

Cumbria Rights of Way Improvement Plan



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APPENDIX I

Terms explained and references

- 1 This section gives further information and explanation about any terms used in the rest of the document that may need clarification.

Access for All

- 2 This is the name given to the approach taken in the YDNP of removing barriers to people with limited mobility. It involves negotiating with landowners to:
- Replace stiles with gates and to remove other physical barriers deterring visitors from exploring further into the countryside
 - Upgrading route surface
 - Facilitate access through the provision of hand rails and bridging points where appropriate.
- 3 The YDNPA base the accessibility of routes on the 'zone B' and 'zone C' from the Countryside Agency's national standards. The YDNPA have produced a series of booklets, entitled 'Access for All', to give people with limited mobility access to information.
See also 'Miles Without Stiles' and 'Barrier Reduction'.

Accessibility Planning

- 4 This concerns the way that people obtain access to goods (such as food) and services (such as healthcare) or reach key facilities (such as places of work or training).
See 'Local Transport Plan'.

Access Improvement Fund

- 5 In addition to 'Miles Without Stiles' routes, the LDNPA has also set up a small Access Improvement Fund designed to make the countryside more accessible, whatever the location. This funds the removal or replacement of stiles with gates, surfacing works that benefit cyclists or people with limited mobility, the widening of bridges, and accommodation works associated with new rights of way or permitted access.

Access Land

- 6 The Countryside and Rights of Way Act introduced a new right of access on foot to mountain, moorland, heath, down and registered common land¹. These areas of land were mapped by the Countryside Agency (now Natural England). The new rights became active in part of southern Cumbria in September 2004 and the rest of Cumbria in May 2005. An overview of the access land is illustrated as a map in Appendix 3. In total, 29% of Cumbria is 'Access Land'. Maps of access land and any current restrictions can be viewed at:
www.countrysideaccess.gov.uk/things_to_do/open_access

¹Over 112,000 ha of the land in Cumbria is common land and this area represents over 30% of all common land in England.

- 7 'Section 15' of the CROW Act deals with areas of land that may be affected by pre-existing or higher access rights. For instance, some of the land designated as 'open access' land under the CROW Act, may have 'higher rights' for horse riders. At the time of writing, Natural England is determining the extent and accuracy of the records available.
- 8 'Section 16' of the CROW Act deals with landowners being able to dedicate their own land as open access land. For instance, the Forestry Commission has dedicated its estate, which represents nearly 16,000 hectares. In total, 15,601 hectares of Cumbria is 'Section 16' land.

Access Structures

- 9 Items such as gates, stiles, bridges, chicanes, steps and way-markers have all been grouped under the term 'access structures'.

Action Suggestion

- 10 For this ROWIP, the term 'action suggestion' was developed for the way that members of the public could let us know about their ideas for improvements. Actions can include physical measures such as new links in the network, improved maintenance, or 'softer' measures, such as promotional material, or services such as outreach projects, and health walks, for example.

Adequacy Assessment

- 11 ROWIP guidance includes the need to assess the adequacy of the countryside access network.

Ageing Population

- 12 The UK as a whole has an ageing population, as post-war babies reach retirement age. The most significant area growth since the 1991 census is in the 45-59 age group – tomorrow's elderly. Nearly 25% of Cumbria's population is over 60 years old² compared to the national average of 21%, and these figures are set to rise. By 2028 more than one third³ of people in Cumbria will be over 60. **See also 'Health'.**

²This proportion is highest in South Lakeland where 29% of the population are over 60. In 2028 the proportion of over 60s in South Lakeland is forecast to be 46.3% of the population.

³To some extent this is explained by the popularity of Cumbria as a retirement area. However, it is also true that life-expectancy has increased along with increases in leisure time, and so people taking part in countryside recreation are, and will be on average, older.

Air Quality

- 13 The Local Transport Plan recognises that there is an opportunity to contribute to improving public health through increased levels of walking and cycling and better air quality (core objective 5). The county council share with district councils, targets and joint action plans to improve air quality where this is an issue. Encouraging the use of the rights of way network has the potential to reduce dependency on private car use, particularly for the most polluting, short, local journeys. See also 'Local Transport Plan'.

AONB

- 14 Area of Outstanding Natural Beauty. The National Parks and Access to the Countryside Act established the designation of precious and distinctive landscapes as either AONBs or National Parks, depending on differences in size, scale and aims. There are three AONBs covering parts of Cumbria:

- The North Pennines AONB
- The Solway Coast AONB
- Arnside and Silverdale AONB.

B4 Network

- 15 B4 stands for boat, bus, bike and boot. This project was part of the Integrated Access Demonstration Project in the LDNP. Its aim was to provide integrated travel alternatives, encourage sustainable transport and the use of 'modal interchange'. Integration of timetables and through-ticketing worked well, other lessons learned were about the value of a dedicated promoter, regular partnership meetings and passenger monitoring.

Barrier-reduction

- 16 Local authorities are increasingly recognising that physical barriers in the countryside⁴ are one of the key obstacles to the use and enjoyment of the network by people with limited mobility. Reducing the amount of these barriers in negotiation with landowners is a way of making improvements for this group of people.
- 17 For instance, stiles needing repair can be replaced with gates that are easy to use, and those that no longer control stock can in places be removed altogether. It is important to remember that it is not sufficient to only create or improve paths for people with limited mobility on level or easy routes, but there is also some demand for routes to reach a few more challenging locations, such as the high fells.
- 18 Both National Parks and Cumbria County Council have a barrier reduction approach to countryside access. **See also 'Access for All', 'Miles Without Stiles' and 'People with limited mobility'.**

⁴Such as stiles or gates that are difficult to use, or chicanes for example.

Table 1: A hierarchy of barriers can be referred to, with the least restrictive option at the top.

Order	Barrier type	Who is excluded by it?
1	Large Gap (greater than 900mm)	-
2	Chicane (greater than 1200mm and less than 1.6m length)	-
3	Two-way gate	-
4	One-way gate	-
5	Large kissing gate	Some outsize wheelchairs, scooters and pushchairs
6	Smaller kissing gate (box type)	All wheelchairs, scooters and pushchairs
7	Smaller kissing gate (triangle type)	The above plus some child-carrying back packs
8	Squeeze stile (narrow gap in dry stone wall)	All wheelchairs, scooters and pushchairs, plus some others with limited mobility
9	Ordinary stile modified to make it more accessible, for example three steps instead of two.	A larger proportion of the above
10	Ordinary stile or stone step stile	A larger proportion of the above
11	Ladder stile	A larger proportion of the above

Best Value Performance Indicator

¹⁹ See BVPI

Better Ways to School (BWTS)

²⁰ Cumbria County Council's 'Better Ways to School' initiative aims to reduce unnecessary car journeys and improve safety along routes to and from school. The initiative is part of the national 'Safer Routes to School' scheme. The programme is underway with the production of School Travel Plans. 44 new schools are added to the programme each year in a rolling programme until 2010 (LTP target WS2). For more information visit: www.bwts.net

BOAT

²¹ Stands for Byway Open to All Traffic and is the highest class of Public Rights of Way. Although motorists are entitled to use them, the predominant use of byways is normally by walkers, horse riders and cyclists.

British Standard

- 22 The British Standard (BS 5709) was produced in 2001 and revised in 2006. It is the only nationally agreed standard for rights of way 'gaps, gates and stiles'. It aims to provide good access for all legitimate users while providing stock-proof structures where they are genuinely required. It is estimated that few existing structures conform to this standard, which in most cases is not enforceable.

BVPI

- 23 In order to measure how authorities are performing, 'Best Value Performance Indicators' have been developed by Government. For Public Rights of Way this is known as 'Best Value Performance Indicator 178'. The indicator is the length of rights of way, which are easy to use, as a percentage of the total length of all rights of way. 'Easy to use' means:
- Signed where they leave the metalled road
 - Waymarked to the extent necessary to allow users to follow the path
 - Free from unlawful obstructions and other interference (including overhanging vegetation) to the public's right of passage
 - Surface and lawful barriers (for example, stiles, gates) in good repair and to a standard necessary to enable the public to use the way without undue inconvenience.
- 24 Following the national methodology, a random five percent sample of the rights of way network is undertaken each year. The information is gathered during the months of May and November in order to take into account seasonal land management practices and weather conditions. The data gathered from the survey is used to produce a figure for the Best Value Performance Indicator, which is reported to the Audit Commission.
- 25 In Cumbria, the survey is undertaken by National Park Rangers inside the national park areas, and by Ramblers' Association volunteers in the area outside the national parks. The pass figures⁵ are:
- 2004: 53.8% for 'ease of use' and 75% correctly signed
 - 2005: 54.0% for 'ease of use' and 85% correctly signed
 - 2006: 52.2% for 'ease of use' and 86% correctly signed.
- 26 Recent campaigns to improve the signing of public rights of way have helped to bring about the increase in the 'correctly signed' figure.
- 27 Nationally, Cumbria is in the lowest quartile⁶. Cumbria County Council are committed to a target to improve this figure by two percentage points each year, based on the 2004 baseline; therefore the target for 2006 was 57.8%, and for 2007 is 59.8%.

⁵The results are broken down by area in Appendix 5.

⁶Because of the differences in surveying technique, not only inside Cumbria but also in other counties, countryside access professionals would question the validity of comparing counties in 'league tables'.

By All Reasonable Means

- 28 The Countryside Agency⁷ published 'By All Reasonable Means' in October 2005. It is a guide designed to help countryside managers and landowners improve the accessibility of their sites, routes and facilities, focussing on work with and for people with limited mobility. The guide outlines a framework for improving access, in the absence of statutory standards for outdoor access improvements, based on the 'barrier reduction' principles. **See also 'Social Inclusion'**.

Compendium of Transport Policies

- 29 See 'Local Transport Plan'.

Congestion

- 30 A Local Transport Plan priority to ensure that congestion does not increase and as a result, impede economic development. One of the principal tasks is to tackle peak hour congestion in Carlisle and Kendal, where smarter travel modes can be encouraged. A road hierarchy has been developed which includes developing a network of designated quiet lanes where priority is given to cyclists and walkers. Other measures include coordinating workplace travel plans and a 'Better Ways to School' programme. The rights of way network can help tackle congestion if relevant and accessible networks are planned locally to connect destinations with people's homes and modal interchanges. Networks can include access to bus, boat and railway stops and stations so that people can use public transport, instead of cars. The ROWIP can help combat congestion by providing a more integrated approach to improvement planning and countryside access, improved signing of urban paths, physical integration with other networks, for example, cycle routes, public transport networks, and access to information and increased promotion of the right of way network's opportunities.

Countryside Access Strategy

- 31 Is the strategy and policy framework for this Rights of Way Improvement Plan. It was prepared jointly by Cumbria County Council, The Lake District National Park Authority (LDNPA) and The Yorkshire Dales National Park Authority (YDNPA)⁸, with help and support from the three Local Access Forums in Cumbria. It was published in 2005 following extensive consultation with partners and stakeholders. The Countryside Access Strategy is reproduced in part in Appendix 2, or in full at:

www.cumbria.gov.uk/roads-transport/countrysideaccess/rowip.asp

⁷Now 'Natural England' – for further information visit:

<http://naturalengland.twoten.com/NaturalEnglandShop>

⁸An additional sister document was produced in the YDNP – 'Integrated Access Strategy' (January 2005)

Countryside and Rights of Way Act (CROW)

32 The Countryside and Rights of Way Act was passed in 2000. Part of it introduced:

- The duty for Highway Authorities to produce a Rights of Way Improvement Plan
- The duty for Highway Authorities and National Park Authorities to establish Local Access Forums for their area
- A new right of access on foot to land mapped as 'access land'
- A duty for Highway Authorities to consider the needs of people with limited mobility when authorising the erection of stiles and gates or other works on rights of way.

Cross Compliance

33 See 'Environmental Stewardship'.

Cumbria and Lake District Joint Structure Plan

34 Cumbria County Council and the Lake District National Park Authority have produced a Joint Structure Plan, adopted in 2006. The Cumbria and Lake District Joint Structure Plan (2001-2016) recognises the need to encourage and give the highest priority to walking, cycling and meeting the needs of people with limited mobility within town centres (policy L53). In addition, meeting demand for formal and informal recreation and enhancing the quality of existing open spaces is a further commitment (policy L57). The provision of Regional Parks also includes plans to provide and extend footpaths, cycleways and bridleways and to integrate with other leisure networks (policy L58). **See also 'Yorkshire Dales Local Plan' and 'Key Service Centres'.**

Cumbria Lost Ways project

35 Not to be confused with 'Discovering Lost Ways', this is a survey to assess the use and condition of Cumbria's public rights of way outside the two National Park areas, conducted in 2005. Local volunteers in parishes were encouraged to help with the survey which gives information about:

- The physical condition of the public rights of way network and the level of use it receives
- Overgrown or obstructed routes
- Routes suitable for people with limited mobility⁹
- Potential missing links or redundant routes
- The location of any anomalies, such as footpaths stopping at parish boundaries.



⁹A grading system was used:

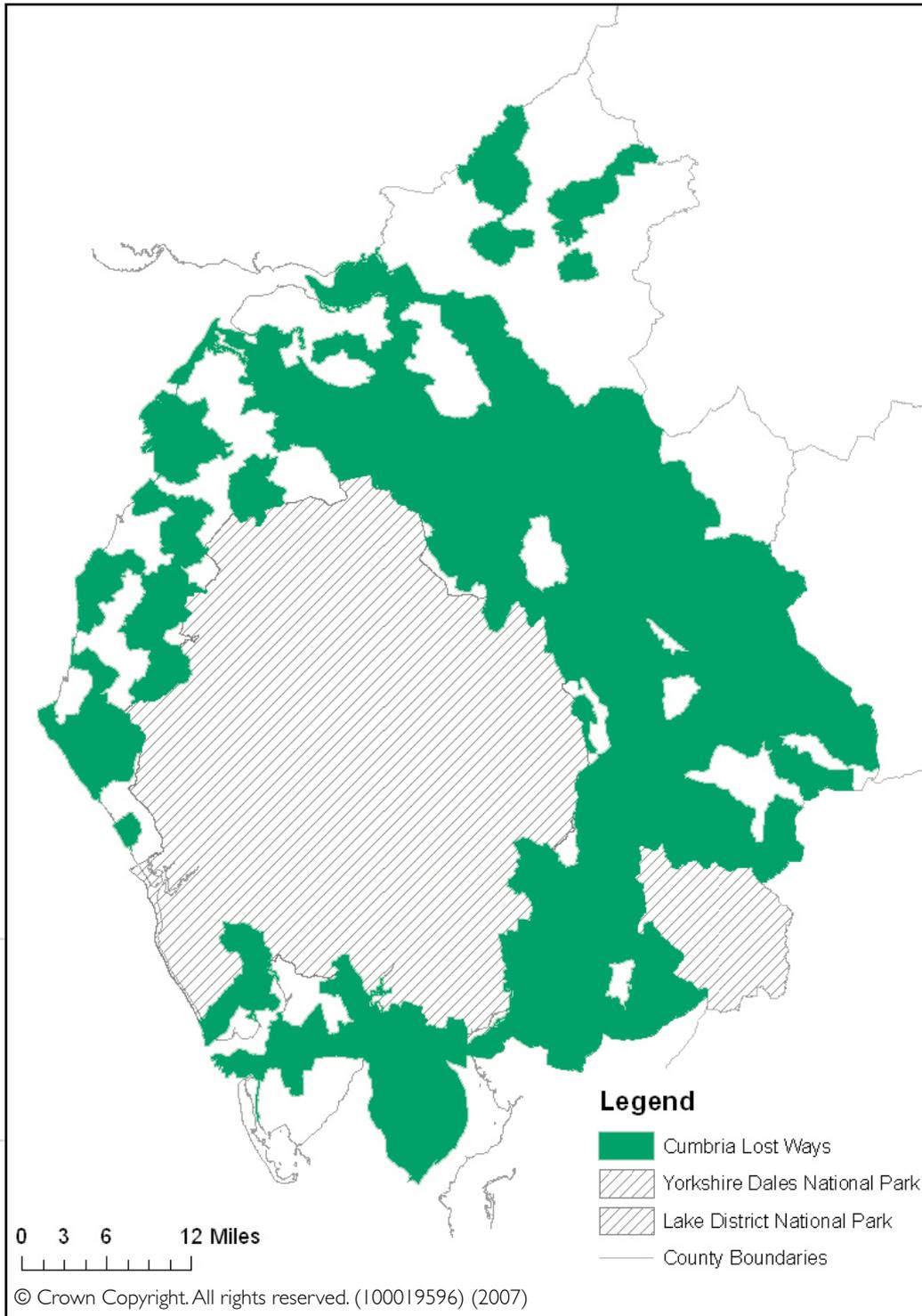
Grade 1 (smooth surface, gentle gradient and barrier-free).

Grade 2 (as grade one only slightly steeper or varied gradient)

Grade 3 (varied surface, pinch stiles or non-accessible gates, with a reasonably gentle gradient, suitable for ambulant disabled people). It should be noted that this method of grading routes relies on subjective assessments being made by untrained volunteers who may not be familiar with the needs and capabilities of a wide variety of disabled and limited mobility people.

