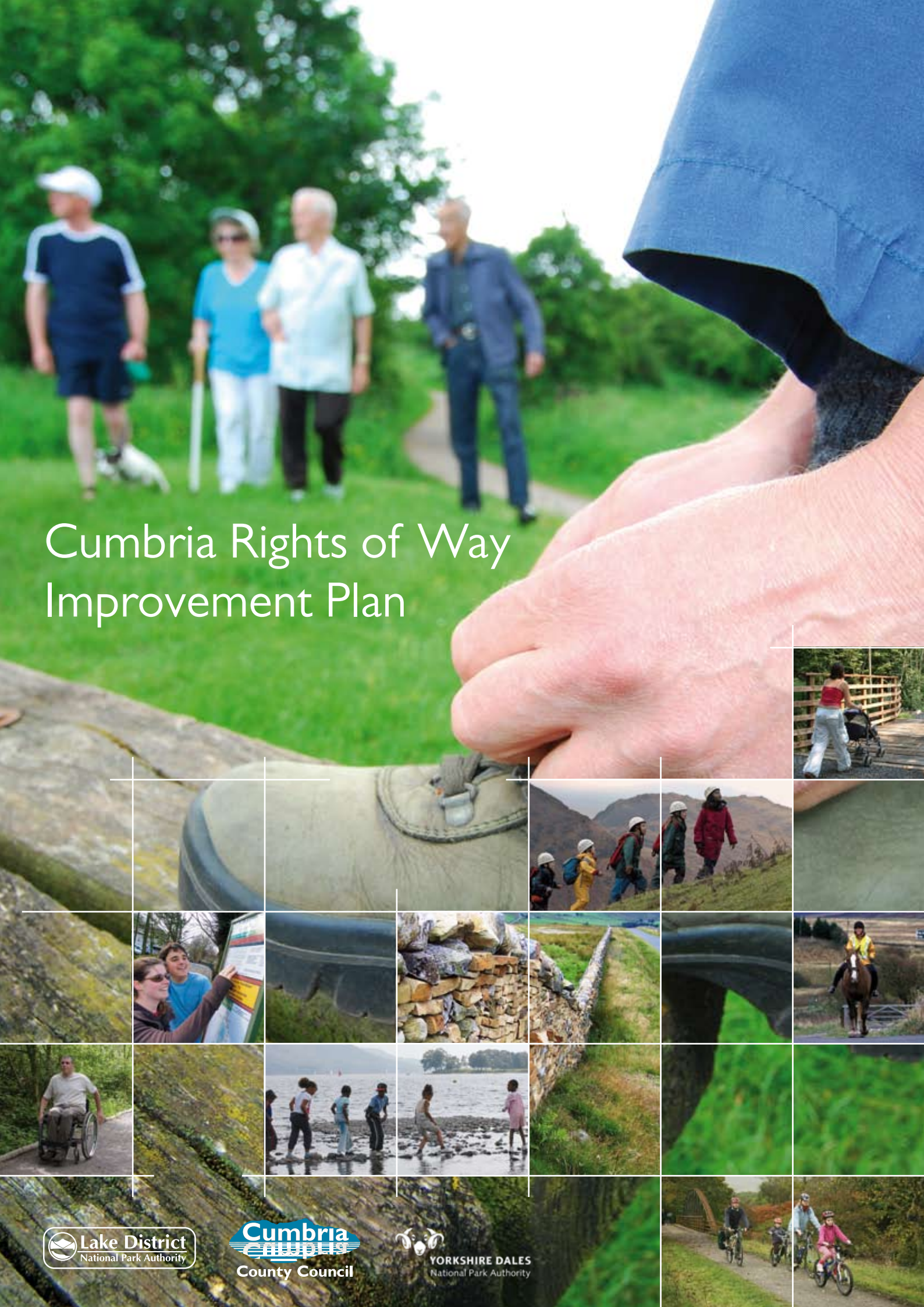
Cumbria Rights of Way Improvement Plan



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Vision

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.

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 plan will also lead to improvements in health, education, social inclusion, sustainable travel and the environment. All of the aims of the plan will be achieved by working together with all stakeholders and other interested parties.

Cumbria Countryside Access Strategy, 2005

Foreword

The rich network of ancient paths and ways which wind their way through the beautiful and often rugged landscape of Cumbria are almost unparalleled in their range, extent and following. The sheer quality and diversity of the scenery through which they pass – mountain tops, wooded dales, fields and pretty villages, lake shores, estuaries and coast – has been celebrated by generations of writers and painters.

But the pathways themselves also evoke great atmosphere, inextricably tied to the landforms and underlying rocks they pass over and the role of man in creating them. The ancient walled and hedged lanes, the substantial stone and earthworks undertaken to terrace routes, and the stepping-stones or packhorse bridges that ford becks and rivers, all add pleasure as you pass by.

Taken together, this vast network amounts to a staggering 7,500 kilometres of footpath, bridleway and byway (the equivalent of walking from Keswick to Kathmandu), over 4,000 kilometres of largely quiet country roads, and some 2,000 square kilometres of fells and moors with public access. Combined they offer almost unlimited potential opportunities to explore every corner of Cumbria.

And yet despite the quality and diversity of countryside, use of this vast web of path, track, and country road is remarkably fragmented and poorly distributed. In places it is dominated by renowned honeypots (attracting some 10.4 million day visitors each year in the central area alone), while leaving other parts of Cumbria little used. This is partly explained by the evolution of an ancient network for one purpose, and the rather different array of modern recreational needs including the need for better and safer routes – away from traffic to schools, shops and services. But this isn't the whole picture.

Parts of the network, notably within the National Parks, are exceptionally popular. Spectacular scenery, relatively good facilities, amenities and a wealth of information about the area combine to attract very large numbers of users. Here the challenge; a very considerable one; is both to maintain it in good condition whilst still making improvements to the network.

Other very attractive and popular places within the National Parks and Areas of Outstanding Natural Beauty and on promoted long distance trails and various beauty spots around the county have also benefited from good provision and promotion, and here the task is broadly the same.

Further parts of the network around towns, villages and settlements mainly serve local needs for recreation and daily journeys. Some of these routes would benefit from path improvements and new linking sections to make them more appealing to both local people and visitors.

All of this leaves an extensive network of paths and tracks across Cumbria which are less used; some of which could play a much stronger part in the development of the network; while others may be in reality redundant for modern purposes.

In summary, the challenge laid down by this improvement plan is to make the network fit for the future, to unlock the potential of this extraordinary resource across Cumbria for both its residents and visitors. We all need to take steps working in partnership with others, to make the practical improvements which genuinely reflect the needs and expectations of both existing and potential users.

Councillor Ian Stewart
Cabinet Member for Environment, Transport and Planning
Cumbria County Council

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Overview map of top third scoring project distribution in Cumbria

** Please use contact information on the back of this ROWIP if you would like a copy.*

Photographs:
Natural England: Charlie Hedley, Mike McGoran, Pauline Rook, McCoy Wynne, Barry Stacey
Lake District National Park Authority • Cycling for Health Project
By All Means Project • Shane Harris: North Pennines AONB Partnership
Cumbria County Council • SJ Studios • Ashley Cooper • Harriet Sharkey

Summary

What is the Cumbria ROWIP?

1 The Rights of Way Improvement Plan (ROWIP) has been produced by Cumbria County Council (the Highway Authority) and its partners. It shows how we might improve the extensive network of paths, tracks and other means of public access across Cumbria to meet the needs of the county's residents and its many visitors both now and in the future. It seeks to:

- improve the range and quality of access in key parts of Cumbria to address a shortfall in provision, and to meet higher standards and expectations
- modify some parts of the public rights of way network into a shape and form which fits more closely with modern needs, and links more effectively with other modes of transport
- make parts of the network much more attractive and 'user-friendly' for a wider range of current and potential users, including families and young people, people who don't currently take much exercise, minority groups and people with limited mobility.

Why is the ROWIP important?

2 The ROWIP has the potential to make a real difference for the residents of Cumbria, as well as for the millions of people who visit the area each year. Research has shown what users really want and identified a range of things which could be done to meet their needs and expectations. These range in scale and include a mix of large and small-scale projects, such as:

- projects that integrate public transport services with some rights of way (such as the South Lakes 'boot, bus, bike and boat' network)
- creating attractive short circular walks in and around where people live and visit, by making path improvements, links between paths and verges or off-road sections of path to make them safer
- developing routes for local communities including better ways to schools, shops and services by foot, bicycle and public transport
- improving information and awareness about what to do and where to go, and to encourage use by people who don't currently visit the countryside but who would like to.

What benefits could the ROWIP bring?

3 The social, economic and environmental benefits that such an approach can bring include:

- promoting mental and physical health and well-being and helping to tackle issues such as obesity by encouraging more of us take moderate exercise
- supporting healthier lifestyles and encouraging use of more sustainable forms of transport, by improving and creating paths and tracks where people live and work, creating safe routes to school and alternative routes to shops and services without relying on a car
- extending the benefits that green tourism and countryside access can bring in the regeneration of the rural economy
- developing attractive circular walks, cycle and equestrian routes linked to local amenities and businesses, to both bring people into the area and encourage longer stays
- widening participation and helping to tackle social exclusion by making rights of way more accessible and welcoming for young people, people with limited mobility and ethnic minority groups.

How was the ROWIP prepared?

4 The Cumbria ROWIP was drawn up by Cumbria County Council and the Lake District and Yorkshire Dales National Park Authorities, working in close partnership with constructive advice from the three Local Access Forums. It has involved extensive research and analysis to identify the needs and preferences of key audiences. Also included is an overall assessment of paths, tracks and minor roads in the countryside, information on their use and condition, and suggestions from members of the public highlighting places where access is inadequate.

5 The ROWIP ties in with a number of national and local strategies for the management of countryside access and recreation across the county, as well as Cumbria's Countryside Access Strategy. The draft ROWIP was published in 2006 and responses to this consultation fed into the preparation of the final plan.

6 The conclusions drawn from the research and consultation work, together with an assessment of priorities, all fed into a 'Statement of Action'. This sets out a range of activities to meet the needs of the various key audiences, together with some examples of proposed projects.

What are the key findings of the ROWIP?

7 Consultation and research showed that users' needs and preferences are very varied. They cover:

- the provision and quality of what is needed on the ground, by way of improved surfaces, new paths, linked routes and signing
- the areas within Cumbria where some of these things are needed. In particular around towns and settlements
- the supporting information needed to inform users about access facilities such as maps, guides and web-based information
- guided and outreach activities which support and encourage wider participation.

