



Lake District
National Park

April 2025

Lake District National Park Active Travel Network Plan



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1. Introduction

This Network Plan is a strategic transport planning document developed by the Lake District National Park Authority (LDNPA) to plan and guide the development of pedestrian and cycling infrastructure across the Lake District National Park (LDNP). The Plan outlines new walking, cycling and wheeling routes and priority areas for improvement to achieve the objectives of promoting active travel and creating safe, accessible and sustainable infrastructure for pedestrians, cyclists, wheelchair users and horse riders. The Network Plan also serves as a tool for securing funding and to encourage collaboration between stakeholders.

The Network Plan considers the entire LDNP and key settlements outside the LDNP to encourage and improve access into the LDNP.



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1.1. Aims, objectives and outcomes

The primary aim of the Network Plan is to increase the number of people walking, cycling, wheeling and riding in the LDNP.

The objectives of this Network Plan are:

- To identify, in consultation with communities, visitors, user groups and stakeholders, new active travel routes and connections where interventions could improve active travel for all.
- To ensure that new routes meet our objectives to enact behaviour change to reduce carbon emissions and traffic in the Lake District National Park, enabling residents and visitors without a car to travel actively, improving access to nature and increasing health equality.



Image 2 – Walking in Whinlatter Forest

- To develop a high-level plan showing strategic routes and priorities for action.
- To develop a pipeline of projects that can be delivered by us and partners over the coming 10 years.

In doing so we agreed to:

- Ensure that our proposals improve equity in transport, improving accessibility for disabled users, and ensuring that a wider range of people feel safe using them.
- Work closely with our local highway authority partners, Cumberland Council and Westmorland and Furness Council, and National Highways to develop active travel improvements on or crossing their networks.

The outcomes of this Network Plan are to:

- Reduce dependency on private vehicles by encouraging active travel.
- Create safe and accessible infrastructure for pedestrians and cyclists.
- Create a connected and comprehensive active travel network.
- Make wheeling, walking and cycling safe, attractive and convenient modes of transport for everyone, regardless of age, gender and ability.
- Promote sustainability, health and quality of life in communities.
- Reduce congestion and greenhouse gas emissions.

1.2. Challenges and Opportunities

This Network Plan provides a structured approach to planning and prioritising new active travel routes and active travel improvements that will deliver a range of benefits including:

- Improved public health by promoting physical activity, reducing air pollution and creating healthier communities.
- Behaviour changes leading to carbon reduction as people switch to less polluting alternatives.
- Reduced congestion by reducing the use of private vehicles.
- A boost to local economies by creating jobs, attracting tourists, and improving access to businesses.
- Enhanced accessibility. Well-designed walking and cycling infrastructure will improve accessibility for people of all ages and abilities, including people with disabilities.
- Improved quality of life by creating attractive and safe environments for active travel.

Delivering the ambitions of this Network Plan will need to consider the following challenges:

- Securing consistent and sufficient funding for the implementation of this Network Plan.
- Acquiring land or permissions for new active travel routes.
- The topography of the LDNP.
- New active travel routes require public support.
- New active travel infrastructure alone is not enough. Encouraging people to travel actively requires behaviour change.

1.3. Network Plan Structure

Section 1 outlines the aims, objectives and outcomes of this Network Plan, explains the National Parks Capability Fund, introduces the LDNP and active travel work to date.

Section 2 provides the strategic policy context at a national, regional and local level.

Section 3 explains why the Network Plan is important in the LDNP.

Section 4 identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking.

Section 5 explains how the Network Plan was developed including stakeholder and public engagement.

Section 6 identifies priority routes, route improvements, active travel hubs including cycle parking, pedestrian zones, integration active travel with public transport, improved signage and waymarking, interpretation, seating and other facilities and information, engagement and marketing for behaviour change.

Section 7 explains how the Network Plan will be monitored and section 8 summaries the next steps for the implementation of this network plan.

1.4. National Parks Capability Fund

In March 2024 Active Travel England (ATE) and the 10 English National Parks agreed to work together to develop active travel within these iconic landscapes. In recognition of the importance of active travel in a rural context and the opportunity to facilitate active travel with the millions of people who visit national parks in England each year in addition to national park residents. Capability funding was allocated to each national park to action development work.

This work was to meet ATE's stated objectives:

- To support capability building activities which enable NPAs and partner LHAs to develop inclusive active travel programmes.
- To increase the capability of NPAs to commission and/or deliver active travel programmes and apply for future funding.
- To leverage active travel to support the wider strategic objectives of NPA.

We have worked across the National Parks to share good practice and learn from each other and examples elsewhere. Yorkshire Dales National Park and Lake District National Park meet across the M6 to the east, so we have collaborated on complementary recommendations in this area.

In the LDNP our work programme consisted of two studies into active travel in Keswick and in Wasdale and the development of this Network Plan.

1.5. The Lake District National Park and UNESCO World Heritage Site

The Lake District is England's largest National Park and has also been designated a UNESCO World Heritage Site. The outstanding landscape, history and opportunities for recreation and relaxation mean it attracts 18.14 million visitors annually.

As custodian of this special place the Lake District National Park Authority must balance enabling people from all backgrounds to benefit from the health and wellbeing benefits a visit can bring, the reliance of local businesses on visitor income with pressures on the environment and on farming and the concerns of local communities around excessive traffic and parking in some places at peak times.

Our vision for travel in the Lake District is of a place where visitors and residents can experience new opportunities to travel sustainably, where visitors from around the world are attracted to quality, iconic, travel experiences, to the benefit of the economy. Where more visitors will choose to walk, cycle, travel by boat, rail or bus as the best way to discover the spectacular landscape. This will result in:

- A more enjoyable, relaxing and healthier visitor experience
- Reduced impacts of traffic on communities and the landscape
- Reduced carbon emissions
- Increased spend in the visitor economy

Encouraging and facilitating active travel is one of the key strategies to enable visitors and residents to travel more sustainably. We also know that visitors are more willing to change behaviour whilst on holiday, and that an enjoyable travel experience on holiday makes visitors more likely to use sustainable travel when they return home, as found in the [LSTF Visitor Travel projects evaluation](#).

We aim to increase the share of visitors who travel actively to minimise impacts on the landscape and communities, to maintain, and where possible enhance, the tranquillity and beauty for which the Lake District is appreciated.



Image 3 – Walker in the central Lake District

1.6. Active Travel Work to Date

The Lake District has for many years been an iconic location for active travel, with walking and cycling being particularly popular. Opportunities range from climbing England's highest mountain, Scafell Pike, to low level accessible walks, wheels or rides.

Our focus has been on caring for over 3000km of rights of way, increasing activities for all abilities and improving routes that will provide alternatives to car travel.



Image 4 - Cycling on the Keswick to Threlkeld Trail

Below is a short selection of active travel initiatives to date. The Lake District active travel webpage will include a more comprehensive list of active travel projects.

- Miles without stiles. This initiative for accessible routes was started 30 years ago by the LDNPA. We now have 50 signed, graded and promoted accessible routes, ranging from short lakeside paths to more challenging forest and fell paths.
- Keswick to Threlkeld Trail: Following extensive damage by Storm Desmond in 2015, this route on a former railway line was completely rebuilt, including new and repaired bridges and opening up a railway tunnel. Reopening in 2020, over 265,000 people used it in its first year. The route is fully accessible and has proven to be popular with all abilities.
- West Windermere Way: This route runs from Newby Bridge to Lakeside at the southern tip of Lake Windermere and was opened in 2023, following creation of a new bridleway and improving sections of footpath to make a 5km long route. The surfacing is crushed stone for all year use.
- GoLakes Travel: Started in 2012 this programme, funded by the Department for Transport's Local Sustainable Transport Fund, enabled and encouraged modal shift in the visitor population through integrated work including public transport, active travel and marketing. Amongst its achievements were the development of 50km of cycle routes on new or improved bridleways. The evaluation of the project outlined the many outcomes achieved.

2. Strategic Context

National Policy Context

[Department for Transport and Active Travel England Cycling and Walking Investment Strategy 2022](#)

The Cycling and Walking Investment Strategy (CWIS1, 2017) was updated in 2022, with the Cycling and Walking Investment Strategy 2 (CWIS2) setting out updated objectives and investments for active travel in England between April 2021 and March 2025.

CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1: 'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

[DfT's Gear Change & Cycle Infrastructure Design \(Local Transport Note 1/20\) \(2020\)](#)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note 1/20). Both publications advance DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

It is recognised that some of the approaches in LTN1/20 may need to be modified in rural areas. Active Travel England are working on a rural design guide, due to be published in 2025.

DfT's Decarbonising Transport: Setting the Challenge (2020)

Decarbonisation Transport outlines that transport is the largest contributor to UK domestic greenhouse gas emissions, contributing around 34% of all carbon dioxide emissions in 2019.

DfT's Decarbonising Transport: A Better, Greener Britain (2021)

The Transport Decarbonisation Plan (TDP) sets out a series of actions to decarbonise transport by 2050 and deliver against the UK Government's carbon budgets, focusing on 'in use' greenhouse gas (GHG) emissions from transport.

DfT's Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2018)

The Inclusive Transport Strategy was published in 2018 with an ambition to deliver a transport system that enables disabled people to access and use it confidently. This report highlights a need to consider the requirements of all kinds of disabilities, such as cognitive or sensory impairments, permanent nerve damage, back conditions, and visual impairment, amongst others.

DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources.

Manual for Streets (2007 & 2010)

Manual for Streets (MfS) is the UK Government guidance for street design practitioners. It is comprised of MfS1 (2007) which explains how to design, construct, adopt and maintain new and existing residential streets, and MfS2 (2010) which expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets. Both documents provide useful information on designing less motor traffic-centric streets and their aim is to promote designs that meet the needs of pedestrians and cyclists.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the government's policies for planning in England. The framework emphasises the development of high-quality infrastructure to promote active travel, reduce congestion, improve air quality, and enhance physical and mental well-being. It aims to create sustainable and healthy communities by integrating walking and cycling infrastructure with existing transport networks and improving access to key destinations.

Regional Policy Context

Transport for the North Strategic Transport Plan (2024)

The Transport for the North's (TfN) second Strategic Transport Plan (STP), it sets the vision, strategic ambitions and the North's long term strategic transport priorities up to 2050. The STP sets out how better connecting the key economic centres across the North can transform economic performance; open opportunities for people, businesses, and communities; and facilitate the rapid decarbonisation of our transport network while recognising the impact of our transport choices on the environment. The Transport for the North Strategic Transport Plan identifies the lack of agglomeration as a key weakness of the North's economy, and poor transport connectivity as a key barrier to creating integrated labour markets that can drive sustainable productivity growth.

Local Policy Context

Access and Recreation Strategy, 'Out there' 2024-2029

This LDNPA policy sets out our strategy for including our vision for a well-connected access network, fit for purpose in our 21st century with high quality infrastructure, facilities and services which meet the needs of all residents and visitors.

It sets out our priorities and action plan under the four themes:

- 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.

It is the strategic context for the Rights of Way Improvement Plan (ROWIP). The routes in the LDNPA ROWIP have been reviewed and priority ones have been incorporated into the Network Plan.

Smarter Travel: A vision for smarter visitor travel in the Lake District National Park 2018 – 2040

This was developed by the Lake District National Park Authority and endorsed by the Lake District National Park Partnership.

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This will result in:

- Creating a more enjoyable, relaxing and healthier visitor experience
- Reducing impacts of traffic on communities and the landscape

- Reducing carbon emissions
- Increasing spend in the visitor economy

Lake District National Park Partnership Management Plan 2020-25

This is a statutory document that all National Parks have to write every 5 years, outlining how we will work with partners to look after the Lake District.

One of the overarching aims of the Partnership Management Plan is to increase opportunities for and use of sustainable and active travel to achieve a 25% increase in the use of monitored active travel routes against a 2019 baseline. Other key outcomes are [A Lake District for Everyone](#), which aims to ensure the Lake District is a place for everyone where all are welcome with particular focus on the identified key audiences of: black, brown and racially minoritized people; people with disabilities, and people from underserved/deprived areas of Cumbria, all with a particular focus on young people.

In 2025, the Partnership Management Plan is being updated, providing us with the opportunity to embed and deliver this Network Plan through the Partnership Management Plan.

Lake District Local Plan 2020 – 2035

The planning process is crucial in helping to achieve more sustainable travel patterns that will help achieve a modal shift away from the car and towards both public transport (bus, rail, coach and boat) and active travel such as cycling and

walking, to reduce carbon and improve the environment for both visitors and residents. Policy 21: Sustainable Access and Travel supports the development of sustainable transport infrastructure.

This Network Plan will form a key evidence base document for the upcoming review of the Local Plan to inform sustainable travel policies and securing developer contributions for active travel infrastructure.

Cumbria Transport Infrastructure Plan 2022 – 2037

The Cumbria Transport Infrastructure Plan (CTIP) sets the policy framework for transport and connectivity in supporting sustainable and inclusive growth in Cumbria. The Plan sets out three broad objectives:

1. Clean and healthy Cumbria
2. Connected Cumbria
3. Community Cumbria

The Plan also set out a plan for Active Travel, including the identification of the Strategic Corridors used in this Network Plan.

More detailed plans are being drawn up for each corridor, at time of writing plans for the Heart of the Lakes and Hadrian's Wall and the West Coast have been adopted, as set out below.

Heart of the Lakes Active Travel Infrastructure Strategy 2022-2037

The Heart of the Lakes Active Travel Infrastructure Strategy sets the policy framework for walking, wheeling, cycling and where appropriate, horse riding through one of the County's strategic connectivity corridors. The Heart of the Lakes Corridor covers a central proportion of the Lake District National Park, connecting the settlements of Keswick, Grasmere, Ambleside, Windermere and Kendal. It is identified in the CTIP as Transport Corridor 4.

Hadrian's Wall and the West Coast Active Travel Infrastructure Strategy 2022-2037

These strategies outline the strategic approach in the context of the CTIP Strategic Corridors, makes the case for investment and includes a high-level route improvement programme.

The schemes included in the Heart of the Lakes corridor are all included in this Network Plan,

The schemes in the Hadrian's Wall and West Coast corridor that are in the Lake District National Park or linking into the Lake District are included in this Network Plan.

These strategies were endorsed by LDNPA Committee in 2023.

It is encouraging that our public consultation also highlighted the same schemes as priority projects.

Local Cycling and Walking Infrastructure Plans (LCWIPs)

These have been developed by then Cumbria County Council for Carlisle, Workington, Whitehaven, Barrow, Kendal and Penrith. Whilst these plans focus on active travel within the city and towns, this is an important first mile for journeys outside the city and town centres into the wider area, including links to the national park. For example, the Whitehaven plans currently under discussion will help make the start of the route that ultimately leads to the C2C NCN7 route into the Lake District.

There are outline proposals for routes into the national park in Kendal (to the north) and Penrith (to the south and east) although these do not form part of the primary network.

