2009 - 2010 ROWIP DELIVERY REPORT

Introduction

Cumbria’s Rights of Way Improvement Plan (ROWIP) was launched in July 2007 and was a significant milestone in developing access to the countryside across our county. 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.

Whilst it is a requirement under the Countryside & Rights of Way Act 2000 (CROW) to prepare and publish a ROWIP, there is no statutory requirement, or specified funds to implement one. Partner organisations across Cumbria have been lobbying hard to try and ensure central government funding is made available; none has yet been forthcoming but we will continue to make the case. This is going to be increasingly difficult given the likely scale of budget cuts in the public sector.

Despite an absence of significant sums of core funding the focus of work during 2009-10 was to deliver projects where a reasonable amount could be achieved at relatively small costs. Often this has facilitated partnership working where partner contributions added together have begun to make a real difference and positive impact. A minimum of £227,000 capital funds was spent on rights of way and access improvements in 2009 -10 with money coming from both local authority budgets and external funding from partners such as Cumbria Tourism, Bassenthwaite Reflections and Natural England (further details in section 7). This does not take into account ongoing statutory legal casework, which can bring real benefits to the right of way network, and the costs for dedicated staff.

An Annual Action Plan sets out detailed project work to be undertaken and was compiled by the three partner organisations (Cumbria County Council, the Lake District National Park and Yorkshire Dales National Park) and supported by other organisations in the Cumbria Countryside Access Partnership including the three Local Access Forums.

Effective and inclusive partnership working has ensured delivery on projects including provision of access information at shows and events, removal of restrictive countryside barriers, development, funding and promotion of routes for people with limited mobility, maximising access to and promoting enjoyment of 2000km² of Open Access land, creating new public footpaths and promoted horse riding routes and identifying and continuing to work to fill gaps in the strategic cycle network.

Equally impressive benefits have been derived from a whole host of partners who acknowledge and understand the importance of countryside access. Success stories here are wide ranging, including the National Trust opening up and promoting bridleway networks around Coniston, Carlisle City Council engaging in outreach activities with local schools to improve footpath surfaces, the Woodland Trust securing grant aid to facilitate improvements for people with limited mobility to their woodland sites and Natural England’s joint project with the Lake District National Park delivering Environmental Land Management Services to land managers. A multitude of partners including The Ramblers, Parish Councils, Areas of Outstanding Natural Beauty, Friends of the Lake District, Cumbria Bridleways Society and Cumbria Tourism all promote the countryside access network through promotion.
This year has also seen Royal Assent granted to the Marine & Coastal Access Act 2009, Part 9 of which aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for most types of open-air recreation on foot. Cumbria is one of five parts of England where work will start first, timetabled currently for 2011.

In November 2009 catastrophic flooding left lasting and significant impacts on the public rights of way network – particularly in the heart of the Lake District and out across the Derwent corridor in West Cumbria. The full cost of recovery is estimated at circa £3.3 million. Much effort has followed to secure funding from government and other sources to assist with the repairs needed and this work is ongoing.

This Annual Delivery Report captures the essence of the successes in 2009-10 under the seven broad areas for improvement (listed below), identifies areas where difficulties were encountered and looks forward to the work required in future years:

- Better information, interpretation and route maps
- Improvements for walkers
- Improvements for equestrians
- Improvements for cyclists
- All-ability improvements which serve wider needs
- Guided and group activities
- Other improvements – public transport promotion, advice to land managers, access to water
1. **Better information, interpretation and route maps**

Cumbria County Council secured funding through Natural England’s Access Management Grant scheme (AMGS) in 2009 - 10 to deliver a number of projects relating to open access land. These are:

**CROW information boards through Open Access work programme**
- 3 local sign boards relocated for improved public interpretation at Waitby, Red Carle and Glasson on the Solway
- 3 new local sign boards installed at Newbiggin (2) and Ladyhall Marsh, Millom
- Reprint of local sign board graphic at Ladyhall Marsh, Millom

![Ladyhall Marsh Open Access sign and new bridge](image)

**Printed and downloadable leaflets promoting Open Access land**
A series of online walking guides illustrating parts of the North Pennines have been produced and can be downloaded on the County Council’s web site (countryside access pages). They have been made possible with funding from Natural England and a successful partnership with Mark Richards, a renowned guidebook author. Mark has been producing guides for over 35 years and takes inspiration from the legendary Alfred Wainwright. The leaflets encourage people to pop on their walking boots and make good use of open access land on their doorstep. Leaflets are available for Cold Fell, Geltsdale, Talkin Fell, Cardunneth Pike and Thack Moor and Black Fell.

Further online walking guides have also been produced in conjunction with Mark highlighting Open Access routes at Greystoke and The Helm (Oxenholme, Kendal). Working in conjunction with the Friends of the Lake District through funding provided by Natural England, a new walking leaflet highlighting The Helm near Oxenholme, Kendal has been created. This area of Open Access land is incredibly popular, offering fantastic views across the surrounding countryside, and with plentiful public transport links is within easy reach of Kendal. Printed copies are available at
Oxenholme Station, local bed and breakfasts, tourist information centres and public houses and at the Friends office in Murley Moss, Kendal. A download version is available within the Open Access section of the Countryside Access pages of the CCC web site listed under Roads and Transport.

Mark Richards penned Open Access PDF leaflets

Funding from AMGS has also enabled the County Council to support St Bees Parish Council in revising and re-printing their suite of parish walks leaflets.

Visitor monitoring for Natural England
Visitor monitoring was completed at Rotherhope Fell, Flinty Fell and Red Carle Allotment. These are sites that have nature conservation restrictions in operation and gathering data on visitor numbers and any impact is valuable to manage these sites appropriately in the future.

The results of the Lake District open access monitoring that was carried out throughout 2008 were finally published by Natural England in late 2009. We are analysing the data to see what implications there are for the management of open access land in the National Park.

Fingerpost ‘added value’ programme
Cumbria County Council has replaced 105 signs with ‘added value’ destination and mileage information during 2009-10 and the Lake District National Park Authority has replaced 81. The YDNPA replaced 19 roadside fingerposts and repaired a further nine.

The Parish Paths Initiative 2009/10
Irthington and Morland parishes have undertaken interpretation work through this County Council led programme. They have produced both leaflets and map-boards.