General requirements common to many users are:

8
- information on where to go, what to do, and what to expect
- better signing to help users find their way and give them greater confidence in exploring the countryside
- improvements to link-up fragmented parts of the network to make them more attractive
- improved public transport links for walkers and cyclists
- a greater variety of routes for walking, horse riding and cycling (sometimes circular).

What sort of improvements are proposed?

Different user groups have very different expectations and needs, and this requires a range of improvements. They are described in the full report under the section entitled 'Statement of Action'.

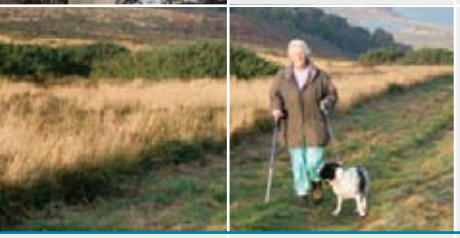
There are seven broad areas for improvements:

1 Better information, interpretation and route maps:

- at countryside sites
- about users' rights and responsibilities
- for carriage-drivers and recreational motor vehicle users
- for cyclists and horse riders
- for activities aimed at young people
- information targeted at under-represented groups.

2 Improvements for walkers:

- better signage of routes with length and destinations
- creation of new footpath links
- promotion of short walking routes around settlements and beauty spots
- development of long distance walking routes.



3 Improvements for equestrians:

- better signage of routes with length and destinations
- creation and promotion of new horse riding routes and links
- use of quiet lanes for riding.

4 Improvements for cyclists:

- development of cycling tourism 'hubs'
- completion of the national and regional cycle network within Cumbria
- development of family-friendly cycle routes and safer routes for young people
- improvements for carrying cycles on public transport
- use of quiet lanes by cyclists.

5 All-ability improvements which serve wider needs:

- barrier reduction, such as replacing stiles with gates, or improvements to bridges
- creation and promotion of 'Miles Without Stiles' routes
- use of quiet lanes.

6 Guided and group activities:

- health walks
- guided cycle rides and walks from locations served by public transport
- promotion of guided cycle rides to encourage people to start or return to cycling
- activities with schools, youth and community groups.

7 Other improvements:

- promotion of public transport links with countryside access
- practical help and advice for land managers
- improved access to rivers, lakes and the coast of Cumbria for water recreation.

How will these improvements be made and when will they happen?

10 The 'Statement of Action' is a five year plan, to be delivered in partnership by Cumbria County Council with the Lake District and Yorkshire Dales National Park Authorities and Carlisle City Council, with funding sought from a variety of sources. Each year the plan will be reviewed to look at what has been achieved so far, and to agree a set of projects for the following year. The ROWIP is a vehicle for continuous improvement and review, with opportunities for communities and users to come forward with suggestions and projects.

11 There are at present no funds allocated by government for delivering the ROWIP. Highway Authorities will have to press their case for funding and find new and imaginative ways to carry out individual projects, including bidding for a range of alternative funding from a variety of sources. Funding schemes and grants at a national and local level will also be pursued.

12 Implementing the ROWIP will pose a considerable challenge to Cumbria County Council and its partners, and will require boldness, political will and leadership to drive the agenda. Many of the improvements suggested have real potential to make a difference to the quality of people's lives in Cumbria. Encouraging more of us to take gentle exercise outdoors, and making the network more attractive has so many benefits for health, encouraging sustainable transport, social inclusion, outdoor education and attracting inward investment.

Introduction

13 The Countryside and Rights of Way Act included a duty for Highway Authorities to produce a Rights of Way Improvement Plan (ROWIP) by November 2007.

14 Government guidance says that 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.

15 The conclusions of the assessments lead to a Statement of Action to show how we plan to improve the management of local rights of way and secure an improved network.

Scope and spirit

16 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.

> "Improved management, combined with better information and the creation of new routes in carefully chosen locations would make a significant difference to people who use, or who would like to use, footpaths, bridleways and byways. In areas where rights of way are fragmented, new, short links between existing routes would provide a substantially wider local network than exists at present. In other areas, local highway authorities need to improve the management and maintenance of the existing network."
>
> [Statutory guidance to Local Highway Authorities in England, DEFRA, November 2002, page 9, paragraph 1.1.6]

17 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.

18 Improvements can include:

- physical work on a route (such as surfacing or replacing stiles with gaps or gates or additional waymarking) to improve its accessibility to a wider section of people
- creating new or diverting existing routes (to make the network respond to today's needs) – In places a single link may be all that is required to complete a circular route or to access the countryside from a particular settlement
- information / promotional work, to enable people to know what to do and where to go.

19 It is important to note that the ROWIP is about making improvements that are over and above statutory maintenance or definitive map responsibilities.

20 ROWIPs can consider routes that are useful for everyday journeys (to school, shops, or places of work for instance) as well as leisure trips[1].

21 It should also be noted that the focus of the ROWIP is about access improvements for walkers, cyclists, equestrians and people with limited mobility. 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.

Resources

22 While there is a statutory duty to produce a ROWIP, there is no statutory duty to implement its recommendations. 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.

23 In the future, the ROWIP will form an integral section of Local Transport Plans to be completed by 2010-11. This integration process is already underway. It is anticipated that further integration with Local Transport Plans will secure additional funding for improvements that meet shared objectives.

24 It is estimated that the total cost of the proposals in this report is in the region of **£5 million** of works.

The ROWIP in Cumbria

25 Cumbria County Council is the Highway Authority for the whole of Cumbria. It has a statutory duty to produce a ROWIP.

26 Cumbria County Council will seek to delegate powers to implement the Statement of Action within their area to each National Park Authority, within the context of their Rights of Way agency agreements.

27 The final statement of action includes examples of joint projects that the authorities will work together on to achieve.

28 Cumbria County Council has produced this ROWIP, in partnership with the Lake District National Park Authority (LDNPA) and the Yorkshire Dales National Park Authority (YDNPA). It brings together:

- information about, and assessments of, the existing rights of way network and other access opportunities
- the policies set out in the Countryside Access Strategy
- identification of key audiences for countryside recreation and an understanding of their needs and preferences

[1] Although there are other, related plans specialising in making provision for utilitarian-type journeys.

- research relating to requests for improvements to the network
- conclusions from these assessments
- a joint Statement of Action.

Involvement of the Local Access Forums[2]

29 The three Local Access Forums have been involved in every stage of the development process of this ROWIP, in particular:

- helping to steer the production of this ROWIP and its related research projects
- developing the supporting policy document 'Cumbria Countryside Access Strategy'
- inputting to the 'needs and preferences' research at workshops
- advising on the scores and weightings which form the prioritisation system for scoring ROWIP project ideas
- trialling the 'action suggestion' forms and then inputting ROWIP project ideas
- commenting on the text and Statement of Action at each stage
- raising senior management and councillor awareness of and commitment to the ROWIP
- lobbying Natural England for identified resources.

Consultation stages

30 The supporting policy framework, the Countryside Access Strategy, was circulated as a consultation draft in early 2005. As a result of the comments received, it was produced in its final version in November 2005.

31 Members of the public and other consultees were also able to submit their improvement suggestions between November 2005 and March 2006. Further information about this aspect to the project is given later in this ROWIP. (see 'action suggestions').

32 This ROWIP was available in draft format in mid-2006 for consultation and over 130 people or organisations made responses. As a result, significant changes have been made to the draft. This is the full, final version of the ROWIP.

Table 1 - Consultation stages

	Spring	Summer	Autumn	Winter
2005	Draft Countryside Access Strategy out for consultation	Consideration of comments on the draft Countryside Access Strategy	Full Countryside Access Strategy published	'Action Suggestion' submission period for ROWIP
2006	Initial scoring of 'Action Suggestions'	Draft ROWIP out for consultation	Consideration of comments on the draft ROWIP	Further evaluation of 'Action Suggestions'
2007	Preparation of Full ROWIP	Full ROWIP published	Agree and publish first Annual Plan 08-09	

[2] Information about the status, remit and membership Local Access Forums is included in 'terms explained.'

33 Future reviewing and reporting mechanisms are outlined in **table 2** opposite, under 'monitoring, reporting and reviewing'.

Implementation

34 At the time of writing there is no identified funding to implement the ROWIP. Without dedicated resources, the implementation of the ROWIP may remain limited and opportunistic, in that it will rely on some of the mechanisms outlined below.

35 A potential 'toolkit' for implementation includes:

Potential resources

- Environmental Stewardship scheme (permissive routes) and 'Good Agricultural Environmental Condition' responsibilities
- Funding opportunities through partnership-working [3]
- Minor works in the LTP schemes and partnerships with Highways teams
- Aggregate Levy or Landfill tax
- More proactive working with bodies such as United Utilities
- Small grants from civic trusts or other charitable donations.

Legislative tools

- Existing Highways Act legislation to create, divert and extinguish routes, either through Agreements or Orders
- Existing Town & Country Planning Act legislation to secure 'planning gain'
- Existing Countryside and Rights of Way Act legislation to dedicate open access land parcels or higher rights on existing open access land parcels.

36 **Monitoring, Reporting and Reviewing**

This ROWIP is intended to be a dynamic, five year action plan.

The annual processes of reporting back and planning forwards will be kept separate (see **table 2** opposite).

[3] For example, partnerships with AONBs making HLF bids, with Lottery bids, with Regeneration / Economic development activities, with Natural England, with Primary Care Trusts, or Sport England, to mention a few.

Table 2 - Monitoring, reporting and reviewing timetable

	May 2007	Autumn 2007	June 2008	Autumn 2008	June 2009	Autumn 2009	June 2010	Autumn 2010
Action Plan	Full 5 year ROWIP	Prepare action plan 2008-9		Prepare action plan 2009-10		Prepare action plan 2010-11	Complete merging process with LTP	Prepare action plan 2011-12 (joint with LTP)
Delivery report			Publish delivery report 2007-8		Publish[4] delivery report 2008-9		Publish delivery report 2009-10	

Annual action plan

37 We will produce an annual action plan[5], for the following financial year's implementation / projects. This will involve taking advice from the three Local Access Forums. The action plan will also include any identified updates or changes to the Statement of Action. In other words, it will reflect a development of thinking.

38 The first annual action plan will be available in autumn 2007, and will include more about specific projects, the partners responsible for co-ordinating individual projects, costs and timescales and any identified resources.

