of funding but authorities have been told to expect a similar level of funding to that received in 2020/2021. Our indicative allocation was £1,331,000 for Tranches 1 and 2 combined. The funding announcement is expected in autumn and our allocation must be spent before March 2023.
- 3.2 To qualify for any funding at all this year, authorities must commit to the following key principles:
- Schemes must comply with LTN 1/20 cycling design standards
 - Scheme prioritisation should be linked to the development of Local Cycling and Walking Infrastructure Plans (LCWIPs)
 - Schemes must be developed in consultation with local communities
 - All schemes must be supported by Local Authority leaders
- 3.3 Bids will be assessed in line with the following criteria, which will guide final allocations to authorities:
- Propensity to convert short vehicle journeys into cycling and walking, resulting in carbon, air quality and congestion benefits;
 - Tackling areas with poor health outcomes and with high levels of deprivation;
 - Number of people that will benefit from the measures;
 - Compliance with the key principles above
- 3.4 This is a broader set of criteria than before, however, a significant number of potential schemes have already had to be ruled out because of deliverability or cost. The schemes put forward to be funded are those that best fit the Tranche 3 criteria.

- 3.5 Tranche 3 funding can be used to support a range of scheme types and can also be used to support feasibility studies and scheme design as well as construction, providing that the funding can be capitalised. Local authorities should also consider, and take steps to mitigate, the wider impacts of any proposals, particularly on disabled people and others with protected characteristics. As before, if this condition is not met, the DfT will reserve the right to claw the funding back by adjusting downwards a future grant payment to the authority. The Department will also expect the impact of schemes to be monitored and evaluated.
- 3.6 The invitation to bid suggests that all authorities must undertake network planning to inform prioritisation of future schemes, in the form of Local Cycling and Walking Infrastructure Plans (LCWIPs) or similar local strategies. This is to ensure that schemes are integral to long term investment plans and are driven by local demand for cycling and walking infrastructure. So authorities are not required to have an LCWIP for a particular scheme, however, it must be demonstrated that proposed schemes fit into a robust long-term network plan, which will need to be provided as part of the bidding process.

4.0 Scheme identification, engagement and prioritisation

- 4.1 In tranche 2 of the ATF we received a large volume of requests for various improvements for pedestrians and cyclists from members of the public, County Councillors and other interest groups. Officers have revisited these suggestions and assessed them against the Tranche 3 criteria, however, a large number of schemes were immediately ruled out due to deliverability within the timescales of this funding or cost. The remaining schemes were then tested against the criteria outlined above. The full list of revisited schemes can be found at **Appendix A**.
- 4.2 Additionally officers reviewed the LCWIPs, the list of current development schemes and spoke to officers at each of the districts/borough authorities to come up with a long list of schemes for evaluation. Again, the schemes were tested for deliverability and cost and were then assessed based on their fit with the funding criteria. The long list can be found at **Appendix B**.

5.0 Capital Schemes for submission in ATF bid

- 5.1 Following the input from stakeholders and analysis of potential schemes against the tranche 3 criteria the following capital schemes have been identified as appropriate to take forward:

Scheme name	Description	Cost
Kildwick to Silsden + Airedale	<p>Proposal to improve a 3km stretch of towpath (1km in Bradford, 2km in North Yorkshire/ Craven) between Kildwick and Silsden. This funding will cover the construction of the NYCC section.</p> <p>This scheme is ready for construction subject to funding. The scheme would be led by Canals and Rivers Trust, using their project managers. The scheme will improve access to recreation for leisure and health purposes.</p> <p>In Airedale we will deliver enhancements to aid accessibility to the Kildwick to Silsden link. The improvements include Improved connectivity from Cross Hills to towpath (at Priest Bank Road), including widening of the pedestrian underpass under roundabout and provision of ramped access onto canal at Cononley Lane End / A629.</p>	£800k + £100k

Ripon West Sustainable Travel Corridors	Delivery of features to reduce design speeds to encourage trips by active modes in the Clotherholme Road / Kirby Road area of Ripon. This scheme would have benefits for a number of schools in the area and also provide access to the town centre from residential areas and any future developments in the area. Measures could include footway-widening, provision of crossing facilities and traffic calming measures (including speed reduction).	£550k
Helmsley Marketplace to Kirkbymoorside	This would be used as development funding to undertake feasibility work for a fully segregated foot/cycleway between Helmsley and Kirkbymoorside alongside the busy A170 to enhance access to employment and facilities for residents, tourists and workers.	£50k
Knaresborough to Flaxby Green Park Industrial Site	This would be used as development funding to undertake feasibility work for a fully segregated foot/cycleway (approximately 7km long) between Knaresborough and Flaxby Green Park alongside the rail line to provide access to key employment and residential sites along the route. Links to wider plans to deliver a cohesive route to York.	£50k
	Total	£1.55M

7.0 GP Prescribing Pilot

- 7.1 Furthermore the Government are looking to partner with four Local Authorities, in the UK, which have areas of poor health and low physical activity rates to take part in a pilot to provide cycling and walking interventions as part of a social prescribing offer (pilots must be supported by the local Clinical Commissioning Groups and Primary Care Networks).
- 7.2 The project will seek to deliver personalised care through approaches determined most appropriate for the identified areas. A key network for this will be link workers experienced in social prescribing in primary care networks. Pilots will prescribe cycling or walking wherever appropriate, and make available cycles, as well as training, access to cycling groups and peer support. Potential schemes could include, but are not limited to, cycle training courses, bike loan schemes and group activities.
- 7.3 To support patients to feel safe to cycle in their local community, places will need to invest in infrastructure improvements such as segregated lanes, low-traffic neighbourhoods and secure cycle parking. There must also be clear plans for the prescribing pilots and related infrastructure improvements to be properly integrated into wider cycling and walking network plans. Access to good quality green space and green routes, away from traffic, can both increase attractiveness of cycling and bring mental health benefits. Such interventions could be connected to NHS campaigns in the pilot areas.
- 7.4 To apply for the pilot we need to provide evidence of the following:
- Clear local priorities to improve health outcomes, especially in areas of poor health, low levels of physical activity, poor air quality (e.g. summary of local relevant local strategies and plans, potential areas listed with local statistics)
 - Capability of LA and local supply chain to deliver infrastructure and behaviour change measures (with recent examples and outcomes)
 - Support of Clinical Commissioning Group with appropriate capability for social prescribing (e.g. summary of recent maturity assessments)
 - Good connections to local health campaigns (with examples)

- 7.5 Up to £100k of revenue funding, with no match funding requirement, will be made available to shortlisted authorities to develop detailed GP Prescribing pilot proposals later in the year. Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.
- 7.6 The North Yorkshire Healthy Weight, Healthy Lives Strategy is a multi-partnership, whole system approach to tackling excess weight and physical inactivity across the population. Physical activity, particularly active travel, is prominent not only within this obesity strategy but also within local policy and strategy relating to air quality, road safety, economic regeneration, healthy place shaping, community connectedness, reducing social isolation, mental health, and population health management. Through these strategic approaches, it is well recognised that there are areas in North Yorkshire (notably specific wards in Scarborough and Selby) where there are health inequalities associated with determinants of health i.e. socio-economic and environmental conditions, living and working conditions, social and community networks, and individual lifestyle factors. There is wide variation in the years spent in good health between wards in both Scarborough and Selby. Specifically, obesity and physical activity levels (including active travel) are significantly worse than the average for England, resulting in poorer health outcomes. These areas would benefit from an uplift in services through the active travel prescribing project.
- 7.7 The expression of interest to DfT will highlight the opportunity to focus on employment and employability of younger adults and working age population, connecting residential areas with key employment sites in both localities, supporting job seekers. There is also an opening to explore the relationship between active travel to recreational activity for wider impact on physical activity levels. Existing programmes in these two localities will support better understanding of the barriers to walking and cycling for travel purposes, which will inform enhanced social prescribing practices currently in place and capital investment requirements i.e. [e-] bike loan, safe cycle storage, cycle training, peer support and personalised travel planning.
- 7.8 We already have a framework in place to deliver this type of work so essentially a pilot would allow us to build on this and improve the lives of many more people. There is a real opportunity to strengthening the social prescribing model, locally, to provide an extended support offer to our local residents, i.e. through the North Yorkshire Living Well Service and through an outreach approach i.e. linking with local employers (current employees and/or through Kick Start schemes), JobCentre Plus. This particular project will link with existing CCG Priorities, examples of which include restoring and maintaining good access to Primary Care services for all, reducing any backlog around routine reviews for chronic conditions and screening work, and supporting patients waiting for hospital procedures and appointments.
- 7.9 It is recommended, therefore, that NYCC submit an expression of interest to take part in the GP Prescribing pilot to enhance our existing offering.

8.0 Equalities

- 8.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as **Appendix C**.

9.0 Legal

- 9.1 Consideration has been given to any legal implications in bidding for the funding, there are no requirements at this stage but it is acknowledged that legal implications may arise at the project planning and implementation stages.

10.0 Climate Change

- 10.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as **Appendix D**.

11.0 Finance

- 11.1 The proposal is for NYCC to submit a bid totalling £1.55m to the Active Travel Fund. The funding available is capital only and does not require any match funding. Details and costs of the schemes for which funding is to be bid for are set out in the table in paragraph 5.1 and all costs include contingency of 6%.
- 11.2 It is possible that the Council will not receive the full allocation of the bid of £1.55m. If this is the case, the schemes will be reassessed for priority and deliverability in line with any funding available. Full details will be included in a subsequent report to accept any funding.
- 11.2 At this stage this report is simply seeking permission to bid, Any overspend once the schemes get to the delivery stage would be met by the Highways Capital Programme which would inevitably have an impact on other programmed capital schemes, however, due to contingency included within the costs the risk of this happening is low.
- 11.3 There are no financial implications of submitting and Expression of Interest to take part of the GP prescribing pilot. The funding does not need to be match funded and allocations from the DfT will be made to deliver any subsequent projects identified through the feasibility study.

12.0 Recommendations

- 12.1 It is recommended that the Executive Member for Access in consultation with the Corporate Director Business and Environmental Services and the Corporate Director Strategic Resources, approves:
- 12.2 That a bid will be submitted to the Department for Transport by 9 August 2021 for tranche 3 of the Active Travel Fund as detailed in Section 5.
- 12.3 That an Expression of Interest is submitted for the GP prescribing pilot, which if successful will bring £100k of feasibility funding into NYCC.

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Background documents: None

Scheme Name	Description	EAT FUND ESSENTIAL CRITERIA					EAT FUND DESIRABLE CRITERIA	Cost band	Potential usage	Cost Estimate (£m)	Notes
		Deliverable in 20/21	Replaces well used bus route	Segregated or Road Closure	Cycling AND Walking	Affordable within £1.065m Allocation	Identified in an LCWIP				
Gilling West To Richmond Footpath/Cycle way	To provide safe passage for pedestrians and cyclists between Gilling West and Richmond by the installation of a raised curb on the East side of the B6274. A footpath/cycle way to be created to a similar standard as that existing between Skeeby and Richmond. This project can be broken down into six stages to build on the footpath provision that already exists. (see email)	N	N	Y	Y	N	N	£1.5m to £2.0m	V Low	£1.8m	
Footpath from Sutton in Craven to Eastburn	Continue a footpath from Sutton in Craven to Eastburn along Sutton Lane	N	N	Y	N	Y	N	up to £0.5m	High	£0.2m	Not Deliverable within financial year 22-23
Broughton to Malton cycleway	Upgrading the current footpath for a combined cycleway between Broughton and Malton	N	N	Y	Y	Y	N	£0.5m to £1.0m	Low	£0.5m	Not Deliverable within financial year 22-23
Brompton on Swale to Richmond safe cycle route	NYCC to consider additional cycle ways in Richmondshire, particularly to assist school children to cycle to schools in Richmond. For instance, for many years local residents have called for a safe cycle route from Brompton on Swale to Richmond School	N	N	N/A	Y	N	N	over £2.0m	Medium	£2.2m	Not Deliverable within financial year 22-23
Endeavour Way	Off-road route between Great Ayton and Stokesley (see map)	N	N	Y	Y	N	N	over £2.0m	Medium	£2.7m	Not Deliverable within financial year 22-23
Skipton	Connect Skipton to Cross Hills. Included in the LCWIP as a priority route for further development.	N	N	Y	Y	N	Y	over £2.0m	Low		Not Deliverable within financial year 22-23
	Connect Heskler Lane to Broughton Hall. Included in the LCWIP not as a priority route.	N	N	Y	Y	Y	Y	£0.5m to £1.0m	Low		Not Deliverable within financial year 22-23
	Upgrade the path up through Aireville Park.	Y	N	Y	Y	Y	N	up to £0.5m	Medium	£0.3m	Not Deliverable within financial year 22-23
	Making the short stretch of road safe or providing an alternative that pedestrians and cyclists have to negotiate when using the towpath at Niffany Corner on Broughton Road (needs new bridge - AB)	N	N	Y	Y	N	N	£1.0m to £1.5m	Low		Not Deliverable within financial year 22-23
	Develop a one way system in Skipton to allow for the narrow pavements.	N	N	N	N	N	N		V High		Not Deliverable within financial year 22-23
Thirsk cycle route	Suggested route for a new link up between the hillside villages and Thirsk.	N	N	N	N	N	N	£1.5m to £2.0m	Low	£1.5m	Not Deliverable within financial year 22-23
A170 Path - Wykeham to West Ayton	N/A	N	N	Y	Y	N	N	£1.0m to £1.5m	Low	£1.0m	Not Deliverable within financial year 22-23
Cycle route between Hunmanby and Filey	There is already a footpath, along which runs the Centenary Way, from the end of Northgate in Hunmanby, over North Moor Farm land, to the roundabout on the main A165 coast road. The surface is chalk chipping apart from one field over The Dams drain, with three or four steel gates. If the current footpath was diverted to the east, away from North Moor farmhouse at the end of the lane from Hunmanby (as per the red line on the small map below), and the footpath was converted to bridleway, it would give the landowner substantial privacy benefits.	N	Y	Y	Y	Y	N	£0.5m to £1.0m	Medium	£0.8m	Not Deliverable within financial year 22-23
Cycle route Kirkbymoorside to Ryedale School	Create a cycle route from Kirkbymoorside to Nawton. It is a distance of about 2 miles. Around one mile of this is a quiet lane, the rest being road-side footpaths of the A170. If Area 4 highways could quickly cost this route, approximate figures would be OK, then we can immediately start work to find match funding from corporate and charitable sources. We only have a matter of weeks before the schools re-start in September. Match funding would help the funds you have bid for to go further.	N	N	N	N	N	N	over £2.0m	Low	£2.1m	Not Deliverable within financial year 22-23
Cycle route between Malton and Hovingham	A project to deliver a cycle route between Malton, Swinton, Amotherby and through to Hovingham.	N	N	Y	Y	N	N	over £2.0m	Medium	£4.8m	Not Deliverable within financial year 22-23
Cycle route Pannal to centre of Harrogate	A cycle path on A61 from Pannal to centre of Harrogate	N	Y	Y	Y	N	Y	£1.0m to £1.5m	Medium	£1.0m	Not Deliverable within financial year 22-23
Cycle paths Catterick	James Lane from Somme Barracks down to Tunstall	N	N	Y	Y	N	N	£1.0m to £1.5m	Medium	£1.0m	Not Deliverable within financial year 22-23
	Leyburn Road/Ava Road into Munster Barracks	N	N	Y	Y	Y	N	£0.5m to £1.0m	Medium	£0.7k	Not Deliverable within financial year 22-23
Richmond Safer Streets	Evaluate the need for the whole town to be a 20MPH zone. The net result of a lower speed limit would be to make Richmond safer for both Cyclists and Pedestrians.	N/A	N	N	N/A	N	N	n/a	V High		Not Deliverable within financial year 22-23
Walking & cycling route between Guisborough & Stokesley	Walking & cycling route between Guisborough & Stokesley	N	N	Y	Y	N	N	over £2.0m	Medium	£3.9m	Not Deliverable within financial year 22-23 / Cost prohibitive
Cycle path Skelton to Shipton	Extend current cycle path that runs from York to Skelton northwards.	N	N	Y	Y	N	N	£1.0m to £1.5m	Medium	£1.3m	Not Deliverable within financial year 22-23 / Cost prohibitive
Cycle track from Leberston to Cayton	Cycle track from Leberston to Cayton	N	Y	Y	Y	N	N	£1.0m to £1.5m	Low	£1.0m	Not Deliverable within financial year 22-23 / Cost prohibitive
Rail Trail East Riding	Rail Trail from Bubwith to Selby	N	N	N	Y	N	N	over £2.0m	V Low		Not Deliverable within financial year 22-23 / Cost prohibitive
Cycle Tracks Millfields Park Easingwold	1. A 'Learn-to-Ride/Accessible Track (c. 200 metres long) - this would suit learners of all ages or abilities or skills to begin their cycling journey, evolve their confidence to progress, or just provide a fun riding experience. It would suit every type of cycle from push ones, to children with stabilisers, to BMXs, to disabled trikes etc. 2. A Pump/Advanced Cycle Track (c. 300 metres long) - this would enable the highly skilled and adventurous to enjoy an exhilarating, speedy ride; whilst still allowing those still developing their abilities to use it by providing slower, less challenging alternatives to the peak pump portions.	Y	N	N/A	N	Y	N	up to £0.5m	Low		Leisure route/does not encourage utility trips - consider as part of GP Prescribing Pilot
Footpath cyclepath link in Killinghall	Footpath or cycleway on the B6161 in Killinghall between Lund Lane junction and the A59 (or as far as the new housing estate currently under development.	Y	N	Y	Y	Y	N	up to £0.5m	Low	£0.4m	To be included/considered as part of Part of Ripon LCWIP
Cycle routes in Harrogate	Opportunities to convert a great deal of roadways into one-way streets where motor vehicles could have the same width allocated to them as cycle users. North Park Road west, for example, where the majority of road users use Station Avenue instead. Or Beech Grove, which could turn one-way only (southbound) and have cyclists use the other half of the road width.	N/A	N/A	N/A	N	N	N	n/a	n/a		Use Oatlands Drive Study as pilot for one-ways as typically not favourable to the public and we must have community support
E-scooter trial in the UK	Trial of E-scooters in Knaresborough	N/A	N	N	N	N	N	n/a	Low		Doesn't fit funding criteria
Social distancing and road safety around schools	Action on road safety around St Aidan's and St John Fisher (Harrogate). Various suggestions in the email.	Y	N	N	N	N	N	n/a	High		Will be reviewed as part of Oatlands Drive study
Riccall to York	Action on road safety around Harrogate Grammar School. Various suggestions in the email.	Y	N	N	N	N	N	n/a	High		Suggestion to area team
	Upgrading of surface on old railway path cycle and pedestrian route	Y	Y	N	Y	N	N	over £2.0m	Medium	£2.2m	Cost prohibitive
Ripon	Closure of market place for parking & use instead for expanded retail footprint	Y	N	N	N	Y	N	up to £0.5m	High	£1.5k per week	Ripon renewal works ongoing
	Reallocation of roadspace around market place to remove all vehicles apart from buses/deliveries	Y	N	Y	N	Y	N	up to £0.5m	High	£180k	Ripon renewal works ongoing
	Improved signage to City Centre car parks focussing on access from bypass	Y	N	N	N	Y	N	up to £0.5m	High	£75k	Part of a signage package?
	Improved walking routes around central Ripon, widened footways etc. new temporary crossing points on routes that may take redistributed traffic from other measures	Y	Y	N	N	Y	N	up to £0.5m	High	£20k	
Harrogate	Reduce pedestrian wait times at key crossings	Y	Y	N	N	Y	N	up to £0.5m	High	65k per site	Part of HTIP
	New temporary pedestrian crossings around town centre	Y	Y	N	N	Y	N	up to £0.5m	High	£1.5k per site	Part of HTIP

