

Published response - organisations

Page no.	Para no.	Comments or summary	Response	Recommended action
Allerdale Disability Association				
0	0	Disabled people also need access to countryside activities ie. Fishing, birdwatching etc and should be considered in access issues to the countryside	Noted	We are working with representatives of disability organisations, and this ROWIP is part of that
0	69	Most cycleways are suitable for people with limited mobility and should be published as such	Agree	The link between the user groups in the opportunities section will be made.
Arnside/Silverdale AONB				
0	0	All of the maps used in the document are too small to be meaningful	Agree	The maps will be improved for the full ROWIP
0	0	Key action are not mentioned - Ensuring definitive map is brought up to date - Investing in increasing the accuracy of the definitive map - Working to ensure the existing network is open and easy to use	Noted	It has been decided that statutory duties are not included in the improvement plan. This will be made clearer
0	0	Maintenance - no recognition nor exploration of the further potential for work done by bodies external to the Council. Much work has been carried out by organisations such as National Trust and AONBs	Agree	Potential Partners will be further identified for the full ROWIP.
8	0	UCR should be correctly called Unclassified County Road - particularly as unclassified roads are referred to elsewhere in the document.	Agree	UCR will be consistent

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20	0	The picture used here is meaningless and of very poor quality	Agree	The picture will be removed
22	0	"never used" can only be "apparently not used" - we believe "never used" is not verifiable by any practicable survey techniques (see also page 70)	Agree	This was the nomenclature used by the Cumbria Lost Ways project and cannot now be changed. However, a caveat can be added
27	0	"Opportunities for horse riders" makes no reference to the difficulties encountered with fragmented bridleway networks, or road traffic issues.	Agree	Reference to your points will be added
27	0	Pgs 28 & 29. "Opportunities for cyclists". This section does not adequately reflect the current rise in popularity and financial input from this sector.	Agree	This section will be revisited
51	0	Statement in Table 5 that "other users" needs are assessed as being met is not substantiated in our view.	Disagree	This was the result of the research, the user groups were involved in the drawing up of this table.
82	179	Road safety statement is bizarre. The motorway network and RoW network are statutorily exclusion. There are many instances of dangerous 'A' road crossings, which require action and the authors seem unaware of the DfT initiative for improving Trunk road RoW crossings	Agree	This paragraph will be revisited

Barrow & District Rambling Club

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Off road vehicles should be banned from the Lake District fells. Footpaths are being badly eroded.	Noted	The NERC Act has brought about some changes to the network available to off-road vehicles
Barrow Borough Council				
0	0	No geographic prioritisation beyond LDNP boundary. It would be preferable if ROWIP was supported by Area-based Action Plans	Noted	Under discussion
0	0	Financial information should be included in the plan.	Agree	The full ROWIP will include costings
0	0	Section on Social Inclusion should demonstrate how the plan will make the countryside more accessible to those areas of greater deprivation and worst health statistics for illness directly related to lack of exercise.	Agree	The 'integrated access' section will be revisited and strengthened
Beetham Parish Council				
0	34	'Over 7441 km' is too precise, substitute 'over 7400 km'	Disagree	If we were not as precise then other comments would be received to notify us of the correct figures
0	38	Would help illustrate the scale of access land if 2137 sq km was supplemented with 'which is x% of total land area of Cumbria, ?% LDNP, ?%YDNP, ?% Arnside/Silverdale AONB, ?% NPAONB and ?% OF Saonb	Agree	Will expand the open access section with the suggestions

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19		Table 3 - It would help if the lengths given for each of the 4 management areas were expressed as a % of the overall length in the county	Agree	The figures will be shown as % of total length as well
60		Action 17 - Add 'beaches' to 'lakes and rivers'. Thinking of those either side of Ravenglass and in the parish of Meathop and Ulpha near Levens	Agree	We will add 'coast' to lakes and rivers
61	0	Action 24 - Would like to see the maps include permissive routes for cyclists which are not defined bridleways or c/ways, perhaps on designed Open Country and Registered Common which an absolute right does not exist but where cycling is tolerated.	Agree	As far as possible, permissive routes will be added to maps published in the full ROWIP
61	0	Delete 'for beginners', more seasoned cyclists might also be interested	Agree	Although this action is focussed on the needs and preferences research which highlighted the need to improve confidence, rather than cater for more experienced cyclists. We will reword to include 'those returning to cycling'
62	152	Delete 'the area covered by part of the' which is superfluous	Agree	The wording will be revisited
65	0	Action 13) I hope this will include clear advice about the legality or acceptability of use of mountain bikes in Open Country	Noted	Research into 'higher rights' on open access areas is ongoing.

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68	0	26) I feel inclusion of 'guided cycle trips' is justified	Agree	Although this was not one of the needs identified in the research, the concept of guided cycle trips will be incorporated into the statement of action

Blawith & Subberthwaite Parish Council
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0	0	LDNP Action Plan No 26. Concerned about notion of a proliferation of "on-site" info in the forms of interpretation and information points and signage which would seem to go against the policy of maintaining the NP relatively free of advertising etc	Noted	We will identify 'strategic' locations to ensure that needs are met without proliferation.
0	0	Need for very full and sensitive consultation with groups affected before action is taken on, for example, changes to signage.	Noted	Noted
0	127	Needs and preferences. Conflicting. Eg rural residents, serious walkers and land managers wish to keep countryside natural, while passive visitors wish to have imps in facilities and infrastructure. Appears to have been no attempt to determine the relative strength of these views.	Noted	Noted
0	130 to 142.	Prioritisation methodology. Process appears to be biased towards improving matters by making changes. Suggest it is equally important to articulate what is currently done well and safeguard it.	Noted	Noted

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Borrowdale Partish Council				
0	0	Honister Ramble bus service is well used and probably one of the most useful services to walkers in the Lake District. We will be dismayed if it is discontinued.	Noted	Noted
0	0	Footpath alongside the B5289 Borrowdale Road is very well used but is in a poor condition and impassable in places, forcing walkers onto the road. Needs vegetation cut back.	Noted	Noted
Boughton Estate Limited				
0	0	Of view that a well managed RoW network adj to the foreshore will improve the amenity and assist in protect of this environmental resource and would ask that Council are mindful when prioritising imps to network.	Noted	Noted
British Horse Society				
27	0	Very limited opportunities for horse riders in the draft. Need more links to bridleways and keep riders off the busy roads	Agree	The text about opportunities for horse riders will be revisited
32	65	Carriage driving is 80% private - not relying on organised events or clubs. It is a useful resource too for people with limited mobility exactly the same limited mobile with wheelchair users	Agree	The text about carriage-driving will be altered and links made between the user groups identified.
British Mountaineering Council (Lakes Cumb				

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0	0	How do you plan to "exploit" new access? Where are the proposals for ideology to be put into practice. Difficult to evaluate why we have been consulted!	Agree	Information about the implementation / report and review mechanisms will be included in the full ROWIP
0	0	What is planned following this consultation? Taking account of the no. of public footpaths etc.	Agree	The next steps will be made clearer in the full ROWIP
Burton Fell Walking Society				
0	0	No mention in the report for targets to be set or method of achieving targets to implement the plan.	Agree	Agree - the full ROWIP will have more information about timescales, targets, implementation information etc
74	162	No mention of who would carry out work, what funding is available, timescale to carry out improvements and/or remedial works or system for prioritising.	Agree	The timescales / funding / monitoring information will be included in the full ROWIP
Caldbeck Parish Council				
0	0	Balanced Plan. Specific project mentioned to ensure is included	Noted	Noted
0	0	The document demonstrates a balanced approach to improving access to all user groups	Noted	Noted
Carlisle City Council				
28	58	AP17 - Suggest easy traffic-free trails are extended in the north of the county, using disused railway lines near/in key service centres	Noted	Noted

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33	73	AP26 - Limited mobility users: it would be desirable to improve paths in country parks to accommodate users	Noted	Noted
44	113	Should the 'Safer Routes to School' initiative be included?	Agree	It was - as 'Better ways to school' projects. We will make more links with this initiative before the full ROWIP is published
64	30	AP8 - Encourage the development of circular routes in country parks	Noted	Noted
CCC Transport Policy Team				
0	0	Figs 2 4 5 10 11 12 13 & 14. Can boundary lines and dots be made thicker so that different colours can be better distinguished	Agree	The quality of the maps and figures will be improved for the final ROWIP.
27	57	Add Eden Valley Cycle Route to list of long distance cycle routes in para 57	Disagree	There are too many locally promoted routes to mention, we have concentrated on the strategic ones.
38	95	Add Compendium of Transport Policies - Chp 7 on Countryside Access & Walking to the list	Agree	The LTP bullet point in para 95 will be expanded to specifically refer to its compendium of policies.
CCC, Head of Transport & Spatial Planning				
0	0	The need for improved monitoring arrangements and more reliable 'use' data for the network is a requirement	Agree	Work is underway to improve monitoring / research for the future.

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Clifton Parish Council				
0	0	We feel adequately covered at the moment. Leaflets showing circular walks would be something to be considered in the future	Noted	Noted
Cllr Millom				
0	0	Millom - cycle ways are almost none existent and yet the potential for such a facility is enormous.	Noted	Noted
0	0	Need for investment now.	Noted	Noted
Cllr Wearing				
51		These groups should be split up. RVC, climbers, water based activities are different and will give a false reading if left together.	Noted	A valid point, but the research has already been completed and we cannot change the key audiences now
Cockermouth & District Civic Trust				
0	0	As a framework document, this seems to be very good	Noted	Noted
0	0	Would emphasize the need to maintain / improve urban rights of way as well as rural - this is not obvious from the document as written	Agree	A statement about the balance between rural and urban areas will be added
Colby Parish Council				

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0	180	LTP - If it is decided to use verges to join bridlways or where roads narrow, how do you keep the verges of 'special interest' safe. People will not be able to differentiate.	Noted	Under discussion
Colton Parish Council				
0	0	Document needs more regard to management of existing network and impact of network development on local communities	Noted	Noted
0	0	Needs of local communities should be considered before those of recreational users	Noted	Noted
0	0	More needed in the plan about management of existing UCRs and how achieved.	Agree	Mention of existing unsurfaced UCR management will be made
0	23	Impact on local communities should be assessed	Noted	Noted
0	46	We agree that waymarking is important	Noted	Noted
0	51	Walking guides go out of date and should stress the need to use a map and follow signs	Noted	Noted
0	51	More needs to be done to educate public of their responsibilities	Noted	Noted
0	89	Reports of irresponsible and inconsiderate use by trail bikes, including damage to unsurfaced roads. 8 routes are in the parish which raise concern given low level of public funding to maintain these routes.	Noted	Noted