39 When the annual action plan is produced, any project ideas received during the preceding twelve months will be evaluated, considered for inclusion and programmed accordingly. This process will take place at the end of September each year.

Annual delivery report

40 Every year [6] we will also publish a delivery report on the progress made in the previous year. We will produce the delivery report after consultation with the three Local Access Forums in Cumbria. The delivery report will include information about on-going and completed projects as well as data related to the performance indicators listed in the Statement of Action.

41 We recognise that there is a vital need for wider monitoring of countryside access performance indicators and outcomes, as well as to streamline some of the existing methods of data collection on route condition. For example, many of the indicators point towards a user satisfaction survey, which could be undertaken jointly. The first delivery report will be produced in June 2008.

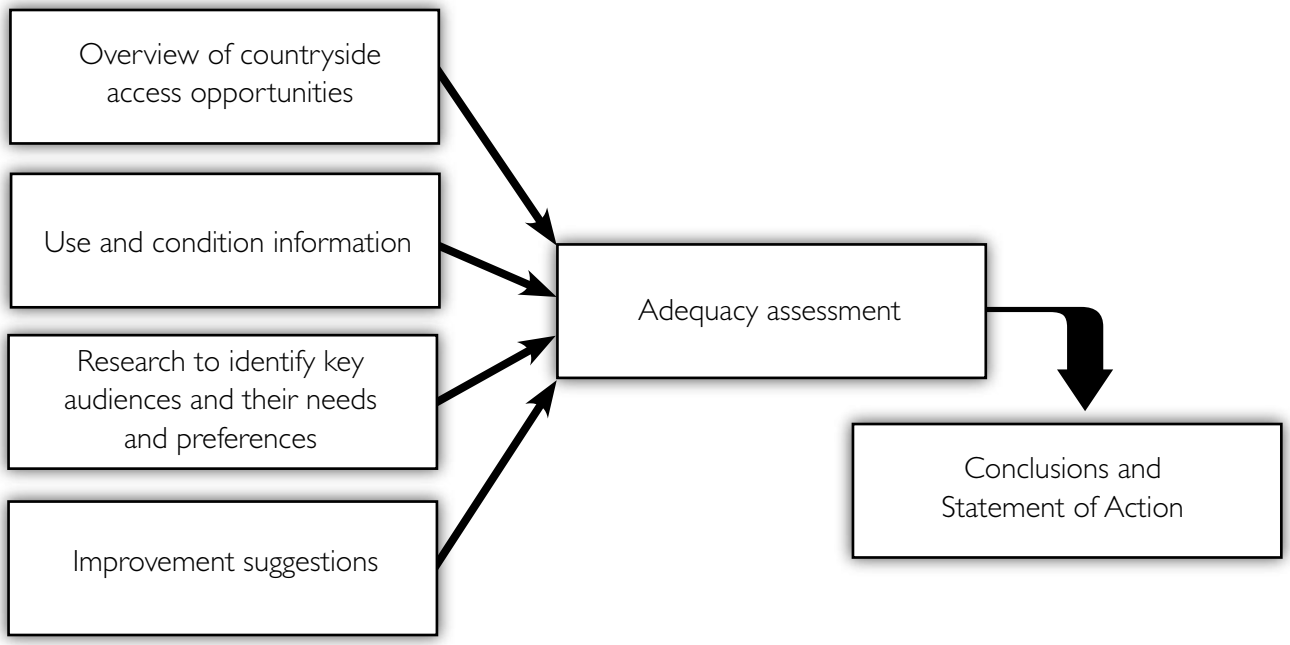
42 This ROWIP will be integrated with the next Local Transport Plan (2011-2016). We will make available the planned timescales (when they are known) for a rigorous review of the ROWIP as a whole through the annual plan process. Merging[7] the two plans will increasingly take place over the period 2007-2010. This will include seeking opportunities to progressively include relevant ROWIP projects within the Local Transport Plan[8].

[4] This delivery report may be aligned within the first Annual Performance Report on LTP2.
[5] As this will be linked to the Transport Capital Programme, the preparation for this action plan will be done in the autumn of each year.
[6] By the end of June each year, in order to report on the previous financial year.
[7] Government guidance is awaited.
[8] Where ROWIP work will help deliver LTP priorities, but some ROWIP improvements will not fall into this category and will need to be funded from elsewhere.

Method

43 This section outlines our approach to the statutory ROWIP assessments as well as the policy framework. **Figure 1** below illustrates how the statutory assessments have been included. All three assessments lead towards an 'adequacy assessment', which informs the Statement of Action.

Figure 1 – Flow diagram, illustrating the way the statutory assessments have been approached in Cumbria's ROWIP



Assessments

44 In this ROWIP, the three assessments[9] were made in the following ways:

- firstly via an overview of the network contained in the existing access opportunities part of this ROWIP, together with a consideration of the condition of the existing network
- secondly through the 'needs and preferences' research, which considered the needs and preferences of user groups one by one
- finally by asking consultees and members of the public for improvement suggestions, which highlighted locations where access is perceived to be inadequate.

Adequacy assessment

45 The adequacy conclusion will be reached, based on:

- the existing opportunities
- the condition of the network
- the needs and preferences of the key audiences, and
- the action suggestions.

[9] See page 13 (paragraph 1)

Policy framework

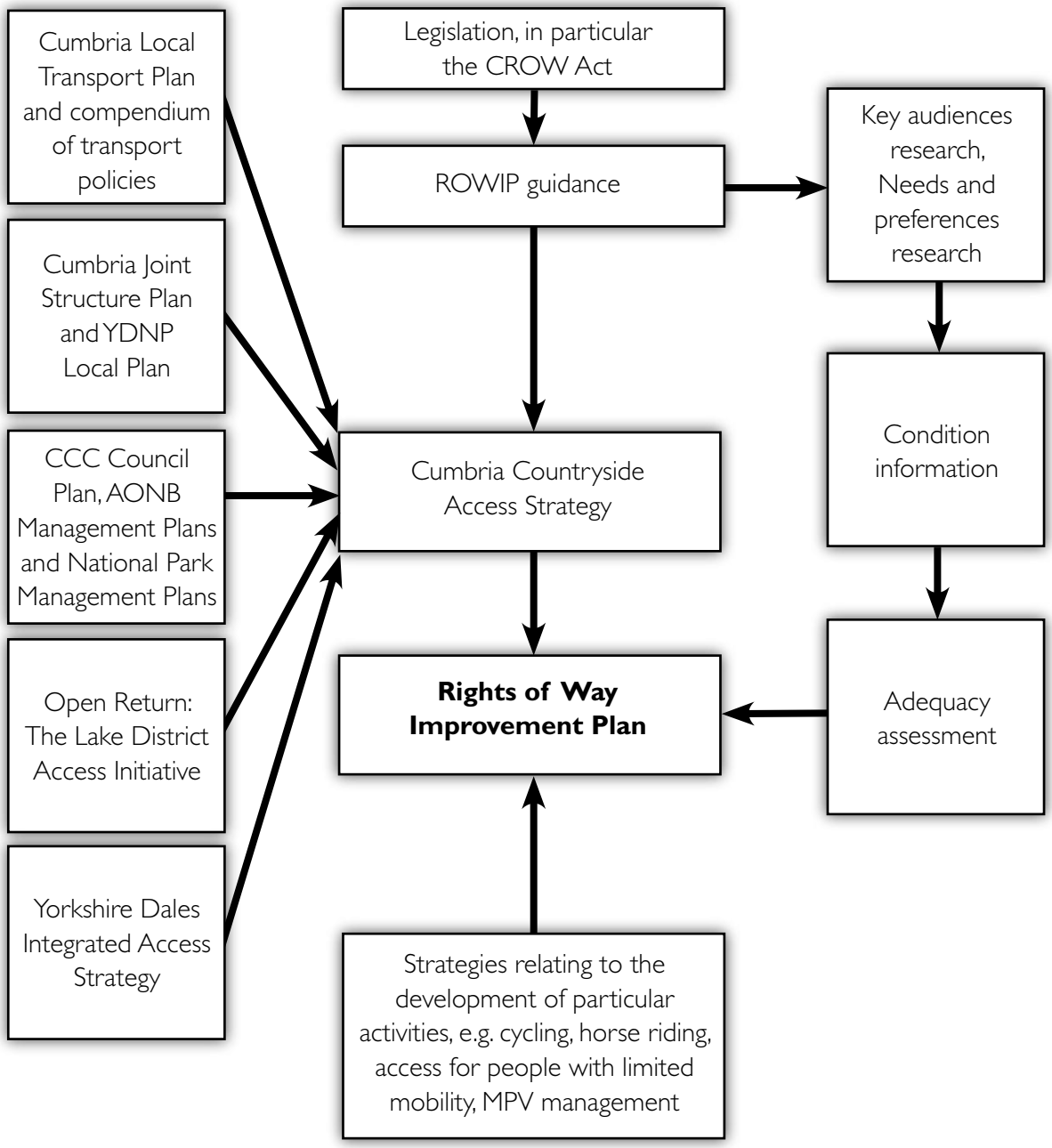
46 The supporting policy framework for the ROWIP is set out in The Cumbria Countryside Access Strategy, published in 2005 **(see appendix 2)**. A number of other plans and strategies have also informed this ROWIP[10].

