Paths 4 Everyone - Arete Learning Trust
Schools Community Survey

Introduction

The Market Town Circular, Paths 4 Everyone (P4E), is creating safe active travel, reconnecting our communities around Ryedale. The 50-mile route will link the market towns of Malton, Helmsley, Kirkbymoorside, Pickering and back to Malton. P4E will make walking, wheeling, cycling and horse riding easily accessible for individuals and families, re connecting our Town and Villages. It will enhance the health, well-being and independence for all, reduce car use, making active travel an enjoyable and practical choice for everyone, as well as boosting our local economy and reducing our carbon footprint.

Scope

We contacted Mark McCandlass, CEO of Arete Learning Trust to seek the Trust's interest in the P4E and to ask for feedback from the pupils and parents. 5 schools around the proposed path took part in the survey. The schools included Norton Community College and Ryedale Secondary school and Helmsley, Kirkbymoorside and Sinnington Primary schools.

Purpose

The purpose of the survey was to better understand:
1. The constraints that prevent active travel.
2. What is needed to encourage active travel.
3. Better understand the potential benefits the path would bring to children, parents and the community in general.

Executive Summary

The survey provides us with information relating to 766 individuals. 76% of those completing the survey were parents. 94% of respondents said they were likely to use a safe and accessible path if it were available for leisure purposes. 65% said they were likely to use it for getting to school. 66% felt that current routes were unsafe for leisure use and 50% felt current routes were unsafe for getting to school. Only 32% currently use a path to get to school, 65% of respondents reporting that they never or rarely walk, cycle or wheel to school. This survey clearly demonstrates a need, desire and the potential benefits of creating a safe Path 4 Everyone.

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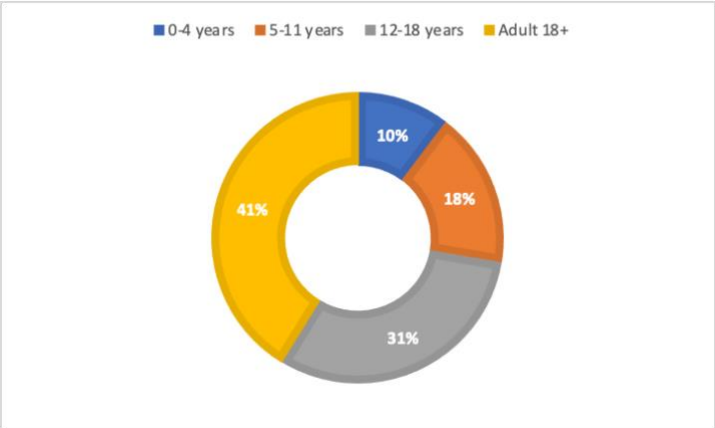
Methodology

The survey was created using Microsoft Forms. The survey went out on 4th December 2025 in a communication to parents/carers and staff although some students did respond using their parents' link. 90% of responses were received within the first 2 days.

Outcomes

Fig.1 Below.

Showing the percentages of respondents in the different age groups.

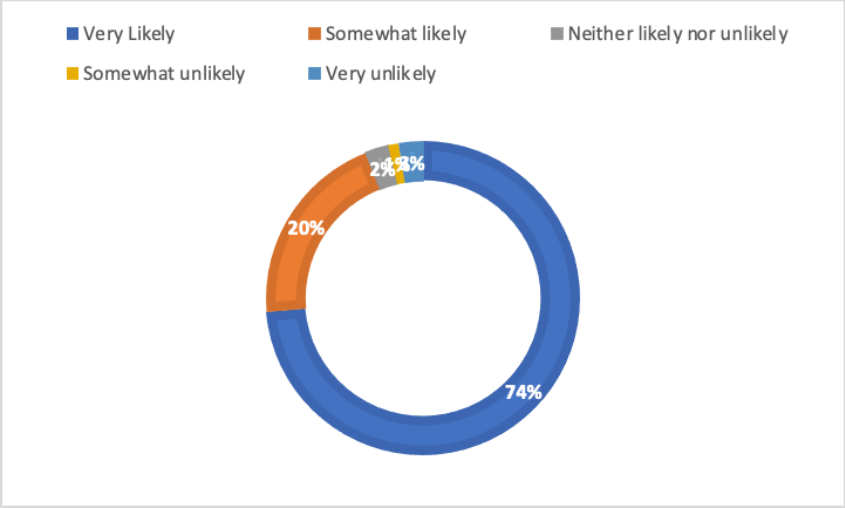


Key findings Fig.1

Most of the respondents represented were either adults (41%) or secondary school aged students (31%).

