



Eastfield Paths Strategy

June 2014

In memory of Cllr Alex Abiolla



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1. INTRODUCTION

Eastfield was designed and built from the 1950s as spacious and green neighbourhood with plentiful footpaths linking streets and cul-de-sacs with the open spaces, shopping centre and other local facilities. Furthermore, it is bounded on one side by open countryside and lies on a gently south facing slope with good views across the Wolds, Vale of Pickering and surrounding landscape.

However, many of the paths in and around Eastfield are in poor condition with a degraded surface, overhanging vegetation and poor signage. Some official paths recorded as public rights of way are no longer accessible at all because of new development, particularly around the industrial estate. Some very well used paths are not recorded as public rights of way and are being used without express permission, which could jeopardise their continued use.



Living in this landscape is a community with notable health problems associated with a lack of physical activity. Residents of Eastfield aged under-75 are 77% more likely to die a premature death of coronary heart disease than the England average (*2006-10 PHOs produced from ONS data*). 29% of adults in Eastfield are obese compared with 24% across England, whereas for reception aged children the figures are 12% in Eastfield compared with 10% in England (*2010-11 PHOs & NHS IC*).

Isolation from key services and facilities is an issue for many of Eastfield's residents due to the distance from Scarborough town centre, the cost of public transport and the lack of car ownership. A return bus ticket to Scarborough is currently £4.20. The percentage of households with no car in Eastfield is 39% compared to 29% across Scarborough Borough (*2011 National Statistics*).

This Eastfield Paths Strategy aims to alleviate some of these problems and improve the quality of life for those living across the Parish. The Strategy aims to:

- Create a Parish with an accessible, high quality and well used network of paths
- Encourage people to walk, cycle and explore their local neighbourhood more often

To do this the report presents a thorough mapping and review of existing footpaths and rights of way throughout Eastfield Parish and the surrounding area. Based on this review, plans are proposed for physical improvements to the network, including both existing and new paths, combined with proposals for encouraging walking and cycling. These proposals are then collated into an action plan with estimated costs, timescales and methods of delivery.

2. ASSESSMENT OF EXISTING PATH NETWORK

This section provides a survey and map of all existing paths in and around Eastfield, including formally recognised and dedicated paths as well as informal, un-surfaced or unrecorded paths. It also includes an assessment of the current condition of these paths and highlights various opportunities and constraints to their improvement.

2.1. Map of existing paths

The “Existing Path Network” map opposite shows the existing path network in and around Eastfield. Paths are divided into the following categories:

- **Public footpath** – a path on which the public have a legally protected right to travel on foot
- **Public bridleway** – a way over which the public have a legally protected right to travel on foot and on horseback, and also a right to use by bicycle
- **Restricted byway** – a way over which the public have a legally protected right to travel on foot and horseback, and any non-mechanically propelled vehicle
- **Unclassified paths** – surfaced or un-surfaced paths across Eastfield that are currently used by people but over which no legal right to use may exist. Some of these paths may be part of the wider public highway and be classed as a pavement or footway (see below), but most will be being used without formal permission of the landowner (often Scarborough Borough Council)
- **Pavement or footway** – roadside pavements that form part of the wider highway network or carriageway and so are not normally considered paths in their own right. If they are part of the highway the public have a right to use them on foot, although not on a bicycle unless there are special measures to allow this, e.g. designated cycle route

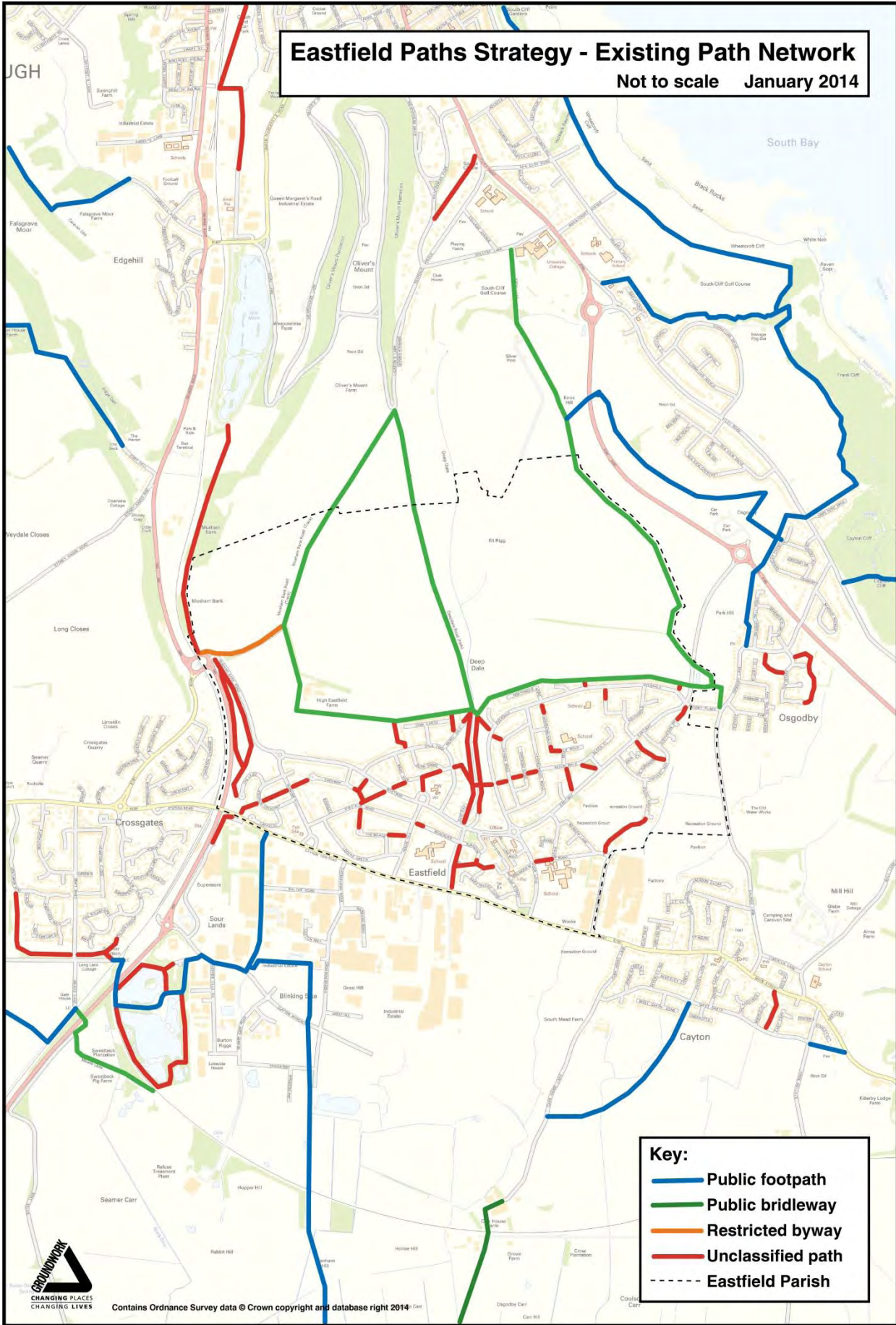
There are other categories of path defined in law, e.g. Byway open to all traffic, and other categories of public access to land, e.g. Access Land, but none of these currently exist in Eastfield Parish.

