

**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).

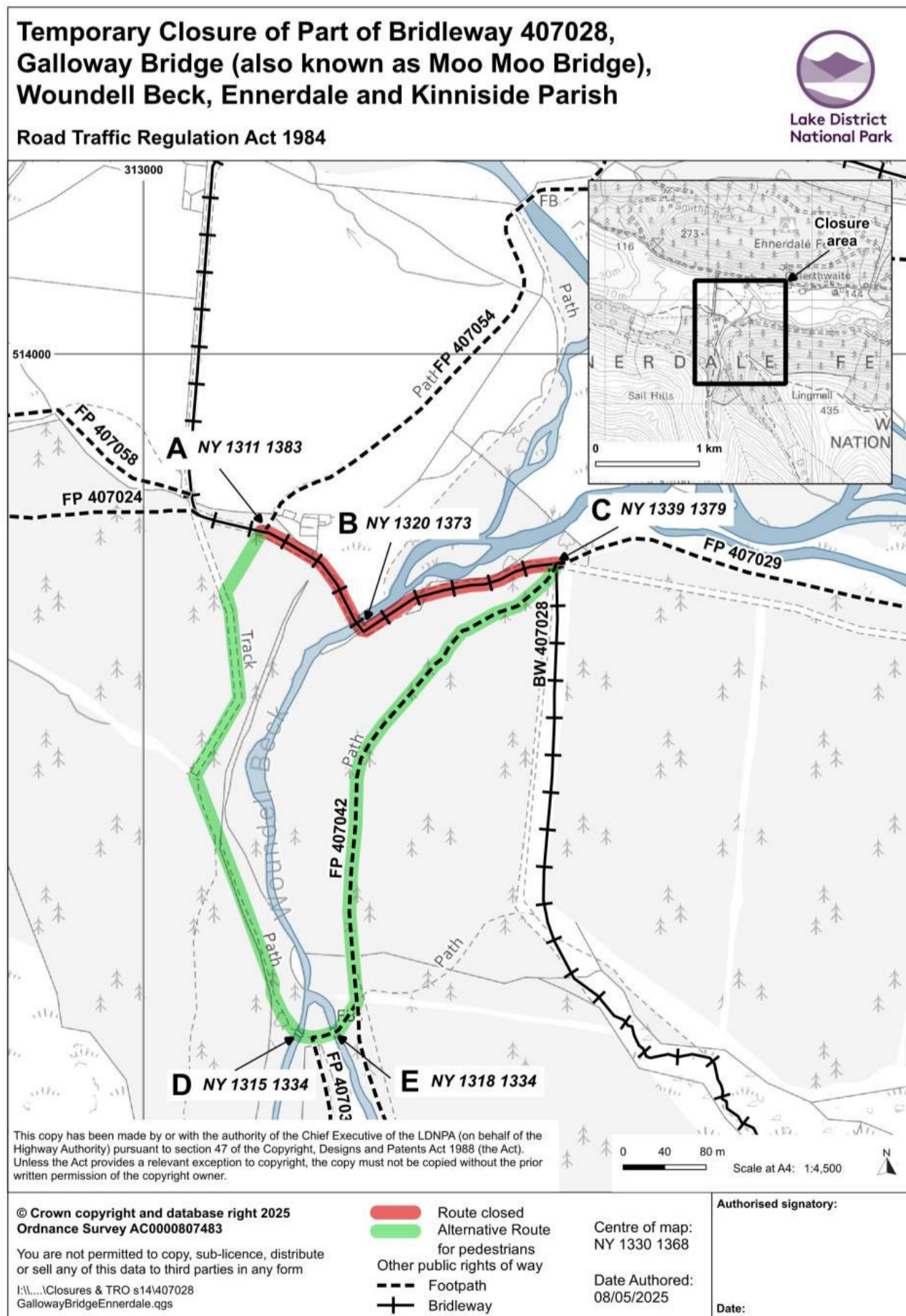
Lead Director	Steve Ratcliffe, Director of Sustainable Development	
Subject of Decision	<b>TEMPORARY TRAFFIC REGULATION ORDER, BRIDLEWAY 407028, GALLOWAY BRIDGE, ENNERDALE AND KINNISIDE PARISH</b>	
Relevant section of Scheme of Delegation	<b>PART 4 - DELEGATION OF FUNCTIONS TO OFFICERS</b> <b>ANNEX 4 - Functions delegated to Head of Ranger &amp; Strategy Service, and sub-delegated to Ranger Team Leaders</b> <b>Rights of Way and Access Matters</b> 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 Council) 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 Planning Acts.	
Background	Forestry England (FE) have applied for a temporary closure of a section of bridleway 407028 whilst Galloway Bridge (also known as Moo Moo Bridge) is replaced. The bridge replacement is anticipated to be funded via the Coast to Coast project. An alternative route would be available for pedestrians, but not cyclists or horse riders.	
Details of Decision	<b><i>That we issue a Temporary Traffic Regulation Order for Bridleway 407028 as shown between Points A-B-C on the plan within the report.</i></b>	
Details of alternative options considered and rejected.	<ul style="list-style-type: none"> <li>• Not making the order</li> </ul>	
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	William Hinchliffe, Rights of Way Officer	
Background Papers	Case file 1410.003 (280)	
Date of Report	2 June 2025	
Authorising officer	Ranger Team Leaders' Meeting – 5 June 2025	