Table 3 - The documents, plans and strategies influencing the ROWIP

Legislation, in particular the CROW Act (2000) and DEFRA's guidance (2002)
The Cumbria Countryside Access Strategy (2005)[11] and The Yorkshire Dales Integrated Access Strategy (2005)
The Local Transport Plan (2006-2011) and compendium of transport policies (2006)
The Joint Cumbria Structure Plan (2006) and the Yorkshire Dales Local Plan (2006)
Cumbria County Council Plan (2006), Yorkshire Dales National Park Management Plan (2006), Lake District National Park Management Plan (2004), The Vision for the Lake District National Park (2006), AONB Management Plans (each was produced in 2004)
Open Return: The Lake District Access Initiative (2001-2004)
Equine Tourism Strategy (Cumbria Tourism; 2006)
Cumbria Tourism's 'Cycle Tourism in Cumbria Prospectus' (2005) and 'Delivering the Potential – a cycle tourism strategy for Cumbria 2005-10' (jointly commissioned by Cumbria Vision, Cumbria Tourism and Cumbria County Council - draft unpublished)
'Unlocking the Potential; delivering sustainable tourism through cycling in the Yorkshire Dales' (2004)
The Cycle Development Action Plan (2004)
By All Reasonable Means (Natural England, 2005) and Diversity Review / Outdoors for All action plan (Natural England, 2006)
Making the Best of Byways (DEFRA, 2005)
Rights of Way Socio-Economic Assessment of Brampton (Capita Symonds, 2006)[12]

[10] Many of these documents are explained further in the 'terms explained' section in the appendix.
[11] This is the main policy framework for the ROWIP and can be viewed in **appendix 2.**
[12] This study identified that in Brampton (market town in north east Cumbria, with over 3000 people aged between 16 and 74) there is a potential walking related spend of **over £375,000** during 2006, supporting the full-time equivalent of between **10 to 15 jobs.** The original study is available to download from www.cumbria.gov.uk/roads-transport/countrysideaccess/Brampton_socio-economic_study.asp

Figure 2 – How countryside access policies and strategies guide the ROWIP



Existing access opportunities

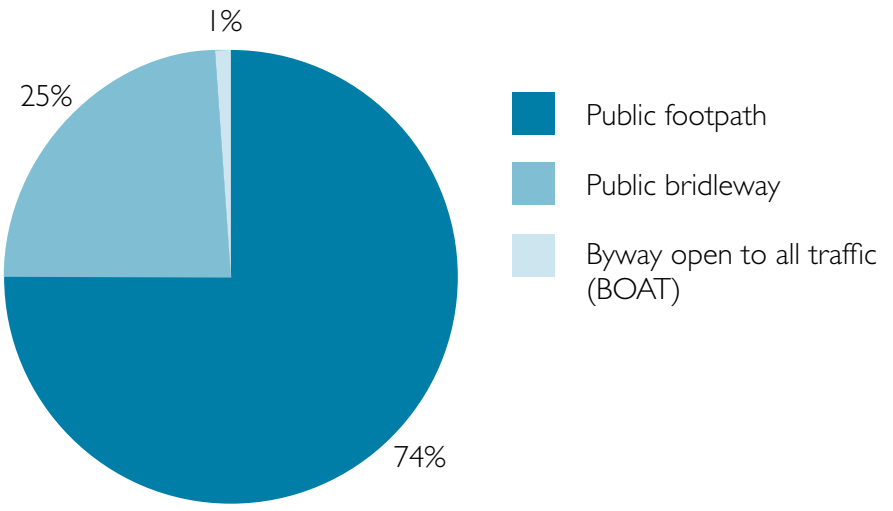
47 The network of local rights of way and countryside access rights are overviewed below, together with information about their management.

48 It needs to be stressed that this is an overview of the theoretical opportunities available to a user. In practice, routes may be fragmented, for example due to busy roads or localised obstructions, such as a poor surface. This topic is returned to in the 'use and condition' section.

Public Rights of Way

49 The definitive maps for Cumbria show almost 7500 km of public rights of way, made up of public footpaths, public bridleways and byways open to all traffic[13]:

Figure 3 Pie-chart of percentages of rights of way by status in Cumbria



Further information about how public rights of way are managed in Cumbria is in **Appendix 3**.

Minor road network

50 The public rights of way network is complemented by the minor road network; an important resource in providing access for horse riders and cyclists (where local traffic conditions are manageable for the individual user) and access links for walkers. Taken together they are a valuable asset for all the user groups. There are 4109 km of unclassified county roads[14], of which 9.5% (391 km) are unsurfaced or unsealed. In 2005 a scoping study proposed the development of two Quiet Lanes pilots in Cumbria – Farlam parish (east of Brampton) and the Solway AONB.

[13] At the time of writing, there are no Restricted Byways in Cumbria. See 'terms explained'.
[14] See 'terms explained' – these Unclassified County Roads may or may not have vehicular rights.

Access land

51 The CROW Act introduced a right of open access on foot to land that consists wholly or predominately of mountain, moor, heath, down or registered common land. The Forestry Commission has additionally dedicated its estate as CROW access land, which represents nearly 16,000 ha.

52 In total, approximately 29% of Cumbria is mapped as access land, or 225,310 hectares. An overview of the open access land is illustrated as a map in **Appendix 4**.

Table 4 - Open Access Land in Cumbria

Access Authority	as a % of total
Cumbria County Council (outside the National Parks)	39%
Lake District National Park	54%
Cumbrian part of Yorkshire Dales National Park	7%
Total	**225,310 hectares**

Cycle routes / ways

53 In Cumbria there are over 740 km of National Cycle Routes, (around 81% of which are on minor roads, and 19% off road) plus over 260 km of Regional Cycle Routes and 22 km of link routes **(see Appendix 4)**.

Some of the traffic-free cycle opportunities include:

- Eskdale Trail
- Ennerdale
- Whitehaven and Workington
- Keswick to Threlkeld rail path
- Caldew Riverside Trail from Carlisle to Dalston.

Permissive access

54 Through the Environmental Stewardship scheme there is a further[15]:

- 102 km of permissive footpaths
- 12 km of permissive bridleways / cycleways
- 2.9km of routes suitable for people with limited mobility[16]
- 110.9 hectares of open access areas.

These are dotted throughout the county and illustrated in **Appendix 4**.

[15] Figures correct at February 2007. To confirm the current status of any route check with http://countrywalks.defra.gov.uk/default.aspx

[16] Permissive routes under the Environmental Stewardship scheme include a small number of routes which are suitable for people with limited mobility. Further information about the opportunities for this user group are outlined on the next page.

Woodland access

55 There are a wide variety of opportunities to access woodland (see map in **Appendix 4**), including:

- Forestry Commission land, (e.g. Grizedale, Whinlatter, or Kershope in north east Cumbria)
- Woodland Trust land (over 30 sites, totalling nearly 300 hectares, (the largest sites being Milton Rigg Woods near Brampton and Great Knott Woods near Newby Bridge)
- National Trust woodlands
- A large number of smaller sites throughout Cumbria in the 'Woodland Grant scheme'
- Overall, the 'Woods for People' website shows that between 20% and 40% of Cumbria's woodlands is publicly accessible.

Promoted / recreational walking routes

56 In total, there are approximately 580 km of recognised promoted / recreational routes within Cumbria (although these routes may include sections on roads), illustrated in **Appendix 4**.

Table 5 – Some of the promoted and recreational routes in Cumbria

Route name	Approximate length in Cumbria
Pennine Way National Trail	50 km
Hadrian's Wall National Trail	50 km
Coast to Coast	150 km
Dales Way	29 km
Cumbria Way	112 km
Cumbria Coastal Way [17]	240 km

People with limited mobility

57 A general barrier reduction approach means that more and more of the existing countryside access network is becoming available to some people with limited mobility, depending on their access needs.

58 The opportunities that are *specifically* promoted as routes for people with limited mobility are listed below. This is in addition to routes or sites provided and promoted by partners[18] or other locally-available routes[19]. There are:

- over 65 potential routes initially identified in the Cumbrian part of the YDNPA's 'Access for All' project (with a gradient of 1:8 or less, these are still being surveyed for accessibility-potential).
- over 80 km of routes promoted in the LDNPA's 'Miles Without Stiles' project (shortly to be expanded to the Cumbria County Council area outside the National Parks).
- nearly 3 km of permissive routes suitable for people with limited mobility in the Environmental Stewardship scheme.

[17] Much of the Cumbria Coastal Way outside the Lake District National Park is on permissive paths.
[18] For example the Forestry Commission, or the National Trust, or local country-park type sites managed by a District / Borough / City Council.
[19] These opportunities would be known about locally, but perhaps not promoted specifically as routes for people with limited mobility.

Conclusions - existing access opportunities

59 Generally, it is worth noting the following points about the distribution of the countryside access network.

60 There is a vast amount of open access land in Cumbria, including significant areas opened up to walkers by the CROW Act. 29% of the whole of Cumbria is open access land.

61 Many of Cumbria's settlements and surrounding countryside are, on paper, well served by the path network, as there is a considerable network of public footpaths with a good geographical spread. However, not all of the footpaths easily serve modern recreational demands, and as a result some routes are heavily used while others are less popular. In places there is a need to link settlements with the surrounding countryside, or create circular routes; one small link can make a big difference locally.

62 In terms of public bridleways, there are small fragments of routes in the lowland areas and longer distance routes over the fell tops in the Lake District and in the Pennines. The network is most sparse north of Penrith, along the Solway and towards the county boundary with Northumberland. The available bridleway network is further fragmented locally by busy roads and, for equestrians, by the availability of horse box parking. Gaps in the strategic cycle network have been identified in the Cycle Development Action Plan and related studies.

63 There are around 106 km of byways, however this includes a 12 km long byway across Duddon Sands and Morecambe Bay (nearly 4km long on the Cumbrian side). [20] Some byways or unclassified county roads are dead ends.

64 For people with limited mobility, the available opportunities represent a small fraction of the overall network, although there is good practice to expand on in terms of route development and information provision. Fragmentation issues for this user group can be compounded by needing information about local facilities, by access to transport, as well as up-to-date and reliable route condition information.

65 The fragmentation of the network contributes[21] to some users relying on specific known sites or events. For example, horse riders may rely on routes close to where their horse is stabled, cyclists may rely on facilities such as those provided by the Forest Enterprise at Grizedale and Whinlatter, carriage drivers may rely on local clubs/events[22], and people with limited mobility may rely on locally known sites or routes.

Assessing the condition of the existing access resource

66 DEFRA guidance on ROWIPs outlines the need for a 'use and condition' survey on the local rights of way network. This helps assess the quality of the existing access resource and informs conclusions about its adequacy.

[20] Due to quicksand it is only really passable on foot and with a guide.
[21] Other influencing factors to this behaviour are related to the confidence that people have – either about where to go and what to do, but also about finding their way. These factors are explored further below.
[22] The British Horse Society regional officer estimates that about 80% of carriage-driving in Cumbria makes use of private rights.

67 Information relating to use and condition comes from two sources:

- the 'Best Value Performance Indicator' results for ease of use of public rights of way[22]
- through 'condition' surveys. The approach to these surveys varies between the YDNP area, the LDNP area and Cumbria outside the National Parks[23].

Best Value Performance Indicator (BVPI)

68 Different volunteers and surveyors undertake the BVPI survey in Cumbria inside each National Park, and in Cumbria outside the National Parks.

The percentages of routes that pass the BVPI[24] 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.