County wide access signs
One of the actions in the 2008-09 Annual Action Plan was to audit and review the number of advisory access signs developed and used over the years by the
major partners of the Access Partnership (but not including way-marking signs). Following this it was decided that it would be beneficial to produce a universal set of signs across the County, for the following reasons:

- to provide consistent information across the County relating the public’s rights and responsibilities to open access and rights of way
- to present a unified and corporate message regarding open access and rights of way across Cumbria
- to ensure that messages conveyed are legally correct
- to improve landowners awareness of the public’s rights and responsibilities and to prevent unauthorised and misleading signs being erected

A working group was set up to evaluate what signs were needed. We have now produced a suite of 14 signs that will be used by the County Council, the National Trust and the Lake District National Park Authority. Examples of some of the signs are shown below. The County Council is going to run down its existing stock of signs before moving over to these in the future.
2. **Improvements for walkers**

**Barrier reduction**
As part of the County Council’s Parish Paths Initiative Burgh by Sands, Irthington, Dalston, Great Salkeld, Alston, Kirkby Thore, Musgrave, Thursby, Kirkby Ireleth and Casterton parishes have replaced 22 stiles with kissing or wicket gates.

The Capita Symonds parish programme has improved accessibility by making 42 structures less restrictive during 2009/10. The majority of the works were replacing stiles with kissing gates but there was also widening of bridges, lambing gates instead of rails in squeeze stiles, removing obstructions and installing easy latches on bridleway field gates for horse riders. This work happened across 30 parishes.
The Countryside Access team welcome the support of The Ramblers which has enabled a number of access improvements during 2009/10. A grant of £2,200 helped install new gates to improve access to open access land at Wan Fell near Great Salkeld, Hallbankgate near Brampton and stiles on Whinash and Whinfell ridges. The grant has also supported a ROWIP project at Broughton Moor where a wheelchair friendly kissing gate and drainage works were undertaken to improve access for the local community.

The Lake District NPA’s Access Improvement Fund which supports capital schemes that extend or make the countryside more accessible for everyone to enjoy, helped replace 22 stiles with gates. The examples below are replacing ladder stiles with gates at Binsey and on Wansfell summit. Six kissing gates on the Coniston to Torver Miles without Stile route were also replaced with five foot wicket gates to allow wheelchair access, with money secured from Cumbria Tourism’s Adventure Capital Fund.
The Yorkshire Dales NPA carried out a series of barrier reduction works around the village of Dent giving improved access on foot along the low lying and mainly level paths to the east of the village. In total 20 crossings have been changed. The previous structures had been mainly wooden step over stiles or stone squeeze stiles. Where a feature had to be retained this was improved where possible (widening of a stone stile with new lambing gate) but in the main new pedestrian gates and kissing gates were installed. All new pedestrian gates were fitted with an easy latch. All gates were sprung to close with a sign asking for the gate to be left in closed position owing to the sensitive nature of their location in a livestock rearing area.

The YDNPA has also continued to improve open access with provision of crossing points. There are now 28 new crossings within the Cumbria Area with YDNPA involvement. The latest was constructed in December 2009 on the Dentdale/ Garsdale parish boundary as an Open Access link to a Higher Level Stewardship Permissive Route and route of the Dentdale Annual Fell Race. In the Howgills path side retaining walls at Beck House, Clewes, near Sedbergh and Chapel Beck were re-built to protect the respective public footpaths.

**Surfacing**
Under the Parish Paths Initiative, Castle Carrock, Appleby, Bandleyside, Cockermouth, Kirkbride, Cleator Moor, St Bees and Whitehaven parishes have undertaken surfacing improvements.

**Bridges**
Works have now been completed on a new 25 metre span footbridge across the River Irthing at Greenwell, Brampton near the popular area of Talkin Tarn. The new structure replaces an old suspension bridge which was neither economic to repair or met new access and safety standards.
For health and safety reasons the old bridge had to be removed in 2007, whilst detailed proposals and a design for a new bridge were developed and placed on the Council’s “structures list” – a list of some thirty large bridges requiring urgent repair or replacement throughout Cumbria.

With the added incentive that the new structure would improve accessibility – an identified rights of way improvement plan project (the old bridge was difficult to cross), the new bridge became a priority and tenders issued for its construction.

Working in partnership with the Environment Agency, Capita Symonds and Blackburn Fraser Ltd, the new structure was designed and erected by the County Council on a phased approach over two financial years, thus enabling a large costly structure to be built in tandem with other bridge projects.

Funding from Natural England’s AMGS delivered an important ROWIP project at Ladyhall Marsh near Millom. A seven metre span timber footbridge was installed to ensure users could safely traverse a wide drainage dyke and therefore use an existing public right of way to gain access to an area of Open Access land.

Footpath links – CCC ROWIP projects
The CCC Countryside Access team have completed a substantial amount of work on named ROWIP footpath projects during 2009/10. This work across the team has seen the completion of ten footpath projects, important initial phases of work completed on a further seven and six more are underway with further progress and delivery expected during 2010/11.

These projects have ranged in their scope of work from simply improving sections of existing routes, providing enhancements for user safety, creating brand new routes with landowner permissions or through definitive map modification orders. Often we have been working in partnership with private landowners, parish and town councils, users groups and public and private sector partners such as the National Park Authorities, Carlisle City Council, Natural England, The Woodland Trust and Nuture Lakeland to make these projects a reality. Several examples are highlighted below:

- Bowthorn Road Footpath
  This is an urban footpath in Cleator Moor which is heavily used by local people for dog walking and utility journeys to schools and shops. A Parish Paths Initiative (PPI) grant of £1,000 and the Town Council securing
additional match funding has meant resurfacing of the 300m route has been possible.

- **Appleby Riverside Route**
  Residents and visitors to Appleby can now enjoy an enhanced circular walk along a beautiful riverside path which runs through the town. A large tree along the path edge fell down several years ago and took part of the path and some fencing with it, resulting in unsightly metal barriers being installed and a constrained section of path to squeeze through. A PPI grant has meant that the section of path has now been rebuilt and resurfaced, the wooden fencing repaired and missing fence rails replaced.

- **Millom Park Link**
  Working in conjunction with two private landowners the Countryside Access Ranger sought and secured agreement to create a new section of public footpath along an existing desire line used to gain access to Millom Park.
• Armthwaite Riverside
This popular riverside route alongside the River Eden at Armthwaite required a series of enhancements to make it even more enjoyable. Stiles have been replaced with kissing gates, fencing has been repaired and users can now traverse an often boggy section by making use of a number of stepping stones that have been laid.