- 36 The Cumbria Lost Ways survey was additionally interested in historical information (for instance old kilns, mines, mills and connecting packhorse trails) and biodiversity information (for instance on hedgerows and verges). The 'use and condition' element of the survey was funded by Cumbria County Council. The original survey sheet and supporting information, together with full survey results, can be downloaded from:
www.cumbria.gov.uk/roads-transport/countrysideaccess/rowip.asp

Figure 1 – Map showing parish coverage of Cumbria Lost Ways project



Cycle Tourism Hub

- 37 This term was introduced in 'A Cycle Tourism Strategy for Cumbria' (unpublished). It means a place which offers good quality, waymarked and mapped routes to as many categories of cyclist as possible. It will also provide a focus for the development of networks of routes linked to places of interest, as well as connections from the hub to the surrounding countryside and to other hubs. A guiding principle of hub development should be community ownership and sustainability.

Table 2: 'Hub' criteria (both essential and desirable)

Essential	Desirable
Clear local cycling appeal (easy access to attractive / interesting countryside and variety of circular routes potential)	Availability of non-cycling activities, places to visit and attractions
Part of the National (or Strategic) Cycle Network	The potential to link with other hubs
At least one family friendly route and two additional routes of varying length and challenge	Family friendly routes or additional routes are planned
Potential for developing a safer town centre network	Secure overnight parking
Facilities: public toilets, tourist information centre (or other information outlets) and a range of local services	Accessible by sustainable / public transport
Cycling shop and cycle hire (or potential to support)	
Evident local support	Active local development initiatives
Fits with local priorities	

- 38 The development of hubs was envisioned in three phases. Phase One was to develop three pilot areas and to identify best practice. Following a consideration of twenty potential hubs¹⁰, three pilot hubs were recommended¹¹: Kirkby Stephen, Keswick and Windermere / Bowness.

¹⁰The twenty potential hubs were Alston, Ambleside, Appleby, Arnside, Brampton (North East Cumbria), Broughton, Carlisle, Cockermouth, Coniston, Kendal, Keswick, Kirkby Stephen, Longtown, Penrith, Ravenglass, Sedbergh, Silloth, Ulverston, Whitehaven, Windermere / Bowness.

¹¹Following a consideration of geographic representation, deliverability in the short to medium term and the consolidation of existing and developing projects.

Cycle Tourism in Cumbria Prospectus

- 39 Cumbria Tourism published a 'Cycle Tourism in Cumbria Prospectus' in 2005. It highlights the opportunities to take forward and develop cycle tourism in Cumbria. It makes the case that the development of cycle tourism will bring a wide range of benefits, to local people and visitors. The strategy stated the need for developing cycling routes, information and a heightened profile for cycling in Cumbria. It also developed the concept of cycle tourism hubs. **See also 'Unlocking the Potential' and 'Cycle tourism hub'.**

Cycle track / cycle path

- 40 The term 'cycle track' can have various meanings. It may be that the rights are permissive. It can also mean a route where cyclists have exclusive rights. In the strict sense of the term, introduced in legislation in 1968, it means a route that walkers and cyclists (possibly segregated) can use.
- 41 Physically, on the ground, it may look like a footway or pavement segregated by coloured tarmac or paint. Routes away from the road may be surfaced differently and have less segregation. Most cycle tracks are suitable for people with limited mobility, although this is dependent on barriers, like chicanes, being accessible.

Cycleway / cycle route

- 42 The term 'cycle route' or 'cycle way' may either be another reference to cycle track, or may refer to a longer distance promoted route for cyclists, which may take in road sections as well as segregated footways or pavements or off road cycle links. Ordnance Survey illustrates traffic free sections of cycle routes with brown circular dots. **See also 'Sustrans' and Fig3.**

Pennine Cycleway – NCN68¹² – A 350 mile route from Derby to Berwick-Upon-Tweed, via Appleby-in-Westmorland and Penrith, plus a link to Kendal. 86 miles of this route are in Cumbria – wholly on road.

Sea to Sea, or Coast to Coast (C2C) Cycle route – NCN7/71 – 144 miles from Whitehaven or Workington to Tyneside, 82 miles of which is within Cumbria. NCN7 runs from Penrith into Carlisle and on into Scotland.

Reivers Route – NCN Regional Route 10 – A 187 mile route from Newcastle and Kielder to Carlisle and Whitehaven. 92 miles of the route are in Cumbria. An alternative return route for the C2C.

Hadrian’s Cycleway – NCN72 – 160 miles from Ravenglass and Silloth to Tyneside. 100 miles are in Cumbria.

Walney to Wear (W2W) – NCN20 – A 151 mile ‘challenge’ route linking Walney Island in Barrow to the mouth of the River Wear.

Kendal to Keswick (K2K) – NCN6 – Development work in Cumbria is now focused on National Route 6 which links through Kendal and Windermere plus Dunmail Rise. This route links the C2C route and the Walney to Wear route.

South Tyne Trail – A 23 mile route, about half of which is in Cumbria, from The Source to Alston and onwards to Haltwistle. For more information go to:
www.northpennines.org.uk/index.cfm?articleid=5187

- 43 A map illustrating many cycling opportunities in the county for cyclists as diverse as family cycling, through to recreational cycling and long distance touring, can be found on the Cumbria County Council and LDNPA websites and is available from Cumbria Tourism.

Dedicate

- 44 The process whereby a landowner could create new rights on their land. For example, a new public right of way could be ‘dedicated’ using a creation agreement, or a new area of open access land could be ‘dedicated’ using Section 16 of the Countryside and Rights of Way Act. See ‘Upgrade’.

¹²NCN stands for National Cycle Network, which is explained under ‘Sustrans’.

Definitive Map and Statement

- 45 The National Parks and Access to the Countryside Act 1949 introduced a duty for county councils to survey and map all public rights of way in their area. As the map was produced, an accompanying statement was also produced, which is often a written description of each route, its connections, information about any relevant widths, the position of stiles, gates, bridges and so on. Any creations or diversions or changes to routes will also be recorded with the Definitive Statement and on a working copy of the Definitive Map. **See also ‘List of streets’.**
- 46 The Definitive Map remains the only legal source of conclusive evidence about the existence, alignment and status of public rights of way. The Definitive Map and Statement for Cumbria has a relevant date of 1976. The Definitive Map and Statement, together with any changes since 1976 can be viewed (preferably by arrangement) in district / borough council offices or by contacting Cumbria County Council, or the relevant National Park Authority.
- 47 To simply see where the routes are (rather than investigate a legal technicality) there are two options. Ordnance Survey illustrates information shown on the Definitive Map on their maps. An electronic representation of the Definitive Map can be viewed online from: www.cumbriacc.gov.uk/roads-transport/countrysideaccess/Countryside_Access.asp Creating a single, digital version of the definitive map for Cumbria is an ongoing project.

DEFRA

- 48 The government Department of the Environment, Food and Rural Affairs. This department brings together the interests of farmers and the countryside, the environment and the rural economy, and food, water and air. Its overarching aim is sustainable development.

Disability Discrimination Act

- 49 The Disability Discrimination Act (first published in 1995, updated in 2005) introduced, amongst other duties, a duty for public bodies to make reasonable practical adjustments to their services. **See also ‘People with limited mobility’, ‘Barrier reduction’ and ‘Access for all’.**

Discovering Lost Ways

- 50 A national project to identify unrecorded or incorrectly recorded routes on the Definitive Map. The aim is to ensure that routes are correctly recorded by the 2026 ‘historical evidence’ cut-off date introduced by the CROW Act.

‘Distinctively waymark’

- 51 Some routes need distinctive waymarking so that the route itself can be followed with confidence. Part of the consideration is also, however, to ensure the lack of sign clutter.

¹³Without prejudice to the possible existence of other rights or routes.

Diversity Review

- 52 Natural England have been investigating what can be done to support the participation in outdoor recreation of four under represented groups of people (See ‘**Under Represented Groups**’). The review itself was a commitment in DEFRA’s Rural White Paper in 2000. The action plan is called ‘Outdoors for All?’ Further information is available at: www.countryside.gov.uk/LAR/Recreation/DR/index.asp

Education

- 53 The countryside is an invaluable educational resource, offering the perfect place for learning about the natural, geological, cultural and historic environment. Countryside access can also help people to understand themselves and others better. Places with great natural beauty can engender self-reflection, spiritual refreshment, mental well-being and bonding with others. Improvements to countryside access can provide more opportunities for educational activities in this ‘outdoor classroom’. Promotional materials describing routes and other recreational opportunities can be written to include information about the natural and historic environment, land management practices and access rights / responsibilities.

Environmental Stewardship

- 54 (Formerly known as Countryside Stewardship and Environmental Sensitive Areas). A grant-aid package administered by Natural England (formerly the Rural Development Service) whereby land managers can receive subsidy for managing their land in environmentally friendly and / or access proactive ways. There are three levels of stewardship; entry level, higher level and organic level. Grants are part funded by the European Union and are part of a package of agricultural funding under the Common Agricultural Policy. The Common Agricultural Policy farm subsidy was recently reformed, and now land managers receive payments on an area basis rather than on what they produce, known as ‘Single Payment Scheme’.
- 55 In England, land managers claiming the Single Payment and other direct payments are responsible for understanding and meeting cross-compliance requirements. See www.crosscompliance.org.uk for further information. Land managers must demonstrate that they are keeping their land in Good Agricultural Environmental Condition (GAEC), and to comply with a number of specified legal requirements relating to the environment, public and plant health, animal health and welfare, and livestock identification and tracing. Meeting these requirements is described as ‘cross compliance’. Public Rights of Way are covered under GAEC 8. In brief, to meet the requirements of GAEC 8, a farmer must not obstruct or disturb the surface of a right of way (except when exercising the statutory right to plough under the Highways Act), and must also maintain any stile or gate across a right of way in a safe condition.
- 56 Through the Environmental Stewardship scheme there are a further:
(figures correct at time of publication)
- 102 km of permissive footpaths
 - 12 km of permissive bridleways / cycleways
 - 2.9 km of routes suitable for people with limited mobility
 - 110.9 hectares of open access areas.

Equine Tourism Strategy

- 57 In 2006 an 'Equine Tourism Strategy' for Cumbria was launched by Cumbria Tourism. It estimates that equestrian tourism in Cumbria has some 99,000 staying visitor trips, and a value to the economy of nearly £18 million. It puts forward a vision of Cumbria as a 'centre of excellence' for equine tourism and a leading trail riding destination in the UK, with the key objective being to increase equestrian tourism by 100%.

Faber Maunsell

- 58 Faber Maunsell are a company specialising in Social and Market research, based in Manchester. They worked on much of the research that informs this Rights of Way Improvement Plan. In particular, their studies identified the 'key audiences' together with their 'needs and preferences'. Further work recommended the scoring methodology which helped evaluate the improvement suggestions that members of the public sent in.

Family Friendly

- 59 Traffic-free or traffic-calmed to combat the fear of traffic.

Fingerpost

- 60 A sign with a blade which points the way down the route to be followed. These are sometimes made of wood, metal, or plastic. In parts of Cumbria they can be found at important route junctions, for instance on the tops of fells, as well as where the path leaves the roadside.

Foot and Mouth Disease

- 61 The value of tourism and countryside access to the rural economy was starkly illustrated during the Foot and Mouth outbreak in 2001. Direct impacts were felt in the agriculture sector and its related industries, but as the countryside was completely 'closed', indirect impacts were additionally felt in the tourism sector. Foot and Mouth disease cost an estimated £8 billion nationally, and reduced the Cumbrian economy by an estimated £266 million, approximately four per cent of the County's GDP. Up to 7% of jobs in the Cumbrian workforce were considered 'at risk'.

Footway

- 62 The part of the highway reserved for pedestrians, sometimes delimited by a kerb. The lay term is 'pavement'.

GIS

- 63 Stands for Geographical Information System(s). Often called 'mapping software', it is a computer information system that deals with geographic coordinates or spatial data. Unlike paper maps, digital maps can be combined with layers of other information and displayed, manipulated or analysed.

Good Agricultural Environmental Condition (GAEC)

- 64 See 'Environmental Stewardship'.

Green Exercise

- 65 Includes walking, cycling and conservation activities, but also extends to any activity that takes place in the natural environment and is designed to increase the amount of physical activity taken by individuals. From informal play and games on local green space, to 'Walking the Way to Health' initiatives, to adventure and orienteering in national forests and parks, 'green exercise' is being recognised as one of the most effective and cost effective ways of increasing the nation's physical and mental health.

Green Lanes

- 66 The phrase 'green lane' has no legal meaning. It is a physical description of a track, normally 'unsealed' or 'unsurfaced', often with some history. It may be a public right of way or an unclassified county road, or may carry no public rights at all.

Greenways

- 67 This is a Natural England initiative. They are a network of mostly off-highway routes connecting people to facilities and open spaces in and around towns and the countryside. They are multi-user routes. For more information visit:
www.countryside.gov.uk/LAR/Recreation/Greenways/index.asp.
- 68 **See also 'Quiet Lanes'**. The main difference between the two is that Greenways are mostly off road and Quiet Lanes mostly on road.
- 69 Furness was a Greenways and Quiet Lanes demonstration site between 2000 and 2002, steered by the Furness Greenways and Quiet Lanes partnership. A feasibility study was undertaken, and from that, three major 'Greenways' were put in place; the Walney Way Greenway, the Westfield Trail Greenway and the Rope Walk Greenway. The Dalton Greenway is yet to be constructed, but beyond that no further funding was dedicated to implementation. The Greenways project was successful in providing safe, attractive, car-free, off-highway routes for healthy commuting and recreation.

Health

- 70 It has long been recognised that outdoor recreation can have a positive effect on people's health, providing exercise, fresh air and a feeling of well-being. However, only thirty percent of adults in England take moderate exercise five times a week, as recommended by health professionals. The Government have set targets¹⁴ of increasing this figure to seventy percent by 2020. To help reach this target, we need to encourage greater participation in informal exercise, such as cycling and walking – for short local journeys, or simply for leisure and exercise. There is potential to use public rights of way for exercise and seventy percent of households said they would undertake more activity if more paths and tracks were available¹⁵. The greatest health benefits would stem from encouraging people who are almost entirely inactive to undertake some moderate exercise. **See also 'Green Exercise' and 'Walking the Way to Health'.**

Hierarchy of Trail Routes

- 71 In 1997, the LDNPA introduced a management approach to recreational vehicular use, entitled Hierarchy of Trail Routes¹⁶. This approach involved close partnership working with the user organisations. The aim of this system is not to promote or prevent use, but to encourage responsible use. The hierarchy manages sustainable levels of activity on routes through voluntary restraint where possible, rather than statutory legislation (such as Traffic Regulation Orders). A colour-code system is used¹⁷ and in tandem with a 'Green Road Code for vehicle users'. At the same time, the use and condition of routes is monitored. Some of the routes crossing the high fells can become badly eroded and in such places recreational motor vehicle users are asked to comply with management measures. For example, one-way traffic systems for four wheel drive vehicles or route permit systems. User organisations are involved in the decision making and monitoring processes.
- 72 It is planned to extend this management approach to the whole of Cumbria, partly as a result of the NERC Act implications.

¹⁴Game Plan: A strategy for delivering Government's sport and physical activity objectives:

www.sportdevelopment.org.uk/html/gameplan.html

¹⁵Source: Use and Demand for Rights of Way (Sept 2003) produced for the Countryside Agency:

www.defra.gov.uk/wildlife-countryside/cll/rowip/rowip.pdf

¹⁶For further information read Wilson, G., & Robinson, R., (2005) 'Towards Practical Management of Motorised Vehicle Activity in a National Park; The Lake District Hierarchy of Trail Routes' in Countryside Recreation Vol. 13, No2, Summer 2005 p 12 – 18 or online at:

www.countrysiderecreation.org.uk/journal/pdf/summer%202005/summer_2005.pdf

¹⁷**Green:** Proceed with caution, sustainable for recreational motor traffic at all times.

Amber: Subject to moderate levels of use by motor vehicles, proceed with special care and attention, following advice given by signs, using responsibility and sensitivity.

Red: These routes are under the greatest pressure, proceed only with great care and follow advice on signs explaining special controls in place.

Higher Level Stewardship

73 See 'Environmental Stewardship'.

Integrated Access

74 Good management of access to and within the countryside, and creating a more effective network of routes can also lead to wider social benefits¹⁸. For instance, innovative management of countryside access can help to:

- Increase participation in exercise and public health
- Maintain a stable rural economy
- Encourage more sustainable forms of transport
- Provide opportunities for all, leading to a more inclusive society
- Encourage use of the countryside as an 'outdoor classroom'.

Integrated Access Demonstration Project

75 From 2001 to 2004 the Lake District National Park Authority hosted one of six 'Integrated Access Demonstration Projects' (Open Return), established by the Countryside Agency¹⁹ across England. Integrated Access was defined as 'using and improving countryside access to meet wider social goals', such as health, education, social inclusion, local economy and sustainable travel. This project, with its nine case studies, has informed and influenced the development of this improvement plan.