## TEMPORARY TRAFFIC REGULATION ORDER, BRIDLEWAY 407028, GALLOWAY BRIDGE, ENNERDALE AND KINNISIDE PARISH

### 1 Summary

1.1 This report recommends the temporary prohibition of all traffic over part of bridleway 407028 on the approaches to and over Galloway Bridge whilst it is replaced.

**Recommendation:** *That we issue a Temporary Traffic Regulation Order for Bridleway 407028 as shown between Points A-B-C on the plan within the report.*



**Map 1: Location Plan**

## 2 Details of Request

- 2.1 Forestry England (FE) have submitted an application for a temporary closure of bridleway 407028 over Galloway Bridge and its approaches, crossing Woundell Beck in Ennerdale (section to be closed shown in red between points A-B-C on the plan). A couple of photos of the current bridge are included in Annex 1.
- 2.2 In April 2024 FE identified that a couple of the bridge deckboards required replacement and further inspection found that sections of the bridge had begun to rot, primarily at either end close to the abutments. At that time the bridge was not formally part of the right of way (but was generally used as such). In September 2024 an order made by us in 2022 was confirmed by the Secretary of State diverting the bridleway over the bridge.
- 2.3 This bridleway is part of our Miles Without Stiles Ennerdale Forest Road route, and is also commonly used by walkers on Wainwright's Coast to Coast route (though the formal National Trail follows the bridleway along the north side of the River Liza). Although this is not a formal braid of the National Trail, Natural England have agreed to funding the bridge replacement as part of the project, as they have recognised its amenity as part of a loop option connected to the Coast to Coast. Given the overall condition of the bridge, and likelihood that it will deteriorate rapidly in the near future given its age (the existing bridge was installed in 2010), it appears expedient to undertake replacement now whilst funding is available and before the bridge requires closure due to becoming unsafe.
- 2.4 FE have been working closely with our Coast to Coast Project Officers regarding the bridge replacement to enable this to happen as smoothly as possible, with the actual works likely to be undertaken by contractors. It is anticipated that the replacement will take place over the summer of 2025 to fit within the timescales for project funding, though precise dates are yet to be determined. The new bridge will be constructed with steel beams, which will extend its lifespan. Discussions are ongoing with FE regarding how the contracting and funding process will work. Once work is able to commence, it's likely that the bridleway will only need to be closed for a week or two whilst the old bridge is removed and the new bridge installed. The order may last for six months, although it would cease to remain in effect once the works are complete.
- 2.5 Woundell Beck is not fordable here (other than following exceptionally dry weather), and due to the high but relatively narrow abutments it would not be practicable to install a temporary bridge during the works. The works to dismantle and remove the current bridge and install the new one will require use of large machinery and vehicles, making the site hazardous during the works if public access were maintained. Additionally, once the old bridge is removed it will not be practically possible to cross Woundell Beck at this location until the new bridge is largely complete. It therefore appears expedient to close the bridleway to enable the replacement to take place safely and as efficiently as possible.
- 2.6 The surface of the bridleway on its approaches will require reinstatement to its prior condition (or better) if any damage is caused to it by vehicles during the works.