• Johnny Bulldogs Lonning
Working in conjunction with Carlisle City Council and Carlisle Angling Club funding was secured to provide surfacing enhancement of a 60 metre section of this route which is popular for riverside walking and angling.

• Frizington Occupational Lonning
This project will see the resurfacing and drainage of 1km of a heavily used public footpath in Frizington. A grant from the local Elected Member and a community grant secured by the parish council meant the first phase of work was completed in 2009/10. The second phase will be done in 2010/11.

• St Bees Head Access Improvement Project
Volunteers and staff from the Countryside Access Team have helped open up part of a new 2km footpath at Rottington Common, near St Bees. Brambles and fallen branches were cleared from the line of the path, waymarker posts installed and a new local map board put up.

The new route is part of a wider, ongoing biodiversity conservation and public access initiative lead by Natural England in partnership with the National Trust, RSPB and the County Council. The project is being funded through DEFRA’s Higher Level Stewardship scheme and an Access Management grant bid for the County Council.
The Countryside Access team committed further work to five other footpath projects but were not successful in securing the necessary landowner permissions; these are effectively stalled and would be revisited if the current circumstances around each changed.

**Footpath links – LDNPA ROWIP projects**

There were six ROWIP footpath projects included in the 2009 – 10 action plan. One, dedicating a short link route between an existing public footpath and public bridleway on Great Tongue, Grasmere, was included, initially because it was thought to be a ‘quick win’. However as it is already on open access land, it wasn’t given priority in terms of legal casework so was removed from the list during 2009 –10. Progress on the other five projects has frankly been patchy with details provided below.

- Troutbeck roadside
  This project will provide 650 metres of off-road footpath (including a 75m section of within highway pavement) between Limefitt Caravan Park and Troutbeck. The off-road route has been agreed and the whole route costed, the most expensive section being the pavement section. We are still waiting for the Area Engineer to visit the site and provide guidance and recommendations.

- Caldbeck to Hesket Newmarket
  This project will provide approximately 1.8km of off-road public footpath and permitted cycleway between the two villages. It is also a priority proposal in the Parish Plan. The project has stalled because of landowner objections. The Lake District LAF has a ROWIP sub-group which is keen to assist with ROWIP projects and this is one where we intend to use their expertise and land management experience to help us negotiate with landowners.

- Bootle to Bootle Station
  This project will provide approximately 1.4km of off-road footpath from Bootle to Bootle Station. Bootle Parish Councillors met with the LDNPA Ranger and the Area Engineer in February 2010. The route may be eligible for funding in April 2011 from Cumbria Highways. Currently a local contactor who is also a Parish Councillor is liaising with land owners along the potential route.

- Newby Bridge to Fell Foot
  This project will provide approximately 1.4km of off-road footpath from Newby Bridge to Fellfoot. No real progress has been made on this.

- Hawkshead to Outgate
  A new ESA surfaced path has been approved between Hawkshead village and Hawkshead Hall but there is no progress on extending path beyond this. There is an option to upgrade the existing public footpath from Loanthwaite to Outgate but we are also looking at a longer route project from Hawkshead to Clappersgate which includes more than one ROWIP suggestion. The 2010 –11 annual action plan will clarify which option we pursue and provide targets for that year.

A number of other footpath projects have been completed in 2009 – 10. These are:

- Penruddock School Link Footpath
  This ROWIP project is a great example of a partnership working project. The Lake District National Park Authority, Cumbria County Council and Hutton Parish Council worked with two private landowners to provide a safe off-road link between the Station Road housing development and Penruddock Village. This
benefits school children from the estate who will use the route on a daily basis during school term time rather than the B5288 Motherby road and the minor road into the village. It also provides another link in the public footpath network and will benefit all of the local community who access services (pub, post office, village hall) between Station Road, Motherby and Penruddock.

The project cost £11600 to complete. We received a £4500 grant from the Cumbria Waste Management Environment Trust and £1000 from Rheged. Cumbria County Council covered the legal costs for the creation of the public footpath and the LDNPA Field Team North carried out the surfacing works. Fencing was done by a local contractor in February 2010 and, because of priority being given to flood damage repairs, the work on the ground was finally completed in May 2010.

- Lingholm Woods footpath improvements
  Lingholm Woods are on the north-western shoreline of Derwentwater between Nichol End and Derwent Bay. A very popular public footpath runs through the wood and it is part of both the Cumbria Way and the Allerdale Ramble. Drainage had deteriorated to such an extent that the path surface retained water and had become very muddy. Using £15,000 of funding from the Bassenthwaite Reflections HLF programme we improved both the drainage and surface of the path and replaced a dilapidated boundary fence.
Footpath creation, Stockdale Farm, Longsleddale
The owners of Stockdale and the surrounding land approached us to ask if we could help rebuild an old dry stone wall alongside a green lane towards the head of Longsleddale. The reasons for restoring the wall were many, partly landscape restoration, partly stock-proofing, but also because the owners wished the lane to be used again (it is currently difficult to use as the stone from the wall has tumbled into the Holloway in places).

We reached an agreement with the landowner that our volunteer service would help restore the wall on the condition that they dedicate the lane, and an extension northwards. This gives a rare pedestrian link to the open access land to the east of Longsleddale, and is of interest in its own right. The work is virtually complete with only a few wall stones still to be removed.
3. Improvements for equestrians

Bridleway links – CCC ROWIP projects
The CCC Countryside Access team has completed a substantial amount of work on named ROWIP bridleway projects during 2009/10. This work across the team has seen the completion of four bridleway projects, important initial phases of work completed on a further two and two more are underway with further progress and delivery expected during 2010/11. Examples include:

- Orton bridleway
  A bridleway is now fully open to walkers, horse riders and cyclists after long-standing obstructions were removed. The bridleway forms a 1 km route out of the valley at Orton near Tebay and up over the fell to Great Asby Scar and was blocked by stone walls, making the route impassable. Now five new openings in the walls have been created, stock proof gates installed and signs put in place to re-establish the route following negotiations between the county council’s countryside access team, the landowners involved and the National Farmers Union.