Scheme Name	Town	Area Office	Type	Date Received	Location	Description	Additional Location Information	Deliverable in 2020/21	Notes
MAISON DIEU TO PARKGATE LANE RICHMOND	Richmond	1	Cycling and walking	24/07/2020	Google Maps Location	Please make a safe cycle route from Brompton on Swale to Richmond. I would like to cycle more but the traffic along this road makes it too dangerous. Even when the drivers see you, they still try to squeeze past, or they come around the bends so fast that it does not give much time for them to react.	Brompton on Swale to Richmond - I think there may be a footpath part of the way?	N	
SCORTON VILLAGE STREETS SCORTON	Scorton	1	Cycling and walking	24/07/2020	Google Maps Location	It is clearly more healthy to cycle rather than be couped up in a vehicle, even with masks. This is a popular route but dangerous for cyclists and walkers. A cycle and footpath would a great encourage more people to cycle rather than use a car. It is popular with local people and has the backing of the local parish and district councils. The district council recently voted to back this route and look at its feasibility. We also need to reduce motorised vehicle journeys and increase the use of bicycles if we are to have any chance of meeting our climate change targets. In	Cycle and Foot Path from Scorton to Brompton on Swale and Richmond A recent petition for this cycle path obtained 660 signatures & it is backed by Brompton on Swale Parish Council & Richmondshire District Council. The cycle path is shovel ready following as it does existing road and bridle ways. Cycle path would follow existing footpath on the south side of B6271 leaving Scorton heading west. There is sufficient grass verge for cycle path most of the way from Scorton to Brompton on Swale although no on road near Dera House but there is sufficient verge	N	
RICHMOND, BROMPTON AND CATTERICK	Richmond	1	Cycling and walking	24/07/2020	Google Maps Location	The route between Richmond and Brompton/Catterick; the link round the eastern part of the Bedale by-pass for all non-motorised users, and an off-road track for the non-motorised between Leeming/Aiskew and Bedale.		N	
MAISON DIEU TO PARKGATE LANE RICHMOND	Richmond	1	Cycling	26/07/2020	Google Maps Location	This is one of 4 main routes to and from Richmond. All four routes are busy roads and deter people from cycling into Richmond. The B6271 is a major route for cars travelling between Richmond and the A1 and also to Northallerton. It is only single carriageway and there is no room for cars to pass cyclists safely if there is oncoming traffic.	Cycle path required on B6271 from turn off to Easby heading through Brompton on Swale as far as Scorton.	N	
SLEEGILL RICHMOND	Richmond	1	Cycling	26/07/2020	Google Maps Location	This is a route used by cyclists to reach Hudswell, parts of Catterick Garrison and Leyburn. The road is steep with a blind bend near the top where cyclists are travelling at a slow speed. Motor traffic is held up behind cyclists or overtakes dangerously. This causes cyclists to be put off cycling up Slee Gill.	The road up Slee Gill from Green Bridge in Richmond is very steep. This is a main route from Richmond to Leyburn. The road is single carriageway and has a blind bend near the top. The footpath could be widened so that pedestrians and cyclists can share the path and cyclists would not hold up the traffic (or be overtaken dangerously on a blind bend). This is a main route for cyclists to and from Hudswell.	N	
CATTERICK ROAD CATTERICK GARRISON	Catterick Garrison	1	Cycling	26/07/2020	Google Maps Location	The road between Catterick Bridge alongside Catterick Racecourse to Catterick Village has fast traffic travelling along it which deters cyclists. There is a wide grass verge which could accommodate a cycle path or the footway could be widened to become a shared use path. This could link with the existing cycle path to Catterick Garrison or the suggested route alongside the B6271 into Richmond.	From Catterick road bridge along Leeming Lane to Catterick Village widening the existing footpath	Y	Not developed enough - no cost info
MARKET PLACE THIRSK	Thirsk	2	Cycling and Walking	22/07/2020	Google Maps Location	Currently the weight limits in Thirsk are not enforced. Parking in the Market Square is dominant which puts off people walking/cycling into Thirsk There is NO obvious cycle parking provision within the Market Square East bound traffic could be bypassed via The Marage	Thirsk Market Place	N	
MARKET PLACE THIRSK	Thirsk	2	Cycling and Walking	22/07/2020	Google Maps Location	School Street designation Closed roads for school access South Kilvington divert through traffic via Northallerton Road	All suitable schools in Thirsk (Sowerby/All Saints RC/Thirsk CP/South Kilvington)	N	
EAST HARLSEY TO LOOP EAST HARLSEY	East Harlsey	2	Cycling	23/07/2020	Google Maps Location	Stop cyclists riding side by side. The lanes are too narrow and too many blind corners on busy lanes for cars to see bikes for it to be safe.	The busy winding lanes between the villages.	N	
BACK LANE NEWTON-ON-OUSE	Newton-on-Ouse	2	Cycling and Walking	23/07/2020	Google Maps Location	Walkers and cyclists require safety, this existing lane is narrow, will only take the width of a large delivery van, which frequently mount the grass kerb and erode the kerbage. If a stipulated and wider walkway was in existence, safety and the fact people did not have to keep looking behind them for traffic, would ensure more use and encourage people to visit and use the beautiful walk around the village.	Suggest a cycleway/walkway, from the wide grass verge in Back Lane to the pedestrian entrance to Beningbrough Hall park wood. This is a national cycleway Sustrans route 65, also used by dog walkers, hikers, children going to school, horse riders et al. It is the lane to the allotments entrance with your wheelbarrow. A one kilometre long cycleway would pass the Canadian War memorial, a large pond, home of the great crested newt, and end at the entrance to the pedestrian route to access the Hall Beningbrough Hall NT. Engineering would not be too problematic.	N	
GREENACRE CLOSE GREAT AYTON	Great Ayton	2	Cycling and walking	23/07/2020	Google Maps Location	Stokesley School takes most children from the Great Ayton area + this is a popular tourist destination	From the bridge at Great Ayton to Stokesley Market Square	N	
BRIDGE STREET TRACK GREAT AYTON	Great Ayton	2	Cycling and walking	23/07/2020	Google Maps Location	This is a very popular tourist route. Many people wish to climb Roseberry Topping every day of the year. Great Ayton is also served by the rail services to the station on the outskirts of the village.	From Great Ayton to Roseberry Topping	N	
LINTON ON OUSE TO ALDWARK BRIDGE LINTON ON OUSE	Linton on Ouse	2	Cycling and walking	23/07/2020	Google Maps Location	Because it would be safer than it is now, it's a terrible road.	Widen this road to make it safer for both the huge amounts of cyclists, walkers, runners and vehicle users. It's a terrible road in terrible condition with a lot of traffic using it to the raf base and Beningbrough Hall. The verges are wide enough to widen the roads to ensure everyone is safer. Thanks	N	
ST PAULINUS DRIVE ROMANBY	Romanby	2	Cycling and walking	23/07/2020	Google Maps Location	I though had explained that in first part!	Proper, segregated, safe cycle routes along main routes from town centre to Romanby, Brompton and other areas. Currently there is just one cycle route in northallerton and it is very impractical as wanders around the back streets! If really want people to walk and cycle more you have to make it easier and a pleasant experience.	N	
SHIPTON TO CHAPMANS LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling	23/07/2020	Google Maps Location	As a lockdown convert to cycling I have explored extensively the travel routes around Shipton . The A19 into York , is very busy with fast and heavy traffic and is a road that only the very brave would consider negotiating. A cycle path on the A19 would make York (and beyond) accessible to the many commuters from Shipton and the surrounding villages. I have spoken to numerous people who say that they are too frightened to cycle on the A19. Many children attend schools in York and as the crow flies journeys into York would be of a manageable length for the average cyclist	A Cycle path from Chapmans lane on the A19 to the cycle route in Skelton. This would avoid all of the villages in the area ie Linton, Newton,Alne, Tollerton ,Shipton having to cycle into York on the notoriously busy A19	N	
EAST LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Walking	23/07/2020	Google Maps Location	The new footpath would encourage the village children to walk to school and to the other facilities in the village like the playground. Older residents do not like to walk along the roadside because of the traffic that speeds in both directions.	The East Lane Cottages residents need to have a safe path for pedestrian access into the village and, at the same time walkers can access the Yorvik Way footpath which is opposite the cottages. Between the cottages and the village a 190m of footpath is required on the north side of the lane to link up to the existing footpath.	N	
SHIPTON TO HURNS BRIDGE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	23/07/2020	Google Maps Location	Improved safety for cyclists by the A19 would encourage more cycling and reduce car travel.	A dedicated cycle track beside the A19 from Shipton by Beningbrough to Skelton	N	
SHIPTON TO HURNS BRIDGE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	23/07/2020	Google Maps Location	A dedicated cycle track (which people could also walk along) alongside the A19. This would encourage safe cycling (and walking) to the cycle track at Skelton, that then leads into York. It is not currently safe to cycle the direct route 2 miles along the A19 to Skelton, due to heavy traffic and not sufficiently wide carriageway to allow easy overtaking of cyclists. To cycle to Skelton from Shipton currently involves a much longer route to avoid the A19 which few people take. Cycling into York from Shipton by Beningbrough is therefore currently not particularly safe or popular.	A19 between Shipton by Beningbrough and Skelton.	N	
HAREWOOD CHASE ROMANBY	Romanby	2	Cycling and walking	23/07/2020	Google Maps Location	With an effective leadership in place we can all be provided with sensible & helpful information which can be used to help us make the best journeys instead of the current nightmare of inconsistent approaches, poor facilities and apparently no effective strategy or direction.	If this is NYCC HQ then I suggest that the most significant improvement would be to remove NYCC's incompetent leadership.	N	
MAIN STREET SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	23/07/2020	Google Maps Location	My suggestion will make it safer for walkers and cyclists to commute down the A19 to Skelton and York.	Build a cycle track down the A19 from Shipton by Beningbrough to Skelton please.	N	
AINDERBY ROAD LAYBY ROMANBY	Romanby	2	Cycling and walking	23/07/2020	Google Maps Location	I think the council should provide a cycling and walking path/route between Northallerton and Ainderby Steeple.	From Lees Lane to Ainderby Steeple	N	
TOPCLIFFE TO TRUNK ROAD TOPCLIFFE	Topcliffe	2	Cycling and walking	23/07/2020	Google Maps Location	real lack of cycle path around topcliffe and yet lots of cyclists every weekend come through this route	Topcliffe alongside Tiver Swale past Gopcliffe Mill to Catton	N	
YARM LANE GREAT AYTON	Great Ayton	2	Cycling and walking	23/07/2020	Google Maps Location	Great Ayton uses Stokesley for secondary' schooling , jobs at business park and shopping in the market town. The proposed cycle way - Endeavour way, is well used for recreational walking Via " Angrove country park" The recent demise of Arriva service 81 will encourage walking and cycling between the two communities The cycle way will provide a safe, healthy access to Stokesley school from the village of great Ayton.	Starts at great Ayton station but goes traffic free from Bartle bridge Yarm Lane to the A172 at Stokesley then continues to Stokesley Town hall.	N	
KIRKBY LANE KIRKBY-IN-CLEVELAND	Kirkby-in-Cleveland	2	Cycling	24/07/2020	Google Maps Location	It will make this stretch of road more comfortable, safer and accessible for cyclists	There is a long stretch of very uneven surface on the downhill side starting from outside the Quorn factory and continuing northwards to just past the Green Apple cafe. Some nominal patching has been done but it is actually the condition of the whole stretch rather than individual holes which makes this a really bumpy and uncomfortable stretch of road for a cyclist. It is used by hundreds of cyclists a week. A member of your staff really needs to try it for themselves on a bike as it's appearance doesn't tell the full story.	Y	Not developed enough - no cost info

SHIPTON TO CHAPMANS LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	24/07/2020	Google Maps Location	Exercise (or anything for that matter) is difficult in Shipton if you do not drive. I live at the south end of the village and it takes me 20 - 25 mins to walk to the other end and back home. During lockdown the lack of sufficient pavement for social distancing has been of concern and I know many that have not been out for a walk because of this. Putting a pavement along the A19 to Brooks would encourage many to walk/cycle/mobility scooter to the shop there to access fresh food when they need it.	Shipton is without easy access to a shop, there is a shop in the petrol station about 1 mile north of the village on the A19. Walking or cycling along the A19 would be foolhardy at best due to the amount of farm vehicles, HGVs & and normal traffic. Many of us OAPs in the village do not drive and rely totally on home delivery for shopping, neither can we afford to have 2 deliveries a week, the minimum cost being £40 per delivery + delivery charge. So if we run out of anything (milk, bread etc) we are stuck. A pavement to Brooks would be a godsend. There is a bus service through the village, with covid this has dropped to 1 every 2 hours, usually there is 1 an hour - BUT the nearest food shop is at Easingwold, 8 miles away - or Skipton (a very small post office store) 4 miles away. Brooks would be the closest to use but there is no bus stop at this point and waiting for 1 or 2 hours to get a bus back home if a bus stop was to be sited there would be difficult for those of us who cannot stand for that length of time. Also in trying to keep exercising during lockdown and keeping social distancing, the lack of pavements has made it very hard. Most of the fields round here now have 'private property' notices on them, leaving us with only 1 footpath to use. This footpath is well used and due to its width social distancing cannot be kept. Please seriously consider putting a pavement from Shipton to Brooks garage as this would make living in Shipton much better - especially with the recent plans for more housing to be built in the village. Thank you.	N		
GRANGE TRACK GREAT AYTON	Great Ayton	2	Cycling and walking	24/07/2020	Google Maps Location	It would be good to complete this project soon. It been in progress for ages. When complete it will provide a much safer cycle route between Great Ayton and Stokesley but please widen the footbridge over the field drain so bikes can be at least walked across.	Endeavour Cycle Track	N		
ROAD FROM TOPCLIFFE TO ELDMIRE LANE DALTON	Dalton	2	Cycling and walking	24/07/2020	Google Maps Location	Provides safe walking and cycle route between Topcliffe and Thorpefield avoiding A168 dual carriageway. This route would link the rural routes around Topcliffe Sassay, Ripon etc with Thirsk & Northallerton avoiding significant detours.	Provide right of way and bridleway along Great Pasture beck and Thacker Beck to link Topcliffe to Thorpefield.	Y		Not developed enough - no cost info
EAST LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Walking	24/07/2020	Google Maps Location	Make it safer to walk to the nearby public footpath.	Continue footpath on East lane down to the end of the cottages.	N		
EAST LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Walking	25/07/2020	Google Maps Location	To extend footpath up East Lane from East lane cottages. Also to install speed restrictions/speed bumps on the bend.	East Lane cottages.	N		
EAST LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	25/07/2020	Google Maps Location	Safety is paramount when planning an excursion, this road could be so much safer if an alternative route were made	Such a dangerous corner made worse by East Lane becoming York's outer ring road at peak times of travel ... with a little thought this road could be easily be cut off and re-routed making it safe for residents and pets	N		
ROSEHILL GREAT AYTON	Great Ayton	2	Cycling and walking	26/07/2020	Google Maps Location	Many wish to use this route inc. schoolchildren.	Great Ayton to Stokesley please.	N		
INGLEBY CROSS SCARTH LEES DIVERSION INGLEBY CROSS	Ingleby Cross	2	Cycling	26/07/2020	Google Maps Location	Many of the locals always ask for a safe cycling route to Stokesley when one of these things come up. The roads are too fast for families to use for pleasure and too busy for commuters to use safely. A purpose built cycle route would encourage all users.	Create a much needed cycle path along side the A172 connecting all the surrounding villages from Ingleby Arncliffe to Stokesley. Benefits for employment and pleasure.	N		
BLACK HORSE LANE TO STOCKING HILL SWAINBY	Swainby	2	Cycling and walking	26/07/2020	Google Maps Location	there is an opportunity to upgrade/refurbish the redundant pathway running along the A172 from approx Hutton Rudby/Swainby Junction to Stokesley roundabout and incorporate it into the planned Endeavour Way - the A172 is a v busy road and as a cyclist who uses this road from time to time to access other quieter country roads to cycle on - the speed of the traffic on the A172 scares me - I would feel much safer being able to use this redundant pathway and would be able to cycle/walk to Stokesley safely	There is a badly overgrown footpath that runs alongside the A172 from around the Junction of Hutton Rudby/Swainby to Stokesley roundabout which could easily be refurbishdf/upgraded	N		
STOCKING HILL FACEBY	Faceby	2	Cycling and walking	26/07/2020	Google Maps Location	Would provide a dedicated walking and cycling path next to the busy A172	Upgrade the footpath that is next to the A172 and turn it into a cycle path. This path has nearly disappeared as it has never been maintained but was tarmacked	N		
CRICKET FIELD TRAFFIC CIRCUS TO GREAT BROUGHTON S	Stokesley	2	Cycling and walking	26/07/2020	Google Maps Location	Currently people are afraid to walk on this road and cycling is also dangerous. Both my son and I have been hit by cars trying to do so. There are no shops in the village and only two buses a day run through it. People have been exercising by walking more around the village during lockdown whilst the roads were quieter but now it is back to normal it is too dangerous for most of us. In the winter the low sun blinds motorists heading into the village over the bridge so they cannot see people or cyclists in the road until it is too late. 60mph is too fast for vehicles to travel on twisting country lanes where they have to share the roadway with pedestrians, cyclists and wildlife and I think it is time the speed limit was reduced nationwide on these roads.	It is currently too dangerous to walk from Great Broughton to Stokesley where the nearest shops are because of heavy traffic at speeds of up to 60MPH where there is no footpath provided or grass verge from the end of Great Broughton High street over the old railway bridge to Ings Lane. A footpath needs to be installed even if it means installing traffic lights to make the bridge single lane.	N		
STATION LANE SHIPTON BY BENINGBROUGH	Shipton by Benin	2	Cycling and walking	27/07/2020	Google Maps Location	Easier access for a popular local venue	Footpath to start at Station Lane and continue to the Sidings restaurant	N		
A170 ROAD HUTTON BUSCEL SCARBOROUGH	Scarborough	3	Cycling and Walking	23/07/2020	Google Maps Location	I would like to submit an application for a grant from the fund towards the much-needed widening of the footpath between Dale Lane and Church Lane, Hutton Buscel on the busy A170 road. The footpath, while well used by walkers, is now only about 12 inches wide due to the growth of vegetation on each side of the path making it impossible for cyclists and walkers can only walk in single file. It is totally unsuitable for anyone with a push chair. Renovating this pathway which is about quarter of a mile long, will serve a large number of people, both tourists staying at the nearby large St Helen's Caravan Park and the Camping and Caravanning Club's site at West Ayton. But an upgraded pathway would be used by a considerable number of businesses at the Dawnay Estate's two business parks at Wykeham, half a mile away where there are some 15 enterprises, as well as The Downe Arms Hotel at Wykeham. The potential use of the pathway could be considerable and would link well with a major improvement done by NYCC highways between Church Lane and Fothill Lane, Hu7ton Buscel, also on the A170. Basically the path which is in a 60 mph area, needs the vegetation cutting back to the original width of the path of about 3ft to 4ft, and then resurfacing. The path would make an ideal cycleway for holidaymaking families but in particular for people going to work at Wykeham and indeed, to Scarborough, on cycle of which there are an increasing number.		Y		Not developed enough - no cost info
BRIDGE STREET WHITBY	Whitby	3	Cycling and walking	23/07/2020	Google Maps Location	At present a lot of people drive through this core part of the old town. As the pavements are narrow, and distancing impossible, this creates a hazard for pedestrians.	Pedestrianisation full-time of the Swing Bridge and Bridge Street. This would enable proper distancing to take place - which certainly isn't happening now, when you either have to step out into traffic or get caught up in the crowd.	Y		Work ongoing
MOOR ROAD HUNMANBY	Hunmanby	3	Cycling and walking	23/07/2020	Google Maps Location	It will encourage people to cycle between Filey and Hunmanby reducing car use. It could also encourage more students to bike to school instead of using the bus.	The footpath on the A165 between Mill Hill, Filey and Primrose Valley needs widening and making into a bike/walking path. It is very dangerous biking on the road there are lots of big lorries and caravans driving too close. The footpath before and after has already been widened.	Y		Not developed enough - no cost info
CHURCH STREET WHITBY	Whitby	3	Cycling and walking	23/07/2020	Google Maps Location	ban all vehicle traffic every day from 10am until 1800hrs. This will encourage and enable pedestrians to walk safely and keep the social distance. This is important at this time with queues forming outside shops and food establishments, blocking the pavement.	from public car park entrance on church street to dock end roundabout	Y		Not developed enough - no cost info
SANDESEND ROAD SANDESEND	Sandsend	3	Cycling and Walking	22/07/2020	Google Maps Location	Safer for walkers and cyclists.....at the moment not a very pleasant walk as path is very narrow in places.	Cycle lane needed.....path resurfacing just been completed would have been an ideal time to widen path to accommodate cyclists. Very busy and fast stretch of road.	N		
RAW PASTURE BANK ROBIN HOODS BAY	Robin Hoods Bay	3	Cycling and Walking	23/07/2020	Google Maps Location	If we want to encourage people to commute to work by walking or cycling then these routes need to be improved. I know there has been opposition to these improvements in the past but surely this is an ideal opportunity to justify these improvements?	The Cinder Track requires definite surface improvement from Hawsker to Scarborough.	N		
BECK HOLE TO MORETON CLOSE GOATHLAND	Goathland	3	Cycling	23/07/2020	Google Maps Location	Grosmont is only 3 miles from Goathland along the old railway but much further by car. People could access additional bus and train services as well as the local cooperative food shop. The route is off road, safe and relatively flat for children/older people (possibly access school via this route)	Turn the rail trail between Goathland and Grosmont into a cycle path instead of just a footpath and add cycle parks at Grosmont. This would allow people to cycle to the coop shop, work, school and transport links	N		