Destination Management Plan (DMP) 2024-2029

Developed by Cumbria Tourism with support from key stakeholders, the DMP includes a range of collective objectives and priorities – alongside a comprehensive action plan – to manage Cumbria's visitor economy and support the county's future growth as a great place to live, work, visit and study.

The key objectives of Cumbria's Destination Management Plan are to:

- **Drive economic growth:** Increasing the value and productivity of our visitor economy.
- **Responsible and Sustainable:** Supporting tourism that benefits our environment and vibrant communities.

- **Inclusive and Accessible:** Ensuring everyone can enjoy our destination.
- **Resourced to deliver:** Ensuring Cumbria has the infrastructure and support to deliver.

The responsible and sustainable heading includes actions to improve and promote sustainable and active travel and the inclusive and accessible supports development of accessible routes.

Zero Carbon Cumbria Partnership (ZCCP) Emissions Reduction Action Plan (transport and mobility)

Zero Carbon Cumbria Partnership brings together 80 public, private, community, charity and voluntary organisations to work together towards the goal of net zero carbon emissions in Cumbria by 2037.

Recognising that transport is one of the largest sources of carbon emissions in Cumbria a Transport and Mobility Emissions Reduction Action Plan has been developed, which includes the ambition to Reduce the demand for car journeys by 15% by 2030 and 25% by 3037 (measured in kilometres travelled). Active Travel plays an important role in this.

Valley Management Action Plans 2025+

At time of writing plans are being developed by a partnership between Cumbria Tourism, Westmorland and Furness Council and LDNPA to set out future aspirations for integrated transport at a valley scale. Plans for the Ullswater and Langdale valleys and the area West of Windermere including Hawkshead are currently in draft stage. LDNPA are also working with partners for a plan for Wasdale.

We are working with the project teams, and the active travel section will include the routes and corridors set out in this Network Plan.

Kendal Local Cycling and Walking Infrastructure Plan

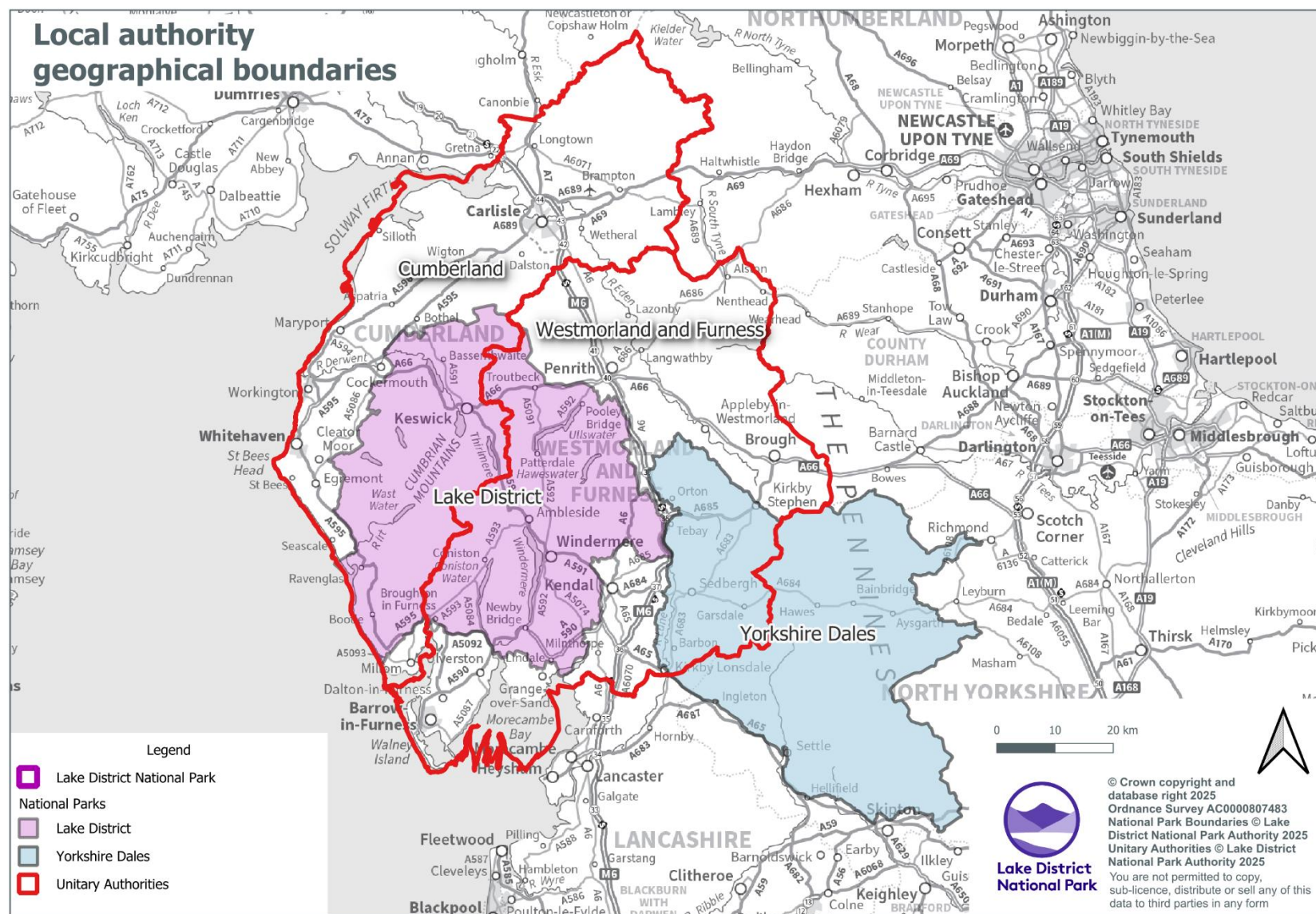
A Local Cycling and Walking Infrastructure Plan (LCWIP) is a document that identifies and prioritises cycling and walking improvements at a local level. The Kendal LCWIP provides a prioritised investment plan for cycling and walking over the next 15 years and prioritises a key link into the LDNP between Kendal and Staveley.

Geographical Context

In April 2023 Cumbria County Council transitioned to two unitary authorities, Cumberland Council and Westmorland and Furness Council replacing the former county and district councils. Cumberland Council and Westmorland and Furness Council are responsible for managing and maintaining the highways networks within their respective boundaries shown in Figure 1.

Proposed Mayoral Authority

In December 2024 the government published the English Devolution White Paper and consequently, Cumbria is proposed to be a new Mayoral Combined Authority. The Mayoral Combined Authority is likely to have new transport powers making it easier for people to commute and travel around Cumbria.



3. Why the Network Plan is important in the LDNP

There is a clear desire amongst both residents and visitors to the Lake District to change the way people travel to a more sustainable model. The 2024 [Appetites to Travel Different](#) research led by ACT revealed that only 1-3% of visitors and 3-6% of residents felt we should continue travelling as we are.

Travel forms a high proportion of greenhouse gas emissions nationally, but in the Lake District this is even higher. Resident emissions are higher than the national average due to the rurality of the area and visitor emissions travelling to and within the Lake District form 68% of the total.

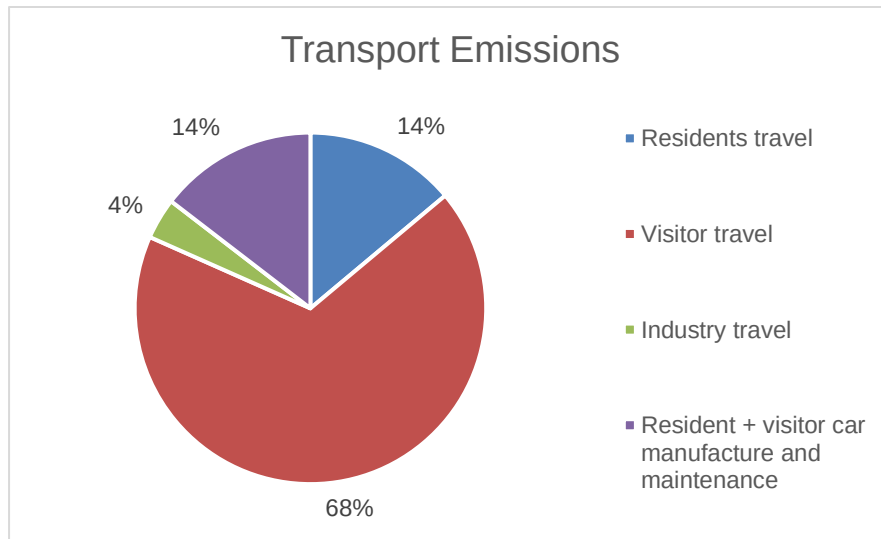


Figure 2 – Pie chart of transport emissions for the LDNP

Journeys to the Lake District form a significant part of the carbon budget, and this could lead to the perception that active travel could not play a part in these longer journeys. However, 33% of visitors to the Lake District travel from within Cumbria (Cumbria Visitor Survey, 2022), therefore developing routes into the national park from surrounding towns is important. If a visitor can see that once they arrive in their destination there will be ample active and sustainable travel opportunities that don't need a car, they are more likely to choose public transport to travel to the Lake District.

Active travel work nationally has focussed on commuting journeys rather than tourism. However, leisure and tourism accounts for a high proportion of travel. The [National Travel Survey 2023](#) shows that the average distance travelled per year in the UK for 'day trips' is 482 miles and this has increased by 27% since 2002, whereas other journey purposes have declined. Encouragingly, the only other category to show an increase over that period is 'just walk' which has increased by 106%.

4. Supporting Data

4.1. Supporting Data Summary

The Network Plan and prioritised routes have been informed by data including, demographics, indices of multiple deprivation, health, car ownership, how people travel to work, propensity to cycle, the Cumbria Visitor Survey and Strava Metro.

To summarise:

- Given the ageing population of the LDNP, active travel is increasingly important to promote health, mobility, and social engagement.
- The LDNP has a low population density compared to surrounding areas, with key settlements such as Ambleside, Keswick, and Windermere serving as hubs for residents and visitors. There is a clear need to prioritize active travel routes connecting to urban areas.
- Health outcomes in the LDNP are relatively positive, with 96.7% of residents rating their health as fair, good, or very good. However, Cumbria as a whole faces more health disparities. Investing in active travel infrastructure can help address these challenges by promoting physical activity and reducing chronic disease risks.
- Car ownership is generally high across Cumbria, with most households having access to cars or vans, behaviour change along with improved active travel infrastructure is necessary to reduce the reliance on private vehicles.

- In the larger settlements of Keswick, Ambleside and Windermere 20-25% of commuters travel to work on foot, which is significantly higher than the national average.
- Each year over 18 million tourists visit the LDNP, with 92% of tourists arriving by car.



Image 5 – Walking on West Windermere Way

4.2. Population and Demographics

The population of the Lake District National Park (LDNP) is declining, particularly the proportion of the population who are working age (those aged 15 to 64). Between 2011 and 2021, the total population of the LDNP has declined by 4.5% from 40,770 in 2011 to 38,992 in 2021 (Office for National Statistics, 2021).

Between 2011 and 2021, the proportion of the Lake District's population aged 65+ years increased by 3.9%, those aged over 65 now represent 24.3% of Cumbria's total population in comparison to over 65's representing 18.4% of England's total population.

Active travel can play a vital role in improving the health, mobility and social engagement of ageing populations demonstrating the need to foster environments that encourage and facilitate active travel.

4.3. Population Density

Figure 3 illustrates how the population is distributed across the LDNP, providing insight into the potential demand for walking and cycling trips.

Key settlements in the LDNP include Ambleside, Backbarrow/Haverthwaite, Bootle, Bowness and Windermere, Broughton in Furness, Caldbeck, Coniston, Glenridding/Patterdale, Gosforth, Grasmere, Hawkshead, Keswick and Staveley.

These settlements are located across the LDNP and provide a range of services and amenities for local residents and visitors.

Figure 3 shows that the population density in the LDNP is low in comparison to the areas immediately outside of the LDNP, demonstrating the need for this Network Plan to consider and prioritise active travel routes into the LDNP.



Image 6 – People on the West Windermere Way

Population Density by Middle Super Output Area, Census 2021

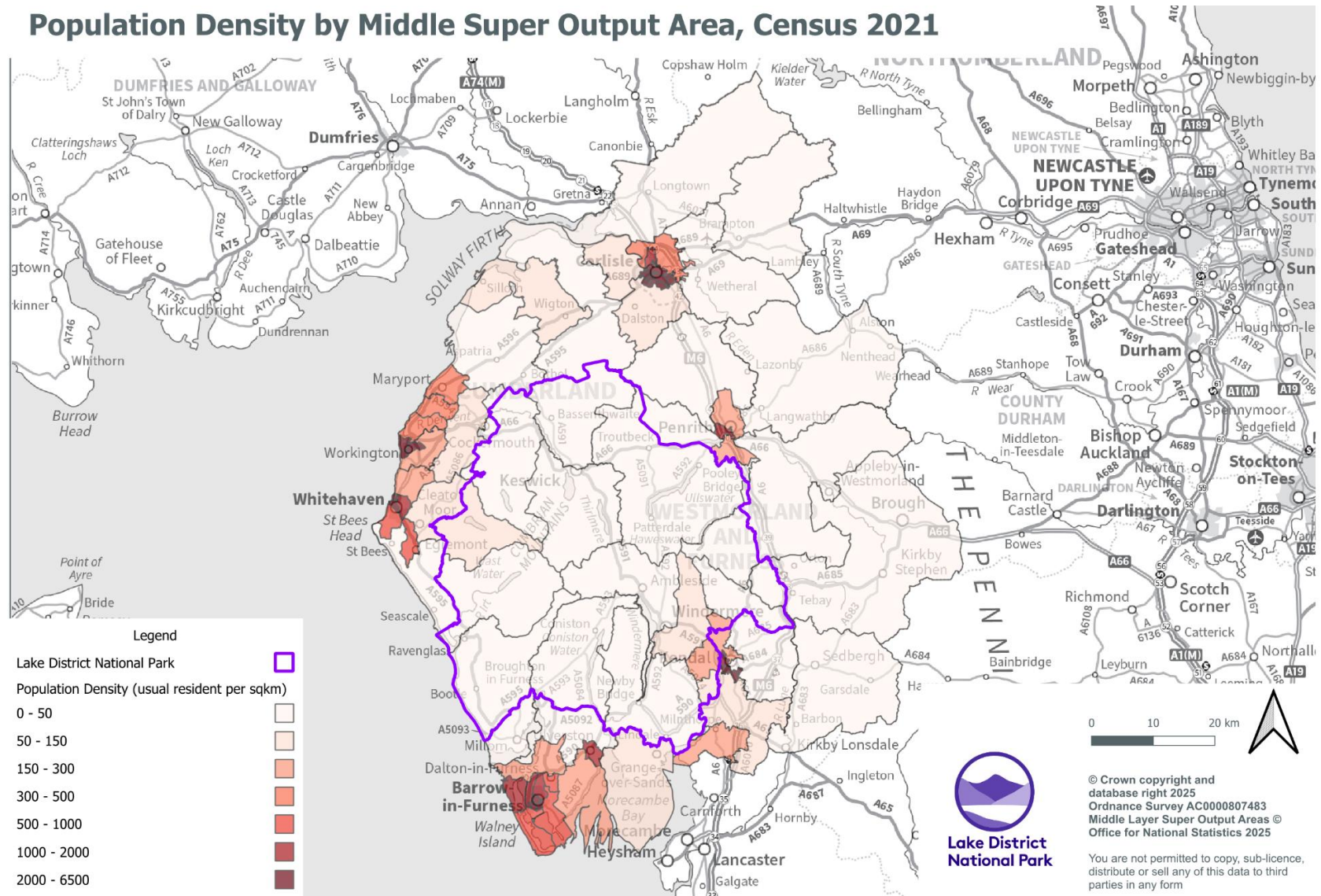


Figure 3 – Population Density by Middle Super Output Area, Census 2021

4.4. Indices of Multiple Deprivation

Figure 4 illustrates the 2019 indices of multiple deprivation (IMD) – a measure of relative deprivation for small areas or neighbourhoods in England, identified by the Lower Super Output Area (LSOA) census boundaries¹. The IMD assesses multiple factors such as income, employment, health, education, crime, living environment, and barriers to housing and services. The first decile represents the most deprived areas, and the 10th decile represents the least deprived areas (the most affluent areas). For the purposes of this study, the IMD has been used to determine which areas could benefit the most from improvements in walking and cycling networks.