76 The aim of the project was to establish best practice through case studies that would inform future countryside access improvements. Some of the case studies²⁰ were:

- Health – See '**Miles Without Stiles**' and '**Access Improvement Fund**'
- Social inclusion – See '**Mosaic Project**'
- Sustainable transport – See '**B4 Network**'
- Other case studies investigated education projects, local economy (sustainable tourism) projects, and information provision projects.

¹⁸Each of the areas listed below are further expanded upon elsewhere in 'terms explained'.

¹⁹Now 'Natural England'.

²⁰Each of the areas listed here are outlined in greater detail elsewhere in 'terms explained'.

In the Footsteps of Pack Ponies

- 77 A series of day rides (two of which are in Cumbria - at Hartside and Alston) under development by the North Pennines Area of Outstanding Natural Beauty (AONB) Partnership. The project is funded by the Heritage Lottery Fund 'Unique North Pennines' Landscape Partnership. The routes, which use bridleway networks, have been identified in consultation with local horse riders. The project is expected to start in 2007 and to be completed by 2010 and the whole package will be interpreted and widely promoted.

Key Audiences

- 78 Research was commissioned as part of this Rights of Way Improvement Plan that would identify key audiences for countryside access as well as their needs and preferences. 'Audiences' includes users of countryside access as well as potential users, local people and land managers. Fourteen key audiences were identified. These are defined in Appendix 6. **See also 'Needs and Preferences'.**

Key Service Centres

- 79 These are identified in the Cumbria and Lake District Joint Structure Plan and separately in the Yorkshire Dales Local Plan. Key Services Centres in Cumbria are listed below and illustrated in Appendix 3. They are defined by having a certain minimum number of services (schools, library, doctor's surgery and 2000 square metres of retail space)²¹. Local Service Villages and Larger Settlements complement Key Service Centres. Further information is available at: www.planningcumbria.org
- 80 The linking of transport improvements to Key Service Centres assists in meeting the core objectives of the Local Transport Plan. The identification of Key Service Centres was a key part later in the ROWIP process for assessing the strategic location 'weighting' when evaluating potential improvement projects (**See 'Scoring System'**). It is recognised in the LTP that the rights of way network can help with short local journeys within Key Service Centres (for example, core pedestrian routes, travelling to work or school or to assist in reducing congestion) or for active health and leisure to the countryside.

Table 3: Key Service Centres in Cumbria

Key Service Centres		
Alston	Egremont	Penrith
Ambleside (LDNP)	Grange over Sands	Sedbergh (YDNP)
Appleby	Kendal	Silloth
Aspatria	Keswick (LDNP)	Ulverston
Barrow in Furness	Kirkby Lonsdale	Whitehaven
Brampton	Kirkby Stephen	Wigton
Carlisle	Longtown	Windermere (LDNP)
Cleator Moor	Maryport	Workington
Cockermouth	Millom	
Dalton in Furness	Milnthorpe	

²¹Currently, the three largest settlements in the LDNP are identified as Key Service Centres, as they provide a range of services for both local communities and visitors. Although these settlements are key with regard to provision of a range of services they are not intended to be the focus for new development.

Killed or Seriously Injured

81 Sometimes abbreviated to KSI. See 'Local Transport Plan' for more information.

LDNP or LDNPA

82 Lake District National Park (Authority).

Least Restrictive Access

83 See 'Barrier Reduction' and 'Access for All'.

List of Streets

84 Section 36(6) of the Highways Act 1980 requires Highway Authorities to keep a 'list of streets' which are highways maintainable at public expense. 'Street' is defined as 'any highway, road, lane, footpath, square, court, alley or passage'. Inclusion on the list of streets gives no indication of status of rights over it (walkers, cyclists, motor vehicles and so on). This list must show all the routes maintainable at public expense, whether or not they are shown on the Definitive Map. There will be routes in the list of streets which are not shown on the Definitive Map, and routes shown on the Definitive Map which are not in the list of streets²². See also 'UCR'.

Local Access Forums

85 Local Access Forums are independent advisory bodies established under the Countryside and Rights of Way Act. Their membership (up to 22 members) comes from a broad representation of interests, such as land managers, user groups and nature conservation. They champion the improvement of public access, while having due regard to the needs of land management and nature conservation. There are three Local Access Forums covering Cumbria:

- The Cumbria Local Access Forum:
www.cumbrialaf.org.uk
- The Lake District Local Access Forum:
www.lake-district.gov.uk/index/living_in/local_access_forum.htm
- The Yorkshire Dales Local Access Forum:
www.yorkshiredales.org.uk/local_access_forum

²²For example, a carriageway that is publicly maintainable and used mainly by vehicular traffic will appear on the list of streets but not on the Definitive Map.

Local Rights of Way

- 86 The guidance that steers this Rights of Way Improvement Plan introduced a new category of 'local rights of way'. In addition to public footpaths, bridleways, restricted byways and byways as shown on the Definitive Map, this also includes 'off-carriageway cycle tracks'.

Local Service Centres / Larger Settlements / Local Service Villages

- 87 Are identified in Local Plans (or replacement Local Development Frameworks) produced by district councils, borough councils and national park authorities. Larger settlements identified in the Lake District National Park area and local service centres identified in the Cumbrian part of the Yorkshire Dales National Park area are listed below as well as illustrated in Appendix 4 - Figure 4. They are relevant to the ROWIP with regards to the prioritisation system.

Table 4: Other Service Centres

LDNP	YDNP
Ambleside* Askham Backbarrow Bootle Braithwaite Broughton-in-Furness Caldbeck Coniston Eskdale Green Glenridding Gosforth Grasmere Hawkshead Keswick* Lindale Pooley Bridge Portinscale Staveley Threlkeld Windermere / Bowness*	Dent

* also Key Service Centres in the Cumbria and Lake District Joint Structure Plan.

Local Transport Plan (LTP)

- 88 This sets out the vision and objectives for transport over the next fifteen years, and the approach to be taken to achieve those objectives. It is produced every five years, the present one was published in 2006. Supporting policies, taken from the Local Transport Plan 1 and 2, the Joint Structure Plan, Annual Progress Report and Employers' Work Instructions are drawn together into a separate document, entitled 'A Compendium of Transport Policies'. This can be viewed at: www.cumbria.gov.uk/roads-transport/transportplan/default.asp
- 89 Rights of Way Improvement Plans will form a chapter of the next Local Transport Plan, to be published in 2011. Opportunities to progressively integrate ROWIP improvements with LTP schemes will be sought.
- 90 The contribution that local rights of way can make to meeting Local Transport Plan priorities is recognised in particular shared objectives²³ such as:
- Improving road safety and reducing casualties
 - Managing congestion
 - Improving air quality
 - Other quality of life issues
 - Mobility planning / accessibility planning.
- 91 Some of the headline targets in the LTP include:
- To reduce the total number of people killed or seriously injured (KSI) on Cumbria's roads by 25% by 2011, and to reduce child KSIs by 50% by 2010 compared with the 1994/1998 average
 - To increase the number of cycling trips by 10% by 2012 from the 2003/4 baseline
 - To increase the proportion of public rights of way which pass BVPI 178 to 66% by 2011.

Mechanically Propelled Vehicles (MPV)

- 92 Early legislation referred to 'motor vehicles', being vehicles intended for or adapted for use on the roads. This definition didn't capture, for example, quad bikes, so the concept of Mechanically Propelled Vehicle was introduced. MPV is a broader concept than motor vehicle alone. The term 'Mechanically Propelled Vehicle' is not specifically defined by the legislation, but will include all motorised vehicles as well as child-sized motorcycles, off road scrambling bikes, and quad bikes. Exceptions include grass cutting machines, specified electrically-assisted bicycles, and certain vehicles controlled by pedestrians.
- See also 'Recreational Motor Vehicles'.**

²³These listed objectives are expanded upon elsewhere in 'terms explained'.

Miles Without Stiles

- 93 This is the name given to the barrier-free routes in the LDNP area. Since 1996, the LDNPA has promoted twenty one routes for people with limited mobility in a booklet and, since 2002, on the LDNPA website²⁴. Cumbria County Council is planning to adopt the same scheme. See also ‘Access for All’, ‘Barrier reduction’ and ‘Access Improvement Fund’.

Mobility Planning

- 94 Is about making journeys easier for pedestrians by removing impediments and barriers, mostly in the urban environment. Mobility Plans are being developed for each Key Service Centre. See ‘Local Transport Plan’.

Mosaic Project

- 95 The Mosaic Project is a national programme, established by the Council for National Parks, to facilitate visits by Black and Minority Ethnic Groups to the National Parks. The LDNPA coordinated visits to the National Park from ethnic community groups to explore what factors prevent visits and how best to encourage and enable independent visits. The lessons learnt are that despite a strong desire to visit the countryside, a range of barriers are experienced. In the YDNP, taster weekends have taken place and community champions identified.

Multi-user Route

- 96 A route designed for use jointly by cyclists, pedestrians (and possibly also horse riders and people with limited mobility).

97 Natural Environment and Rural Communities Act (NERC)

As well as having an impact on access to the countryside by mechanically propelled vehicles, it also brings about the merger between the Countryside Agency, English Nature and part of the Department for the Environment, Food and Rural Affairs, and a duty to conserve biodiversity.

98 Needs and Preferences

Research was commissioned as part of this Rights of Way Improvement Plan that would identify key audiences for countryside access as well as their needs and preferences. A ‘need’ is a measure that is critical to a decision to undertake the countryside access activity or to the efficient management of land. A preference is a measure that is not critical, but one that would improve the experience of use. For example, it would increase the frequency of use, would give greater choice of use, or may encourage a longer period of participation. For land managers, a preference is a measure that makes the management of land easier. The results of the needs and preferences research are in Appendix 6 and can also be found at: www.cumbria.gov.uk/roads-transport/countrysideaccess/rowip.asp See also ‘Key Audiences’.

²⁴For more information visit: www.lake-district.gov.uk/index/enjoying/miles_without_stiles.htm

Other Routes with Public Access, or ORPAs.

- 99 The information contained in the list of streets has been used by Ordnance Survey to depict 'other routes with public access' as green circular dots on their Explorer maps. The routes illustrated are those routes on the 'list of streets' which are not otherwise shown on the map as coloured roads or public rights of way. The status of rights along each route has to be investigated on a case-by-case basis. Ordnance Survey prints in their legend, 'The exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority. Alignments are based on the best information available'.
See also 'List of Streets' and 'UCRs'.

Open Access Land

- 100 See 'Access Land'.

Open Return

- 101 See 'Integrated Access Demonstration Project'.

Pavement

- 102 The lay term for 'footway'. In the strict sense of the word, it means a surfaced or sealed area.

People with Limited Mobility

- 103 This includes wheelchair users, visually impaired people or blind people, people with pushchairs, and people who simply find it difficult to walk far, to negotiate stiles or rough ground. It is estimated that one person in five in the UK has some form of disability²⁵. In addition, any consideration of disabled people not only covers a wide spectrum of types of disability, but also a wide range of degrees of disability. It should also be remembered that a person's disability will also impact on their families, friends and assistants, when deciding on and participating in countryside recreation.
- 104 Therefore, up to four times as many people may be directly or indirectly affected by mobility needs in the field of countryside access.
- 105 The barriers people with limited mobility face can be social, physical or psychological, man-made or natural²⁶. Some people with limited mobility have never taken part in countryside activities, but would like to. Common reasons for not visiting the countryside are:

- Lack of information about where to go, the conditions (surface, width of gates etc) of the site and facilities present
- Needing assistants or people to go with
- Lack of accessible public transport
- Lack of organised events with some provision for people with limited mobility.

²⁵ODPM, 2003, quoted in 'By All Reasonable Means' (Countryside Agency, October 2005) p8.

²⁶It should also be noted that issues, such as access to transport or disposable income, can exacerbate the barriers people with mobility needs face.

- 106 Access to information and making informed decisions about where to go, what to expect and what is available in various locations is a major issue. Transport to sites can also be a hurdle as it may involve relying on others. Together, these two issues mean that many countryside trips are to known places, which may be heavily managed sites and countryside attractions.
- 107 Modern all-terrain powered chairs with long-life batteries have meant that the boundaries of where people with limited mobility can go have been pushed forwards. It can often be access structures, such as stiles, steps, kissing gates and chicanes that block onward progress, rather than the capability of the individual or their powered chair. While flat, riverside or coastal routes suit some, there is also demand for a wider variety and challenge of places to go. **See also 'Miles Without Stiles' and 'Barrier-reduction'.**

Permissive Access

- 108 Footpaths and bridleways along which landowners have permitted public use but which are not public rights of way. They are sometimes also called 'concessionary paths' or 'licensed paths'. It may simply be a route which the landowner does not object to. But it may also be subject to a formal agreement between the landowner and DEFRA or the local authority (note - the agreement may be withdrawn or expire, and will include clauses that the route could never be claimed as an addition to the Definitive Map). Ordnance Survey Explorer maps show permissive routes as short brown dashes for footpaths and long brown dashes for bridleways. Although no substitute for public rights of way, permissive routes can supplement the access network. **See also 'Stewardship'.**

Promoted / Recreational Routes

- 109 These terms can include a consideration three types of route, illustrated as a map in Appendix 4. Some may include sections on roads.
- National Trails, which are designated by Natural England. Three National Trails pass through Cumbria; The Pennine Bridleway²⁷, the Pennine Way (approximately 50 km long in Cumbria), and Hadrian's Wall (approximately 50 km long in Cumbria).
 - Other long distance recreational routes. Other long distance trails, such as the Cumbria Way (approximately 112 km long), the Cumbria Coastal Way (approximately 240 km long), the Dales Way (approximately 29 km in Cumbria) and the Coast to Coast routes²⁸ (approximately 150 km in Cumbria) are also popular.
 - Local promoted routes. An example of a more locally promoted route is the South Tyne trail (**See 'Cycleway'**), or the Eden Valley Way.

²⁷At the time of writing, there are 130 miles of the Pennine Bridleway officially open, although this is made up of 120 miles from Derbyshire to the Mary Towneley Loop in the South Pennines, and then the 10 mile Settle Loop in North Yorkshire. None of the route is officially open yet in Cumbria. Whilst bits of the route have been completed, it is not yet signed or promoted as the Pennine Bridleway. Natural England is aiming to open the section from the Mary Towneley Loop to the Fat Lamb Inn (Cumbria) in 2009 (dependent on funding). Further information is available from: www.nationaltrail.co.uk/penninebridleway

²⁸Wainwright's Coast to Coast route has an estimated 7,000 people walking it each year.

Public Rights of Way

- 110 Cumbria has one of the longest networks of public rights of way in England and Wales – almost 7500 km. There are four classes of rights of way:

- Footpath (open to walkers)
- Bridleway (open to walkers, horse riders and cyclists)
- Restricted Byways²⁹
- Byway (Open to all Traffic) **See also 'BOAT'**.

Public Transport

- 111 A communal form of transport other than private car. It includes rail, bus and coach.

Quality of Life issues

- 112 Quality of life means an overall sense of well-being, enjoyment and fulfilment that a person has from the life they live. In this sense it is subjective to define and measure. In terms of Local Transport Plans it is taken to mean issues like landscape and wildlife, recreation and leisure, the health of communities and minimising the environmental impact of transport. Transport plays a key role in enhancing quality of life.
- 113 The Local Transport Plan recognises that public rights of way can help meet other quality of life targets. Countryside Access is known to contribute to mental and physical well-being. As well as encouraging more people to take physical exercise, networks of linear routes and green spaces increase social interaction and community cohesion, reduce fear of crime and anti-social behaviour. In addition, the LTP recognises the importance of ensuring that tourism is economically and environmentally sustainable³⁰.

²⁹Introduced by the Countryside and Rights of Way Act 2000 and the Natural Environment and Rural Communities Act 2006. There are currently no 'Restricted Byways' in Cumbria, because all the 'Roads Used as a Public Path' had already been reclassified, although it is possible to create new Restricted Byways in due course. **See also 'Roads Used as a Public Path' and 'Restricted Byways'**.

³⁰Core objective 7 - to enable access to culture, heritage and the countryside in ways that are sustainable.

Quiet Lanes

- 114 Quiet Lanes' networks are an initiative of Natural England supported by the Department for Transport. They are a set of minor rural roads where traffic is managed to give priority to walkers, cyclists, horse riders and people with limited mobility, in addition to shared use with motorised vehicles. They are designated under the Transport Act 2000 and incorporate use and speed orders, signage and local community involvement. **See also 'Greenways'**. The main difference between the two is that Quiet Lanes are mostly on road and Greenways are mostly off road.
- 115 In August 2005 a desktop study on the Cumbria Road Hierarchy took place to identify networks of unclassified roads. Further consultation narrowed this down to take forwards two pilot areas: Farlam and the Solway AONB area. Progress has since been hampered by difficulties agreeing what a Quiet Lane standard is and identifying funding.
- 116 Designated Quiet Lanes are also recognised in the Yorkshire Dales Integrated Access Strategy (AS6b).