In general, just over half of the public rights of network passed the BVPI 'easy to use' survey in 2006.

Condition surveys - general findings

69 Because of the different surveying methodologies used, direct comparisons between the access management areas are not valid. Therefore, a general picture of public rights of way condition is given below, and detailed results can be viewed in **Appendix 5**.

70 This additional use and condition information confirms that obstructions such as overgrowth, access structures needing repairs, natural erosion, or man-made obstructions affect the ease of use of routes.

71 Generally, it appears that throughout Cumbria around 10 - 20% of routes will be overgrown to some extent, and a similar number affected by water erosion in some way.

72 Generally, around 10% of the structures need repairs at any time. Part of these will be urgent safety issues and others will be repairs needed to maintain it for the future. Some of the surveys would class both as obstructions. In terms of the users of the public rights of way network, what is a maintenance issue to one person is an obstruction to another.

73 Generally, around 86% of public rights of way are correctly signed at the roadside. In places, however this figure is much higher. In other areas the signs might be broken or missing.

Conclusion - existing access resource

74 In places the considerable countryside access resource is not reaching its full potential because people may lack the confidence that a route will be signed, free from obstructions and safe. Previous experiences of broken or missing access structures may deter them from using the public rights of way network.

[22] For further information about the Best Value Performance Indicator (BVPI) 178, please see the 'terms explained' in the appendix.
[23] In Cumbria outside the National Parks, a 'use and condition' survey was commissioned, as part of the 'Cumbria Lost Ways Project' (see **Appendix 5**). Volunteers in each parish helped to complete the survey in 2005. In the LDNP area, volunteer rangers undertake regular condition surveys, and 'level of use' information is not collected. In the YDNP area, the Dales volunteers carry out 'Parish Path Surveys' on every route every two years. There are plans amongst the three access authorities to streamline the surveys in the future.
[24] The results are broken down by authority area in **Appendix 5**.

Research and assessments

75 This section outlines the research that was undertaken to determine:

- key audiences for countryside access
- the needs and preferences of those key audiences
- a scoring system to evaluate improvement suggestions
- an assessment of adequacy.

Key audiences

76 Faber Maunsell were commissioned to carry out a study that would identify key audiences for rights of way improvement plans, and then capture their needs and preferences for countryside access and recreation.

77 Key audiences were identified by reviewing existing research and drawing on recent local, regional and national access related policies and plans. Fourteen key audiences were identified and are presented in **Appendix 6** along with some explanatory definitions.

Needs and preferences

78 Knowledge gaps relating to these audiences and their needs and preferences were identified and investigated:

- Written consultations took place with parish councils
- Focus groups/in-depth interviews took place with audiences not previously consulted[25]
- In addition, the views of the Local Access Forum on needs and preferences were gathered in a workshop.

79 'Needs and Preferences' were defined as:

Need: A need is a measure that is critical to a decision to undertake an activity or make use of a right of way or other access resource. For land owners and countryside managers, a need is a measure that is critical to the efficient management of land.

Preference: A preference is a measure that is not critical, but one that:

- would enhance the experience of use
- would increase the frequency of use
- would give greater choice of use
- may encourage a more lengthy period of participation
- for land owners and countryside managers, a preference is a measure that makes the management of land easier.

The needs and preferences for the fourteen key audiences are presented in **Appendix 6**, which has formed the starting point for the categories in the Statement of Action.

[25] Young people, people with limited mobility, passive visitors and lapsed or latent users (both urban and rural). All these user groups are defined further in 'terms explained'.

Needs and preferences – general findings

80 General findings are that some needs and preferences are common to many of the key audiences and areas of Cumbria, for example:

- improvements on integration with public transport
- information on where to go and what to do, what to expect and the facilities available
- facilities which will raise confidence in using the existing network
- a greater variety of routes (short, medium length, and some longer) for either walking, horse riding or cycling, sometimes circular
- improvements to overcome fragmented parts of the network
- an improved standard of maintenance on popular existing routes.

81 Other needs and preferences were specific to individual key audiences. For example, serious walkers expressed preferences for all-day walks, challenging routes, remote areas left unpromoted, better erosion control, clarification of definitive rights of way and reinstatement of 'lost' routes. Casual walkers meanwhile, would like to see more short circular walks, improved way marking and courses offered in map and compass skills.

82 Some key audiences expressed needs for particular kinds of infrastructure. For example, in relation to cycling, the current rights of way network provides relatively well for mountain biking and cycle touring, but less well for family friendly cycling.

83 Some opinions had a geographical basis, for example:

- comments about the waymarking and surface conditions of routes were overall more positive inside the national parks
- improved connectivity of the rights of way network, particularly bridleways, was identified as a key need and preference in the area of Cumbria outside the national parks.

Scoring system

84 A prioritisation methodology was developed as a result of the stakeholder workshops with user group representatives and advice from the Local Access Forums. This methodology enabled us to take a structured approach to the evaluation of improvement suggestions and the setting of initial priorities.

85 The scoring system stages are outlined further in 'terms explained'. It is important to note that if a proposal did not meet the aims of the Countryside Access Strategy, did not meet a need or a preference of a key audience, or resulted in unacceptable impacts on the landscape, ecology or archaeology, then it progressed no further.

Action suggestions

86 Members of the public, parish councils, recreation groups and organisations were invited to submit their suggestions for improvements (action suggestions) during a three month consultation period from December 2005 – March 2006. The aim was two-fold:

- firstly, to inform the ROWIP of local needs and preferences
- secondly, to highlight areas of where the network may be considered adequate or inadequate.

87 This second aim relies on the assumption that parts of Cumbria that received many 'action suggestions' are inadequate, and vice-versa. However, such a result might be more indicative of a number of other factors; for instance the awareness of local people to the opportunity to submit ideas, the existing opportunities afforded by the network, or a level of engagement with local authority initiatives.

88 Around 1,200 responses were received scored and mapped using Microsoft Access and GIS (see **Appendix 7**).

89 The results of this consultation provide part of our assessment of the adequacy of the countryside access network, as it highlights areas of demand.

90 The amount of responses (1,200) suggests that there is considerable demand for improvements such as new links in the network. General findings are:

- there is also a noticeable demand for improvements such as upgrades to routes and the condition of access structures
- there were many requests for new bridleway links, closely followed by cycle way links. the 'multi-user' type projects tended to score highly, as more people benefit
- there was a good geographical spread of projects (see **Appendix 7**) although it is clear that the South Lakeland area received many 'action suggestions'[26]

91 The top third of scoring projects (nearly 450 suggestions) were then investigated further by field staff, with 'stage three' of the scoring system in mind. Until funding is identified however, it is impractical to consider programming issues[27].

92 After the statement of action, the top third scoring projects are listed in order of score, together with an indication of how the proposed action would contribute to the statement of action themes.

Conclusions

Conclusions - adequacy assessment

93 We have assessed the existing countryside access opportunities available for different user groups in Cumbria. On paper, the countryside access opportunities available are considerable. Looking at maps indicates that there are many miles of routes available and many hectares of access land.

26 This could be due to either a) a greater level of engagement with the 'action suggestion' consultation from people who access the countryside in the South Lakeland area, b) a general higher level of use on routes in south Cumbria, or c) represent a real level of inadequacy of the public rights of way network.

27 The Lake District National Park Authority has begun programming, using six criteria.

94 However, this fact hides some noteworthy points:

- in practice, networks can be fragmented e.g. by busy roads or dead-end routes
- the mapped opportunities for certain user groups, such as horse riders or people with limited mobility, are just a fraction of the overall resource. They may find the networks available to them are fragmented even more on the ground, by how well routes link up, or the condition of each route.

95 We have then assessed the quality of existing countryside access (use and condition surveys). On the rights of way network, there is a large variation in the standards of management. Some sections are well managed, some poorly managed, and others obstructed. Our research has shown some give people the confidence that they seek when visiting the countryside and others do not.

96 It is clear that despite recent increases in public rights of way signage, the 'ease of use' of the public rights of way network remains low. The presence of overgrowth, a lack of maintenance of access structures or the lack of signs and way-markers all contribute to obstructions and further fragmentation of the network.

97 We have undertaken in-depth research to identify the needs and preferences of fourteen key audiences. Where a need or preference is not currently met, then it illustrates how the existing resource is deficient in providing for that key audience.

98 A number of needs and preferences were common to several key audiences, for example, improvements to signing and way-marking or integration with sustainable transport. People often reported a lack of confidence in using the existing network. In particular, access to information about where to go, what to expect, what to do and (not to be overlooked) confidence in map reading were common issues raised in the research. This finding may reflect a low awareness of where to find existing information, or may reflect a real lack of available information. Another recurring topic of comments was the need for a wider opportunity of routes, or to integrate existing routes into a linked network.

99 Peoples' experiences tend to reflect the variation in the standards of routes. Where they have a choice, the less-confident user groups may tend to use sites or routes where they are confident that they will be safe from getting lost and their experience will be a positive and enjoyable one.

100 The combination outlined above, of a locally fragmented network, poor surfacing or signage in places, a reported lack of information together with a lack of confidence, is a powerful barrier to people being able to take full advantage of countryside access opportunities.

101 Additionally, people had the opportunity to tell us where improvements were needed by submitting 'action suggestions'. We have then prioritised the responses received with the help of a scoring system developed in consultation with the three Local Access Forums and user group representatives. Scoring the action suggestions will enable us to take forward the statement of action in a systematic way.

102 Conclusions from both the 'needs and preferences' research and the 'action suggestions' research have shown where the current deficiencies are. Actions in the following Statement of Action are based on this adequacy assessment, in order to address the deficiencies.

Statement of Action

Figure 4 - How the Statement of Action is presented

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time

Main beneficiaries and partners

103 The Statement of Action tabulated on pages 32 - 40 has been ordered by main beneficiary. In almost all cases[28] the initial partners are Cumbria County Council, the Lake District National Park Authority and the Yorkshire Dales National Park Authority, and in all cases those partners will be advised and guided by the relevant Local Access Forum(s). The three access authorities are also the accountable body in each geographical area.