- Living North Pennines Project – ‘Packhorse Routes’
  Working with local land owners Countryside Rangers have undertaken a range of improvements to create two of five promoted equine routes across the North Pennines. The scheme forms part of the North Pennines AONB's ‘Living North Pennines' project, funded by the Heritage Lottery Fund. The first route forms an 11km circuit around Hartside where 12 gates have been replaced with equine friendly ones and two permissive bridleways created. The route starts from the high point of Hartside Cafe, and takes riders down the western escarpment of the North Pennines into the Eden Valley before climbing back onto the ridge to return to the start. The second route provides similar vistas around Alston. The finished project will also see the major restoration of the historic Rickergill Bridge and an interpretative leaflet will be created by the North Pennines AONB detailing all five routes.
• Killington Bridleway
This project utilised the efforts of the CCC Countryside Volunteer team who undertook two work party days to remove fallen stone from the obstructed sunken bridleway, cut back overhanging vegetation and back fill with top soil to encourage re-grassing. The work has provided a more pleasant walking and riding surface for all users. The landowner helpfully provided a tractor with bucket for the stone removal.

![Killington bridleway before and after](image1)

• Frenchfield Underpass
The County Council commenced the legal process to create a public bridleway along the track adjacent to the A66 and through the underpass at Frenchfield, along with a linking footpath during 2009/10. This legal process runs into the 2010/11 financial year and final confirmation of the order is expected during May. If no challenges are received within this period then the route will be officially designated as a public right of way and furniture and surfacing enhancements can then be undertaken.

The Countryside Access team committed further work to five other bridleway projects but were not successful in securing the necessary landowner permissions; these are effectively stalled and would be revisited if the current circumstances around each were to change.

**Bridleway links - LDNPA ROWIP projects**
As well as identifying a further five projects, work continued on the bridleway ROWIP suggestions from 2008 – 09.

• Manesty bridleway link
A modification order was made to redress an anomaly on the definitive map where a public bridleway changed status to a public footpath for the last 190 metres to the tarmac road. A landowner objected and the case was referred to the Planning Inspectorate. The Inspector rejected the Order to make a bridleway on the grounds of insufficient user evidence. We are now pursuing a creation order, based on user need, for this route.
- Skelghyll to Little Town upgrade to bridleway, Newlands Valley. This is one of 23 dedications on National Trust land which need formal approval by the Trust’s National Committee. We are working with the Trust both locally and nationally to resolve these as quickly as possible.

- High Rigg circular bridleway
  This would provide a short circular route around the fell of High Rigg which separates St John’s in the Vale from the A591. It could link in with the Keswick Railway Path and provide a link to the prospective Thirlmere Cycleway. We have explored various options both north and south of the A591. Neither of the two landowners are happy with upgrading a public footpath south of A591 because of its proximity to their buildings. We are drawing up detailed costs for a new route that would follow the fell wall north of the A591 and then out onto the wide verge of the A591. When complete these will be discussed with the landowners, Cumbria Highways and the local community.

- Rydal Hall to Ambleside upgrade to bridleway
  This would provide an off-road route alongside the A591 and would take cyclists off a busy and windy section of the road. Rydal Estate however do not want to dedicate the route as a bridleway. We need to discuss how to take this forward.

- Patterdale to Hartsop upgrade to bridleway
  A bridleway runs from Sandwick along Ullswater and Patterdale to Hartsop apart from a 1.5km section from Rooking to south of Beckstones. This project is to upgrade that section to a bridleway so cyclists and horses do not have to go onto the A592. Landowner reactions have been mixed with some being opposed to the idea. We are compiling all landowner details so the Lake District LAF ROWIP sub-group can assist with negotiation.

- Tarn Hows to Iron Keld bridleway link
  This work is being undertaken by National Trust. Funding is in place but will not be complete until 2010 – 11 because the area’s SSSI designation means Natural England has to give consent first. The initial proposal was not given consent and a revised proposal was sent to NE in April 2010. The Trust has not had a response as yet and are pursuing the matter.

- ‘Round Whitbarrow’ route
  The target for 2009-10 was to devise and develop a project plan for the proposed route. The Forestry Commission (FC) own the land that a substantial part of this route would use and the local FC manager has indicated that they would not be willing to upgrade the current footpath to a bridleway. This is because of the reported amount of unauthorised mountain bike use on footpaths and across the National Nature Reserve. No further progress has been made.

Although not a high scoring ROWIP project, we have added a Restricted Byway from Dalegarth, Boot to High Ground at Birker Moor to the definitive map. We processed a modification order to record this 3km route as a restricted byway. The status of the route has been questioned on a number of occasions over the past 25 years. Some sections were recorded as public footpaths and others had no recorded
public status. Following extensive research, it appears that the route may have been the old public road between Birker Moor and Boot. Our Members agreed that we should make an order to acknowledge this.

The path runs over grassy and stony tracks, taking in spectacular views of the surrounding hills and linking to footpaths running to the waterfall at Stanley Ghyll. It should provide a valuable addition to the rights of way network.

**Lake District National Park Bridleway Strategy**

Of the 132 top scoring suggestions within the Lake District National Park, 64 are for bridleway links. These were either upgrading existing public footpaths or, to a lesser extent, creating new bridleways. The cumulative effect of implementing all of these would be a substantial increase in the length of bridleways across the National Park and a much more integrated network.

This annual action plan, and the 2008 – 09 plan included individual top scoring bridleway suggestions. As this report shows little progress has been made (for various and valid reasons) and we have realised that continuing with this piecemeal approach may not bring any real benefits over the short term and that the bridleway network could remain fragmented for years to come. We have decided to look at all the ROWIP suggestions to see where they bring most benefit, for example the best links with existing bridleways or byways, as well as links with other services such as pony trekking centres, stables and horse box parking areas.

So as a first stage we have mapped ROWIP bridleway suggestions against the existing network and existing services. We asked local user groups and businesses to pass on all the information they had on these services, for example:

- Stables and liveries across Cumbria
- Pony trekking centres across Cumbria
- Known horse box parking facilities
- Existing and proposed promoted routes such as the Eden Valley Loops, C2C bike route, Coniston to Foxfield route, Thirlmere Cycleway etc.
- Horse and mountain bike friendly accommodation
- Bike hire
- Bike shops
- Activity providers and guided bike ride leaders

Early analysis shows four clusters of routes around the Woodland Valley in the south-west Lakes, central Lakes around Langdale and Grasmere, south Lakes south of Newby Bridge, Cartmel and Lindale and a wide area centred on Keswick.

For 2010 – 11 we will develop a more detailed project plan for the Strategy. This will include a consultation and communication plan as a priority, in order to gain the views of landowners and managers as well as user groups.