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0	105	Little importance is given to farming in Cumbrian economy	Agree	We will strengthen the fact that landowners are a key partner in delivering improvements
0	110	Education section should stress the need to follow the countryside code and understand responsibilities	Noted	Noted
Confederation of Passenger Transport UK				
0	0	Plan fails to address many coach visitor issues - could be further developed through the Cumbria Coach group that meets with the Cumbria CC and the Tourist Board	Noted	Noted
0	0	DDA para in glossary should make it clear that this covers hightway works at the point of access to the countryside i.e. bus and coach stops	Agree	The glossary will make it clear what is meant by 'service providers'
0	0	Bus / coach stops and short timed walks could be integrated	Agree	This idea will be added to the statement of action
0	0	Legally carriage of cycles could not restrict the carriage of wheelchairs	Noted	Noted
0	0	Should include a policy statement that existing good practice bus stop infrastructure needs to be maintained, extended to those tops not currently meeting the county standard, and appropriate funding allocated.	Noted	Bus stop infrastructure is beyond the scope of a ROWIP

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0	0	Greater integration with public transport needed when people are planning countryside visits	Noted	Noted
0	0	KA12 We have concerns about lack of toilet facilities at some coach parks / their closure at certain times of year	Noted	Noted
0	0	Glossary should include 'sustainable modes of transport' and 'public transport'. If coach travel is not included it should have a separate heading	Noted	Noted - the 2 suggestions will be included in the glossary
0	0	KA12 Policy needs to reflect the size of wheelchair that accessible buses can accommodate	Noted	You make a good point about the practicalities about delivering accessible buses and integrating improvements for people with limited mobility with public transport.
0	71	Low floor buses are being introduced. See comments	Noted	Noted
0	98	Concept of KSCs are welcomed	Noted	Noted
0	115	Recommends that coach operators are included as well as bus operators	Noted	Your point will be incorporated into the text / SOAs if possible
0	124	Adults with pushchairs should be included as a group.	Agree	This is included - see text under 'KA12' on page 48. The text here will be made clearer, using bullet points.
0	124	Disappointing that coach visitors were not included in the survey.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	129	We have raised with CCC the issue of coach parking charges and lack of flexibility / transfer of coach parking tickets if short stay coach stops are to be encouraged	Noted	Noted
Countryside Agency (Natural England)				
0	0	Chpt 4 - Given PIs that have been selected, is any further work planned to establish the baseline data needed to measure whether performance has not been met or been exceeded.	Agree	When performance indicators are agreed we will gather baseline data and consider how to clarify monitoring / reviewing
0	0	Chpt 4 - Partners: AONBs have been rightly identified as potential partners for projects in their areas but it must be remembered that they have relatively small budgets and their primary role is for landscape protection and conservation. The ROWIP target groups could play a greater role in helping to delivery many of the actions identified.	Agree	noted
0	0	Chpt 2 - The quality of the existing network is crucial but this doesn't perhaps come through strongly enough. Would also benefit if there was a further analysis of access opps that exist etc.	Agree	We will integrate the 'existing resource' and 'condition' sections, and put 'opportunities' third. We will make it clearer about how we made an assessment of adequacy (asking people where project demand is) and our general analysis of the results.

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0	0	Exec Summary should provide a brief overview of the ROWIP from Introduction and Context through to its recommendations and priorities. Feel reader would benefit from more explanation.	Agree	The Exec summary be strengthened in terms of what ROWIP is designed to do and key findings
0	0	Chpt 4 - Further clarification on what the Key Service Centres are would be useful here in addition to the appendix	Agree	we will add list of KSCs in 'glossary'
0	0	Chpt 4 - The assessment research provides a useful platform of data upon which robust decisions on priorities for future imps can be based	Agree	Noted
0	0	Chpt 3 - In placing the 'policy framework' chapter btween the two assessments the flow of the doc is interrupted. Should be placed towards start of of plan.	Agree	Will place this section at the front of the document
0	0	Chpt 3 - Useful to include an overview of the ther relevant initiatives, plans and cos that have synergy with ROWIP. It identifies many of the different issues and oppos that can benefit from imp to access and recreation provison	Agree	Noted
0	0	Chpt 4 - SofA are aspirational and dependant on securing funding, the plan should at least try to provide some cost estimates and timescales within which actions will be completed	Agree	To include costings and timescales etc is part of the full ROWIP

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0	0	Chpt 4 - Statement of Actions does not separate proposed work between those that comprise existing stat duties and no-stat duties or clear who the actions will be undertaken or who is responsible	Noted	Firstly, SOAs do not include statutory duties. Secondly, We will consider having a lead partner for SOAs.
0	0	Section on policy framework and integrating access is useful but might be simplified and re-organised to demonstrate more clearly how the ROWIP will help to deliver the many different elements of the Councils priorities	Agree	The commitments and links in the policy framework section will be strengthened. This section will be moved to the front of the ROWIP. Also links made between Council Plan, Vision for LDNP, etc
0	0	Ref should be made to how the ROWIP will influence relevant aspects of other plans	Agree	Under discussion. Will try to have a diagram of how policy documents interact.
0	0	Chapt 2 - Fig 2. Showing the County and designated landscape boundaries is unclear and difficult to read	Agree	We will improve this map
0	0	In addition to working with central, reg and local govt and agencies on existing and future access and recreation activities we will also continue to promote public access and understanding of the countryside through the Higher Level Stewardship Scheme.	Agree	We will add in 'existing access resource' section an overview of the permissive routes in Cumbria.
0	0	Chpt 4 - Future Natural England led Discovering Lost Ways project may help Cumbria to identify historic routes never record as PROW that could help fill gaps in the network and provide new opps	Agree	welcomed

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Chpt 4 - We hope Natural England will also be able to help CCC and its many partners to deliver different aspects of this plan through the provision of advice, info or where poss financial support.	Agree	will add natural england to SOAs 'potential partners' where possible
0	30	LAF - Although covered in the glossary it would be useful to reiterate their remit and why they have a more prominent role in the dev and consultation of ROWIP and other groups	Agree	Para 30 will be clearer.
0	32	Proposed Timetable - This suggests that once the ROWIP is published in Spring 2007, then the exercise will be completed. Presume doc will be reviewed regularly. Could also outline how things going to be taken forward afer this.	Agree	proposed timetable will be clearer in full ROWIP, also details of how SOAs were consulted upon
0	39	Should also establish how the role of the management groups and their structures in Cumbria will help to oversee and deliver the ROWIP	Agree	Management structures are under discussion. Will include a flow chart when agreed.
0	44	Use and Condition Surveys - Whilst a summary of the survey results from the LDNP and YDNP will be included within the appendix it may be useful to record the headline findings from those surveys in the main body of the doc	Agree	Within the constraints of the different survey methodologies. The LDNP and YDNP text sections from the appendix will be brought forwards
0	105	Chtp 3 - In establishing policy framework it is suprising there is little or no refer in the doc to the Def Map and Statement, AONB and other management plans, regional or local tourism strategies	Agree	Will add

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0	125	Chpt 4 - Not altogether clear whether the assessment encouraged the key audiences to consider all types of access opps in a variety of sites and locations. Were audiences asked to indicate preferred imp's in generic or specific locations?	Agree	Will add a sentence about Faber Maunsell research
0	127	Chpt 4 - Would seek to place more emphasis on the findings from the needs and preference research currently summarised at para 127 and 128. Conclusions should then set the context for the prioritisation methodology	Agree	We will strengthen the analysis section or add extra column on page 50 etc
0	140	Chpt 4 - Analysis in this section may benefit from further depth and detail	Agree	We will draw conclusions from figure 10 etc and link them to the analysis section but tempered with the constraints of this method of assessing adequacy

Countryside Agency Pennine Bridleway Natio

0	0	One of the main things is that it is no good promoting routes, producing maps etc if the facility itself is of a poor quality or not fit for purpose.	Noted	Noted
0	0	Why are horse riders and carriage drivers lumped together when they are different types of user?	Agree	This was only for the statement of action, as it was felt that actions 22 and 23 in the draft Cumbrian SOA would benefit both user-groups. This will however be changed for the full ROWIP SOA.

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0	8	The promoted riding routes should preferably be in areas with the largest horse populations or where box parking is available - identification of those farms who would be willing to provide box parking to access the more remote parts of the network could be useful.	Agree	The full ROWIP will include an action to link promoted riding routes with identification of suitable horse box parking areas.
0	22	Not much reference to improving the condition of the existing BW and byway network which believe is as important as identifying and filling the gaps in the network. On paper network looks reasonable in places but much of it is not used by riders because they have no confidence that the route will be safe and or free from obstruction.	Noted	The condition data we have is summarised.
0	23	Circular riding routes of varying lengths ie part day, day or weekend ride would usefully be identified with the latter tied in to businesses able to support overnight accommodation (and act as a box park)	Agree	The full ROWIP will include an action to link promoted riding routes with identification of suitable horse box parking areas and tied to local businesses / accommodation providers.

Cumberland Bat Group

0	0	Gives bat walks - as these are at night H&S is important for the public	Noted	Noted
0	0	Problems with Himalyan Balsam in riverbanks when giving walks at night	Noted	Noted

Cumbria Association of Local Councils

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Funding is the all important problem and the CC will have to forever make the point both in and outside the NPs relies to a great extent on visitors to sustain the local economy. Must ensure funding streams from central govt are used to maximum effect.	Noted	Noted
0	0	Considers ROWIP to be an impressive document. Consultees and other interested parties should be kept abreast of progress in order that they are able to monitor their particular issues.	Agree	Agree - consultees and stakeholders will be kept notified
0	0	We note the stat duty to produce a ROWIP with a simple aspiration to implement some of the Statements of Action. Hopes the authority will see the need to set internal targets to ensure that some if not all the SoAs are followed through and that the Overview and Scrutiny Review system will operate. Hopes delegating powers to NPA will not result in CC taking less interest in implementation of improvement projects within the parks	Noted	Noted

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0	0	Quiet Lanes. Not clear whether the term is to include Greenways which the Barrow LC have considered from time to time. May be helpful if the Imp Plan were to list those lanes if any which are at present designed as Quiet Lanes and those which are designed as Greenways. Could be achieved with relatively little expense with the total agreement of all interested parties with adequate signing and publicity in promoting these roads	Agree	More information about 'Quiet Lanes' will be included in the full ROWIP
0	0	Long Distance Footpaths. Not all paths within the area are National paths and these do not benefit from central funding. Partnership working with those parishes where eg the 'C2C' walk crosses to improve signing would assist. Noted Sustrans have invested in good signing C2C - same cannot be said of Wainwright walk where in some parts no signing is evident. CALC could help in providing a forum for discussion and action in this area.	Noted	Noted
0	0	Opps for people with limited mobility. Assoc acknowledges the efforts that have been made and will continue to help.	Noted	Noted
0	75	Question of more challenging locations is raised. Recognised that not all routes will ever be suitable for some without major imps which will alter the landscape	Noted	Noted