104 The main beneficiary groups in alphabetical order are:

- all users
- carriage drivers
- cyclists
- horse riders
- land managers
- MPV / recreational vehicle users
- people with limited mobility
- under-represented groups
- walkers
- water users
- young people

105 On individual projects, other partners will be identified to help with implementation and may include:

Parish / Town Councils	Walking for Health Initiative
Cumbria Association of Local Councils	Local Disability Groups
Borough / District Authorities	AWAZ
AONB Units	The Tourism & Conservation Partnership
Natural England	Cumbria Tourism
The Environment Agency	Friends of the Lake District
The Forestry Commission	East Cumbria Countryside Project
The National Trust	Better Ways to School Project
United Utilities	Duke of Edinburgh's Award
Public Transport Operators	Youth Hostels' Association
Primary Care Trusts	Civic Trusts
GP surgeries	Police
Sports Partnerships	Regeneration Partnerships

106 **Examples of priority projects**

The results of the scored 'action suggestions' have informed the 'examples of priority projects' column. The top third of scoring projects out of all of those submitted are listed at the end of the Statement of Action (page 41).

28 Apart from:
- Action 2 (Quiet Lanes) where the lead partner is Cumbria County Council's Highways team
- Action 8 (Information for carriage drivers) where the lead partner is Cumbria County Council Countryside Access team
- Action 13 (Cycle carriage) where the lead partner is Cumbria County Council Passenger Transport team.

Performance indicators

107 We are mindful of the need not to create new areas of work collecting monitoring data. In places we will use information that is already collected for other purposes; therefore the indicator might not *exactly* fit with the action. In addition, many of the indicators rely on a measure of user satisfaction so it is planned to work together to monitor this indicator. Some performance indicators are specific to CCC, the LDNPA or the YDNPA, these are colour coded:

- Blue text represents CCC
- Orange text represents the LDNPA
- Green text represents the YDNPA
- **Black text represents joint actions / indicators.**

108 Many of the actions involve the provision of information. We will survey people's general level of satisfaction against the access and recreation information we provide, however in places the survey may not have the specific detailed data about all of the actions in the table. Instead it may be more of an overall picture of satisfaction with information provided.

109 The first Annual Plan, to be published in Autumn 2007, will include more information about specific projects, the partners identified for co-ordinating individual projects, costs, timescales and any identified resources.

Statement of Action

Main beneficiary	Action	Examples of priority projects[29]	Performance Indicator	Where we want to be in five years time
All	**1) Fingerposts** Give new and replacement fingerposts information on status, destination(s)[30] and mileage.	Any identified route.	Percentage of routes passing BVPI 178 for signage each year.	People have more confidence in using the network and knowing where routes lead to. BVPI 178 signing result: CCC 93% by 2011 LDNPA 95% by 2011 YDNPA 98% by 2011
All	**2) Quiet Lanes** Identify and implement a network of designated Quiet Lanes, where priority is given to walkers, cyclists, horse-riders and people with limited mobility.	Penrith to Howtown route identified in LTP.	Total length / number of designated Quiet Lanes.	Quiet Lane standards are defined and agreed. We will identify Quiet Lane routes and calm traffic if necessary.
All	**3) Barrier reduction** Encourage and help land managers to make countryside structures less restrictive, for example to remove or replace stiles with gaps or gates, or to make gates easier to open.	Any identified route.	Total number of individual structures made more accessible each year.	There are less access barriers so that a greater cross section of the public is able to use the route. Also, new and replacement access structures reach a high standard of accessibility. YDNPA: 5% of the rights of way network is accessible to people with limited mobility. LDNPA / CCC: 500 stiles, gates, bridges and boardwalks made less restrictive.
All	**4) Bridges and boardwalks** Make new bridges and boardwalks wide enough for use by people with limited mobility and, where reasonable, widen existing bridges and boardwalks when they are due for replacement or repair.	Any identified route. Great Ormside bridge on planned route of Pennine Bridleway.	Total number of individual structures made more accessible each year.	There are less access barriers so that a greater cross-section of the public is able to use the route. Also, new and replacement access structures reach a high standard of accessibility. YDNPA: 5% of the rights of way network is accessible to people with limited mobility. LDNPA / CCC: 500 stiles, gates, bridges and boardwalks made less restrictive.
All	**5) Rights and responsibilities** Provide information on rights and responsibilities in the countryside *(to include rights of way, open access and wider access opportunities).*	Priorities to be identified in annual action plans. Recreation Charter for the Yorkshire Dales.	Percentage of users satisfied or very satisfied with information provided.	More promotional material and wider distribution. YDNPA: By 2011, 5 promotional campaigns have been undertaken, aimed at specific recreational activities. 70% satisfaction rate.

[29] The results of the scored 'action suggestions' have informed the 'examples of priority projects' column. They are listed in full on page 41 onwards.
[30] Unless no satisfactory destination can be determined.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
All	**6) Interpretation** Identify strategic locations for on-site interpretation. Provide this interpretation to give people confidence in the countryside and improve their experience of it.	Monitor the effectiveness of existing provision. Identify where extra provision might be needed.	Percentage of people satisfied or very satisfied with information provided.	People have more confidence to explore the area local to the site, including knowledge of what to expect before setting out.
All	**7) Promotion of public transport** Promote the use of public transport for travel to and within the countryside, and link with walking and cycling routes.	Links to Brampton station. Kirkby Stephen town to railway link. The B4 Network (Windermere to Coniston). The Eskdale Trail (Dalegarth to Ravenglass). 'Give the Driver a Break' campaign.	Percentage of users satisfied or very satisfied with information provided.	We will improve integration with public transport routes, and awareness of existing opportunities. 70% satisfaction rate.
Carriage drivers	**8) Information and maps for carriage drivers** Identify appropriate routes for use by carriage drivers and make this information available.	CCC: Produce Cumbria-wide map of where to sustainably go by December 2007.	Percentage of users satisfied or very satisfied with information provided.	Users will have a greater awareness of the network of routes suitable for carriage driver use. YDNPA: 5 promotional campaigns aimed at specific recreational activities have been undertaken. 70% satisfaction rate.
Cyclists	**9) Cycle Tourism Hubs** Create Cycle Tourism hubs in partnership with Cumbria Tourism[31], and connect these hubs to the countryside with safer cycle routes.	Kirkby Stephen Penrith Keswick Bowness / Windermere Ambleside Staveley Sedbergh	Total number of hubs meeting accreditation criteria. Total length of hub to countryside cycle routes that would meet National Cycle Route and Regional Cycle Route standards.	We will develop a range of routes, including cycle routes from towns / villages into the rest of the countryside. 7 hubs in place. Each hub has at least one link to the countryside.

[31] and in partnership with Local Councils and the local community. See 'terms explained' for accreditation criteria.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Cyclists	**10) Strategic Cycle Network** Complete the Strategic Cycle Network (National Cycle Routes and Regional Cycle Routes).	Millom to Barrow Ambleside to Rothay Park Dunmail Raise Pelter Bridge to Grasmere southern lakeshore	Total length of the Strategic Cycle Network that meets National Cycle Route and Regional Cycle Route standards.	A more complete cycle network. The Kendal to Keswick route is completed.
Cyclists	**11) Family-friendly cycle routes** Identify, develop and promote a set of continuously way-marked short (less than half a day), medium (a day) and long (more than 1 day) family-friendly cycle routes. Where possible these will be traffic-free and close to where people live and visit.	Lune Valley multi-user route Coniston to Foxfield Round Thirlmere Caldbeck to Hesket Newmarket Penrith to Keswick off road route Kirkoswald to Lazonby	Total length of traffic-free sections of agreed set of routes. CCC: Increase the number of cycling trips.[32]	We will identify, develop, and promote a variety of traffic-free routes. There will be more routes are away from roads. Increase 2003/4 cycling baseline by 10% by 2012. LDNPA: three priority projects (or equivalent) are completed.
Cyclists	**12) Information and maps on cycle routes** Provide information and maps on cycle routes for families, mountain bikers (maps will include gradings), cycle tourers and utility cyclists.	Solway AONB cycling leaflets around Hadrian's cycleway. West Cumbria and North Pennines 'circular day rides' leaflets / booklet. Maps based on cycle tourism hubs.	Percentage of users satisfied or very satisfied with information provided.	We will introduce a grading system on mountain bike routes and on family friendly routes. A range of cyclists has more confidence to use the network. We will make available web-based maps covering the whole of Cumbria, showing available routes. 70% satisfaction rate.

[32] Measured on key urban routes in Carlisle and Kendal and on Hadrian's cycleway and other recreational routes (LTP target C1)