2.2. Survey of existing paths

The “Photo Key” map overleaf provides a key to the images used in the following descriptions and assessments. Paths are sometimes described singularly if of particular significance, but often are grouped into neighbourhoods and areas. Pavements and footways that are part of the carriageway are not separately described.

Eastfield Paths Strategy - Existing Path Network

Not to scale January 2014



Key:

- Public footpath
- Public bridleway
- Restricted byway
- Unclassified path
- - - Eastfield Parish



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2.2.1. Bridleway behind Overdale

Description: Public bridleway running east-west between Priory Place and the Dell.

Condition: Narrow and restricted by boundary fences/walls of houses on Overdale and neighbouring field. Moderate levels of litter and fly tipping. Occasional overhanging branches. Poor quality access points along Overdale and steep muddy slope at western end of bridleway linking to Dell. No signage at western end.

Opportunities: Widen and improve surface as part of open space layout on new development site. Improve connections along length and at western end.



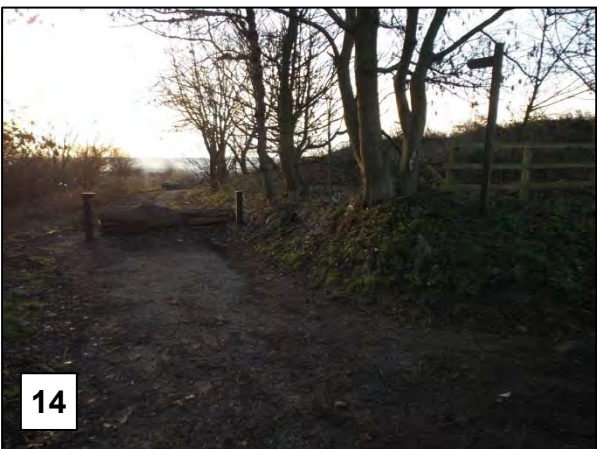


2.2.2. Bridleway to Oliver's Mount

Description: Public bridleway running north-south between the Dell and Oliver's Mount hairpin, and therefore providing a route to and from Scarborough town centre. Steady rise in height going north and excellent views from upper sections across Eastfield to Wolds and Vale of Pickering. Also passes old quarry with attractive rock face.

Condition: Muddy, uneven and rocky surface in many places. Narrow in some sections with overhanging vegetation, including gorse, and close proximity of barbed wire fence. Some litter in beck in lower sections. No signage at southern end. Excellent wildlife habitats surround the path at the southern end.

Opportunities: Key off-road route to Scarborough and good potential for use in circular walks from Eastfield. Improve condition of surface, path width and signage.



2.2.3. Bridleways around High Eastfield Farm

Description: Public bridleways running north-south and east-west linking Oliver's Mount hairpin, Musham Bank Road and High Garth. Superb views to the sea as far as Bempton cliffs and across Crossgates to the Wolds.

Condition: North-south section between Oliver's Mount and Musham Bank is on good quality track or variable path across field. East-west section between Musham Bank and The Dell is very poor condition, indistinguishable across the fields between High Eastfield Farm and High Garth, and impassable behind High Garth due to rubbish and vegetation growth. Very poor signage.

Opportunities: An important link for circular routes from Eastfield and good opportunities to improve and potentially re-route as part of new development.





2.2.4. The Dell

Description: Local Nature Reserve with north-south path either side of stream installed as part of improvement project in 2010. Mostly compacted stone but also includes small section of timber boardwalk. Several paths cross the Dell going east-west and some are reinforced with timber and stone steps in the steepest places.

Condition: Stone path in reasonable condition although sticky when wet. Boardwalk in fairly good condition. East-west paths mostly across grass so condition dependent on weather.

Opportunities: On-going maintenance and topping up of stone paths and boardwalk required. Further improvement and reinforcement of east-west paths would be beneficial as many of these serve as important links between the east and west sides of the estate.



2.2.5. Paths around Eastway and Overdale

Description: Abundant network of paths and snickets often providing pedestrian-only links between neighbouring roads and areas. Mostly surfaced in tarmac or concrete slabs and owned by Scarborough Borough Council or Yorkshire Coast Homes.

Condition: Most in good surface condition although some are informal tracks across grass, e.g. Beech Walk. Some overhanging vegetation restricts available width.

Opportunities: On-going surface renewal and repair. Consider formalising access rights.





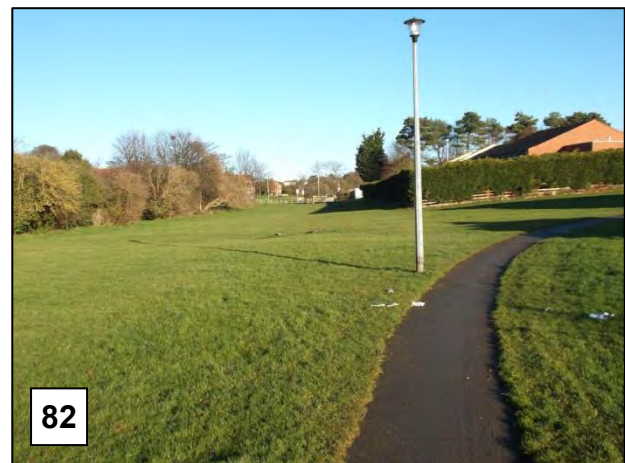


2.2.6. Paths around Pindar Road and Sweetbecks

Description: Well used pedestrian link paths between roads and neighbourhoods, mostly hard surfaced.

Condition: Most in good surface condition although small section of informal track over grass at Braeburn to Sweetbecks link.

Opportunities: Create surfaced path at Braeburn to Sweetbecks link. On-going surface renewal and repair. Consider formalising access rights.



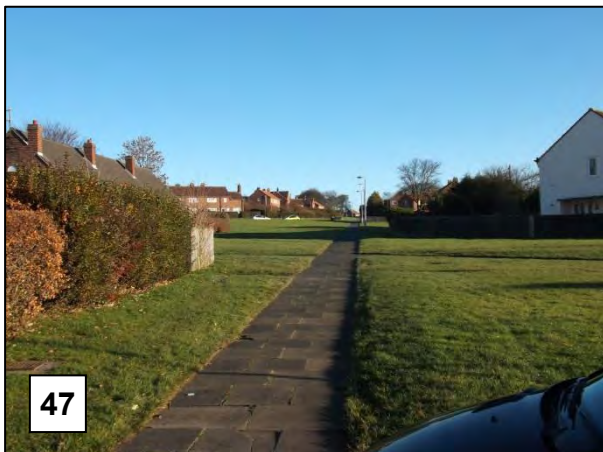
2.2.7. Paths around Ryefield Road

Description: Key pedestrian paths linking Manham Hill and Dunn Grove and streets in between. Integral part of estate layout.

