

The Openness of Local Government Bodies Regulations 2014 require that officers keep a written record of decisions which are made, either:

- a) under a specific express authorisation or
- b) under general delegated authority, where the effect of the decision is to
 - i) grant permission or licence;
 - ii) affect the rights of an individual; or
 - iii) award a contract or incur expenditure which, in either case, materially affects the Authority's financial position (£50,000 or over).

Lead Director	Steve Ratcliffe, Director of Sustainable Development	
Subject of Decision	Diversion of Bridleway between Far Easedale and Rosthwaite, with associated extinguishments and creations, Lakes: Grasmere, St Johns Castlerigg and Wythburn, and Borrowdale Parishes	
Relevant section of Scheme of Delegation	PART 4 - DELEGATION OF FUNCTIONS TO OFFICERS ANNEX 4 - Functions delegated to Head of Strategy & Ranger Service and sub-delegated to Ranger Team Leader Meeting. Rights of Way and Access Matters All functions of the Authority under the Highway Acts (whether acting pursuant to its own functions or in pursuance of functions delegated to it by Cumberland and Westmorland and Furness Councils) except for the making and confirmation of Definitive Map Modification Orders (Wildlife and Countryside Act 1981) and the decision to refer to the Planning Inspectorate of the confirmation of any orders under the Highway Acts where formal substantive representations have been made. "Substantive representations" are those which explain adequately the nature of the concerns and meet the legal considerations defined by the Highways Acts and the Planning Acts.	
Background	These are some of the Public Path Orders needed to ensure that Wainwright's Coast to Coast National Trail is underpinned by legally secure access for its entire length. Natural England have identified the sections of the Coast to Coast where PPOs are needed; a substantial length of which are alterations between Rosthwaite and Grasmere, to ensure the definitive map remains accurate, where the diversion will move the legal line of the public bridleway onto the used and newly pitched, path - together with ancillary consequential orders.	
Details of Decision	Recommendation that we make the relevant Public Path Orders to bring about the changes listed above. That we confirm the Orders if no objections are received, or we send the Orders to the Planning Inspectorate if objections are received.	
Details of alternative options considered and rejected.	The alternative is to not make the Orders and open up the definitive line for full use, which would cost a substantial sum of money and would not be funded by Natural England.	
Where a decision is made under an express authorisation, names of any Member(s) who have declared a conflict of interest	None	
Author and contact details of report	Charlotte Kimber, Coast to Coast Public Paths Officer	
Background Papers	Case file 1412.212.08	
Date of Report	27 June 2025	
Authorising officer	Ranger Team Leader Meeting	
Date	3 July 2025	

Diversion of Bridleway between Far Easedale and Rosthwaite, with associated extinguishments and creations, Lakes: Grasmere, St Johns Castlerigg and Wythburn, and Borrowdale Parishes

1 Summary

- 1.1 A Diversion Order is needed to move Public Bridleway 542014/249041/212021 onto the used line, and ancillary extinguishment, creation and diversion orders are needed to ensure the adjoining rights of way have legal connectivity.

Recommendation that:	a	<p><i>we make the following concurrent orders for public bridleways (BW) and footpaths (FP) as shown on Maps 1-7 in Annex 1:</i></p> <p><i>Diversions</i></p> <ul style="list-style-type: none"> • <i>BW 542014 - A-B, C-H, J-K, L-M, N-Q, R-S, T-U, V-X</i> • <i>BW 249041- X-AA-CC</i> • <i>BW 212021 –CC-GG, HH-LL, MM-NN, PP-TT, UU-YY</i> • <i>BW 212025 - QQ-SS</i> <p><i>Creations</i></p> <ul style="list-style-type: none"> • <i>FP 542044 - D-E</i> • <i>FP 212027 - DD-FF</i> <p><i>Extinguishments</i></p> <ul style="list-style-type: none"> • <i>FP 542012 - F-G</i> • <i>FP 542037- X-Y</i> • <i>FP249075 -Y-Z</i> • <i>FP 249051 - BB-EE</i>
	b	<p><i>we confirm the Orders if no objections are received or if those objections received are withdrawn. If objections are received, we forward the Orders to the Planning Inspectorate</i></p>

2. Background

- 2.1. The 197-mile Coast to Coast is considered one of Britain’s greatest walks, originally described by Alfred Wainwright in his 1973 book ‘A Coast to Coast Walk’, the path runs from St Bees on the west coast, Robin Hood’s Bay on the east coast.
- 2.2. In recognition of its 50-year existence, in the Summer of 2022 the Government asked Natural England (NE) to work with the relevant highway authority partners along the route (Cumberland Council, ourselves, Westmorland and Furness Council, Yorkshire Dales NPA, North York Moors NPA and North Yorkshire CC) to assist in the process of upgrading the route to National Trail status.
- 2.3. There are a number of Public Path Orders (PPO) needed to ensure that is the trail is underpinned by legally secure public access for the entire length of the route through our geographic area. Undertaking these will ensure public access for the future, and enable grants to be awarded toward its ongoing maintenance. Aside from the PPO work there will be some physical works, and installation of new waymarking. The path is expected to be formally designated and recognised as a National Trail in October 2025.

- 2.4. One of these PPO sections is between Rosthwaite and Grasmere and is covered in this report. The main proposal covers the diversion of Bridleway 542014/249021/212021. Practical works have recently been undertaken to the route of the public bridleway between Grasmere and Borrowdale, by Fix the Fells contractors, which runs through a peaty ‘bowl’ between Broadstone End and Lining Crag. It was decided to create a sustainable route, aiding users and protecting the sensitive peatland landscape, using flags and subsoiling, together with installing stepping stones to aid crossing the numerous becks in this area.
- 2.5. There are also various ancillary orders proposed to maintain the integrity of the Definitive Map and connectivity of the network. These are essentially minor amendments to ensure that the network of paths adjoining the bridleway have full legal connectivity.
- 2.6. The plans of the proposed creations, diversions and extinguishments (annotated with letters and grid references) are in Annex 1 and Photosheets with the points referred to as P1, P2 etc. in Annex 2.

Section	Proposal	Map No.
A-B	Divert Public Bridleway 542014 onto used line	Map 1
C-D-E-F-H	Divert Public Bridleway (C-G) through the ford at Stythwaite Steps	Map 2
D-Dii-E	Create Public Footpath 542044 over the newly installed footbridge at Stythwaite Steps	Map 2
J-K	Divert Bridleway 542014 onto used route	Map 2
L-M	Divert Public Bridleway 542014 onto used route	Map 3
N-Q, R-S, T-U	Divert Public Bridleway 542014 onto used route.	Map 4
V-X-AA-BB-CC-DD-GG and HH-LL	Divert Bridleway 542014/249041/212021 from V-W-Z-EE-FF-GG onto newly created sustainable route (crossing two parish boundaries and so changing numbers).	Map 5
HH-LL and MM-NN	Divert Bridleway 212021 on to used route	Maps 5 & 6
PP-SS-TT	Divert Bridleway 212021 from PP-RR-TT onto used route	Map 7
UU-XX-YY	Divert Bridleway UU-YY over new bridge with ford to the side	Map 7

- 2.7. The proposal is to divert various sections of Bridleway 542014/249041/212021 from near Grasmere at Point A (NY 3219 0894) onto the clearly used route to Wainwright’s iconic gate stoops near to Point X (NY 2956 1027) on Broadstone Edge. This section is shown in Photos P1 – P9 (Annex 2).
- 2.8. There is the possibility of installing a footbridge near to Point P, however this will not interfere with the legal line of the bridleway.