**YDNPA bridleway projects**

The Occupation Road bridleway which runs above Dent has had major drainage improvements carried out in 2009 – 10. Along 2km of the route three stone pitched fords were constructed, two old stone culverts were re-built, drainage off to the side improved by machine and ruts were re-graded. Five bridle gates were improved and fitted with easy latches.
Bluecaster Road is an unsurfaced unclassified road which formed part of an old roman road between Sedbergh and Kirkby Stephen. 600m of the route close to Rawthey Bridge was poorly drained and water ran down the route and ponded in several sections. Drainage has now been installed along with some minor surfacing which will improve the situation for all users.

4. Improvements for cyclists

Delivery of the ROWIP 2009-10 programmes that offered improvements for cyclists has focussed on continuing with major, capital intensive schemes. Clearly, the economic and funding climate is now radically different from that in which these schemes were conceived. Delivery will be a clear challenge from 2010 onwards.

Carlisle Connect2
The first phase of the Carlisle Connect2 scheme was opened in October 2009. The section, part of the Caldew Cycle Way and NCN 7 gives access to the riverside for
the first time, avoiding the need for cyclists to mix with traffic in the busy centre of Denton Holme. As part of this phase two new cycle bridges were installed as part of the combined flood defence work and improved access undertaken by a range of partners. Both bridges coped well with the flood event in November.

Local children on the missing link  
Cycle bridge over the River Caldew

**Kendal to Keswick Cycle route**
The Lake District National Park Authority and Cumbria County Council are currently working on a number of strategic cycleways within the Lake District National Park. One of these is the Kendal to Keswick cycleway. The scheme is a delivery output from the Transport Framework for the Lake District.

As part of this, in April 2009 Aecom Ltd. was commissioned to undertake a feasibility study on the section from Bowness to Waterhead (Ambleside). This project is to provide solutions for a critical section of the Kendal to Keswick strategic cycle route, and in so doing progress sustainable transport in the Central Lakes, and add to the visitor experience.

In December 2009, Aecom’s final report was presented to the partners outlining the available route options, results of landowner consultations, the key constraints and opportunities, and the outline costs for construction and maintenance.

**Coniston to Foxfield Cycleway**
This project aimed to create a safe and attractive 16km traffic-free surfaced and way-marked route along an old railway track bed, for walkers, cyclists and horse riders linking Coniston with Broughton-in Furness and Foxfield railway station.

It would be a flagship “Miles without Stiles” route and would also be an important strategic cycle link from the central fells area to the south of the park.

In October 2009, the LDNPA and CCC appointed Asken Ltd to undertake a feasibility study the potential route. The purpose of the study is to assess the feasibility of this proposal in terms of its likely cost and ‘deliverability’, taking into account landowner and local community views.

The study involved:
- Landowner consultation
- Community and stakeholder consultation
- Route Assessment and development
The final report of this study was published in July 2010. It is clear from both the findings of the feasibility study consultation and feedback from a recent meeting with landowners from Woodland that a significant number of landowners in the area are implacably opposed to the project. Taking forward this project with this level of landowner opposition would have been difficult, particularly in the current economic climate, and therefore we have decided not to continue with the project.

The project attracted a great deal of support both locally and further afield and we felt it would have brought benefits to many, particularly families wishing to walk and bike through some of our finest countryside, and could also have beneficial to the local rural community. Should the situation change at some future date we would certainly look again at this project in view of the considerable effort and thought which has already gone in to it.

Thirlmere Cycleway
Much progress has been made on the Thirlmere Cycleway during 2009 – 10 although we anticipate that the route will not be fully developed and ‘launched’ as a visitor attraction until 2012 at the earliest.

Capita Symonds Ltd was commissioned by the County Council and the Lake District National Park Authority to undertake a feasibility study into these options at a cost of £14,500. This took place from May to August 2009. The feasibility study recommended that underpasses be constructed at both Swirls Car Park and Wythburn. Speed surveys undertaken during the Whit week holiday at the end of May 2009 (when traffic volumes would be comparable to the busiest times) showed that crossing times could be as low as five to six seconds. This is not deemed safe for a cycle crossing. Current sightlines at Swirls are severely sub-standard and to provide a surface crossing here the carriageway would have to be realigned through the existing National Park Authority owned lay-by and a central refuge constructed. An extensive retaining wall would be required to strengthen the lay-by, dramatically increasing cost to an estimated £373,000. The Swirls underpass will be a new construction with an estimated cost of £360,000, lower than the surface road crossing. Design costs and a geological survey to ascertain bedrock depth are not included.

The Wythburn underpass will use the existing bridge culvert which takes Raise Beck under the A591. A concrete slab cantilever structure will provide a 1.5 metre route for cyclists. 1.5 metres is not a recommended grade width for a cycleway so Capita recommend the section underneath the culvert is classed as a footway and cyclists are advised to dismount. A wider cantilever structure would impede and potentially alter flows of Raise Beck and thereby raise concerns of erosion and scour. The estimated cost for this crossing is £80,000.

Therefore, with a 15% contingency as recommended by Capita, the completed crossings of the A591 will cost in the region of half a million pounds. We are actively seeking funding for this element of the project. The design phase, planning applications and all constraints checks will cost in the region of £28,000. The NPA and CCC have agreed to fund this phase and ground investigations should begin in summer 2010. Obtaining planning permission and other necessary consents will be a bug hurdle cleared and should make the project more attractive to potential funders.
Consultation into the potential closure of the west shore road has just begun. It was due to start in January 2010 but was delayed because of the volume of emergency highways work needed after the November 2009 floods.

The construction work on the ground to physically create the Cycleway is virtually complete. The final section from the lakeshore up to the Swirls lay-by has been delayed by unforeseen complications with the planning process and the design of a 70 metre section from Great How to the dam road, which will be on the highway verge, has yet to be decided.

A traffic and transport assessment has been carried out by AECOM Ltd, funded by the NPA at a cost of £15,800.

**Kendal Canal Cycle Path**
As part of the programme to create cycle friendly towns, the Canal Cycle Path in Kendal has been given a sealed surface. With £160,000 funding from Cumbria County Council, the 1.8km section has been improved which includes access to one of the town’s secondary schools.

![Local cycle club Kendal District Cycle Scene on the newly surfaced Canal Cycle Path](image)

**Flooding**
The Cycle Network in West Cumbria was greatly impacted by the November flood event. The Coast to Coast Cycle Route, Britain’s most popular cycle route, was cut with the loss of Port and Navvies Bridges in Workington, Memorial Bridge in Cockermouth and the bridge at Low Lorton. The importance of this route to the tourism industry in West Cumbria was recognised in the recovery programme. Working together, the County Council and Sustrans had a signed route open for the traditional start of the C2C season over the Easter weekend. Flood recovery work will be on going as replacing the lost bridges has presented an opportunity to improve and future proof part of the County’s cycling infrastructure.