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Cyclists	**13) Cycle carriage** Work with boat, bus, coach and rail operators to increase the number of services with cycle carriage on their services.	505 service (Ambleside to Coniston) that links with walking and cycling routes.	Total number of service routes that can carry bicycles.	Users will have raised awareness of existing opportunities for cycle carriage. We will negotiate increased cycle carriage capacity where potential demand exists.
Horse riders & cyclists	**14) Bridleway links** Identify and create links in the bridleway network.	Link in bridleway network at top of Howgills Penrith: Frenchfield underpass Hallsenna Calder Bridge Ambleside to Rydal Mount Catbells Hause Skelgill to Little Town	Number of action suggestions carried out.	We will secure an extended and integrated network for horse riders and cyclists. There will be greater opportunities for horse riding or cycling off road. 10 action suggestions carried out.
Horse riders	**15) Promoted horse riding routes** Identify, develop and promote a set of distinctively waymarked, short (less than half a day), medium (1 day) and long (more than 1 day) horse riding routes. Where possible these will be traffic-free.	'In the footsteps of pack ponies' (phase 1) routes (Hartside and Alston) Upper Eden Valley Loops Pennine Bridleway Northern Extension Sedbergh and Dent link to Pennine Bridleway National Trail Hampsfield Fell Round Whitbarrow	Total number of horse riding routes developed and promoted.	We will complete four promoted-route projects.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Horse riders	**16) Information and maps on horse riding routes** Provide information and maps on horse riding routes (maps to include locations suitable for parking horse boxes).	Information related to priority routes.	Percentage of users satisfied or very satisfied with information provided.	More information and improved distribution. 70% satisfaction rate.
Land Managers	**17) Support to land managers** Offer practical assistance, support and advice to encourage land managers to develop both new and existing access and recreational opportunities.	Any identified site.	Percentage of land managers positive about the service we provide for them.	We will support land managers with their legal issues and aim to process these quickly. We will develop new access opportunities with land managers. 70% satisfaction rate.
Land Managers	**18) Working with land managers** Work with land managers and relevant users to manage recreational pursuits, resolve conflict, encourage responsible use and promote appropriate guidance.	Any identified site.	Percentage of land managers positive about the service we provide for them.	We will encourage responsible behaviour. People will know more about their rights and responsibilities. 70% satisfaction rate.
MPV / Recreational Vehicle users	**19) Information and maps for recreational motor vehicle users** Manage the use of routes by recreational motor vehicles by providing information and maps that promote responsible and sustainable use.	Information provision action. CCC: Produce Cumbria-wide map of where to sustainably go by December 2007.	To be identified by Cumbria-wide management strategy.	We will produce a Cumbria-wide management strategy. CCC: Users will have a greater awareness of the network of routes suitable for sustainable recreational motor vehicle use. YDNPA: Identify the most appropriate measures to manage the use of motorised recreational motor vehicles on each sensitive 'Green Lane', and put all such measures in place by 2011.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
People with limited mobility	**20) 'Miles Without Stiles' routes** Create a set of 'Miles Without Stiles' routes for people with limited mobility. **Note:** some of the route improvements for other users will bring benefits for people with limited mobility as well.	Riverside route through Sedbergh Sections of the Kendal to Lancaster canal route Ivegill / High head Broughton Moor Coniston to Torver lakeshore Ravenglass to Saltcoats Latrigg	Total length of routes available for people with limited mobility (all, some, many).	CCC: 20 routes identified and promoted. LDNPA: to increase the 'Miles Without Stiles' network from 80.3km to 87.8km. YDNPA: By 2011 at least 0.5% of rights of way are fully accessible by wheelchair users and 5% by people with limited mobility. Improve the opportunities for people with sensory disabilities.
People with limited mobility	**21) Information on 'Miles Without Stiles'** Publish a guide to 'Miles Without Stiles' routes, to make the information accessible to the target audience (website and booklet).	YDNPA: 'Access for All' project. LDNPA: 'Miles Without Stiles' booklet in print and on the web. CCC: We will make route information available on the web.	Percentage of users satisfied or very satisfied with the information provided.	We will make available information on trails suitable for people with young children and other people with limited mobility. We will combine routes from all three access partners on the web. 70% satisfaction rate.
Under-represented groups	**22) Health walks** Encourage wider participation in healthy walking through a guided walks programme, by offering short walks and by making more use of 'Miles Without Stiles' routes.	Dalston Flimby LDNPA Walking the Way to Health Initiative integrated into the guided walk programme.	Percentage of adult population taking part in moderate intensity sport / active recreation (including recreational walking) for 30 minutes, 3 or more times a week[33].	People are more confident in using their local network. To increase from 20.9% of the adult population to 25%. YDNPA: Develop opportunities, including a park-wide programme of events, walks and other activities that encourage healthy lifestyles and increases levels of physical activity amongst residents and visitors by 1% a year.

[33] As measured by the Sport England 'Active People' survey and included in the Local Area Agreement.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Under-represented groups	**23) Guided walks for under-represented groups** Provide tailored guided walks by special arrangement with under-represented groups.	By special arrangement.	Number of participants on specially provided walks each year.	People are more confident in using their local network.
Under-represented groups	**24) Promoted guided cycle-rides** Promote guided cycle rides to encourage people to start or return to cycling, to give participants the confidence to go on and plan their own rides.	Cycling for Health project.	Number of cycle rides promoted / year. CCC: The number of participants completing an event / scheme who report increased bike use/confidence.	People are more confident in using their local network.
Under-represented groups	**25) Targeting information** Target guided walks, guided cycle rides and other event information at under-represented groups.	Target groups.	YDNPA: Number of visitors from BME groups to YDNP. LDNPA: Percentage of people from under-represented groups participating in events.	We will improve the distribution of promotional material. YDNPA: Increase the number of visitors from BME groups from 1% in 2005 to 2% by 2011, and make information about YDNP easily accessible and relevant to a diverse range of people. LDNPA: Participants in events: • BME 5% • Health referrals 1% • Events accessible to people with limited mobility 25%.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Under-represented groups	**26) Outreach** Provide outreach to schools, youth groups and community groups, to raise awareness of opportunities for access and recreation, rights and responsibilities and the health benefits of physical activity outdoors.	GoDales! Project.	YDNPA/CCC: Percentage of target audience satisfied or very satisfied with outreach provided. LDNPA: Percentage of people from under-represented groups participating in events.	People feel more confident to view the countryside as 'familiar territory' and feel safer. LDNPA: participants in events: • BME 5% • Health referrals 1% • Events accessible to people with limited mobility 25%. 70% satisfaction rate.
Walkers	**27) Footpath links** Identify and create new links in the footpath network. Note: some of the route improvements for other users will bring benefits for walkers as well.	Off road walking route between Gowthorp Barth Bridge and Monument Corner. Lazonby to Great Salkeld. Millom to Youth Hostel link. Kearstwick to Beckfoot. Troutbeck roadside path. Birkett Mire to Threlkeld railway path. Hawkshead to Outgate.	Number of action suggestions carried out.	The public footpath network is less fragmented. 10 action suggestions carried out.
Walkers	**28) Short walking routes** Identify, distinctively way-mark and promote short (less than half a day) walking routes in and around where people live or visit.	Greenodd to Roudsea Woods. Boot to Dalegarth. Hawkshead. Other priority routes will be agreed by Cumbria Countryside Access promotion task group.	Total number of routes distinctively waymarked.	We will develop and publicise high quality way-marked trails. LDNPA: All larger settlements have routes identified. Three priority projects (or equivalent) are completed.

Main beneficiary	Action	Examples of priority projects	Performance Indicator	Where we want to be in five years time
Walkers	**29) Long-distance walking routes** Identify, develop and promote a set of long distance (over 1 day) walking routes.	Priority routes will be agreed in 2007.	Total length and number of long distance routes promoted to agreed set.	We will develop and promote a range of walking routes.
Walkers	**30) Guided walks** Provide guided walks from locations served by public transport.		Percentage of guided walks served by public transport.	People who rely on public transport are able to take part in guided walks. 98% of guided walks have start and end points that are served by public transport.
Water users	**31) Access to water** Identify and develop access and recreational opportunities for lakes, rivers and coast.	LDNPA: Strategic framework and action plan by March 2008. CCC: Project to gather best practice, identify strategic locations for access development and seek to resolve conflict.	To be identified by the strategic framework.	To be identified by the strategic framework. We will review access opportunities at water margins.
Young people	**32) Information and maps for young people** Provide information and maps on activities aimed at young people, (e.g. challenging, exciting, low cost activities).	To be identified.	Percentage of users satisfied or very satisfied with information provided.	More young people undertaking activities outdoors. 70% satisfaction rate. YDNPA: By 2008 develop appropriate programmes to encourage interest in National Parks by young people.

List of projects

110 The top third of scoring projects are listed below, in order of their score. Projects may be moved up the list in response to any funding / partnership or other implementation opportunities that arise.

111 This information is available in different formats if you contact us (see the inside front cover for contact details). For example, the information can be resorted by location, or by project type. Further details about projects are available on request.

Figure 5: Top-third scoring projects

Improvement location	Main action	Other related benefits
St Johns Castlerigg & Wythburn	Footpath link	Family friendly cycle route
Penrith - Keswick	Cycle Tourism Hub	Family friendly cycle route
Penrith - Keswick	Family friendly cycle route	Strategic Cycle Network
Bootle	Strategic Cycle Network	Family friendly cycle route
Grayrigg - Casterton - Sedbergh - Middleton	Bridleway link	Horse riding route
Grayrigg	Miles Without Stiles route	
Kendal to Burn in Kendal	Miles Without Stiles route	Family friendly cycle route
Grayrigg - Casterton - Sedbergh - Middleton	Family friendly cycle route	Miles Without Stiles route
Muncaster	Miles Without Stiles route	
Smartdale to Stainmore, near Kirkby Stephen	Bridleway link	
North Walney	Family friendly cycle route	
Underskiddaw	Bridleway link	
Walney	Miles Without Stiles route	Family friendly cycle route
Caldbeck	Family friendly cycle route	Footpath link
Frenchfield (SE Penrith)	Bridleway link	
St Johns Castlerigg & Wythburn	Strategic Cycle Network	Family friendly cycle route
Foxfield to Askam in Furness	Quiet Lanes	
Lady Hall - Duddon bridge	Family friendly cycle route	
Kirkby Stephen to Appleby	Cycle Tourism Hub	Miles Without Stiles route
Ravenglass - Barrow	Strategic Cycle Network	
Witherslack	Family friendly cycle route	
Eskdale	Short circular walk	Miles Without Stiles route
Grange	Family friendly cycle route	
St Johns Castlerigg & Wythburn	Family friendly cycle route	Bridleway link
Setmurthy	Footpath link	
Lakes - Round Windermere	Hub to country cycle route	Family friendly cycle route
Ulverston to Greenodd	Bridleway link	Family friendly cycle route
Kendal to Burton in Kendal	Miles Without Stiles route	Family friendly cycle route
Lakes	Stragegic Cycle Network	Bridleway link
Kirkoswald to Lazonby	Family friendly cycle route	
Lakes	Bridleway link	Footpath link
Maryport / Flimby	Family friendly cycle route	Miles Without Stiles route

Improvement location	Main action	Other related benefits
Arnside	Strategic Cycle Network	Family friendly cycle route
Coniston	Family friendly cycle route	Miles Without Stiles route
Millom - Lady Hall	Strategic Cycle Network	
Staveley in Cartmel	Footpath link	Miles Without Stiles route
Wythop	Family friendly cycle route	Strategic Cycle Network
Great Ormside	Bridges and Boardwalks	Bridleway link
Sedbergh - Dent - Ingleton - Ravenstonedale	Bridleway link	Cycle Tourism Hub
Askam in Furness	Miles Without Stiles route	Family friendly cycle route
Kirkby in Furness - Foxfield	Strategic Cycle Network	
Bootle	Footpath link	
Thursby	Family friendly cycle route	
Sedbergh	Footpath link	
Dent	Footpath link	
Sedbergh	Footpath link	
Garsdale	Bridleway link	
Gilsland	Footpath link	Short circular walk
North of Kirkby Lonsdale, Casterton	Footpath link	Miles Without Stiles route
Ulverston to Greenodd	Bridleway link	
Millom Without	Strategic Cycle Network	
Maryport / Flimby	Family friendly cycle route	
North east Carlisle	Family friendly cycle route	
Barrow in Furness	Footpath link	
Lakes	Strategic Cycle Network	Family friendly cycle route
Ulverston to Greenodd	Bridleway link	Family friendly cycle route
Dent	Footpath link	
Sedbergh	Footpath link	
Haverthwaite	Family friendly cycle route	Bridleway link
Alston	Horse riding route	Bridleway link
Dent	Footpath link	
Millom to Moor Cottages	Strategic Cycle Network	
Kendal	Family friendly cycle route	
Penrith, Sockbridge Mill	Family friendly cycle route	
Kirkby Lonsdale to Low Gill (Crook of Lune / Tebay)	Miles Without Stiles route	Family friendly cycle route
Kendal	Family friendly cycle route	
Castle Carrock to Cunrew area	Bridleway link	Horse riding route
Kirkby in Furness - Barrow	Strategic Cycle Network	
Sedbergh	Footpath link	
Near Lupton	Bridleway link	
Martindale	Horse riding route	Family friendly cycle route
Seaton	Bridleway link	
Maryport / Flimby	Family friendly cycle route	Miles Without Stiles route
Near Lupton	Bridleway link	
Colton	Footpath link	