Fig.2 below.

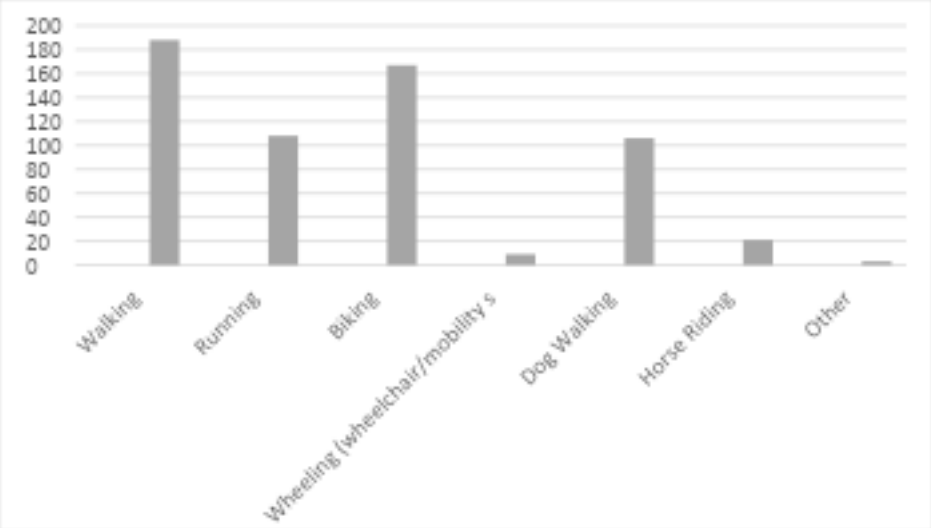
Showing how likely respondents were to use a safe and accessible path for leisure if it were available



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Key findings Fig.2
When asked how likely they would be to use a safe and accessible path for leisure 74% said very likely and 20% somewhat likely so a total of 94% of respondents would be likely to use such a path for leisure purposes.

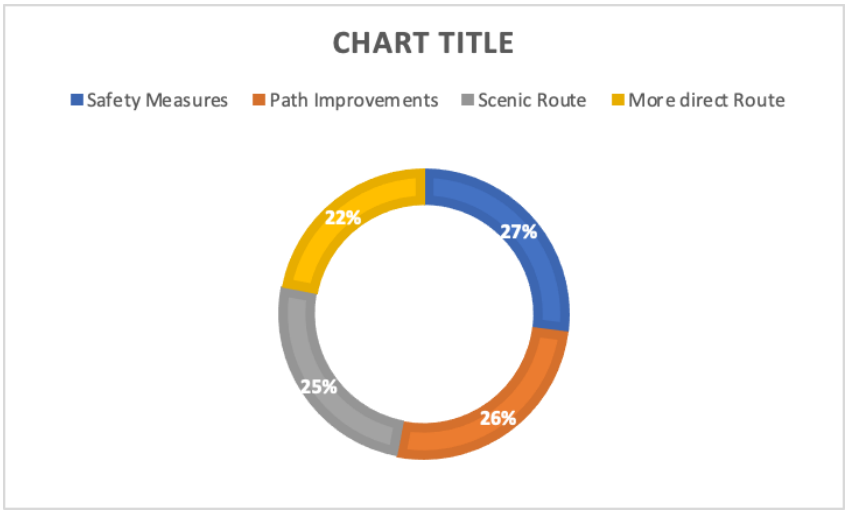
Fig. 3 below.
Showing what activities respondents would use the new path for.



Key findings Fig.3
In response to what activities would they use a safe path for, the greatest response was for walking and biking, closely followed by running and dog walking.

