



The Openness of Local Government Bodies Regulations 2014

These require that officers keep and publish 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).

Temporary Traffic Regulation, Bridleway 407021, Smithy Beck Bridge, Ennerdale and Kinniside Parish

Relevant section of Scheme of Delegation

PART 4 - DELEGATION OF FUNCTIONS TO OFFICERS - ANNEX 4 - Functions delegated to Head of Ranger Service and sub-delegated to Ranger Team Leaders.

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 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 the Planning Acts.

Background

Forestry England have applied for a temporary closure of part of bridleway 407021 over Smithy Beck Bridge whilst they replace the bridge deck.

Details of Decision

That we make an order temporarily closing the affected section of bridleway 407021 whilst works to replace the deck of the bridge are underway, to be in effect for six months, or until the works are complete, if earlier (as expected).

Details of alternative options considered and rejected

To not make an order.

Where a decision is made under an express authorisation, names of any Member(s) who have declared a conflict of interest

None

Lead Director	Hanna Latty, Director of Sustainable Development
Author and contact details of report	Will Hinchliffe, Rights of Way Officer
Background Papers	Case file 1410.003.298
Date of Report	1 June 2026
Authorising officer	Steve Tatlock, Ranger Team Leader (South)
Date	28 September 2026



Lake District
National Park

TEMPORARY TRAFFIC REGULATION ORDER, BRIDLEWAY 407021, SMITHY BECK BRIDGE, ENNERDALE AND KINNISIDE PARISH

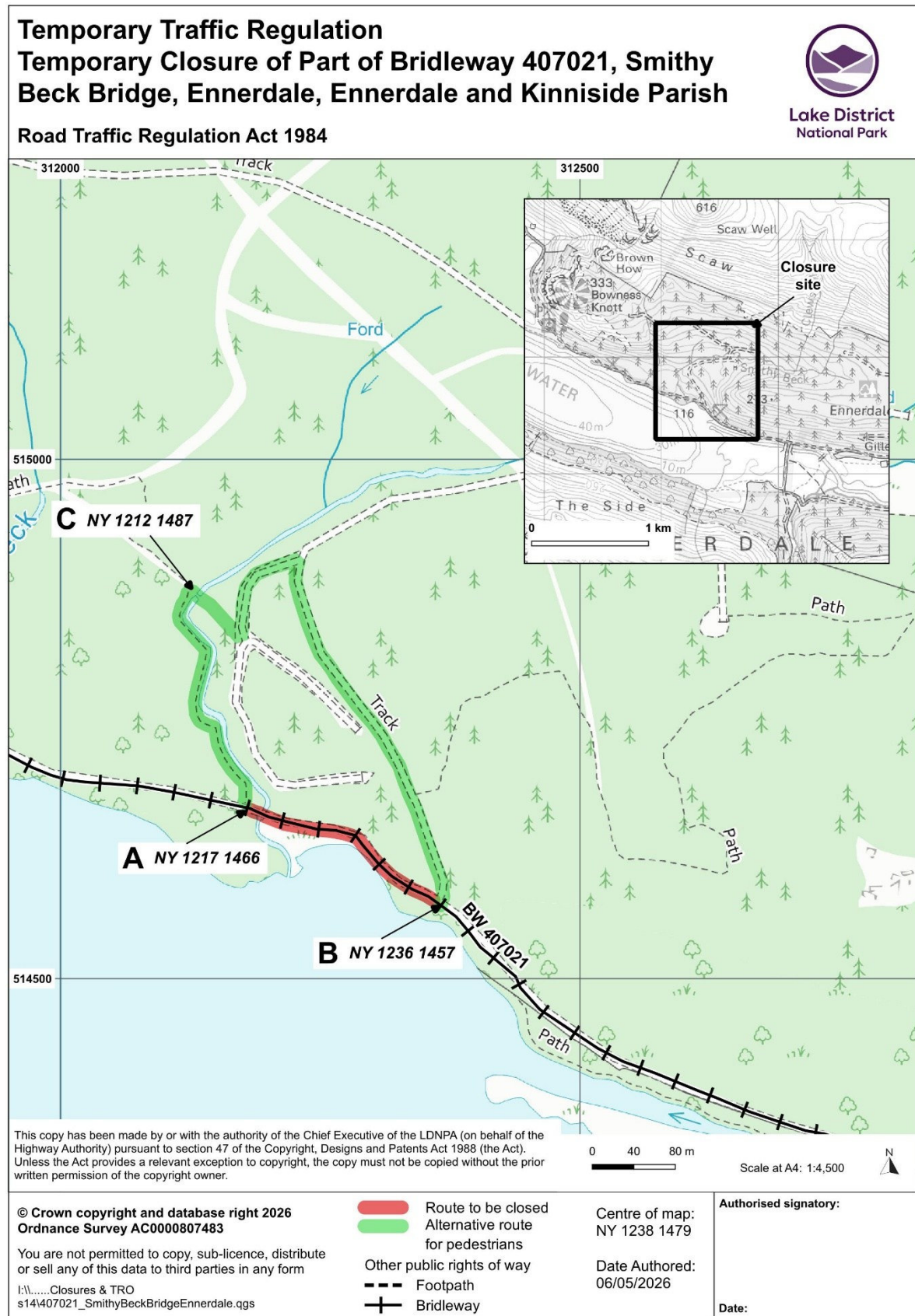
Summary

1. This report recommends the temporary prohibition of all traffic over part of bridleway 407021 at Smithy Beck Bridge in Ennerdale to enable Forestry England (FE) to replace the deck of the bridge.

Recommendation that:

We make a Temporary Traffic Regulation Order temporarily closing the affected section of bridleway 407021 whilst works to replace the deck of the bridge over Smithy Beck are underway.

Location Plan



Background

2. We have received an application from FE for a temporary closure of part of bridleway 407021 to enable them to replace the deck of the bridge over Smithy Beck in Ennerdale. The current deck is reaching the end of its useable lifespan (see photo below) and FE plan to remove the deck boards and foundation layer then install a new timber deck. The works are anticipated to take 3 or 4 days, and scheduled for November (provisionally Tuesday 10th to Friday 13th) as this would be expected to be a quieter time of the year and minimise disruption. The closure would be in effect throughout the works period, with the bridge unavailable to the public and the closed section of forest road east of the bridge being used for transportation / storage of materials.



3. An alternative route for pedestrians will be available (points A-C-B on the plan, approximately 750m in length) utilising an established walking trail, footbridge over the beck and forest roads. During working hours bankspersons at points A and B would be present to assist with any queries regarding the closure.