Figure 4 shows that the LDNP is an area with relatively low levels of deprivation. Larger settlements outside the LDNP experience higher levels of deprivation. Barrow-in-Furness experiences the highest level of deprivation in Cumbria, it falls within the 10% most deprived nationally for overall deprivation. It's important to note that whilst some areas in the LDNP rank low on the indices of multiple deprivation, pockets of deprivation are found across the National Park. Increased property prices, exacerbated by the prevalence of second homes and holiday rentals and seasonal employment make it challenging for local residents to afford the high costs of living.

¹ [Indices of multiple deprivation, Cumbria Observatory, 2019](#)

² [National Park residents, Census, 2021](#)

4.5. Health

In the LDNP, 96.7% of residents scored their health as fair, good or very good and as a result are in typically better health than communities outside the border of the LDNP².

Across Cumbria the health of people is more varied. Life expectancy is 9.5 years lower for men and 7.9 years lower for women in the most deprived areas of Cumbria than in the least deprived areas. As an average across Cumbria the life expectancy of men is 79 years and 82.9 years for women which is higher than the average across the Northwest region³.

One of the greatest long-term health challenges faced in England is tackling obesity. Across England two-thirds (63%) of adults are above a healthy weight, and of these, half are living with obesity. In the Westmorland and Furness Council area 24.8% of adults are obese, and in the Cumberland Council area 26.2% of adults are obese⁴.

Investing in active travel infrastructure and initiatives can be a powerful tool for improving outcomes in areas experiencing deprivation by encouraging physical activity, reducing the prevalence of chronic diseases, obesity, and diabetes that disproportionately affect deprived areas.

³ [Public Health England, Cumbria Profile, 2019](#)

⁴ [Obesity Profile, Public Health, 2025](#)

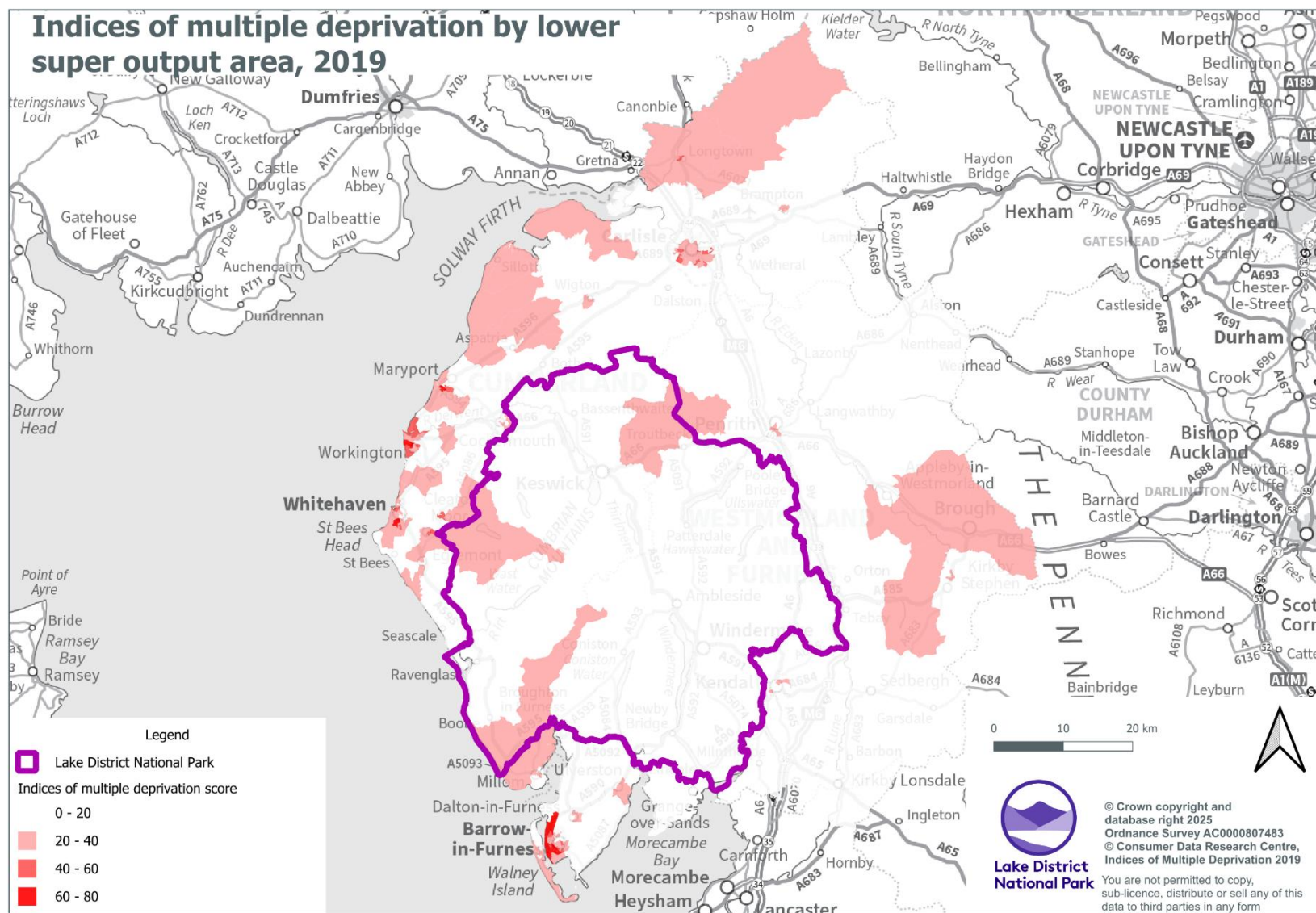


Figure 4 - Indices of Multiple Deprivation by Lower Super Output Area, 2019

4.6. Car Ownership

Across Cumbria car ownership is high. Figure 5 shows the estimated number of cars or vans available to households in the former local authority areas of Cumbria.

Figure 6 shows the location of households in the LDNP and across Cumbria with no access to a car, providing a snapshot of travel patterns in the region.

Generally, more densely populated areas outside the LDNP have a higher proportion of households with no access to a vehicle, highlighting the need for this Network Plan to prioritise active travel routes from urban settlements outside the LDNP.

In areas of lower car ownership, it is noted that there may be a greater reliance on walking, cycling or public transport use for everyday trips.

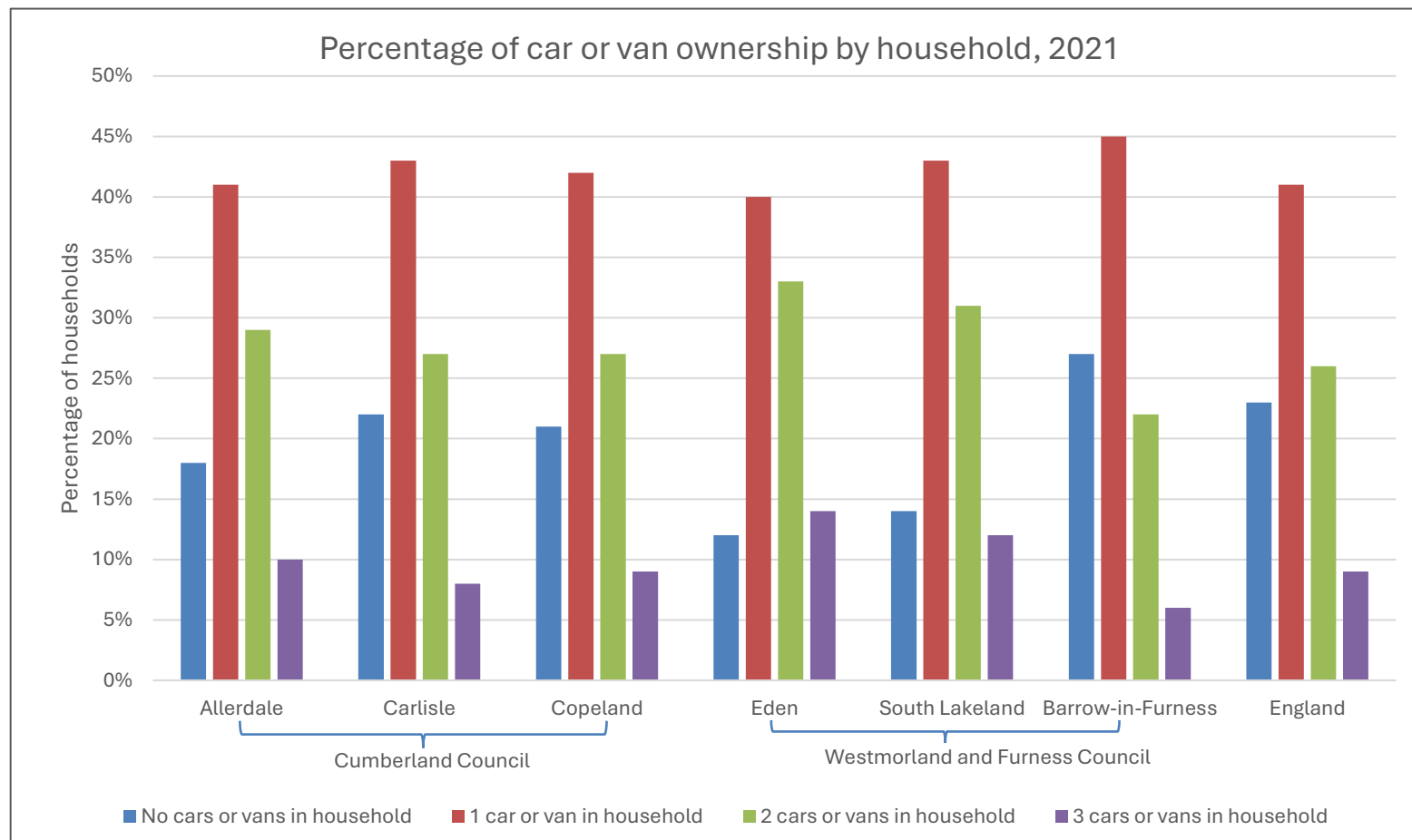


Figure 5 – Percentage of car or van ownership by household, Census 2021

Households with no access to a vehicle by Middle Super Output Area, Census 2021

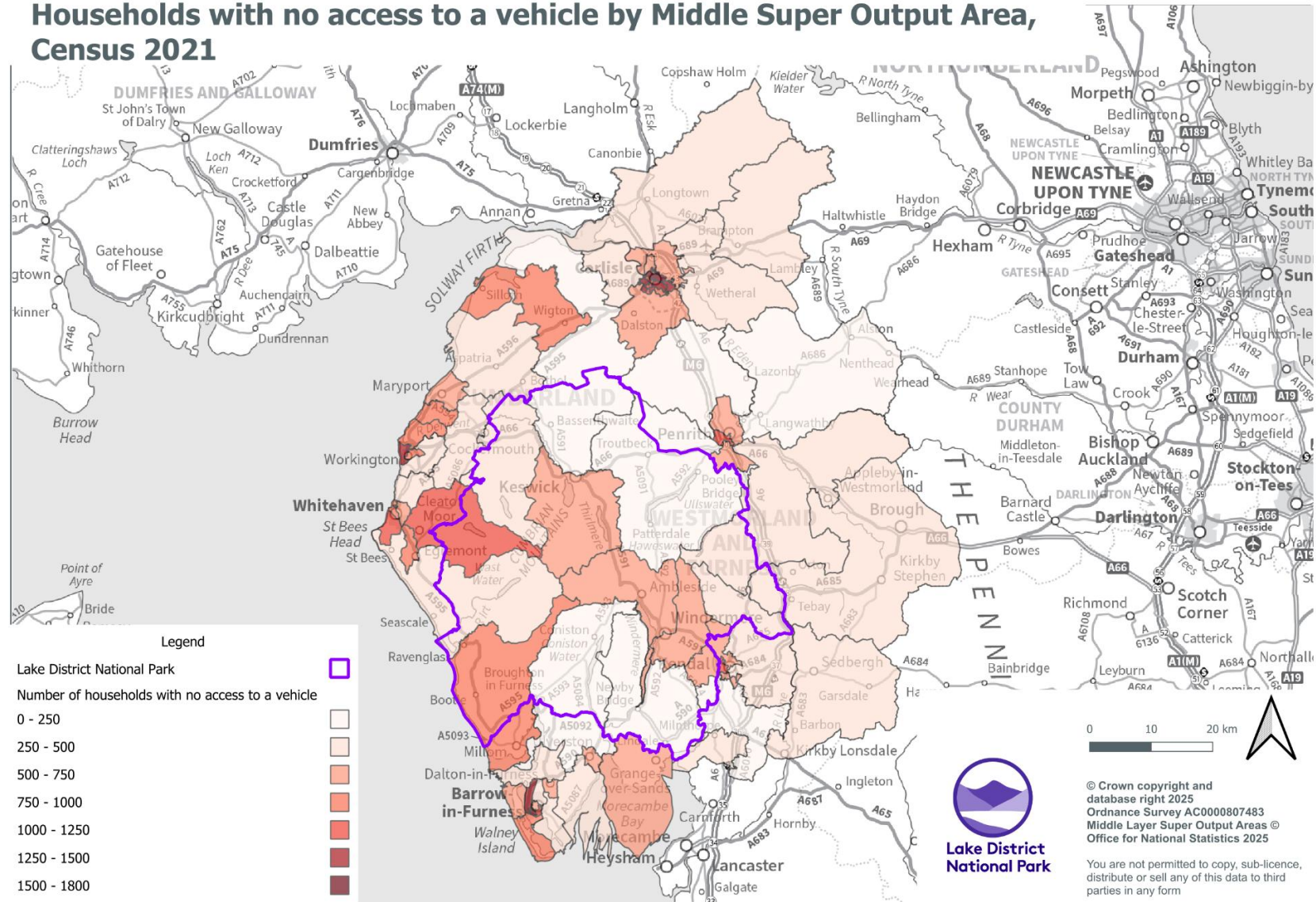


Figure 6 – Households with no access to vehicle by Middle Super Output Area, Census 2021

4.7. Travel to Work

Figures 7 and 8 show the percentage of commuters travelling to work by foot or bicycle based on the 2021 Census.