Recreational Motor Vehicles

- 117 Predominantly trail motorcycles and four wheel drives, but also quad bikes. This term refers to motor vehicles that are used on unsurfaced routes for recreational and leisure purposes. **See also 'Mechanically Propelled Vehicles'**.

Restricted Byways

- 118 A right of way for walkers, horse riders, cyclists and other non-mechanically propelled vehicles, such as carriage drivers. They were formerly known as 'Roads Used as a Public Path' (or RUPPs) but were renamed under the CROW Act. RUPPs in Cumbria were all reclassified under earlier legislation, so no 'Restricted Byways' automatically got defined. **See also 'Mechanically Propelled Vehicles'**.

Rights of Way Improvement Plan (ROWIP)

- 119 This is the ROWIP for Cumbria. Highway Authorities have a duty under the Countryside and Rights of Way Act to publish a Rights of Way Improvement Plan. This Cumbria ROWIP is being produced in partnership with the Yorkshire Dales and the Lake District National Park Authorities, and with the full involvement of the Local Access Forums for each of these areas.
- 120 The spirit of the legislation is making the network fit for today and for tomorrow, integrating countryside access with the health agenda, local economy and sustainable tourism, social inclusion, education, sustainable transport and the environment. ROWIPs must assess:
- The extent to which local rights of way meet the present and likely future needs of the public
 - The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority's area
 - The accessibility of local rights of way to blind or partially-sighted people and other people with limited mobility.

- 121 The ROWIP does not focus solely on local rights of way, permissive access and cycle routes, but also takes account of wider access opportunities, such as open access land and designated quiet lanes. Improvements can include:
- Physical work on a route (such as surfacing or replacing stiles with gaps or gates) to improve its accessibility to a wider section of people
 - Creating new / diverting existing routes (to make the network respond to today's needs)
 - Information / promotional work to enable people to know what to do and where to go.
- 122 It is important to note that the ROWIP is about improvements that are over and above statutory maintenance or definitive map responsibilities.
- 123 ROWIPs can consider routes that are useful for everyday journeys (to school, shops, or places of work for instance) as well as leisure trips.
- 124 It should also be noted that the focus of the ROWIP is about access improvements for walkers, cyclists and equestrians. It is not to secure an improved network for recreational vehicular motoring in the countryside. However, improved management of existing routes for mechanically propelled vehicles is within the scope of the ROWIP.
- 125 Production of the ROWIP is a requirement of the CROW Act; implementation is not a requirement. At the time of writing, it appears that there will be no additional general or specific funding to enable ROWIPs to be implemented, this is a matter of serious concern to all the authorities and LAFs involved.

Road Safety

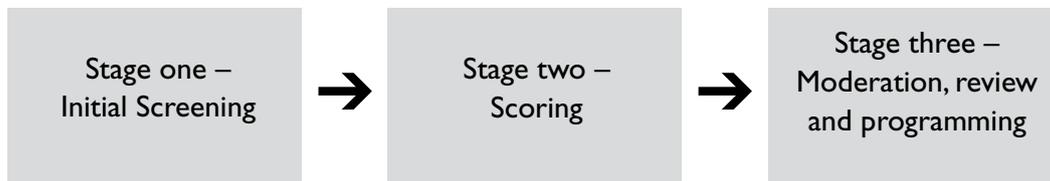
- 126 The Local Transport Plan gives a high priority to improving road safety and reducing road casualties, which will have wider benefits in encouraging more cycling and walking to school, reducing congestion, improving air quality and public health. Public rights of way are traditionally away from other forms of traffic and therefore have the potential to play a significant part in reducing accidents if they are made relevant and promoted to potential users, including equestrians. They can also provide vital links across major roads, such as motorways, thus avoiding potential casualties as well as linking communities together and improving general accessibility. **See also 'Local Transport Plan'.**

Roads Used as a Public Path

- 127 (RUPP) a classification of Public Right of Way introduced by the National Parks and Access to the Countryside Act 1949, which brought about the duty to keep a Definitive Map. The intention of the legislation was that the definitive map should show some unsurfaced tracks which were suitable in practice for use mainly by walkers and horse riders, although may have had occasional use by vehicles. The Countryside Act 1968, further amended by the Wildlife and Countryside Act 1981 then gave highway authorities a duty to examine each route in turn and reclassify it as public footpath, public bridleway or byway. The designation, and duty to reclassify, was abandoned in Section 47 of the Countryside and Rights of Way Act 2000. **See also 'Restricted Byway'.**

Scoring System

- 128 This was developed as a result of the Faber Maunsell research. The scores and weighting factors³¹ of the various criteria were developed through consultation with the three Local Access Forums and other user group representatives. It enables 'action suggestions' to be evaluated. The scoring system includes three distinct stages:



- 129 **Stage I** is an initial screening to ensure that each proposal broadly:
- Meets the aims and objectives of the Countryside Access Strategy
 - Satisfies one or more of the identified needs or preferences for the fourteen key audiences
 - That the least harmful option has an acceptable impact on landscape, ecology or archaeology.
- 130 It is important to note that if the action suggestion does not meet 'stage one' then it does not progress to 'stage two'.

³¹ Scoring weightings can be temporarily manipulated in response to programming opportunities – for example, a 'road safety' type agenda, whereby all the projects that score well on safety could be sorted in this way.

- 131 **Stage 2** is the actual scoring process. The maximum score a project can receive is 150. The factors taken into account are listed below (each of which has a 'weighting factor'):
- Who would benefit (does the suggestion meet a need or a preference of one, or more, of key audiences)
 - How many people might benefit and to what degree (for example, marginal benefit, through to a significant difference)
 - The location of the suggestion (is it in a strategic location?³²)
 - The impact of the proposal on the rights of way network (for example, how it would contribute to a more effective network of routes). A high scoring project might join missing links, provide a circular route, or provide access to previously inaccessible places such as open access 'island sites'
 - Accessibility (for example, what access improvements would be made, such as surfacing, waymarking, promotional material, less-restrictive access structures)
 - Safety (for example, personal safety such as managing road crossings or provision of alternative route to avoid traffic, street lighting in urban areas or segregation)
 - Whether and how any of the six themes³³ promoted by the Countryside Access Strategy are met (for example, action results in environmental improvement, matches with public transport service, or specifically aims to address social inclusion).
- 132 **Stage 3** is a review process. Following a desk based scoring exercise, the score needs to be assessed for rationality and not just taken at face value. Further aspects to consider during this moderation stage are listed below (none of which should impact on an action's inherent priority, but are issues for programming rather than prioritisation):
- Impact on landscape, ecology and archaeology of the area
 - Interaction with other types of proposals
 - Need for variety of types of action or aimed at different beneficiaries or geographical spread
 - Possibility of achieving a 'package' of measures where action suggestions adjoin
 - Cost of the action and value for money
 - Funding need and availability
 - Partnership working to deliver the action
 - Any adverse impacts
 - Achievability (legal and ownership obstacles and length of time to overcome these).
- 133 The scoring system is a useful tool to respond to programming opportunities; for example, by temporarily increasing the weighting for 'safety' or 'health', for example, then it can act as a sorting mechanism to quickly identify the local projects that best fit those priorities.

³²Strategic locations are:

- 'Key Service Centres' and 'Local Service Centres'.
(See elsewhere in '**Terms Explained**' for more information)
- National / regional / proposed strategic cycle routes (including Sustrans routes).
- Promoted routes: Pennine Way, Pennine Bridleway, Hadrian's Wall, Wainwright's Coast to Coast route, Cumbria Way, Cumbria Coastal Way, The Eskdale Trail and The Dales Way.
- Other information from Management Plans / Parish Plans.

³³Education, Health, Local Economy, Social Inclusion, Sustainable Transport and the Environment.

Social Inclusion

- 134 Some sections of society have greater difficulty in taking up the opportunities the countryside offers. However, the countryside should be a place that everyone can enjoy. A definition of social inclusion is positive action taken to include all sectors of society in planning and other decision making. Nationally, emerging best practice shows how barriers to understanding each groups needs and encouraging participation in countryside recreation can be overcome, through projects such as the 'Diversity Review' and the 'Mosaic Project'.

Statement of Action

- 135 Is the 'five year plan' part of the Rights of Way Improvement Plan.

Strategic Cycle Network

- 136 The strategic cycle network in Cumbria is a network of regional cycle routes and national cycle routes. Some sections of these routes have already been constructed while others are proposed. See 'Sustrans' and 'Cycleway'.

Structures

- 137 See 'Access Structures'.

Sustainable Transport

- 138 Means all forms of transport which minimise emissions of greenhouse gases and other pollutants. It includes walking, cycling and public transport (and in some circumstances 'car sharing'), which is considered to be less damaging to the environment and which contributes less to traffic congestion than single person car journeys. There is a growing awareness of the need to provide for and promote sustainable transport, both for everyday journeys and leisure trips. A number of statistical sources³⁴ show that as a nation we are walking and cycling less often and less far, while relying more and more on the private car. Local rights of way have a role in halting these trends, especially for short, local journeys, and to access goods and services. In this way, rights of way can have a utilitarian as well as a leisure function. Initiatives such as 'Better Ways to School' are aimed at reducing unnecessary car journeys along routes to and from schools, thereby reducing congestion and pollution and improving road safety and standards of health and fitness.

³⁴For example, between 1980 and 2004 the average distance travelled by bicycle reduced by 23% yet the average distance travelled by car increased 75%. Between 1989 and 2004 the number of 5-10 year olds walking to school reduced from 65% to 50%, yet during the same period, the number of 5-10 year olds going to school in a private car increased from 27% to 41%.
Source: Transport Trends, 2005 edition, Department for Transport (National Statistics):
www.dft.gov.uk/pgr/statistics/datatablespublications/trends

Sustrans

- 139 Stands for SUSTainable TRANSport. They are the UK's leading sustainable transport charity, working on walking and cycling projects so that people can choose to travel in ways that benefit health and the environment.
- 140 With lottery funding, they have been the major promoters of the National Cycle Network (NCN) and Regional Cycle Network (RCN). These networks (already 10,000 miles looked after by 1500 volunteer rangers) are in places on road (minor roads) and in places can be traffic-free (e.g. disused railway lines, canal towpaths, forest routes). Small sections of the route may be useful locally for short distances, such as journeys to schools, shops or workplaces, while combined they form long distance routes to challenge long distance cycle tourers. In Cumbria there is over 740 km of National Cycle Network, (around 81% of which is on road, and 19% is off road) plus over 260 km of Regional Cycle Network and 22 km of link route. Each signed route has a number. **See also 'Cycleway' and Fig 3.**

Under-represented Groups

- 141 The four 'under represented groups' identified in the research are:
- Disabled people
 - Black and minority people
 - People who live in inner city areas
 - Young people.

See also 'Diversity Review'.

Unlocking the Potential

- 142 A document influencing the development of cycling in the Yorkshire Dales is 'Unlocking the Potential; delivering sustainable tourism through cycling in the Yorkshire Dales' (2004). It outlines the benefits of developing cycle tourism, which include environmental, economic, social, health and cultural factors. It is estimated that the development of opportunities could generate up to £68 million over a five year period. The report highlights the Howgill Fells and Dentdale in Cumbria as having potential for mountain bike tourism linked to catering and accommodation providers, and a linear area south of Sedbergh with potential for local, family friendly cycling. Parts of the recommendations include the development of Kirkby Stephen and Sedbergh as cycle gateways. **See also 'Cycle Tourism in Cumbria Prospectus'.**

Unsurfaced

- 143 The lay term for 'unsealed'. In theory, every route has a surface, even if it is grass!

Unsealed

- 144 A route without a man-made surface (for example, tarmac or concrete).

Upgrade

- 145 This refers to the legal process of adding a higher status of rights to a route. For instance, a route open to walkers could have cycle or equestrian rights added, following consultation with the land manager. **See 'Dedicate'.**

UCR or Unclassified County Road

- 146 In describing routes on the 'list of streets', some highway authorities use the phrase 'unclassified county road'.³⁵ Highways maintainable at public expense are classified into A roads, B roads, C roads and so on. Those that are not classified are 'UCRs'. Unsurfaced UCRs are of relevance to this document as they often provide useful walking, horse riding, cycling or off road vehicle links, depending on the rights along each route. There are 4109 km of UCR in Cumbria, 9.5% (391 km) of which is unsurfaced.
See also 'Other routes with public access'.

Use and Condition

- 147 DEFRA guidance on ROWIPs outlines the need for a use and condition survey on the local rights of way network. Information relating to use and condition comes from two sources. Firstly, the 'BVPI' results for ease of use of public rights of way. Secondly, 'use and condition' surveys have taken place. **See 'Cumbria Lost Ways' and Appendix 5.**

Walking the Way to Health

- 148 Is a way of encouraging gentle exercise in a natural and social environment. One of the benefits of short, local walks is that they require little or no equipment.
See also 'Health' and 'Green Exercise'. For more information visit: www.whi.org.uk

Woods for people

- 149 This is a website run by the woodland trust which aims to give information about accessible woodland. It shows that between 20-40% of Cumbria's woodlands are accessible.
www.woodland-trust.org.uk/woodsforpeople

Woodland Grant Scheme

- 150 This scheme provides incentives for the creation and management of woodlands and forests. The overall aims are to encourage people to create new wooded areas to increase the production of wood, improve the landscape, improve woodland biodiversity or offer opportunities for recreation and sport. It is administered by the Forestry Commission.

YDNP or YDNPA

- 151 Yorkshire Dales National Park (Authority).

³⁵Note – 'Road' here means 'highway maintainable at public expense', and doesn't imply vehicular rights. The status of rights along each route would have to be investigated on a case-by-case basis. (Riddall and Trevelyan, 2001, 'Rights of Way; A guide to law and practice').

Yorkshire Dales Local Plan

- 152 Within the Yorkshire Dales National Park, planning policy is guided by Regional Planning Guidance 12 (Yorkshire and the Humber) December 2004 and the park-wide Local Plan, adopted in April 2006. www.yorkshiredales.org.uk/planning_policy
- 153 The Yorkshire Dales Local Plan contains some specific policies on rights of way and access, in addition to those issues being firmly nested within other policies:
- **Policy GP 3:** Accessibility and Safety – the aim of this policy is to ensure the needs of all potential users of a building or site are taken into full account in the layout and design of the proposal
 - **Policy TA1:** The Protection of Public Rights of Way and Access Opportunities – which aims to protect rights of way as a result of development
 - **Policy TA2:** New or Improved Public Rights of Way and Access Opportunities – which ensures that new developments secure integration with and improvements to the network
 - **Policy TA3:** Pedestrians, Cyclists and Equestrians – new developments should address the needs of pedestrians, cyclists, equestrians and people with limited mobility.

See also 'Joint Cumbria Structure Plan' and 'Key Service Centres'.

APPENDIX 2

Cumbria Countryside Access Strategy

- 154 The Countryside Access Strategy can be viewed in full at:
www.cumbria.gov.uk/roads-transport/countrysideaccess/rowip.asp

Vision

- 155 Cumbria should be a place in which visitors and local people can share the exploration, enjoyment and understanding of the diversity of our county's countryside and heritage. The provision of access should be clear, respect land ownership and management and meet users' particular needs. Good management of access to and within the countryside should make an increasing and positive contribution to the sustainability of our environment, communities and economy.
- 156 In order to achieve this vision Cumbria County Council, the Lake District National Park Authority and the Yorkshire Dales National Park Authority are committed to working together to improve public access to the countryside of Cumbria. This will include developing actions together and bidding in partnership for funds that will implement them. Delivering this strategy will also lead to improvements in health, education, social inclusion, sustainable travel and the environment. All of the aims of the strategy will be achieved by working together with all stakeholders and other interested parties.

Aim 1

- Provide, develop and promote access opportunities for all in an open and welcoming countryside
- Extend, improve and protect the rights of way network and other opportunities for access to and within the countryside
- Improve and promote countryside access to foster the social and economic well-being of local communities
- Provide opportunities for people of all abilities and social groups to visit the countryside.

Aim 2

- Encourage people to explore and enjoy the countryside whilst conserving its landscape, ecology, historic environment and culture
- Provide accessible and up-to-date information and interpretation to enable access to be enjoyed in an informed and responsible manner
- Encourage the use of countryside as an educational resource
- Manage access in a way that safeguards the character and local distinctiveness and different parts of Cumbria and respects the needs of land managers and conservation interests.

Aim 3

- Improve quality of life, promote health and help tackle climate change by encouraging people to walk, cycle and take public transport and other sustainable travel options
- Use and improve countryside access to promote health and fitness
- Encourage sustainable travel to and within Cumbria, facilitated by the development and better integration of different transport modes
- Develop key service centres (together with local service centres in the Lake District National Park) as transport hubs to encourage sustainable access to the countryside. For each transport hub, routes suitable for a variety of users will be identified and improved
- Take opportunities where development is proposed to encourage facilities which assist access to the countryside and sustainable modes.

Key Actions

157 Access to Open Country

- **OC1** Access authorities will facilitate the new rights of access to and within areas of access land, in accordance with the CROW Act
- **OC2** The access authorities will manage the right of access to open country and registered commons using the least restrictive option (informal management solutions sought before formal restrictions)
- **OC3** The Access Authorities will undertake assessments to identify the practical works necessary to make the new right of access work for everyone
- **OC4** Access information points will be established at key locations for the interpretation of access information
- **OC5** In addition to the information provided at these key sites, there will be a range of other types of signage, containing varying levels of information and maps appropriate to the location.