PORRITT LANE IRTON	Irton	3	Cycling and walking	23/07/2020	Google Maps Location	Enforce the speed limit with flashing signs and police monitoring. If possible provide a cycle path.	I think it would be a very good idea to provide a safe cycle lane from Irton onwards towards Pickering as many cyclists come along this road with bends and fast moving traffic, the route does not seem to be monitored through Irton many cyclists take to the pavement for safety. Traffic often take no notice of the speed limit from Seamer roundabout which is 30mph and then 40mph when leaving the roundabout at Seamer cars etc seem to accelerate as if now out of the speed limit! This should be monitored more by police. With Traffic islands in between when walking along the footpath you have cars exceeding 50mph flying past your legs only two feet away which is very unnerving!	N	
SCARBOROUGH ROAD NORTON	Norton	3	Cycling	23/07/2020	Google Maps Location	There is a good cycle route between Brambling Fields and Scarborough (in various places, but obviously not fully joined up). The problem is getting there safely from Norton. There needs to be a completion of the route from the end of Westfield Way to Brambling Fields. Anyone that has taken kids on their bikes that lives in Norton (particularly on the Redrow and Westfield estates) will know just how terrifying it is to mix it up with trucks from the industrial estate heading down Scarborough road. There is a tiny narrow path on the left, but it is a bad experience on a bike there with fast moving traffic. A proper cycle route from Westfield Way to Brambling Fields would increase usage quite a lot on the whole route. If a decent amount of space was made, you could even have a walking route. It would make the situation so much better. Probably not too expensive compared with town centre projects as well...	Norton, Westfield way to the Cycling route start at Brambling Fields.	N	
CHOLMLEY WAY WHITBY	Whitby	3	Cycling and walking	23/07/2020	Google Maps Location	Suggestion is improvements to the path that joins Cholmley Way to Fairfield Way on the Whitby Industrial Estate. This path is used by many workers on the Whitby Industrial Estate, currently only the hardest walkers or cyclists tackle the path due to no lighting and feeling unsafe and the path been muddy. I have spoken to many workers who say that if the path was a 2 way walk/cycle lane they would be more likely to walk or cycle to work thus avoiding the busy junctions and traffic lights outside Sainsburys and the new Aldi turnoff. The current path is unkempt and muddy and encourages fly-tipping and such, if it were improved to a tarmac route with the tree overgrowth cut back and adequate LED lighting it would provided a much improved route through the industrial estate which many more would start to use. The path also has a stepped entrance to the bridge crossing the small beck where you leave Cholmley Way, if this were made flat/ramped and be more accessible it would open the path to disabled and pram access. On Cholmley way is a adult care charity; Dalewood House who regularly take some of their service users out in their wheelchairs and it would open a walking route for all of those users.	Woodland Path over beck at the end of Cholmley Way	N	
SUMMERFIELD LANE TO FERN FARM HAWSKER	Hawsker	3	Cycling	23/07/2020	Google Maps Location	Currently the footpath has a poor surface and of course it is illegal to cycle on it anyway. The road can very busy and hazardous for cyclists. If the path was a designated cycle route, after resurfacing it would encourage cyclists to avoid the adjacent road. There are good long views, so pedestrians would be spotted in good time to allow the cyclist to give way. This would then make for a pleasant round trip from the Whitby end of the Cinder Track to Hawsker, back into town by a different route and then past Parkol Marine, into town, across the swing bridge and up the Khyber Pass.	I sometimes cycle from Hawsker to Whitby after leaving the Cinder Track and the road can be very busy. The footpath from Hawsker to Sainsbury's doesn't have many pedestrians, so this and any other footpaths out of town could be designated cycle paths.	N	
NEW QUAY ROAD WHITBY	Whitby	3	Cycling	23/07/2020	Google Maps Location	By painting parallel lines on St Ann's Staith and Pier Road, 1.5 metres wide in the centre of the road, this would designate it as a cycle path. This would encourage pedestrians to allow cyclists easy passage and enable cyclists to politely remind people that they are obstructing access.	Whitby: from the Swing bridge along St Ann's Staith then Pier Road to the top of the Khyber Pass. It is proposed by NYCC that this route is for pedestrians and cyclists only at weekends and bank holidays. All very well, but last Saturday, because this route was closed, large numbers of tourists were spread across the road, so it made cycling very difficult, particularly as I didn't want to barge past people. A designated cycle route down the middle (parallel lines) might help so that cyclists have priority and can ask pedestrians to move aside. Whether they would is a moot point!	N	
FOTHILL LANE TO PICKERING ROAD HUTTON BUSCEL	Hutton Buscel	3	Cycling	23/07/2020	Google Maps Location	Safer and more pleasant to use, which would encourage more use.	The footpath between Brompton and West Ayton, has been part renewed, with the remaining sections in very poor condition. If improved/resurfaced, it would make an ideal cycle route between the villages, keeping cyclists of the busy road.	N	
STEPNEY GROVE WOODLANDS	Woodlands	3	Cycling	23/07/2020	Google Maps Location	It will significantly reduce parents bringing their children to school in private vehicles which in turn will cut down traffic movements, pollution and traffic noise	During the NYCC consultation process re the improvements to the junctions of Stepney Road with Stepney Road (A170) and the subsequent improvements carried out to the footways either side of Stepney Drive no provisions were made for student cyclists coming from the Cinder Track or the NE of the town to the Sixth Form College or the school along Sandybed Lane, even though local residents pointed out there was a need. This failure by the County Council should now be rectified	N	
HAWSKER LANE WHITBY	Whitby	3	Walking	23/07/2020	Google Maps Location	install a safe footpath for pedestrians from the campsites and local houses to the town. Its a busy road with cars and agricultural traffic. Currently no facility for safe walking and there is a high level of families, pushchairs walk on the main road. Highly dangerous for cars and pedestrians	Whitby, abbey road, from whitby holiday park up to green lane	N	
BOWES LANE TO KING HILL MUSTON	Muston	3	Cycling	24/07/2020	Google Maps Location	If the cyclists feel safer on the roads more will use it. Alternative routes to avoid this pinch point are narrow country roads.	The A165 is very narrow at point. As this is a main thoroughfare between Scarborough and Bridlington it used by all types of vehicles from cycles to HGVs. Could the road be widened or a cycle lane add on the grass verge area to increase safety and traffic flow. In addition the state of the current road surface in places it atrocious and at points cyclists need to move into the main carriage way to avoid pot holes.	N	
MUSTON ROAD FILEY	Filey	3	Cycling and walking	24/07/2020	Google Maps Location	Safe Cycle lanes/ Segregated Cycle lanes Linking villages/ Schools/ Holiday Parks to Filey then link Filey to Scarborough with a good all weather cycle lane A proper trail from Filey Country park to Blue Dolphin following Cleveland way would also help	Muston Road Filey needs a proper segregated cycle lane not the current one that people park in thats only 500 mm wide!! SBC Parking say they cant enforce parking penalties as its not a proper cycle lane The provision of integrated cycling facilities in the area is poor/ not with current thinking We need villages and towns/ holiday parks all linking with safe/ segregated / signed cycle routes to get more on bikes/ more active We have a brilliant bit of Yorkshire here on coast Dont forget about us!!!	N	
NORTHGATE TO NORTH MOOR FARM HUNMANBY	Hunmanby	3	Cycling and walking	27/07/2020	Google Maps Location	Filey School's pupils living in Hunmanby are taken and then collected each day, either by their parents, or crammed into Covid potentially infected buses. Establishing a cycle route, predominantly on already existing footpath and farm track, would dramatically change this, both reducing Covid transmission, nurturing the life-long, health-enhancing habit of cycling, and reducing carbon emissions. The National Cycle Route 1 could be diverted onto it, putting Filey along the route, enhancing tourism.	A Cycle Route between Hunmanby and Filey- between the end of Northgate in Hunmanby, and the roundabout (with a safe crossing) on the A 165, close to Filey School on Muston Road Filey School's pupils living in Hunmanby are taken and then collected each day, either by their parents, or crammed into Covid potentially infected buses. Establishing a cycle route, predominantly on already existing footpath and farm track, would dramatically change this, both reducing Covid transmission, nurturing the life-long, health-enhancing habit of cycling, and reducing carbon emissions. The National Cycle Route 1 could be diverted onto it, putting Filey along the route, enhancing tourism.	N	
HENRIETTA STREET WHITBY	Whitby	3	Cycling and walking	27/07/2020	Google Maps Location	My suggestion is an enquiry about access by car on Sat 8th August to Henrietta Street via Church St Whitby - details regarding road closure and access to holiday accommodation as changeover days are every Saturday	I have called customer services today for clarification on this road closure due to social distancing in Whitby: 'Lower Church Street (from junction with Green Lane)' on https://www.northyorks.gov.uk/social-distancing-measures - I've spoke to Claire in customer services who advised I enquire on here. I am staying for a week with a family of 4 from Saturday 8th-Saturday 15th August at 37a Henrietta Street YO22 4DW. The property has a private parking space included in my holiday stay. Can you please provide more information about the road closure and what I need to do to access the property at 4pm Sat 8th August and leave the property 9.30am Sat 15th August - with a car full of belongings, bedding, food etc for a week for 4 people. We have been staying here for the last 3 years and access is usually via Church St, Church Lane then Henrietta St. Please get back to me asap because this is causing me distress. Thanks, much appreciated. Maria Thewlis 07961 210271 mariathewlis@gmail.com	N	
ABBEY LANE WHITBY	Whitby	3	Cycling and walking	27/07/2020	Google Maps Location	Engaging, educating, celebrating, enabling, connecting communities. These links relate to the ethos and ethics of my work and proposals. https://www.streetparty.org.uk/ http://schoolstreets.org.uk/ https://playingout.net/ https://www.livingstreets.org.uk/policy-and-resources/our-policy/20mph https://www.edenprojectcommunities.com/stuff-to-do/organise-a-walking-bus https://www.edenprojectcommunities.com/inspiring-stories https://www.gov.uk/free-school-transport	As a resident in this area of deprivation and conservation I reflect on the need for community as well as considering our environment. I would like to propose traffic calming measures to make families feel safer in their community. Relating to the Green Lane area and joining streets. Reducing traffic and speed are key. Research shows that people who live in areas where they perceive a higher road risk often adapt to the situation by going out less and as a result have fewer opportunities for social contact. This increases social isolation which can have a negative effect on	N	

SCARBOROUGH SAFER CYCLING	Scarborough	3	Cycling	28/07/2020	Google Maps Location	<p>It important to get children into cycling at an early age and for them to build confidence in using this green and healthy mode of transport. Cycling is high on the Government's agenda of promoting a healthy lifestyle and meet its target of reducing obesity. If proper infrastructure is in place parents will feel confident in letting older children cycle to school and also enable adults to use bike carriages to take younger children to school. In this regard my primary request is for two way interconnectivity between all schools and their catchment areas. Prioritise the largest central schools in Scarborough, both Primary and Secondary schools but have a rolling programme to include all schools. The infrastructure must be installed using plastic wands and hard fixed curbs to provide safe segregation of cyclists from motorists. Using paint on the road does not provide safe riding conditions. This becomes worn and faint, this is the case currently with cycle lanes around Scarborough.</p> <p>I would also like the following ideas to be seriously and carefully considered:</p> <ul style="list-style-type: none"> • Installing a circuit around the town and incoming/outgoing roads that has safe cycling infrastructure – with plastic wands and curbs, not just paint on the road. Driver aggression towards cyclists and close passing will be alleviated because they are not in the same lane • Mandating a 15-20 miles per hour speed limit around the town and outskirts to encourage more people to walk and cycle. This lower speed also reduces road deaths significantly • Consistency with Advanced Stop Lines (ASLs) – ASLs at every traffic light/major junctions. Cyclists do not know whether they are safe to filter to the front of a standing or slow moving traffic queue • Notices on traffic lights and junction road furniture telling drivers to leave room for approaching cyclists and not to pull into the ASLs – many drivers do not know current regulations. • Make town routes one way to create space on the roads for cycling infrastructure • Make Foreshore Road pedestrian and cyclist access only during the school holiday periods – deliveries to be restricted to certain off peak hours only • Roadside sign reminders on major roads to pass cyclists at 1.5m – many drivers do not know the highway code regulations. There is a national review on the Highway Code imminently to improve safety for vulnerable road users, pedestrians, cyclists and horse riders • Increased police enforcement of offences against cyclists, backed by the judicial system • Enforcement of no parking in cycle lanes (eg Westway, Manham Hill) • Provision of safe parking for bikes in the town centre. This should include a security camera. Many bikes are expensive and bike theft is a concern <p>The current provision for cyclists in Scarborough is at best cursory and provides no consistent, safe transit around the town.</p>		N	
SNAPE HILL TO KIRKDALE LANE WOMBLETON	Wombledon	4	Cycling and walking	23/07/2020	Google Maps Location	<p>From the end of the 30 limit going East from Nawton village, on the North verge of the A170, to the turning for Gunshot lane. The footpath could be widened and resurfaced, and have a white line along the middle, so that cyclists and mobility scooters could travel safely along it.</p>		Y	included in T2 bid, not developed enough, applying for ATF development funding in T3
CARTER LANE KIRKBYMOORSIDE	Kirkbymoorside	4	Cycling and walking	23/07/2020	Google Maps Location	<p>This scheme was partly funded through S106, but need to be completed. It will provide a cycle route to work at Kirkbymoorside industrial estate for several businesses there, and cycle access to the football, cricket, tennis, bowls and squash clubs at the Sport Field. It would also provide a route to school, shops and amenities, for families living at Kirkby Mills and Keldholme. In the long-run it will also be part of a cycle route linking the market towns of Kirkbymoorside and Pickering.</p>	<p>To complete the cycle way already half built between Old Road Kirkbymoorside and Keldholme Road. Approx E16K is needed for further widening, dropped kerbs, signs, drainage alternations and road markings.</p>	Y	included in T2 bid, not developed enough, applying for ATF development funding in T3
NEW ROAD TO KIRKDALE LANE KIRKBYMOORSIDE	Kirkbymoorside	4	Cycling and walking	23/07/2020	Google Maps Location	<p>E4600 is already secured and a further E22,000 applied for from the A11 Fund, towards this A170 verge path. A multi-user path for everyone would be wonderful here, giving access by walking, cycling, jogging, wheelchair or horse-riding to many quiet lanes South and North of the A170; leading on to the North York Moors via Bransdale (to support the tourist economy) a route to Welburn Hall Special School, and the village of Wombledon. A route if a decent cycle /walking path was created separate from the traffic people would be encouraged to use these facilities more, as the speed and closeness that some of the drivers pass by you can be frightening, I personally have been forced onto the grass verge on the A170 by both wagons and cars overtaking me when other vehicles have been coming towards us that they have cut in too close for comfort</p>	<p>From the entrance to the new Manor Woods housing estate, along the verge of the A170, to the turning for Kirkdale and St Gregory's Minster, it would take approx E93K to lay a 3m wide path, suitable for cycles, mobility scooters, walkers, joggers and wheelchairs.</p>	Y	included in T2 bid, not developed enough, applying for ATF development funding in T3
MARKET PLACE HELMSLEY	Helmsley	4	Cycling and walking	27/07/2020	Google Maps Location	<p>create a cycle path from Helmsley through Kirkbymoorside to Pickering, therefore opening up a better route for cyclists to get onto the moors and dalby forest without having to take their vehicles to these market towns because of the traumas of facing excessive traffic</p>		Y	included in T2 bid, not developed enough, applying for ATF development funding in T3
YORK ROAD TO EDEN CAMP MALTON	Malton	4	Cycling and walking	23/07/2020	Google Maps Location	<p>The countryside on this route is stunningly beautiful and peaceful. There is a route in the opposite direction for walkers and cyclists to whitby along the cinder track. A similar track off the main roads would encourage walkers and cyclists as at present it is difficult to walk or cycle in this direction without using main roads.</p>	<p>A through road between scarborough and malton maybe parralal to the trainline for walkers and cyclists</p>	N	
YORK ROAD HARTON	Harton	4	Cycling and walking	23/07/2020	Google Maps Location	<p>It is difficult when travelling from Flaxton to Claxton to cross the A64. This was actually made worse when the road was changed to eliminate the sliproad from Scotchman Lane onto the A64. This would be improved by a cycle/pedestrian path on the north side of the A64 (there is plenty of room on the verge). Then a central island at the end of the right turn lane for the Claxton road to be used as a central safety area to assist crossing the road in 2 parts. This should be large enough to accommodate groups of cyclists.</p>	<p>Between Scotchman Lane (for Flaxton) and the Claxton turning on the A64</p>	N	
CASTLEGATE MALTON	Malton	4	Cycling and walking	23/07/2020	Google Maps Location	<p>A walking an cycling bridge at Malton Railway Station would make a huge positive difference to the current dangerous situation and air pollution levels at the level crossing, because many people would be encouraged to walk or cycle between Malton and Norton. A feasibility study and bridge designs are needed in order to prepare for future funding bids.</p>	<p>A feasibility study for the walking and cycling bridge needed at Malton Railway Station.</p>	N	
YATTS ROAD PICKERING	Pickering	4	Cycling	24/07/2020	Google Maps Location	<p>I'd like to see a traffic free cycle path for this section- it will make a short dangerous stretch safe. It would make a big difference not only for recreational cycling, but increase the chance of kids cycling to school (it's on the route of the 129r school bus route) . It would encourage leisure cyclists to head out towards the moors from Pickering.</p>	<p>This is where the road narrows, bends, and is a very steep hill. There is no footpath, and it's dangerous for cyclists as the steepness makes it slow, more difficult to manoeuvre, and the traffic comes fast and close, particularly where it bends.</p>	N	
EASTGATE ROUNDABOUT PICKERING	Pickering	4	Cycling	24/07/2020	Google Maps Location	<p>In Los Angeles they had bike racks that could carry 2 bikes on the front of the buses. We should consider fitting them to all buses in our area. It would allow one-way cycling trips, it would give novice cyclists confidence that they could get home, it would allow enthusiastic cyclists to explore other areas.</p>	<p>I picked this roundabout, but actually, my suggestion is for anywhere there is a bus</p>	N	
BLANSBY PARK LANE PICKERING	Pickering	4	Cycling	24/07/2020	Google Maps Location	<p>The bridleway is used by hard core off road mountain bikers, but is not suitable for road bikes. Upgrade the surface to make a really lovely traffic free path, for all ages and abilities.</p>	<p>This is where the road ends, and the bridleway begins. The bridleway continues through to eventually join East Brow Road.</p>	N	
GALE LANE NAWTON	Nawton	4	Cycling and walking	27/07/2020	Google Maps Location	<p>At present to cycle to and from Ryedale high school from Kirkbymoorside involved going on a less direct route up and down hill or competing with traffic for a section along the A170, extending and improving the existing path would provide a safe route to school at all times and would provide additional flatter safe cycle routes around Kirkbymoorside.</p>	<p>Ryedale school to Kirkbymoorside To allow a safe cycle route to and from the school. Extend the existing footpath with improved crossing over a170 near Kirkbymoorside primary school</p>	N	
MAIN STREET HOVINGHAM	Hovingham	4	Cycling and walking	27/07/2020	Google Maps Location	<p>I would like to see a safer cycling route from Hovingham to Malton. This would encourage more cycling between the villages along this route and shopping trips by bike too. Until last year I was cycling regularly along the main road and was clipped by a car causing me to fall off my bike, uninjured. Having safer separation between cyclists and cars would encourage more active travel. I hear so many friends and neighbours comment that they would use their bikes more but the volume of motorised traffic on the Hovingham to Malton road means they fear for their safety. Provision could be made for walkers too as currently there isn't a footpath at the side of the road and the ground is uneven making walking difficult.</p>	<p>Hovingham to Malton</p>	N	
GIGGLESWICK STATION TO RATHMELL ROAD JUNCTION	Giggleswick	5	Cycling	14/07/2020	Google Maps Location	<p>I understand that a proposal to connect the above two junctions with a basic cycletrack along the grass verge alongside the railway has previously been considered following requests by Settle Town Council and cycling clubs from Yorkshire, NE Lancashire, and our own area (Lancaster). You will be aware that there have been cyclist fatalities here in the past, it being particularly dangerous if you are making two right turns when the by-pass is busy and/or in poor conditions.</p>		N	