Of those in employment, driving a private car remains the primary mode of transport to work across the LDNP and Cumbria with an average of 53% of commuters travelling by car to work above the national average of 45.1%.

The percentage of commuters travelling to work by bicycle and on foot varies across the LDNP and Cumbria. As expected, in more rural, less densely populated areas the percentage of commuters travelling by bicycle or on foot is extremely low.

In larger settlements the number of commuters travelling by bicycle and foot is higher than the national average, including in the LDNP. Figure 8 shows that 20-25% of commuters in the settlements of Keswick, Ambleside and Windermere travel to work by foot. Generally, the location of commuters using active travel to get to work corresponds to the location of households with no access to a vehicle.



Image 7 - Cycling in Langdale

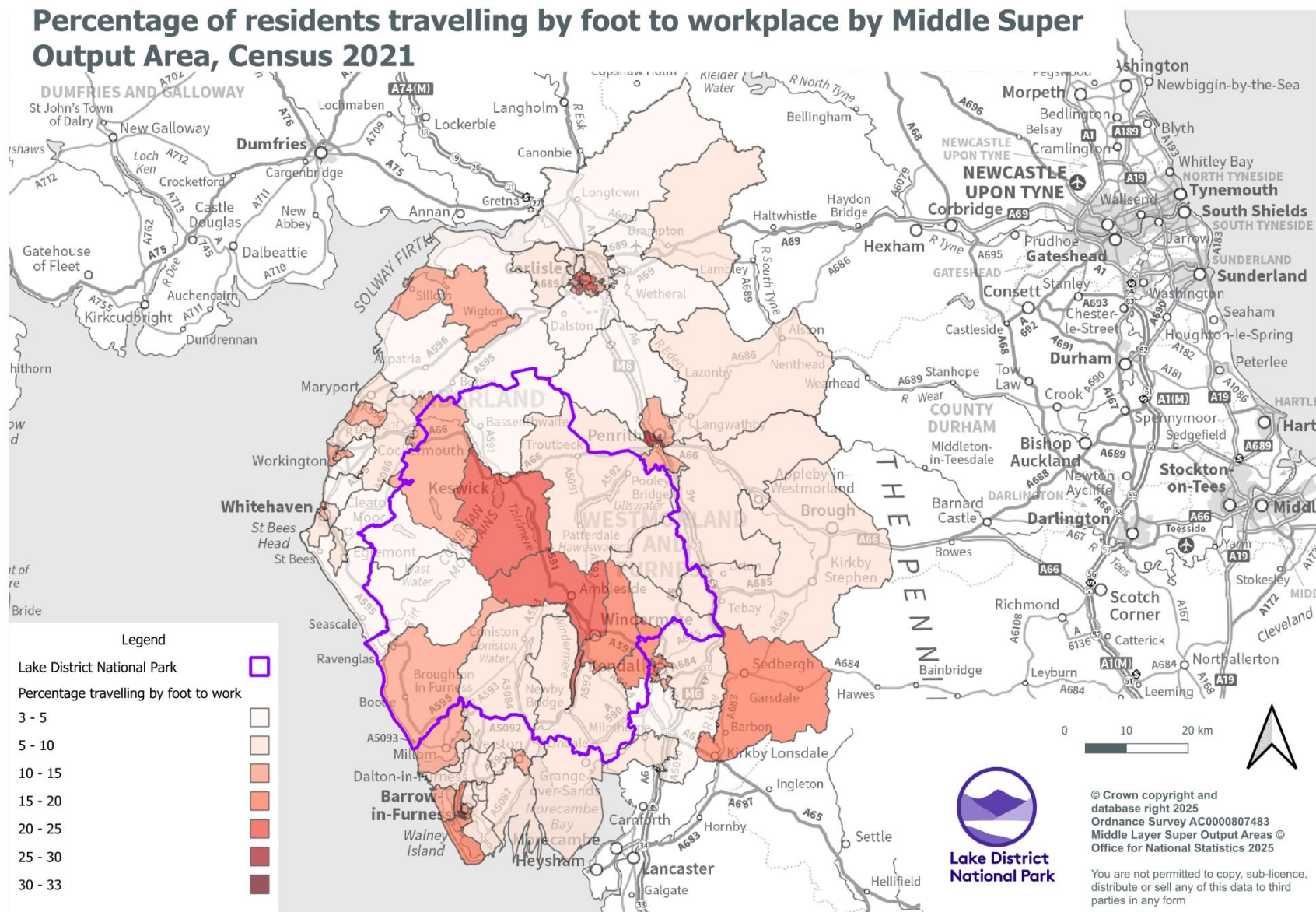


Figure 7 - Percentage of residents travelling by foot to workplace by middle super output area, Census 2021

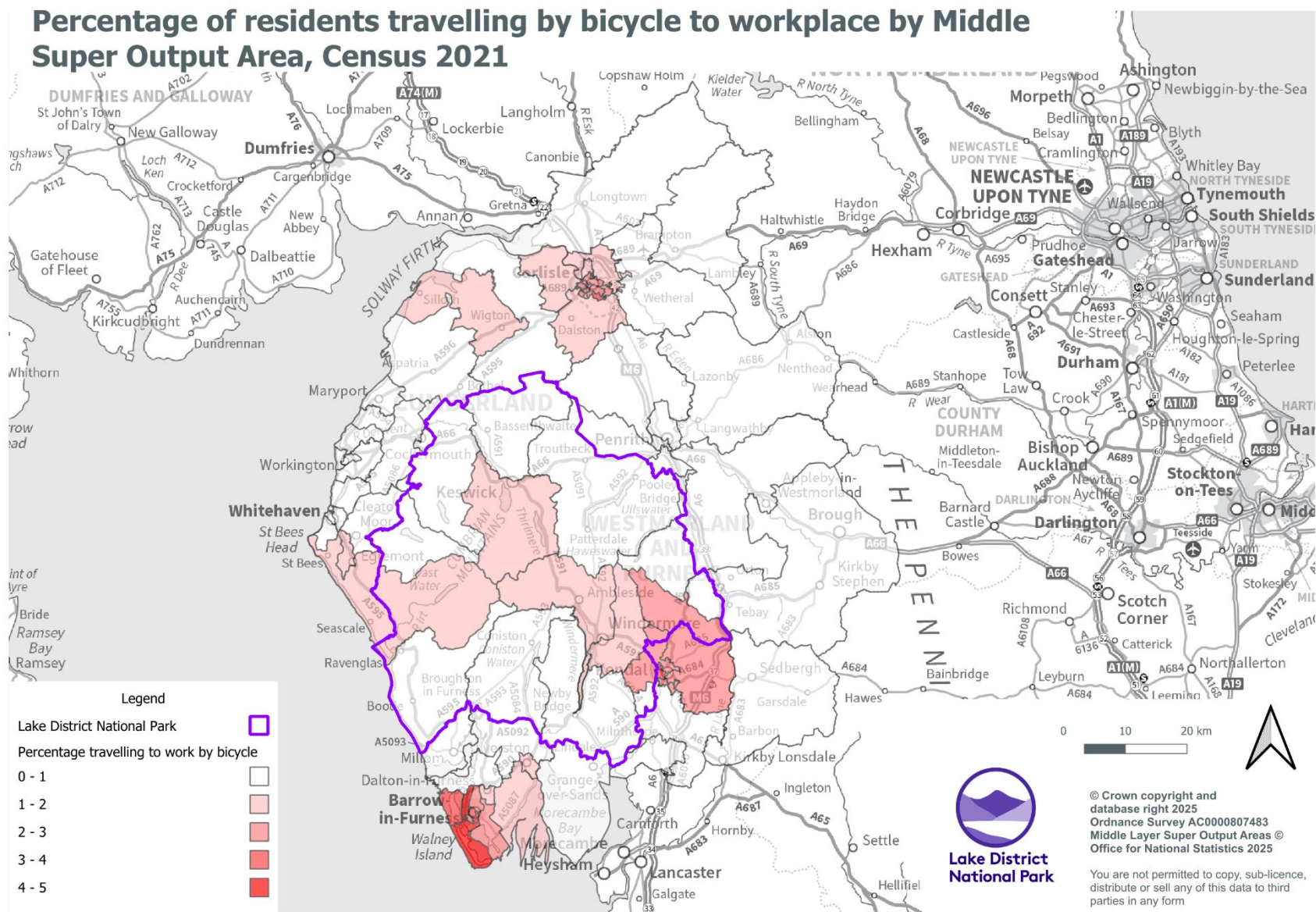


Figure 8 - Percentage of residents travelling by bicycle to workplace by middle super output area, Census 2021

4.8. Propensity to Cycle

The Propensity to Cycle (PTC) is a Department for Transport-funded tool that uses information about the length of resident trips and hilliness to identify trips that might be most easily switched to cycling. The PCT uses data from the 2011 Census and provides a range of scenarios to explore cycling potential at an area or route levels.

Propensity to Cycle based on the 2011 Census shows that an average of 3% of people cycle to work, shown in Figure 9. The government target scenario assumes cycling doubles nationally in line with 2025 targets. Across Cumbria the government target scenario is 5%, shown in Figure 10.

The more ambitious Go Dutch scenario, shown in Figure 11, uses Dutch cycling propensities, based on trip distance and hilliness. In other words, if Cumbria was a Dutch town, based on how far people are travelling and how uphill it is, what would cycling levels be? In the Go Dutch scenario, Cumbria would see 18% of people cycling to work.

The Ebikes scenario, Figure 12, builds on the Go Dutch scenario and looks at the additional cycling potential if people had Dutch propensity to cycle and widespread access to electric bikes. This scenario would see 25% of people travelling to work by bike.

The PTC scenarios enable us to identify priority areas for investment to facilitate increase travel to work by bike. Figures 11 and 12 demonstrate that generally the propensity to cycle increases in urban areas outside the LDNP. Importantly, the heart of the lakes corridor is highlighted in Figure 12 as an area where with real behaviour change in the way people get

to work and investment in cycling infrastructure could facilitate higher numbers of people cycling to work.