Condition: Good surface condition although overhanging vegetation in some places restricts access considerably. Access path from Ryefield Road to Ridgeway currently

blocked by new housing development and potentially permanent closure because of this.

Opportunities: Reinforce design of long straight avenue. On-going surface renewal and repair. Consider formalising access rights.



2.2.8. Paths around Manham Hill

Description: Key pedestrian paths through neighbourhood and providing access to local shops, Morrison's supermarket, Seamer Station and Cayton Low Road.

Condition: Good surface condition although slab surface deteriorating. Path to Morrison's steep and shaded by tall surrounding vegetation.

Opportunities: On-going surface renewal and repair. Consider formalising access rights.



2.2.9. Musham Bank Field and Woods

Description: Informal paths around natural field and across Musham Bank Road into Bluebell Woods and on to the Mere, and as such an important off-road link to Scarborough town and Seamer Road.

Condition: Musham Bank Field paths are informal tracks through grass, often muddy and wet. Field contains a redundant fence from previous traveller camp. Track through Musham Bank Woods is stone but very rough for most of its length and narrow due to unmanaged and overgrown path-side vegetation, often bramble and gorse.

Opportunities: Improve access to Musham Bank Field, remove fence and carry out other environmental improvements. Improve path through Musham Bank Woods and beyond past the Mere, Queen Margaret's Road industrial estate and Weaponness as major off-road route to Scarborough town.



2.2.10. Bridleway to Osgodby

Description: Public bridleway running north-south from Osgodby village to South Cliff golf course. Links to other footpaths and offers superb views to Scarborough Castle and sea. Currently diverted around compound for new housing development.

Condition: Good quality stone track for most of its length, although muddy and steep section alongside golf course. Poor quality signage.

Opportunities: Improve signage and encourage greater use. Link with circular routes around the area.

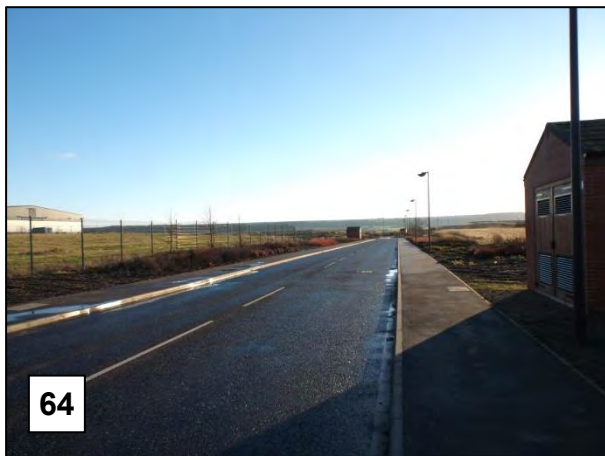


2.2.11. Industrial Estate

Description: Two public footpaths crossing industrial estate to link Eastfield with Burton Riggs, Seamer and Cayton and Flixton Carrs.

Condition: Section along Dunslow Road appears to use pavement although no signage. Section from here to bottom of Thornburgh Road indistinguishable on the ground and appearing to run across new development site. Good access point through gates to rural section at far southern end of Thornburgh Road.

Opportunities: Realign route of path to follow new pavement and cycleway, improve signage and links to surrounding countryside.





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2.2.12. Burton Riggs

Description: Series of paths, including a public footpath around and through an attractive wildlife habitat site. Main circular path surfaced in stone with secondary paths as tracks through grass and scrub.

Condition: Stone paths in reasonable condition but with some areas of standing water and flooding. Informal tracks often very muddy and overgrown with very little signage.

Opportunities: Improve signage and awareness of paths and wildlife site. On-going path surface and vegetation maintenance.



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2.2.13. Cayton

Description: Public footpath linking West Garth, Cayton with Carr House Lane and on to public bridleways and footpaths to Cayton and Flixton Carrs.

Condition: Very muddy for much of length and at access point in Cayton.

Opportunities: Improve signage and awareness and link to circular routes.



2.3. New Development at Middle Deepdale

The area forming the northern half of Eastfield Parish has been allocated for major residential development since the 1999 Scarborough Borough Local Plan. In 2013 work began on the first phase of the development, an extra care facility.



Around 1,350 homes are proposed, along with a new link road between the A64 and A165, and community infrastructure such as a school and leisure facilities. The development will be phased over a 10-15 year period.

This development provides excellent opportunities for enhancing Eastfield's path network, complementing existing paths, adding new routes, amending existing public rights of way where appropriate, and following the general aim of this strategy to encourage walking, cycling, outdoor enjoyment and local exploration. In order to realise these opportunities and not turn them into threats or constraints, it is essential that the future planning of the development builds on Eastfield's existing path network and takes this strategy into account.

The bridleway at the eastern edge of the new development has been temporarily diverted around the site compound for a small length, but the developers have installed a good quality surface along the diverted section.



2.4. Policy and Legal context

2.4.1. Path Management

The paths listed above are managed in three main ways:

- **Public footpaths, public bridleways** and restricted byways – as public rights of way the Highway Authority (North Yorkshire County Council) is responsible for recording their existence on the Definitive Map, ensuring they are open for public use, and maintaining the surface so that it is not difficult to use, including managing the surface vegetation. The landowner or occupier is responsible for ensuring they are not blocked or obstructed and the route is identifiable
- **Unclassified paths** – these are wholly the responsibility of the landowner or occupier and these individuals or bodies have a duty of care to ensure the public is reasonably safe using the path when either permitted or invited to do so. It may be appropriate to legally formalise these paths to preserve the right of access (see Section 2.4.2. below)
- **Pavement or footways** – these form part of the highway maintainable at the public expense so are wholly the responsibility of the Highway Authority (North Yorkshire County Council) to maintain and upkeep

2.4.2. Unclassified Paths

As can be seen in Eastfield, the Definitive Maps of public rights of way by no means include all paths that are used by the public. This is true nationally but made worse in Scarborough as the town was exempt from the legal requirement to begin recording a Definitive Map in 1949, because it was classed as an urban area.

In an attempt to improve the gaps in records, the Countryside and Rights of Way Act 2000 set a cut-off date of 2026, by which time any unrecorded public rights of way in use before 1949 would cease to exist if not added to the Definitive Maps. However, the complexity of this proposal has led to much criticism and the cut-off date is currently under partial review.