158 Improving Rights of Way and Countryside Access through Rights of Way improvement planning, the access authorities will:

- **R6** Identify and implement countryside access network improvements to provide a more effective resource for utility journeys and recreational activities
- **R7** Encourage sustainable travel by supporting the development of transport hubs, strategic and local cycle routes and a newly defined network of quiet lanes
- **R8** Develop and implement countryside access projects that promote health, education, social inclusion, and a vibrant local economy
- **R9** A common assessment methodology will be developed. The resulting data will be analysed and used to inform the Rights of Way Improvement Plan
- **R10** Statements of action contained within Rights of Way Improvement Plans will be produced for each access authority area.

159 **Managing Rights of Way and Countryside Access**

- **M11** The authorities will work with countryside users, local communities, landowners and managers to encourage responsible use of the countryside, and resolve conflict through appropriate management and guidance
- **M12** A countryside management service will be provided by means of a network of rangers that will offer practical assistance and advice in the field to users of the access resource and landowners
- **M13** Volunteers will be recruited and trained to assist in the management of access within the countryside
- **M14** The access authorities will consult their respective Local Access Forums on all matters related to countryside access.

160 **Signing and Interpretation**

- **S15** Signing and waymarking should be the minimum necessary to meet users' needs without detracting from the character of the landscape. Lowland paths will be waymarked where needed to allow people to follow routes with confidence. Waymarking on the high fell will be discouraged.
- **S16** Waymarks will be designed to national standards and will be sympathetic to their location and setting, using locally sourced materials whenever possible
- **S17** Countryside signing and interpretation will be made available to as wide an audience as possible
- **S18** Access authorities will provide and maintain access information points at identified sites, such as honey pot sites, major attractions, car parks, major public transport drop off points, visitor centres and heritage centres
- **S19** The access authorities will discuss the design and siting of signs, waymarking and access information points with landowners and other interested parties
- **S20** Routes promoted by the access authorities will be considered for distinctive waymarks and signs where necessary for ease of navigation.

161 **Education and Promotion**

- **E21** Clear, accessible, up-to-date and reliable information on countryside access will be made available
- **E22** When information is provided on recreational activities and attractions in the countryside it will include how to access them by bus, boat, train, cycle or on foot
- **E23** The access authorities will undertake measures to widen participation in countryside activities
- **E24** Common positive messages will be developed on countryside access and key audiences identified.

APPENDIX 3

Further information about Countryside Access Management in Cumbria

162 Cumbria County Council is the Highway Authority for the county of Cumbria, and as such has a statutory duty to manage and maintain all public rights of way throughout Cumbria. However, much of the work involved in fulfilling this duty is done in partnership.

See Figure 2 on the following page for a map.

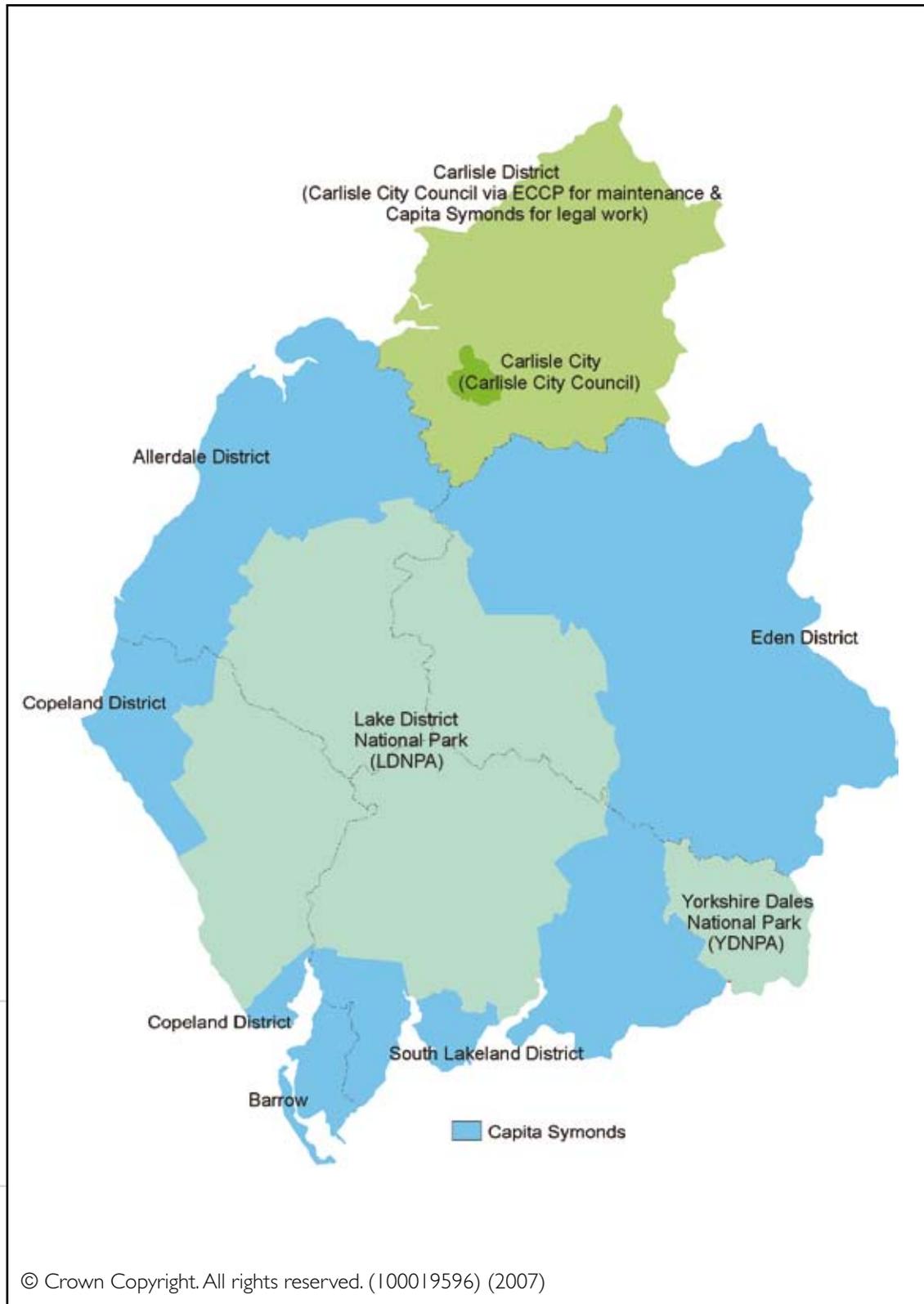
- Cumbria County Council
www.cumbria.gov.uk/roads-transport/countrysideaccess/countryside_access.asp
 Cover outside the National Parks: Allerdale, Barrow, Copeland, Eden and South Lakeland districts. Cumbria County Council also manages urban paths in Ambleside, Keswick, and Windermere / Bowness, plus the legal work in Carlisle District.
 Note: Capita Symonds Ltd is Cumbria County Council's agent. www.symonds-group.com

- Carlisle City Council
www.carlisle.gov.uk
 In Carlisle District (maintenance only) and Carlisle City. Note: Carlisle City Council subcontract the maintenance in their district to an affiliated organisation called East Cumbria Countryside Project. www.eccp.org.uk

- Lake District National Park Authority
www.lake-district.gov.uk
 In The Lake District National Park (all rights of way except urban paths in Ambleside, Keswick and Windermere / Bowness).

- Yorkshire Dales National Park Authority
www.yorkshiredales.org.uk
 In The Yorkshire Dales National Park.