Cumbria Bridleways Society

Page no.	Para no.	Comments or summary	Response	Recommended action
27	54	Please could I be consulted on the Hartside 'Packhorse' trail as I ride this and areas need attention.	Agree	Your contact point will be passed to the N Pennine AONB officer
Cumbria Lost Ways Project				
0	0	Disappointed no mention of historical connections	Noted	Noted
0	0	Hope maps will be clearer in final copy	Agree	The maps will be improved in the full ROWIP
0	0	'Action suggestion start points map' not sure request has been included for upgrading the presently marked f/p grid ref 992/074 to 995/077 to a bridleway.	Noted	Noted
0	44	Use and Condition Surveys - Cumbria outside the NPs 6th bullet point - A number of routes can be identified that may be suitable for upgrading	Noted	Noted
Cumbria PCT				
0	0	Strongly supportive	Noted	Noted
Cyclists Touring Club				
0	0	SOA Action 9 - concept of quiet lanes should be a priority.	Noted	The priority of any specific project is assessed using the scoring system
0	0	Problem with much of Cumbria outside the Lakes is that much of the bridleway network is of short lengths and of little use to cyclists.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Demand for circular off-road routes.	Noted	Noted
0	0	KA8 Mountaing Biking - Agree a range of more challenging routes required.	Noted	Noted
0	0	Sustainable Transport & the Environment - compares the distance travelled by bicycle and the car and concludes we are cycling less. These figures do not account for recreational cycling which is what the Draft ROWIP is about.	Agree	The 'integrating access' will be thoroughly re-examined
0	0	SOA Action 16 - CTC has an officer who would be willing to meet anyone in Cumbria to be of assistance	Noted	Noted
0	0	Local authorities should publish and promote new off-road cycle routes and facilities, and encourage other agencies and publishers to publicise off-road cycling opportunities	Noted	Noted
0	0	KA9/10. Suppressed demand for high quality off-road routes and none more so than for young famailies and less confident cyclists. These are needed to provide essential link from town to countryside and thence country roads and off-road networks.	Noted	Noted
0	0	Local authorities should identify gaps and shortcomings in current off-road cycling provision and prepare proposals, priorities and timescales to remedy these.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Local highway authorities should adopt strategies to promote recreational cycling which may be set out in their cycling strategies and/or separate recreational travel strategy. Should show where investments may be best made to service interests of cyclists in ways consistent with the wider aims of improving provision for other users including walkers, equestrians and those with visual of mobility impairments.	Noted	Noted
0	0	Preparation of ROWIPs should include: a suitable survey of statutory RoW and other highways to be found on Def Maps, highways maps and those highways to be found on the List of Streets which are considered to be available for cyclists. These to include bridleways, byways, RUPPs/Restricted Byways and unsurfaced roads, Identification of non stat trails provided by the Forestry Comm, British Waterways together with railtrails and any permissive paths on which cycling is permitted, routes promoted on Stat RoW and other highways including those which are waymarked or identified in guidebooks etc	Noted	Noted
0	0	Cycle Tourism Hubs. One of the criteria of a hub is the provision of cycle hire facilities. In small locations this will not be commercially viable.	Noted	Noted

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0	0	SOA Action 18 - fail to see what completing what is obviously the NCN has to do with a Draft ROWIP. Is this you responding to Sustrans' agenda?	Disagree	The proposed NCN cannot be completed without ROW improvements. The research clearly identified a need for these routes
0	0	Casual cyclists - this is where the changes in cycling illustrate the difficulty in trying to compartmentalise cyclists into two categories which may have been correct in past but now a considerable overlap between the criteria for casual cyclists and serious cyclists.	Agree	The attempt to categorise cyclists will be re-examined and a caveat added if necessary
0	0	SOA Action 17 - refer to my previous comments on cycle hire	Noted	Noted
0	0	Because the LD is primarily a mountain biking area it should be recognised that because the topography of the land in much of Cumbria Way from the LD is very different, some cyclists' needs and preferences will also be very different. Recommend that consideration should be given to recognising this in Draft ROWIP.	Noted	Noted
0	0	The preparation of ROWIPs should include a complete survey of current off-road cycling facilities and promoted routes in the areas covered.	Agree	Agreed - although the audit of existing network in the 'opportunities' section will be made clearer
0	55	Mountain biking - the term mountain biking that has been used should be changed to off-road cycling - mountaineering biking is just one form of it.	Agree	The term mountain biking will be examined throughout

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0	56	Insulting to say "mountain bikers, with the confidence to read and use maps. Implies that some don't have the confidence and in any case the main user of "bridleway and byway network" outside the Lakes will be the groups outlined above.	Agree	This statement will be changed
0	57	Fail to see what is the link with a Draft ROWIP and the National Cycle Network which except for perhaps the C2C are all basically on-road routes with a few off-road sections normally with either a tarmac or an alternative hard surface. Impression seems to be with local authorities that cyclists prefer to ride off-route but in Cumbria the majority of non-mountain bikers are more than happy to use the large network of quiet lanes	Noted	The research told us that in places people want to use quiet lanes and in places want traffic free routes.
0	58	Correct to say that family cyclists make use of traffic-free routes, but these are equally important to people of all ages when they first start recreational cycling. This is where a Draft ROWIP can be of immense value, either by the provision of a new RoW into the countryside into the countryside or by upgrading a footpath into a bridleway with an appropriate surface.	Agree	The wording will be changed
0	60	If this implies that within towns and villages the strategic cycle network provides a safer cycling environment for journeys to work etc then that is totally incorrect and every cycle campaigner in the county would agree with this.	Agree	We need to strengthen the links to the Cycling Development Action Plan and to strengthen the weight given to utility journeys in general - this will be addressed for the full ROWIP

Page no.	Para no.	Comments or summary	Response	Recommended action
29	63	Cycling Dev Action Plan includes suggested routes to link up network which are not included in the Fig 8	Agree	Agreed - we will improve the cycle map for the full ROWIP.
31		Fig 8. Coastline along the Solway and in the Barrow area and to the east is not at all accurate	Disagree	The coastline was taken from GIS records - in places this is not the physical coast but the county boundaries
47	0	Ownership of more specialist equipment - This is more or less correct.	Noted	Noted
47	0	Table 4 - KA8 serious cyclists. Have consulted on this and general agreement is that the definitions could have been correct a few years ago but are no longer applicable. Regular participation - agree with this term, but that should not imply every week. Long distance cycling - Attitudes to cycling have changed. Long duration of cycling - fail to see the difference between this and the above unless this means cycle tours.	Agree	A footnote will be added about the terminology

Dalston Parish Council

0	0	The draft plan is satisfactory provided sufficient funds ... where fps and brs can make contribution to rural economy	Noted	Noted
0	0	Implementation should focus on rural areas other than LDNP	Noted	Noted

Dean Parish Council

0	0	Wordy, but attractively produced	Noted	Noted
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Page no.	Para no.	Comments or summary	Response	Recommended action
Dundraw Parish Council				
0	0	PC would like to maintain public footpaths and access. Also bridleways - easy to open access from horses. Have expressed an interest in Parish Paths Initiative.	Noted	Noted
East Cumbria Countryside Project				
0	0	Designated quiet lanes network - Does this exist yet? Have no details on this. Could we have them if so	Noted	Info about quiet lanes will be forwarded to you
0	0	SOA - Putting the LDNPA actions into same format, and document as areas outside LDNPA is important if this is to be an integrated plan	Agree	The two statements of action will be streamlined for publication of the full ROWIP
12	0	s18. Meaning of the word 'upgrading' is unclear. The word is used to mean various things. Does this mean restoration, bringing the route up to a higher standard of raising status?	Agree	The word 'upgrading' will be changed / explained
24	52 & 25	s52 & p27 &28, s57, 58. 'Other long distance trails the cross-boundary 'South Tyne Trail' is an important 23-mile route from the source to Haltwhistle. This route is a dual purpose walking/cycling route. We understand though that you cannot name every one!	Noted	Reference to the South Tyne Trail will be made if possible.
33	0	s71 - A potential users lack of confidence about "can I go here?" is a particularly large and common barrier.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
36	0	s87 - '... mechanically proposed vehicle rights'. Other than the new class of Restricted Byway the law does not distinguish between roads for mechanically propelled vehicles and horse-drawn. Recognised that there are routes on the List of Streets that do not have vehicular rights, these are in a small minority. By and large the List of Streets outside the urban area are vehicular roads, those with unsealed surfaces there it is misleading to suggest that 'they may or may not have mechanically proposed vehicle rights. Although there may be exceptions it should be assumed that vast majority of UCRs have vehicular status unless evidence suggests otherwise.	Agree	References to ORPAs will be made clearer
63	0	Fingerposts - Giving mileage to fingerposts is fraught with difficulties - Whatever system is adopted it should be consistent across the County, with an easy to follow protocol for all Highways agents to follow	Noted	Noted
63	0	Potential Partners - Omission of the partner agencies seems a fundamental omission.	Disagree	The partner agencies are included in the term 'Countryside Access Cumbria' - however this will be stressed and made clear in the full ROWIP
66	0	Cyclists - Opportunities for funding may exist from the 'Connect 2' Big Lottery fund	Noted	Noted

Eden Cycle Campaign

Page no.	Para no.	Comments or summary	Response	Recommended action
0	47	-48. No notice taken here (or in paras 55 etc) of utility cyclists (commuting, shopping etc). Recreational travel was perhaps the sole remit of the Imp Plan but leaving out those travelling for practical reasons excludes a major prop of cyclists need and will use rights of way.	Agree	Utility cycling links will be added, although this is a separate area of work (Cycle Development Action Plan).
0	55	Opps for cyclists. Reserve strongest criticism for the extraordinary statement that mountain bikers have confidence to read and use maps and ordinary cyclists don't.	Agree	Agree - this area of text will be re-examined
0	56	& 57. Definitions. Several of these could be more precise without becoming too long by attempting to be exhaustive. The definitive of "RoW" is perhaps the one in everyday use, and appears to suggest that there is no right of way along "A", "B", "C" or "U" roads even though the latter included in the plan. Think definition given is of "Minor RoW". Should be clarified, but nevertheless indicated that in the doc the term "Rights of Way" general refers to minor ways and UCRs	Noted	The word 'Rights of Way' in the glossary will become 'Public Rights of Way'
22	0	The term "Cycle Way" (last line) appears as if it was one of these minor rights of way. Inclusion of a legally sound definition would be helpful.	Agree	The word 'cycle way' will be changed if possible and added to the glossary

Page no.	Para no.	Comments or summary	Response	Recommended action
32	65	Carriage-drivers are said to have available a "Network" of Byways. They have same access as cyclists to byways but nowhere in Cumbria do the 106km constitute anything link a network - they are disjointed little bits. Presume 106 includes the sections across Duddon Sands & Morecambe Bay , if so these will take an appreciable 11% of the apparently usable distance quoted.	Noted	Your points will be reflected in the section about opportunities for carriage drivers
<div style="border: 1px solid black; padding: 2px;">Eden District Council</div>				
0	0	No specific comments. However I will be interested to see if there is sensible and constructive follow through being done on the plans to improve access for those with limited mobility in particular.	Noted	Noted
<div style="border: 1px solid black; padding: 2px;">Egremont & Area Regeneration Partnership</div>				
0	0	Copy of Egremont Rural Corridors Study sent on CD, this is linked to Egremont's Tourism Strategy. ERDF funding application in progress. Links to be made, including implementation of 10 leisure routes.	Noted	Thank you. Where applicable you will be included as a partner.
<div style="border: 1px solid black; padding: 2px;">Egremont Town Council</div>				
33	71	If ROW are improved for disabled users, council thinks that signage displaying info for the disabled should be there at the start of PROW. Info leaflets should be sent to Disability Forums and TICs	Agree	Agreed - these ideas will be incorporated into the SOA or annual report if at all possible