- 2.9. From Point V at NY 2960 1023 the proposed route follows a newly created sustainable route (crossing the parish boundary so changing numbers). Initially this path is subsoiled (due to the cross slope) and then it is flagged crossing the 'peaty bowl'. A stepping stone crossing, with ford to the side, has been installed at Point AA (NY 2930 1045). The flags allow the path to 'float' on the peat and is a regularly used technique (P10 – P15).
- 2.10. The route then climbs up to Point DD on Greenup Edge (NY 2856 1055). The proposed route DD- GG also follows a line of flags installed in a similar manner to those above (P16 – P18).
- 2.11. Between HH (NY 2834 1127) and YY (NY2677 1339) various diversions are proposed to move the legal line onto the used route (P19 – P26).
- 2.12. At Point XX there is a newly installed footbridge with a ford to the side (P25).
- 2.13. Alongside this 'main' bridleway being diverted, it became clear when surveying the site that there were a few other sections of rights of way that needed to be 'tidied up' as part of this order-making exercise to ensure the joining footpaths still linked legally to the main bridleway.

Section	Proposal	Map No.
F-G	Extinguish short length of FP 542012 F-G so it ends on newly diverted Bridleway above	Map 2
X-Y-Z	Extinguish part of FP 249075/542037 so end joins with newly diverted Bridleway	Map 5
BB-EE	Extinguish part of FP 249051 so end joins with newly diverted bridleway	Map 5
DD-FF	Extend FP 212027 to end on newly diverted bridleway	Map 5
QQ-SS	Divert and extend BW 212025 from QQ-RR onto used route	Map 7

- 2.14. This may appear a complex series of orders but we believe that the proposals will 'tidy up' the definitive map in this area and reduce confusion.
- 2.15. There is a presumption in favour of restoring the original route before considering a legal diversion. This was considered during the site visit when a colleague walked the definitive line in the limited places that it was physically possible. There is no indication that the sections we are proposing to extinguish have been used for decades and it would cost hundreds of thousands to reinstate them. This would not be value for money.

3. Policy Context

- 3.1. These Orders are a crucial part of the establishment of the Coast to Coast National Trail and associated external funding will contribute to achieving the Vision, Partnership Plan and our Business Plan.

- 3.2. The Vision for the Lake District National Park sets out our aspirations for what we hope to achieve by 2030. To summarise: these are to have a landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved; a landscape whose natural and cultural resources are assets to be managed and used wisely for future generations.
- 3.3. The Partnership's Plan contains the policies and actions for achieving the aims of the Vision. Under Vision theme: Vibrant communities and a prosperous economy, our Strategy is to Continue to develop and maintain a high quality public rights of way network, including supporting the Fix the Fells Partnership.
- 3.4. The main delivery aim in the Partnership's Plan for access and rights of way is to make the most of the landscape and nature as the backdrop for outdoor leisure experiences for all, particularly the next generation of returning visitors, from relaxing and tranquil, to adventurous and exhilarating.
- 3.5. Our Business Plan states what actions will be taken as the National Park Authority plays its part, in partnership with others, in realising the Vision. The core Access & Recreation Action is to deliver the 'improve, maintain, promote and integrate elements' of the 'Out there' Strategy to deliver infrastructure and services which focus on serving under-represented groups (as identified by the 'Lake District for Everyone' Key Outcome Group).
- 3.6. A Key Action is to continue to facilitate, plan and deliver the Coast to Coast National Trail.
- 3.7. The Strategy & Rangers Service Plan contains the Business Plan priorities for our service, including Contributing to World Class Visitor Experiences. This aims to achieve a programme of activity that will implement the adopted Cumbria and the Lake District Access and Recreation Strategy and includes an element relating to the Coast to Coast.
- 3.8. 'Out There', our Access and Recreation Strategy (approved March 2023), contains our vision for countryside access and recreation in the Lake District, which is: A well connected network fit for purpose in the 21st Century with high quality infrastructure, facilities and services meeting the needs of all visitors and residents. We have identified four priority themes of work, and under each of these are a series of strategic actions that will contribute to the achievement of our goal and our strategic aims. The four priority themes are:
 - Improve: rights of way and countryside access.
 - Manage and maintain: rights of way, countryside access and recreational activities.
 - Promote and engage: connect more people to nature and the special qualities of the Lake District.
 - Integrate: with health and wellbeing, sustainable transport and the economy.
- 3.9. Key Action 3 commits to the delivery of the Coast to Coast National Trail.

- 3.10. Factors to take into account when determining changes to the network were agreed at Park Management Committee in May 1997 (“Changing the Rights of Way Network: Statement of Policy”), and are listed at Annex 4.

4 Demonstrating Best Value

- 4.1 Work Programme and Relevance to This Case: we are committed to delivering the Coast to Coast as a National Trail to be completed by 2025, justifying its place in our Business Plan and Work Programme

The recommendation delivers value for money in the following ways

- a) **Challenge** – this work needs to be undertaken to ensure that that entirety of the National Trail is on Public Rights of Way, protecting its status in perpetuity. The work is being externally funded by Natural England at no cost to the Authority. This funding is only accessible due to the National Trail project and would not exist without it.
- b) **Compare** – the proposed approach has been identified by Natural England and is the same as being undertaken by the other Local Authorities involved in the National Trail Project along the Coast to Coast route.
- c) **Consult** – key customers, stakeholders and partners have been consulted regarding making the recommendation. There are currently no outstanding objections.
- d) **Compete** – processing Public Path Orders is not a competitive procedure. Cumberland Council can also process Orders, but we are more closely connected with the day-to-day management of the network and so can act more effectively.

5. Options

- a: make the recommended Diversion, Creation and Extinguishment Orders
- b: do not make the Orders and re-open the definitive line
- c: do nothing

6. Proposals

- 6.1. I recommend option 5.1a. Undertaking these Diversion, Creation and Extinguishment Orders will enable us to ensure that the Coast to Coast National Trail follows a legal right of way in this location, and draw down funding for future maintenance. The costs of making these Orders are met by external funding if they are made as part of the National Trail upgrade process.
- 6.2. The future maintenance and management implications of the proposals have been assessed, and these will be funded from the Coast to Coast project. The flagging and pitching will ensure that any ongoing maintenance requirements are kept to a minimum, reducing costs to the Authority.
- 6.3. If the Diversion Order is not made at this point in time, it is likely that the existing bridleway will continue to fail the Ease-of-Use Survey and the costs of making Orders in the future will have to be funded by the Authority.

7. Grounds and Tests for Diversion

- 7.1. The grounds and tests for a Diversion are slightly different at the making and confirmation stage. However, as we have discretion as to whether to make an order in the first place, it would be unwise to ignore something that could prevent an order from being confirmed. Therefore, the issue should be considered in the whole, and the factors to take into account are set out and discussed below. These factors incorporate our own policies on changes to the rights of way network which are set out in annex 4.
- 7.2. There are only two grounds for a Diversion of a right of way (section 119, Highways Act 1980), namely where it appears to the Authority that it is expedient to do so:
- a) in the interests of the owner, lessee or occupier of the land crossed by the path,
OR
 - b) in the interests of the public.
- 7.3. I consider that it is expedient in the interests of the public that the Order is made.