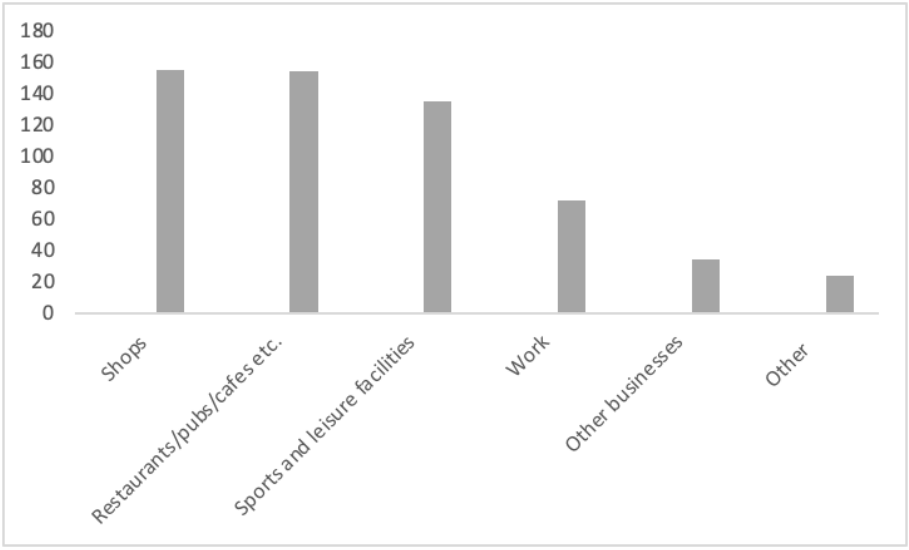
Fig.4 below.
Showing the factors that would encourage respondents to use a safe and accessible path

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Key findings Fig.4
Having a safe path was the largest factor influencing users of the path, closely followed by path improvements and more direct routes.

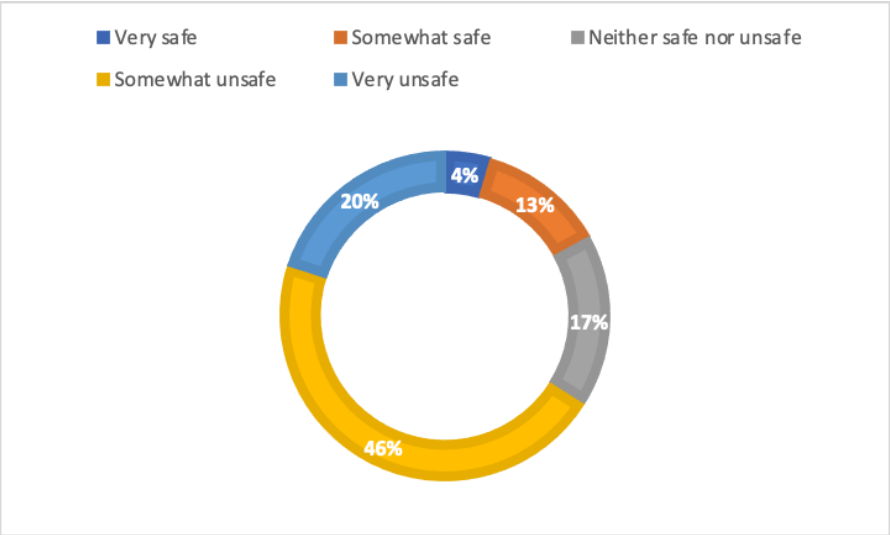
Fig.5 below
Showing what activities respondents would use a new path for.



Key findings Fig. 5
Clearly safe paths would be used to access many businesses and leisure facilities. This would also boost active travel.

Fig.6 Below
Showing how safe respondents feel about current routes available for leisure

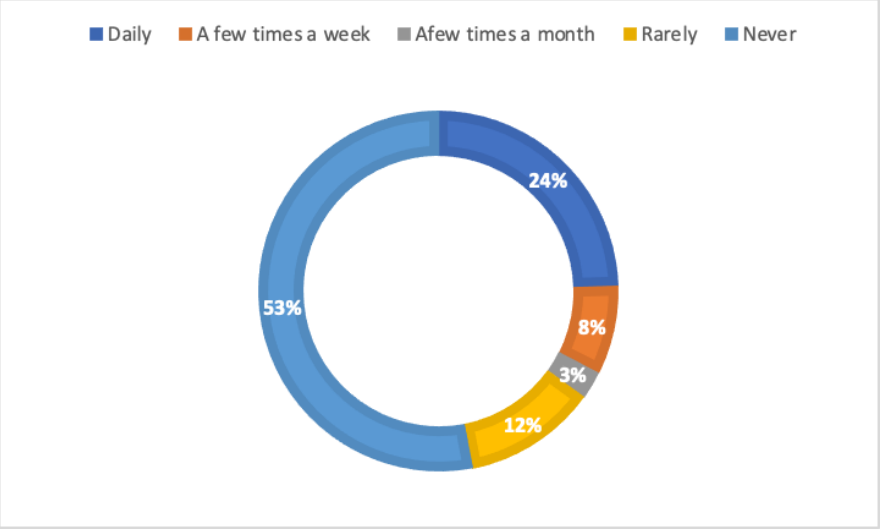
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Key findings Fig. 6
Just 17 % felt very safe (4%) or somewhat safe (13%) using current paths for leisure. 66% felt either very unsafe or somewhat unsafe