Page no.	Para no.	Comments or summary	Response	Recommended action
34	75	If there is a demand for more challenging locations, the imp plan needs to work in partnership with transport providers, tourists, guest houses to produce a leaflet which encourages the less able to enjoy the countryside by making them aware of these accessible routes and what they will be able to see	Noted	Noted

Ellerdale & Kinniside Parish Council

0	0	Could you make the Coast to Coast path a national trail and mark it accordingly.	Noted	National Trails are under the jurisdiction of Natural England. CCC are looking to improve the waymarking of the route in the meantime.
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Endurance GB Cumbria Group

53	0	In Fig 5 there seems to be a lack of bridleways in the north of the county	Noted	Noted
54	0	Loops and day rides are of more use to horse riders than linear routes, unless they are planning a holiday on a long distance bridleway	Noted	Your point will be reflected in the text

Federation of Cumbria Commoners

0	0	It is unfortunate that the ROWIP, as currently written makes little reference to farmers and land management or the need to work closely with this community in order to deliver the proposed actions.	Agree	We will strengthen the fact that landowners are a key partner in delivering improvements
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Page no.	Para no.	Comments or summary	Response	Recommended action
0	23	Lacks reference to the requirement in DEFRA guidance to take account of the "interests of land managers, including those engaged in agriculture and forestry" when preparing the ROWIP	Agree	We will strengthen the fact that landowners are a key partner in delivering improvements
0	39	No mention is made of the role of the landowner in the management of RoW despite considerable legal responsibility to do so	Agree	We will strengthen the fact that landowners are a key partner in delivering improvements
0	138	Refers to the need to consider the impact of a proposal for ROW improvement on landscape, ecology and archaeology when reviewing priorities for action. The impact on land management is not listed as a factor to be considered in the review process and we suggest that it should be so.	Disagree	The impact on landscape, ecology, historic environment etc is the first stage in the scoring mechanism (see para 136) - if unacceptable damage may occur then the suggestion progresses no further
0	151	PIs for the various actions do not refer to the compatibility of the actions with other users including farmers and graziers who may be adversely affected by proposals. Some sort of cross-cutting assessment of the impact of ROWIP proposals on a wide range of users needs to be built in to the prioritisation and review process.	Agree	Section 3 of the process involves talking to landowners. This will be made clearer (para 138)

Page no.	Para no.	Comments or summary	Response	Recommended action
0	151	SoA for the NP makes no ref to the needs of land managers or farmers. The plan for Cumbria outside the LD does at least list as an action the need to provide advice and support to land managers. Needs consistency. If the ROWIP is on plan it needs to ensure that actions such as this are consistently applied across Cumbria.	Agree	The statement of action will be merged and land managers recognised within it.

Friends of the Lake District

0	0	Document should be dated, with contact info on title page or back cover	Agree	Full ROWIP will be dated and include contact info on cover
0	0	No mention of climate change - this should be included with reference to transport issues	Disagree	Climate change is mentioned in the 'Countryside Access Strategy' section, within one of the policies
0	0	Unclear who audience is - document is formally written, technical language and need for plain english	Agree	Agree - the audience is two-fold, but primarily partners and access professionals. We will consider producing an easy to understand booklet for members of the public. The full ROWIP will hopefully be shorter
0	0	Condition data for all 3 areas should be in main text	Noted	The condition data section will be improved
0	0	Heritage, nature conservation and landscape issues should be included in the scoring methods	Agree	Agree - they are

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	AONBs and their management plans should be mentioned more	Agree	Agree - AONBs and their management plans will be highlighted
0	0	Definitive Map and Statement has not been scrutinised as suggested in the guidance	Disagree	Disagree - the definitive map and statement has been scrutinised, as illustrated in the figures in the 'opportunities' section
0	0	'Opportunities' section appears unbalanced in terms of text space given to user groups. Unclear why different types of cyclist identified.	Noted	The cyclist section will be re-structured
0	0	Ch 2 would be improved by describing parts of network listed with description of current condition. Assessment of public transport opportunities for each relevant user group. Need conclusions to opportunities section, where are the gaps, what are the issues, what did research say?	Agree	The opportunities section will have a conclusion. Reference will be made to public transport opportunities. Condition data will be kept separate, but there will be an overall conclusion before moving to research.
0	0	Glossary should be at end of document and should be more comprehensive	Disagree	Plain English guidelines state that a glossary should be at the start of a document
0	0	Exec summary should include summary of figures for rights of way use/condition	Noted	The exec summary will be revisited at the end of redrafting the full ROWIP

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Ch 3 - This section should be shortened or put into appendix.	Agree	We will be putting more information into the appendix in general
0	0	Should use DEFRA guidance for SOAs	Disagree	Disagree - We are using the guidance - broadly speaking - and the full ROWIP will develop the statements of actions further. However the guidance is not prescriptive
0	0	Would benefit from a clear statement about what it will achieve for improving access for range of users	Agree	The vision statement will be highlighted.
0	0	Need better links between SOAs and LTP shared objectives (e.g. policy links section)	Agree	The policy links section will be cross-referenced with LTP policies where possible.
0	0	Need to explain how cross-boundary projects will work with two SOAs	Agree	The statements of action will be merged for the full ROWIP
0	0	Public transport issues were frequently mentioned in research yet not reflected so much in SOAs	Disagree	Disagree - public transport issues were in many ways beyond the scope of the ROWIP; although we can committ to working with operators, we are unable to publish their actions

Page no.	Para no.	Comments or summary	Response	Recommended action
0	10	Only documents that are referred to in later chapters should be summarised in exec summary	Agree	Hopefully the whole ROWIP text will be concise enough not to need an executive summary in the full ROWIP
0	22	Should be in exec summary	Agree	Para 22 will be moved to the exec summary
0	30	Full contact details should be given	Disagree	Disagree - the ROWIP is not intended to be a guide to Cumbria - contact information is available elsewhere.
0	37	Need for caution as minor roads can have fast traffic	Noted	Noted
0	38	Need for further information about access to water / viewpoints / features / other attractions / local journeys / runners (fell runners). This is an opportunity to enthuse the reader about the assets we have in the county.	Agree	The aim of a ROWIP is not a publicity / tourism type brochure. However, information about access to water / viewpoints / other features / users will be incorporated where possible
0	38	Unclear why examples have been given (open access land)	Noted	Noted
0	39	Land managers should be listed here	Agree	Land manager role will be highlighted in the full ROWIP
0	44	Consistency in statistical terminology needed (condition data)	Agree	The condition data section will be streamlined
0	51	Does not reflect the situation in respect of obstructions	Agree	The word 'open' in para 51 will be tempered

Page no.	Para no.	Comments or summary	Response	Recommended action
0	51	Cumbria Coastal Way, Cistercian Way and Limestone Link should be added	Noted	Clearer guidance on which long-distance routes are recognised and which are not will be available for the full ROWIP.
0	57	Needs greater explanation which routes have been listed	Agree	Agree - clearer guidance on which long-distance routes will be recognised and which will not will be available for the full ROWIP.
0	85	This whole section needs updating in light of NERC Act.	Agree	The section will be updated in the light of the NERC Act
0	102	Should be noted that exercise is beneficial for both mental and physical well-being	Agree	Agree - this area of text will be re-examined
0	104	Unclear how WHI will be used in Cumbria in the future	Agree	We will try to make better links with this initiative before publication of the full ROWIP, however, there is general unclarity around this area of work with the formation of 'Natural England' anyway
0	105	Too much information about FMD	Agree	Agree - much of the supporting text will be removed and if possible published separately

Page no.	Para no.	Comments or summary	Response	Recommended action
0	113	Info about sustainable transport and environment is not explored further in document. Improvements to public transport clearly coming from research.	Agree	Agree - the commitments to integrated access will be strengthened in the full ROWIP. However, some of the improvements to public transport will be beyond the scope of the plan
0	127	Needs greater precision in explanation of research findings	Agree	Agree - the full ROWIP will have stronger conclusions and links from the research to the actions
0	130	This section could be put into an appendix	Agree	We will be putting more information into the appendix in general
0	132	If a route scores more highly because it matches with public transport provision then this is in conflict with needs / prefs research which highlights current public transport provision / information is inadequate	Disagree	The ROWIP alone cannot improve public transport services, but it can encourage the use of them
13	21	Chapter should be retitled 'what are ROWIPs'	Agree	Chapter will be renamed
13	23	Need for explanation	Agree	It will be added to para 23 that this has come from the DEFRA guidance

Page no.	Para no.	Comments or summary	Response	Recommended action
16	35	Inconsistent terminology : rural lanes, UCRs, open access land not explained in the glossary, minor road network and quiet lanes (para 37)	Agree	The terminology for rural lanes / UCRs / minor road / quiet lanes will be explained better in the glossary and used consistently. Open access land will be added to the glossary.
16	35	Add "and access to it through public transport improved" at the end	Noted	We will strengthen the section on sustainable transport to include public transport
21	0	Map duplicates info in para 39	Noted	Noted
50	0	KA5 has no preferences listed. Table needs careful title.	Agree	The top two preferences of the group 'KA5 latent users' was left out by mistake. This will be rectified for the full ROWIP
55	0	Need for more insight / detail in analysis / conclusions and show clear path to statement of actions	Agree	Agree - the full ROWIP will have stronger conclusions and links from the research to the actions
59	0	action 7 and 22 : quiet lanes could be added (also applies to Cumbria SOA)	Noted	Quiet Lanes were already included (action 9) in the Cumbrian SOA and will be included in the merged SOA for the full ROWIP
59	0	action 15 : needs to ensure historic features such as stone stiles are not lost and where possible that locally sourced materials are used (also applies to Cumbria SOA)	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
59	0	SOAs should use more headings from the reasearch (audiences)	Noted	This was considered at an earlier (internal) stage of the ROWIP and rejected for the sake of clarity. The SOAs will be re-drafted, with this in mind
60	0	Opportunities for All and Education and Promotion are not beneficiaries	Agree	We will change the category headings
61	0	action 26 & 27: the impact of these in the landscape needs to be assessed to ensure that clutter does not appear in open countryside (also applies to Cumbria SOA)	Agree	A caveat will be inserted into the merged SOAs if possible

Furness & S Cumbria Fisheries Consultative

0	0	Access to rivers by canoeists, (not included in the CROW Act 2000) where there is no public right of navigation should therefore be subject to controlled access agreements	Noted	An action point for access to water will be added in the statement of action
0	0	Copies of access policies of the National Assoc of Fisheries Consultatives and the Salmon & Trout Assoc policy statement attached	Noted	Noted