HAREWOOD ROAD SKIPTON	Skipton	5	Cycling and walking	24/07/2020	Google Maps Location	It is the shortest route from the war memorial. It will encourage more people to use this route rather than walking on the main Gargrave road or taking a longer path which goes through Aireville park. It would also create a circular Aireville park walk.	The start point is the War Memorial at the entrance of Aireville park. There is currently a tarmacked footpath going towards Craven swimming pool, Craven College and Skipton academy school the right. The path going on the left is not tarmacked. This path goes through a wooded area however this is the shortest route to the town centre from the War Memorial. The path ends at the bottom on aireville park near to the canal. A part of the path also ends at	Y	Not developed enough - no cost info
RAIKES ROAD SKIPTON	Skipton	5	Cycling and Walking	22/07/2020	Google Maps Location	Make 20mph. It's a narrow pavement, and on a main route into town for shopping, plus on a school route. Slower speed easier for cyclist to move out to avoid pedestrians and also pedestrians to avoid each other. This road really needs this, however 20Mph for all of town, could make it easier for pedestrians and cyclists.	Raikes Rd	N	
COACH STREET SKIPTON	Skipton	5	Walking	23/07/2020	Google Maps Location	if you dont get run over you are more likely to walk into and around town!	with queues on the canal bridge and corner of coach street for buzzie lizzie shop in order to social distance you have to wslk in the road risking your life as cars come over the canal bridge or cut across to turn onto coach street. ilive i skiptonand will notbeventuring in again until proper socisl distancing and traffic csiming measures are put in place. It is a disgrace, total disregard for safety andno social distancing ANYWHEREin the town	N	
MUSEUM WALK SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	More bike park rails that are easily found in the centre of Skipton near cafes. Perhaps outside the town hall or over the road by the memorial	Despite being extremely popular with cyclists and cyclists being encouraged to visit Skipton and the surrounding area there are very few places in Skipton centre to park a bike and the ones available are not easily found by non-locals. More bike park rails in the centre near cafes especially would be of benefit. Perhaps outside the town hall or over the road by the memorial	N	
COACH STREET SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	It will allow more ways for cyclists to get through Skipton on busy days as all other routes require either walking through pedestrian areas, cycling over cobbled streets or over large hills when the high street is closed	There should be a cycle lane that goes against the flow of traffic on this one way street to allow a good route from the north side of Skipton to the south when the high street is closed	N	
HESLAKE LANE CARLETON	Carleton	5	Cycling and walking	23/07/2020	Google Maps Location	The A59 is very busy and dangerous and this puts off even the most experienced of cyclists let alone novices or potential cyclists and walkers. The stretch in question (Heslaker Lane to The Bull at Broughton) is used by cyclists to reach popular routes, but grudgingly as it so dangerous and unpleasant. A cycle path could offer a much safer route to Broughton, Gargrave and Elslack, for both workers and recreational users and encourage more cycling, if there was a separated path alongside the road.	I would like to propose a shared use path alongside the A59 from Heslaker Lane, to the Gargrave Road at Broughton, by the Bull. This path would be tarmac, about 1.5m wide and shared between walkers, cyclists and potentially horse riders. This stretch of road is very busy, but it is a much used route by cyclists who aim to get to Gargrave or Elslack to continue on popular cycle rides. There is no alternative but to use the busy A59 for these routes. It is busy, noisy, dangerous and motorists often get too close to cyclists. This could also be a cycle commuter route for those who work at the Bull, Broughton Hall and their associated offices and businesses, thereby reducing the use of cars for short journeys from say Carleton and Skipton. There is room alongside the road - the grass verge just needs some hard core and tarmac.	N	
BELMONT STREET SKIPTON	Skipton	5	Walking	23/07/2020	Google Maps Location	Roads closed to vehicles to encourage people to walk and access businesses around skipton centre. For locals and tourists to be able to social distance without having to stand in the road. Particularly Swadford street which gets busy around the chip shop.	To close the roads in central skipton on market days. Including Swadford street, coach street and new market street, and Keighley road after the bus station entrance.	N	
SHEEP STREET SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	Installing bike lockup loops on a few areas on the high street to make it easier to cycle in to Skipton town centre and securely store a bike. The are lock ups that are rarely used in the main car park but I feel that having some closer to shops would encourage more people to cycle in to Skipton	A few areas along Skipton high street	N	
BULL INN TO STIRTON ROUNDABOUT SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	This is a very popular road for cyclists but is also used by many cars and can be dangerous and scary. The addition of a cycle lane will make it a lot more pleasant for cyclist and encourage more people to use this road, for example those who are new to cycling and would normally find this road too overwhelming and dangerous. A cycle route from Carleton to Gargrave would provide better access to many cycling routes around the Dales.	A cycle route along the A59 from the Carleton turn off (Heslaker lane) to the Broughton turn off (Gargrave Road).	N	
HESLAKE LANE CARLETON	Carleton	5	Cycling	23/07/2020	Google Maps Location	A cycle lane along this section would allow people to more safely along this section of road as it very popular.	From healaker lane along the A59 to turn off in to gargrave in Broughton	N	
GARGRAVE ROAD SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	This will do two things. It will firstly enable an already built cycle lane to be used and used safely. It will also improve pedestrian and vehicle safety by removing the long line of cars that use it currently as a free car park. Often these cars block bus bays, traffic islands and even road and house entrances	Please make this "Advisory Cycle Lane" into an enforceable one. Currently it gets lots of cars parked on it. Put in as part of HML/SBS "Green Travel Plan" when planning permission was granted for their site further up the road, lets make this genuinely usable, please.	N	
KEIGHLEY ROAD LOW BRADLEY	Low Bradley	5	Cycling and walking	23/07/2020	Google Maps Location	This is a feasible scheme to take commuting cyclists off the main road on a footpath which is rarely used by pedestrians and could easily be dual use. There are only a couple of sections where the road width would need to be very marginally used, the rest has a lot of verge that could be utilised. I have heard arguments that there is the towpath, but this is not suitable for faster commuting use as it is used by walkers, dog walkers, recreational cyclists and boat owners. This suggestion would provide a faster, safer commuting route, with much of the infrastructure already in place.	Skipton to Cross Hills Dual Use Cycle Path.	N	
INGHEY BRIDGE TO NIFFANY BRIDGE SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	The towpath has been recently upgraded, but at Niffany Corner there is a section between the barriers which is too narrow for disabled carriages, pushchairs, bikes or social distancing. As such people have to use a small section of a busy, narrow main road to access the rest of the towpath. The landing stage here could be used as a wider path to avoid this, though this is Canal and River Trust property	Section of towpath route that sends cyclists, pedestrians with pushchairs or disabled carriages onto a busy main road.	N	
BULL INN TO STIRTON ROUNDABOUT SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	It links Skipton to gargrave by making a busy road safer for road cyclist and comuters.	From the end of Carlton road to Broughton hall including the turnoff for gargrave or from the Skipton turn off the a59 that goes into town to Broughton hall. This stretch of road is used by a lot of cyclists and is a ideal location for wideing to add a cycle lane either side to all more safety on this fast stretch of road and safe access to gargrave and beyond.	N	
BULL INN TO STIRTON ROUNDABOUT SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	As a means of avoiding a dangerous junction onto and off the A59 from Heslaker Lane. As a means of more cycling traffic accessing Broughton Hall, a local employment site. A means of cyclists being able to use a safer route through to Elslack, Gargrave and the West, by using existing paths through Broughton Hall. Heslaker Lane/A59 has an accident record involving cyclists and vehicles, this will remove the dangerous right turn for cyclists coming from the West	A59. Short Cycle lane/connection between Heslaker Lane and the first gatehouse/entrance to Broughton Hall (a prominent local employment site). There is a wide section of verge here on the Heslaker Lane side of the road that could be used to connect these two locations, thus avoiding a very dangerous junction that has an accident record, including cyclists turning right. Dual use, two direction, short distance. There is no drainage ditch here, so the verge is largely level. It would need to be segregated though because cyclists coming from Broughton Hall would be coming against the traffic flow. Cyclists could also then use Broughton Hall as a safe route out to Elslack, to a safer turning for Gargrave and for the rest of the A59	N	
OTLEY STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Currently a one way through road for all traffic, that by its nature looks like it is pedestrianised. This could be re-signed, or marked out to denote that it can be used by cyclists as well as pedestrians or it could be made restricted access for vehicles at certain times. Enables a route through for cyclists, makes social distancing easier for pedestrians too. Currently has no right turn for vehicles from the High St, which is routinely ignored.	Otley St/High St, Skipton.	N	
BAY HORSE YARD SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	Bike lock loops on Skipton High Street. Having a secure location to lock a bike will encourage more people to cycle into the town centre rather than driving. Currently there is no secure place to lock your bike in Skipton town centre which make cycling to the shops very difficult.	Skipton High Street	N	
COACH STREET SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	A cycle lane that goes against the traffic. Coach street is one way street, having an additional cycle lane that goes against the traffic will increase the ease of movement for cyclist around the town centre, thus encouraging more people to cycle locally such as running errands. It will also help during the market day at Skipton when the main high street is closed.	Coach Street Skipton	N	
STAINFORTH LANE GIGGLESWICK	Giggleswick	5	Cycling	23/07/2020	Google Maps Location	When I cycle that route I often have to go towards the middle of the road to avoid potholes that could throw me off my bike. Making it safer would encourage cycling.	All along the road from Settle to Little Stainforth: improve cycling safety by filling potholes near edge of road.	N	
RADCLIFFE HOUSE TO TELEPHONE EXCHANGE AUSTWICK	Austwick	5	Cycling	23/07/2020	Google Maps Location	Improve cycle path surface. It is very difficult to cycle along. Also need safe cycle routes between Settle and Skipton.	Cycle path	N	

HEBDEN ROAD GRASSINGTON	Grassington	5	Cycling and walking	23/07/2020	Google Maps Location	Park and ride scheme to take people from skipton to Grassington (and/or malham or burnall or Bolton abbey). To get cars off the road and encourage cycling and walking.	Park and ride skipton to Grassington and malham, Bolton abbey or burnall (etc)	N	
RECTORY LANE SKIPTON	Skipton	5	Walking	23/07/2020	Google Maps Location	Footpath along this section of road	From princes drive to the bailey	N	
HESLAKE LANE CARLETON	Carleton	5	Cycling	23/07/2020	Google Maps Location	Cycle way from Heskler lane to Gargrave road along A59 would be a big improvement. Cycles use this stretch a lot. Also difficult to turn right into either road off A59 - junction improvements to make this less hazardous would be a big help.	A59 between Heskler Lane and Gargrave Road	N	
HIGH STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	See above	Please keep market days as pedestrian days and shut off the highstreet it's fantastic for people to take their time to look and buy things and to be safely distanced also it's better for wheelchairs too, I know I use one! Thank you	N	
HIGH STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Pedestrianising the high Street every day - not just market days - and including cycle racks and a cycle lane, will make the centre of town safer, less polluted and more pleasant to walk and cycle	Skipton High Street	N	
AIREDALE AVENUE SKIPTON	Skipton	5	Walking	23/07/2020	Google Maps Location	During lockdown it was a pleasure walking to places in town without having to avoid too fast cars or wait for streams of cars. Being able to cross roads safely. Eg Caroline square to sheep street. Now the traffic has returned. Cars once again exiting the high street onto Keighley road like it's the start of the Monaco Grand Prix. Even police cars come down grassington road to mill bridge too fast. An idea is to make the whole of Skipton Town limits 10	Skipton town	N	
SKIPTON ROAD FARNHILL	Farnhill	5	Cycling and walking	23/07/2020	Google Maps Location	By making a safe pathway, many secondary school aged children would be able to walk or cycle to school in the direction of Skipton or Crosshills rather than taking the bus. It enables them to remain active before and after school, enables them to build independence and promotes sustainable means of transport eg self x	We would like to see the creation of a safer cycle friendly pathway to cross the main road to access the canal path from the direction of cononley. This would enable families and secondary age children to safely ride their bikes to their secondary school in the direction of either Skipton or Crosshills. At the moment there are no cycle lanes on the roads to make this a safe and sustainable option without adult supervision. Please consider this as it would be fantastic. Kind regards.	N	
OTLEY STREET SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	There current route for cyclists from the eastern side of Skipton to the town centre involves an indirect route via Newmarket St which is narrow and has a relatively high vehicle flow. It also means cyclists have to negotiate a busy roundabout at the southern end of High St. The suggestion would provide a shorter and safer route, which would potentially encourage more people to cycle to the town centre	Otley Street, Skipton. Allow cyclists to ride in an westbound direction. This would provide a much more direct route for cyclists towards the town centre.	N	
HIGH STREET SKIPTON	Skipton	5	Walking	23/07/2020	Google Maps Location	Improved footpath and crossing facilities	High St Skipton (northern end)	N	
HIGHGATE COTTAGES TO STIRTON ROUNDABOUT STIRTON	Stirton	5	Cycling and walking	23/07/2020	Google Maps Location	Improves access and safety to local education and businesses	Path from thorby Junction to Skipton roundabout for bikes and pedestrians coming from canal path to access businesses, college and school at north of Skipton town.	N	
COACH STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Enable cyclists to travel in a southbound direction and improve footways. This would provide a route for cyclists travelling from the eastern side of Skipton to reach the town centre. Currently there is no direct route when the High Street is closed to traffic. Footways are very narrow and result in significant conflict between pedestrians and vehicles	Coach St Skipton	N	
JERRY CROFT SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Remove non-essential traffic and provide alternative access to the public car park via Bunkers Hill/ Rectory Lane. Jerry Croft is used by a significant number of pedestrians and pedestrian flows are higher than vehicle flows. It is narrow with non-existent/ narrow footways and results in numerous and potentially dangerous conflicts between pedestrians and vehicles. Removing non-essential traffic (or at least restricting hours of access) would also potentially enable cyclists to travel in an west-bound direction which would offer a potential alternative to the allowing westbound cycling on the narrow section of Otley Street	Jerry Croft Skipton.	N	
CONONLEY LANE CONONLEY	Cononley	5	Cycling	23/07/2020	Google Maps Location	A cycle lane from the Mill housing development entrance to the end of Cononley Lane sends a clear message to road users that cyclists are welcome. This on-road cycle lane will connect the village to the canal towpath which has just been upgraded by the Rivers & Canal Trust for walkers and cyclists - all the way to Skipton. This proposal links to the towpath to provide a safe route to Skipton by bike. By providing a safe, linked cycle route, it encourages us to leave our car at home and cycle instead	Start from the entrance of Cononley Mill and finish at end of Cononley Lane where it meets A629.	N	
HESLAKE LANE CARLETON	Carleton	5	Cycling	23/07/2020	Google Maps Location	When cycling from Gargrave to Carleton, you have to cross the busy A59 to Heskler Lane. This is an extremely fast road and there is no safe crossing point for cyclists to dismount and cross with confidence. There should be a central reservation crossing (like the one at Cononley Lane / A629. A resident of Cononley suffered severe head injuries as a result of trying to turn into Heskler Lane from the A59. Additionally there should be a cycle lane along the A59. This might encourage commuter cyclists to Broughton Hall, for example. At the moment speeding cars and vehicles take priority along this road.	The A59 and the junction on the A59 where it turns into Carleton.	N	
CONONLEY LANE CONONLEY	Cononley	5	Cycling	23/07/2020	Google Maps Location	Upgrade the pavement along the A629 so that it is a continuous, high-quality shared cycle/walking route that runs direct to Skipton. This would provide a fast commuter-style route direct to Skipton, connecting Cononley to Skipton.	The pavement that runs parallel to the A629 from Cononley Lane to Skipton.	N	
HIGH STREET SKIPTON	Skipton	5	Cycling	23/07/2020	Google Maps Location	Quality parking for cyclists. Currently the parking provision is extremely poor and completely inadequate. As a town who plays a central role in the Tour de Yorkshire or Tour de France in 2014, the legacy has been questionable. Simple Sheffield stands are cheap and secure, but there are hardly any! One would expect to park in sheltered, high quality and secure parking, but the only parking that is provided is for the cars and coaches.	Skipton High Street	N	
GARGRAVE ROAD SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	The traffic on Gargrave Road is really bad and dangerous around school drop-off and pick-up times, and this will only get worse as more parents drive to avoid their kids going on public transport. If Craven Leisure Centre and Coach Street Car Park could be the only two designated drop-off points then it would be an easy short walk for students through the park and along Gargrave Road to their schools. This would need to be reinforced with traffic wardens and if necessary road closures (apart from school buses) at peak times.	From Aireville Park to Ermysted's boys school	N	
PRIEST BANK ROAD KILDWICK	Kildwick	5	Cycling and walking	23/07/2020	Google Maps Location	The towpath is very good from Kildwick to Gargrave and good from Silsden into Leeds. If it were upgraded from Kildwick to Silsden, it would allow cycle and walking tourism and commuting.	The canal towpath going towards Leeds, starting from Kildwick	N	
PRIEST BANK ROAD KILDWICK	Kildwick	5	Cycling and walking	23/07/2020	Google Maps Location	If you put a modal filter at this bridge, it would allow walking and cycling but it would deter vehicle drivers from using kildwick, and the top road between Farnhill and Silsden, as a rat-run. This would calm vehicle traffic in the village and make the road outside the primary school MUCH safer.	Priest Bank Road as it goes over the canal in Kildwick	N	
SHEEP STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	The high street in Skipton has been closed to vehicles for a few days every year. Since COVID it has been closed every other day for the market and it is a significant improvement. It allows people to move freely, it allows the market stalls to operate without obstructing the pavement and it allows the high street to be a safe, friendly place for communities to meet. I think it would be a huge improvement if it were closed to vehicles every day except for deliveries.	The high street in Skipton	N	
ELLIOT STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	close during school drop off and pick up times - to make safer fir children walking and cycling to school, especially to help with social distancing. Narrow roads, parked cars, and cars stopping close to school to drop off children, make walking and cycling difficult as hard to see children crossing roads (walking) and tricky to manoeuvre around traffic on bikes.	Elliot st and St Stephens Close	N	
SCHOOL LANE TO GRASS WOOD LANE CONISTONE	Conistone	5	Cycling and walking	23/07/2020	Google Maps Location	This quiet lane could be closed to all vehicular traffic except for access. This would allow pedestrians, buggies, wheelchair users and cyclists to travel from Grassington into the heart of Wharfedale in a safe and segregated way. This would reduce the number of cyclists on the main B6160. Currently, the B6160 is a mixture of lots of cyclists, fast driving, sharp corners and narrow road and taking cyclists away would make things much safer for everyone. The quiet lane does have cyclists on it but there are still vans and cars that drive quickly along it so it would not be very pleasant for wheelchair users. A safe, wheelchair friendly route could be an absolute gem in the crown of the national park.	The quiet country lane between Grassington and Kettlewell via Conistone. Called Grass Wood Lane and Conistone Lane.	N	
GARGRAVE ROAD SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Road congested around school hours - reduce buses and parents dropping children off at school (introduce a park and stride scheme?). Less traffic makes walking safer, easier to cross roads and for children to cycle without having to avoid buses and cars pulling out into road.	Gargrave road - from roundabout with Rockwood until roundabout with coach street	N	
COACH STREET SKIPTON	Skipton	5	Cycling and walking	23/07/2020	Google Maps Location	Existing Pavement very narrow, hard to social distance and avoid others without going into flow of traffic - options - Introduce low traffic measure, decrease speed limit significantly, remove any road side parking - widen pavement. Allow cyclists to travel in both directions, allows ease of movement around town and will make journey times significantly shorter.	From swadford street until car park.	N	