Image 8 – Cycling near Coniston Boating Centre

Propensity to Cycle Tool, percentage cycling to work, Census 2011

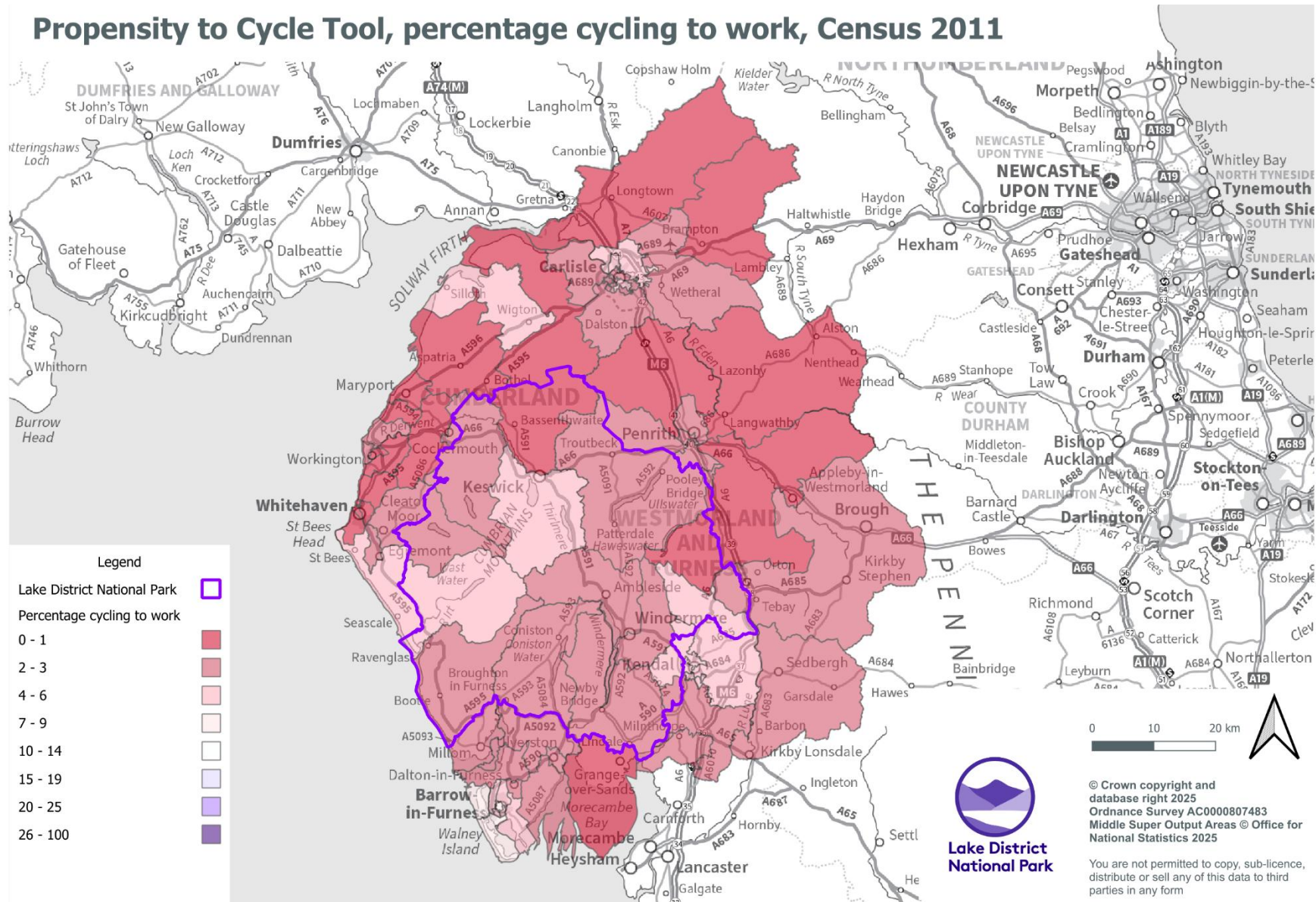


Figure 9 - Percentage cycling to work, Propensity to Cycle Tool, Census 2011

Propensity to Cycle Tool, percentage cycling to work, Go Dutch

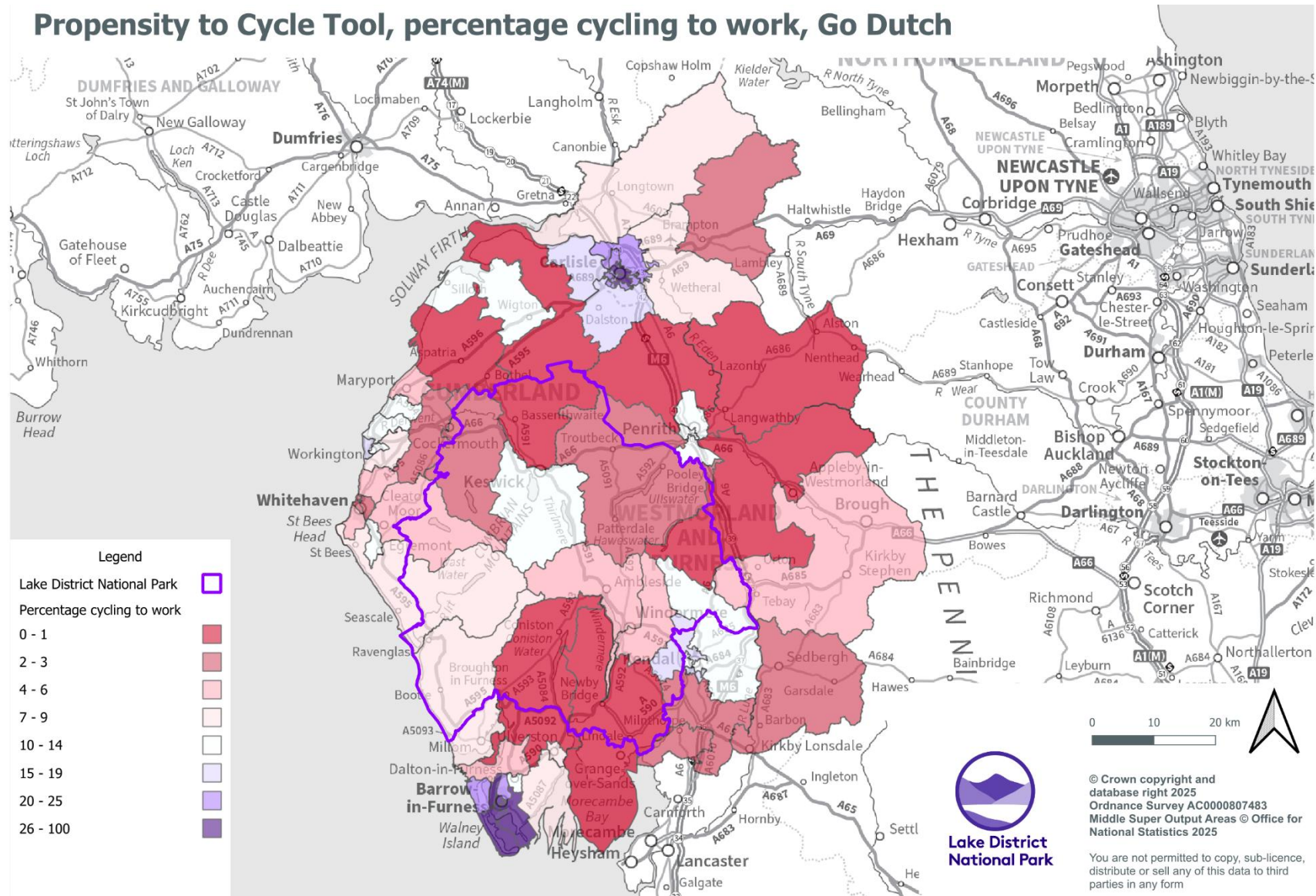


Figure 11 - Go Dutch, percentage cycling to work, Propensity to Cycle Tool

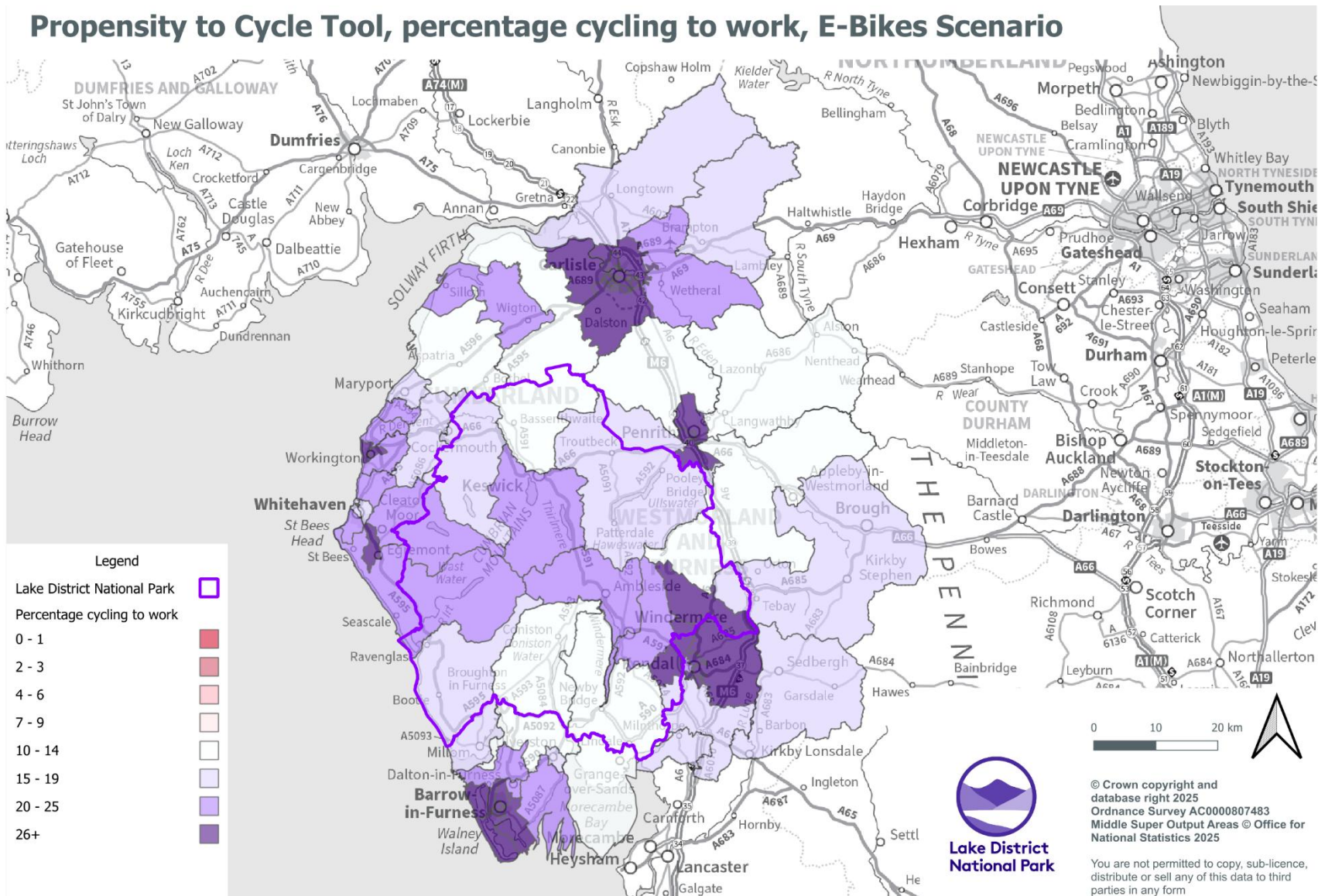


Figure 12 - E-Bikes scenario. Percentage cycling to work, Propensity to Cycle Tool

4.9. Cumbria Visitor Survey

Approximately 18.14 million tourists visit the LDNP per year. Across the wider area of Cumbria in 2022, the majority, 65% of tourists arrive by non-electric car. An additional 11% arrive by motorhome, 9% in electric or hybrid vehicles and 7% by motorbike. In total 91% of tourists arrived by private vehicle in 2023, up from 86% in 2018 and 81% in 2015.

Once visitors have arrived in Cumbria, 63% travel by petrol car and 57% travel on foot, reflecting the findings of the survey that found that one of the most popular activities for tourists was a short walk.

The Cumbria Visitor Survey shows results from people who visited in 2024 and completed the online survey. It does not provide an accurate representation of all visitors but offers a snapshot into visitor preferences and behaviours. The survey provides an insight into the most visited areas of the LDNP and Cumbria.

The most popular areas visited were Keswick and Ambleside, attracting nearly half of all respondents respectively. Next most popular were Windermere (35%), Grasmere (34%) and Bowness (33%).



Image 9 - Wheelchair users on the Dalegarth to St Catherine's Miles Without Stiles route



Image 10 – Cyclists at Holbeck Ghyll Country House

4.10.Appetite to Travel Differently

The '[Where do you want to get to?](#)' report 2023 found that in the LDNP traffic is perceived to be the main problem with the current transport system. Unreliable public transport and parking were also flagged as problems.

The report concludes that there is an overwhelming appetite for change. People want better and more extensive integrated public transport, and the ability to use active travel enabled by reductions in traffic. Positively, there is little appetite for car-focussed solutions.

4.11.Strava Metro Data

Figures 13 and 14 show heatmaps of walking, running and cycling trips across the LDNP using Strava Metro data.

Generally, the most used routes in the LDNP are in the towns of Keswick, Ambleside and Windermere. Additionally, Figure 13 shows how cyclists are travelling between the larger service centres both into and within the LDNP.

Strava Metro data in Figures 13 and 14 helps determine route popularity and where to focus infrastructure improvements.