Furness Group - Ramblers Association

0	0	Would like to see ROWIP include an identifiable list of improvements to existing ROW and a list of proposals for new ROW which could be presented for discussion and included in a workable project	Agree	This fuller information will be included in the final ROWIP
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Page no.	Para no.	Comments or summary	Response	Recommended action
Great Strickland Parish Council				
	29	Enclosed letters relating to a long-running plan to adopt a route as a public footpath.	Noted	Specific improvement requests will be added to the priority scoring scheme annually.
Headway Cumbria				
	19	0 There is no stat duty to implement ROWIPs. There is a stat duty to maintain definitive ROW. None of these consultations would be necessary if these statutory duties had been carried out in the past	Noted	Noted
	73	0 Mentions "tramper" all terrain-powered chairs". How many people have one of these?	Agree	The reference to the commercial organisation will be changed
	82	0 Refers to the 1996 LDNP Booklet "Countryside Access for People with limited Mobility" the previous one dated 1990 had 48 routes, failure to maintain these has resulted in a reductin to 21. Six new have been created bring it to 27 still well short. - Reinstate paths and bridleways to the Western Lakes	Disagree	We disagree about the lack of maintenance assertion. Priorities for Miles without Stiles routes within the LDNP will follow the MWS action plan

Page no.	Para no.	Comments or summary	Response	Recommended action
128	0	Opinions on maintenance of RoW network were overall more positive with the LDNP where few concerns were raised concerning the way marking and surface conditions of routes. Surface conditions were the reason for removing routes the the 1996 booklet for people with limited mobility. If the LDNPA does not admit there is a problem how are we ever going to get extra funding	Noted	Noted
142	0	3 Suggestions were received which were explicitly described as improvements for people with limited mobility. What does this mean? What were they? And how many disability groups were contacted?	Agree	These points will be addressed

Hesket Parish Council

0	0	Would like to see an overall view of whether all registered footpaths are now needed.	Noted	Noted
0	0	In the list of consultees (Appendix 4) no reference seems to be made to individual Parish Councils? Being on the spot, they may be the best source of info in practical terms.	Disagree	Disagree - parish councils were listed at the top of the table, however, this will be made clearer in the full ROWIP if possible

HF Holidays Limited

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	All stiles should be equipped with dog gates as many walkers have dogs and older dogs can't jump over stiles and disabled people are restricted from RoW with stiles if they have guide/support dog	Disagree	Disagree - where possible stiles should be removed altogether, if not a gate provided. This not only makes access easier for people with limited mobility, it may also assist dogs.
0	0	Outside the NPs, few RoW have car parking associated with them - which makes many RoW unusable. Needs to be simple hardcore laybys for 1 or 2 cars near prominent RoW.	Disagree	The provision of parking places is contrary to the aims of the 'Countryside Access Strategy'.
Highways				
0	0	Where a route is shown both on the Definitive Map and in the 'List of Streets' there should be a presumption that the Def Map is the record of the user rights that exist, unless there is evidence of dedication of public vehicular rights.	Agree	Agree - the NERC Act has illuminated the understanding of the conflict between the list of streets and the definitive map
0	0	Has the legal basis been confirmed for carriage drivers to use rural lanes, Unclass country routes and other routes with public access as defined by the OS.	Agree	The text about OPRA was unclear here and will be tightened up for the full ROWIP
0	65	HA has a duty under s36 of the HA 1980 to prepare and maintain updated list of streets that are maintainable at public expense and the definition of street includes any h/way, whether vehicular or not. List of streets does not normally contain any info as to the rights of public access that exists over the street.	Agree	More clarity about the list of streets will be specified in the full ROWIP

Page no.	Para no.	Comments or summary	Response	Recommended action
Holme St Cuthbert Parish Council				
0	0	More use could be made of routes not shown on maps	Noted	Noted
0	0	Increase in road traffic on rural lane makes circular routes etc unsafe	Noted	Noted
0	0	Parish Councillors wish to promote walking cycling and horse riding to the area	Noted	Noted
Horse Holidays in Cumbria				
0	0	Fig 5 - confusing colours	Noted	The maps will be improved
0	0	All maps would be much better if they showed position of lakes	Disagree	Disagree - the maps are not intended to be that specific, merely give an indication of the spatial spread of projects
0	53 & 54.	Pennine bridleway northern extension must be supported - funding? Eden Valley Loops crucial to future development for horse-riders. Linear route East-West also part of this	Agree	The Pennine Bridleway northern extension will be included in the statement of action
51	0	K10 - Traffic free routes should be a NEED not a preference (safety)	Disagree	Disagree. The results of the research cannot now be altered.
59	0	Advice from BHS helpful here	Noted	Noted
60	0	Parking most important issue for all	Noted	Noted
64	8 & 9.	All good ideas, lets get them going	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
Kendal Fell Walkers				
0	0	General Comments - No mention of work done by the Nat Trust. No mention of all the work of the Mountain Rescue Teams. An important service for visitors in our area.	Agree	The National Trust and Mountain Rescue Teams are partners in making improvements to countryside access.
0	0	The FRCC of the English Lake District are not in Appendix 4.	Agree	The FRCC will be added to the consultee database and consulted on the full ROWIP
0	0	The report contains no mention of Lord Keskeths report.	Noted	Is this Lord Haskin's report on rural services?
9	0	Item 5 - 7441 km of RoW are mentioned many times in the draft. In 5 we have statement "larger tracts of open access land etc" but no mention of length of the many pathways that exist. (Not RoW). These form main attraction for most visitors who are backbone of local tourist trade. See para 25	Agree	A mention of other (permissive) pathways / tracks will be made but it will be impossible to quantify these - and it is questionable whether these permissive routes are the main attraction for most visitors
10	0	CTB figures are suspect, however, from the £1.12 billion the value of the footpath users should be shown	Noted	Noted
11	0	Item 12 - No mention of climbers and mountaineers, an important all-year round group.	Agree	Other users will be better defined in para 12 as climbers were included in 'other users'

Page no.	Para no.	Comments or summary	Response	Recommended action
27	45	Para 45/49 - 5% is gov ... Are the paths surveyed for changes each year. All paths should be inspected on a regular basis are they?	Noted	The ROWIP is not intended to be the document that outlines the BVPI methodology. This is available elsewhere. Consideration will be given to showing people how to get hold of this additional information if they are interested.
27	55	The use of bridleways by motorbikes needs urgent review.	Noted	The NERC Act has cleared up some uncertainty.
32	69	Opportunities for people with limited mobility. These objectives are fine, however it would be beneficial to mention that such routes also provide family friendly routes for walkers, horseriders and cyclists etc	Agree	The point will be made in the section about PWLM.
33	0	General Comment - Lack of information about Museums etc which provide info to help people explore and enjoy the area.	Noted	Noted

Kendal Fellwalkers

0	0	Need for mention of Lord Hesketh's report on the Upland Initiative.	Noted	Do you mean the Haskin's Review of rural services?
0	0	Two apparent omissions from the list of consultees: The Fell and Rock Climbing Club of the English Lake District, and The Mountain Search and Rescue Teams in Cumbria and the Dales.	Agree	These two consultees will be added to the database and contacted.

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Believe Kendal Fellwalkers and similar clubs are well placed to identify specific gaps in RoW network and to suggest improvements. Would welcome guidance on how we might do this. Since many members also belong to the Ramblers' Assoc, one way might be to communicate our views through the footpath secretaries of the relevant RA branches.	Agree	RA will be added to potential partners for identifying gaps in the network
0	0	Plan states the intention to 'manage' off-road driving of motor vehicles rather than provide new opps for this activity. However, little attention is given to the need for firm action against illegal off-road motoring and motor cycle riding on bridleways and across open country.	Agree	Further information about MPV management and in places enforcement (together with holistic approach) will be given
0	0	Question where the expenditure of public funds on activities like 'identifying, waymarking and promoting new routes' is a wise use of the limited resources available.	Noted	If the research shows us this is what people want then it is a wise use of (improvement) resources. The ROWIP is not about statutory duties.
0	0	Plans sets out the needs and preferences of a wide range of key audiences and proposes actions to foster greater participation by groups currently under-represented. One such action that might be added is to encourage members of socially excluded groups to join appropriate clubs.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Recognise the need to avoid discrimination against less able users and the desirability of making more routes available to all. However, we feel that the test of 'reasonableness' embodied in DDA 1995 should be applied carefully. Anxious to ensure that difficult routes on high fells are not over-improved so as to facilitate their use by people who are unfit, of limited mobility or otherwise handicapped.	Agree	The concept of reasonableness will be added to page 33 text
0	0	In relation to the above two points, an improvement of only 2% a year in the 'ease of use' of RoW seems much too undemanding a target, given the current low baseline and the high utilisation of the network in Cumbria.	Noted	Noted
0	0	Priority also needs to be given to installing clear signing and removing obstructions on RoW in lower fells and fields that provide the approaches to access land.	Agree	The scoring system would automatically prioritise these sorts of routes. However, clearing obstructions is a statutory duty and as such has not been included in the ROWIP.
0	0	Although emphasis in the Plan is on extending RoW network, there is still much to be done to improve the condition of existing network. Erosion is a serious problem and must be a high priority	Noted	The ROWIP is not about statutory duties

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Support the principle of no waymarking, signage or other intrusive 'furniture' on the high fells, except where essential for overriding reasons such as safety.	Noted	Noted
Kendal Ramblers				
29	0	s62 states that cycle tourism generates £33m annually. I do not recollect reading a corresponding evaluation for 'walk tourism'. Has the Tourist Board calculated its value which could be quoted in the ROWIP document	Noted	A figure about the value of walking to the rural economy will be sourced if possible.
33	0	s73. Whilst improving access for disabled people is a worthy cause wonder if there is a danger that the scramble bike/off road lobby might use this as a lever to future their own cause (see s85, page 36)	Noted	Where improvements bring about unauthorised access, this will need to be managed.
49	0	Footnote 44. Think it is unrealistic to expect walkers (and mountain bikers) not to use their cars to travel to the start of walks. The policy should acknowledge this and deal with how provision is improved for car parking.	Disagree	The Countryside Access Strategy aims to deal with this by encouraging sustainable travel opportunities, not by improving car parking.
49	0	s12. Not entirely convinced that this is a valid subdivision of walkers. Serious walkers might consider waymarking adequate but I think most would welcome additional waymarking if it were offered	Noted	The results of the research cannot now be altered

Keswick Rambling Club

Page no.	Para no.	Comments or summary	Response	Recommended action
0		Comments about performance indicators. It is not enough to record the provision made. All these efforts will cost money and other resources so it is vital to measure the extent to which the facilities are being used. Hence of CCC actions: No 7 add 'Average number of walks', No 12 add % use of facility provided, No 15 and 22 some measure of usage levels by cyclists and carriage drivers respectively is needed.	Agree	Your suggestions to improve the statement of action will be examined further as the SOAs are streamlined
0	0	Although vast majority of visitors express an interest in walking, comparatively few action points are for the benefit of walkers. My concern is that these long lists of "things to do" are presented without any overt recognition of the balancing need to preserve the wild nature of the small area of fells that attract so many people. Some people already perceive LD to be overcrowded	Noted	As the research shows, walkers felt largely their critical needs were met.
Keswick Town Council				
0	55	To para 57 & Table 5, KA8. Council would like to see 2 things. - A mountain bike route down Borrowdale & indeed down both sides of Borrowdale and to seriously consider the conflict between cyclists and horseriders because of the use of bridleways	Noted	Noted