- 2.7 An alternative route crossing Woundell Beck for pedestrians will be available following the route upstream shown between points A-D-E-C on the attached plan in green making use of the 'permitted' path shown by an orange-dashed line on OS mapping and footpath 407042. This route crosses the tributary becks via two footbridges. The reinstatement of footpath 407042 is not yet fully complete following recent forestry extraction works and this path is not as easy to use or accessible as the bridleway (it does not meet Miles Without Stiles standards), it is still likely to be muddy, particularly following wetter weather. Alternatively, the crossing over the River Liza at 'Middle Bridge', approximately 3.5km to the east may be used, depending on individual route choice and start points / destinations.
- 2.8 Unfortunately, there is no nearby alternative available for equestrian users or cyclists, though bridleway journeys between Ennerdale and Wasdale will still be possible via Black Sail Pass.
- 2.9 Notices informing users of the closure and alternative would be displayed at the ends of the closed section of the bridleway, and at the junctions with other nearby public rights of way, and in the two main car parks serving Ennerdale – which is where most people are likely to begin their walk/ride.

### **3 Policy Context**

- 3.1 A key outcome of the Vision for the Lake District National Park 2006 – 2030 is a landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved. Our Partnership's Plan is the Management Plan for the Lake District National Park which contains our policies for achieving the aims and desired outcomes for the Vision.
- 3.2 There is no specific action or policy relating to temporary closures, but they are a fundamental part of managing the rights of way network and ensuring efficient service delivery.

### **4 Options**

- 4.1 The options are to:
- a) Make the Order
  - b) Do not make the Order

### **5 Proposal**

- 5.1 I recommend option 4.1a for the reasons set out in sections 2 and 8. A closure of the bridleway will allow the bridge replacement to be carried out safely and efficiently. It's unfortunate, but somewhat inevitable, that this popular bridleway will need to be closed whilst the bridge is replaced. But undertaking this now means the closure period will be kept to a minimum whilst the bridge is actually replaced, rather than a likely more lengthy closure in future. The new structure will be largely pre-fabricated which should mean the closure is as short as possible.

### **6 Best Value Implications**

- 6.1 The Best Value implications are:

- a) The **challenge** is for us to effectively manage the network and inform the public of relevant issues.
- b) Processing temporary traffic regulation orders is not a **competitive** procedure. Cumberland Council can also process temporary closure orders, but we are the best placed organisation to make this order.
- c) We have carried out the required **consultations**.
- d) We have **compared** our processing of temporary closures to other similar organisations. We have no specific targets relating to them, but aim to process all requests in a timely fashion, without significant financial or staff implications.

## 7 Finance Considerations

- 7.1 The costs of a temporary closure Order are approximately £1,060 (which covers staff-time, stationery and postage) plus the cost of two newspaper adverts. As this bridge replacement is being funded by Natural England as part of the National Trail establishment project it will ultimately be cost neutral to the Authority. The adverts will be paid for from the Coast to Coast Project budget, and staff time costs will also be recovered.

## 8 Risk

- 8.1 The major risk associated with this is if we do not make an order. Woundell Beck could not be safely crossed once the bridge replacement begins. There will be vehicles and large machinery in use during the works, and the physical removal of the old bridge and installation of the new one, all creating hazards to the public if access is maintained.
- 8.2 Although closing popular rights of way is never desirable or popular with the public, I consider the reputational risk to be far higher if we do not replace the bridge now whilst the opportunity exists to undertake the works in a planned way, given the large amount of work required to prepare a bridge replacement. Eventually the current bridge will deteriorate to the point it becomes unsafe and the replacement would need to be planned as part of our regular bridge programme, causing future delays (and the costs met by the Authority).

## 9 Legal Considerations

- 9.1 The relevant grounds for restricting or prohibiting traffic on this right of way is within section 14(1)(a) of the Road Traffic Regulation Act 1984; namely because works are proposed works to be executed on or near the road (highway).
- 9.2 The Head of Strategy & Ranger Service has delegated powers to authorise the making of Orders for the temporary closure of paths under the provisions of Section 14 of the Road Traffic Regulation Act 1984, and under our Agency Agreement with Cumberland Council. These have been sub-delegated to the Ranger Team Leaders' Meetings.