**Dodd Wood cycleway**
This is a large scale project to provide an off-road route from Keswick to the Osprey Viewpoint and Mirehouse. This section of the A591 is not attractive to cyclists as it carries high volumes of traffic and is windy. From the Crosthwaite roundabout cyclists could use the existing minor roads through Ormathwaite and Appletree to Dancing Gate. From here the existing highway verge-side permitted path could be upgraded to a cycleway.
Site visits have taken place and improvement works identified. Detailed costs are being drawn up to pass to Cumbria Highways for discussion. The Forestry Commission agree in principle with the proposals and although they cannot over any financial help, they have made the offer of work in kind, for example machines and drivers for any tree work. We have only had the briefest of talks with the landowner so far. They were positive but much more detailed negotiations are needed.

5. All-ability improvements which serve wider needs

Brockhole Miles without Stiles
The new ‘Miles without Stiles’ route at Brockhole was completed in June 2009 by our Field Team south, providing an easy access route around the site.

There was already a limited mobility standard walk at Brockhole but the route included a particularly tricky section along the southern edge of Birkett Wood, where the path had a rough surface and was criss-crossed with tree roots. Young families with pushchairs struggled to ascend this section and it was not realistic for self propelled wheelchair users to either get up or down this section.

This section of the route has now been realigned, with a new compacted path running south through the meadow to a new gate in the wall corner and out to the lakeshore. The old path leading up to Birkett Wood has been turfed over and the previous opening in the wall will soon be filled. The route is now designated as a ‘route for many’ and is included in the new ‘Miles without Stiles’ booklet.

These improvements were funded by our Access Improvement Fund. The work was carried out in collaboration with Environment and Heritage Team to take into account the nature conservation interests on the site.

Staveley Riverside Miles without Stiles
The Staveley Riverside, is a proposed Miles without Stiles route, which crosses and runs alongside the River Kent at Staveley. The project aims to improve the surface and furniture of a footpath that runs from Staveley Village across the River Kent and alongside the river to the road. A bridge and a stile will be replaced by wheelchair friendly structures. The bridge will have a design unique to Staveley, which would reflect the culture and history of the village. The route would be well used by local people and has received enthusiastic support from the local community.

Throughout 2009 negotiations have been on-going with the landowners and the Environment Agency to gain the necessary permissions. In April 2010 an application was made to the Big Lottery Fund for £50,000 towards the cost of the project with further funding being secured from the LDNPA. If the funding bid is successful it is hoped that work on the phase one of the new route (a new bridge and improved surfacing) will be complete by September 2010.

Coniston to Torver Miles without Stiles
This is a 3.5 km route from Coniston Boating Centre south to Torver jetty. Six kissing gates were replaced with wider wicket gates and several sections of the route were widened and re-surfaced to make the route accessible for wheelchair users. At its southern end, right next to Torver Jetty, the path forded a small stream. The NPA’s Field Team South built a substantial bridge at this point with a stone abutment on the southern bank to ensure wheelchair users could reach the jetty. This had also been
made wheelchair friendly but was badly damaged in the November 2009 floods and is awaiting repair.

The materials for the route were paid for by a Cumbria Tourism board grant of £10,000. This also paid for a new and wider bridge crossing at Yewdale Beck, north of Coniston Boating Centre. This extension, due to be completed in October 2010, will mean that the Coniston to Torver and the Monk Coniston MwS routes will be linked.

**Stair Riverside**
Phase Two of this project, a 1 km northwards extension along Newlands Beck, was mentioned in last year’s delivery report. Unfortunately a substantial section of this route was washed completely away in the November 2009 floods, along with the road bridge at Little Braithwaite.

Phase 3, continuing northwards to the Braithwaite campsite and caravan park, is still in the pipeline and is funded by the Bassenthwaite Reflections HLF programme. Work on this will should have been finished by now but was delayed because of the floods.

**YDNPA Access for All update**
A revised edition of the Garsdale, Dent and Sedbergh Access for all in the Yorkshire Dales National Park booklet was published in April 2010. This is part of an on going
scheme with the objective of creating access for all leaflets for each area of the YDNPA.

**CCC Miles without Stiles update**
The County Council has audited a further four routes for MwS improvements. These are the Westfield Trail at Barrow, Longlands Lake at Cleator Moor, Appleby Riverside and Miltonrigg Woods at Brampton. Assistance with the audit work was received from Cumbria Local Access Forum, a disabled member of the Countryside Volunteer team and the Allerdale Disability Association.

The audits were very positive, confirming that the routes are suitable to be promoted straight away but that some further enhancement works would be beneficial. Subsequently Radar padlocks have been fitted to five gates on the Westfield trail. This will enable users of wider mobility vehicles to unlock a section of the barrier if necessary.

PDF leaflet downloads describing the routes and other supporting pages have been created and can be found within the Countryside Access web pages of the CCC web site. During 2010-11 external funds will be sought for the other identified enhancements.

![Image of County Council volunteers auditing a MwS route at Westfield Trail](image)

**County Council volunteers auditing a MwS route at the Westfield Trail at Rampside, Barrow in Furness**

### 6. Guided and group activities

**Eskdale Trail guided bike rides**
The Eskdale Trail is a promoted route from Dalegarth Station in Eskdale to Ravenglass on the coast. The 8.5 mile route is along a series of linked bridleways and was launched in 2003 to;

- Encourage visitors and locals to cycle for its environmental, health, and spiritual benefits, resulting in a general increase in cycling
Create and promote safe and easy access to the countryside for people who do not generally cycle, yet still being attractive to current cyclists

Provide a new opportunity for sustainable tourism in West Cumbria by encouraging people to cycle the Trail and return via the Ravenglass and Eskdale Railway (R&ER). This would hopefully reducing the number of cars driving up Eskdale

Extend the range of cycle accessible attractions and facilities in West Cumbria, thus unlocking the growing demand for leisure cycling which has been suppressed in recent years by the absence of safe and well marked cycle routes.

Cycle hire and cycle storage facilities were installed at Dalegarth Station in 2004 as part of the route development. Guided bike rides had been mooted since this time but four were finally planned during the summer of 2009. They were led by Dave Robinson who is a qualified mountain bike leader and backed up by LDNPA Rangers. The weather was good for all four rides and all had customers booked on, ranging from only two in June to 14 in August.