Kirkby Lonsdale Ton Council

Page no.	Para no.	Comments or summary	Response	Recommended action
12	19	Welcome general principal of the ROWIP but sceptical about any practical improvements after noting there is no statutory duty to implement ROWIPs. Final doc must demonstrate this perception is wrong.	Noted	Noted
Lake District LAF				
0	0	Combine part 1 and part 2	Agree	SOA will become more detailed
0	0	Actions focus too much on improving access rather than physical improvements	Disagree	Information provision was identified as a key need for a number of audiences. As SOA's are re-formatted we will streamline linked promotional actions
0	0	Serious and casual walkers' desires not properly reflected in research	Disagree	We have considered this point and had already added in the SOA 'Identify and fill gaps in the footpath network' on the LDNP Forum representative's advice
0	0	No costings or timescales against actions	Agree	Estimations will be added in the full ROWIP
0	0	Effects of access improvements not addressed (negative and benefits)	Agree	We will add information about this

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Unbalanced description of different access authorities' work (esp appendix 1)	Agree	within the constraints of the different survey methodology used. Caveat on different surveying methodology. Will consider how to create a common 'condition survey' methodology for future ROWIPs. We will consider how to restructure this section, integrate its conclusion with the rest of the ROWIP and achieve greater balance.
0	0	Who is the audience - should be in plain english if it is for a wider audience	Noted	Main audience is partners and stakeholders. In order to increase readability of document, we will try to remove passive sentences and jargon where possible.
0	0	Include statutory responsibilities of authorities Include statutory responsibilities of access / highway authorities	Disagree	the ROWIP is not intended to be a guide to statutory responsibilities, this information is available elsewhere
0	0	Description of existing rights of way superficial	Disagree	this document has to be focussed on improvement rather than existing situation
0	0	Improve type face and headings generally throughout document	Agree	Re-format

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Clarify how plan is to be implemented	Agree	We will include a diagram of how projects are taken forward.
0	0	Combine both statements of action and use consistent terminology	Noted	Under consideration
0	0	Effect on environment not addressed	Disagree	CCAS addresses environment as does scoring mechanism. We will have a separate section on the environment (pg 43)
0	0	Existing ROW projects have been sidelined	Disagree	the ROWIP will prioritise project work when published. Current improvement projects are not yet affected.
0	0	Explain numbers in figure 8 (sustrans map)	Agree	The numbers in the sustrans map will be explained
0	0	More text to go to appendices	Agree	Will identify what can be moved
0	0	Move glossary to the rear	Noted	Plain english guidelines are to place a glossary at the front. Glossary will be renamed 'terms explained'
0	0	Executive summary is unclear	Noted	We recognise the exec summary should work like a 'scientific abstract'. We will strengthen the clarity of the conclusions in the exec summary

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Base statement of action headings on DEFRA guidance	Noted	The broad intentions of the guidance have been reflected in the plan to date. The SOA headings will be made locally distinctive in discussion with the 3 access authorities
0	0	Lack of vision	Noted	Vision is from CCAS (currently page 39). Place vision nearer front of document, possibly also on inside front cover
0	0	Scope of plan not clear	Agree	Will strengthen this throughout and esp. para 25. Will consider changing title to 'countryside access improvement plan'
0	22	Paras 22 & 23 to exec summary	Agree	Will move these paragraphs
0	39	Role of land managers not stressed enough	Agree	Will strengthen throughout the document
0	73	Remove endorsement of commercial organisation	Agree	endorsement will be removed
0	111	Separate sustainable transport and environment	Agree	We will will have a separate section on the environment (pg 43)

Page no.	Para no.	Comments or summary	Response	Recommended action
0	112	Sustainable transport issues and options not addressed	Disagree	Some sustainable transport issues are beyond the scope of the ROWIP although through integration with the LTP will be addressed. The CCAS addresses relevant transport issues. Make scope clearer
0	147	Strengthen link between needs / preferences section and actions	Agree	We will describe the links more clearly
24	0	Unbalanced description of different users' opportunities	Agree	We will strengthen paras 51-52 about opportunities for walkers.
38	0	Policy section not clear, clarify links	Agree	We will move the whole policy section towards the front of the ROWIP. We will make reference to the LTP and interaction clearer, including a diagram. We will strengthen commitments in 'integrating access' section.
LARA				
0	0	Use italics for terms in the document that are explained in the glossary	Disagree	This would lead to further comments about why certain words were in italics
0	0	Glossary - Need more info or a map about 'quiet lanes'	Agree	More information about the quiet roads project will be included

Page no.	Para no.	Comments or summary	Response	Recommended action
0	5	Inconsistent terminology in document. E.g. Rural lanes, quiet roads, open access land not in glossary...	Agree	The terminology for rural lanes / UCRs / minor road / quiet lanes will be explained better in the glossary and used consistently. Open access land will be added to the glossary.
0	25	What does designated mean? Need for consistency	Agree	The term 'designated quiet lane' (and designation process) will be explained in the full ROWIP
0	34	What are 'quiet roads'	Agree	More information about the quiet roads project will be included
0	36	What are length of designated 'quiet roads' - please list in table	Agree	More information about the quiet roads project will be included
0	50	Are people with limited mobility not covered by the other categories?	Disagree	Disagree - people with limited mobility were a specific category mentioned in the guidance as a topic for the ROWIP to consider in depth.
0	53	Add info about restricted byways / unsealed UCRs	Agree	Info about restricted byways (where they may be created in Cumbria) and about UCRs / unsealed ORPAs will be added to this section
0	73	Need to indicate where trampers may be legally used	Agree	Agree - although this is a grey area in law - some mention of the legal use of tramper-type vehicles can be outlined.

Page no.	Para no.	Comments or summary	Response	Recommended action
0	85	Despite limited scope in ROWIP to consider MPV use, ROWIP should ensure that legitimate use (byways and UCRs) is safeguarded.	Agree	The CAS section will be re-examined, and if such a commitment is not already there, we will seek to make it clear in the full ROWIP
0	85	Should be retitled 'opportunities for motoring on unsealed roads'.	Disagree	Some of the routes available to MPV users will be sealed. The other user groups have been considered in terms of their activity, rather than the type of network they use.
0	89	89-90: Should include statement / principle that improvements for other users will not create exclusion pressures on legitimate MPV use.	Agree	The CAS section will be re-examined, and if such a commitment is not already there, we will seek to make it clear in the full ROWIP
17	37	To add information about UCR status	Agree	Information about the UCR status will be added to the 'networks' section
22	44	What is meant by upgrading (CLW)	Agree	The terminology used in the CLW survey will be clarified, including 'upgrading'
22	44	How frequent are horse-riders as users?	Agree	The full results were in the appendix. The condition data section will be streamlined for the full ROWIP

Page no.	Para no.	Comments or summary	Response	Recommended action
32	65	What are rural lanes. Carriage drivers can use all road network (apart from motorways). Need to revisit this section in light of NERC Act - see comments	Agree	The terminology about rural lanes etc will be more consistent in the full ROWIP. Information from the NERC act will be incorporated / updated.
LDNPA				
0	0	interaction between 'highway' / road projects and ROW / other access projects to be explained	Agree	Make scope clearer. Consider if can be retitled. Consider use of case-study
0	0	be more explicit about outcomes as well as outputs	Noted	Item for LDADSG. Under discussion. Some improvements will come about as a result of potentially merging SOAs.
0	0	Map quality	Agree	The maps in the full ROWIP will be improved
0	0	Links to policy docs especially LTP (diagram / flow chart of policy documents / decision making bodies, who advised by etc?)	Agree	Under discussion
0	0	Status of ROWIP actions within local / general LTP priorities	Agree	Under discussion
0	0	Consider merging statements of action and have lead partner for each action	Agree	Under discussion
0	0	Delivery process (diagram - the groups who make advise or decide)	Agree	Under discussion

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Number and para alignment to be improved	Agree	formatting will be improved
0	0	Explain how ROWIP projects might be integrated with LTP	Agree	Under discussion
0	14	strengthen how factors e.g. conservation have been taken into account	Agree	Will separate sustainable transport & environment sections. Will strengthen para 14 and make para 132 more explicit
0	25	scope to be strengthened	Agree	scope will be strengthened
0	40	Has not have	Agree	word will be changed
0	41	Digitised not digital	Agree	word will be changed
0	55	Present as 4 cycling groups - to include utility	Agree	Utility cyclists will be included as a paragraph in the full ROWIP
0	57	Add Sustrans numbers to these where appropriate	Noted	The maps will be improved for the full ROWIP, this will include adding the sustrans numbers to the sustrans map
0	58	Suggest taking out Ennerdale	Agree	word will be changed
0	64	Remove 'to be developed'	Agree	word will be changed
0	65	Carriage drivers can use any road. 'generally make use' would be better. Clarity on difference between UCRs and rural lanes	Agree	word will be changed
0	69	line 1 - have should read has	Agree	word will be changed

Page no.	Para no.	Comments or summary	Response	Recommended action
0	77	YDNPA typo	Agree	word will be changed
0	86	Add NERC Act date	Agree	The date was already included as a footnote, however this will be verified.
0	95	Which appendix. Include Lake Management Plans and Parish Plans	Agree	Every time the appendix is mentioned the Full ROWIP will make a reference to exactly which one it is.
0	105	2005 figures. Tourism revenue stats detail suggested. Don't split stay / day	Noted	Stay / Day is terminology given to us by Cumbria Tourism, who collect the statistics for us.
0	109	Clarify which Brampton. Refer to RA publication about economic value of PROW	Agree	Agree - the Brampton in question will be specified
0	113	Delete 'to make'	Agree	word will be changed
0	114	Appendix number?	Agree	formatting will be changed
0	125	'to' is missing	Agree	word will be changed
0	127	'was' not 'were' in line 2	Agree	word will be changed
0	142	Not true. Lots described for people with limited mobility	Disagree	Only three suggestions were received which were explicitly described as improvements for people with limited mobility
6	0	KSC - definition does tell you what a KSC is town/village/city with particular facilities?	Agree	The glossary will list the KSCs and LSCs in Cumbria

Page no.	Para no.	Comments or summary	Response	Recommended action
6	0	GIS definition is wrong - suggest "A computer system capable of storing, manipulating, analysing and displaying geographically referenced information"	Agree	The definition of GIS in the glossary will be altered
7	0 & 8.	Rights of Way - What about Restricted Byways - we are likely to have these in the future	Agree	Restricted Byways will be added to the glossary under 'rights of way'
7	0	ORPAs - off-road cycle routes are also shown by dots - this could cause confusion as some ORPAs only have rights on foot	Agree	ORPA text will make the distinction clear about the different rights on ORPAs. Ordnance Survey have always shown ORPAs with dots.
7	0	List of streets - should say 'including some footpaths and bridleways'	Agree	The 'list of streets' entry in the glossary will be altered.
8	0	UCR - known by the majority of people as "roads" not "routes"	Disagree	Following legal advice we should now call these 'routes' and not 'roads'
10	6	Last sentence is very long and difficult to understand	Agree	The sentence will be broken up
16	34 & 36.	Figures inconsistent. Over 7400 km better than 'over 7441 km'. Table 2 - Title should be "Lengths (km of public rights of way in Cumbria by status". Also figs are from 1993 and are inaccurate. Should now be calculated using GIS measurement	Disagree	Disagree - the figures will be recalculated using GIS but specific numbers will continue to be stated, otherwise further criticism will be received
16	35	Need footnote defining "staying visitor"	Agree	Agree - a footnote defining 'staying visitor' will be added

Page no.	Para no.	Comments or summary	Response	Recommended action
18	0	Fig 2 - Legend should say open country and registered common land	Agree	Agree - the legend will be corrected
19	0	Table should be 3026 km	Agree	Updated figures will be added to the open access table on page 19
20	0	Photograph irrelevant	Agree	Agree - the photograph will be removed
21	0	Map could include district boundaries	Disagree	There is already a great deal of information on the map, adding district boundaries will attract further comments
22	0	Incorrectly or inadequately signed? Don't agree with 'never' used	Agree	The terminology from the Cumbria Lost Ways survey will be clarified
22	44	Which appendix?	Agree	Every time the appendix is mentioned the Full ROWIP will make a reference to exactly which one it is.
24	0	Should include means of access for other sport and recreational pursuits e.g. climbing, watersports	Agree	We will add a sentence explaining how rights of way provide useful access for recreational activities such as climbing and watersports.