Figure 2 - Management of Public Rights of Way Throughout Cumbria



APPENDIX 4 - Maps

Figure 3 - Cycle Routes in Cumbria

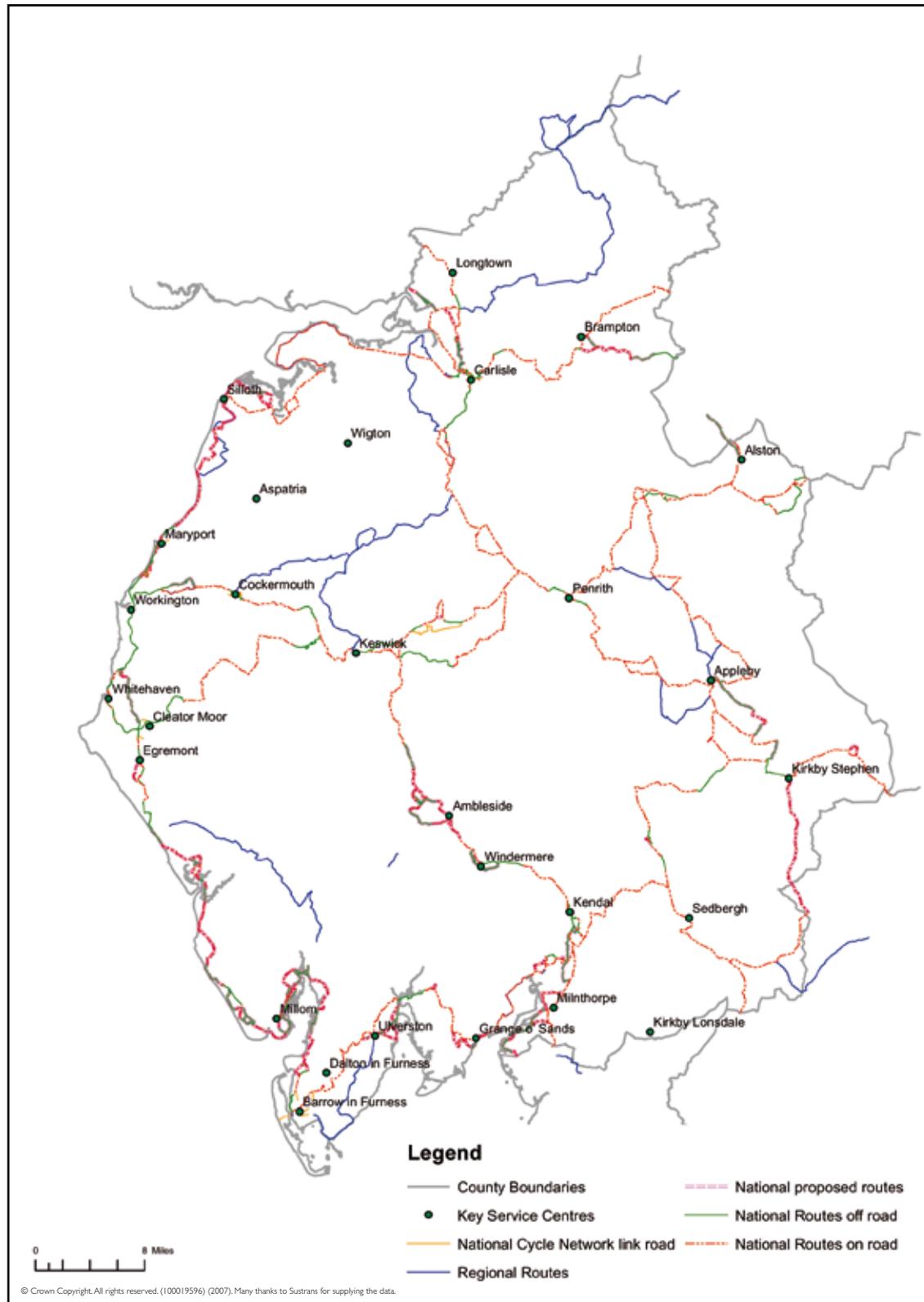


Figure 4 - Key Service Centres

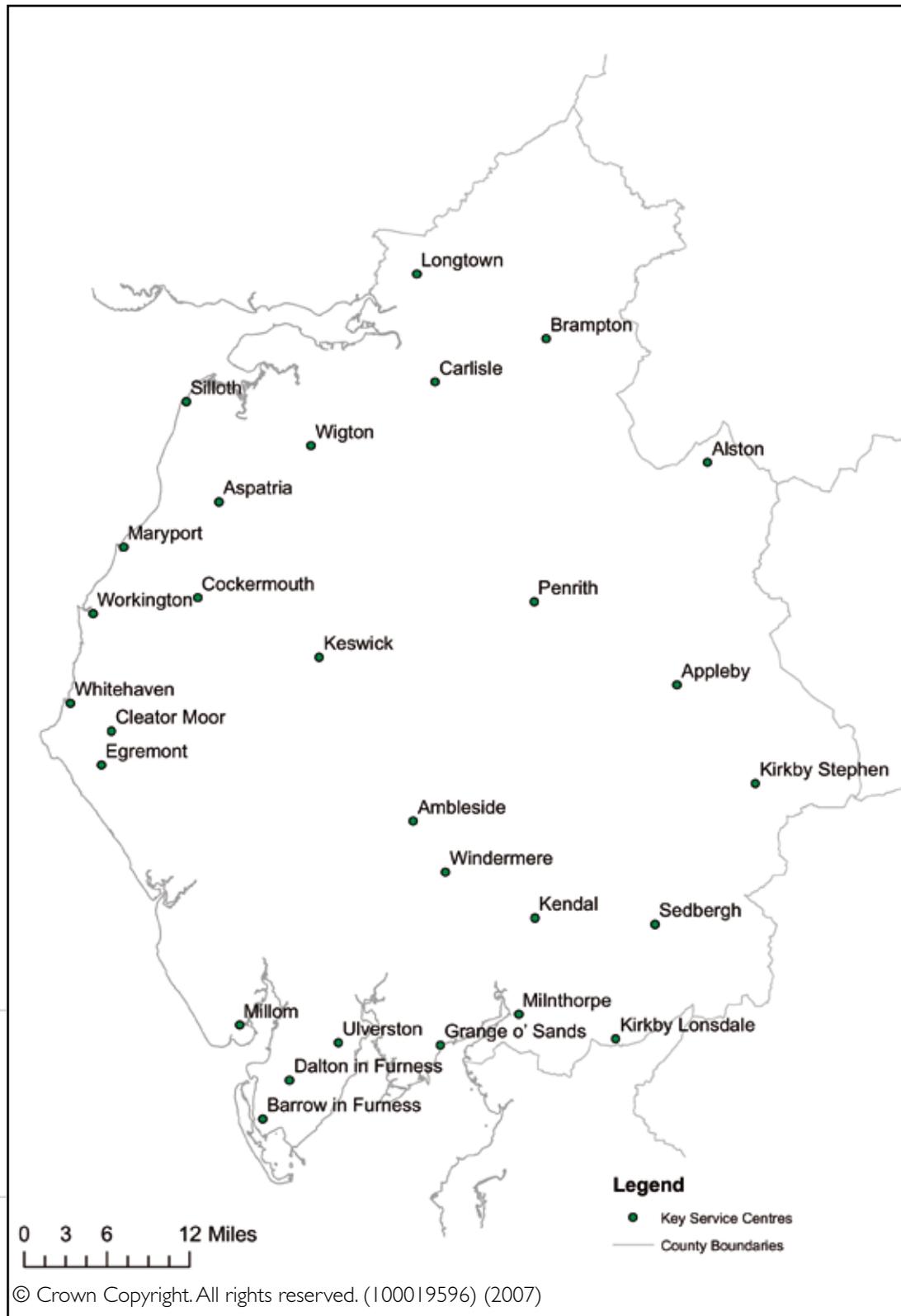


Figure 5 - Open Access Land

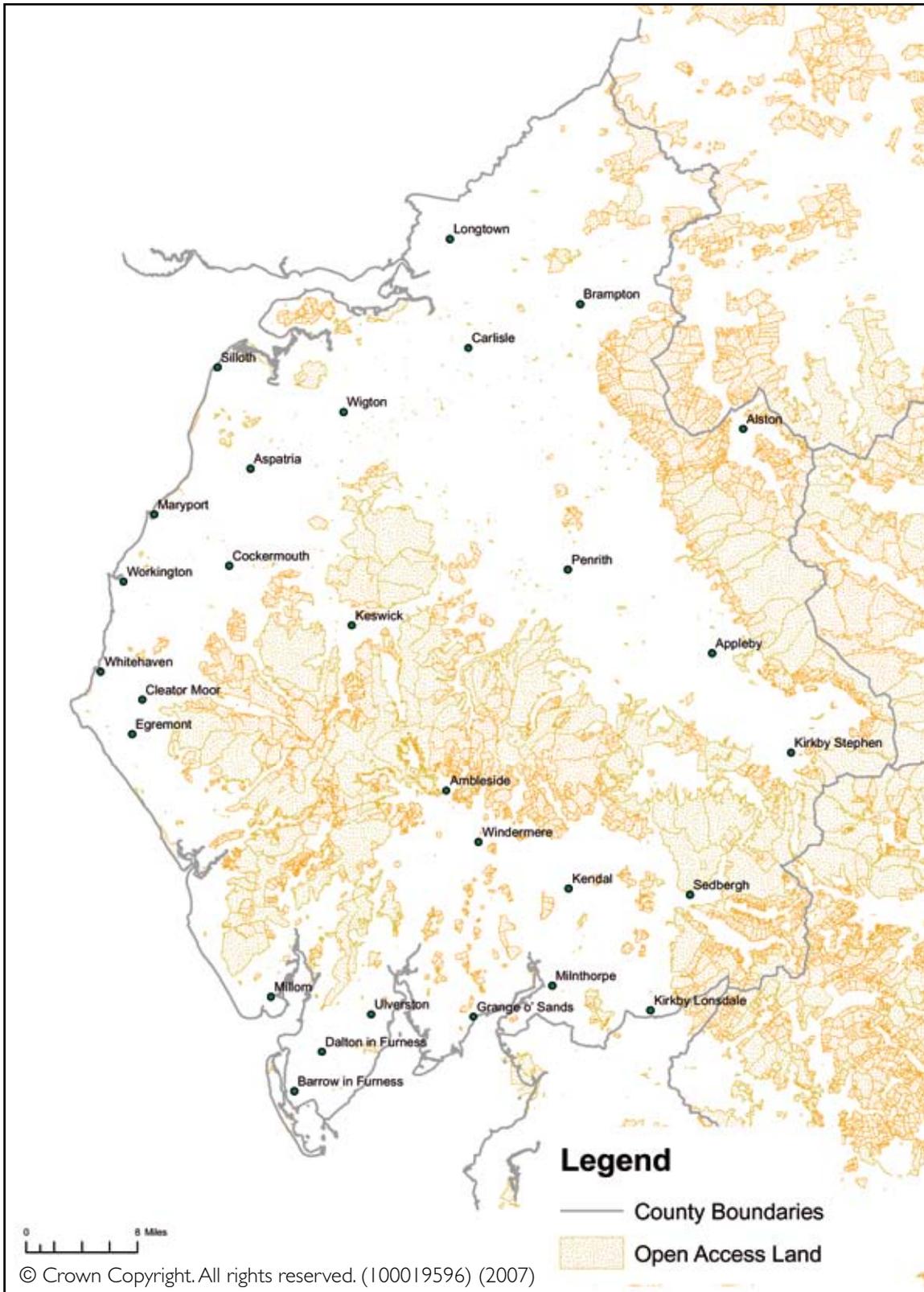


Figure 6 - Permissive Access

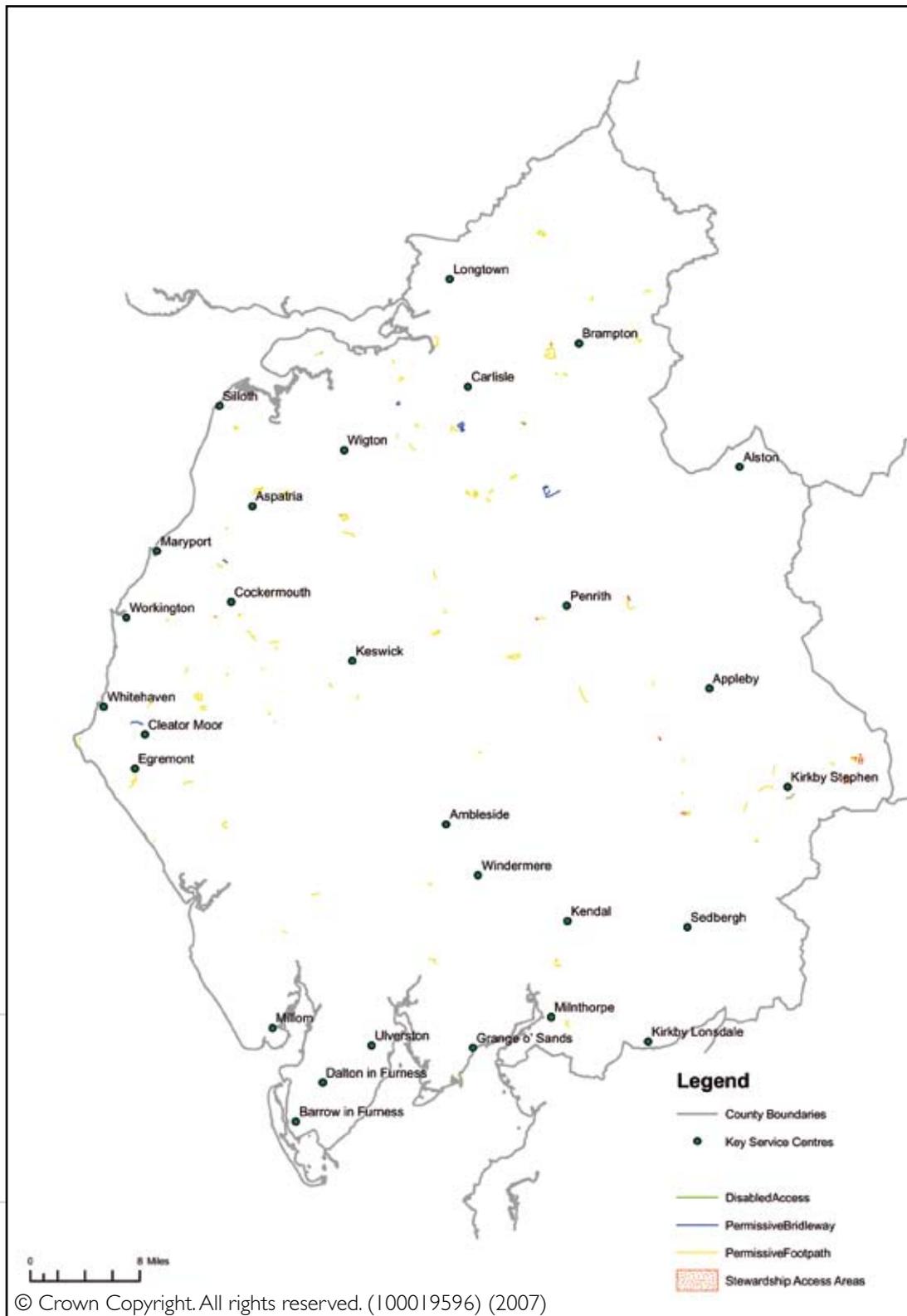


Figure 7 - Recreational/Promoted Routes

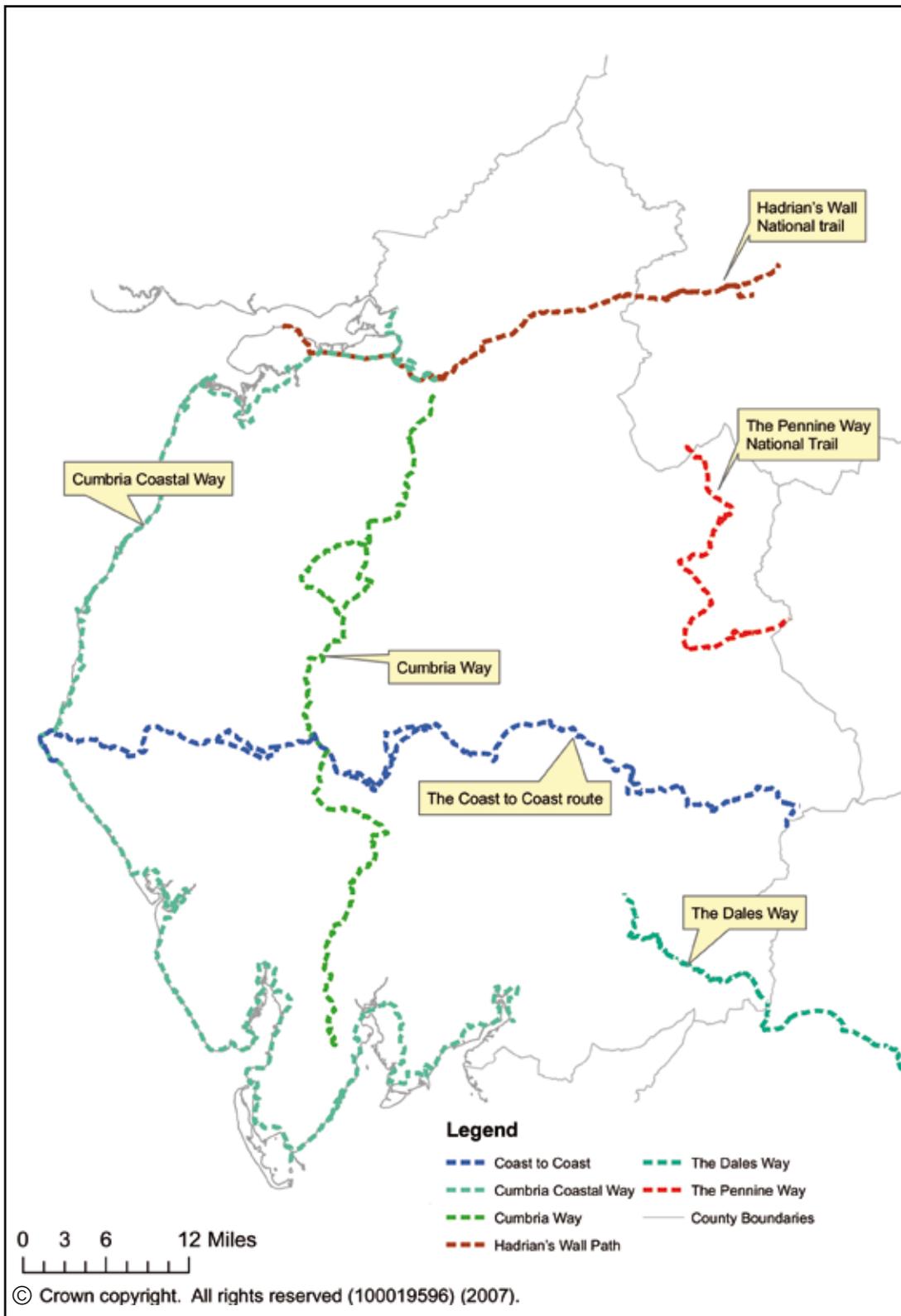
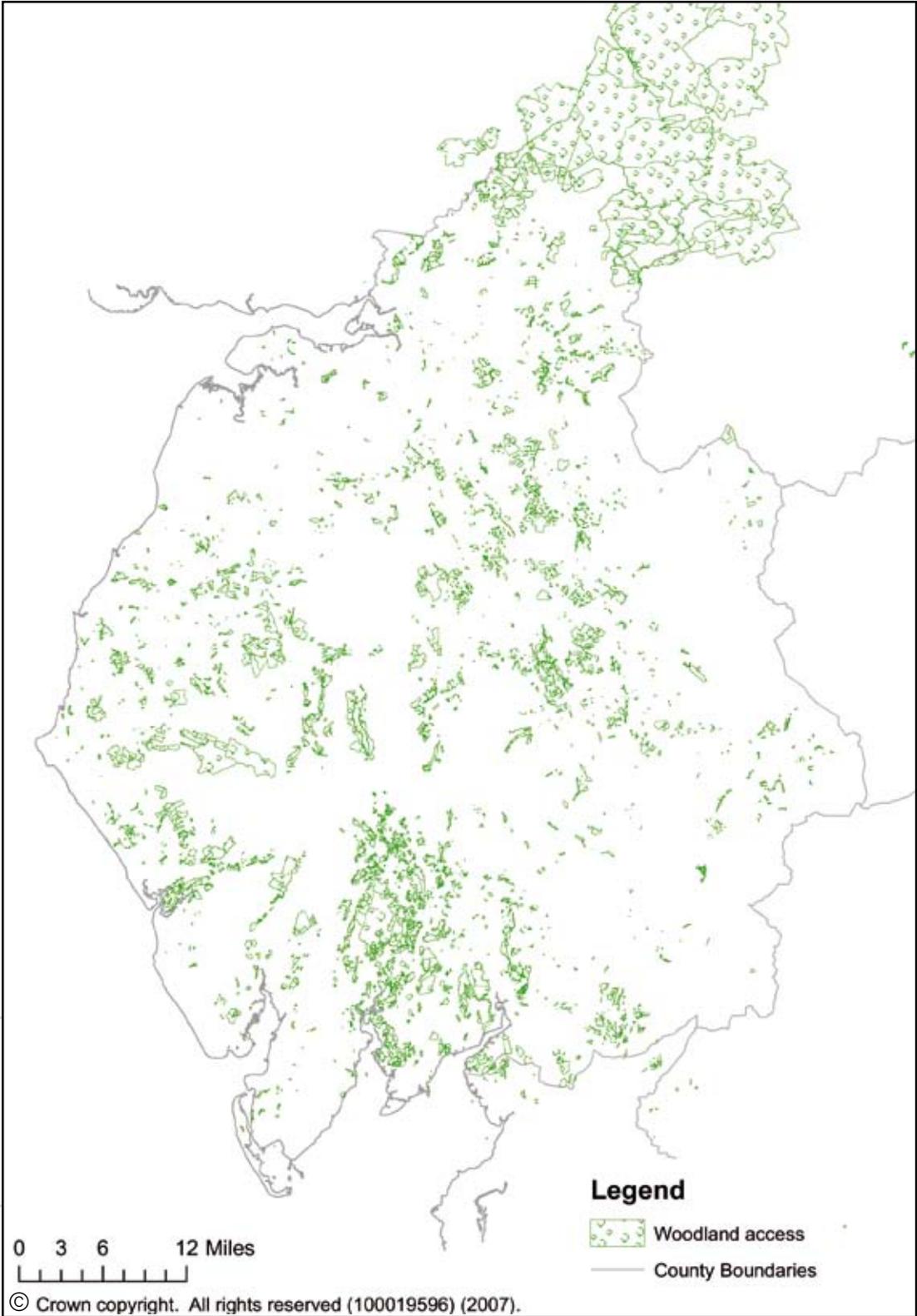


Figure 8 - Woodlands with Public Access in Cumbria



APPENDIX 5

Use and Condition Data

Best Value Performance Indicator – Further information

Table 4: BVPI 178 'ease of use' and 'signposts present' figures by access management area, 2004, 2005 and 2006.

Year of survey	Area of Cumbria	% easy to use	% signposts present
2004	LDNP	65.8%	83.3%
	Cumbrian part of YDNP	63.4%	75.0%
	Carlisle City Council area (ECCP)	41.4%	79.4%
	Rest of Cumbria	44.7%	69.1%
	Totals	53.8%	75%
2005	LDNP	62.6%	86.1%
	Cumbrian part of YDNP	85.3%	97%
	Carlisle City Council area (ECCP)	53.6%	94.0%
	Rest of Cumbria	43.0%	80.1%
	Totals	54.0%	85%
2006	LDNP	65.7%	87.5%
	Cumbrian part of YDNP	67.4%	100%
	Carlisle City Council area (ECCP)	39.8%	89.36%
	Rest of Cumbria	46.3%	84%
	Totals	52%	86%

163 In parts of Cumbria, such as the Lake District National Park, a route is open and usable to members of the public but not quite on the definitive line, therefore it fails the BVPI. In other parts of Cumbria, improved signs or way-marking would make a big difference to users of the route (as well as to the length of routes which pass the BVPI).

Use and Condition Surveys – Further information

164 Information about the use and condition of the access network in Cumbria has been collected in different ways in the two National Parks and in Cumbria outside the National Parks.

- In Cumbria outside the National Parks, the Cumbria Lost Ways³⁶ project undertook a survey of condition and use in 2005, using local parish volunteers
- In the Lake District National Park, voluntary rangers are trained to undertake regular condition surveys. Level of use data is not collected
- In the Yorkshire Dales National Park, Dales volunteers carry out 'Parish Path Surveys' on every route every two years.

³⁶Further information about the survey is included in 'terms explained' and the original survey information/results are available at: www.cumbria.gov.uk/roads-transport/countrysideaccess/rowip.asp

165 The results are presented area by area below. It should be remembered at all times, however, that as the survey methodology varies so widely between the three access authorities, it would be invalid to draw comparisons between the data.

166 Discussions are on-going to streamline the approach in time for the next ROWIP, to be published in 2011.

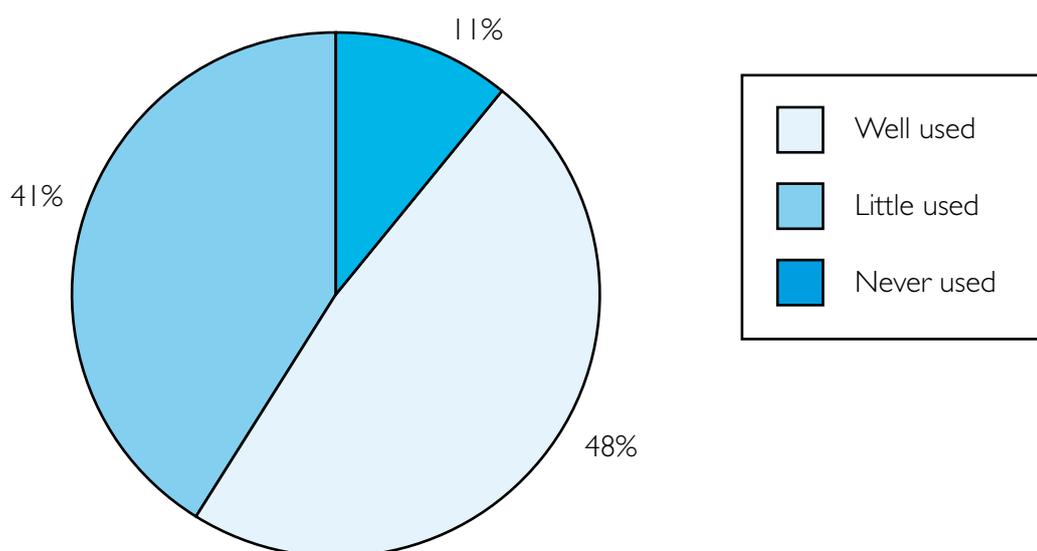
Cumbria outside the National Parks – The Cumbria Lost Ways Project

167 Out of the 2719 public rights of way included in the survey, it is possible to present the following results:

168 Use

- 48% were reported as well used, 40% little used, and 11% are apparently not used³⁷
- 88% of rights of way are reported to be used by walkers, 13% of rights of way used by cyclists, 17% of rights of way used by horse riders and 21% are used by motor bikes or motor vehicles (which includes private use and agricultural usage).