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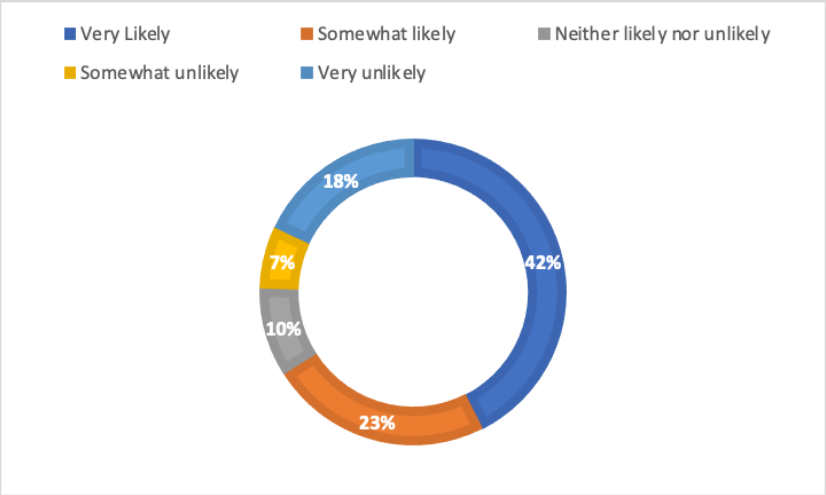
Fig.7 Below
Showing how often respondents currently walk, cycle or wheel to school.



Key findings Fig. 7
It was found that currently 65% of respondents never (53%) or rarely (12%) walk, cycle or wheel to school. 24% do walk, cycle or wheel daily to school and 8% do a few times a week.

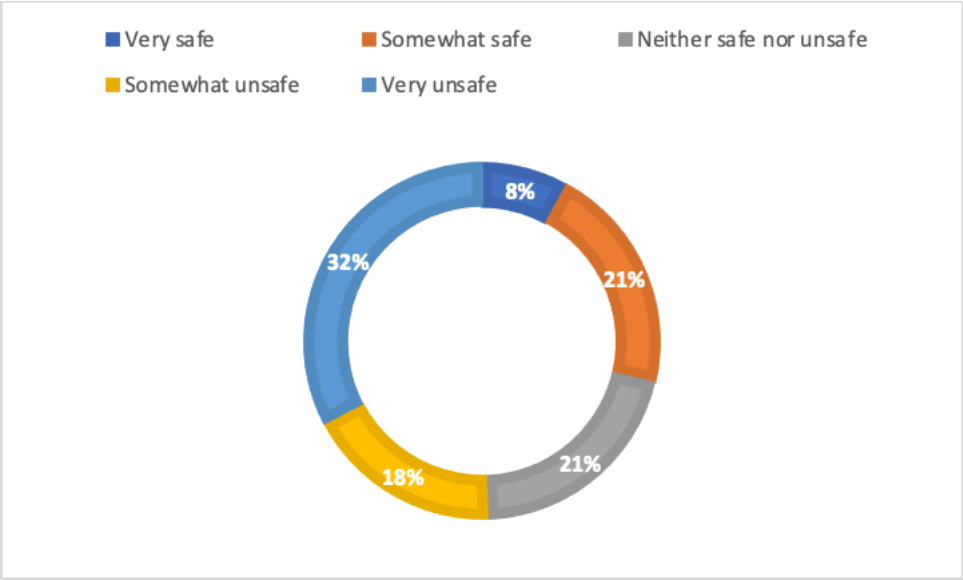
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Fig.8 Below
Showing how likely respondents are to use a safe and accessible path to get to school if it was available.



Key findings Fig. 8
When asked if a safe and accessible path were available how likely was it that they would use it to get to school 65% said it was likely (42% very likely and 23% somewhat likely).

Fig.9 Below
Showing how safe respondents feel using the current routes to school



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Key findings Fig. 9
50% of respondents feel unsafe using the current routes to walk, cycle or wheel to school (very unsafe 32% and somewhat unsafe 18%).

Additionally

Of those who currently did walk, cycle or wheel to school 54% felt either very safe (14%) or somewhat safe (40%). Of those who currently never or rarely walked, cycled or wheeled to school 62% felt the current routes were unsafe (very unsafe 43%, somewhat unsafe 19%).
Of the people who chose neither safe nor unsafe, some had added a comment suggesting that the distance was too great to make walking, cycling or wheeling a possibility.
In the additional comments the most common comment was that a safe and accessible path would be most popular for leisure use.