Image 11 – Family cycling on the Keswick to Threlkeld Trail



Image 12 – A wheelchair user on the Grasmere Jubilee Miles Without Stiles route

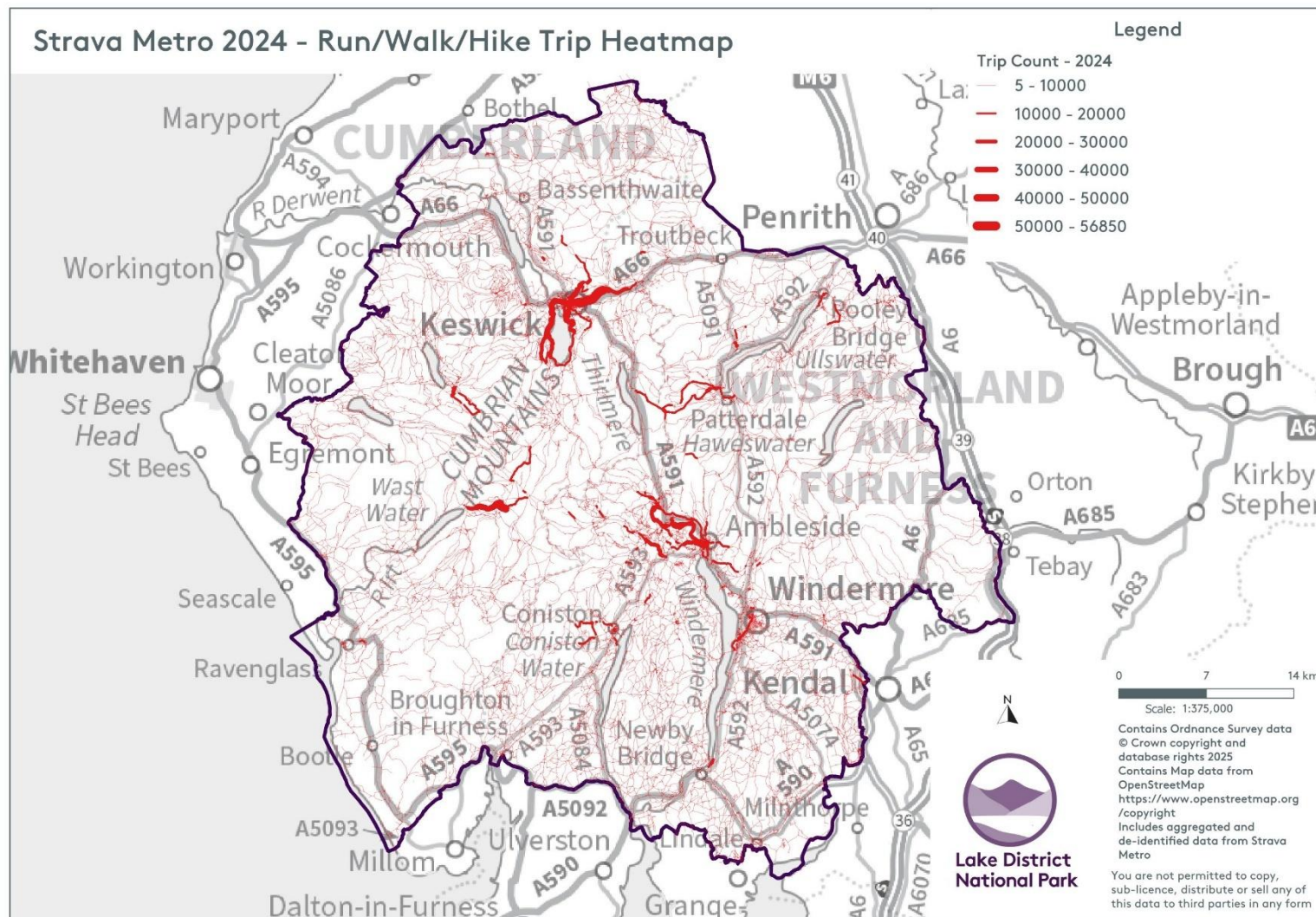


Figure 13 – Run, walk and hike trip heatmap, Strava Metro 2024

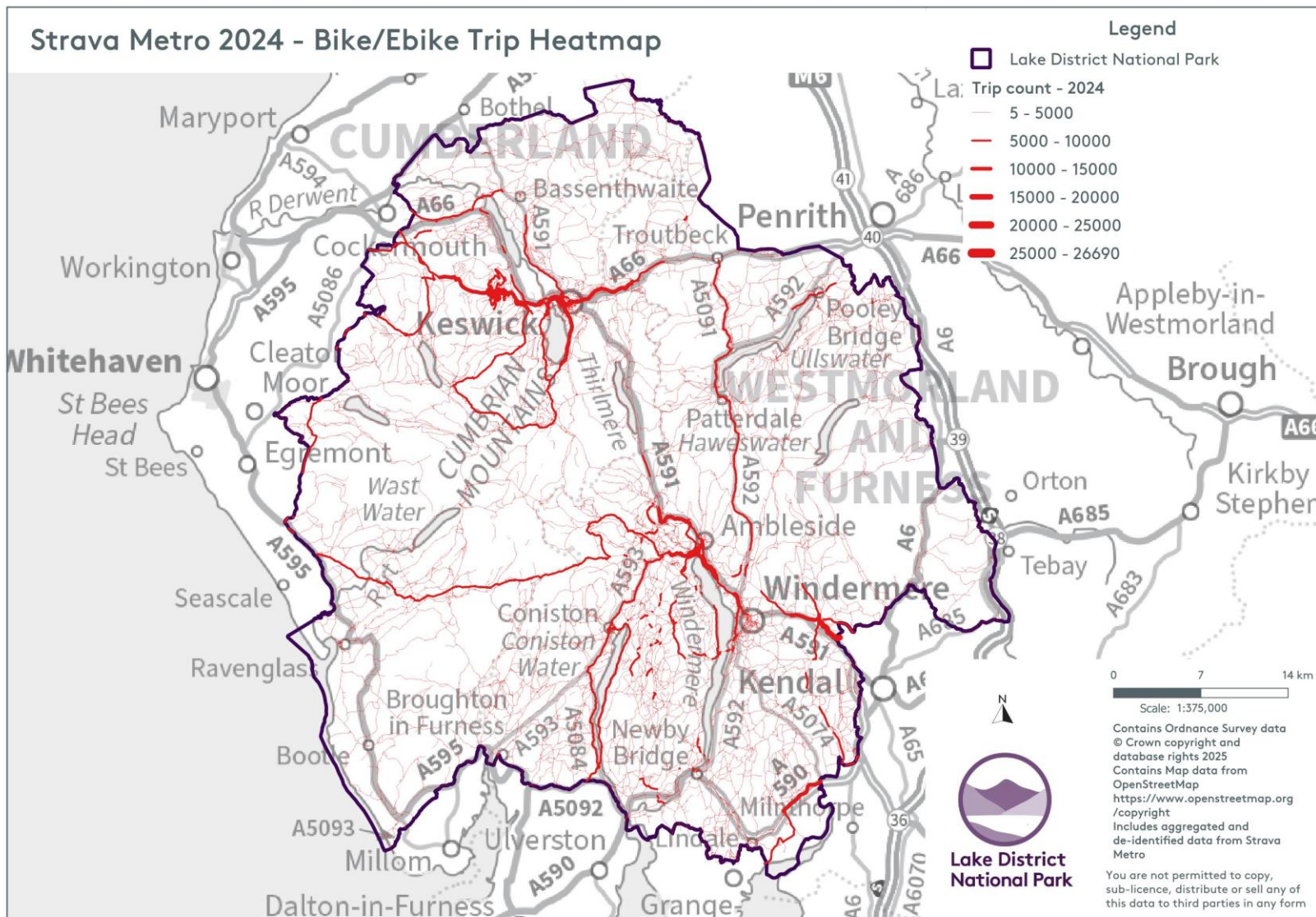


Figure 14 – Cycling trip heatmap, Strava Metro 2024

4.12.Existing Routes in the LDNP

Figures 15 and 16 show existing walking and cycling routes across the LDNP. Figure 15 shows Named Trails and Miles Without Stiles Routes. Miles without stiles routes are more accessible routes suitable for people with limited mobility. The routes are graded based on gradients and surface conditions. Named Trails include the Ullswater Way and Eskdale Trail.

Figure 16 shows the [National Cycle Network](#). Broadly, the National Cycle Network follows the strategic corridors identified in Figures 18 and 19. Gaps have been identified in the National Cycle Network and this Network Plan outlines how and where these gaps will be closed. Sustrans plans to upgrade the National Cycle Network can be viewed [here](#).

4.13.Public Transport

Figure 17 shows the bus network across the LDNP. The bus network connects the main service centres in the LDNP. The 555-bus service runs between Lancaster, Kendal, Windermere, Ambleside and Keswick and is one of the most popular bus services through the LDNP and runs every half an hour.



Image 13 - Wheelchair user on the Keswick to Threlkeld Trail



Image 14 – People walking on the West Windermere Way

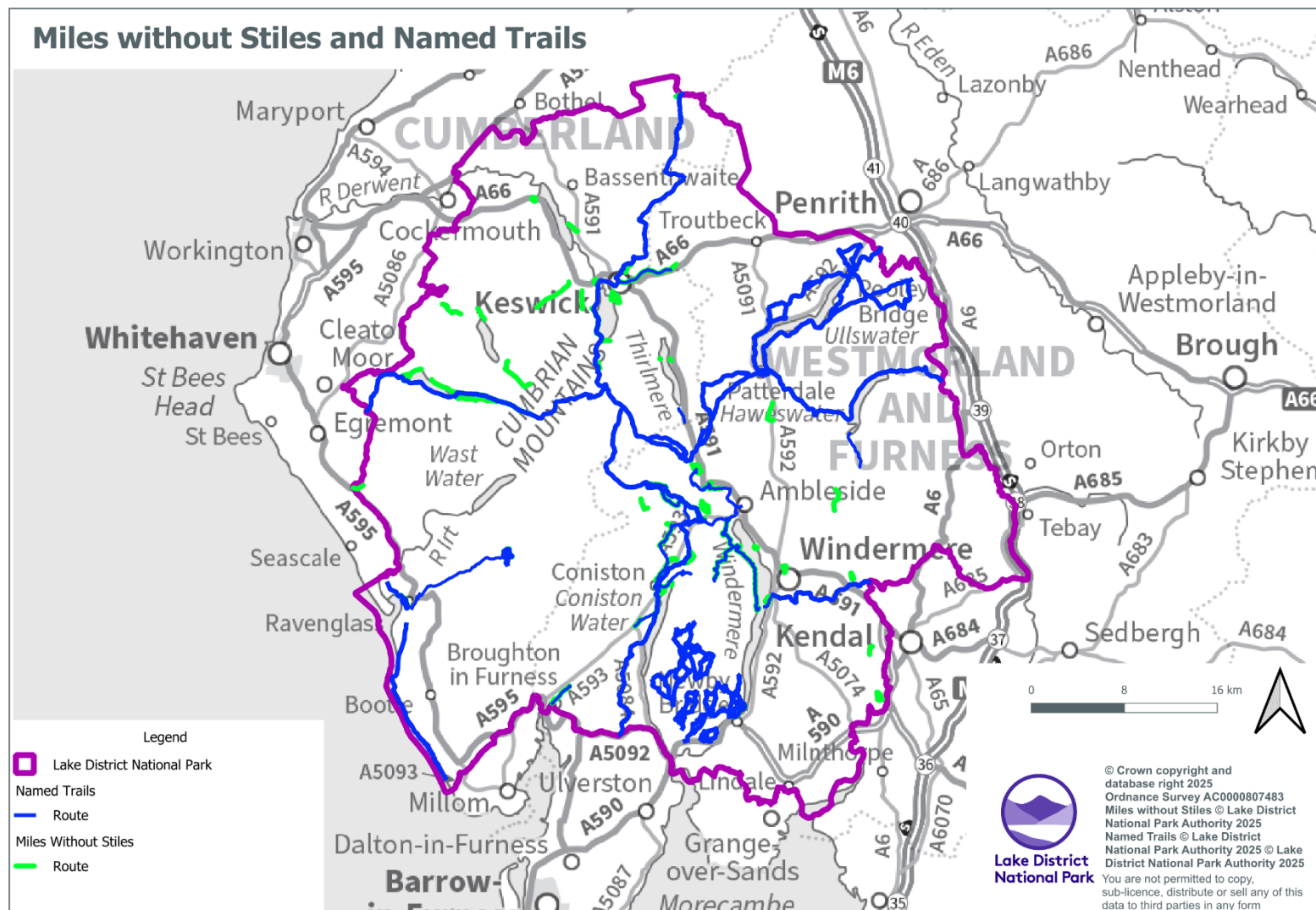


Figure 15 – Miles without Stiles and Named Trails

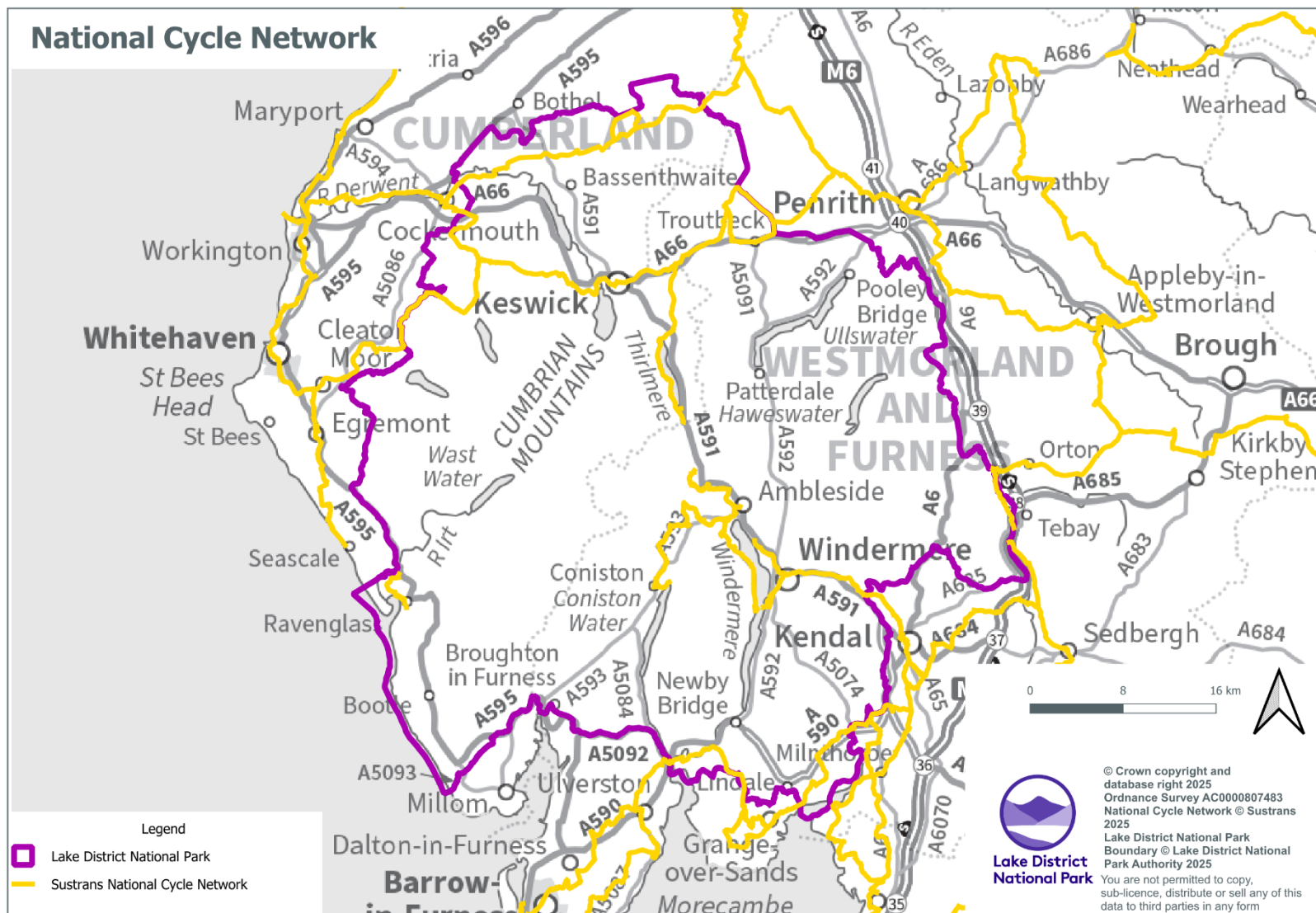


Figure 16 – Sustrans National Cycle Network

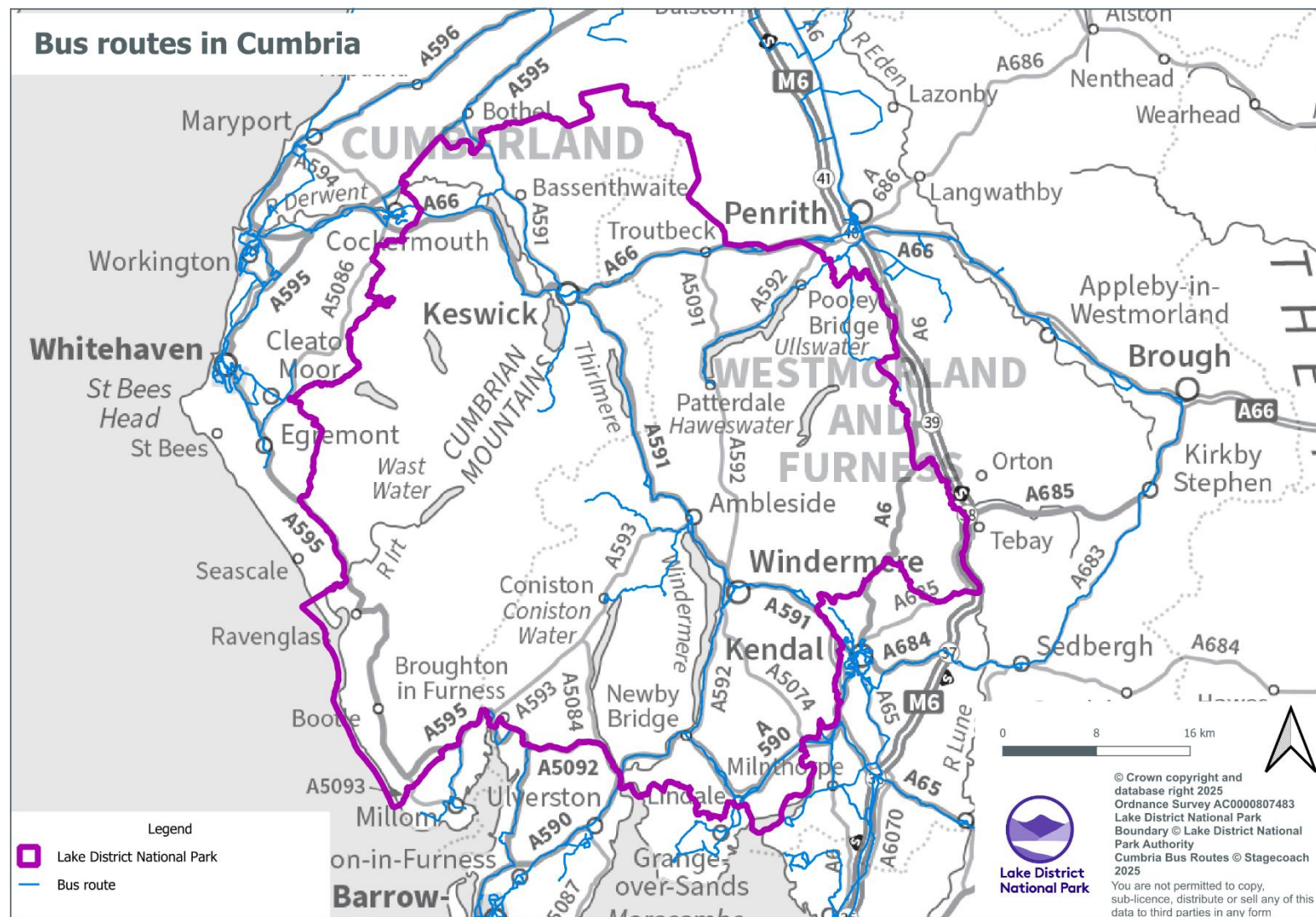


Figure 17 – Bus routes in Cumbria

5. Developing the Network Plan

5.1. Partnership Work

The development of this Network Plan involved considerable partnership working. Stakeholder workshops were held with the Cumbria and Lakes Local Access Forum, Westmorland and Furness Council, Cumberland Council, Sustrans, National Trust, Forestry England and United Utilities to understand their priorities and support for routes identified in the Network Plan.