In any case, the construction of Eastfield estate did not begin until the 1950s so most



if not all of the paths within the existing housing area will not qualify under this legislation.

If a path was created after 1949 and it is to become a public right of way this can happen in a number of ways:

- **Express dedication** – where the landowner consciously and deliberately gives the public a right of use over their land
- **Presumed or deemed dedication** – where the public have used a right of way uninterrupted for 20 years or more
- **Creation order or agreement** – various types of agreements or orders by and between local authorities, Parish Councils and landowners

Whether it is appropriate or beneficial to dedicate any of the Unclassified Paths in and around Eastfield as Public Rights of Way requires an assessment on a case-by-case basis. Most of the surfaced paths should qualify under express dedication as they have been deliberately created as public paths. The non-surfaced paths may need to rely on presumed dedication or some form of order.

2.4.3. Changing existing Public Rights of Way

There is a legal principle of “once a highway always a highway” and it is difficult although not impossible to close a public right of way. Legal action is also required to divert a public right of way and the process is designed to allow public consultation on any proposals.

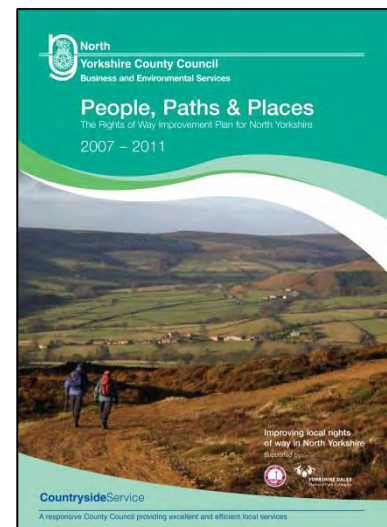
There are many reasons why it may be beneficial to divert a right of way and some of these may be relevant to Eastfield. In particular, when a new development is built in the vicinity of a right of way, it may be appropriate to realign it to follow new paths through new open space. Similarly, there may be areas of boggy or poor ground conditions, better links to surrounding paths and local facilities, or improvements to users’ safety and enjoyment, that a diversion would benefit.



2.4.4. NYCC Rights of Way Improvement Plan

“People, Paths & Places” is the Rights of Way Improvement Plan for North Yorkshire. This is a statutory document that the local Highway Authority must produce, in a similar way to the definitive map. It highlights the wide ranging benefits that rights of way bring to an area and sets out a plan to improve the management, maintenance, location and promotion of local rights of way.

The plan identifies some key local issues and opportunities relating to Eastfield, listed below. Few of these opportunities have yet been fully realised so they still provide good opportunities to improve the rights of way network in and around Eastfield.



- **There needs to be improved opportunities for residents of urban areas like Eastfield to enjoy their local countryside and venture further into the National Park. This needs to tie in with physical activity, well-being and active engagement in community based volunteering opportunities**
- A Definitive Map and Statement was never prepared for Scarborough under the National Parks and Access to the Countryside Act 1949. A consultation exercise was carried out in the recent past to record all known definitive rights. This resulted in the recording of one definitive right of way in the town. While many routes will have developed into roads and footway, others remain to be discovered. It is recommended that a project is initiated to research historic routes while people are still able to remember them
- A Transport Forum has recently been established in Scarborough and therefore initiatives to improve local rights of way need to be integrated with their work
- Scarborough Borough Council is working on an ‘Around Scarborough Habitat Trail’. This aims to link areas of wetland, forest, moors and coast around Scarborough. Joint working will continue between the County Council, National Park and Scarborough District Council to create a suitable trail using rights of way
- There is a need to review the local rights of way network around Seamer. Route severance issues are a priority where rights of way cross the York to Scarborough railway line and the A64
- Pedestrian access to Seamer station could be improved in the future
- The Cayton and Flixton Carrs Wetland Project aims to create important wetland habitats to the south east of Scarborough around the floodplain of the River Hertford. This is an area where rights of way are currently under used and the land is prone to flooding. Once the extent of this area has been identified, the local rights of way network in this area will need to be realigned onto drier ground

3. PROPOSALS

3.1. Overview

This section and the maps on the following pages highlight a range of proposals for improving the paths in and around Eastfield. The proposals are divided into three categories based on length of path and journey:

- Local links and short networks
- Medium length circuits
- Long routes

3.1.1. Local Links and Short Networks

- **East-West link** – a purposefully designed feature cutting through the centre of Eastfield, complementing the north-south road network to provide a valuable and well-used local link.

Reinforce significance and priority of route:

- Prioritise and supplement on-going path repairs to widen path, install drop kerbs and replace slabs with tarmac surface
- Supplement on-going lighting repairs to enhance lighting levels
- Encourage adjoining properties to reduce overhanging vegetation
- Emphasise design of path with avenue tree planting
- Reinforce grass surface on steeper slopes where path crosses the Dell
- Investigate legal status and ownership of path

- **The Dell** – New circuit path and boardwalk up one side of the beck and down the other.

Maintain quality of path surfaces:

- Top up stone path in places
- Repair boardwalk where damaged
- Consider extending bridleway south to Westway

- **New development** – Potentially increasing the size of Eastfield by nearly 50% over the next 15 years.

Ensure layout of new development includes good links with existing neighbourhoods and encourages walking and cycling:

- Work in partnership with developers and Planning Authority to help inform design process

- **High Street** – Neighbourhood shopping and community centre currently aiming for major regeneration.

Ensure easy footpath and cycle access to centre:

- Include path improvements in High Street development and regeneration briefs

- **Sweetbecks** – Circular route around Sweetbecks Close and linking Braeburn, High Street and Cayton Low Road.

Improve continuity of path by infilling gap in surfaced path:

- Install new section of footpath south from Braeburn to link with existing path
- Consider extending bridleway from Westway to Cayton Low Road

- **Morrison's link** – Important pedestrian link to supermarket and extending across Manham Hill to Ridgeway.

Reinforce line of path and improve condition:

- Prioritise and supplement on-going path repairs to widen path, install drop kerbs and replace slabs with tarmac surface
- Supplement on-going lighting repairs to enhance lighting levels
- Manage vegetation around Cayton Low Road
- Improve suitability for use by cycles
- Investigate legal status and ownership of path

- **Musham Bank Field** – Unmanaged grass field used informally for walking and recreation.