8. Tests to be Considered – Diversion Order

- 8.1. These are:
- Will the new path be substantially less convenient to the public?
 - The effect which the Diversion would have on public enjoyment of the path or way as a whole;
 - The effect the order would have as respects other land served by the existing right of way;
 - The effect of the new right of way on land over which the new path is created.
 - That termination of the alternative footpath is on the same or a connected highway, and is substantially as convenient to the public.
- 8.2. *Will the new path be substantially less convenient to the public?*
- 8.2.1. Planning Inspectorate Advice Note 9, commenting on the case of *Young* identifies that the new route should not be substantially less convenient to the public in terms of, for example, features which readily fall within the natural and ordinary meaning of the word 'convenient' such as the length of the diverted path, the difficulty of walking it, and its purpose.
- 8.2.2. The proposed route is already used by the public following its completion and there are reducing signs of the definitive line being used (the numerous desire lines are healing, reducing peat erosion). The proposed route now follows a clear well-made, albeit high level, track, between Rosthwaite and Grasmere.
- 8.2.3. It has a sustainable, firm surface, compared with the boggy wet surface of the legal line and is more suitable for users, especially horse riders and cyclists.

- 8.2.4. The proposed Diversion crosses water courses with stepping stones (or bridges) adjacent to splash through fords which are passable in the vast majority of conditions. In contrast the definitive line has no defined crossing points or firm banks and it is far more difficult to determine the depth of the water. The water courses are ill-defined especially where the legal route crosses 'peaty bowl' and substantial damage, including peat erosion, was occurring to the banks through users trying to find suitable crossing points.
- 8.2.5. Taking these considerations into account the proposed route is not substantially less convenient to the public.
- 8.2.6. In addition, the difference in length between the two routes is minimal (300 metres) in the context of this diversion and the National Trail.
- 8.3. *What is the effect of the diversion on public enjoyment of the path or way as a whole?*
- 8.3.1. The Diversion will improve public enjoyment of the path as a whole. The flagged and pitched path is obvious to follow and easy under foot/hoof/wheels. This means that it would most likely remain the route of choice even if the diversion order were not progressed.
- 8.4. *Would the order affect other land served by the existing right of way?*
- 8.4.1. There would be no impact on the land served by the existing right of way. Both the existing paths and the proposed routes are in the same ownership.
- 8.5. *Is there any effect of the new right of way on land over which it is created?*
- 8.5.1. There is no impact on the land over which the right of way is to be created. It already carries the used routes and therefore if the order were to be confirmed there would be no change on the ground.
- 8.6. *Is the termination of the alternative footpath on the same or a connected highway, and is it as substantially as convenient to the public?*
- 8.6.1. The diversion is 'mid-path' and therefore the termination points are unaffected.

9. Grounds and Tests for a Creation Order

- 9.1. There are two questions to consider under Section 26 of the Highways Act, and after taking these into account, we need to decide whether we are satisfied that it is expedient to create a new right of way.
- a) Is there a need for the new path?
- b) Is it a good idea to create the new path taking account of;
- how it will be more convenient or enjoyable for most of the people living locally or other members of the public;
 - and how it will affect the rights of those with an interest in the land.

9.2. *Is there a need for the new path?*

9.2.1. The proposed creation orders are simply for short lengths of path which are needed to ensure that the public can legally access the diverted route of the Bridleway and adjacent paths.

9.3. *Will it be more convenient or enjoyable for most of the people living locally or other members of the public?*

9.3.1. Many users have already use the route as part of the Coast to Coast however the close proximity to Grasmere and Rosthwaite means that the routes have the potential to be used for circular walks. Extending these short sections of path ensures that these routes have a legal basis and are protected going forward.

9.4. *How will it affect the rights of those with an interest in the land?*

9.4.1. The landowners are the Lowther Estate, United Utilities and National Trust. They have been consulted and are accepting of the proposed diversion, creation and extinguishment orders.

10. Grounds and Tests for Extinguishment

10.1. There is only one reason in law for the extinguishment of a right of way (section 118, Highways Act 1980), namely; where it appears to the Authority that it is expedient to stop up (extinguish) the path on the ground that it is not needed for public use.

10.2. A number of other issues must be considered before confirmation is made, as discussed below.

10.3. *The extent to which it appears that the path or way would, apart from the order, be likely to be used by the public.*

10.4. The proposed extinguishment orders are simply to remove short 'spurs' of rights of way which extend beyond the proposed diverted line of the 'main' bridleway. These 'spurs' are unlikely to be used if the bridleway is diverted however the land remains open access land, by virtue of it being Registered Common, and the public may still choose to use these 'spurs' although it is unlikely.

10.5. *The effect the extinguishment would have on the land crossed by the path.*

10.6. The extinguishment will have no effects on the land crossed by the path. As above, the land remains registered common and therefore will be available to use if the public wish. However the creation of the pitched and flagged path has already led to the recovery of the vegetation around the peat pans by reducing erosion, and so the extinguishment may have a positive impact on the landscape.

11. Other Considerations Required by Legislation

11.1. *Rights of Way Improvement Plan*

- 11.1.1. Before confirming a Public Path Creation or Diversion Order we are required to have regard to any material provision of a Rights of Way Improvement Plan (RoWIP). No RoWIP formally exists now for Westmorland & Furness, so we are effectively considering our own Access & Recreation Strategy to be the LDNPA's RoW improvement plan.
https://www.lakedistrict.gov.uk/__data/assets/pdf_file/0023/59270/Out-there-Access-and-Recreation-Strategy-2023-final.pdf .
- 11.1.2. The proposals meet the general aims within the Access & Recreation Strategy, in particular the making of orders to reflect match current demand/usage and to suit modern needs (page 12).
- 11.2. Limited Mobility - We have a duty to audit the proposals with regard to limited mobility. This section of the route is not particularly usable by all – but it is difficult to see how this could be reasonably adjusted. An accessibility audit of the entire Coast to Coast has been undertaken by David Burgess, who is a wheelchair and handbike user.
- 11.3. There are no physical changes currently proposed along the route, however any improvements might be accompanied by funding.
- 11.4. Impact on the needs of agriculture and forestry – an assessment is required under schedule 6, of the Countryside & Rights of Way Act 2000. We consider that there is no impact on the needs of agriculture and forestry. The proposed diversion is purely to move the legal right of way onto the walked path, and therefore there could be a beneficial impact on agriculture or forestry as the current definitive line can continue to be used for either purpose. The path to be created is already used by the public and there is a clear route on the ground.
- 11.5. We must consider landscape impact, biodiversity and archaeological interests and have to conserve biodiversity under the Natural Environment and Rural Communities Act 2006. And under Section 11 of the Countryside Act 1968 we have to have regard to the conservation of flora, fauna, and geological and geographical features and the amenity of the countryside.
- 11.6. The proposals do not appear to have any effects on these aspects as the physical works associated with the diversion of the Public Bridleway were designed to protect the landscape, and the proposed diversion will be simply moving the legal line onto the used route, requiring no landscape changes. If we re-opened the definitive line, it would create a new trod in the landscape, and engineering works would be required to cross the beck. This would merely replicate what is already there (which would remain) – and would therefore double the visible impact on the landscape.
- 11.7. Natural England, Cumbria Wildlife Trust, the Authority's Archaeology and Cumbria Geoconservation have been consulted about the proposals and have not raised any objections.