We also engaged with the Yorkshire Dales National Park Authority and attended the Cumberland Council's Lakes to Sea Community Panel.

5.2. Public Engagement

Public and stakeholder engagement underpins this Network Plan. During the project, three stages of engagement were undertaken:

- Public engagement through an online interactive map
- Targeted engagement with the cycling community and local access forums.
- Multiple stakeholder workshops with key landowners across the LDNP.

Public engagement included an [interactive online map](#) which allowed participants to identify the location of new routes and route improvements relating to active travel. The interactive map was launched on the 15th July 2024 and closed on the

15th September 2024. Over 250 comments and suggestions were received suggesting new active travel routes and improvements.

We received comments from a wide range of people who walk, cycle or wheel with a variety of needs and preferences. It can be challenging to prioritise, as there are so many improvements that could be made, all of which would encourage Active Travel, but limited resources to deliver these changes.

5.3. Prioritisation Framework

The Network Plan process involved the prioritisation of routes and route improvements to create a programme of cycling, walking and wheeling schemes.

To achieve the outcome of a higher proportion of people travelling actively, the prioritisation framework was developed to focus on where the biggest increases would occur, and the greatest benefits would be achieved. The development of the prioritisation framework considered routes that...

- Link to settlements (including those outside the national park) so the maximum number of people benefit.
- Link and connect nearby National Landscapes - North Pennines, Arnsdale and Silverdale and the Solway Coast.
- Link to Yorkshire Dales National Park.
- Would be of a standard that people who currently don't walk, wheel or cycle very regularly could be encouraged to use, gaining the health and wellbeing benefits of more regular exercise.

- Link tourism sites, employment sites, or public transport hubs to facilitate active travel and replace private vehicle travel for commuting, education or tourism and enable people without cars to reach work, training or leisure opportunities.
- Are as accessible as possible to people with a range of disabilities. The landscape and topography mean this can be challenging but our policy continues to be to always use the least restrictive option as set out in By All Reasonable Means, Natural England/Sensory Trust.

Consequently, a prioritisation framework was produced to ensure consistency when prioritising walking, cycling and wheeling infrastructure improvements. The framework included the following criteria:

- **Alignment with policy objectives** - how well new routes deliver actions in existing strategies.
- **Effectiveness** - based on the potential number of walking or cycling trips that might use the route.
- **Deliverability** - the deliverability of new routes including engineering constraints, land ownership and level of support.
- **Connectivity** - how well the route links to key hubs.
- **Carbon reduction potential** – how much carbon the new route or route improvement is likely to save.
- **Funding** - future funding opportunities to develop and maintain routes.
- **Accessibility** - how inclusive and accessible the new route would be to users.
- **Health and wellbeing benefits** – potential of the route to improve health and wellbeing outcomes.

Each route and route improvement was assessed individually, and organised into four categories: strategic corridors, secondary links, local routes and routes into the LDNP.

The design of the routes will depend on the location, user profile and numbers, landowner permissions and environmental constraints. We await the Rural Design Guidance from Active Travel England, and will consider in more detail, but in summary routes and improvements could include a range of types and surfaces including:

- a) Full LTN1/20 compliant surfaced trails.
- b) Crushed stone surfaced trails and improved bridleways.
- c) Footpaths with improved accessibility.
- d) Minor roads dedicated as quiet lanes with suitable interventions following the principles of the soon to be published ATE Rural Guidance.
- e) Use of existing roads with compliant low traffic volumes and speeds as signed or promoted routes.
- f) Use of existing footpaths and forest trails where already compliant as waymarked and promoted routes.

Of the many projects put forward as part of the consultation and stakeholder discussion we will only have resources to deliver a relatively small number. We therefore have to prioritise the identified routes.

6. Network Plan

This section summarises how information gathered through the background data analysis, public engagement and stakeholder consultation has been used to develop the Network Plan for the LDNP.

The Network Plan categorises routes into strategic corridors, secondary links, routes into the LDNP and local routes. Additional active travel strategic corridors have been identified. These ambitious corridors build on the CTIP

strategic corridors and offer additional connecting routes between key settlements in the LDNP.

Areas for improvement have also been identified where appropriate within the existing walking and cycling network. An interactive map available [here](#) shows the Network Plan. The interactive map shows how routes link to key settlements and facilitate active travel into the LDNP. Figure 18 provides an example of how routes on the network plan connect to other prioritised routes and key settlements both inside and outside the LDNP.

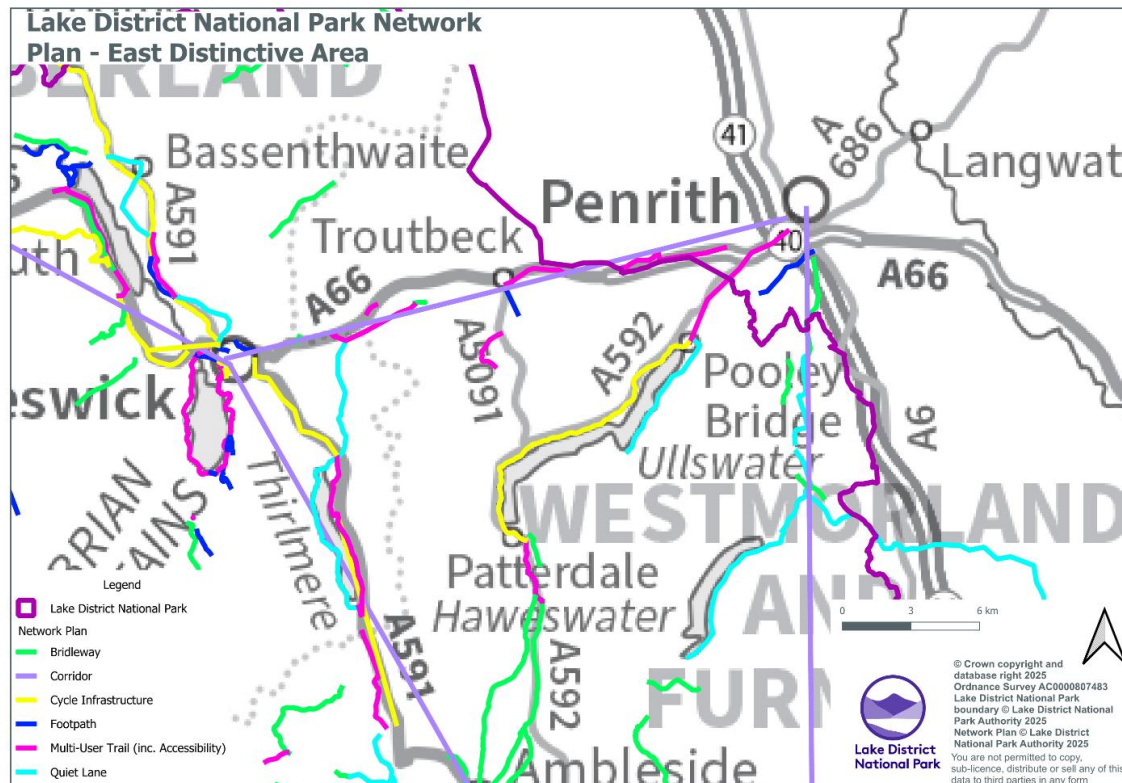


Figure 18 – East Distinctive Area Network Plan excerpt

6.1. Strategic Corridors

Strategic corridors outlined in Figure 19 follow the strategic corridors set out in the Cumbria Transport Infrastructure Plan (CTIP). Figure 19 shows the strategic corridors identified in the Cumbria Transport Infrastructure Plan.

The CTIP was produced by the former Cumbria County Council in 2022 and is used by Cumberland Council and Westmorland and Furness Council until such time as they receive DfT guidance to produce new Local Transport Plans.



Figure 19 – Strategic Corridors, Cumbria Transport Infrastructure Plan, 2022

Based on the prioritisation criteria outlined in section 5 the following routes have been prioritised:

Heart of the Lakes

Within 5 years, funded or part funded

Route: Keswick to Threlkeld Extension, Grasmere to Dunmail Raise, Thirlmere West Shore quiet road and crossing

Ambition: Complete design, planning permission (Keswick to Threlkeld only) and tendering, submit full business case to Borderlands Project Management Office to draw down allocated funds, deliver projects by March 2027.

Category: Strategic Corridor

Partners: LDNPA, W&F Council, Cumberland Council

Within 8 years, subject to funding and landowner permissions

Route: Round Thirlmere route, East

Ambition: Install underpass on A591, create new sections of trail with reduced gradient, waymark forest trails.

Category: Strategic Corridor

Partners: United Utilities, Cumberland Council

8 years + subject to funding and landowner permissions

Route: Kendal to Plumgarths

Ambition: Segregated cycle path.

Category: Strategic Corridor

Partners: W&F Council

8 years + subject to funding and landowner permissions

Route: Brockhole to Ambleside

Ambition: Cycle route avoiding A591. More feasibility required.

Category: Strategic Corridor

Partners: LDNPA and W&F Council

North Lakes

Within 8 years, subject to funding and landowner permissions

Route: Bassenthwaite Cycleway

Ambition: Complete traffic free and quiet lanes route around Bassenthwaite.

Category: Strategic Corridor

Partners: National Highways

8 Years + subject to funding and landowner permissions

Route: Keswick Railway Extension towards Penrith

Ambition: Exact route to be determined. Upgrading of footpaths and bridleways connecting Keswick to Threlkeld extension to Troutbeck.

Category: Strategic Corridor

Partners: LDNPA/W&F Council



Image 15 – People on the Keswick to Threlkeld Trail



Hadrian's Wall and West Coast

Within 5 years, funded or part funded

Route: Gosforth to Calderbridge (missing link in NCN72)

Ambition: Develop off road cycle route avoiding A595.

Category: Strategic Corridor

Partners: Cumberland Council, Sustrans, Local Community

Within 8 years, subject to funding and landowner permissions

Route: Esk to Barrow

Ambition: Multi-user trail linking along SW coast of Lake District, including bridges over Esk, Irt and Duddon.

Category: Strategic Corridor and link into the LDNP

Partners: Community group, Cumberland Council, W&F Council

Eden and Lune Valley

Within 5 years, subject to funding and landowner permissions

Route: Yorkshire Dales Connections

Ambition: Working with the Yorkshire Dales National Park Authority to create quiet lane routes connecting Kendal, Sedbergh, Shap, Haweswater, Orton, Tebay and Penrith where National Cycle Network links are not present.

Category: Strategic Corridor and link into the LDNP

Partners: LDNPA, YDNPA, W&F Council



Image 17 – Wheelchair users on the Dalegarth to St Catherine's Church, Eskdale

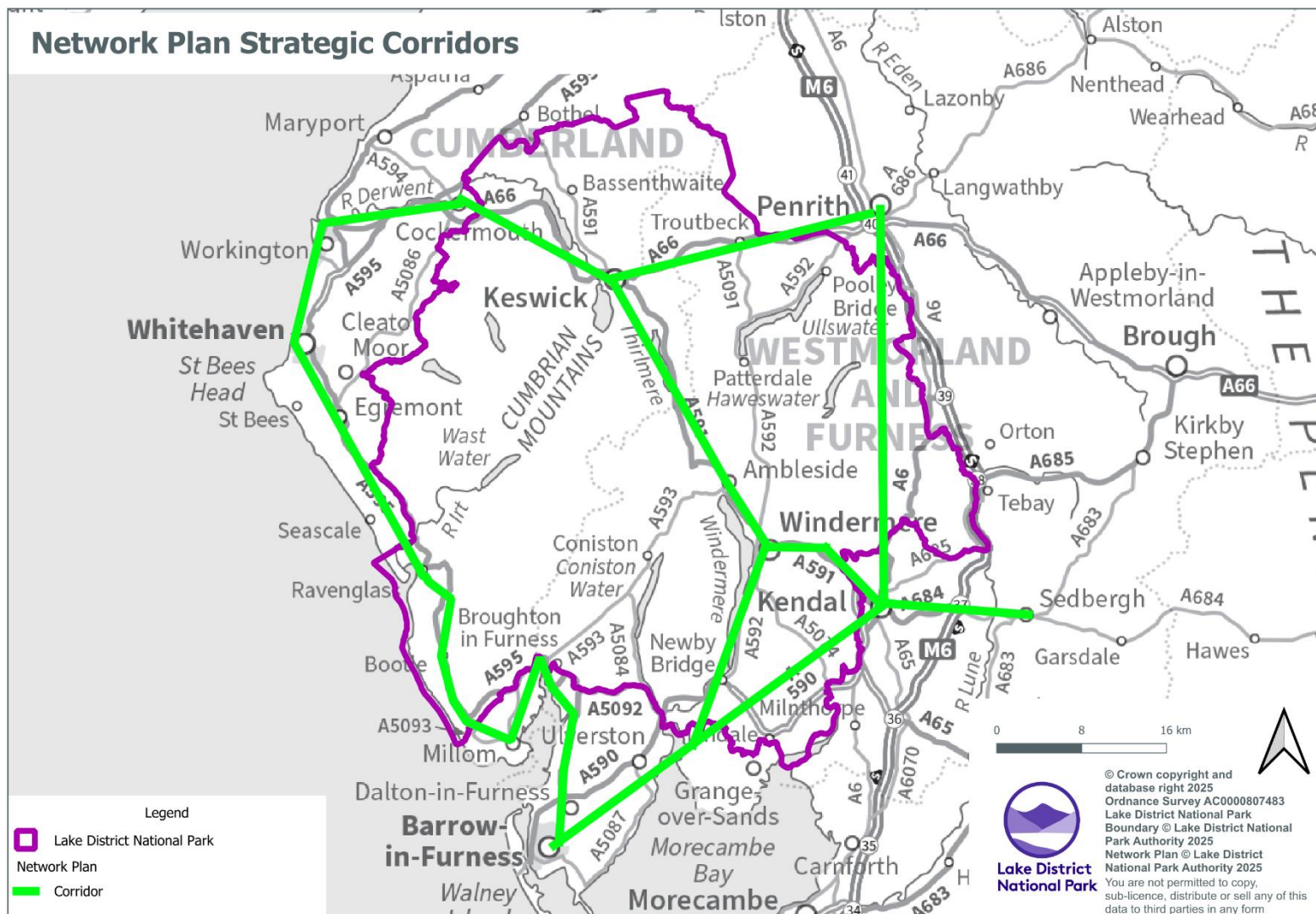


Figure 20 – Network Plan Strategic Corridors

6.2. Secondary Links

Secondary links compliment strategic corridors outlined in Figure 20. Secondary links offer additional connectivity enabling communities and visitors to access local amenities, schools and public transport.