Develop low key improvement scheme to enhance wildlife value and access:

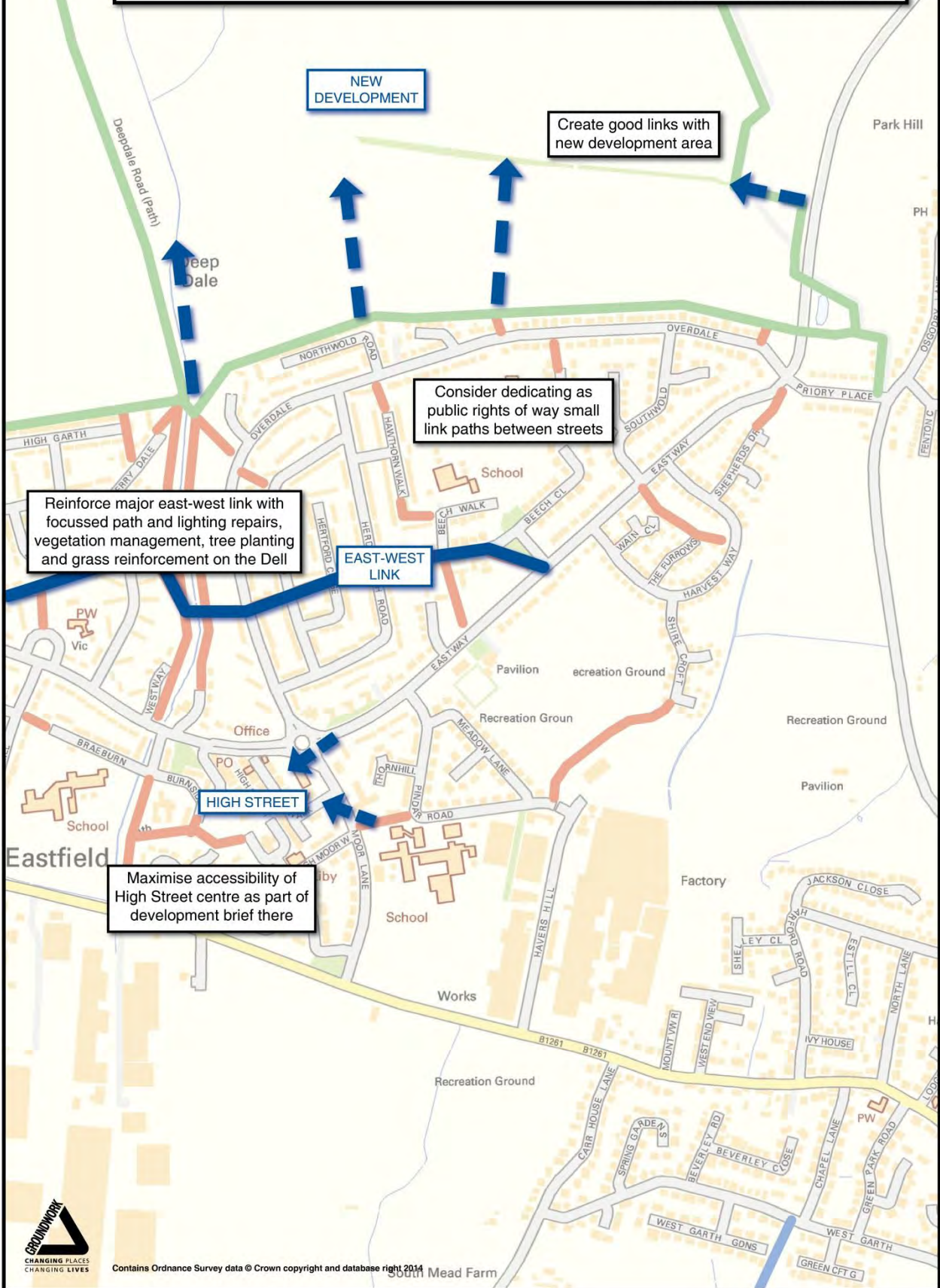
- Remove existing traveller's fence
- Improve access points
- Develop tree planting and habitat management proposals

- **Small link paths** – Scattering of small paths linking adjacent streets and neighbourhoods.

Sustain and improve condition of paths:

- Liaise with landowners over on-going maintenance and improvement
- Investigate legal status and ownership of paths

Eastfield Paths Strategy - Local Links and Short Circuits - East
 Not to scale January 2014



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3.1.2. Medium Length Circuits

- **Deepdale and Oliver's Mount** – manageable length circuits on bridleways and paths north to Oliver's Mount and the Mere. Excellent views from top of slope.

Improve surface condition, re-open inaccessible bridleway and improve awareness:

- Improve surface of bridleway north of the Dell, including cutting back overhanging vegetation
- Improve path surface from Musham Bank to the Mere and dedicate as new bridleway
- Re-align and re-open bridleway behind High Garth as part of new development
- Improve signage and awareness throughout area
- Install new bench at viewpoint near Oliver's Mount hairpin
- Link circuits with Musham Bank field and improvements there

- **Middle Deepdale** – Gap in official path provision prevents link between existing circuits at Deepdale and Knox Hill.

Create new link to bridge the gap and create new circuits:

- Create new bridleway through former Middle Deepdale Farm to link Deepdale bridleway with Knox Hill bridleway

- **Knox Hill and Osgodby** – Scenic circuit to Knox Hill with superb sea views and opportunity for return via Osgodby or further routes into Scarborough.

Sustain route and potentially re-align around new development and former Osgodby Carnival Field:

- Re-align bridleway around new development to complement new housing layout
- Formalise path across former Osgodby Carnival Field and consider dedicating as new bridleway
- Create new path link to Osgodby Lane