12. Relationship with our other policies on changes to the rights of way network.

- 12.1. *There will be a presumption in favour of preserving the historical integrity of the network.* - The proposed diversion will not detract from the historical integrity of the network.
- 12.2. *There will be a presumption against any reduction in the amount of public access in the National Park.* Neither of these proposals will result in any reduction in access.
- 12.3. *The future maintenance and management implications of any proposed change to the network will be considered.* - The route of the proposed diversion has partly been maintained as if it were a public right of way for many years therefore making the order will not create any additional maintenance burden. The new sections of path have been designed to ensure that the future maintenance burden is kept otto a minimum. Furthermore, the vast majority of the rights of way changes will be on the Coast to Coast National Trail and therefore will be eligible for future funding opportunities for maintenance.
- 12.4. *Changes should, if possible enhance public benefit through enabling the better enjoyment of the cultural landscape and nature conservation interest and should not reduce the ability of the public to discover any of the special qualities or features of the National Park.* - None of the proposed changes will detract from the enjoyment of the cultural landscape and nature conservation. Both changes will enhance the ability of the public to discover the special qualities and features of the National Park
- 12.5. *Impacts on Outstanding Universal Values* - None have been identified. The World Heritage Site Co-ordinator has been consulted and has raised no issues.

13. Stakeholder Consultation

We have consulted our usual consultees as listed below.

- *Cumberland Councillor*
- *Westmorland and Furness Councillor*
- *Natural England*
- *Archaeologist, Ecologist, Area Ranger, Ranger – LDNPA*
- *Local Access Forum*
- *Ramblers Association*
- *Open Spaces Society*
- *British Horse Society*
- *CTC – Cycling England*
- *Cumbria Bridleways Society*
- *Lake District Mountain Bikers Association*
- *British Driving Society*
- *Cumbria Commoners*
- *Land and Access Recreation Association*
- *North East Laners*
- *Lakes Parish Council*
- *St Johns and Castlerigg Parith Council*
- *Borrowdale Parish Council*

Responses were received from the following stakeholders:

Name of Stakeholder	Consultation Response
Andy Sims Westmorland and Furness Council	No comments
Roland Seber, Cycling UK	The proposal sounds fine. The whole route needs to be cyclable and a bridleway.
Ian Brodie, Open Spaces Society	Is supportive of the diversion and ancillary orders but had some queries about the flagging on common land.

14. Finance Considerations

14.1. These orders are fully funded externally by the Coast to Coast National Trail project.

15. Risk

15.1. There is a risk that the orders may be objected to. This has been mitigated as far as possible through consultation. If objections are received, we can reconsider the matter.

16. Legal Considerations

16.1. The Diversion Order will be made under s119 of the Highways Act 1980, the Creation Order under Section 26, and the Extinguishment Order under s.118. We are able to make orders under these sections by virtue of Schedule 9, paragraph 11 of the Environment Act 1995. The modification element will be made under section 53A(2) of the Wildlife & Countryside Act 1981, and we have powers to make such orders through our Agency Agreement with Westmorland and Furness and Cumberland Councils. The action strikes a reasonable balance between private and public rights.

17. Human Resources

17.1. The legal work involved in these orders is approximately 80 hours from members of the Ranger teams, and one hour from a member of Legal Services. Due to the Orders being part of the Coast to Coast Project, this is being funded through a Natural England grant and an external contractor has been appointed to undertake the work associated with these as part of the Project. As such, there is not a substantial impact on the Authority's staffing resources.

18. Diversity Implications

18.1. I have not identified any significant diversity issues.

19. Sustainability

19.1. I have not identified any significant environmental, economic or social issues.

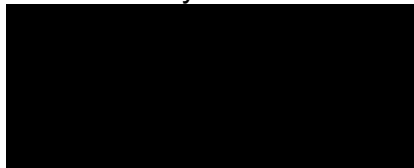
20. Summary

20.1. The proposals will benefit the public, and have come about through successful partnership working. All of those who responded to the consultation are in agreement with the proposals.

20.2. I recommend that we make the necessary Diversion, Extinguishment and Creation Orders to bring this proposal into effect.

Background Papers:	Case file reference 1412.212.08
Author/Post:	Charlotte Kimber, Coast to Coast Public Paths Officer
Responsible Director:	Stephen Ratcliffe, Sustainable Development
Date Written:	27 June 2025