Figure 8 - % Use of PROW



³⁷It may be that those routes which are reported as being 'never used' are the same routes that are obstructed in some way. In other words the routes are not used because they are obstructed.

169 **Incorrectly signed³⁸, obstructions³⁹ and overgrowth**

- 26% were reported as being incorrectly signed (which includes not signed)
- 18% were obstructed
- 80% were reported as not overgrown, 19% partly overgrown and 1.4% completely overgrown.

Figure 9 - % Overgrown PROW

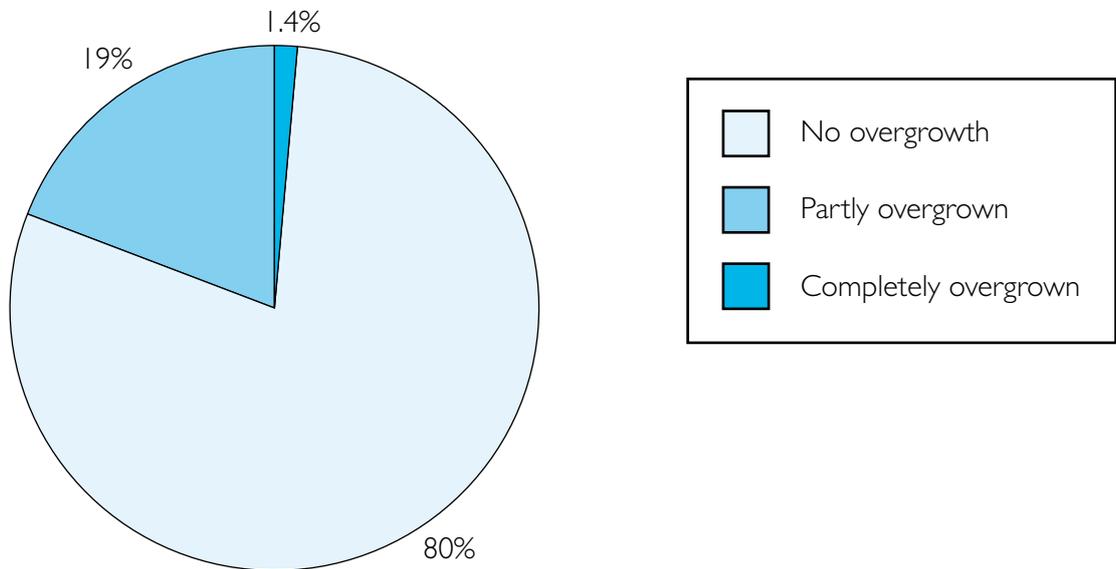
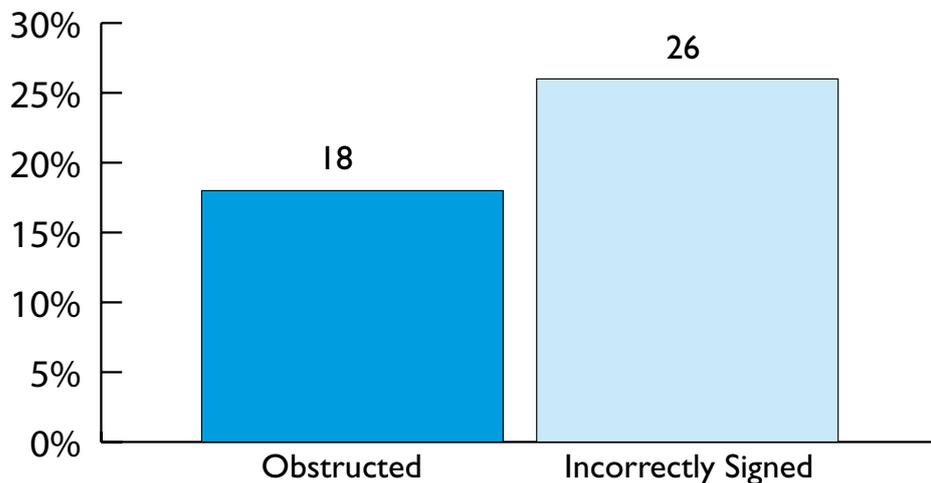


Figure 10 - % Obstructed or Incorrectly Signed PROW



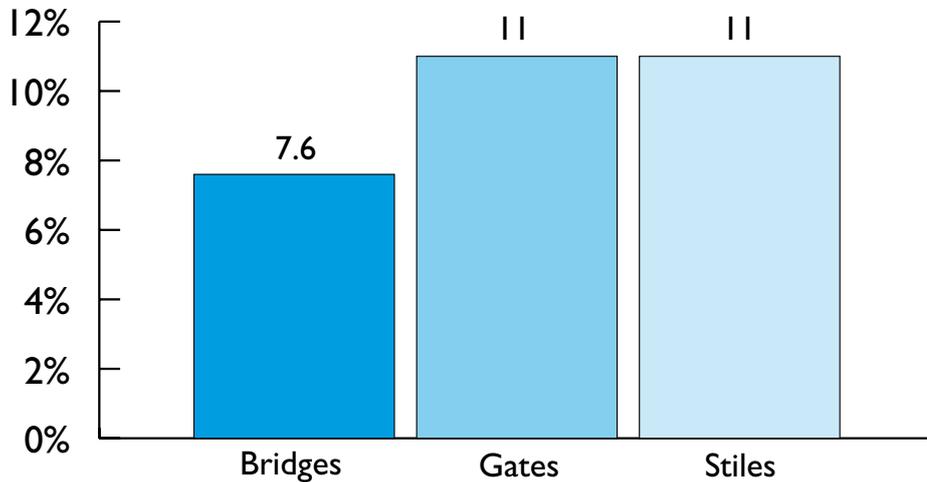
³⁸'Incorrectly signed' was defined in this survey as not signed at the point where the route leaves the public highway. Unsigned urban paths are not included in this total – similar to the BVPI methodology.

³⁹'Obstructed' was defined in this survey as blocked by equipment or materials, vehicles, locked/tied or fixed gates and stile, overgrown or overhanging vegetation, barbed wire on stiles and gates, or intimidating notices.

170 **Condition of fords, bridges, gates and stiles**

- Out of 197 fords, 29 are made up of stepping stones.
- Out of 845 bridges, 7.6% were described as being in a poor condition⁴⁰
- Out of 4950 gates, 11% were described as being in a poor condition⁴¹
- Out of 3834 stiles, 11% were described as being in a poor condition.⁴²

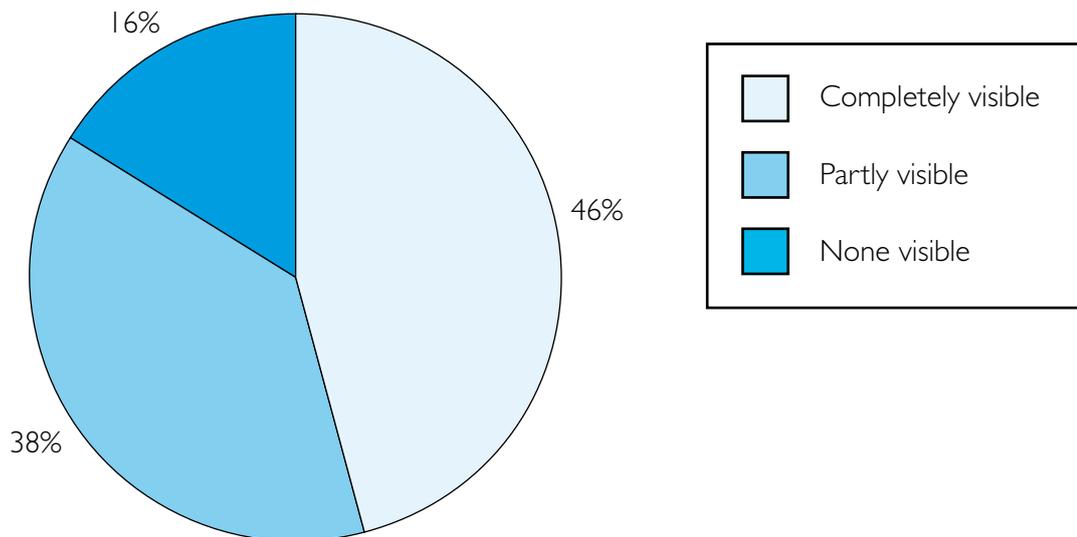
Figure 11 - % Bridges, Gates and Stiles in Poor Condition



171 **Visibility on the ground**

- 46% are completely visible on the ground
- 38% are partly visible on the ground
- 16% are not at all visible on the ground.

Figure 12 - % Visibility on the ground



⁴⁰This was defined in the survey as being difficult or unsafe to use, with missing parts or broken sections.

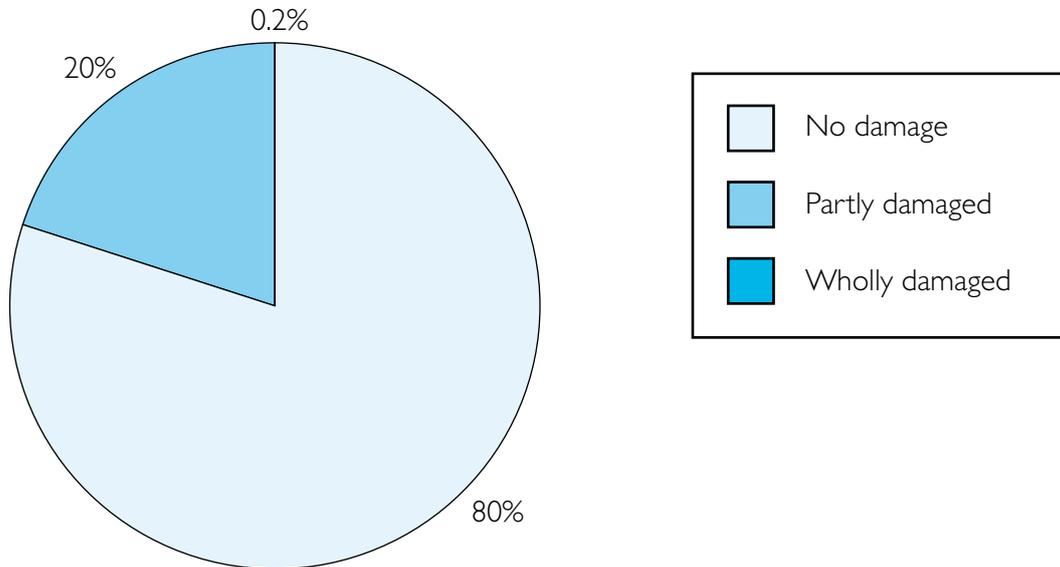
⁴¹This was defined in the survey as not opening freely or not being structurally sound, without good catches, or unsuitable for the user type. Surveyors were encouraged to give consideration to the needs of elderly people or disabled people.

⁴²This was defined in the survey as being unsafe to cross, not structurally sound, with missing parts or gaps in the surface or sides, or with barbed wire / other barriers.

172 **Water damage**⁴³

- 80% were reported as not damaged by water, 20% partly damaged by water and 0.2% were wholly damaged by water.

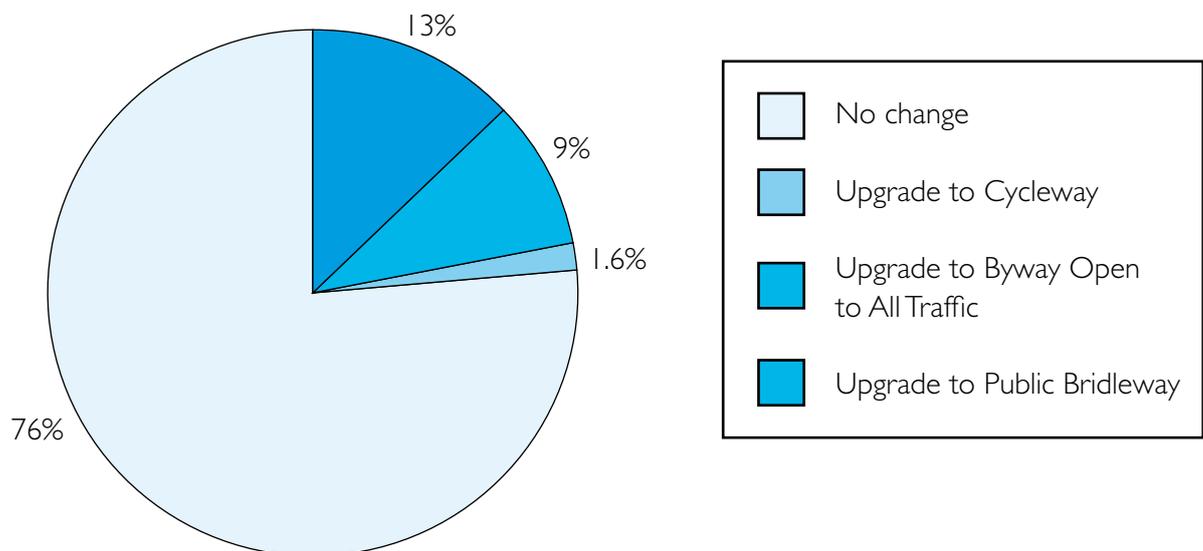
Figure 13 - % Water-damaged PROW



173 **Upgrades**⁴⁴

- 13% were identified as being suitable for upgrading to bridleway status
- 8.6% were identified as being suitable for upgrading to byway status
- 1.6% were identified as being suitable for upgrading to cycle way status.

Figure 14 - % Suitability for upgrading



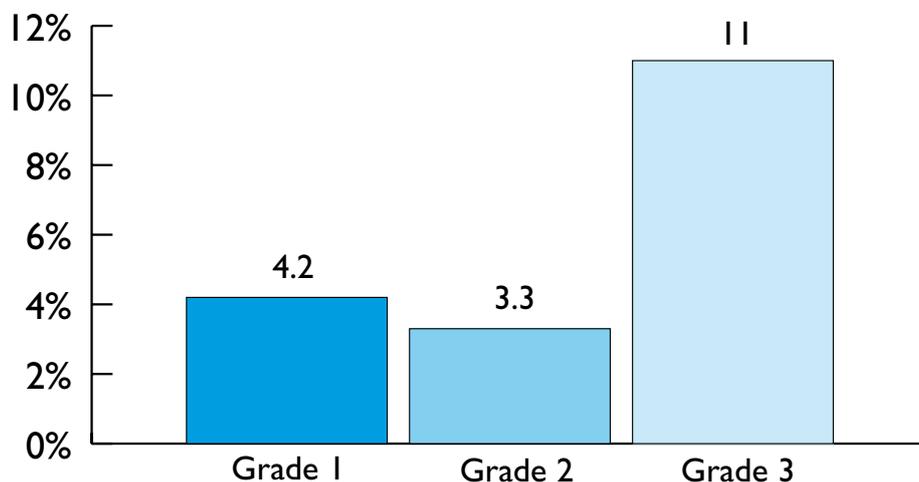
⁴³This survey defined 'water damage' as 'if water crosses or courses down the way in wet conditions, resulting in erosion, we want to know about it'.

⁴⁴These ideas were put forward as 'Action Suggestions' by the Cumbria Lost Ways project into the ROWIP assessment / scoring methodology.

Routes suitable for people with limited mobility⁴⁵

- 174
- 4.2% were identified as being 'Grade 1' (smooth surface, gentle gradient and barrier-free)
 - 3.3% were identified as being 'Grade 2' (as grade 1 only slightly steeper or varied gradient)
 - 11% were identified as being 'Grade 3' (varied surface, pinch stiles or non-accessible gates, with a reasonably gentle gradient, suitable for ambulant disabled people).

Figure 15 - % PROWs Suitable for Disabled People



175 Lake District National Park

Some headline results from 2005-6 are:

Ease of passage

- 8% of rights of way were overgrown
- 10% of rights of way had some water damage
- 24% of rights of way were obstructed in some way. (*This figure uses a very strict definition of what constitutes an obstruction.*)

Access structures

- Out of 2313 bridges, 4% were in a poor condition or requiring work
- Out of 7032 gates, 10% were in a poor condition or requiring work
- Out of 3811 stiles, 14% were in a poor condition or requiring work.