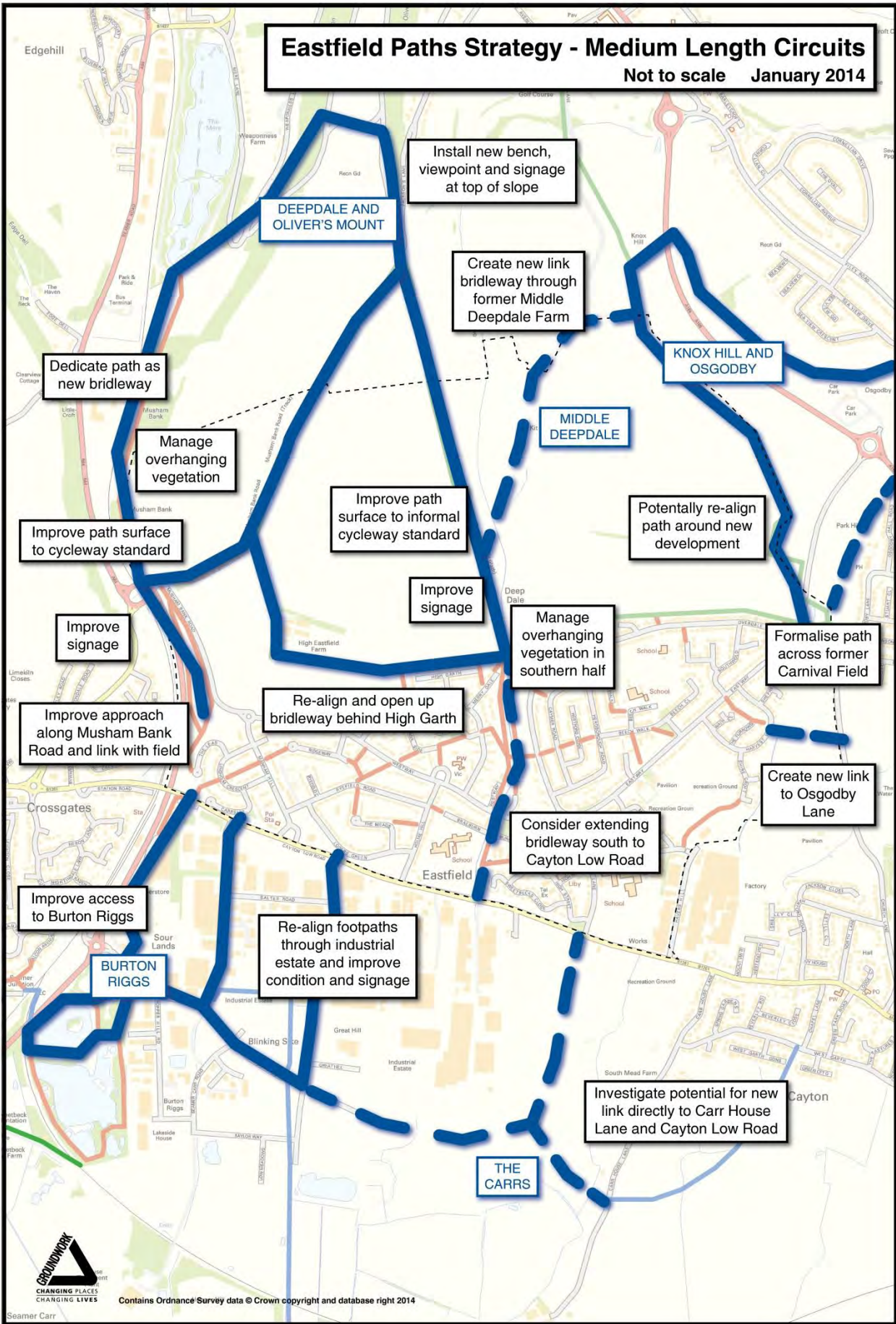
- **The Carrs** – Gap in path provision between Thornburgh Road and Carr House Lane Cayton, compounded by lack of direct access across busy Cayton Low Road in the vicinity of High Street and Eastfield centre.

Create new route to fill gap in provision:

- Investigate potential for new path linking industrial estate, High Street, Cayton and the Carrs

Eastfield Paths Strategy - Medium Length Circuits

Not to scale January 2014



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- **Burton Riggs** – Very attractive wildlife area with good quality circuits within the site but poor access to and awareness of the site.

Improve access to and awareness of Burton Riggs:

- Re-align and sign paths through industrial estate, including route alongside and crossing Dunslow Road and A64
- Improve condition of car park and surrounding access
- Improve signage and welcome features at Burton Riggs

3.1.3. Long Routes

- **Musham Bank path** – Major opportunity to create a key off-road cycle and pedestrian link to Scarborough town centre on reasonably level ground.

Create key path and cycleway to Scarborough town centre:

- Improve path surface from Musham Bank to the Mere to cycleway standard and dedicate as new bridleway
- Improve approach from Musham Bank Road as part of new development
- Encourage similar improvements to onward sections of the route past the Mere, Queen Margaret's industrial estate and proposed new sports village
- Improve signage and awareness

- **Deepdale bridleway** – Another key route into Scarborough but with greater slopes and more challenging terrain. Also an important part of local circuits and a valuable wildlife habitat.

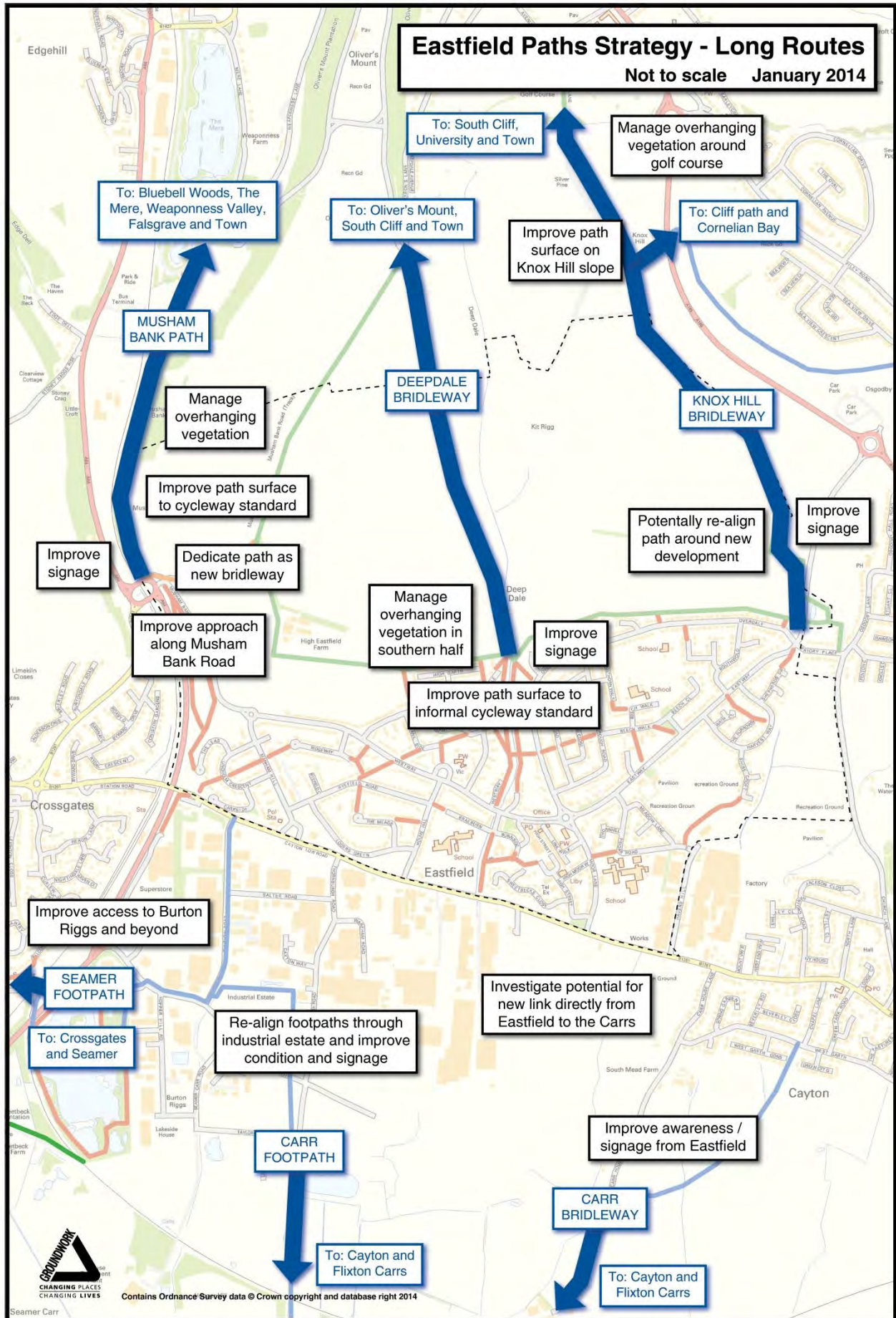
Improve surface condition and signage:

- Improve surface of bridleway north of the Dell to informal cycleway standard, including cutting back overhanging vegetation
- Improve signage and awareness throughout area
- Install new bench at viewpoint near Oliver's Mount hairpin

- **Knox Hill bridleway** – Scenic route to South Cliff and Scarborough on good quality surface, except for steep and muddy section around Knox Hill.

Improve surface condition around Knox Hill and signage at key points:

- Re-align path around new development to suit new housing layout
- Improve signage at entry and exit points
- Improve surface around Knox Hill
- Manage overhanging vegetation around Knox Hill



- **Carr bridleway** – Good quality bridleway and country lane giving access to Carrs, Flixton and the Wolds.

Improve signage and awareness:

- Improve signage from Eastfield and awareness with leaflets and activities

- **Carr footpath** – Variable footpath through industrial estate, past landfill site and across Carrs to Starr Carr, Flixton and the Wolds.

Improve access through industrial estate, signage and awareness:

- Re-align route through industrial estate to follow new roadside cycleways and footways
- Improve signage and awareness
- Investigate potential for new link directly from Eastfield High Street area to the Carrs and Carr bridleway

- **Seamer footpath** – Footpath link to Burton Riggs, across railway line and on to Crossgates, Seamer and beyond.

Improve signage and awareness:

- Re-align and sign paths through industrial estate, including route alongside and crossing Dunslow Road and A64
- Improve signage and welcome features at Burton Riggs
- Improve awareness of long distance routes to sites such as Forge Valley and Raincliffe Woods



3.1.4. Encouraging Walking and Cycling

Walking and cycling is good for you. It helps keep you fit and healthy, helping to maintain a healthy weight and reducing the likelihood of a huge range of diseases. Mental health as well as physical health is benefitted by walking a cycling in the fresh air. It is good for the pocket too, being free or much cheaper than public transport or driving a car.

It is also good for the environment, both globally and locally, reducing harmful emissions from fossil fuel powered vehicles. It helps create vibrant, safe and friendly communities by encouraging social interaction and greater resident presence in streets and open spaces.

A good quality network of paths is a fundamental requirement to encourage walking and cycling but additional efforts are required to achieve the best possible levels of participation, particularly in areas such as Eastfield where existing levels of walking and cycling are low.

The Dell-ve into Nature project provides a good example of combining physical improvements with activities to encourage walking. The project installed new stone footpaths up and down the Dell which replaced paths previously across grass. This resulted in a marked increase in use of this area, particularly by people with pushchairs and wheelchairs. The project also developed signage, leaflets and fun activities that encouraged people to use the Dell more often and for other reasons than just passing through.



Ideas for activities that could complement a physical path improvement programme include:

- Maps, leaflets and trail guides
- Theme based routes, e.g. Explore Eastfield, habitat trail, Starr Carr trail
- Improved signage and way-marking
- Improve road safety in problem areas
- Recreational walking and cycling groups and activities, e.g. Free Your Feet
- Health walks subscribed by GPs
- Walk to school initiatives, e.g. WOW (walk once a week)
- Walk to work initiatives, e.g. incentive schemes
- Affordable cycle purchase or hire schemes
- Cycle safety and awareness activities
- Fundraising events as promotion and to raise money for improvements

3.2. Detailed Proposals

Proposal	Action	Timescale	Budget	Lead
East-west link – Reinforce significance and priority of route				
Prioritise and supplement on-going path and lighting repairs	Liaise with NYCC and SBC on programme and potential supplement	2014-15	Existing revenue + additional TBC	Eastfield Parish Council
Reduce overhanging vegetation	Liaise with property owners/occupiers to cut back overhanging vegetation	2014	n/a	Eastfield Parish Council
Tree planting to emphasis avenue design	Avenue tree planting in open spaces Ryefield Road to Dell and discount tree scheme to households along other sections of path	2014-15	£2,500	Eastfield Parish Council
Reinforce grass paths across Dell	Install grass reinforcement and additional steps at key wear points	2015-16	£1,000	Scarborough Borough Council
Investigate legal status of path	Confirm paths status and consider dedication as public right of way	2014-15	Legal costs	Eastfield Parish Council
The Dell – Maintain quality of path surfaces				
Maintain path surface	Top up stone and repair boardwalk	On-going	Existing revenue	Scarborough Borough Council
Extend bridleway south	Dedicate path as bridleway between existing bridleway and Westway	2014-15	Legal costs	Scarborough Borough Council
New development – Ensure layout includes good links with existing neighbourhoods and encourages walking and cycling				
Work in partnership with developers and SBC Planning	Liaise through Eastfield Action Plan group and other working groups	On-going	n/a	Eastfield Parish Council
High Street – Ensure easy footpath and cycle access to centre				
Include path and access improvements in regeneration project	Liaise through Eastfield Action Plan group	2014-15	n/a	Eastfield Parish Council

Proposal	Action	Timescale	Budget	Lead
Sweetbecks – Improve continuity of path				
Infill gap in footpath	Install new footpath between existing path and Braeburn	2015-16	£8,500	Eastfield Parish Council
Extend bridleway south	Dedicate path as bridleway between Braeburn and Cayton Low Road	2014-15	Legal costs	Scarborough Borough Council
Morrison's link – Reinforce line of path and condition				
Prioritise and supplement on-going path and lighting repairs	Liaise with NYCC and SBC on programme and potential supplement	2014-15	Existing revenue + additional TBC	Eastfield Parish Council
Manage vegetation around Cayton Low Road	Reduce shading and overhanging vegetation on access ramp	2014	Existing revenue	Morrison's
Improve suitability for use by cyclists	Design widened access ramp and improved signage	2015	TBC	Morrison's
Investigate legal status of path	Confirm path status and consider dedication as public right of way	2014-15	Legal costs	Eastfield Parish Council
Musham Bank field – Develop low key improvement scheme				
Remove existing traveller's fence	Remove fence and make good	2014	Existing revenue	Scarborough Borough Council
Develop improvement scheme	Improve access points, habitat management and tree planting	2014-16	£5,000	Groundwork
Small link paths – Sustain and improve condition of paths				
Prioritise and supplement on-going path and lighting repairs	Liaise with landowners on programme and potential supplement	2014-15	Existing revenue + additional TBC	Eastfield Parish Council
Investigate legal status of paths	Confirm path status and consider dedication as public right of way	2014-15	Legal costs	Eastfield Parish Council
Deepdale – Improve condition of paths, add additional links in network and improve awareness				
Improve surface of bridleway north of Dell	Install drainage and new path surface in eroded and steep areas	2014-16	£1,000	K2 Regeneration