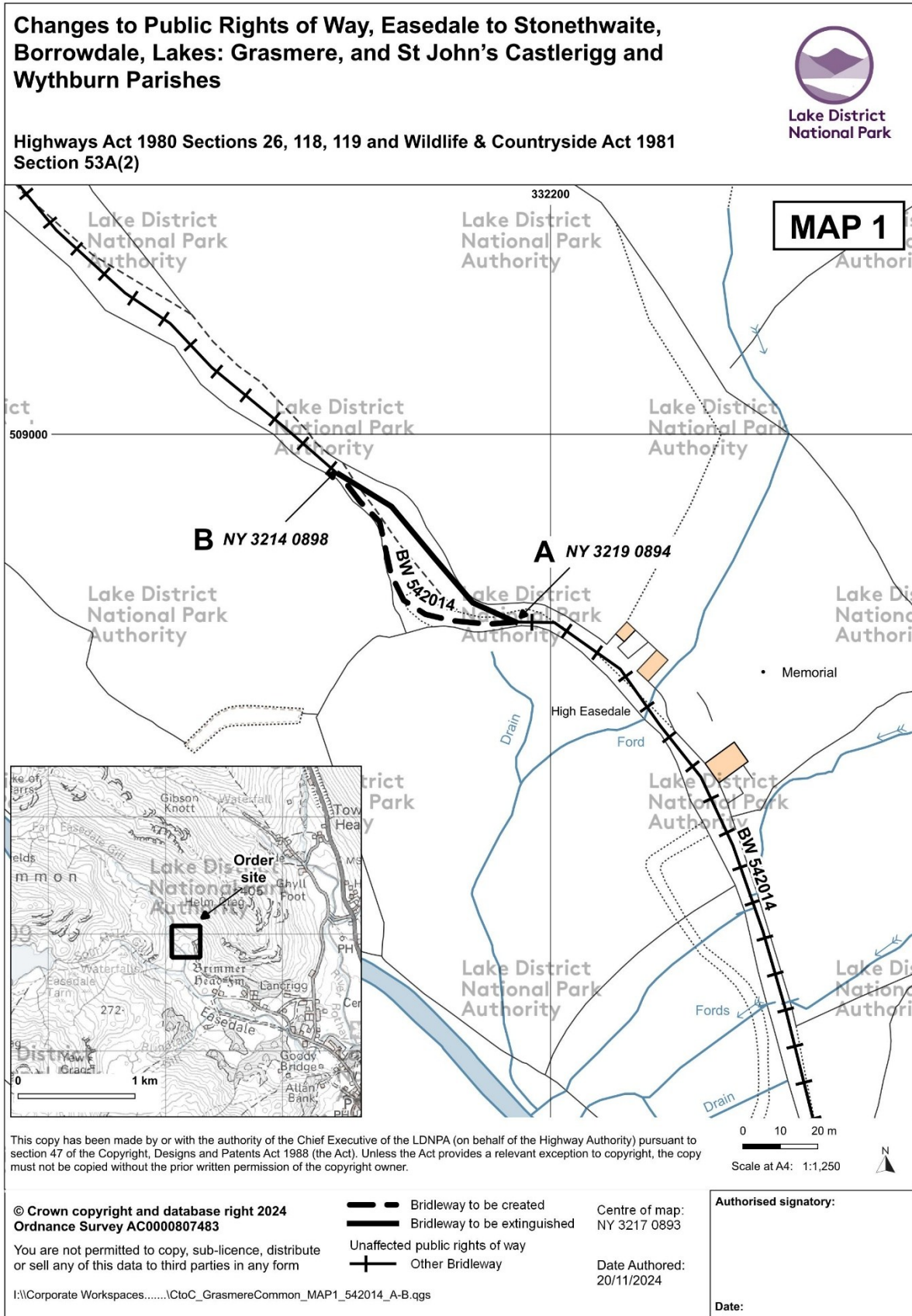
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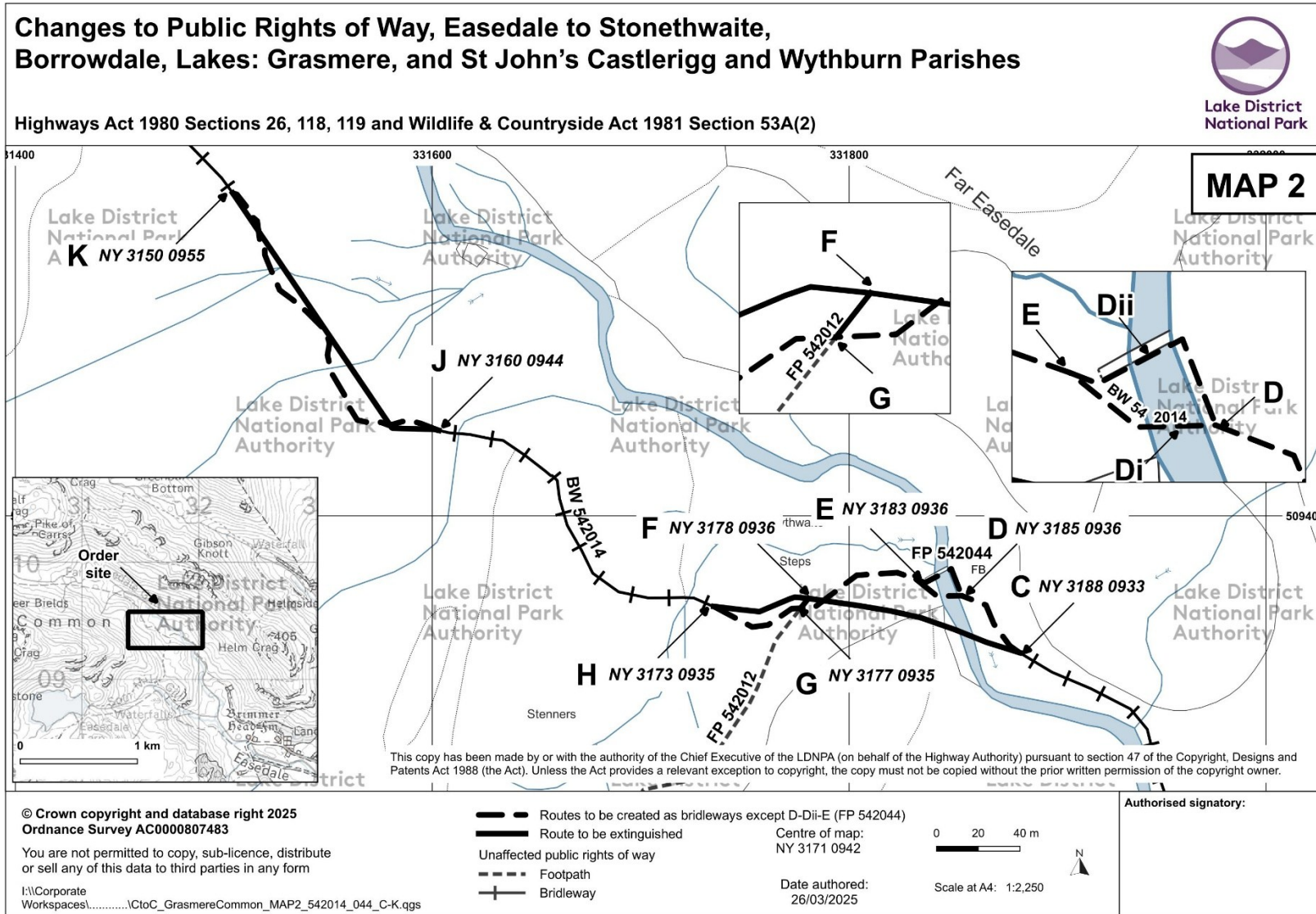
.....
Ranger Team Leaders' Meeting

Date.....3 July 2025.....