SWADFORD STREET SKIPTON	Skipton	5	Walking	24/07/2020	Google Maps Location	People will spend more time walking around the town due to feeling safer.	Pedestrianisation of the main street. More pedestrian crossings in general around Skipton. Speed limit of 20 mh for the whole of town and suburbs. Widening of pavement at the beginning of Newmarket Street, and opposite the Castle Pub. A one-way system around town (if the main street is pedestrianised) would allow this. Paediatricians/cyclists MUST have priority over cars in such a busy town (like they do in say Sweden). I say this as a car driver myself.	N	
HIGH STREET SKIPTON	Skipton	5	Cycling and walking	24/07/2020	Google Maps Location	Include a cycle lane on market and non market days Change speed limit for high street and surrounding streets in all days 5 mph high street and 20 surrounding streets	High street	N	
HIGH STREET SKIPTON	Skipton	5	Cycling and walking	24/07/2020	Google Maps Location	Permanently prevent all cross town motor vehicle trips by blocking these roads except to emergency vehicles, buses, taxis, and bicycles. If a car trip needs to be taken from one side of the town to the other drivers would need to do that via the bypass. The change would significantly alter the way that the public crosses the town, reduce the number of car based trips in the town, encourage walking and cycling, and make it safer to do so.	High Street, Coach Street, Rectory Lane, Brewery Lane all in Skipton	N	
INGHEY BRIDGE TO NIFFANY BRIDGE SKIPTON	Skipton	5	Cycling	24/07/2020	Google Maps Location	A useable bike lane on this stretch of the A59, or by-passing it through Broughton Estate, would improve safe access out of Skipton into the Dales for cyclists. It would also provide a walking route to the pub at Broughton. A safe cycle route would encourage more people onto bikes and would make marketing to encourage road trips from Skipton.	Cycle lane along A59 to reach junction with Broughton to Gargrave road. The A59 along this stretch is frequently used by cyclists accessing the back roads leading into Ribblesdale and Malhamdale. Although this stretch of the A59 is quite wide, mostly reasonable cycle lanes with a shoulder, traffic volume is high and average speeds are also high	N	
THE BAILEY SKIPTON	Skipton	5	Cycling and walking	24/07/2020	Google Maps Location	It will increase the safety of cycling on this popular route and encourage more families to follow this route into the countryside and over to Bolton Abbey. The high street should remain pedestrianised on market days, this allows safe social distancing but is also much more pleasant and will encourage visitors and locals to shop locally	Cycle paths up the Bailey and Embস্য road. To the centre of Embস্য. Keep the high street closed off on market days 10 - 4 its great!	N	
BANK BOTTOM INGLETON	Ingleton	5	Cycling and walking	24/07/2020	Google Maps Location	A new cycleway/foot way running along side the highway from Kirkby Lonsdale to Ingleton would open up the area for locals and visitors and promote health and wellbeing. It would help to bring prosperity to existing businesses and encourage new businesses and growth in the area. At present there is no easy route to navigate this journey for cycles. Use of the highway is extremely dangerous due to heavy vehicles and volume of traffic using this main artery from west to east.	Kirkby Lonsdale to Ingleton.	N	
OTLEY STREET SKIPTON	Skipton	5	Cycling and walking	24/07/2020	Google Maps Location	Establishing a park and ride facility outside Skipton to drastically reduce the number of cars coming into and across the town, allowing pedestrianisation and enhancing the character of the town.	Skipton wide	N	
BAY TREE COTTAGE TO FLASBY HALL FARM ESHTON	Eshton	5	Cycling	24/07/2020	Google Maps Location	This route is currently not open to cyclists. If it was, it would make part of an excellent shortish local recreational loop using the excellent, newly surfaced Canal tow path on the other leg to/from Skipton, or part of longer trips into the Dales by bike. The town is home to many recreational cyclists and many others who come to this area for outdoor activities, but Skipton is actually surprisingly short on good safe cycle routes on quiet roads. Opening up this track to cycling would help.	Currently this route from Flasby village, through to the Forestry Commission land and track of Flasby Forest, is not permitted for cycling. This is a great shame. If this restriction was lifted, it could be an excellent traffic free route from Skipton into the Dales - good for locals and tourists alike. The FC track connects through to Bog Lane and then Stirton on the quiet back road over White Hills.	N	
CARLETON NEW ROAD TO SANDYLANDS BUSINESS CENTRE	Skipton	5	Cycling and walking	25/07/2020	Google Maps Location	By opening an access to the south using the station tunnel. Benefiting walkers and cyclists wishing to use the station from the south of town. Access to/from the station and this area of the town is challenging and discouraging, involving a dangerous crossing in front of the station on to Carleton New Road - onto a notoriously windy, exposed, elevated section of road to the east of Sandylands Sports Centre. Further to this, extensive lining with parked cars on this section of road makes cycling event more challenging and dangerous. Vehicles do also often travel in excess of the speed limit here, so as a second point, a fixed traffic enforcement camera would be very effective here. With the Wyvern Park industrial estate development moving ahead and a significant amount of new housing in the same area, some recently built, some in progress and more planned, improving access to the station from the south is much needed for walkers and cyclists. As Carleton Park Industrial Estate is frequented by regular delivery vans and lorries, building good cycle infrastructure would be important (can I refer you to the Shipley to Bradford Greenway, which in my opinion, has been very well executed) from this new station entrance, to New Carelton Rd and beyond.	Using the Platform 5 tunnel from Skipton Station, open a new southern exit/entrance on the Carelton Park industrial estate and to ease connections from the station to the south of the town	N	
THE BAILEY SKIPTON	Skipton	5	Cycling	25/07/2020	Google Maps Location	Create a one way cycle path on the Bailey Footpath for people heading up the hill out of town. The road is fast and narrow and cyclists move slowly up this hill and there is one particularly bad blind corner half way up opposite	The Bailey Footpath from the Castle entrance, to the Embস্য turning	N	
GARGRAVE ROAD SKIPTON	Skipton	5	Cycling and walking	25/07/2020	Google Maps Location	Residential housing, Craven College, Skipton's 3 secondary schools, plus one primary school and another on adjacent Water Street, line this stretch Gargrave Road, not to mention passing Aireville Park and all it's amenities - Skipton's premiere outdoor space. Yet a significant minority still use this as a race track and travel well in excess of the speed limit. I have a few suggestions for this section of road to increase safety for walkers and cyclists. 1] Enforce a reduced 20mph speed limit with speed cameras from the Water Street/Coach St mini roundabout, all the way to the start of the current 40mph zone. 2] Change the 40mph limit adjacent to Aireville Park to 30mph 3] Move the start of the 40 mph zone after the Craven Pool/Craven College turning. 4] (This last point just pertains to cycling) Add parking restrictions to the section of Gargrave Road adjacent to Aireville Park. Many people park here since the HML offices opened on the edge of town. The LPA saw fit to stipulate an undersized carpark, to encourage use of public transport by HML staff, but failed to add parking double yellow lines to roads in the local area, which displaced cars into the bike lanes along Gargrave Road! These are now totally useless most of the time and the road has become significantly more dangerous to cycle along than before, meaning you have to either hold a position right out near the centre line, to avoid being "car doored" or have to attempt to safely weave in and out of the traffic flow, when there are just a few parked cars present.	The entire stretch of road from the mini roundabout with Water Street and Coach Street, out to The Craven Pool turning on the edge of town.	N	
SHEEP STREET SKIPTON	Skipton	5	Cycling and walking	25/07/2020	Google Maps Location	Introduce a blanket 20mph speed limit throughout the town. Much of the time, traffic is unable to move any faster and sometimes, much slower than 20mph due to congestion. And even when 30mph is possible, the any overall impact on journey times, of reducing to 20mph in a small town like Skipton would be negligible. This would make the town a much safer and more pleasurable place to walk and cycle, with other benefits to quality of life, reduction in noise pollution and emissions, not to mention reducing any slight time saving benefit, driving might have over cycling (and even walking over short distances). Something I have heard a lot during lockdown is that people actually enjoyed being forced to slow down... reducing the legal urban speed limit is one way we could encourage a slowing down and greater uptake of walking and cycling to continue and become part of the new normal.	All roads in the town	N	
ROTARY WAY SKIPTON	Skipton	5	Cycling and walking	25/07/2020	Google Maps Location	There is currently a nice route for walkers from the edge of Skipton (the south end of Engine Shed Lane) across the valley to Heseleker Lane in Carleton. This is a great traffic free route for locals, but if it was improved to allow bikes to use it, it would be an excellent route to and from Carleton by bike too. The road between Skipton and Carleton is narrow and straight, with little spare room for 2 vehicles to pass each other and quite dangerous for cyclists as the speed limit is 60mph (and even this is often exceeded by a minority). Additionally, improvements should be made along the length of Engine Shed Lane (itself something of a race track), which would not only make it safer for walkers and cyclists to access the route across to Carleton, but would also encourage folks attending Sandylands Sports Centre to walk or cycle there, as well as the many workers employed in the Engine Shed Lane industrial units. Such a scheme has been considered before, along the Lane and connecting through to Wyvern Park (now under development) and the Bypass https://theskiptonpress.co.uk/engine-shed-lane-improvement-scheme-2/ and apparently has been agreed as part of a bigger masterplan... but there are no signs of the improvements to the Engine Shed Lane area https://www.cravenc.gov.uk/news/news-archive-folder/june-2018/5-million-growth-project-funding-agreed-for-skipton/	From Engine Shed Lane, south to Heseleker Lane.	N	
CARLETON NEW ROAD TO SANDYLANDS BUSINESS CENTRE	Skipton	5	Cycling and walking	25/07/2020	Google Maps Location	The existing routes to move between the 2 areas just to the north and the south of the station are circuitous, narrow, busy and dangerous. Allowing not only a south entrance being opened to the station would be a good improvement, for cyclists and walkers wanting to use the station, but would be of maximum benefit to the area, if way to create a thoroughfare could be found. Difficult, now the station has ticket barriers, but possibly there is a way to achieve this... I don't have the answer, but I suggest it would be well worth exploring all the possibilities thoroughly. NOTE: If the Station did open a southern entrance, I can see that parking could become an issue in	Connect the areas north and south of Skipton Station, as a thoroughfare	N	
ROAD TO NEWTON GRANGE BANK NEWTON	Bank Newton	5	Cycling and walking	25/07/2020	Google Maps Location	This scheme would supplement and extend the excellent towpath refurbishment works recently carried out between Gargrave and Skipton and beyond. The current towpath is very uneven and muddy. To resurface it would improve a neglected corridor through fantastic open countryside in to East Lancashire and encourage more people to cycle and walk along it. It would also open the opportunity for disabled people and prams to use it. Other organisations may be able to provide funding for a joint bid.	From Bank Newton the scheme would follow the canal towpath to the road bridge at West Marton	N	
MAIN STREET GRASSINGTON	Grassington	5	Cycling	26/07/2020	Google Maps Location	There is no secure cycle parking facilities in the village centre. Addition of Sheffield stands (in an area difficult to park a car perhaps) in the centre of the village will encourage residents in the village and surrounding area to use their bikes instead of driving when popping to shops.	Grassington Square	N	
BRACKENLEY LANE EMBস্য	Emস্য	5	Cycling and walking	26/07/2020	Google Maps Location	The road will be safer for young cyclists and walkers	Make Brackenley Lane access only for motor traffic. More and more people are cycling and walking along there, and traffic drives too fast for safety. In addition, because there are no access (or weight) restrictions, sat navs often direct completely inappropriate vehicles along there. There are perfectly good alternatives to using this road, so it should be limited to access only.	N	

GRASSINGTON ROAD STIRTON	Stirton	5	Cycling	26/07/2020	Google Maps Location	Confidence in using the main roads ,as North Yorkshire is second best compared to Lancshires cycle network. Yorkshire home to British Cycling!! Not Yet!!	As a regular cyclist I often use the main road to Grassington (B6265) starting at the roundabout from the bypass, as this road has recently been resurfaced it is still pretty poor for most cyclists unless you own a off road bike. Providing your teeth don't fall out, the next problem is the traffic with the lorries and tourist vehicles. So as we try to promote social distancing maybe car drivers could also consider overtaking distancing as the highway code states, very few do!!	N	
POST OFFICE TO KELL WELL BECK LONG PRESTON	Long Preston	5	Cycling	26/07/2020	Google Maps Location	There is currently no cycle path between Hellifield and Long Preston. Consequently, cyclists are faced with a choice, use the A65 which has high volumes of fast-moving traffic including caravans and motorcycles or use the A682 which is frequently used by wagons to transport stone from quarries above Settle. The A682 may seem the better option as it can be cut shorter by using Flat Lane. However, on the two mile stretch of the A682 between the two villages, there have been two fatal and two serious collisions in the three years between 2016 and 2018. These collisions have most often occurred on the junctions into Hellifield. As a result, cycling between the two villages is very dangerous for confident cyclists and impossible for slower more vulnerable cyclists such as families and older people. This massively restricts the options for exercise and eco-friendly travel in both villages and the use of the current routes will likely lead to an accident in the near future. Creating a safe route between Hellifield and Long Preston would provide a safe path for leisure cyclists from Long Preston to access routes to Malham and Wharfedale and vice versa allow cyclists from Hellifield to access routes in the Forrest of Bowland as well as jobs in Settle. The cycle route would enable commuters to access the trains at Hellifield station which run more frequently than those at Long Preston. It would also allow Long Preston residents access to Clitheroe and the rest of Lancashire with the reinstatement of the Clitheroe to Hellifield line to full service. These trains are faster and travel further than local buses. This cycle path would create greater employment and higher education opportunities for young people by allowing more frequent reliable travel to Skipton, Clitheroe and Leeds. Whilst also reducing the rush hour traffic and likelihood of collisions along the A65 and A682. If well implemented, the route would also encourage families in both villages to get active and allow activities to take place between the two villages. In conclusion, the current options for cycling between Long Preston and Hellifield are impossible for most residents of the villages. Those residents who do choose to cycle have the choice between two very dangerous roads. By making the route between Hellifield and Long Preston more accessible to cyclists, the health, opportunities and safety of people in both villages would be improved.	Create a cycle path which connects Hellifield and Long Preston in Craven. This could be done by converting the footpath which links Newhouse Lane to Waterside Lane to a bridleway and then extending Waterside Lane to connect with Station Road. Alternatively, the grass verges along the A65 could be utilised to create a dedicated cycle lane.	N	
STATION ROAD TO THRESHFIELD BRIDGE THRESHFIELD	Threshfield	5	Cycling and walking	27/07/2020	Google Maps Location	Safer roads with reduced speed limits will promote cycling in the Dales.	All single carriageway national speed limit roads to be reduced to 40mph and villages to 20mph. Also, a white line to be marked on all single carriageway roads for cyclists to cycle within and motorists to go outside of when overtaking cyclists or pedestrians. This will help prevent cyclists blocking traffic riding multiple riders abreast and make for safer/aware overtaking of vehicles. Thanks.	N	
STATION ROAD THRESHFIELD	Threshfield	5	Cycling and walking	27/07/2020	Google Maps Location	Extend Grassington's 20mph speed limit to cover Threshfield. This encompass the primary school and Upper Wharfedale Secondary School. Also add pedestrian crossing by the bridge of the river Wharfe to make it safer for children to cross the Station Road and access the primary school by foot. Lower speed limits will make it safer to cycle on the roads and for pedestrians to cross.	All roads in Threshfield currently 30mph limit, in particular B6265, B6160 and the road to Linton.	N	
KIRK BANK TO STATION ROAD THRESHFIELD	Threshfield	5	Cycling and walking	27/07/2020	Google Maps Location	Extend village speed restriction up to Long Ashes - preferably 20mph if other suggestion accepted. Long Ashes has a significant population of elderly retired people, effectively cut off from the local amenities in Threshfield by a section of derestricted road. Cycling or walking would improve health and mental wellbeing but residents are put off by the traffic accelerating out of the current 30mph zone in Threshfield.	B6160 between Threshfield village (approximately Skirethorns Lane junction - OS Grid Ref. SD 98694 64050) and Netherside Hall (OS Grid Ref. SD 98288 64930)	N	
SKIPTON ROAD EMSBAY	Embsay	5	Cycling	27/07/2020	Google Maps Location	A safe cycle path and reduced traffic speed limit would encourage more Embsay residents to cycle into Skipton rather than drive.	Separated cycle path to the junction with Harrogate rd into Skipton from the railway bridge indicated on the map. This road is wide enough to accommodate this alteration, and a reduction in the traffic speed limit would also encourage more Embsay residents to cycle rather than drive into Skipton.	N	
A629 FROM CROSSHILLS TO SKIPTON	Crosshills	5	Cycling	28/07/2020	Google Maps Location	I am emailing you regarding the above road and the non existent cycle lanes/ facilities and the possibility of the NYCC converting an unused footpath into a dual purpose cycle lane from Farnhill into Skipton. The A629, this road is fast road and heavily used by all types of cyclists including a large numbers of club cyclists. At the side of the road is a footpath which is rarely used by pedestrians and is difficult for cyclists to use because of the state of it, with a little investment from the council this could be turned into a dual purpose super highway for cyclists which in turn would bring added revenue and visitors into Skipton and North Yorkshire, I do hope that you will investigate the potential of converting this path, this would be a great time to do this with the possibility of funding from central government.		N	
COLD BATH ROAD HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Make Cold Bath Road & Valley Drive a one way traffic loop to enable the use of one lane of road space for segregated pedestrian & cycling space. This would alleviate pedestrian congestion near shops (from Lancaster's Bakery down to The Last Post pub, where queues outside various shops often mean that pedestrians have to walk past in the roadway), provide more space outside Western Primary School for children & parents at school drop off & collection times, it might even "help" motor vehicles to stick to the 20mph limit by slowing them down, better protect the frequent cyclists using this road.	From Junction of Valley Drive & Cold Bath Road to the bottom of Cold Bath Road	N	
HARLOW MOOR ROAD HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	This is a key route to get to town and valley gardens	All of this road needs a cycle path	N	
WEST PARK HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	Walking provision here is good, however for cyclists wanting to get from west Harrogate to the bike parking in town, Parliament street is quite daunting. Can space be made for cycling?	Parliament street going from Pow roundabout and past the cenotaph.	N	
WEST PARK HARROGATE	Harrogate	6	Walking	22/07/2020	Google Maps Location	Zebra crossings on all 4 branches off the roundabout, set one car's length back from it. These are dangerous crossing points, especially where you have to cross two lanes at once. Many drivers regard indicating as optional, which means you have to try to guess their intentions.	Prince of Wales roundabout, four branches.	N	
LEADHALL DRIVE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Safety for the cyclists will encourage more people to cycle	Allow cycling on this footpath to avoid Leeds Road/Leadhall Lane traffic lights	N	
KINGS ROAD HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Visible bike lanes with signage and a physical barrier to protect cyclists, kings road is a busy area with many people who commute into town. It would reduce traffic levels and encourage people to feel safer cycling.	Make a painted bike lane with barriers (plastic cone type) to operate as a physical barrier between cars and cyclists up kings road which is used as a race track by cars. Encourage people who live opposite the old St Lukes church on kings road to park their cars elsewhere therefore allowing the bike lane to continue up kings road. Painted lines and signage is the minimum I'd expect. The pavement by the civic centre on kings road is large enough for a shared cycle way / pavement for pedestrian usages	N	
OTLEY ROAD HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	Having a dedicated cycle path from Beckwithshaw keeps cyclists separated and safely away from cars and HGVS that drive far too fast along Otley road and encourage more people to cycle knowing they're protected.	Roundabout at Beckwithshaw along Otley Road towards Harrogate	Y	Not developed enough - no cost info
MONTPELLIER HILL HARROGATE	Harrogate	6	Walking	22/07/2020	Google Maps Location	Vehicles turn off West Park at speed onto Montpellier Hill, because of the angle of the junction and because it's downhill on Montpellier Hill. A significant proportion of British drivers don't indicated. People walking straight on on the pavement currently cede priority to turning traffic, and have to guess drivers' intentions. It would be safer with a zebra crossing, and giving people on foot priority promotes active travel. It is government policy to make walking and cycling the natural choices for short journeys; and government policy to decarbonise transport.	Zebra crossing at junction of West Park and Montpellier Hill.	Y	Not developed enough - no cost info
LEADHALL LANE HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	The road surface is in very bad condition so cyclists are forced into the middle of the road. Cars wanting to pass cyclists cannot because of queueing traffic waiting for the traffic lights on the other side. Resurfacing the road surface south side for the first 200 yards from the lights would make it all much safer and frustrated drivers would be able to get passed. The whole of Leadhall Lane from Leeds Road to Green Lane needs resurfacing really but it always seems to be missed off the list. Personally I never cycle on this stretch, preferring to dice with the traffic on Leeds Road and go a long way round to avoid it, but I have seen many cyclists on this stretch as it is a popular cycling area.	Leadhall Lane, last 200 yards to Leeds Road traffic lights, south side of road	N	
MOUNT STREET HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Closing off mount street to Leeds road junction will make the Oatlands area quieter and more suitable for pedestrians and cyclists. Also stops rat running from Leeds road.	Block mount street off to stop people illegally turning right out of it onto Leeds road and using the Oatlands area as a rat run. Also will make roads quieter for children to play.	Y	Not developed enough - no cost info
PENNY POT LANE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Linking and improving access to Harlow Hill side of Harrogate from Penny Pot Lane	Improved access to Harlow side of Harrogate from Pennypot Lane especially in light of huge increase in housing	N	

WETHERBY ROAD HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Currently it is very dangerous to cross here particularly for families with young kids when there is a lot of traffic on Wetherby Road	Better crossing facilities for cyclists and pedestrians on Wetherby Road	Y	Considered as part of Oatlands Drive Study
SLINGSBY WALK HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Difficult crossing point on busy main road. There is a pedestrian crossing about 200 yards along Wetherby Road near the hospital but I have never seen anyone going down to use it. People have to wait for a gap in the traffic or for a kind motorist to let them cross. Dangerous! Perhaps an island may help like on Knaresboro Road.	Crossing Wetherby Road from the cycle path around the edge of the Stray	Y	Considered as part of Oatlands Drive Study
BEECH GROVE HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	When cycling up Beech Grove from town, crossing over Otley Road is dangerous as it is often a very busy road. The view from Beech Grove right up Otley Road is obscured by a large tree and often parked cars so one has to edge out into the road to see oncoming traffic clearly. The crossing point is too far up Otley Road to be useful. Not sure what can be done - perhaps a Zebra crossing point slightly down toward the roundabout from the junction, or another island?	Beech Grove/Otley Road junction	Y	LTN in place here
WEST END AVENUE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	This scheme will greatly reduce through traffic by preventing vehicles from cutting through The Oval from Leeds Road to Otley Road (and vice versa). It will also stop traffic from the St George's Estate cutting down West End Avenue. Residents can still access Otley Road via Trinity Road, and Leeds Road. Park Avenue is a key route into town (see Open Harrogate Cycle Map) which links the south west of Harrogate into Beech Grove. Implementation could be simply done with a number of heavy planters and signage (low cost)	Point closure / modal filter to allow cycles but prevent vehicles at the junction of West End Avenue / Otley Road, and also Park Ave / Otley Road (Harrogate)	Y	Considered as part of Oatlands Drive Study
WETHERBY ROAD HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	This is a key crossing point for walkers and cyclists. It forms a key link in three of the corridors identified in the Cycle and Walking Infrastructure Plan (Bilton-Hornbeam Park, Starbeck-Hornbeam Park, and Knaresborough to Harrogate). Wetherby Road is very busy and it is very difficult to cross here. The crossings to the north and south are too far from the desired crossing point to be useful.	A crossing across Wetherby Road at Slingsby Walk	Y	Considered as part of Oatlands Drive Study
OTLEY ROAD KILLINGHALL	Killinghall	6	Cycling	22/07/2020	Google Maps Location	This proposal is for a cycle path alongside the B6161 between Grainbeck Lane Killinghall and Hollins Lane. This is a popular route for cyclists from Harrogate into Nidderdale via Hampsthwaite. Improving this short section would provide a cycle loop which would go from the Greenway, Ripley, Hampsthwaite, Bilton. Except for this short section all would be on quiet roads or cycle paths, encouraging novice cyclists (and two tea stops en-route!) Currently this is a relatively narrow piece of road on a 60 mph limit, making the right hand turn into Hollins Lane particularly challenging for a cyclist. There appears to be sufficient space on the East side of the B6161 to provision a cycle path. I would also recommend introducing a 40mph just South of the Hollins Lane junction for safe crossing. Enhancing this short section would also improve confidence for commuters/visitors wishing to cycle into Harrogate from Hampsthwaite and beyond, taking advantage of the existing signed cycle route via Grainbeck Lane, Knox etc.	B6161 between Grainbeck Lane, Killinghall and Hollins Lane	N	
RIPON ROAD KILLINGHALL	Killinghall	6	Cycling	22/07/2020	Google Maps Location	This proposal is for a safety crossing for pedestrians and cyclists where Grainbeck Lane joins the A61. This is a popular route for cyclists from Harrogate via Knox into Nidderdale via Hampsthwaite, and is signposted as such. The crossing of the A61 is particularly difficult, even more so due to poor visibility when exiting Knox Lane. Providing a safe crossing point would improve confidence for commuters/visitors wishing to cycle into Harrogate from Hampsthwaite and beyond, taking advantage of the existing signed cycle route via Grainbeck Lane, Knox etc.	Junction Grainbeck Lane, A61	N	
SOVEREIGN PARK HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	I've already done so!	This shouldn't be difficult. Harrogate needs proper North, South, East, West cycling infrastructure. It's such a difficult town to cycle in, yet it is surrounded by some of the best cycling areas in the U.K. I live in the town centre but it is so difficult to find safe places for my children to ride their bikes. We are so unbelievably behind the curve in Harrogate - we need some radical thinking and prioritisation	N	
ROSSETT WAY HARROGATE	Harrogate	6	Cycling and Walking	23/07/2020	Google Maps Location	Cones to prevent school traffic parking on pavement and leaving insufficient space for pedestrians. Consider providing two way pop up cycle lane and additional pedestrian space. This would likely require stopping parking on one side of road (But all houses have own driveway) and making road one way from Richmond Ave end towards Grammar school bus turning area. Allow access from Cold Bath Rd end to buses and cyclists only and only for school access ie section outside Grammar sch would be two way but with no access to Arthurs Ave only to school car park. Further consider shared walking / cycle space along Pannal Ash Rd to support access to Rossett School for cyclists. If Arthurs Ave was made one way for motor vehicles a mini roundabout or traffic lights would be required at Pannal Ash/Richmond Ave to allow easy access to Arthurs Ave. Consider how Cold Bath Rd/Otley Rd junction can be made safer for cyclists turning / joining proposed Otley Rd cycle path. An alternative would be to turn Arthurs Ave into a 'School-street' and close it to traffic at school times under this scheme staff from Grammar and Rossett Acre would use barriers to shut the road at set times except for local residents. There needs be careful consideration of how school pedestrians can access school safely while socially distancing and also how school children can be encouraged to cycle this requires not just cycle paths outside schools but also between schools and main residential areas. The main roundabouts (empress, POW, Leeds Rd etc) all prioritise vehicles over cyclists and pedestrians and without changing this priority cyclists especially children will feel unsafe. Council should also consider 20mph as standard in streets with school traffic	Scheme among Arthurs Avenue and Richmond Avenue	N	
BEECH GROVE HARROGATE	Harrogate	6	Cycling	22/07/2020	Google Maps Location	A modal filter to prevent through traffic should be placed on Beech Grove to encourage cycling on this key route into Harrogate town centre (again this could be temporary in the first instance). This is will also aid local elderly residents crossing to enjoy The Stray and will not significantly impact access to properties (as local traffic will still be permitted). My suggestion would be to make this a 20 mph 'cycle street' which makes clear that cyclists have priority while maintaining bi-directional access for residents. Parking should be removed to make additional space and further reduce traffic volumes (i.e. residents only).	Modal filter on Beech Grove at Wentworth Court (Harrogate)	Y	LTN in place here
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling and Walking	23/07/2020	Google Maps Location	Safe crossing	off-road Bike lane comes to an abrupt end with no safe way to cross 3 lanes of traffic going at 50mph+	N	
OTLEY ROAD HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	Change the settings so the lights change to green for people on foot as soon as they press the button (unless it has just been pressed). There has been some improvement since the lights were replaced recently, but it is haphazard. Sometimes they change to green for pedestrians fairly quickly, sometimes it takes ages - even when there's no traffic coming. Overall, you prioritise people in cars: the default for them is green. You think people on foot are less important: the default for them is red, stop, wait. Otley Road is runs between residential neighbourhoods. It's government policy to make walking and cycling the natural choices for short local journeys. Changing the settings on lights is an easy and cheap way of making a start on implementing that policy.	Light-controlled crossing of Otley Road.	N	
WEST PARK HARROGATE	Harrogate	6	Cycling and Walking	23/07/2020	Google Maps Location	This would provide a safe route into town and down to Low Harrogate and the Valley Gardens. Currently West Park is a dangerous place to cycle. Bike racks would allow people to visit shops on West Park. It would link with proposed Otley road cycle track.	A shared cycle and pedestrian route along the edge of the stray from Prince of Wales roundabout to Crown roundabout. There is already a very wide footpath which is quite quiet. Any pedestrian not wanting to share has the pavement outside West Park shops. This would be cheap to organise and would allow cyclists to cycle safely into town and down to Valley Gardens.	N	
YORK PLACE HARROGATE	Harrogate	6	Walking	22/07/2020	Google Maps Location	Provide zebra crossings for pedestrians to cross this busy junction. This is a key walking route into Harrogate town centre from the south (especially crossing on York Place side). Crossings should be placed on York Place, Leeds Road and Otley road arms.	Prince of Wales Roundabout, Harrogate (junction Otley Road, York Place, Leeds Rd, West Park)	Y	Considered as part of Oatlands Drive Study
ST JAMES DRIVE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	Point closure / modal filter to prevent through traffic on Stray Rein (cutting from York Place to Leeds Road). This is will greatly encourage cycling on this key route into Harrogate from the south. This is a key route on the Open Harrogate map, and will increase connectivity between Hornbeam Park and the Town Centre (replacing rail link). Suggest to stop all vehicle access (parking) and potentially reducing the width at a later stage (to 4m).	Saint James' Drive / Stray Rein (Harrogate)	Y	Not developed enough - no cost info
COLD BATH ROAD HARROGATE	Harrogate	6	Cycling and Walking	23/07/2020	Google Maps Location	Cold Bath Rd has become a "rat run" to avoid travel through town centre, with some cars travelling too fast or using St Mary's Walk as a cut through. There is a busy primary school and shops. Walking and cycling has become very difficult. There should be further crossing points to slow traffic down and discourage the "rats". A cycle lane would be good.	The Crown roundabout to Otley rd	N	