Proposal	Action	Timescale	Budget	Lead
Realign and open up bridleway to back of High Garth	Clear out bridleway and boundaries and remodel path as part of new development	2017+	n/a	K2 Regeneration
Create new bridleway link to Knox Hill	Create new bridleway through former Middle Deepdale Farm	2017+	n/a	K2 Regeneration
Improve awareness	Install new signage	2014-16	£800	North Yorkshire County Council
Install new bench	Install new bench at viewpoint at Oliver's Mount hairpin	2014-16	£500	Eastfield Parish Council
Knox Hill and Osgodby – Sustain and improve paths				
Re-align bridleway	Re-align bridleway to complement new housing development	2014+	n/a	K2 Regeneration
Improve bridleway at Knox Hill	Cut back overhanging vegetation and resurface path	2014-15	£600	North Yorkshire County Council
Osgodby Carnival Field	Liaise with Osgodby Parish Council on improvements to former Carnival Field	2014-15	n/a	Eastfield Parish Council
Create new link path to Osgodby Lane	Liaise with landowner on new access path	2015+	£500 + legal costs	Eastfield Parish Council
Musham Bank – Create key path and cycleway to Scarborough town centre				
Develop major improvement proposals	Establish working group or re-launch Local Transport Forum to develop improvement proposals and link with sports village development	2014	c. £50,000	Eastfield Parish Council
Improve access point at Musham Bank	Resurface path and alter gate arrangement	2014	£300	Scarborough Borough Council
Industrial Estate – Realign and improve paths				
Realign public footpaths	Realign public footpaths to marry in with new cycleways and roadside footways	2014-15	n/a	North Yorkshire County Council

Proposal	Action	Timescale	Budget	Lead
Improve access to Burton Riggs, Crossgates and Seamer	Improve pedestrian provision around Dunslow Road and consider realigning footpath through Burton Riggs	2014-16	n/a	North Yorkshire County Council
The Carrs – Improve access to Cayton and Flixton Carrs				
New link path between Eastfield centre and Carrs	Investigate potential for new path linking High Street, industrial estate, Cayton and the Carrs	2014-16	n/a	Eastfield Parish Council
Improve awareness	Develop information and signage proposals	2014-16	n/a	Eastfield Parish Council
Burton Riggs – Improve access to and awareness of Burton Riggs				
Access improvements	Improve condition of car park and entrance path	2014-15	n/a	Yorkshire Wildlife Trust
Improve signage and awareness	Improve welcome signage and develop ranger project	2014-15	n/a	Yorkshire Wildlife Trust
Information and activities – Complement physical works with portfolio of information and activities				
Improve maps, leaflets and information	Develop package of maps and trails based on existing network, e.g. Explore Eastfield, and new trail themes, e.g. Habitat Trail	2014-15	£15,000	Eastfield Parish Council
Improve signage and way-marking	Develop easy to use signage linked to new maps and trail information	2014-15	£2,000	Eastfield Parish Council
Increase events and activities	Establish walking and cycling group to develop package of events and proposals for activities	2014	n/a	Eastfield Parish Council

4. FUNDING AND IMPLEMENTATION

Some of the proposals in the previous section can be achieved within existing resources by partners working together to set joint priorities and target their efforts at these. Many proposals will however require funding to implement, capital for constructing physical improvements, and revenue to maintain improvements and deliver activities and information.

If both this joint working and additional investment is going to be achieved a great deal of encouragement and impetus will be needed, particularly in the current difficult economic climate. To help this it is recommended that an Eastfield Paths steering group is established to steer and coordinate the process.

Eastfield Parish Council is ideally placed to lead this steering group as it has the local remit and the interest across the wide range of issues that paths affect. Representation should also be sought from:

- North Yorkshire County Council Public Rights of Way section
- Scarborough Borough Council Environmental Services
- K2 Regeneration partnership
- Yorkshire Coast Homes
- Local health services

Several funding opportunities are currently available for the proposals in this strategy, although many are small scale and require being delivered by charities. The larger proposals such as Musham Bank bridleway require a more strategic town-wide approach as they form part of the town's transport infrastructure.

Some potential funding opportunities include:

Alec Dickson Trust – up to £500 for volunteering involving young people

<http://www.alecdicksontrust.org.uk/>

Awards for All – £300-£10,000 for projects addressing a need and resulting in people have better chances in life, stronger communities, improved rural and urban environments or healthier and more active people and communities

<http://www.biglotteryfund.org.uk/funding/Awards-For-All>

B&Q – waste product donation scheme

http://www.diy.com/diy/jsp/corporate/content/environment_ethics/ethics/community/waste_donation.jsp?noCookies=false

Brelms Trust – £1,000-£5,000 for charities working in Yorkshire

<http://www.brelmstrust.org.uk/index.html>



Co-operative – £100-£2,000 for groups carrying out positive work in the community
<http://www.co-operative.coop/membership/local-communities/community-fund/>

Ernest Cook Trust – £1,000-£1,500 for environmental education
<http://ernestcooktrust.org.uk/grants/how-to-apply/>

Explore Fund – up to £2,500 for encouraging youth outdoor participation
<http://www.explorefund.eu/index.php>

Foyle Foundation – small grants for charities <http://www.foylefoundation.org.uk/small-grants-scheme/>

Healthy Heart Grants – up to £10,000 for projects improving heart health
<http://www.heartresearch.org.uk/grants/subwayhhg>

Kelly Family Trust – for charities working with families to address family issues
<http://www.kfct.org.uk/apply.html>

North Yorkshire Police Disposal of Property Fund – Up to £500 for projects in Yorkshire
<http://www.northyorkshire.police.uk/index.aspx?articleid=586>

North Yorkshire Reward Fund – up to £5,000 re-opening autumn 2014
http://trcf.org.uk/grants/northyorkshire_reward/

People's Health Trust – £5,000-£25,000 for locally orientated projects
<http://www.peopleshealthtrust.org.uk/>
<http://www.northyorkshire.police.uk/index.aspx?articleid=586>

People's Postcode Trust – Small grants and Dream Fund with varying areas and timescales
<http://www.postcodetrust.org.uk/>

Wakeham Trust – small grants for wide variety of projects
<http://www.wakehamtrust.org/>

Yorventure – up to £25,000 for capital projects <http://dev.yorventure.co.uk/>