Annex 1
Map 1

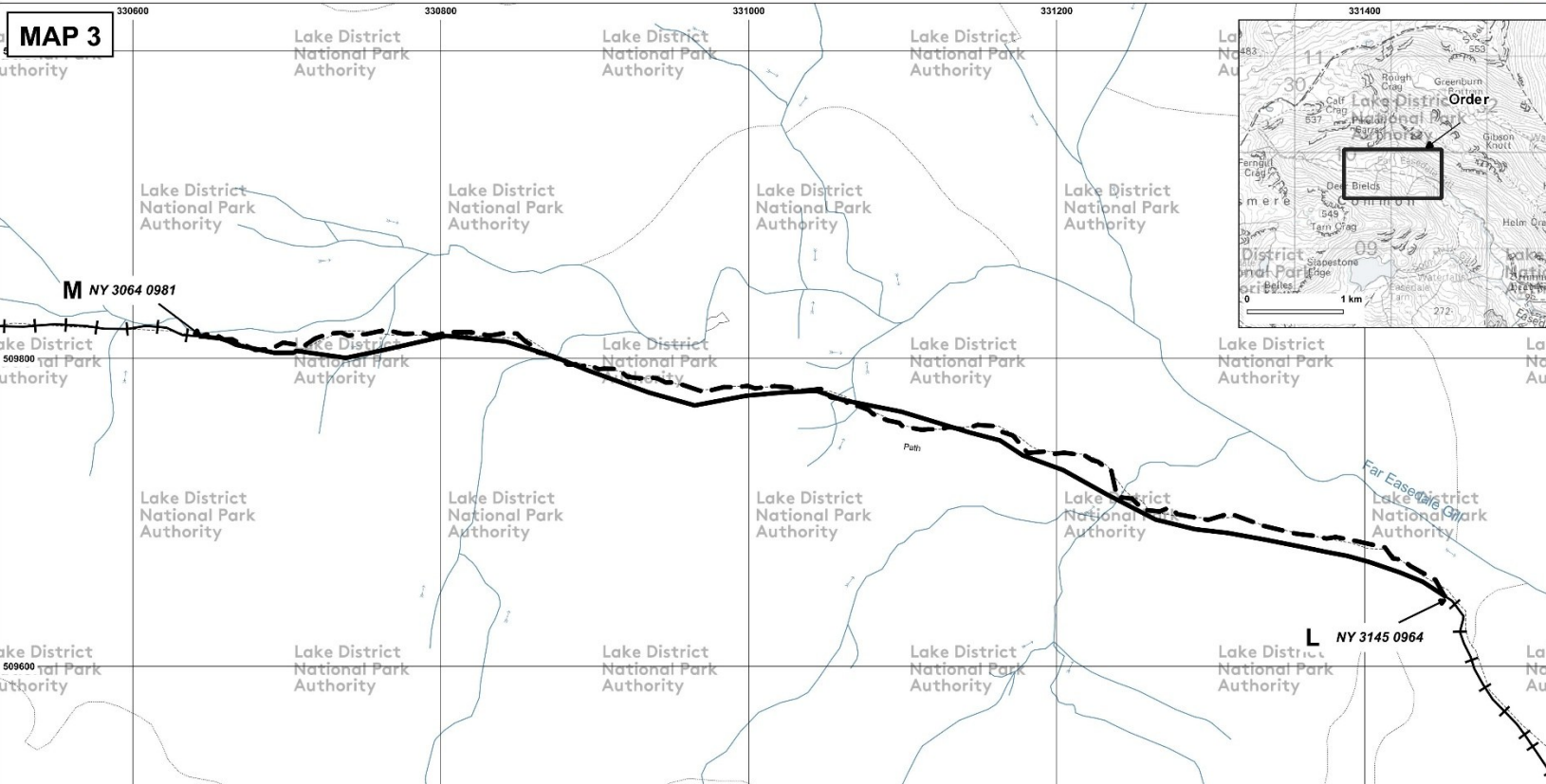


Map 2



Map 3

**Changes to Public Rights of Way, Easedale to Stonethwaite,
Borrowdale, Lakes: Grasmere, and St John's Castlerigg and Wythburn Parishes**
Highways Act 1980 Sections 26, 118, 119 and Wildlife & Countryside Act 1981 Section 53A(2)



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- Bridleway to be created
- Bridleway to be extinguished
- Unaffected public rights of way
- - - Footpath
- + — Bridleway