NORTH PARK ROAD HARROGATE	Harrogate	6	Walking	22/07/2020	Google Maps Location	This crossing is used by 100s of schoolchildren every day. Cars routinely exceed the speed limit and cars turning left out of the road from the Cedar Court hotel are often looking in the wrong direction. This is a serious safety issue.	Zebra crossing	Y	Not developed enough - no cost info
STATION PARADE HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	Please provide a crossing here. As traffic accelerates on the dual carriageway towards York Place, crossing is dangerous and unpleasant for people on foot.	Crossing Station Parade between Spencely Gardens and Waitrose.	N	
STOCKWELL ROAD KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	I'm fed up with car drivers getting impatient with cyclists who have not had time to get across before the other side	Please do something about the traffic lights. They do not allow sufficient time for a cyclist to get across and do not	N	
BELFORD ROAD HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	Modal filter. It's quite a busy little street, and it would be more pleasant and businesses would thrive if there was no through traffic. It would also encourage active travel to St Peter's School.	Tower Street	N	
TOWER STREET HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	Re-do the solid white line at the exit from the multi-storey and put up a clear STOP sign. Far too often, drivers roll straight out of the car park across the pavement without looking to see if anyone is walking along it, or giving way to them.	Exit from the multi-storey car park on Tower Street.	N	
TOWER STREET HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	Every evening cars are parked half on the street and half on the (narrow pavement). Often it is customers of the Travelodge gym. If you can't or won't stop people parking on the pavement (and often virtually blocking it), put in double yellow lines so they can't park there at all.	Single yellow lines on Tower Street.	N	
PRINCESS ROYAL WAY PANNAL	Pannal	6	Cycling and walking	23/07/2020	Google Maps Location	As explained the pavement is rarely used in this area and it would link Pannal and the new housing to the existing cycle route at Fulwith mill lane! Safe routes to link Schools - St Aidan's, St John Fisher and Harrogate Grammar. Dropped kerbs already existing.	Make the pavement on the left of the A61 dual purpose walking and cycling from the new roundabout at Spacey Houses into Harrogate to Fulwith Mill Lane where it can join the existing cycle routes. Pavement rarely used would help safe routes to school and work, just dual use signs needed with cyclists give priority to pedestrians. Would link new housing and Pannal to existing cycle network.	N	
SWINSTY RESERVOIR PICNIC AREA TO SWINSTY RESERVOIR	Timble	6	Cycling and walking	23/07/2020	Google Maps Location	Many people drive to Swinsty reservoir - a cycle/walking route would alleviate a deal of traffic.	A cycle path from the reservoirs into Harrogate would be a really useful thing to have.	N	
LEEDS ROAD PANNAL	Pannal	6	Cycling	23/07/2020	Google Maps Location	A clear, separate cycle lane will encourage residents to undertake the short journey (less than 2 miles) by cycling rather than driving I strongly believe that a significant percentage of residents in this area would cycle if a SAFE cycle Lane was provided thus reducing congestion and, in particular, pollution in this densely populated area of our town.	Length of Leeds Road from the top of Almsford bank to the Centre of town	N	
HARROGATE ROAD LITTLETHORPE	Littlethorpe	6	Cycling	23/07/2020	Google Maps Location	There is an existing cycle path between Ripley and Harrogate so my suggestion would enable safe cycling between Harrogate and Ripon	Between Ripon and Ripley, a cycle path, separated by, from the traffic. The verges are more than wide enough to accommodate one	N	
LITTLETHORPE ROAD LITTLETHORPE	Littlethorpe	6	Cycling and walking	23/07/2020	Google Maps Location	This is about a creation of a cycle path joining Ripon and Ripley, which would allow cyclists to do off road cycling between Ripon and Harrogate. Similar to The Green way, this could allow both cyclists and walkers to access countryside safely and could encourage more cyclists using these roads, reducing congestion on the A61 and co2 emissions and helping overall health.	Finish-Nidd Greenway START - Ripon site of old railway	N	
YORK ROAD KNARESBOROUGH	Knaresborough	6	Cycling and walking	23/07/2020	Google Maps Location	There are existing footways but they are not wide enough for the large number of pedestrians waiting to cross the roads here. The existing cycle lanes do not start early enough, before the junction, and are not wide enough. Some approaches to the junction have no cycle lane. Wider cycle lanes here will make it feel safer for cycling and this will encourage cycling.	York Road, Knaresborough, at junction with Chain Lane. All four approaches to the traffic lights	N	
SILVERFIELDS ROAD HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	Currently the section is One Way for vehicles but cyclists and walkers go in both directions. Footpath in this section is of insufficient width meaning pedestrians have to step into the road when meeting people going in opposite direction. Also footpath width makes it almost unuseable for wheelchairs and push chairs. For cyclists going against traffic it is extremely dangerous as road width is only just wide enough for vehicles let alone a cyclist going in the opposite direction. This section of road should be pedestrianised with access only for residents vehicles. This is a major route for both pedestrians and cyclists between Kingsley and the town centre plus the route avoids cycling round the Empress roundabout. It is also a rat run to avoid both the Starbeck rail crossing and slow moving queues approaching the Empress roundabout.	One way section of Silverfields Road from junction with Willaston Road to junction with Granby Road	N	
OTLEY ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	I won't get knocked off my bike!	Separated cycle way Otley Road to Harrogate town centre	N	
THE CRESCENT RIPON	Ripon	6	Cycling and walking	23/07/2020	Google Maps Location	Work with Sustrans to create an extension of the very successful Greenway for walkers and cyclists. This would benefit people in Ripon, Ripley and Harrogate. The old railway line is there and could be a wonderful gateway into the countryside around Ripon	Ripley Greenway to Ripon	N	
BACK LANE RIPLEY	Ripley	6	Cycling and walking	23/07/2020	Google Maps Location	Work with Sustrans to develop a successful greenway from Ripley to Pateley Bridge along the old railway line. This would open up the countryside and make cycling possible of the busy roads. This would encourage families and people less confident on the roads.	Ripley to Pateley Bridge along the old railway line	N	
HALSTEAD ROAD HARROGATE	Harrogate	6	Walking	22/07/2020	Google Maps Location	If this stretch of uneven pathway were to be tarmacked it would be a big win for pedestrians and cyclists alike. It would have many benefits to get people out of their cars and to be able to access more easily and quickly Hornbeam Park Railway Station for houses situated in the Almsfords/Beech Road/Avenue/Hookstone Avenue area. It would help children and parents attending Oatlands Junior School reach their destination on foot without having to get their feet muddy on the pathway which can be over the boot tops in the winter. It is also a very uneven surface. Many more people would use it both for business and leisure. Please consider it as it can knock 5 minutes off journeys made on foot as otherwise to reach these areas one has to walk up Hookstone Road and along Hookstone Avenue. Thank you.	Unmade roadway on the Bridle Path between Oatlands Allotments and Hookstone Road, situated between Beechwood Close and Halstead Road.	Y	Not developed enough - no cost info
GREEN LANE HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	There should be safe cycling routes between all the High Schools. Encouraging children to cycle to Ashville, Rossett, St John Fishers and St Aidans along , Green Lane, Leadhall Lane and Hookstone Road. Traffic speeds of 20 mph would enhance this	Create a dedicated cycle lane along Green Lane, leading to Ashville and Rossett High School and along Leadhall Lane to the Leeds Road, and onto Hookstone Road so there would be a safe route to the major High Schools. Leadhall Lane is wide enough to do this and all the houses have parking offstreet	N	
QUEEN ETHELBURGAS PARK HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	Improvement to current paths or trials to improve accessibility for all residents who at present cannot access easily the country park or watch relatives partaking in sporting activities due to the paths not been accessible. Would also encourage better access between Pennypot Lane to Jennyfields estate and further areas of Harrogate	A proper surfaced cycling and walking route linking Pennypot Lane to Jennyfields estate through Killinghall moor Country Park. Would only require upgrades to current paths or trials. It would also improve access for residents with mobility difficulties.	N	
WETHERBY ROAD KNARESBOROUGH	Knaresborough	6	Walking	23/07/2020	Google Maps Location	A lot of people use the path by the river, especially families with small children and prams. Being able to safely cross the road at the end will make it safer. A safer path to the retail park might encourage people to walk rather than drive, especially if just popping up on lunch break. (E.g. sandwich or pharmacy).	Continue pavement along both sides of the road approaching the bridge from knaresborough, and/or put a pedestrian crossing at the lights. Currently if walking from the co-op petrol station to st James retail park, you have to cross twice to get over the bridge and the visibility isn't great near the vets.	N	
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	safer route will shift cyclists from road to existing cycle lanes	Current cycle route dangerous in Autumn/Winter as fallen leaves and mud make cycle path slippery. Especially as steeply downhill.	N	
SLINGSBY WALK HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	The cycling paths down Oatlands are not separated from the very busy road (often with buses around school time), they are often parked in (particularly alongside the Stray). If these paths were physically separated from the road they would feel safer and much more usable (especially for school kids). Could the kerb be moved to the other side of the cycle path so it could be physically separate from traffic (then there would be no issue with taking land off the Stray). It would also make the footpath alongside Oatlands safer too.	Right outside St Aidans school (to encourage cycling to / from school)	N	
HORNBEAM PARK AVENUE HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	Makes it easier and safer to use a road bike for commuting around town.	It would be good if the path to the north West of the hospice, over the railway bridge through to Fulwith mill was all tarmacked.	N	

ALMSFORD CLOSE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	This bridleway provides access on foot and bicycles to Oatland's Junior school. It has a very poor surface which discourages walking and cycling I see parents struggling with push chairs . It had a proper tarmac surface it would encourage use for people to walk and cycle to school as well as to Hornbeam Park Railway station.	The Bridleway which joins Hookstone road to join the bridleway between Fullwith Mill lane to Hornbeam park	Y	to be looked at as part of HTIP
THE GROVE HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	This is quite a wide passageway, I'd just like to understand reasoning. There are many other places where pavements are shared use for pedestrians and cyclists.	The cut through from park chase to the grove is currently cyclists dismount. Not sure why? It would be good if this could be changed to cyclists slow down and give way to pedestrians.	N	
STRAY ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	It would make it a lot more pleasurable to cycle into Harrogate from the south	Allow cycling on more paths across the Stray, notably from the Tewit Well to Prince of Wales roundabout and north to York Place. The alternative along the A61 is far too dangerous.	N	
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	More people would be encouraged to cycle if proper cycle lanes were provided. The cycle lanes on the bridge are too narrow, need to be more clearly marked, and need to start earlier from both directions. The cycle lane towards Harrogate needs to continue up the hill further, so that it joins with the off-road cycle lane near the road.	Bond End, High Bridge, and Harrogate Road, in Knaresborough. Along the A59 on both sides of the road.	N	
BOROUGHBRIDGE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	More people would cycle if this bit of road was easier to cycle. Just through the mini-roundabouts the cars want to get past cyclists just as the cyclists have to pull out around a few parked cars, and negotiate the right turn into Stockwell Road. Maybe this needs a cycle lane, or maybe yellow lines, or both!	In Knaresborough on Boroughbridge Road A6055, towards Boroughbridge, from Byards Park as far as Tentergate Lane.	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	If there were provisions for cyclists on SkiptonRoad & A661 Wetherby Road I would cycle to work	Skipton Road & A661 Wetherby Road currently has no provision for cyclists. If there were cycling provisions on these roads I would cycle to work.	N	
OTLEY ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	Cycle lane provision required	Otley road traffic lights	N	
YORK PLACE KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	Cycling could be encouraged by making cycling easier. Just after the traffic lights cars want to get past cyclists, but the cyclists have to pull out around a few parked cars. This needs a cycle lane and something to prevent parking in the cycle lane. There is a car park just a few yards away!	Heading towards York, on the A59, outside 21 York Place and 23, 25 and 27. Opposite Iles Lane.	N	
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling and walking	23/07/2020	Google Maps Location	More people will be encouraged to cycle and walk if it is made easier and safer, and less confusing. Coming up from Knaresborough there is an off-road cycleway next to the road but this blends into the footway at the top of the hill. It needs to be made clear just where the cyclist should go. It needs a definite place where the cyclist should re-join the carriageway, and from that point it needs an on-carriageway cycle lane all the way to the traffic lights.	A59, near Maple Close, on Harrogate Road and Forest Lane Head, at Starbeck.	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	No current options for cycling	Throughout all main Harrogate roads - Skipton road, otley road, parliament street, Ripon road, station parade	N	
LITTLETHORPE PARK RIPON	Ripon	6	Cycling and walking	23/07/2020	Google Maps Location	Cycling to Harrogate from Ripon is dangerous and unpleasant because of the traffic	The old Harrogate to Ripon Railway could be turned into a cycle track similar to others completed by Sustrans	N	
FOOTWAY FROM PRINCESS AVENUE TO MANOR DRIVE K	Knaresborough	6	Walking	23/07/2020	Google Maps Location	There are two steps, just one fall here would put anyone off walking. In the dark, one step is lit by the streetlight, the other is in darkness. The two steps could be done away with, by providing a gradual slope.	The ginnel footpath between York Lane and Manor Drive, Knaresborough.	N	
BOND END KNARESBOROUGH	Knaresborough	6	Cycling	23/07/2020	Google Maps Location	There needs to be a segregated cycle way from Knaresbro to Harrogate that services the houses and local businesses along the entire route, not taken out on a bypass. This way it becomes a more viable route for those commuting and looking for security that old train lines do not provide. This suggestion is intended to support the local businesses along the route too, so people can access the local shops etc.	Starting in Knaresborough heading to harrogate town centre via Starbeck. Requires a viable cycling lane/s to get direct access to harrogate town centre via local businesses not out of town.	N	
ALMSFORD DRIVE HARROGATE	Harrogate	6	Cycling and Walking	22/07/2020	Google Maps Location	This is an important walking and cycling link providing a link from residential areas close to the Leeds road to the employment areas on Hornbeam Park Avenue Harrogate Collage site and links to walking and cycling routes to John Fisher and St Aiden's schools as well linking to another bridleway to Oatland's Junior and Hornbeam Park Station. Currently the path is in very poor condition which makes cycling difficult and possible dangerous. If the surface was tarmaced it would be make it an attractive route and would encourage the use of cycling and walking to reach employment education and the railway station. NYCC have powers to improve the surface of the bridleway so could be a quick win.	Bridleway between Fullwith Mill Lane And Hornbeam Park Avenue.	Y	to be looked at as part of HTIP
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	22/07/2020	Google Maps Location	It would mean not having to cycle with cars accelerating up to 50 mph.	Extending cycle lane down Knaresborough road to Mother Skipton Bridge.	Y	Considered as part of existing ATF scheme
RIPON ROAD KILLINGHALL	Killinghall	6	Cycling and walking	23/07/2020	Google Maps Location	Joining existing network to Pateley Bridge via the old railway line	To join the existing network, at Ripley and then go along the old railway line all the way up nidderdale to Pateley Bridge	N	
GREEN LANE HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	It will encourage safer walking linking up with the footpath the runs from the top of green lane (opposite Ashville) down time Rossett nature reserve.	Suggestion for footpath widening just past Willow Gardens on the left hand side, heading away from Rossett school towards Leadhall Lane. As there are 2 schools on Green Lane and kids often walk in the road as there is no pavement on one side of the road past number 17 Green Lane. It is short stretch but would make a difference.	N	
BOROUGHBRIDGE ROAD BRIDGE HEWICK	Bridge Hewick	6	Cycling and walking	23/07/2020	Google Maps Location	Hewick Bridge is only just wide enough for 2 vehicles, but there are footpaths on all sides of the river. A pedestrian bridge over the river, maybe where the tank crossing was, would make it much safer for walkers. The road from the	Hewick Bridge and the stretch of road up to the Black a Moor pub.	N	
CHURCH SQUARE HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	This links Wetherby Road to Skipton Road as a safer way to negotiate the roundabout for cyclists. The problem is that it is a one way street passing the Empress pub. This could have special provision for cyclists (an opposing flow cycle lane) to make it safer and easier to get from Wetherby Road onto Skipton Road.	Pelican crossing then one way road passing Empress pub	N	
GRANVILLE ROAD SCARBOROUGH	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	The potholes and poor surface in general requires replacing	Both the footway and the cycle lane are in very poor condition along Filey Road between the junction with Queen Margaret's Road and College Lane	N	
WETHERBY ROAD HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	Shortly before the Empress roundabout coming from Wetherby Road there is a path to the left which takes you to a pelican crossing opposite the Empress pub. If you are cycling from the crossing in the direction of Wetherby Road you will arrive at the road but find it near impossible to cross the road to cycle in the direction of the hospital. A crossing here would make this much safer and more appealing to cyclists. It will make it less daunting crossing (and joining) Wetherby Road.	Shortly before the Empress roundabout coming from Wetherby Road there is a path to the left which takes you to a pelican crossing (York road) opposite the Empress pub.	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	A cycle lane running the entire length of this arterial road would be the number one key improvement to promoting widespread cycle use in the town. The same principle would apply to other major roads like Wetherby Road and Knaresborough Road.	Skipton Road starting from the Empress roundabout	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	The timing of this crossing (and others) is anti-pedestrian and pro car! This can lead to frustrated pedestrians chancing it and clearly with the associated dangers. If you truly want to promote cycling and walking prioritise cyclists and walkers not motor vehicles?	Pedestrian crossing on Skipton Road near Dragon Road junction.	N	
HARROGATE ROAD RIPON	Ripon	6	Cycling	23/07/2020	Google Maps Location	Children could use the dedicated cycle track and feel safe. Currently there is nowhere they can safely cycle in Ripon.	A cycle track from Ripon to Ripley would be great.	N	
WEST END AVENUE HARROGATE	Harrogate	6	Cycling and Walking	23/07/2020	Google Maps Location	Modal filter. Stop through traffic on West End Avenue. It should also be done on Park Avenue, The Oval, and Park Drive to stop through traffic and create a low traffic neighbourhood. It will reduce traffic and make this a nicer area to live in. It will make it safer to cross the road - making it safer for children going to Harrogate Grammar School. When there is less traffic, people are more likely to come out of their houses and talk to their neighbours on the street. It will also make cycling a more viable option: currently there are parked cars both sides of the road, so one traffic lane, and some drivers get angry and impatient with bike riders because they can't get past. Many people cycle on the pavement.	West End Avenue plus Park Avenue, The Oval, and Park Drive.	Y	Not developed enough - no cost info
OTLEY ROAD KILLINGHALL	Killinghall	6	Walking	23/07/2020	Google Maps Location	This short route would give a complete pavement connection from the built edge of Harrogate Town all the way to Killinghall, Ripley and Hampsthwaite - including a link to the Nidderdale Greenway. It will allow schoolchildren to walk to school in all the those villages or in Harrogate	On the B6161, from the junction of Lund Lane either to the junction of the A59, or a shorter route to the new development currently being constructed on B6161	N	