More people hired bikes than brought their own, which was good business for the R&ER and they were predominantly novice mountain bike riders. The majority were not familiar with, or regular visitors to the Lake District but had seen the rides advertised in the LDNPA and Cumbria Tourism Events Guide and were attracted to it because it was a different offer than normal. One group of four who came on the second ride in July enjoyed it so much they booked on again for the third ride in August and stayed in Eskdale for the weekend.

**Staff from Lancashire Probation Service on the September 2009 Eskdale Trail bike ride**

**CCC attendance of shows**
The County Council’s countryside access team attended eight shows and events promoting countryside access in wider Cumbria. These were:

- Cumbria Bridleways Society Packs and Tracks Event at Dalemain
- Friends of the Lake District birthday celebration
- Culture Bazaar, Carlisle
- Skelton Show
- Barrow Walking Festival
- Dalston Show
- Westmorland County Show
- National Trust Apple Day
Culture Bazaar
The County Council’s Countryside Rangers, and Countryside Volunteers, in partnership with Impact Housing and Carlisle City Council's Sport and Recreation Dept, ran a cycling activity event in Carlisle at the Culture Bazaar. The Culture Bazaar is a community led annual event, organised by the Cumbria Multicultural Network, which celebrates the myriad of cultures present in Cumbria through music, dance, art, food and other activities.

The event is an excellent opportunity to make contact with and promote countryside access to under-represented groups. Despite the poor weather forecast the day turned out to be very sunny and warm, and the Bazaar attracted over 1800 visitors. The Rangers managed to encourage over 105 visitors of all ages and cultures to have a go at the short skills course in the school quadrangle, and a further 26 came on the short guided rides that were running throughout the day.

Caldew School ‘Environment Week’
In July 2009 twenty students joined Carlisle City Council’s Countryside Officers to undertake footpath construction work in Petteril Valley in Harroby. The footpath was a particularly muddy section in the winter months and the local community group had requested a surfaced footpath to link into the new cycle way running through the Petteril Valley.

The students undertook the work as part of their ‘Environment Week’. The work involved marking out the line of the new footpath, digging out the existing surface and installing over 10 tonnes of sub base all in one day! The Countryside Officers would like to thank all of the students involved and we look forward to what they can achieve in ‘Environment Week’ 2010.
LDNPA shows and events
The LDNPA also attended a number of events and festivals during 2009. These were the Preston Mela, the Keswick Show, the Westmorland Show, the Great North Swim and Kendal Mountain Festival.

7. Other Improvements

CCC Countryside Volunteers
The Countryside Volunteers team have had a busy time in 2009/10 attending summer shows, checking on the condition of gates and signs on open access land, taking down lambing signs and undertaking visitor surveys.

The latter activity involved six volunteers spending time talking with people visiting Longlands Lake near Cleator Moor and on the footpath from St Bees Head to Whitehaven along side National Trust staff and volunteers.

The aim of the survey was to gauge how sites and paths are being used and what improvements could be made. Over 130 survey forms were completed with valuable feedback from fishermen, young families, dog walkers, wheelchair users, retired people and people setting off on the Coast to Coast walk.

The information has been gathered to assist with the ‘Western Connections’ Access to Nature funding bid which is being drawn up with the Lake District National Park Authority, Cumbria NHS and other partners in West Cumbria.

Coastal Access
Development work to see the rollout of coastal access around the entire English coast has moved forward significantly during 2009-10.

The Marine & Coastal Access Act 2009 received Royal Assent, Part 9 of which aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for most types of open-air recreation on foot. The 2009 Act places a duty on Natural England to use its powers to secure twin objectives for coastal access, one relating to a long-distance route (or routes) around the English coast, the other to an accessible margin of land in association with the route where people will be able to spread out and explore, rest or picnic in appropriate places.

The Act also required Natural England to consult on and publish a coastal access Scheme. The Scheme explains the procedures and criteria they will use to align the route and associated ‘spreading room’, and the ways in which access will be managed to minimise conflicts with other land uses. It is the blueprint that will be used at each leg of the journey, as an all-England coast path is developed stretch by stretch around the country. This document was approved by government on 23 March 2010 and stakeholders across Cumbria have been involved in all the previous consultation rounds and actual ground testing of ‘walking the course’ principles on the west Cumbrian coast.

Formal approval of the Scheme from the Secretary of State means that it is now possible to begin work on implementing the first stages of the coastal path – these are planned on a stretch of coast at Weymouth, in order to have the new rights in
place there in time for the 2012 Olympics. Implementation is then due to start in 2011 in five other areas – Cumbria, East Riding, Kent, Norfolk and Somerset.

In Cumbria there will be a process of information dissemination to all stakeholders through a variety of mechanisms supported by Natural England, Cumbria County Council and other interested parties to prepare the county for rollout in 2011.

**Environmental Land Management Service**

As reported last year the LDNPA entered into a partnership with Natural England and local land managers to pilot the introduction of an integrated Environmental Land Management Service (ELMS). The intention was to deliver increased agri-environment funding to enhance the landscape and increase public enjoyment in the National Park.

Securing agreements for increased public access was one of the key themes of the ELMS project. A number of targets were developed for public access. These were:

- Practical work on the ground to deliver five strategic missing links in the rights of way network
- Provide 5km of routes that can be improved for people with limited mobility
- Install 45 less restrictive items of access furniture
- Seek land manager approval and practical works to deliver upgrades for higher user rights for at least five rights of way

Unfortunately none of these targets were met. There were two main reasons for this:

- A general reticence from landowners to agree to more public access
- Confusion over what access work could be funded with agri-environment scheme money.

It was not possible to achieve any of the access improvement targets other than through negotiating new permissive access agreements on existing ESA Schemes. So access furniture could only be made less restrictive on permissive routes and not on rights of way. Higher rights would only have been permissive and as all ESA schemes had less than 5 years to go before expiry this was not thought to be a long term solution to address missing links in the network. Problems also arose where a route passes through numerous land owners/agreement holders which had different expiry dates and may not all agree to the permissive access.

We did secure one significant access agreement at Birkett Mire, St John’s in the Vale. Upgrading an existing permitted footpath to a permitted bridleway along the line of the old Keswick to Penrith railway was one of the highest scoring ROWIP projects and we managed to secure landowners agreement for this upgrade to take place. The work on the ground is to start this summer and in time it could provide a link from the Keswick Railway Path to the Thirlmere Cycleway.