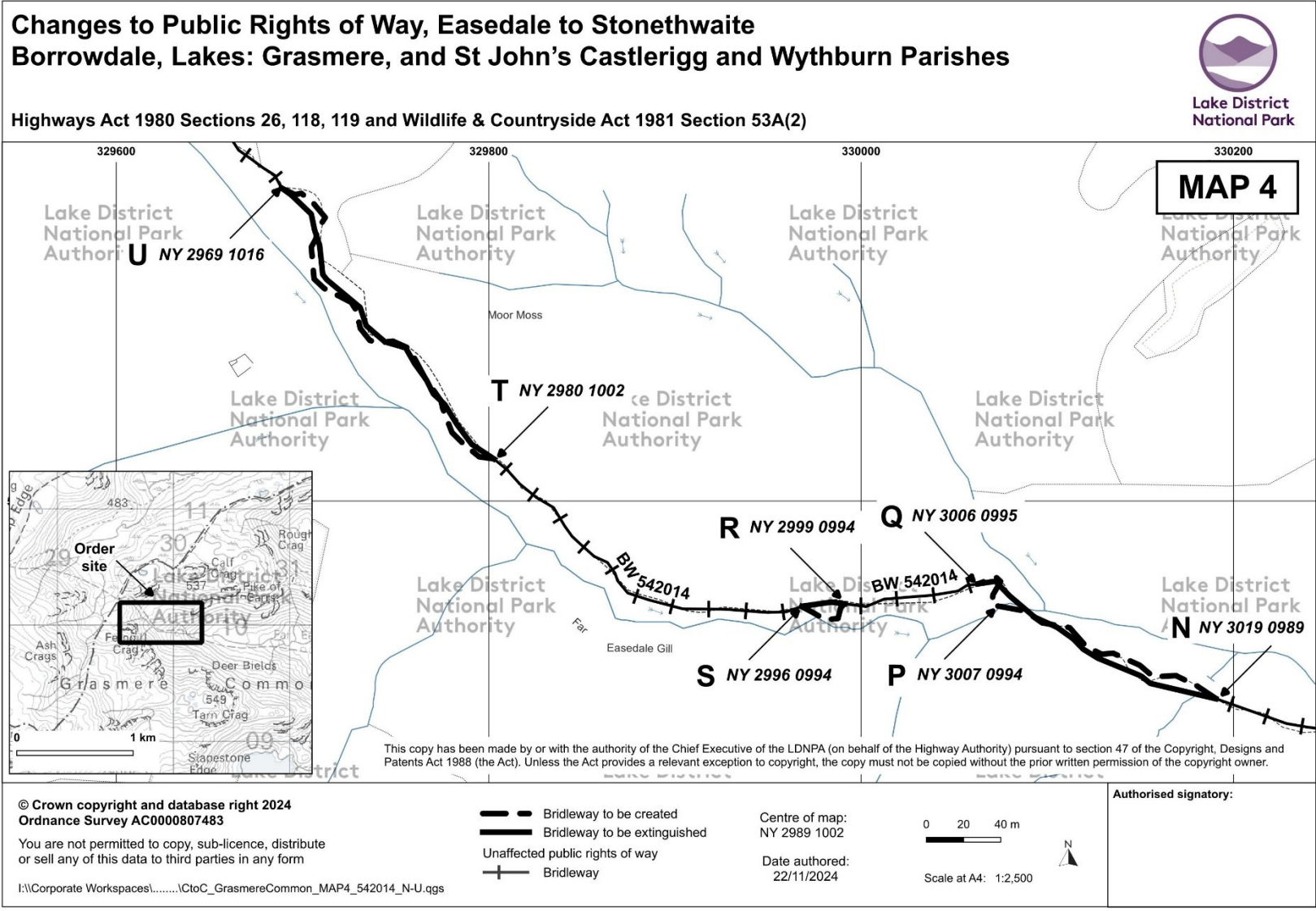
Centre of map:
NY 3102 0977

Date Authored:
22/11/2024

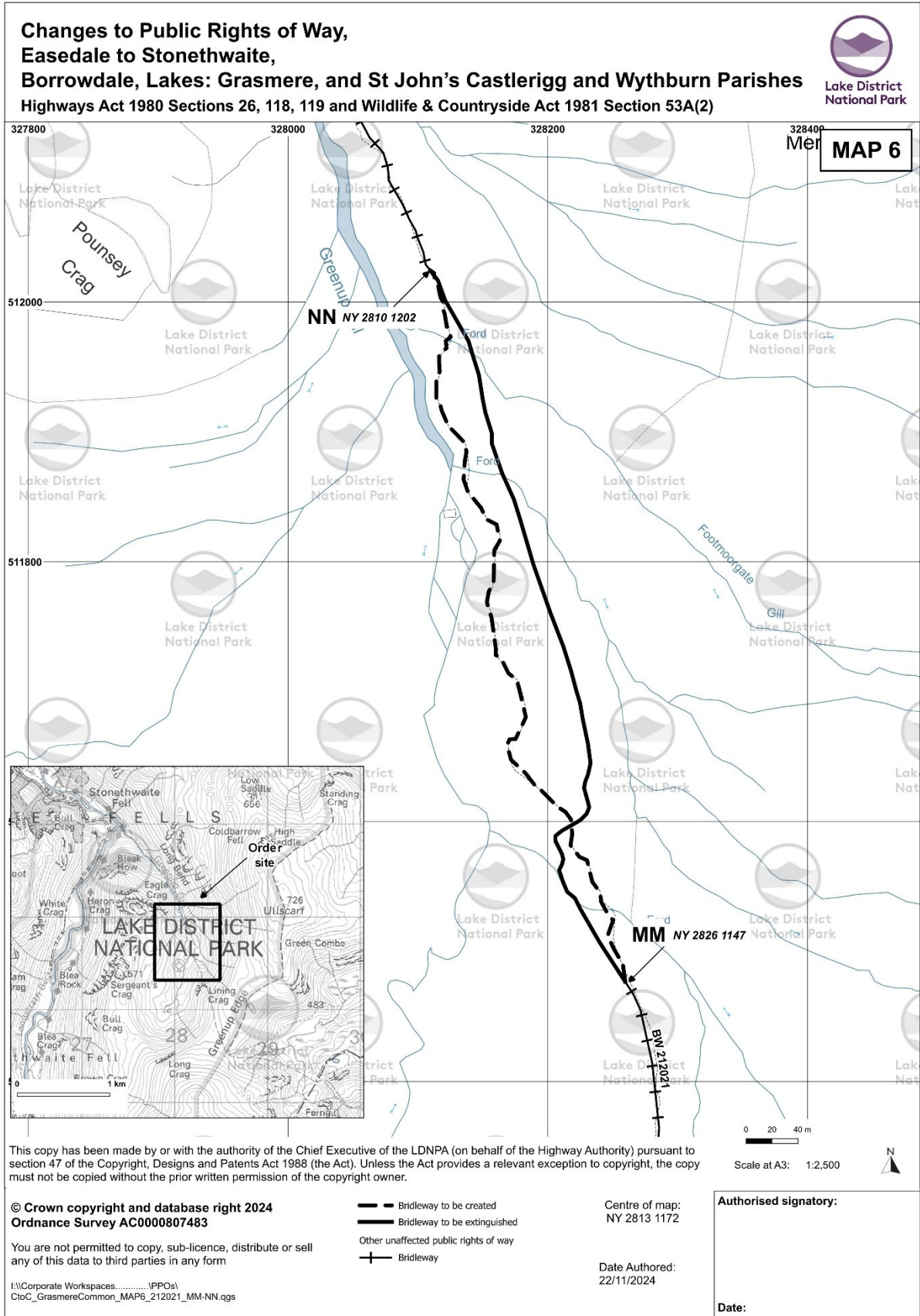
Authorised signatory:

Date:

Map 4

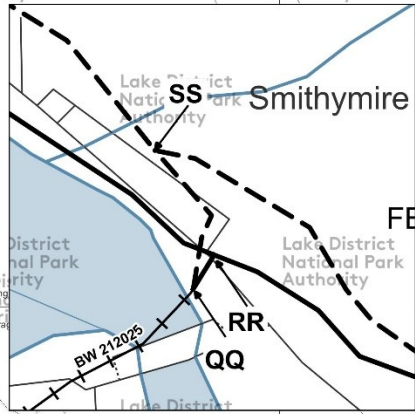
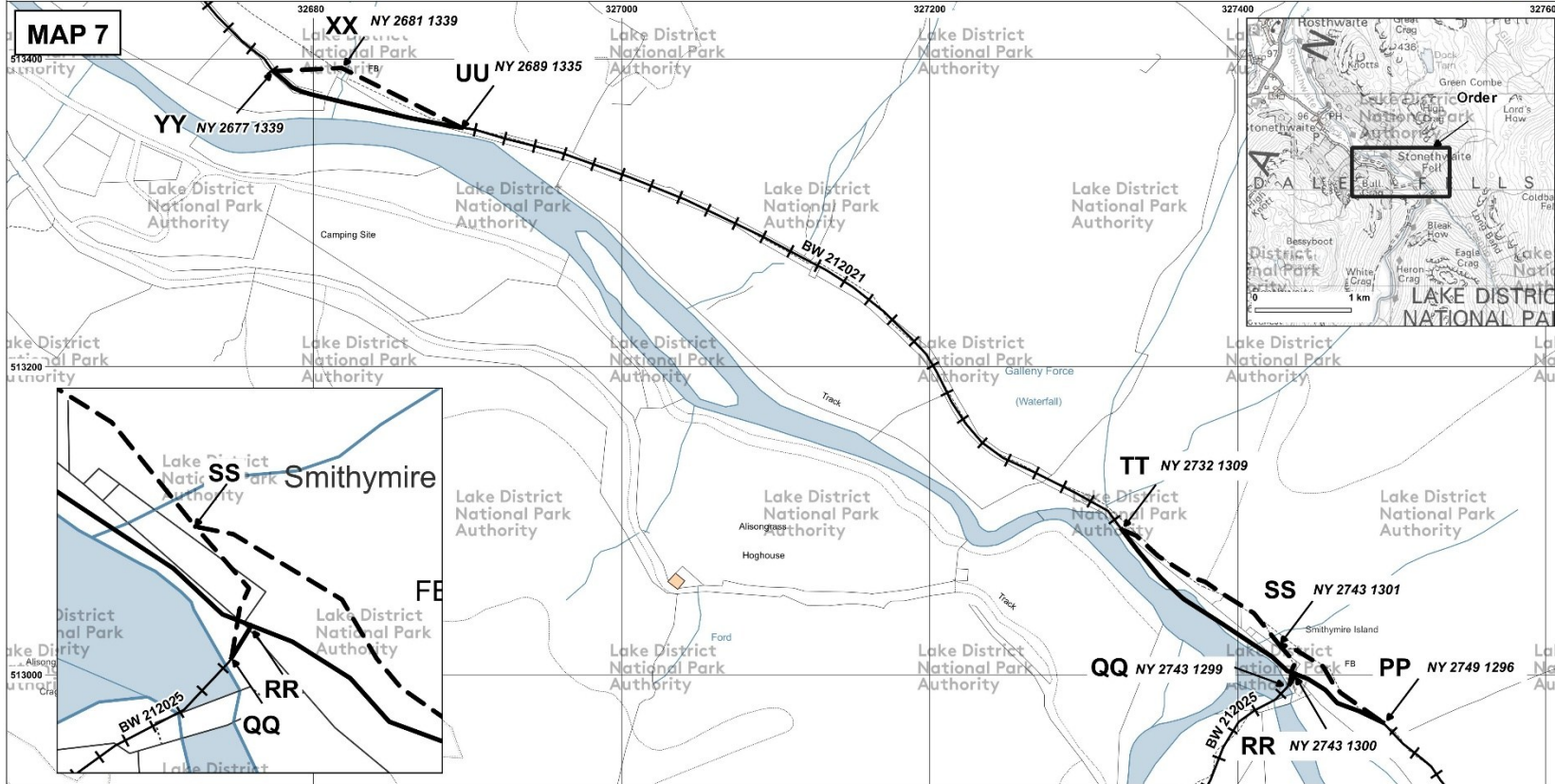


Map 6



Map 7

**Changes to Public Rights of Way,
 Easedale to Stonethwaite, Borrowdale, Lakes: Grasmere, and St John's Castlerigg and Wythburn Parishes**
 Highways Act 1980 Sections 26, 118, 119 and Wildlife & Countryside Act 1981 Section 53A



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0 50 m Scale at A3: 1:2,500 N

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- Bridleway to be created
- Bridleway to be extinguished
- Unaffected public rights of way
- - - Footpath
- + — Bridleway

Centre of map:
 NY 2710 1318

Date Authored:
 22/11/2024

Authorised signatory:

Date:

Annex 2 Photos -

Site visit photos – Bridleway from Far Easedale to Stonethwaite, via Lining Crag and Greenup Edge

Map 1 High Easedale

P1



Definitive line crosses a small rocky outcrop whereas used route passes to the west, close to Point A

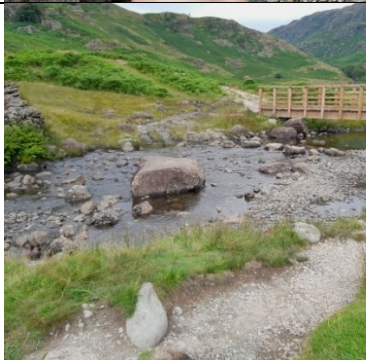
Map 2 Stythwaite Steps

P2



Definitive line crossing the stream as indicated close to Point D

P3



A footpath will be created over the footbridge with a bridleway diverted to ford the stream near the bridge, preserving the stepping stones.