Page no.	Para no.	Comments or summary	Response	Recommended action
25	0	Add Cumbria Coastal Way	Noted	Clearer guidance on which long-distance routes are recognised and which are not will be available for the full ROWIP.
26	0	Legend should read 'public rights of way' not 'definitive map lines'. Remove footpaths from legend	Agree	The map's legend will be clearer if possible
27	0	ORPAs don't necessarily have bridleway rights	Agree	ORPA text will make the distinction clear about the different rights on ORPAs
27	0	Opportunities for horse-riders should be lengthened. Link to Equine Tourism Strategy.	Agree	The horse rider opportunity section will be revisited
27	0	No mention of Section 15 land	Agree	A brief paragraph on section 15 land will be added.
27	53	Number should not be in italics	Agree	Italic number will be corrected
31	0	Map needs legend, north arrow and scale	Noted	The maps will be improved for the full ROWIP, this will include adding a legend, north arrow and scale bar
44	0	Formatting title	Agree	formatting will be changed
46	0	Formatting title	Agree	formatting will be changed

Page no.	Para no.	Comments or summary	Response	Recommended action
52	0	Place text about 'consultation for action suggestions' above 'development of prioritisation methodology'	Agree	The 'consultation for action suggestions' text and 'development of prioritisation methodology' section will be swapped
74	0	What is a PPS survey?	Agree	The acronym PPS for the YDNPA condition survey will be explained
74	0	Information to add to LDNPA condition surveys	Noted	Noted - the LDNPA will provide additional information for their condition surveys

Longsleddale Parish Council

0	37	Concerned that Quiet Lane status should be extended to this area.	Noted	Noted, we will find out more information about Quiet Lanes for inclusion in the full ROWIP
0	57	On-road cycle routes should only be provided where they will not significantly increase the risk for all road users	Noted	We will work with Highways Engineers to deliver some of the actions identified and seek to influence LTP policy.
0	129	Improving public transport is not a priority in this Parish (or even a requirement)	Noted	Noted

Lorton Parish Council

24	0	Opportunities for Walkers - With ROW come responsibilities for public using them. Some ROW should be reviewed to enable certain routes to be abandoned.	Noted	Noted
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Page no.	Para no.	Comments or summary	Response	Recommended action
27	0	Opportunities for Cyclists - Cycle routes should be discreetly signed. Some C2C routes have too many signs.	Noted	Noted
32		Opportunities for people with limited mobility - We should be very careful that provision for this should not spoil the essence of the view or area.	Noted	Noted
36	0	Opportunities for motor cyclists and off road vehicles - These should be strictly controlled and limited	Noted	Noted

Merseyside Cycling Campaign

0	0	Performance Indicators for cycle tourism should include an audit of numbers of cycle tourists.	Agree	The need for improved future monitoring is known and we are looking into this.
0	0	Imp of road/roadside condition for cyclists & walkers should include attention to speed control of motor vehicles.	Noted	We will work with Highways Engineers to deliver some of the actions identified.
0	0	Cycle tourism should be specifically identified as distinct from mountain/leisure/sports cycling.	Agree	The 'opportunities for cyclists' section will be rewritten
0	55	Cycle tourism becoming more attractive with completion of cycle network - in particular critical missing components in route 6.	Noted	Noted

Motorcycle Action Group (Cumbria)

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Illegal motorised (2 & 4 wheel) use of off road lanes and other countryside access is not enforced and all that has happened are law abiding motorists are penalised.	Noted	Noted
Nether Denton Parish Council				
0		In the Parishes of Nethern Denton and Upper Denton there are many "Public Footpaths". How do the rights and regs governing these f/ps fit into plan?	Noted	Noted
North Lancashire Bridleways Society				
27	53	Fig 5 shows a comprehensive network but: bridleways are fragmented, most of bridleways shown are impassable, most of shown bridleways are only signed at exit from tarmac, some bridleways that have been repaired are still not suitable for horses	Noted	Noted
27	54	Excellent development potential for more 'loops'. 'In footsteps of pack ponies' project is great. More could be developed. Tourism possibilities.	Noted	Noted
32	66	Opportunities for carriage drivers - Farmers could provide parking at cost - extra income	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
51	0	KA10 - Equestrians - Needs: add - repair existing bridleways to enable passage by horses. Preferences - circular riding routes for local and visitor riders	Noted	The needs and preferences of horse riders were identified in the research which user groups took part in. You make some valid points about the cross-over of needs and preferences between cyclists and horse-riders.
59	0	Draft ROWIP SoA - LDNP - These action plans for horse riders are excellent. To implement 10 - the existing bridleways need to have illegal obstructions removed, be cleared, repaired and signed. Gates need to be such that they are unusable on horseback.	Noted	Noted
68	0	Draft ROWIP SoA - CCC - PI - Improved percentage of bridleways of total of ROW in Cumbria from only 25% as shown on Fig 1, p17	Noted	Your suggestion for a target for the SOA will be considered if it can be included
73	0	More paths could be upgraded to bridleway. Shared-user paths to be top priority - best practice, no discrimination to any sections of society	Noted	Noted

North Yorkshire CC Environment Directorate

0	0	Good length, nice and concise, very well laid out	Noted	Noted
0	0	Good pictures	Noted	Noted
0	0	Statement of Action reads well	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Needs better quality maps	Agree	Agree - the maps will be improved for the full ROWIP
NP AONB Unit				
0	0	The ROWIP planning process provides an opp to consider performance and targets against the more traditional activities of a HA, such as determination of orders, securing removal of obstructions etc, and wonder whether this opportunity has been fully considered	Disagree	statutory duties were not included in the ROWIP on purpose
0	0	Would welcome more investigation into the co-ordination of the Cumbria ROWIP with those also being produced for the Co Durham and Northumberland areas of the North Pennines AONB over policy issues such as signing and furniture type and cross boundary anomalies on the ROW network	Noted	Cross-boundary type projects can still be identified and submitted for scoring. The detail mentioned here is more for the annual reporting stage.
0	0	General - SOA - partners involved in helping to create a 'product' are listed, the principal, especially relating to the need to make links between for example promoted routes and support business such as accommodation providers is not immediately apparent	Agree	Local businesses will be added as potential partners in the statement of action where possible.
0	0	Glossary - AONB should be - Area of Outstanding Natural Beauty, and UCR might be Unclassified County Road - worth a check	Noted	Noted for glossary

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	General - Appreciate it is not desirable at this stage to list all the individual imps that might be undertaken over the life of the plan, anticipate that some priorities will be listed in the full plan. Wonder if an annual "business plan" might be a useful tool.	Agree	Agree - the ROWIP is the 5 year plan, the annual targets will be produced in an annual review
0	0	Economy 105 - Plan makes a strong assoc between countryside access and the rural economy - note that work is being undertaken to establish a baseline of the socio-economic contributions of the Cumbria countryside access network. Work already been undertaken for the NE concerning this topic following F&M. Research which may be applicable to Cumbria undertaken by the NE office of the Countryside Agency.	Noted	We will read the research work mentioned
40	0	Health 100 - The inclusion of statistics relating to the mental health benefits associated with countryside access could be considered	Agree	The 'integrated access' section is going to be strengthened. If possible, a link to mental health benefits will be stressed.
63	0	The PIs listed relate more to outputs which whilst easier to obtain are not as potentially useful as those which relate to the outcomes such as: % of walkers surveyed who felt paths were easy to use, No of people accessing the countryside access network as part of a GP referral, economic contribution of cycle tourists	Agree	Your suggestions will be incorporated into the statements of action

Page no.	Para no.	Comments or summary	Response	Recommended action
63	0	Two SOAs for the areas within and outside the LDNP. The plan would be more understandable where the SOA combined, the LDNP statement might reasonably benefit from a 'partners' column. Also some of the more dynamic actions listed under the LDNP but not under the Cumbria statement have merit for the entire county.	Agree	The two statements of action will be merged for the full ROWIP.
Ramblers Association				
0	0	There should be a clear statement of CCC's improvement strategy to include such as diversions of existing PROWs. Should be an attempt to ensure that the diversion not only improves the current situation but also seeks to improve the continuity, direction, linkage with adj PROWs to preserve the nature of theROW and contributes to the network as a whole.	Noted	The policy areas will need revisiting in the future.
0	0	There is little evidence of the awareness of the need for a commitment to upgrading the surfaces of Rights of Way with shared use. There are already many bridleways practically unusable because of the inadequate surface which becomes impassable on foot for periods during the year, or of inadequate width, where a pedestrian cannot easily or safely pass a horse.	Noted	Making routes passable is a statutory duty, but not all shared-use routes need surfacing. When we upgrade routes to shared-use we will take the need for width and surfacing into account on a case-by-case basis
0	0	General Impression - well presented document which is informative and appears to cover many of the associated matters	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	RA has been concerned for years on the lack of resource for maintenance. The allocation of additional resources in 2006 will be a significant step towards "improvement".	Noted	Noted
0	0	There could be a significant statement on the County's strategy concerning the use of motor vehicles and the preservation of "Green Roads". CCC has not yet, it is believed, fully clarified its position nor fully specified the action for individual roads	Agree	The CAS section will be re-examined, and if such a statement is not already there, we will seek to make it clear in the full ROWIP
0	35	This statement broadly corresponds with other research nationally, where 60-65% claim to undertake some recreational walks. Cumbria very popular with walkers and visitors.	Noted	Noted
0	40	This statement needs clarification - what can be viewed? 1976 DM? Latest DM with DMMOs included; or Highways Act Orders for which LEMOs are still to be made?	Agree	Clarification will be added
0	132	The scoring mechanism seems fair but would like to take opp to refer to Grange-Windermere route. Should score highly but have had disappointing feedback from LDNPA. See attached sheet.	Noted	The scoring system has been implemented as objectively as possible. It may be possible however for projects not currently prioritised to become priorities during the ROWIP annual review