LITTLETHORPE LANE LITTLETHORPE	Littlethorpe	6	Cycling	23/07/2020	Google Maps Location	This cycle route would hugely help cyclists feel safer and indeed encourage them to use the route to cycle to work in Harrogate. It would revolutionise the choice between having to take a car or bus and cycling safely.	A designated cycle path along Ripon bypass would protect cyclists from very fast traffic and heavy goods vehicles. In addition a dedicated cycling lane from Ripon to Ripley would increase dramatically the number of commuters choosing to cycle to work in Harrogate. Many people I know say they would use the facility but are too scared to cycle along this very busy road. Traffic backs up during rush hour as cars queue towards Killinghall. A cycle lane would encourage many more people to cycle	N	
SLINGSBY WALK HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	Safe crossings at Oatlands Drive, Wetherby Road and Knaresborough Road are key to overcoming gaps in the local cycle network, not least enabling pupils and staff to cycle safely to three major secondary schools. 20 mph speed limits in the vicinity of the schools at least, would further improve safety and make cycling more attractive.	Safe crossing for cyclists and walkers to overcome the road barrier on this cycle route	N	
SLINGSBY WALK HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	Children cycling to school at St Aidsans and St John Fisher as well as other cyclists will be safer on Oatlands Drive. More children cycling to school improves their health and reduces traffic in the area. This has health improvements by reducing air pollution which is a major factor in asthma	Crossing Oatlands Drive to Slingsby Walk - needs cycle crossing with lights. Oatlands Drive southbound towards St Aidsans needs double yellow lines and solid white line cycle lanes to stop parking in them and force cyclists into the road	N	
LITTLETHORPE PARK RIPON	Ripon	6	Cycling and walking	23/07/2020	Google Maps Location	An easy 20 minute cycle ride between Ripon and Ripley. It connects to the cycle way into Harrogate, encouraging sustainable transport for commuters. It also allows a safe and easy family route from Harrogate into Ripon where all the District attractions are: Fountains Abbey, Ripon Cathedral, Lightwater Valley, the Ripon Workhouse and Police Museums etc	Cycleway from Ripon to Ripon on the disused railway track	N	
MARKET PLACE MASHAM	Masham	6	Cycling	23/07/2020	Google Maps Location	Providing cycle racks will provide somewhere to secure bikes that does not obstruct access/pavements.	Install cycle racks at various points around market place.	N	
JENNY FIELD DRIVE HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	Cycling up the hill to the roundabout on Jennyfield Drive is not safe as on a bend with fast traffic.	Continuation of cycle path required from Crowberry Drive to roundabout.	N	
CAMBRIDGE CRESCENT HARROGATE	Harrogate	6	Cycling and walking	23/07/2020	Google Maps Location	20mph speed limits throughout the urban area of Harrogate will make walking and cycling safer and give an impression that the streets are safer encouraging more people to walk and cycle	Throughout the Harrogate urban area	N	
NORTH PARK ROAD HARROGATE	Harrogate	6	Cycling	23/07/2020	Google Maps Location	Allow cyclist to go against the flow of traffic here. This would provide a safe route all the way from Skipton Road to Oatlands for cyclists	Park Parade to Cedar Court Hotel	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Congestion and pinch points lead to cyclists experiencing challenging conditions. Creation of cycle paths would improve experience and give newer cyclists confidence.	A59 Skipton Road, Harrogate	N	
LEEDS ROAD PANNAL	Pannal	6	Cycling	24/07/2020	Google Maps Location	Create protected cycle route between Harrogate and Leeds to encourage longer distance commuters. Could be done by taking space from main carriageway and reducing speed limits. Alternative routes also available.	A61 Harrogate to Leeds	N	
STATION ROAD WHIXLEY	Whixley	6	Cycling and walking	24/07/2020	Google Maps Location	This is the main crossing of the A59 between Whixley and Cattal, it is scary to try and cross it currently and puts people off cycling to the station. If the junction was easier to cross and well lit it would encourage more people to cycle.	Make this junction safer for cyclists to cross. It needs street lights and some sort of island so it can be crossed more safely.	N	
LEEDS ROAD HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	By removing a car lane it provides a safe way and place for even young children to cycle in town	Make a segregated bike bath along the Whole Stray, taking out a car lane to do it. If you were really forward looking you would make the town center zoned for cars, similar to a few Euro towns, cars can't cross from zone to zone without going to outskirts of town to enter next zone, prevents short car journeys	N	
FOREST AVENUE HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	Add a modal filter	Here	N	
WETHERBY ROAD HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	It would make it safe. Currently have to run across when there is a gap. Long waiting times.	Safe crossing of the Wetherby Road from Slingsby Walk to Willaston. Existing crossing dangerous/inadequate. NYCC signals and Highways approved a safe crossing here in 2014 which was vetoed by two HBC councillors. This crossing is essential for hospital workers, school children, Hornbeam business park, Cardale and beyond. This is a key cycle route for the town linking Bilton with Harrogate which currently deters all but the bravest.	N	
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	24/07/2020	Google Maps Location	My suggestion would make it easier and safer for casual cyclists, commuters and families to move between Knaresborough and Harrogate by bike. The combination of a dangerous road and difficult hill is offputting currently.	Segregated cycle path coming up the hill all the way from the bridge to the golf course. This is a busy, very fast stretch of road and can be a challenging hill for cyclists due to the steepness of the hill. Segregating the cyclists from motorists would make this much safer, and more comfortable for people wanting to move by bike between Harrogate and Knaresborough. Current path is too narrow and shared with pedestrians, which doesn't allow for social distancing, and starts too far up the hill.	N	
KNARESBOROUGH ROAD HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Poor road surface and potholes at the moment makes it dangerous as drivers often don't give room for cyclists to get around them. A segregated path would make it safer and easier for people to get from Starbeck to the hospital without having to use public transport. This is a busy road with motorists, cyclists and HGVs regularly using the road so segregating the most vulnerable road users would encourage nervous or new cyclists to travel that way.	Suggest a segregated cycle path and to fix the poor road surface on Knaresborough Road. Starting along Starbeck High Street and running all the way to Harrogate Hospital.	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	This is one of the busiest roads in Harrogate and one that is often unavoidable to travel through town. Offering segregated cycle paths would make it safer for cyclists by separating them from traffic, as well as help to ease congestion as it would encourage more motorists to cycle for short journeys. Some cyclists currently use the pavements on this stretch to avoid the danger of the busy road, so offering segregated cycle paths would give pedestrians the space they need. This would also help to make walking along that road a more attractive option.	Segregated cycle path along Skipton Road from the roundabout joining Ripon Road to the Empress roundabout.	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Walking	24/07/2020	Google Maps Location	The path over the railway bridge is too narrow to socially distance at the moment, partly because of the railing along the road. This would help to make the walk along that road more attractive.	Widen the footpath on the Railway bridge by Grove Road Primary School	N	
SILVERFIELDS ROAD HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	Currently, Granby Rd is busy with parked cars most of the time, and visibility is poor for motorists coming from Silverfields Rd onto Granby Rd. Switching the one way system and only allowing cyclists and pedestrians to cut through would mean motorists on Silverfields Rd would instead rejoin Knaresborough Rd rather than cut through the Stray. This would make it safer for cyclists and pedestrians who use the paths across and around the Stray. This would also make that area of the Stray more attractive for recreational use. Also suggest limiting traffic Granby Rd as motorists use it to avoid traffic on the main roads, turning it into a rat run.	Switch one way system of Silverfields Road the other way in order to stop Granby Road being a rat run. Also suggest limiting traffic on Granby Road to residents/The Granby/cyclists & pedestrians.	N	
COLD BATH ROAD HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Cycle path along Cold Bath Road would make it easier for local people to make short trips to the shops and business on Cold Bath Road by bike rather than by car, alleviating congestion and parking issues. Also encourages people to shop locally and use independent shops rather than just travel through these areas.	Cycle path along Cold Bath Road, from the Fat Badger to So Eats Bar.	N	

HOLLYBANK LANE RIPLEY	Ripley	6	Cycling and walking	24/07/2020	Google Maps Location	People in most communities want to walk off road and we all know that walking in the countryside is good for our mental health and well being, it encourages other activities it encourages the love of wildlife and photography, people like to go foraging and looking at botany etc. It's just great for our health. This enables all fitness levels to get out safely and get fit.	The cycle route from Ripley was put in and plans to extend to Nidderdale was talked about but hasn't come to fruition, this route would be invaluable for people who don't have a car and want access to countryside safely. Following the old railway line to Pateley Bridge, especially good for all year round keeping all those businesses alive in all the villages along the way.	N	
ATHELSTAN LANE HUTTON CONYERS	Hutton Conyers	6	Cycling	24/07/2020	Google Maps Location	Currently to cycle from Ripon to Thirsk involves either using the busy A61 or a 30 minute detour through Melmerby. This short section (~1KM) of segregated cycleway on the existing wide verge along A61 would efficiently connect Ripon and Thirsk and routes beyond and encourage cycling between these centres of employment by linking the quieter roads currently divided by the A61.	Provide segregated cycle lane on verge in east direction along A61 from end of Smith Lane to A61 junction with Shambles lane (approx. 1km). This safely links existing cycle route from Ripon-Hutton Conyers through to Rainton-Topcliffe-Dalton-Thirsk and existing routes to Northallerton. The alternative "safe" cycle route avoiding A61 is 30 minute detour via Melmerby.	N	
PROSPECT CRESCENT HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	I think people would feel more reassured that their bike was safe whilst they left it to go shopping.	I always use my bicycle to travel into Harrogate town centre, and normally lock it up outside the library. I have heard on the news about an increase in bike thefts during the pandemic, so I have been choosing to park my bike at the racks near the War Memorial instead, as I think there may be CCTV cameras on the lamppost. Would it be possible to indicate, by notices, which of the bike parking racks in town are covered by CCTV?	N	
RIPON ROAD KILLINGHALL	Killinghall	6	Cycling	24/07/2020	Google Maps Location	Would provide residents of Killinghall a safe route to cycle into Harrogate Town Centre	A link from Killinghall to the Greenway	N	
BOROUGHBRIDGE ROAD RIPON	Ripon	6	Cycling	24/07/2020	Google Maps Location	It makes no sense whatsoever that cycling isn't allowed on a Ripon canal. It would enhance local facilities and encourage safe cycling. Furthermore, boat owners could cycle into town when visiting	The canal at a Ripon ought to be used to create a cycle way alongside	N	
KNARESBOROUGH ROAD TO MOOR END FARM LITTLETHORPE	Littlethorpe	6	Cycling and walking	24/07/2020	Google Maps Location	Creating a cycle way between Ripon and Harrogate would utilise this old track bed in a way that promoted	Ripon old railway line	N	
MARKET PLACE RIPON	Ripon	6	Cycling and walking	24/07/2020	Google Maps Location	Remove the car parking and roads in the market place and make it a pedestrian and cycle only space. This would encourage tourism and encourage locals to cycle and walk more too	Ripon Market Place	N	
QUARRY MOOR ROUNDABOUT RIPON	Ripon	6	Cycling	24/07/2020	Google Maps Location	Create a cycle track across Quarry Moor, linking in the bridge way beneath Studley village. Then upgrade the footpath to Studley to a bridge way, allowing cycling safely all the way to Fountains Abbey. People could safely park at Quarry Moor and cycle from their. Joining the old railway line to Harrogate would also mean the cyclists could visit Fountains Abbey safely off road, all the way from Harrogate	Quarry Moor	N	
WEST END AVENUE HARROGATE	Harrogate	6	Walking	24/07/2020	Google Maps Location	I'd like to see zebra crossings at all the residential side roads off Otley Road, set one car's length back from the Otley Road junction. Then if you're walking up or down Otley Road you would have priority over traffic turning into or out of the side roads.	West End Avenue and the other residential side roads off Otley Road.	N	
COLD BATH ROAD HARROGATE	Harrogate	6	Walking	24/07/2020	Google Maps Location	The pavements are very narrow here, and when passing another pedestrian you have to take great care not to step out into the road or you would be hit by a car. If you made Cold Bath Road one-way that would free up space to widen the pavements.	Pavement on the E side of Cold Bath Road.	N	
PARLIAMENT STREET HARROGATE	Harrogate	6	Walking	24/07/2020	Google Maps Location	Change the settings so the lights change to green more quickly for people on foot. Currently it takes an age for the lights to change. This is the heart of Harrogate, and the people waiting to cross are the people in town, spending money in the shops and cafes; those in cars may just be driving through. It is embarrassing how long you make people wait to cross, right in the centre of Harrogate.	Light-controlled pedestrian crossing outside Bettys.	N	
WETHERBY ROAD HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	Make proper provision for people on foot and on bikes to cross this junction. At the moment, only cars are considered, and it you're walking or cycling you're left to your own devices with no phase of the lights for you. That is totally unacceptable.	Sainsburys junction on Wetherby Road.	N	
STRAY REIN HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Cycling west along Slingsby Walk, the cycle path stops when you reach Stray Rein. You can turn left on St James's Drive, but you might not want to go that way. The path straight on is walking only. Instead, you could allow people on bikes to turn right on Stray Rein for a short way, then go left over the railway. You'd have to build a cycle path over the unused bridge over the railway, and it would continue to the Prince of Wales roundabout, where it would link up with the Otley Road cycleway.	Unused bridge over the railway.	N	
EAST PARADE HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Sort out the East Parade cycle lanes. Downhill (northbound) there's one short stretch of advisory painted cycle lane, but nothing before or after. You often need to be in the right hand of two lanes going down East Parade, so one little bit of painted bike lane on the left doesn't help. This needs to be completely re-thought (or pick a different route to Asda etc). Uphill (southbound) it's a real bodge job, partly just paint on the road, then on a poorly surfaced pavement. At the Odeon roundabout there are homemade arrangements, with no priority for any crossing. The quality needs to be improved.	East Parade cycle lanes.	N	
SKIPTON ROAD KILLINGHALL	Killinghall	6	Cycling	24/07/2020	Google Maps Location	A very large number of new houses are being built. Planning policy is to provide for active travel, and transport policy is to provide for active travel - but it is simply not happening. If you look at the Bellway development, it has a shared use path running along the front of it. Segregated would be much better. The bigger problem is it doesn't go anywhere. I appreciate two local authorities are involved - but how can you allow so many houses to be built without providing safe cycle routes to link to - at least - the town centre? Huge sums have no doubt been spent on roads including a big new roundabout. Active travel has been neglected. I suggest a well-thought-out scheme to link this big new housing area to the town centre so there is first-class infrastructure for getting there by bike.	New housing developments, A59 Skipton Road.	N	
FOREST MOOR ROAD KNARESBOROUGH	Knareborough	6	Cycling	24/07/2020	Google Maps Location	Control traffic speeds along this rat run. 30mph limit. traffic speeds are in excess of this and far too many close passes for people on bikes. first choice would be to build a segregated cycle path along the entire length as there are very wide grass verges. second choice a shared use cycle path along the entire length.	Forest Moor Road. from Harrogate to Calcutt	N	
SILVERFIELDS ROAD HARROGATE	Harrogate	6	Cycling and walking	24/07/2020	Google Maps Location	Close access by vehicles to Silverfields Road. it currently has a cycle lane and one way traffic which is used as a rat run which extends back to Bogs Lane, drivers avoiding Starbeck and Knareborough Road. Vehicles race through all these back streets to then access Skipton Road. Make it more difficult for them to use this unsuitable route. This is a busy residential area, is a route to a high school and junior school. It should be a quieter route for pedestrians and cyclists to use safely. Unless rat runs are closed drivers will continually seek them out and make access for vulnerable users impossible. Vehicles also are a big source of noise and air pollution	Silverfields Road Harrogate	N	
BLANDS HILL CALCUTT	Calcutt	6	Cycling and Walking	23/07/2020	Google Maps Location	Safe crossing for those walking, the pavement stops, forcing you to cross the road with limited visibility on the mother Skipton side. Waterside is a popular walking and cycling route but crossing opposite the half moon pub is very difficult	Opposite mother symptoms pub and opposite half moon pub	Y	Not developed enough - no cost info
HIGH STREET HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Cycle lane all the way along Knareborough rd from Knareborough to Harrogate	Cycle lane all the way from Knareborough to Harrogate along Knareborough road. It is abysmal for cyclists	N	
COLD BATH ROAD HARROGATE	Harrogate	6	Cycling	24/07/2020	Google Maps Location	Otley road is such a major road and can be dangerous for cyclists. Cyclists can't cut across the stry to go into town, so a safe passage needs to be made.	From otley road down to prince of Wales roundabout needs widening. A route from otley road into town too.	N	
LEEDS ROAD PANNAL	Pannal	6	Cycling and walking	25/07/2020	Google Maps Location	Many of our main roads have wide pavements beside them, such as Almsford Bank. Surely these could be turned into shared paths for cycles and walkers without much cost. On driving through York yesterday I noticed just how many paths are shared, including many which are only about 1 metre wide. Surely we could do the same here and get cyclists off the main road which would be much safer and enable the road traffic to flow smoother.	Almsford Bank on Leeds Road Harrogate, plus many other wide pavements in Harrogate	N	
KNARESBOROUGH ROAD HARROGATE	Harrogate	6	Cycling	25/07/2020	Google Maps Location	dedicated cycle lane on the road or pavement to encourage safe cycling from Harrogate to Knareborough	Knareborough Road (A59) from the Empress roundabout to Knareborough.	N	
CAMBRIDGE CRESCENT HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Removing the cars would mean there's more room for people to walk and cycle. It would be safer and as most people just use those roads as a short cut or somewhere to park they really aren't necessary.	Around the cenotaph and down towards the church	N	