This alternative route is suitable for users on foot (including dismounted cyclists), but not users with horses (even if dismounted – the footbridge is not suitable for horses), mobility scooters or pushchairs. There would unfortunately be no suitable alternative for these users during the works. We queried with FE whether a viable option for equestrian users may be fording the beck then continuing along the track. They responded that due to the potential for high and rapidly changing water levels this would not be safely manageable in their view, along with the hazards which will be present along the track between points A and B from machinery and vehicles involved with the works. FE have agreed to install signage in Buttermere and Wasdale to make bridleway users aware of the closure before crossing into Ennerdale via Scarth Gap or Black Sail passes. Signage would also be in place on the bridleway itself, at the point the two 'braids' of the Coast to Coast National Trail split, and at Bowness Knott car park.

4. This bridleway is promoted as a Miles Without Stiles route (Ennerdale Forest Road) and is also forms one of the two 'braids' of the Coast to Coast National Trail up Ennerdale. We will ensure that information is added to our webpages for these routes, and will also share information regarding the closure with the National Trails Officer who can add an update on the Natural England webpage. Given the popularity of this route we can also ask user groups to share the details of the closure on their social media.
5. As the forest road provides the only vehicular access further up the valley FE intend to have a transport system in place during the works to enable valley residents / business owners only to access and walk across the bridge (supervised) to reach their vehicles on the west side of the bridge to retain access for school / business purposes. We expect Forestry England to discuss the arrangements with the affected residents / businesses (such as Low Gillerthwaite Field Centre). At the end of each day during the works temporary steel plates will be put in place to allow emergency vehicle access outside working hours, and the relevant emergency services will be informed of the closure.

Policy context

Links to Vision and Management Plan

6. 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.

Links to Business Plan

7. There is no specific action or policy relating to temporary closures within the Business Plan, but they are a fundamental part of managing the rights of way network and ensuring efficient service delivery.

Options

8. The options are to:
 - a) Make a Temporary Traffic Regulation Order
 - b) Do not make an Order

Proposals

9. I recommend option 8a for the reasons set out in the Background section. Closure of this bridleway will enable FE to carry out the planned works safely and efficiently, keeping disruption to a minimum. Refusing to make an Order would appear unreasonable given the clear hazards and obstructions for users, and difficulty of carrying out the works if the track and bridge remained open.

Stakeholder consultation

10. We have carried out a consultation with interested bodies and individuals, including Cumberland Council (the Highway Authority), the Parish Council, Local Access Forum and various user groups.