**November 2009 floods – LDNPA and CCC response**

The severe floods of November 2009 caused extensive damage to the public rights of way network across Cumbria; comprising source impacts within the heart of the Lake District and collateral impacts from out flowing river systems – particularly the Derwent corridor in west Cumbria.
A detailed assessment of the damage both within the Lake District National Park and wider Cumbria has identified a programme of repair in order to address the following impacts:

- 253 missing or damaged right of way bridges, of which 25 are significant large structure across major rivers (includes the rebuilding of Navvies bridge, Workington and Memorial bridge, Cockermouth);
- 85 public paths which have severe surface damage, undercutting or have been lost to river action;
- 70 paths with destroyed access furniture (gates, stiles, signs etc).

The proposed recovery programme has been prioritised using an analysis of those damaged public paths which have a significant impact on local communities and daily life and provide a vital role in the local visitor and tourist economy.

The works have been prioritised according to:

- Impact on local people’s ability to conduct their everyday lives;
- Value of specific public paths to the local economy and tourism industry;
- Need to gain permission, consents and assents related to protected landscapes and sites including Sites of Special Scientific Interest (SSSIs) and Special Areas for Conservation (SACs);
- Need to apply for and secure consent to work in-river (Environment Agency) and planning permission for the works and structures (CCC and NPA); and
- Opportunities to future-proof works to mitigate against future flood events.

Current assessments of cost are at circa £3.8M comprising LDNPA costs of £1.73M and CCC costs of £2.04M over 2 years. There has been good progress in undertaking recovery works within the LDNP using £250K funding provided by DEFRA in 2009/10:

- 86 bridges replaced or repaired
- 14 bridges improved for flood defence
- 14.5km on 49 paths repaired
- 60 drains/culverts replaced or repaired
- 16 items of furniture repaired or replaced

A further £250K of DEFRA funding has been secured for the Lake District for 2010/11. A funding package has been secured to rebuild Navvies bridge in Workington and Millers bridge in Cockermouth. Pre contract investigative work is underway to replace Navvies bridge with a new iconic design with completion programmed for April 2011. Millers bridge is currently being rebuilt with completion programmed for August 2010. £190K funding has been secured from the North West Improvement and Energy Efficiency partnership to help with the restoration of paths in and around Workington.

**Summary and issues**

The previous 30 pages highlight the breadth of work undertaken by the three authorities across Cumbria, and their partners. Fund raising is key for all projects regardless of their scale because, as stated in the introduction, there is no government funding available for ROWIP implementation and core budgets cannot cover the full costs of ROWIP projects.
The details below provide an indication of the sums of money spent and secured for individual ROWIP projects and other access improvement work.

**LDNPA**
- £14.5K from LDNPA and CCC for Thirlmere Cycleway A591 road crossing feasibility study
- £15K from LDNPA for Thirlmere Cycleway traffic and transport impact assessment
- £30K from LDNPA for Coniston to Foxfield Cycleway feasibility study
- £11,000 LDNPA Access Improvement Fund for least restrictive access and pump priming ROWIP projects up to a value of £2000
- £45K from NWDA for feasibility study into cycleway from Windermere to Ambleside
- £10,000 from Cumbria Tourism’s Adventure Capital fund for the Coniston to Torver Miles without Stiles route
- £4500 from Cumbria Waste Management Environment Trust and £1000 from Rheged via the Tourism Conservation Partnership for the Penruddock footpath
- £15,000 from Bassenthwaite Reflections for the Lingholm Woods footpath improvement scheme
- £2,500 from LDNPA for the Give the Driver a Break leaflets 2010

**CCC**
- Capital input from CA budgets (including ROWIP, Parish Paths Initiative, Capita Symonds Parish Programme) - £17,495
- Funding from other CCC sources (Property Services, Members budget) – £8,500
- Externally secured funds (e.g. LDNPA, Carlisle City Council, Cumbria Waste Management Environment Trust, Natural England) - £36,446
- Total value - £62,441

**YDNPA**
Capital spend was £4600 on Occupation Road and £2600 on Bluecaster Road. Other projects were met out of normal base budget which for the Cumbria three parishes is £50,000, including all associated staff costs.

**ROWIP – the future**
Funding for 2010 – 11 and beyond is clearly going to be an issue given the impending cuts to public sector finances. The LDNPA and YDNPA face budget cuts of 5% with the very real possibility of more to come. We do not yet know what the ‘austerity measures’ inferred by the new coalition government will mean for current funding streams but delivery of projects is certainly not going to get any easier.

We have an opportunity in the new financial year to try and secure funding through the development work for the third Local Transport Plan or LTP3. The ROWIP and LTP3 are to be merged for the start of the next financial year and we need to make the case that ROWIP projects, which cost a fraction of what highways projects cost, can contribute to the national LTP3 targets.
The four targets are:

- **Economy**
  For many parts of Cumbria the economy relies on tourism and the large scale projects contained within the ROWIP, and other projects being developed outside of it, will play a key role in attracting investment and income into the county. For example the Thirlmere cycleway, the Pennine Bridleway, the Eden Valley Loops and the Coniston to Foxfield cycleway.

- **Environment - tackle climate change and reduce carbon consumption.** All the projects above could encourage people to leave their cars behind and use more sustainable and healthy forms of transport. One of the key themes in the Sustainable Transport Framework, supported by both CCC and the LDNPA, is to develop cycle and horse-riding routes from transport hubs within Cumbria. ROWIP projects can deliver these.

- **Active Health - we want to help the people of Cumbria to lead healthier lifestyles and to encourage people to walk and cycle more on their regular journeys and for leisure.** Again all the above mentioned projects are an obvious fit.

- **Safe Roads - we want to make peoples lives safer.** This can include small scale projects like developing sections of off-road paths and providing crucial links in the rights of way network as well as headline and flagship projects like the family friendly cycleway projects mentioned above.

Funding for ROWIP projects from LTP2 within Cumbria has been negligible. We would like to see that change for LTP3. At the operational level of the Task Groups we have discussed the issue with Cumbria Highways staff. Our preferred option would be to see a percentage of the overall LTP3 budget top sliced for ROWIP projects. Based on the LTP2 budget of an average of £23 million per year a 1% slice of £230,000 would mean we could deliver on many of the top scoring ROWIP projects. Therefore securing core funding for the ROWIP has to be one of our key targets for 2010 – 11.