Page no.	Para no.	Comments or summary	Response	Recommended action
10	7	Noted that the improvements to increase % of paths that are "easy to use" are included in CCC performance plans. Evidence on progress will be needed to justify its absence from the ROWIP.	Agree	Statutory duties, such as ensuring that rights of way are open and usable, have not been included in the ROWIP on purpose. There will be other reporting mechanisms for reporting and publishing the BVPI % increases
10	8	The aim of encouraging people to explore the countryside is noted and supported. Signposting is an integral aspect of this.	Noted	Noted
11	12	Research is listed; of the key audiences, the interests of residents, visitors and serious and casual walkers will often coincide	Noted	Noted
13	23	The proportion of those with some sort of mobility limitation may reach 30% of the population (contrary to a later statement of less than this)	Agree	The figures will be clarified
22	44	About 10% of paths "never used" corresponds with proportion of paths outside the NP which are either totally or seriously obstructed as a consequence of lack of signposting, overgrowth or wilful obstruction.	Noted	Noted
23	44	What defines the highest grade of accessibility?	Agree	The information about the Cumbria Lost Ways project will be made clearer in the full ROWIP

Page no.	Para no.	Comments or summary	Response	Recommended action
24	52	Add "Cumbria Coastal Way" to list.	Agree	Cumbria Coastal Way will be added to the list and the map on page 25
25	0	and pg 26 - Figures would benefit from colours with increased contrast.	Agree	The maps will be improved for the full ROWIP
31	0	Fig. 8 needs a colour/key to routes	Agree	The maps will be improved for the full ROWIP
32	69	Other estimates would indicate that up to 30% of population of UK suffer from degree of mobility limitation - increasing proportion of the population in older age groups.	Noted	This point will be incorporated into the text
33	73	While this obs may be valid it is important not to allow the "Everest aspirants" to unreasonably divert resources from the vast majority or to turn mountain routes into highways	Noted	Noted
33	74	These situations require expert surveyors who can assess the requirements of both landowners and users.	Noted	Noted
36	88	Will CCC follow the example of LDNP? (re HOTR)	Agree	Further information about the single approach to MPV management will be included in the full ROWIP
42	107	This lesson must not be forgotten	Noted	Noted
44	117	This statement is supported	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
47	0	Table 4 Groups KA2, KA3, KA4, KA6, KA7 have very many common interests	Noted	Noted
49	127	Casual walkers and serious walkers have many of the same needs	Noted	Noted
49	128	These statements are supported, but connectivity of FPs inside LDNP is of similar importance	Noted	Noted
50	0	Table 5. Absence of a requirement for (inexpensive) car parks. Why?	Agree	The provision of inexpensive car parks was against the 'Countryside Access Strategy' (see footnote 44 on page 49)
52	0	KA13 - The provision of places of workshop in particular and suitable places which meet dietary requirements should surely be the response of market forces. The ethnic minorities of Cumbria will provide a facility when the minority is of a sufficiency to support it. Surely not responsibility of CCC other than to provide information.	Agree	Some of the needs identified were felt to be beyond the scope of the ROWIP and so did not end up in the Statement of Action
55	140 to 142.	Although there is reputedly a representative of (top-scoring) projects throughout Cumbria, there is a noticeable lack in the Allerdale area (West and North of Wigton) an area notorious for its poor RoW availability.	Agree	Projects can still be submitted if you are aware of areas where the network is inadequate
55	141	Why did FPs not score well?	Noted	Footpaths scored less highly as less beneficiaries were involved

Page no.	Para no.	Comments or summary	Response	Recommended action
59		LDNP - The improvements related to walking are supported by RA	Noted	Noted
64	0	Action 8. This should include reference to the several long-distance routes in Cumbria, of which some are the most popular amongst those in the British Isles	Disagree	Those routes are mentioned elsewhere in the text, and project ideas were scored higher if they linked to such routes.
89	129	What proportion of consultees contributed to the plan/report?	Agree	If possible, some information about the numbers of people contributing will be added.

Ramblers Association Group Footpath Secret

0	0	Wants to know whether the above ROWIPS proposals for "Action" submitted are listed in a document elsewhere. If it does exist could it be included as an appendix in the final ROWIP.	Agree	The top third scoring projects will be listed in the full ROWIP
0	0	Having been involved in compiling the ROWIPs Proposal for "Action" forms that were submitted to Council is interested to learn any outcomes in regard to the proposals submitted from Grange over Sands Group	Noted	Noted

Redspearlands Footpath Group

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Draft well considered and takes on board many of the aspects this group has raised in the past and with the ROWIP consultants. Main concern is obtaining the funding for ponects in our patch where we will be competing against experts at raising money eg. LDNP etc	Noted	Noted
Rockcliffe Parish Council				
0	0	None at present	Noted	Noted
Seaton Parish Council				
0	0	Disappointed that CCC have spent nothing on ROW maintenance over past few years in Seaton.	Noted	Noted
0	0	CCC as a HA has a duty to publish a ROWIP. However, there is no statutory duty to implement any published ROWP. They are merely aspirational five year plans.	Noted	Noted
0	0	Cost of document would have been better spent on day to day maintenance	Noted	Noted
Solway Coast AONB Unit				
0	5.5	The AONB is producing 5 cycling leaflets based around Hadrians cycleway. Application has been put forward to us for funding to negotiate a new traffic free shared use between Seaville & Sea Dyke rd for local & Hadrians CW users (see map)	Agree	Noted - if possible reference to these leaflets will be included

Page no.	Para no.	Comments or summary	Response	Recommended action
0		5.1 The AONB has produced 3 books, Circular Walks around Hadrians Trail (Solway Rambles) a Wildflower & Bird Watching all designed to enable people to follow routes	Noted	Noted
Tebay Parish Council				
0	0	The draft copy was very well thought out	Noted	Noted
The Fell Pony Society				
27	0	Horse riders - Improvements and links to existing routes welcome, also new routes. If there is any current info available, we often get requirements for info from visitors about routes also accommodation for horses on holiday	Noted	Fell Pony Society will be added to the potential partners.
The Ivegill Footpath Group				
0	0	Disappointment that implementation not statutory and may mean reliance on voluntary bodies	Noted	Noted
63	0	Would emphasize the following for the SOA : filling the gaps in the PROW network (All users 1), Identifying and Waymarking (Walkers 23), Providing advice and support to land managers on access issues (Land Managers 24)	Noted	Noted
The National Trust				

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Interested in knowing more about suggestions for bridleway or cycle access near or on oru sites at Sandscale Haws NNR, near Barrow, Arnside Knott and Holme Park Fell	Noted	Noted
Torrisholme Church of the Ascension Rambli				
0	0	Marked footpaths in general well maintained but we report any inaccessible footpaths - or that have become inaccessible and not re-opened since F&M	Noted	Noted
Trail Riders Fellowship, Cumbria Group				
0	0	ROWIP imps for walkers, cyclists, disabled people etc should not be at expense of legitimate vehicle use on unsurfaced RoWs.	Disagree	The guidance actually states that 'wherever possible proposals for improving rights of way should not unduly benefit one class of user at the expense of another' (2.2.21). A balance must be kept on a route-by-route basis.
0	0	Much of the opinion, including that of many CCs is that at least those ORPA's which are UCRs are more likely than not to have vehicular RoW, and it is more likely that it is required to prove 'No Rights' rather than existence of rights.	Noted	Noted
0	0	Extending hierarchy trials to all Cumbria an excellent initiative to upgrade clarity of aces or otherwise.	Noted	Noted

Page no.	Para no.	Comments or summary	Response	Recommended action
0	0	Despite limited ROWIP consideration of MPV use of RoW it should ensure legitimate MPV use of byways and UCRs is safe-guarded within a structured and use-management regime.	Agree	The CAS section will be re-examined, and if such a commitment is not already there, we will seek to make it clear in the full ROWIP
Ullswater Steamers, Ravenglass & Eskdale R				
0	0	The above organisations agree with the broad ideas set out in the Improvement Plan.	Noted	Noted
Underbarrow & Bradleyfield Parish Council				
0	0	Members feel that public footpaths should not go past private houses - consider this to be an invasion of privacy.	Noted	Noted
United Utilities PLC				
0	0	No comments	Noted	Noted
Westmorland Geological Society				
10	6	Add "and special interest groups" at end of 1st sentence	Noted	This whole paragraph will be altered
10	7	Insert "and improvement" after "maintenance" in 2nd sentence	Agree	The word will be added
24	52	Add para after para 52 "Cumbrian paths provide walkers with access to sites of geological importance for education and leisure purposes. These sites may include focky fell sites, river valleys, view points, old quarries and mines"	Agree	If the suggested text can be included, it will be

Page no.	Para no.	Comments or summary	Response	Recommended action
43	110	After 1st sentence add "Cumbria has a rich geological heritage spnning nearly 500 million years of earth history. Many countryside sites in Cumbria have been locations for advances in understanding the way the earth works".	Agree	If the suggested text can be included, it will be
Westnewton Parish Council				
0	0	One member felt that the document was somewhat patronising and feels that it will probably achieve nothing	Noted	Noted
Windermere & Bowness Civic Society				
0	0	Support Key Action S15	Noted	Noted
19	0	Need for one point of contact to report PROW issues to	Agree	The highways hotline will be briefly mentioned although it should be noted that the ROWIP is not intended to be a guide to PROW in the county.
57	0	More information needed about future stages and consultation mechanisms	Agree	Agree - information about the future ROWIP stages, reveiws, and consultation mechanisms will be added
74	0	No note of regular condition surveys by CSL. More information needed about survey timescales for condition data	Agree	The condition data section will be improved and streamlined for the full ROWIP
YD Green Lanes Alliance, Chairman				

Page no.	Para no.	Comments or summary	Response	Recommended action
0		Somewhere you might consider addressing the point that the improvement of PROW for non-motorised users will often require the curtailment of motorised users' amenity	Noted	Noted
36	86	correction - commenced 2 May 2006	Agree	Areas of text need updating and correction in light of the NERC
36	87	Suggest 'are legally able to use BOATs'	Agree	Areas of text need updating and correction in light of the NERC Act
36	88	Note that LDNPA's heirarchy scheme has some well informed critics. We suggest that you don't give the impression that the scheme is uncontroversial	Agree	Noted - will try to balance this in the text
37	91	The N Pennine scheme may well result in more stringent restrictions than are envisaged in the lakes heirarchy scheme	Noted	Noted

Yorkshire Dales National Park Authority

0	0	Statements of action: In LD section action 3) is identify, dev and promote long-dist walking routes, but nothing similar in CCC section. Act 8 comes close	Agree	The SOAs are going to be streamlined for the full ROWIP
0	37	Suggests that all unclassified county roads are marked as 'other routes with public access' rather than just unsurfaced ones	Agree	In fact, they are - but clarity is needed - and will be added

Page no.	Para no.	Comments or summary	Response	Recommended action
0	44	I think this should either summarise the condition surveys for each of the areas or present a summary of the condition for the whole county.	Agree	The condition data section will be streamlined