## 10 Human Resources

- 10.1 The work involved in this proposal is approximately 15 hours from members of the Ranger and Coast to Coast project teams, and 0.5 hours from the GIS Officer. The work involved is part of our day-to-day duties, and most of it has already been undertaken.

## 11 Sustainability

11.1 I have not identified any significant environmental, economic or social effects that will affect sustainability.

## 12 Consultation Responses

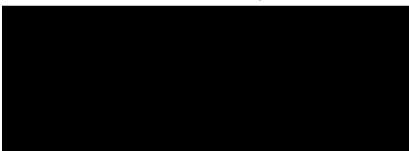
12.1 We carried out a public consultation with interested bodies and individuals including Cumberland Council (the Highway Authority), Parish Council, Local Access Forum and various user groups. We received the following responses:

Consultee	Comment	LDNPA Response
British Horse Society	<i>I see this is a consultation on the temporary closure of this bridge but is the bridge actually safe to use by horse riders now? I was wondering if I should put something on the Cumbria Bridleways Society FB page to alert people because it's a popular route and obviously if riders have trekked up the bridleway and then see the holes they may think it's OK to cross it when in actual fact they probably should stay off it. If I saw the bridge as it is now I wouldn't take my horse across it but turn back but others may think that because there is no closure it's safe to go over and a horse could put it's hoof through.</i>	Confirmed that after our team replaced the deckboards which had failed in 2024, they inspected the rest of the deckboards and they did not show immediate safety concerns. So the bridge should be suitable for use by horses and riders now, though of course if any further broken boards or issues are reported to us we will reinspect and review whether temporary closure is necessary due to the likelihood of danger.
LDNPA Miles Without Stiles Volunteer Coordinator	Query as to the need for the bridge to be replaced over the summer when the route is at its busiest, and that it's a shame this could not wait until Autumn.  Suggests clear wording added to the MWS route webpages warning of the closure, and that the only option available to users with mobility equipment is an out-and back route on the forest road.	Confirmed that the timescale for the bridge replacement is due to the contractual / funding related requirements.  We will ensure the closure is detailed on our Miles Without Stiles webpages.

<p>Local Access Forum</p>	<p><i>In view of the circumstances you have described we understand the need for this closure and the recommended diversions. The route is used by Coast to Coast walkers and as it becomes a national trail we expect to see more traffic. If the footbridge needs replacing after only 15 years, its short lifespan needs to be examined and we hope its replacement in this location will last longer.</i></p> <p><i>We welcome the efforts to achieve a smooth operation this summer.</i></p>	<p>Confirmed that the design for the new bridge will feature steel beams which should maximise the lifespan of the new structure as far as possible.</p>
<p>Open Spaces Society</p>	<p><i>Problem understood and unsatisfactory nature of diversion route is also noted by the OSS.</i></p> <p><i>We, however, accept this alternative route is making the best of the statutory alternatives but note that a few hardy souls, during dry weather, will probably cross the beck directly without a footbridge!</i></p> <p><i>We trust that the work goes well and the problem is resolved as quickly as possible - we wish the teams well with the work.</i></p>	

### 13 Summary and Recommendations

13.1 I recommend that we make a TTRO prohibiting all traffic from proceeding over the affected section bridleway 407028 during the works period. This bridge will require replacement at some stage as the current structure is getting old and beginning to deteriorate. It appears logical to replace it in a planned way, keeping the closure period to a minimum and whilst funding is available to enable the replacement to be carried out efficiently.

<p>Authorised by:</p>  <p>.....</p> <p>Ranger Team Leader</p> <p>Date: 5 June 2025</p>
---

Background Papers	Case file 1410.003 (280)
Author:	William Hinchliffe, Rights of Way Officer
Date Written:	2 June 2025
Version	Final

**Annex 1 – Photos of Galloway Bridge (also known as Moo Moo Bridge)**

*Galloway Bridge in 2018*



*Failed deckboards in April 2024 (since replaced)*



*View of the current bridge*



*And after being built in 2010 – showing more clearly the raised nature of it, and the inaccessibility to users if vehicles are in and around the bridge site replacing it.*