⁴⁵A grading system was used:

- Grade 1 (smooth surface, gentle gradient and barrier-free)
- Grade 2 (as grade one only slightly steeper or varied gradient)
- Grade 3 (varied surface, pinch stiles or non-accessible gates, with a reasonably gentle gradient, suitable for ambulant disabled people).

It should be noted that this method of grading routes relies on subjective assessments being made by untrained volunteers who may not be familiar with the needs and capabilities of a wide variety of disabled and people with limited mobility.

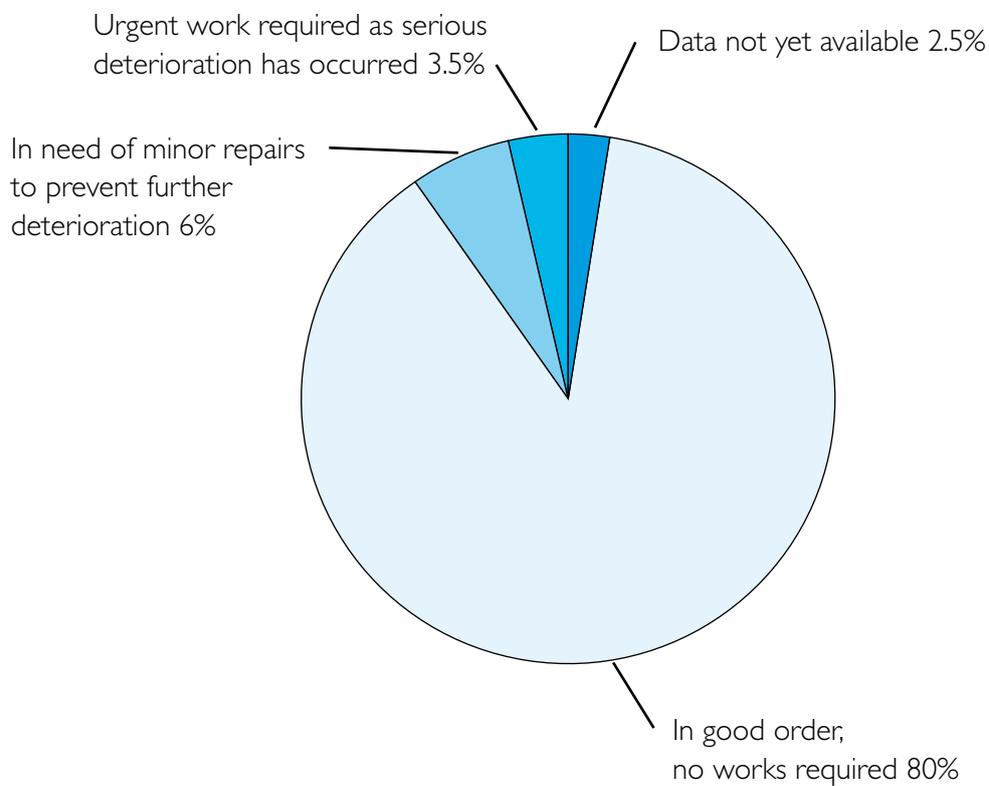
Yorkshire Dales National Park

176 Provisional figures for the YDNP area are outlined below.

A total of 2134 infrastructure points are recorded in the three parishes of Cumbria covered by the YDNP. Infrastructure points include stiles, gates, signposts, boardwalks, bridges, steps and fords, etc.

- 97.5% of these infrastructure points have (provisional) condition data available at the time of publication
- 88% of infrastructure points are recorded in good order and will last up to three years, 6% need some repairs, and 3.5% need urgent repairs.

Figure 16 - Infrastructure condition in Cumbria part of YDNP



APPENDIX 6

Key audiences, needs and preferences, linked to Statement of Action

¹⁷⁷ The conclusions from this table form the basis of the Statement of Action. The column on the right hand side (link to Statement of Action numbers) illustrates how each need or preference has been integrated into the Action Plan.

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
KA1 Land or property owners or Countryside Managers⁴⁷ Any person who owns or manages land	Need	Funding for proper access management	17
	Preferences	Control of unauthorised access, responsible behaviour by users	18
		Assistance with instigating rights of way diversions, for example, around farmyards	17
KA2 Urban Residents For the purposes of this study – anyone describing their place of residence as urban rather than rural	Need	Public transport improvements	7
	Preferences	Information on where to go and what to do	All those actions entitled 'information on/ for ...'
		Improved public transport integration, bus-train and bus-bus	7
KA3 Rural Residents⁴⁸ For the purposes of this study – anyone describing their place of residence as rural rather than urban	Need	Public transport improvements	7
	Preferences	Information on where to go and what to do	All those actions entitled 'information on/ for ...'
		Concentrate on network of paths that lead to specific points of interest	Prioritising system for all improvements

⁴⁷Land managers were included in view of their role in countryside and access management.

⁴⁸Local community interests were accounted for by including 'rural residents' as a key audience.

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA4 Passive Visitors or Tourists</p> <p>In Cumbria on holiday/visiting but are not intending to do any countryside activity. May be there, for example, to visit museum, country home or have afternoon teas.</p>	Need	Public transport improvements	7
		Cheaper and more short term car parking, especially at popular access points	Against CAS ⁴⁹
		On-site information on routes – distances, terrain, gradients etc	6
		Indoor activities, including for use as poor weather alternative	Beyond scope
		Information on where to go and what to do, and the facilities available	All those actions entitled 'information on / for ...'
		Circular routes for walking, short and flat, with guide leaflets	28
		Improved waymarking around where people visit	1
		Traffic-free cycling routes, flat and short	11
		Pubs open at lunchtimes for refreshments	Beyond scope
	Preferences	Assessed as currently being met	Currently met

⁴⁹'Against CAS' means that this area of work is contrary to the policies developed for the Countryside Access Strategy.

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA5 Latent Users⁵⁰</p> <p>Individual who in the past participated in an activity but has lapsed for any reason, or an individual who has not yet participated in the activity but has an interest in doing so, if conditions were met. (for example, single parents who no longer walk or cycle, or people who own a bike but no longer feel confident cycling in traffic)</p>	Need	Public transport improvements	7
		Information on where to go and what to do and what facilities are available	All those actions entitled 'information on / for ...'
		Information on where to find short, flat, stile-free trails that are suitable for pushchairs and young children	21
		Confidence in using the access network or participating in recreation, particularly cycling, for example, cycling competence, map reading abilities and adequate waymarking	24
	Preferences	Assessed as currently being met	Currently met
<p>KA6 Serious Walkers</p> <p>Individual for whom walking is a main leisure activity and interest:</p> <ul style="list-style-type: none"> • Regular participation • Long distance / duration of walks • Well-equipped (for example, boots, rucksacks) • Greater incidence of membership of walking organisations 	Need	Assessed as currently being met	Currently met
	Preferences	Longer distance and all day walks	29
		Public transport improvements	7

⁵⁰Potential or under-represented user groups were also each given a key audience category, in line with ROWIP guidance.

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA7 Casual Walkers</p> <p>Individual for whom walking is an interest. Relative to serious walkers, casual walkers participate in:</p> <ul style="list-style-type: none"> • Shorter distance walks; • Walks of shorter duration • Less strenuous walks (for example, flatter) • Have more minimal equipment and / or lower incidence of membership of walking organisations 	Need	Assessed as currently being met	Currently met
	Preferences	Circular walking routes, 2-3 hours duration, walking routes with a purpose	28
		Public transport improvements	7
<p>KA8 Serious Cyclists⁵¹</p> <p>Individual for whom cycling is a main leisure activity and interest:</p> <ul style="list-style-type: none"> • Regular participation (not necessarily every week) • Long distance / duration cycling • Ownership of more specialist equipment • Greater incidence of membership of cycling organisations 	Need	Long distance continuous routes away from main roads	11
		Variety of cycle routes	11
		Cycle ways to reach the countryside	9
	Preferences	Continuity of routes, removal of physical severance	10
		Consistency of standard on cycle routes	Beyond scope (maintenance issue)

⁵¹Such definitions / classifications of cyclists were probably correct at the time when the research was done, but may no longer as applicable.

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA8 Serious Cyclists Mountain Biking</p> <p>Individual for whom cycling is a main leisure activity and interest:</p> <ul style="list-style-type: none"> As 'serious cyclists' above only focusing on mountain biking 	Need	Wider opportunities for mountain bikers	14
		Range of challenging routes, with grading system for mountain bikes to inform users of where to find routes of their desired standard	12
		Education / signage on which routes can be used legally	12
	Preferences	Mountain bike routes close to home	12
		Greater opportunity or flexibility to transport cycles, especially in groups, on public transport	13
<p>KA9 Casual Cyclists</p> <p>Individual for whom cycling is an interest. Relative to serious cyclists, casual cyclists:</p> <ul style="list-style-type: none"> participate in shorter distance cycle rides participate in cycle rides of shorter duration participate in less strenuous cycle rides (for example, flatter) Have less specialist equipment 	Need	Traffic-free routes	11
		Circular cycling routes	11
		Nature / grading / route information for traffic-free routes, including distances, destinations	1
	Preferences	One-way cycle routes integrated with public transport	7
		Variety of cycle routes	11

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
KA10 Equestrians Individual for who horse riding is an interest or leisure activity, including horse and carriage drivers ⁵²	Need	Extend and 'join up' bridleway network where limited	14
		Information on which networks of routes are available for horse and carriage drivers	8
	Preferences	Wider variety of riding routes	11
		Traffic-free riding routes	11
KA11 Other Users⁵³ Includes: <ul style="list-style-type: none"> • Recreational Vehicle Users (4x4s and motorbikes) • Climbers • Water based activities 	Need	Assessed as currently being met	Currently met
	Preferences	Sites or centres for authorised use by recreational vehicles	Beyond scope
		More routes that can be legally used by recreational vehicles	Beyond scope – but see action 19
		Barrier to new climbers is cost of equipment	Beyond scope
		Proximity of car parking to climbing areas due to need to carry equipment	Against CAS
		Better access onto lakes for sailing craft and boats	31
		Better access for canoeing, especially on white water	31

⁵²When the original Faber Maunsell research into key audiences was undertaken, 'KA10 Equestrians' didn't include horse and carriage drivers. This omission was pointed out in a later stage of consultation. The corresponding need of 'information on which networks of routes are available for horse and carriage drivers' has therefore since been incorporated.

⁵³Consultation on the draft ROWIP pointed out that grouping together recreational vehicle users, climbers and water based activities into this category 'Other Users' is not a valid grouping. Improvements to benefit some of these user groups are therefore kept separate in the Statement of Action.

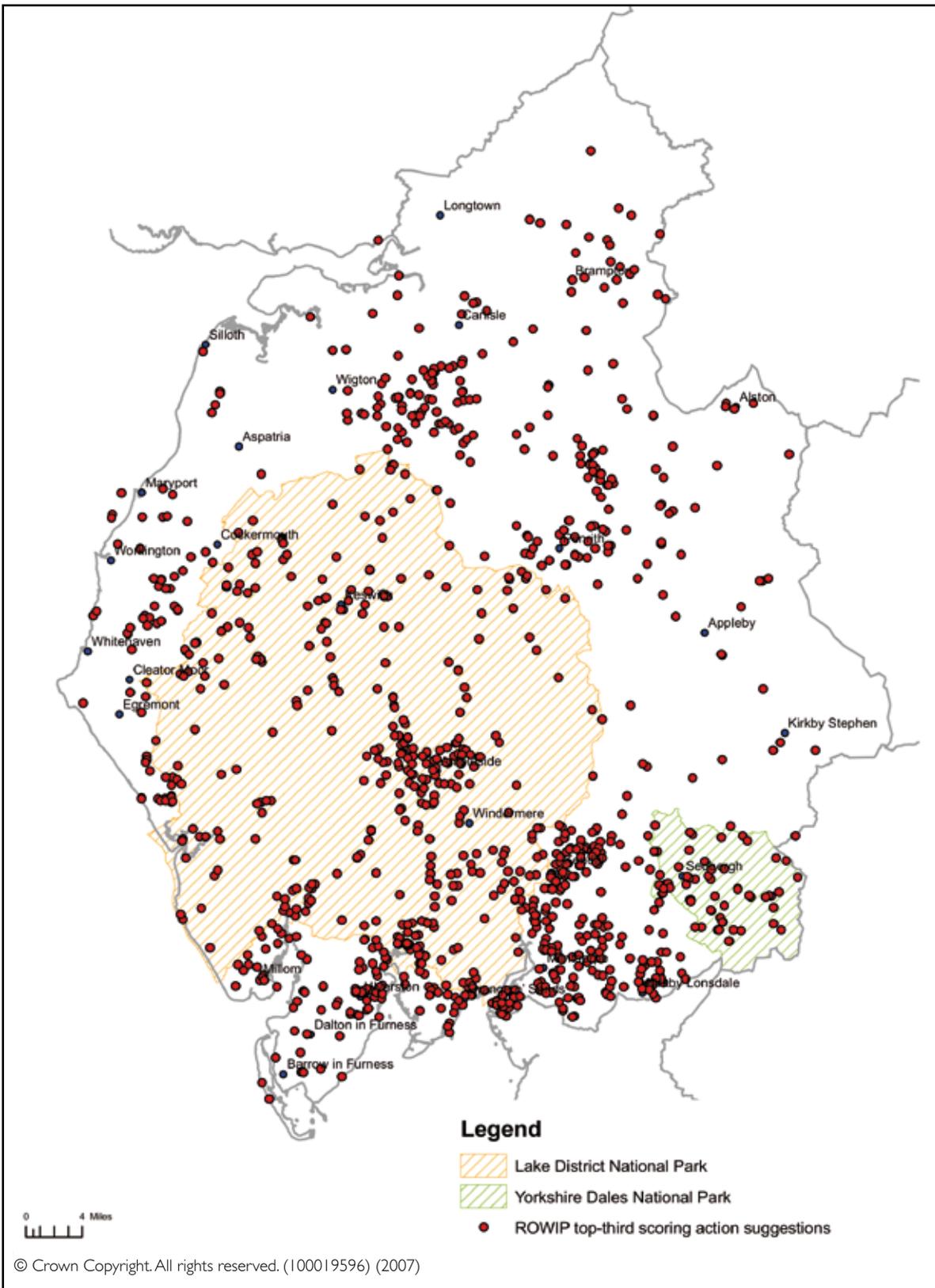
Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA12 People with Limited Mobility</p> <p>People with Limited Mobility</p> <p>This includes:</p> <ul style="list-style-type: none"> • People in wheelchairs or electric scooters • People using frames or sticks • Parents or carers with pushchairs • People with visual impairments • And people who simply have difficulty in negotiating rough ground or stiles <p>Note All the needs and preferences have been listed here, as this audience represents one of the three major assessments ROWIPs address.</p>	Need	<p>Short circular paths (distance limited by battery life, children's needs) Route standards should include:</p> <ul style="list-style-type: none"> • Sound, level surfaces, limited incline • Sufficiently wide route for chairs, companions, assistants to allow side-by-side walking • Well-maintained steps with firm edges and high visibility markings at edges • Barrier-free if not easy to open gates / easy to negotiate stiles (wide, stable steps) and information about these barriers before setting out • Any over-hanging, hazardous vegetation regularly cut back 	20
		<p>Comprehensive information about what to expect (conditions, facilities etc) before setting out / Information about what facilities are already available</p>	21
		<p>Organised walks from easily accessible locations or served by public transport with knowledgeable guides</p>	30
		<p>Accessible public transport / toilets</p>	Beyond scope
		<p>Someone to do activities with</p>	Beyond scope
	Preferences	<p>Better interpretation of routes for visually-impaired people, to let them know more about the area being accessed</p>	6
	<p>Stiles to be capable of being used by young children and elderly people</p>	3	

Key Audience	The Needs and top two preferences (apart from KA12 where all the needs and preferences are listed)		Link to main action in the Statement of Action
<p>KA13 People from Black and Minority Ethnic Groups</p> <p>Any UK resident who would not describe themselves as White British</p>	Need	Confidence to view the countryside as 'familiar territory'	23
		'Welcoming attitude' by non-BME resident communities and visitors	Beyond scope
		Personal safety	Beyond scope
		Adequate provision of facilities e.g. suitable places of worship, restaurants that meet dietary requirements	Beyond scope
		Information provision on what facilities are available	All those actions entitled 'information on / for ...'
	Preferences	Short circular walks with a purpose	28
		Organised group visits	23
<p>KA14 Young People</p> <p>Aged 13-19</p>	Need	More affordable and reliable public transport	Beyond scope
		Information about where to go and activities available	32
		Challenging, exciting activities	32
		Low cost activities	Beyond scope
	Preferences	Centres offering a range of activities in a single location to minimise need to travel	Beyond scope
		Need someone to organise them	Beyond scope

APPENDIX 7

Top third scoring project distribution in Cumbria

Figure 17 - Project Distribution



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Lake District National Park

The Lake District National Park Authority
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Yorkshire Dales National Park

Yorkshire Dales National Park Authority
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