Improvement location	Main action	Other related benefits
Near Seascale	Bridleway link	
Kirkby Lonsdale	Bridleway link	Footpath link
Maryport / Flimby	Family friendly cycle route	Miles Without Stiles route
Ulverston to Greenodd	Bridleway link	Family friendly cycle route
Penrith	Bridleway link	Cycle Tourism Hub
Haverthwaite	Horse riding route	
Kirkby Lonsdale	Footpath link	
Hawkshead	Short circular walk	Footpath link
Haverthwaite	Bridleway link	
Buttermere	Miles Without Stiles route	
Lakes	Footpath link	
Near Welton	Bridleway link	
Blindbothel	Bridleway link	
Ennerdale to Kinniside	Miles Without Stiles route	
Dacre	Family friendly cycle route	
Hawkshead	Bridleway link	Horse riding route
Whicham	Strategic Cycle Network	
Near Seascale	Bridleway link	
Gosforth	Bridleway link	
Kirkby Stephen	Promotion of public transport	Family friendly cycle route
Near Welton	Bridleway link	
Lakes	Footpath link	
Kendal	Footpath link	
Near Broughton	Miles Without Stiles route	Family friendly cycle route
Cardurnock Pennisular	Quiet Lanes	
Near Welton	Bridleway link	
St Bridget Beckermet	Family friendly cycle route	
Satterthwaite	Bridleway link	
Near Westward, Reathwaite Lane	Bridleway link	
St Johns Castlerigg & Wythburn	Bridleway link	
Lakes	Footpath link	
St Bees to Whitehaven	Strategic Cycle Network	
Broughton West	Bridleway link	
Near Dalston	Bridleway link	Horse riding route
Lakes	Footpath link	
Broughton West	Bridleway link	
Hawkshead	Footpath link	
Lakes	Miles Without Stiles route	
Near Westward	Bridleway link	
Lupton	Footpath link	
Seascale	Footpath link	Family friendly cycle route
Yanwath and Eamont Bridge	Family friendly cycle route	
Ravenstonedale and Sedbergh	Bridleway link	

Improvement location	Main action	Other related benefits
Near Westward	Bridleway link	
Haverthwaite	Bridleway link	
Kendal	Family friendly cycle route	
Brampton to Long Row	Promotion of public transport	Family friendly cycle route
Castle Carrock to Cumrew	Bridleway link	
Staveley in Cartmel	Bridleway link	
Loweswater	Miles Without Stiles route	
Brampton	Bridleway link	Promotion of public transport
Lakes	Bridleway link	Hub to country cycle route
Near Lupton	Bridleway link	
Above Derwent	Bridleway link	
Patterdale	Bridleway link	
Near Heversham	Bridleway link	
Lakes	Short circular walk	Footpath link
Lakes	Bridleway link	
Millom to Youth Hostel	Footpath link	
Alston	Bridleway link	Horse riding route
Millom Without	Bridleway link	
Lower Allithwaite	Short circular walk	
Near Milnthorpe	Footpath link	
Near Cockermouth	Bridleway link	
Colton	Footpath link	
Durdar - Wreay - Gaitsgill	Bridleway link	
Dunnerdale with Seathwaite	Bridleway link	
Near Carwath	Bridleway link	
Durdar - Wreay - Gaitsgill	Bridleway link	
Hawkshead	Short circular walk	Footpath link
Lazonby	Footpath link	
Docker Parish	Bridleway link	
Near Welton	Bridleway link	
Dearham	Miles Without Stiles route	Footpath link
Near Distington	Bridleway link	
Between Sedbergh and Dent (Long Moor)	Bridleway link	
Dent	Bridleway links x 14	
Near Grange	Bridleway link	
Kendal	Family friendly cycle route	
Garsdale	Bridleway link	
Ennerdale & Kinniside	Miles Without Stiles route	
Keswick	Hub to country cycle route	Bridleway link
Skelwith	Footpath link	
Broughton West	Bridleway link	
Ennerdale & Kinniside	Bridleway link	
Buttermere	Miles Without Stiles route	

Improvement location	Main action	Other related benefits
Above Derwent	Bridleway link	
Near Dalston	Bridleway link	Horse riding route
Above Derwent	Family friendly cycle route	
North east Carlisle	Footpath link	
Matterdale	Footpath link	
Satterthwaite	Bridleway link	
Millom Without	Footpath link	
Blindcrake	Footpath link	
Round Ullswater Footpath	Footpath link	
Borrowdale - Catbells Hause link	Bridleway link	
Near Heversham	Bridleway link	
Sleddale Forest northern link	Bridleway link	
Dent	Footpath link	
Ulverston area	Bridleway link	
Arnside	Bridleway link	
Egton with Newlands	Bridleway link	
Casterton	Bridleway link	
Arnside	Bridleway link	
Casterton	Bridleway link	
Dunnerdale with Seathwaite	Bridleway link	
Near Holme St Cuthert / West Newton	Bridleway link	
Beetham	Bridleway link	
Broughton West	Bridleway link	
Lakes	Miles Without Stiles route	Footpath link
Lakes	Bridleway link	
Dent	Footpath link	
Haverthwaite	Family friendly cycle route	Bridleway link
Near Welton	Bridleway link	
Near Rosley / Welton	Bridleway link	
Lakes	Bridleway link	
Near Dalston	Bridleway link	
Sedbergh	Bridleway link	Cycle Tourism Hub
Torver	Footpath link	
Near Dalston	Bridleway link	
Grange over Sands	Footpath link	
Buttermere	Bridleway link	
Round Whitbarrow	Horse riding route	
Upper Allithwaite	Bridleway link	Family friendly cycle route
Hesket Newmarket	Bridleway link	
Above Derwent	Footpath link	
Skelwith	Footpath link	
Grange over Sands	Bridleway link	
Near Heversham	Footpath link	

Improvement location	Main action	Other related benefits
Crook	Bridleway link	
Above Derwent	Bridleway link	
Duddon Mosses	Bridleway link	
Arnside	Bridleway link	
Near Lupton	Footpath link	
Preston Richard	Bridleway link	
Milnthorpe	Bridleway link	
Middleton	Bridleway link	
Near Dean Cross, Asby	Footpath link	
Lakes	Footpath link	
Arnside	Bridleway link	
Near Lupton	Footpath link	
Calder Bridge	Bridleway link	
Borrowdale	Bridleway link	
Lakes	Bridleway link	
Ulverston Area	Bridleway link	
Colton	Bridleway link	
St Johns Castlerigg & Wythburn	Bridleway link	
Lakes	Footpath link	Short circular walk
Near Dalston	Bridleway link	
Haverthwaite	Bridleway link	
Borrowdale	Footpath link	
Skelwith	Bridleway link	
Lamplugh	Footpath link	
Dacre	Footpath link	
Ivegill - High Head	Miles Without Stiles route	Health walk
Beetham	Bridleway link	
Lakes	Bridleway link	
Arnside	Bridleway link	
Millom Without	Bridleway link	
Near Dean	Bridleway link	
Near Holme St Cuthbert / West Newton	Bridleway link	
Borrowdale	Bridleway link	
Ulverston area	Bridleway link	
Middleton	Bridleway link	
Broughton West	Bridleway link	
Beetham	Bridleway link	
Near Kirkoswald	Bridleway link	
Shap Rural	Bridleway link	
Skelwith	Bridleway link	
Claife	Horse riding route	Bridleway link
Arnside	Bridleway link	
Near Heversham	Bridleway link	
Lakes	Bridleway link	
Skelwith	Bridleway link	
Egton with Newland	Bridleway link	
Ulverston area	Bridleway link	
Near Heversham	Bridleway link	

Improvement location	Main action	Other related benefits
Kendal	Family friendly cycle route	
Ulverston area	Bridleway link	
Haverthwaite	Bridleway link	
Near Dean	Bridleway link	
Near Heversham	Bridleway link	
Lakes	Bridleway link	
Lower Allithwaite	Bridleway link	
Loweswater	Bridleway link	
Embleton & District	Bridleway link	
Lorton	Bridleway link	
Ulverston area	Bridleway link	
Egton with Newland	Bridleway link	
Near Dalston	Bridleway link	Horse riding route
Near Durdar	Bridleway link	
Lakes	Bridleway link	
Garsdale	Footpath link	
Sedbergh	Bridleway link	Cycle Tourism Hub
Dunnerdale with Seathwaite	Bridleway link	
Gosforth	Bridleway link	
Crook	Horse riding route	
Above Derwent	Bridleway link	
Grange over Sands	Bridleway link	
Blindbothel	Bridleway link	
Grange	Bridleway link	
Dunnerdale with Seathwaite	Bridleway link	
Beetham	Bridleway link	
Ulverston area	Bridleway link	
Near Dalston	Bridleway link	
Egton with Newland	Bridleway link	
Near Heversham	Bridleway link	
Egton with Newland	Bridleway link	
Near Heversham	Bridleway link	
Silloth	Bridleway link	
Kendal	Bridleway link	
Middleton	Bridleway link	
Haverthwaite/Cartmel	Bridleway link	
Grange	Bridleway link	
Leighton Beck	Bridleway link	Footpath links
Keswick	Family friendly cycle route	
Ulverston area	Bridleway link	
Egton with Newland	Bridleway link	
Durdar - Wreay - Gaitsgill	Bridleway link	
Sedbergh	Bridleway link	Cycle Tourism Hub

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