11. We received the following responses:

Name of stakeholder	Consultation response
Miles Without Stiles Volunteer Coordinator	Maybe a warning needed on MWS giving the closed days?
Open Spaces Society	Many thanks for consulting the Open Spaces Society regarding this proposed TCO. We have previously use the track on several occasions. We fully accept the need for the repairs and note the chosen time of the year appears to be a time when users of this track are perhaps at a minimum. However, like the npa, we have huge reservations about the alternative route not least due to the ascent and descent - albeit not large- involved and the lack of access for some users. We have to accept that unless FE can construct a lower bypass route this is the only alternative. Such a proposal however would be uneconomic given the limited number of days of the closure. On balance, and most reluctantly, we accept the proposal is the best that can be achieved. As usual we would expect FE to undertake a significant information programme, including to C2C users, early this year so that people can plan ahead should they be envisaging using this much used route during the proposed closure period.

Local Access Forum	The Cumbria and Lakes Joint Local Access Forum (C&LJLAF) welcomes the opportunity to contribute to the consultation on the above path diversion. As there is no alternative other than the measures you have described LAF has no comment to make. We are satisfied that you have already considered and discussed alternatives. The proposed signage and locations for them is welcome.
Low Gillerthwaite Field Centre Warden	We were passed the information regarding the proposed temporary closure by Josb McAllisters office. We are grateful for the efforts being made to minimise disruption for valley residents and businesses during the bridge works. We appreciate that Forestry England are proposing the works during what is likely to be a quieter period and that arrangements are being considered to maintain supervised access for residents and business users, along with emergency access outside working hours. From the perspective of Low Gillerthwaite Field Centre, our main concern is how the proposed arrangements will work practically for visiting residential groups, school transport, suppliers and customers unfamiliar with the valley and the access arrangements in place during the closure period. As LGFC operates as a residential outdoor education charity with regular group changeovers, deliveries and educational visits, we would be grateful for clarification on whether pre-booked guests, school minibuses and essential operational vehicles would be able to utilise the supervised crossing arrangements where necessary.

	We would also like to highlight that, as wardens living on site, we undertake school transport runs each day during term time. Typically we leave LGFC at approximately 7:30am and return around 9:00am, before leaving again at approximately 2:15pm and returning around 4:00pm. In addition, Walter works shifts and our older children work at the local pub, meaning vehicle access is regularly required throughout the day as well as during earlier morning and later evening hours. We would therefore appreciate reassurance that these regular movements will be able to continue safely and practically during the works period. We are particularly keen to ensure that any arrangements are communicated clearly in advance, as uncertainty around access could potentially impact bookings and the operation of the Centre during that period. We would be very happy to work collaboratively with yourselves and Forestry England to help communicate arrangements to visitors and ensure disruption is kept to a minimum while the essential works are carried out.
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Demonstrating best value

12. **Challenged** – the challenge is for us to effectively manage the network and inform the public of relevant issues.
13. **Compared** – 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.

14. **Consulted** – we have carried out the required consultations.
15. **Compete** – 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.

Finance considerations

16. 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. These costs will be met by Forestry England.

Risk

17. The major risk associated with this is if we do not make an Order. The bridge will be physically difficult to cross at times during the works and there will be additional hazards due to the movement of vehicles and materials in the vicinity of the bridge and on the track between points A and B.

Legal considerations

18. The relevant ground for prohibiting traffic on this path is within Section 14 of the Road Traffic Regulation Act 1984; namely to enable works to be executed on or near the path (Section 14 (1)).
19. The Head of Rangers has delegated powers to authorise the issue of Notices and the making of Orders for the temporary closure of paths under the provisions of Section 14 of the Road Traffic Regulation Act 1984. This has been sub-delegated to the Ranger Team Leaders.

Human resources

20. The work involved in this proposal is approximately 10 hours from members of the Ranger team, 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.

Diversity implications

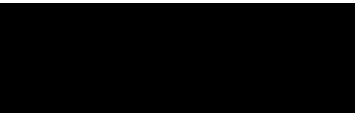
21. I have not identified any issues relating to diversity as a result of the making of a TTRO, or a decision not to.

Sustainability

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

Authorisation

Authorised by:



Ranger Team Leader

Date: 28 September 2026

Background papers:	Case file 1410.003 (298)
Author / Post:	Will Hinchliffe, Rights of Way Officer
Responsible Director:	Steve Ratcliffe, Director of Sustainable Development
Date written:	1 June 2026