Conclusion

In summary the majority of respondents (94%) said that it was likely that they would make use of a safe and accessible path for leisure activities if it were available. They would also be open to using the path to gain access to a wide range of facilities in the area but would be encouraged to use it if it offered a more direct and scenic route and if it provided path improvements and safety measures. Currently most people (63%) felt unsafe using the current routes for leisure.
Most respondents indicated that they would also be likely to use a safe and accessible route to get to school although this would depend on how far away from school they lived (from the additional comments). For some it would not be practical due to the distance.
50% of respondents felt that current routes to school were unsafe. This probably influenced the numbers of respondents who indicated that they rarely or never walked, cycled or wheeled to school (65%).
It is clear from the response that providing a safe path for all to school and for leisure would be a great asset to the whole community.

Additional comments provided by respondents in the survey:

- A safe route to Ryedale School from Kirkbymoorside would allow children to cycle the 3 miles safely and encourage them to be active
- To link schools, shops, towns and villages by a one safe link would improve access, commerce, health for everyone, and also if one life is saved from a road tragic accident, by getting people off the main roads it would be worth it.

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- It would be amazing if a walking/biking route could be created between Ryedale school and Helmsley. At present, the bike path stops at Harome and after that it is a busy road or a long route round Harome which is not feasible in the morning. We would definitely use a bridleway along the old railway if this could be connected through to school. At present, we won't allow our son to bike/walk to school as it's not safe. A bridleway (wouldn't need to be lit) would provide health, social and independence benefits.
- Currently, my son walks to school because it is local. However, my daughter can't because there is no suitable safe route.
- I have children in Pickering who we walk to school daily, the paths are very narrow and congested so improvements to them would be appreciated. I also work at a local Secondary School; due to the location I always drive. As a family, we would love a more accessible path to enjoy in our leisure time for walking/running/biking. We moved from Derbyshire that has old railway lines made accessible and we used them weekly. It would be great to have something similar around here!
- My sons get the bus to school due to distance but we would use the path for leisure
- Would be fantastic if could use a safe route to get between Malton, Kirkbymoorside, Pickering & Helmsley
- A route to link these rural towns and villages that is away from main roads, I believe would encourage a great deal of use for both leisure and practicality. It would also bring business to local cafes, shops and restaurants as I believe many locals and tourists would bike this scenic route.
- Safer paths would encourage more people to use them
- We can walk to primary school, which is a safe route, but walking beyond that there is no path.
- The section of the A170 between Sinnington and Wrelton should have a path, it is so silly that it doesn't and limits people cycling from Pickering to Kirkbymoorside
- I would not be able to use paths on a school day for commuting but would be more likely to use at weekends and holidays for exercise and leisure
- I think this is a fantastic idea. should be multi use for everyone to use. there is no safe route out of Kirkbymoorside at the moment
- I have always thought it would be great if there were safe walkways/bicycle paths from Kirkbymoorside to Helmsley to access schools and the outdoor pool and visit other local businesses. As the roads are dangerous with heavy load vehicles and the junctions. As I have cycled these and travelled by motorcycle and it isn't ideal. We do need to reduce the amount of traffic flow and use a healthier approach.
- I have answered as a parent, but on behalf of the whole family. From where we live, where the children are educated & where my partner & I work, cycling or walking to work is impractical at best, but having better local facilities would give incentive to,

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for example, pop out on a family bike ride, have a bit of lunch and come back. Boosting local economy & giving (without sounding cheesy) a dopamine rush

Thank You and how P4E will use the survey.

We would like to thank Arete Learning Trust, the Teachers, Parents and Pupils of the Schools for their support and interest in completing this important survey.
During the past 24 months P4E team has been working with Landowners and Famers, North Yorkshire Council Highways and Country Side Access Services, the Councillors at NYC's Thirsk and Malton Area Constituency Committee, Kevin Hollinrake MP, Pickering, Malton and Kirkbymoorside Town Councils as well as many Parish Councils, South Hambleton and Ryedale Primary Care Network (SHaR PCN) , many businesses and other interested bodies. We have raised in the region of £150,000 towards the development of the path. We will be using the outcome of the survey to support our grant funding requests going forward, highlighting the need for more access to safe active travel and in particular to support the sections between Helmsley and Kirkbymoorside.

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