P4



Example of definitive line as indicated with clearly used line to the right of the photo

Maps 3 and 4 – Grasmere Common

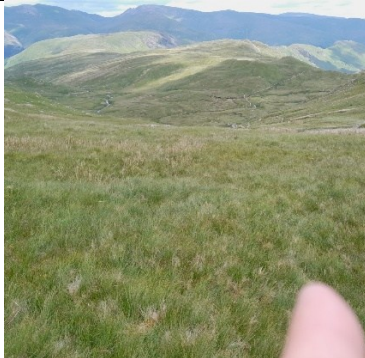
P5



Further example of direction of definitive line being indicated with a clearly used route, close to Point U.

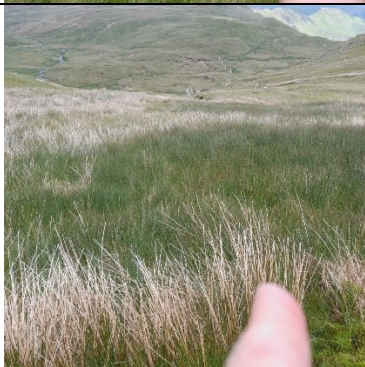
Map 5 – Broadstone Head to Greenup Edge and on to Lining Crag

P6

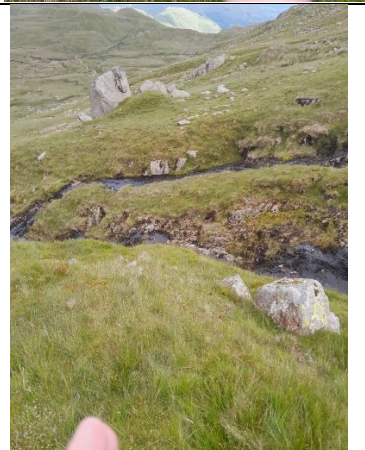






Indicative photos showing definitive line looking southwards from Greenup Edge towards Broadstone Head (Point CC towards Point X)


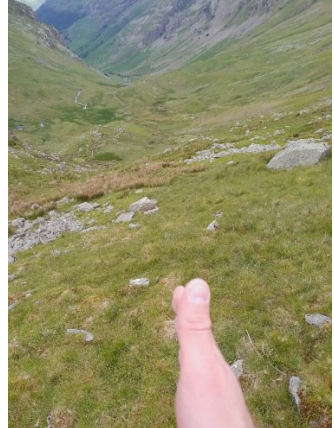

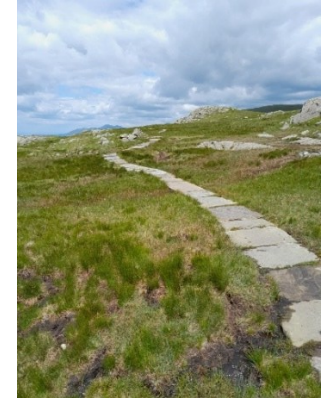
P7



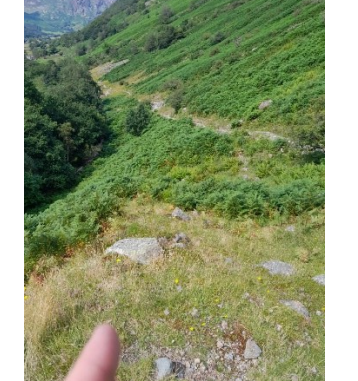







P8



P9		<p>Proposed route passing through Wainwright's iconic gate stoops at Broadstone Head near Point X looking northwards towards Peaty Bowl.</p>
P10		<p>Line of subsoiled path and flags descending north west wards from Broadstone Head at Point X into 'Peaty Bowl' (Point AA) with Greenup Edge in the distance</p>
P11		<p>Example of stepping stones, with ford to the side, on newly pitched path</p>
P12		<p>Indicative photos showing the definitive line with no signs of use on the ground between Greenup Edge and Lining Crag. Photos are arranged south to north, however are taken facing south. Definitive line looking east south eastwards Lining Crag, Point GG towards Point CC.</p>

P13		
P14		
P15		
P16		Proposed route with new slabs at the top of Greenup Edge in the area of Point CC looking towards Lining Crag

P17		Continuation of flagged section on proposed route at Lining Crag
P18		End of newly laid flags at Point GG on , Lining Crag looking north towards Stonethwaite
Map 6 Approaching Stonethwaite		
P19		Photo looking northwards towards Stonethwaite showing the definitive line being indicated, and the current used route visible to the right/centre of the photo close to Point MM
P20		Photo looking southwards back up hill towards Point MM showing definitive line indicated running through bracken and the pitched, used route.

Map 7 Stonethwaite		
P21		Photo taken close to Point PP where the definitive line diverges from the proposed route
P22		Wicket Gate on current definitive line at Point RR
P23		Current definitive line following the riverbank to the North West of Point RR
P24		Existing route of definitive line at Point UU

P25	 A photograph showing a newly constructed wooden footbridge with railings crossing a stream. The stream bed is composed of large, grey, rounded rocks. The surrounding area is green and wooded.	Recently replaced footbridge at XX with ford to the side
P26	 A photograph of a dirt path leading through a valley. The path is flanked by green grass and some trees. In the background, there are rolling hills under a clear sky.	Photo taken from point YY, looking East South East, with the proposed route towards XX to the left and the definitive line following the wall to the right.

Annex 3

Our Policies on Changes to the Public Path Network

Policies on changing the public path network have been developed and approved by the Authority. These are listed below, and reference is made to them, where appropriate, in the later annexes.

- There will be a presumption in favour of preserving the historical integrity of the network.
- The concerns of those managing land, especially for agriculture and forestry, will be recognised where legitimate operations may affect the public's enjoyment of or safety in using a public right of way. Under schedule 6 of the Countryside & Rights of Way Act 2000, we also have to look at the impact of all changes on agriculture and forestry.
- There will be a presumption against re-alignment of cross-field paths onto routes following field edge boundaries.
- There will be a presumption against any reduction in the amount of public access in the National Park.
- Where the route in use at present differs from the definitive line, there will be a presumption in favour of restoring the original route before considering a legal diversion.
- The future maintenance and management implications of any proposed change to the network will be considered.
- Changes should, if possible enhance public benefit through enabling the better enjoyment of the cultural landscape and nature conservation interest and should not reduce the ability of the public to discover any of the special qualities / features of the National Park.