SLINGSBY WALK HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	It will help people wanting to avoid cycling on Leeds Rd to get to town centre	Close this section of St James Drive to allow for a 2 way cycle lane into the town centre	N	
HIGH STREET KNARESBOROUGH	Knaresborough	6	Cycling and walking	26/07/2020	Google Maps Location	A large number of HGVs mostly from Treves UK on the edge of Knaresborough are using Bond End and High Street en route to car factories in the Midlands. These are air quality management areas and busy with pedestrians and cyclists. The lorries are going this way to save a few minutes and represent an unnecessary danger.	High Street and York Place	N	
LEATHLEY LANE LEATHLEY	Leathley	6	Cycling	26/07/2020	Google Maps Location	Convert little used pavement to shared cycle/ walking path as cycling to work from Otley to Harrogate feels very dangerous	From leathley Lane, Harrogate Road junction to Roundabout at Burn Bridge	N	
LEADHALL ROAD HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	It gives a route for cyclists through the area avoiding the busy roads alongside (Leadhall lane, Green Lane) and keeps the street quiet for kids to play on the street	Modal filter to stop rat running through traffic and keep the streets quiet and safe for kids from the many families living there	N	
BEECH GROVE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Modal filter on Beech Grove just south of the entrance from the narrow lane from Victoria Road. It would make the majority of Beech Grove a cul de sac for resident access only if parking is removed. It would stop rat run traffic from Cold Bath Road / Crown roundabout cutting through towards Otley Road / Prince of Wales roundabout avoiding the town centre loop and make the street a quiet-way that would encourage cycling and walking without need for expensive segregation measures.	Modal filter on Beech Grove just south of the entrance from the narrow lane from Victoria Road. It would make the majority of Beech Grove a cul de sac for resident access only if parking is removed. It would stop rat run traffic from Cold Bath Road / Crown roundabout cutting through towards Otley Road / Prince of Wales roundabout avoiding the town centre loop and make the street a quiet-way that would encourage cycling and walking without need for expensive segregation measures.	N	
GREEN LANE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	'School Streets' times traffic restrictions on Green Lane between Leadhall Lane and the roundabout at the other end at peak school run times. This would restrict school drop off by car and encourage alternative travel to school by bike, on door or bus. Results from these schemes in London has shown that even though alternative locations for car parking are nearby, the change in routine is effective in prompting people to change their habits and adopt other means of travel. It has also shown that it does not create congestion on other streets for the same reason	'School Streets' times traffic restrictions on Green Lane between Leadhall Lane and the roundabout at the other end at peak school run times.	N	
GREEN LANE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Make Green Lane one way from Leadhall Lane to the roundabout (westbound) and remove parking to create space for a good practice width cycle lane each side. The street is currently very busy with school run traffic (many in over-sized cars) at peak times and then solid with parked cars during the day. This creates a very dangerous / hostile environment for cyclists and an unpleasant environment for pedestrians. School Street schemes in London have shown that forcing a change in habits for school run does not push parking or congestion to other nearby streets but in fact prompts a change in the way people travel to walking and cycling.	Green Lane from Leadhall Lane to roundabout at the other end.	N	
ARTHURS AVENUE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Make Arthur's Avenue restricted to traffic at school run times to prevent drop off and parking by car and encourage cycling and walking as alternatives. This would address the heavy traffic and parking outside 2 schools - Harrogate Grammar at the Otley Road end and Rosset Acre at the Pannal Ash Road end. The street is currently very busy with school run traffic (many in over-sized cars) at peak times and then solid with parked cars near Harrogate Grammar during the day. This creates a very dangerous / hostile environment for cyclists and an unpleasant environment for pedestrians. School Street schemes in London have shown that forcing a change in habits for school run does not push parking or congestion to other nearby streets but in fact prompts a change in the way people travel to walking and cycling.	Arthur's Avenue from Otley Road to Pannal Ash Road.	N	
OATLANDS DRIVE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Oatlands Drive - modal filters just north of Slingsby Walk and at the Oatlands Drive entrances of St Hildas Road, St Wilfreds Road and Wheatlands Road East and double yellow lines restricting parking all along Oatlands Drive. This would make Oatlands Drive a cul-de-sac and inhibit school run drop off and parking by car either to traffic approaching down Oatlands Drive from Hookstone Drive or via the Saints area. The roads are currently very busy with traffic and parked cars at peak time making it a dangerous street for cyclists and unpleasant for pedestrians. Habitual car parking on the edge of the Stray along the northern section of Oatlands Drive block the existing white paint cycle lanes and create very dangerous situations for cyclists as they are forced to pull out into traffic and face the risk of opening car doors. The changes would effectively create 'quiet-ways' which will encourage cycling and walking. Results from similar schemes in London have shown that the schemes do not displace parking or congestion to nearby streets but in fact prompt change in behaviour to cycling and walking. Its will be a vastly cheaper option vs creating good practice compliant segregated cycle lanes.	Oatlands Drive - modal filters just north of Slingsby Walk and at the Oatlands Drive entrances of St Hildas Road, St Wilfreds Road and Wheatlands Road East.	N	
KNARESBOROUGH ROAD HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Knaresborough Road is currently a very busy road with traffic backing up from the Empress roundabout for a lot of the day. The proposal is to build segregated cycle lanes each side of the road from the roundabout to Starbeck High Street, narrowing the road for motor traffic and removing parking (add double yellow lines). This will encourage cycling through a densely populated area with a good quality link towards Harrogate town, linking up with the Slingsby Walk cycle route to St Aidans/St John Fisher schools and also to the quiet cycle routes to the town centre past Christchurch. It would be a very visible scheme that will demonstrate to a large population area what safe cycle infrastructure can deliver and will make the pavements much pleasanter for pedestrians by moving the traffic further away (beyond the cycle lanes). Cycle lanes should maintain priority across all side turnings in the same way as the main road does, preferably with platforms across the side road entrances.	Knaresborough Road from the Empress roundabout to Starbeck High Street.	N	
SLINGSBY WALK HARROGATE	Harrogate	6	Cycling	26/07/2020	Google Maps Location	It would provide an easy and safe cycling commute for children attending Harrogate Grammar School, St Aidens, John Fisher's and for those such as myself who work at Harrogate Hospital where parking is very limited!	Please may we have a dedicated cycle path across the stry...from Lancaster Road/ Beech Grove side of Weston's Stray...linking the Prince of Wales Roundabout and then crossing Stray Rein, Oatlands Drive, running alongside Slingsby Walk to the Hospital.... This would allow an easy cycling commute for school children at Harrogate Grammar, St Aidens, John Fishers and to some extent also Harrogate High as well as those working at Harrogate Hospital.	N	
WHITCLIFFE LANE RIPON	Ripon	6	Cycling and walking	26/07/2020	Google Maps Location	It would enable anyone to walk or cycle safely with out risking traffic collision	A hard path on grass verge from macdonalds roundabout in Ripon right the way through to Ripley. This would enable families to cycle safely and not have to go on the main road. Would be a unique point of attraction for visitors	N	
SKIPTON ROAD HARROGATE	Harrogate	6	Cycling	26/07/2020	Google Maps Location	Skipton Road Harrogate is one of the busiest roads in North Yorkshire and an essential route for many journeys through the town, but it is very dangerous to cycle and no provision has yet been made for a safe space for cyclists, so very few people dare use it and many travel by car instead. I see an increasing number of cyclists riding on the pavement alongside the road which shows there is a demand for this cycle route, but riding on the pavement is both illegal and inconvenient for pedestrians. You will probably need to build a separate bridge for cyclists over the railway but for the rest of the length the road is wider than it needs to be for one line of motor vehicles in each direction, so there will be enough space to accommodate cyclists and pedestrians.	We need a cycle track the whole length of Skipton Road, from the Empress roundabout to New Park.	N	
LEEDS ROAD HARROGATE	Harrogate	6	Cycling	26/07/2020	Google Maps Location	Protected cycle route on key commuter route	Leeds Road. Remove near side northbound lane to provide two way segregated cycle route	N	
MONTPELLIER SQUARE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Provides increased width for pedestrians to socially distance. Key route during large events for pedestrians. Steer supports limited parking and another more primary vehicle route exists. Potential for cafes and pubs to use space for socially distanced seating.	Close Montpellier square route adjacent to Bettys to vehicles. Remove parking bays. Between parliament street and Montpellier hill	N	
WEST PARK HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Remove parking on near side or both sides. Use space for two way protected cycle route using light segregation. Also space for widened doorways for pedestrians. Parking available in MSCP and surface car parks.	Remove near side parking along near side or both sides of the street. On entire length of west park and Parliament street.	N	
OATLANDS DRIVE HARROGATE	Harrogate	6	Cycling	26/07/2020	Google Maps Location	Provide protected or mandatory cycle lane on both sides of the road. Current issues with advisory cycle lane not respected by people who park in the cycle lane and on the stray. Would provide a safe cycle route for children to the two large secondary schools on hookstone. Also commuter route to horn beam park.	Oatlands drive from knaresborough road to hookstone road. Both sides.	N	
HARROGATE ROAD KNARESBOROUGH	Knaresborough	6	Cycling	26/07/2020	Google Maps Location	Remove dual lane section up hill. Reduce speed limit to 30 mph. Use near side lane to provide continuous two way segregated cycle Between high bridge and Starbeck. Current provision is not continuous and is unsafe. High speeds on this stretch of road discourage cycling. Key route between Harrogate, Starbeck and knaresborough.	A59 Harrogate Road from high bridge to end of dual carriageway section.	N	
PRINCESS SQUARE HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Close princess square To motor vehicles and remove parking bays. Provide increased space for pedestrians and cyclists and provide cycle parking. Provide space for bars and cafes to have outdoor socially distanced seating. Provide Parklets for Seating and cycle parking.	Princess square. Between Albert street and raglan street	N	

PRINCES STREET HARROGATE	Harrogate	6	Walking	26/07/2020	Google Maps Location	Close street to vehicles and remove parking bays. Provide more space for social distancing and for cafes to have outdoor socially distanced seating.	James Street, Albert Street, princess street	N	
COMMERCIAL STREET HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Close to through vehicles and remove parking bays. Provide more space for socially distanced walking, and for cafes and bars to have outdoor seating. Other through routes are available on adjacent streets.	Commercial street, whole length.	N	
HOOKSTONE DRIVE HARROGATE	Harrogate	6	Cycling	26/07/2020	Google Maps Location	Provide segregated or protected cycle routes along whole length in both directions, using light segregation. Minimum should be mandatory cycle lanes. Provide safe cycle route for children to nearby secondary schools and to Hornbeam park.	Hookstone drive. Hookstone Road.	N	
DENE PARK HARROGATE	Harrogate	6	Cycling and walking	26/07/2020	Google Maps Location	Provide solar stud lighting on the greenway route. Benefiting pedestrians and cyclists during the autumn and winter months. Allowing greater safety and ensuring route can be used for commuting movements through the whole day.	Cycle route between dene park and Asda. Nidderdale greenway.	N	
HAMBLETON ROAD TO SCHOOLS HARROGATE	Harrogate	6	Cycling	27/07/2020	Google Maps Location	It is a main artery which is used by emergency vehicles who have difficulty most of the day to travel along Skipton Road without the need to use sirens. Perhaps some signs along the roadside saying "Do you need to take the car, could you walk or cycle?" Suggestions for residents to question their behaviour nudging them to think. Lots of traffic?, you are the traffic!	A cycle path along Skipton Road ideally the whole length is needed. I like to cycle around town, but I go to great lengths to avoid this road as it is very busy and scary.	N	
JAMES STREET HARROGATE	Harrogate	6	Walking	23/07/2020	Google Maps Location	Pedestrianise James Street and Albert street during working hours and encourage cafes to use outside areas. Be creative with the space to encourage people to visit. If necessary, parking could be allowed at night to help local restaurants.	Cenotaph to Station Parade.	Y	Part of an existing work package
RUDDING PARK FOLLIFOOT	Follifoot	6	Cycling and walking	27/07/2020	Google Maps Location	The path would connect to the footpath on Follifoot Road which is a direct route to Pannal Railway station, thus encouraging the use of public transport. Locals and visitors to Rudding Park could also walk or ride to Sainsburys and the Yorkshire Showground and onwards to the centre of Harrogate. The other direction could connect to a route to the village of Follifoot and surrounding areas.	A cycling and walking lane along the wall of Rudding Park on Rudding Park Lane. There is a wide grass verge there at present so plenty of room. It is a dangerously fast road... runners and walkers are often seen on the carriageway, putting their own and others lives at risk, as the wide grass area is unsuitable for people on foot.	N	
PANNAL ROAD FOLLIFOOT	Follifoot	6	Cycling and walking	27/07/2020	Google Maps Location	Grass verge could easily be taken over and connect Rudding Park to Pannal to encourage train use and connect local shops	Connecting Rudding Park to Pannal with a dual use footpath cycle route	N	
LEEDS ROAD HARROGATE	Harrogate	6	Cycling	27/07/2020	Google Maps Location	A key barrier to more cyclists is safety. Reducing the speed limit will help enormously as will a dedicated cycle lane. Most journeys are less than 1 mile - need to make it easy and normal to choose bike over car. Secure storage will also be needed. Thanks for helping make Harrogate an even better place to be.	Leeds Road. Dedicated cycling lane and 20 MPH restrictions. Same for all main routes into and out of Harrogate	N	
EAST SIDE OF DONCASTER ROAD SELBY	Selby	7	Walking	15/07/2020	Google Maps Location	To aid social distancing, the pavements along the East side of Doncaster Road, Selby need widening. Can this be done by removing grass verges and substituting tarmac surfaces? The grass verges extend from "The Courneys" to "Green Lane" junctions and also South from "Baffam Lane" junction to nearly opposite Brayton St. Wilfrid's church.		N	
BARLBY NEW BY-PASS BARLBY	Barlby	7	Cycling and Walking	22/07/2020	Google Maps Location	More access to the York to Selby cycle route	No cycle or walking crossing her to access the selby to York cycle path	N	
KING RUDDING LANE RICCALL	Riccall	7	Cycling and Walking	22/07/2020	Google Maps Location	Better access to skipworth common , it's one of Selby's hidden gems .	Pathways need up grading for walking access for bikes and disabled access to the common	N	
EGGBOROUGH BY-PASS TO CHAPEL HADDESEY EGGBOROUGH	Eggborough	7	Cycling and Walking	22/07/2020	Google Maps Location	Providing an option to cycle or walk alongside the A19 safely will encourage people that use the road for work, shopping, leisure between Eggborough and Selby, to travel sustainably. Safety is a massive issue on this road, lots of trucks with narrow lanes when mixed with cyclists is not safe.	This stretch of A19 from Eggborough to Selby would massively benefit from a cycle path. With plans for change of use to the power station, sustainable travel should be made a realistic option, the road is already subject to major repair works, this is an opportune time to add a cycle path	N	
EGGBOROUGH SLEIGHTS EGGBOROUGH	Eggborough	7	Cycling and Walking	22/07/2020	Google Maps Location	The aire and Calder canal (Leeds - Goole) could be great walking & cycling route. Currently has very little easy access and involves crossing, recrossing and for accessibility and bikes is currently unusable. Upgrading the walkway right along has room most of the way and could be a great way of getting extra revenue in the small businesses in the villages along the route and generate more facilities	Aire & Calder canal starting at Leeds and ending in goole	N	
DONCASTER ROAD WHITLEY	Whitley	7	Walking	22/07/2020	Google Maps Location	At the moment the public right of way goes from the A19 in Whitley, along Lee Lane before cutting across farmer's fields towards Great Heck. Many walkers (including dog walkers) use the Lee Lane section of path as a route to get to the canal. Where the route turns right along the drain to go to Great Heck, this section is very rarely used by walkers. However, many walkers currently use this path from the end of the Lee Lane to walk straight down to the canal, climbing the bank to reach the canal. Given the long, narrow nature of Whitley village, there are limited walking routes, but this provides a good loop around the village whilst enabling pedestrians to get away from roads. At the moment, walkers are using this route without permission of the farmers. Having spoken to the farmers who own the fields currently used (without permission) by many walkers, they would be happy to re-route the public right of way to provide a path directly to the canal from the end of Lee Lane. However, this has been blocked by NYCC in the past. One reason cited was that NYCC would have to provide steps up the canal bank and maintain them. However, given the popularity of this route, this would be worthwhile.	This suggestion relates to the public right of way currently running from Lee Lane to Great Heck. It is marked as route code 35.73/5/1 on the NYCC public rights of way map.	N	
EGGBOROUGH BY-PASS TO CHAPEL HADDESEY EGGBOROUGH	Eggborough	7	Cycling and Walking	22/07/2020	Google Maps Location	By having the link between the two villages it is possible to cycle safely from southern villages to Selby along the busy stretch of the A19.	Footpath and cycle lane linking eggborough to Burn.	N	
SOUTH MILFORD TRAIN STATION TO SHERBURN-IN-ELME	Sherburn-in-Elme	7	Cycling	23/07/2020	Google Maps Location	South Milford Railway Station to Sherburn Ind Estate. I mentioned a specific issue to officers but as I am way down the 'food chain' I was ignored. And guess what, it has now been seen as a solution!! The cycle lane runs from South Milford and stops at New Lane. I wanted it to continue down to the Fairways as the path can easily accommodate it with its large grass verge. Cyclists could then cross over and go down the Fairways which is relatively free of traffic. This could have come out of the funding made available for the 1,200 homes currently being built. Alas no. The other sticking point is the section on Moor Lane, which is a busy road. Work would need to be done by the mini roundabout and then the old Moor Lane would be useful again.		N	

DONCASTER ROAD WHITLEY	Whitley	7	Walking	23/07/2020	Google Maps Location	A19 Whitley Paths on both sides of the road! There are no traffic controlled crossings in the village at all. Yet paths only on one side, and partially on the other. To get to the post office box means crossing the A19 twice, as a quick example. Would also advocate the opening of a route from Lea/Lee Lane to the Canal or at least finishing the public footpath up there, to great heck. To allow an easy and accessible (but long) passage to the lock.	A19 in Whitley - footpaths And Lea/Lee lane in whitley	N	
OLD QUARRY LANE LUMBY	Lumby	7	Cycling	27/07/2020	Google Maps Location	A162 - passes through a number of outlying villages. All of which will attend local village schools and would provide an alternative solution to parents who live a little too far from schools to walk to have an alternative solution to the car. It passes by 2 stations (South Milford / Sherburn) which link to Leeds and York, allowing commuters to cycle and use public transport. As the majority of this road is set to national speed limit and is used by large goods vehicles a protected lane would provide comfort to cyclists. The above goes for the A63 solution and would connect more of the cycle network from Brayton Junction to outskirts of Leeds. This would also provide a credible alternative for students travelling to high school and colleges in the area.	A162 Byram - Tadcaster - Dedicated Cycle Path. A63 (A1) to Brayton Junction (Selby). Dedicated and protected cycle path	N	

Appendix B

Area	Option	Converting trips to walking and cycling	Tackling areas with poor health and high deprivation	Number of people that will benefit	Cost	Deliverable in 22/23	Notes
Craven	Kildwick to Silsden	Med	High	Med	£750k	Y	Good Route, supported by LCWIP, plans already developed
Craven	Kildwick to Silsden + Airedale	Med	High	Med	£750k + cost of additional Airedale Measures (£100k)	Y	Good Route, supported by LCWIP, plans already developed
Selby	Selby Corridor 6	Med	Med	Med	£720k	Y	Good Route to link a residential and leisure route to an economic centre, would not deliver full link as set out in LCWIP
Selby	Selby Corridor 4	High	High	High	£2.05m	Y	Cost prohibitive
Scarborough	A64 Eastfield to Mere	Med	High	High	Unknown	N	Scheme not developed enough, not included in development plans, can link to LUF

Appendix B

Area	Option	Converting trips to walking and cycling	Tackling areas with poor health and high deprivation	Number of people that will benefit	Cost	Deliverable in 22/23	Notes
Scarborough	Link between north bay and south bay	Med	Low	Low	unknown	Y	Route beneficiaries are leisure users only – doesn't fit with funding profile
Scarborough	Station Gateway	Med	Med	high	unknown	N	Not realistically deliverable in funding window
Scarborough	Connect A171 Tranche 2 scheme with Whitby Town Centre	Med	Med	high	unknown	Y	Already investigating as part of T2
Scarborough	Whitby, Carrs Road to Town Centre	Med	low	low	unknown	N	Issues with delivery and land take requirements, very close to current ATF T2 scheme on A171
Ryedale	Kirkbymoorside School to next junction with A170	Low	Med	Med	£150k	Y	50k match funding available for delivery with RCF, doesn't really connect two places as a scheme in isolation
Ryedale	Helmsley Marketplace to Kirkbymoorside	Med	Med	Med	£50k	Y	Looking for development funding (subject to being able to capitalise rev funding) to investigate delivery of full route

Appendix B

Area	Option	Converting trips to walking and cycling	Tackling areas with poor health and high deprivation	Number of people that will benefit	Cost	Deliverable in 22/23	Notes
Harrogate	Knarborough to Flaxby Green Park Industrial Site	Med	Med	Med	£50k	Y	Looking for development funding (subject to being able to capitalise rev funding) to investigate delivery of full route
Harrogate	Pannal to Rosset Green	Med	Low	Med	£900k	Y	No safe cycle link to get from Rosset Green (end of scheme) to Town Centre if delivered in isolation. Linked to HTIP and Oatlands Feasibility Study
Harrogate	Cardale Park to NPIF Scheme start (Otley Road)	Med	Low	Med	unknown	N	Not deliverable in the time frame
Harrogate	Nidderdale Greenway	Med	Med	Low	unknown	N	Route beneficiaries are predominantly leisure users – doesn't fit with funding profile and plans not developed enough at this stage
Harrogate	Whinney Lane to Rosset Green	Med	Med	Med	unknown	N	Not developed enough
Harrogate	Ripon West Sustainable Travel Corridor	High	Med	Med	£0.5m	Y	Supports Ripon Barracks/MOD scheme

Appendix B

Area	Option	Converting trips to walking and cycling	Tackling areas with poor health and high deprivation	Number of people that will benefit	Cost	Deliverable in 22/23	Notes
Harrogate	Bilton to Starbeck (HCIP Corridor 1)	Med	Low	Med	£1m+	Y	Significant parts of the route would not be able to be LTN compliant (total cost for corridor is c.£5.4m)
Harrogate	Bilton to Hornbeam Park (HCIP Corridor 2)	Med	Low	Med	£1m+	Y	link through from Empress to Hornbeam to be reviewed as part of Oatlands study (total cost for corridor is c.£3.7m)
Harrogate	Jennyfield to Harrogate Town Centre (HCIP Corridor 4)	Low	Low	Low	£1m+	Y	at least 216m of track couldn't be delivered to LTN standards (total cost for corridor is c.£1.5m)
Harrogate	Hornbeam Park to Starbeck (HCIP Corridor 4)	Low	Low	Med	£1m+	Y	link through from Empress to Hornbeam to be reviewed as part of Oatlands study / Significant parts of the route would not be able to be LTN compliant (total cost for corridor is c.£3.4m)
Harrogate	Ripon/Harrogate cycle signage	Low	Low	Med	£200k	Y	Can a signage scheme be included in ATF? Question for DfT.

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Active Travel Fund Tranche 3		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	<ul style="list-style-type: none"> Bid for funding to deliver Active Travel interventions across the county 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To enable more people to choose to walk and cycle for short trips 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, at this stage the bid for funding does not require significant commitment or removal of resources		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g.	No.		

disabled people's access to public transport)? Please give details.				
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	12/07/21			



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Active Travel Fund Tranche 3
Brief description of proposal	Deliver Active Travel interventions across the county
Directorate	BES
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	08/07/2021

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Active Travel is a focus of the Department for Transport. When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes. A range of schemes were explored, detail on this is included in section 4 of the report.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

It is intended that all schemes will be delivered within the funding that has been offered by the DfT and so will be cost neutral.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		*				
	Emissions from construction		*		<p>This bid is for further appraisal of a short list of schemes for a walking and cycling network, and does not involve physical construction at this point.</p>		
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*				
<p>Reduce water consumption</p>			*				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>*</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>*</p>				
<p>Enhance conservation and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>*</p>				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	Positive impact <small>(Place a 'V' in the box below where relevant)</small>	No impact <small>(Place a 'X' in the box below where relevant)</small>	Negative impact <small>(Place a 'X' in the box below where relevant)</small>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>		<p>*</p>				

<p>Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.</p>
<p>N/A</p>

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Accepting the recommendation to bid for the schemes outlined in section 5 will have no climate change impact. Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.



Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	BES
Signature	Keisha Moore
Completion date	08/07/2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12/07/21