Secondary links are presented in the five distinctive areas of the LDNP, North, East, Central and Southeast, South, West.

Based on the prioritisation criteria outlined in section 5 the following routes have been prioritised:

Within 5 years, funded or part funded

Route: Derwentwater accessible trail

Ambition: Design and deliver 7km long accessible route from Great Wood and Crow Park.

Category: Secondary Link

Partners: National Trust

Within 5 years, funded or part funded

Route: Bootle – Wellbank – Bootle station

Ambition: Design and deliver active travel link, connecting to public transport.

Category: Secondary Link

Partners: Bootle Parish Council, Cumberland Council

Within 5 years, funded or part funded

Route: Walking Trails

Ambition: Work with partners to deliver the Coast to Coast Walk National Trail, the Westmorland and Furness Way and the Penrith to Kendal trail.

Category: Secondary Link

Partners: Natural England, W&F Council, Cumbria Connects

Within 5 years, funded or part funded

Route: Ullswater Way

Ambition: Consider options to improve safety and user experience of the Stybarrow Crag part of the Ullswater Way north of Glenridding

Category: Secondary Link

Partners: Friends of Ullswater Way

Within 5 years, subject to funding and landowner permissions

Route: West Windermere Way

Ambition: Complete missing section between YMCA Lakeside and Ferry House and extend from Newby Bridge to Haverthwaite and Newby Bridge to Fell Foot.

Category: Secondary Link

Partners: LDNPA

Within 8 years, subject to funding and landowner permissions

Route: Valley Travel Plans

Ambition: Deliver key outputs and recommendations from the valley plans being developed for Langdale, Ullswater, Hawkshead, Wasdale

Category: Secondary Link

Partners: LDNPA and W&F Council

Within 8 years, subject to funding and landowner permissions

Route: Ferry House to Hawkshead

Ambition: Improve cycle infrastructure through quiet lanes and off-road sections of path.

Category: Secondary Link

Partners: LDNPA

Within 8 years, subject to funding and landowner permissions

Route: Wasdale traffic management

Ambition: Implementation of traffic management plan developed through ATE capability funding.

Category: Secondary Link

Partners: Cumberland Council

8+ years, subject to funding and landowner permissions

Route: Haweswater

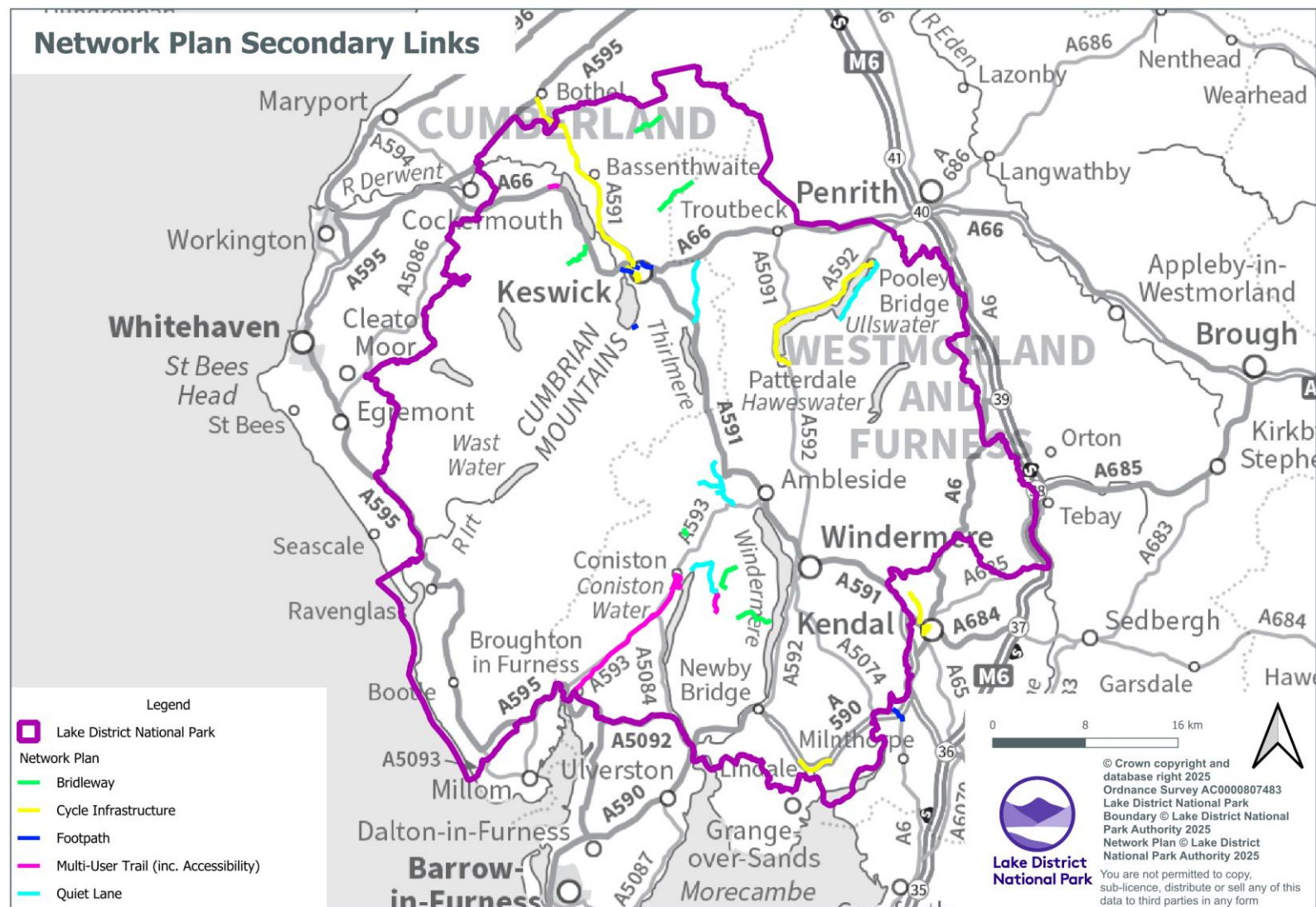
Ambition: Eastern side bridleway and quiet lane, walking and accessibility improvements.

Category: Secondary Link

Partners: LDNPA, United Utilities, RSPB



Image 18 – Walkers on the West Windermere Way Miles without Stiles route.



6.3. Routes into the LDNP

As outlined in section 4, facilitating active travel into the LDNP is a key priority of this Network Plan.

Routes into the LDNP are presented in the five distinctive areas of the LDNP, North, East, Central and Southeast, South, West.

Based on the prioritisation criteria outlined in section 5 the following routes have been prioritised.

North Distinctive Area

Within 8 years, subject to funding and landowner permissions

Route: Valley Travel Plans

Ambition: Deliver key outputs and recommendations from the valley plans being developed for Langdale, Ullswater, Hawkshead, Wasdale

Category: Secondary Link

Partners: LDNPA and W&F Council

Within 8 years, subject to funding and landowner permissions

Route: Workington to Cockermouth

Ambition: Quiet lane route. This route is outside the LDNP but will provide a key active travel connection from settlements outside the LDNP.

Category: Link into the National Park

Partners: Sustrans and Cumberland Council

Within 8 years, subject to funding and landowner permissions

Route: Cockermouth to Buttermere

Ambition: New cycle and walking infrastructure between Cockermouth and Buttermere.

Category: Link into the National Park

Partners: Cumberland Council, National Trust, LDNPA

West Distinctive Area

Within 8 years, subject to funding and landowner permissions

Route: Cleator Moor to Ennerdale Bridge

Ambition: Linking to NCN7 forming connection from Whitehaven and Egremont into the national park. Quiet road and new trail construction.

Category: Route into the National Park

Partners: LDNPA, Cumberland Council and Local Community.

Within 8 years, subject to funding and landowner permissions

Route: Gosforth to Nether Wasdale

Ambition: New cycling infrastructure connecting Gosforth to Nether Wasdale.

Category: Route into the National Park

Partners: LDNPA, Cumberland Council and local community.

East Distinctive Area

Within 8 years, subject to funding and landowner permissions

Route: Penrith to Pooley Bridge

Ambition: Traffic free or quiet lane route from Penrith station to Pooley Bridge in the Ullswater Valley.

Category: Route into the National Park

Partners: Sustainable and Integrated Transport in Ullswater

8 Years + subject to funding and landowner permissions

Route: Penrith to Troutbeck to Threlkeld

Ambition: Deliver a new route using a mix of quiet lanes and the old railway line.

Category: Route into the National Park

Partners: LDNPA, National Highways and W&F Council

Central and Southeast Distinctive Area

Within 5 years, subject to funding and landowner permissions

Route: Kendal to Sizergh

Ambition: Quiet lane and upgraded paths to form multi-user route.

Category: Route into the National Park

Partners: National Trust and Lancaster Canal Towpath Trust

8 Years + subject to funding and landowner permissions

Route: Arnside to Grange viaduct

Ambition: New cycle and walking route attached to viaduct.

Category: Link into the National Park

Partners: Morecambe Bay Partnership

South Distinctive Area

8 Years + subject to funding and landowner permissions

Route: Ulverston to Greenodd

Ambition: New route utilising the old railway line and canal.

Category: Link into the National Park

Partners: W&F Council and Ulverston Town Council

8 Years + subject to funding and landowner permissions

Route: Ulverston to Grizedale

Ambition: Quiet lane between Ulverston and Grizedale.

Category: Link into the National Park

Partners: W&F Council and Ulverston Town Council

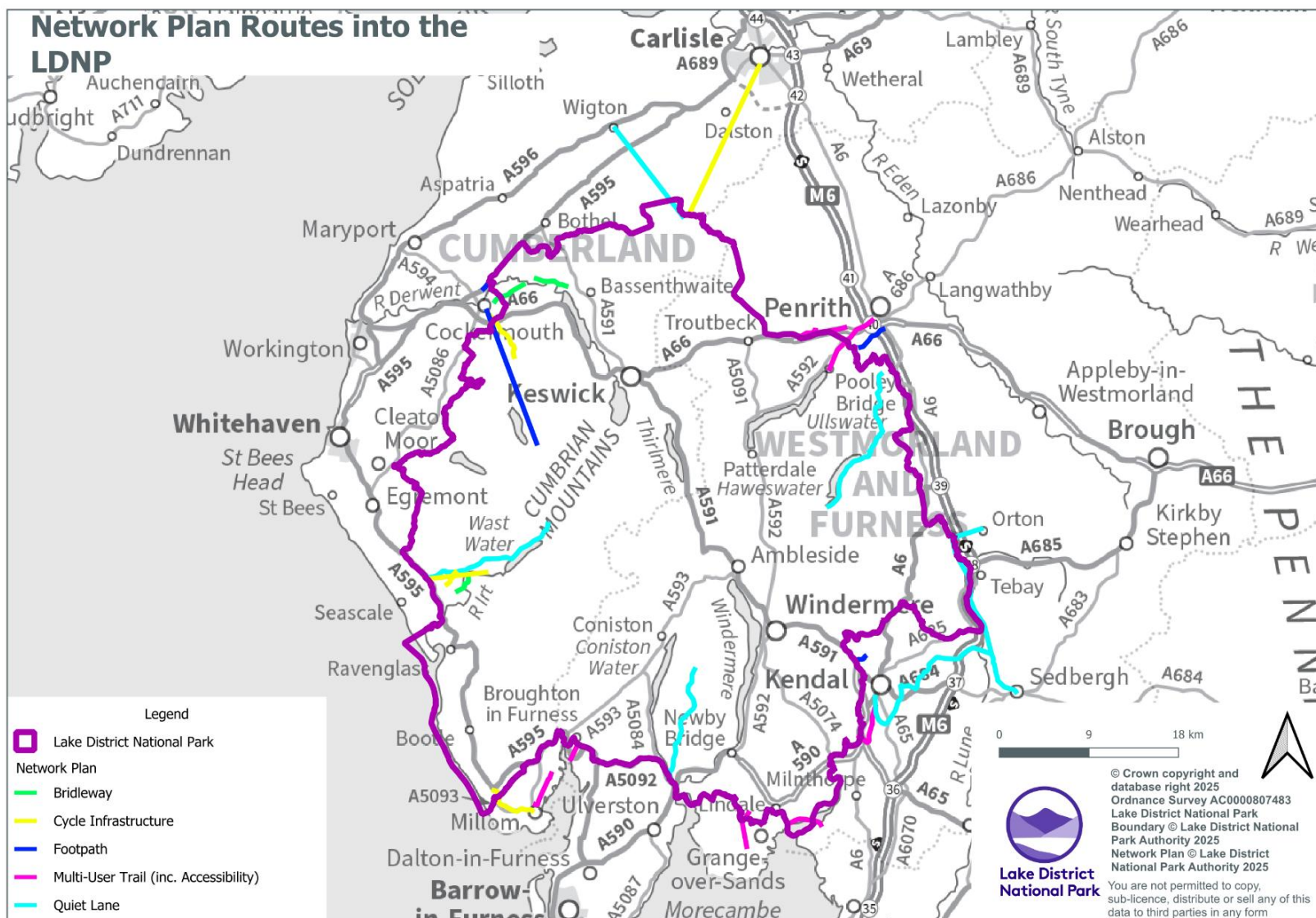


Figure 22 – Network Plan Routes into the LDNP

6.4. Local Routes

This section also includes routes from the Rights of Way Improvement Plan (ROWIP). This is a document that all local authorities produce. The ROWIP was due for review in 2024, so this work was carried out and the revised or retained routes now form part of the Network Plan. Many routes highlighted in the public consultation aligned with the ROWIP routes.

Local routes are presented in the five distinctive areas of the LDNP, North, East, Central and Southeast, South, West.

Within 5 years, subject to funding and landowner permissions

Route improvement: Access and accessibility improvements, small to medium

Ambition: LDNPA to action at least 5 improvements per year to the rights of way network.

Category: Local Route

Partners: LDNPA

Within 5 years, subject to funding and landowner permissions

Route: Muncaster

Ambition: Improvements to walking and cycling network as part of the Muncaster Whole Estate Plan.

Category: Local Route

Partners: Muncaster Estate

Within 5 years, subject to funding and landowner permissions

Route: Bassenthwaite

Ambition: Improvements to walking and cycling network as part of the Higham Estate Whole Estate Plan.

Category: Local Route

Partners: Higham Estate

Within 5 years, subject to funding and landowner permissions

Route improvement: Forest trails

Ambition: Work with Forestry England to improve and promote trails in and to their forests, including a new accessible route in Grizedale Forest.

Category: Local Route

Partners: LDNPA, Forestry England

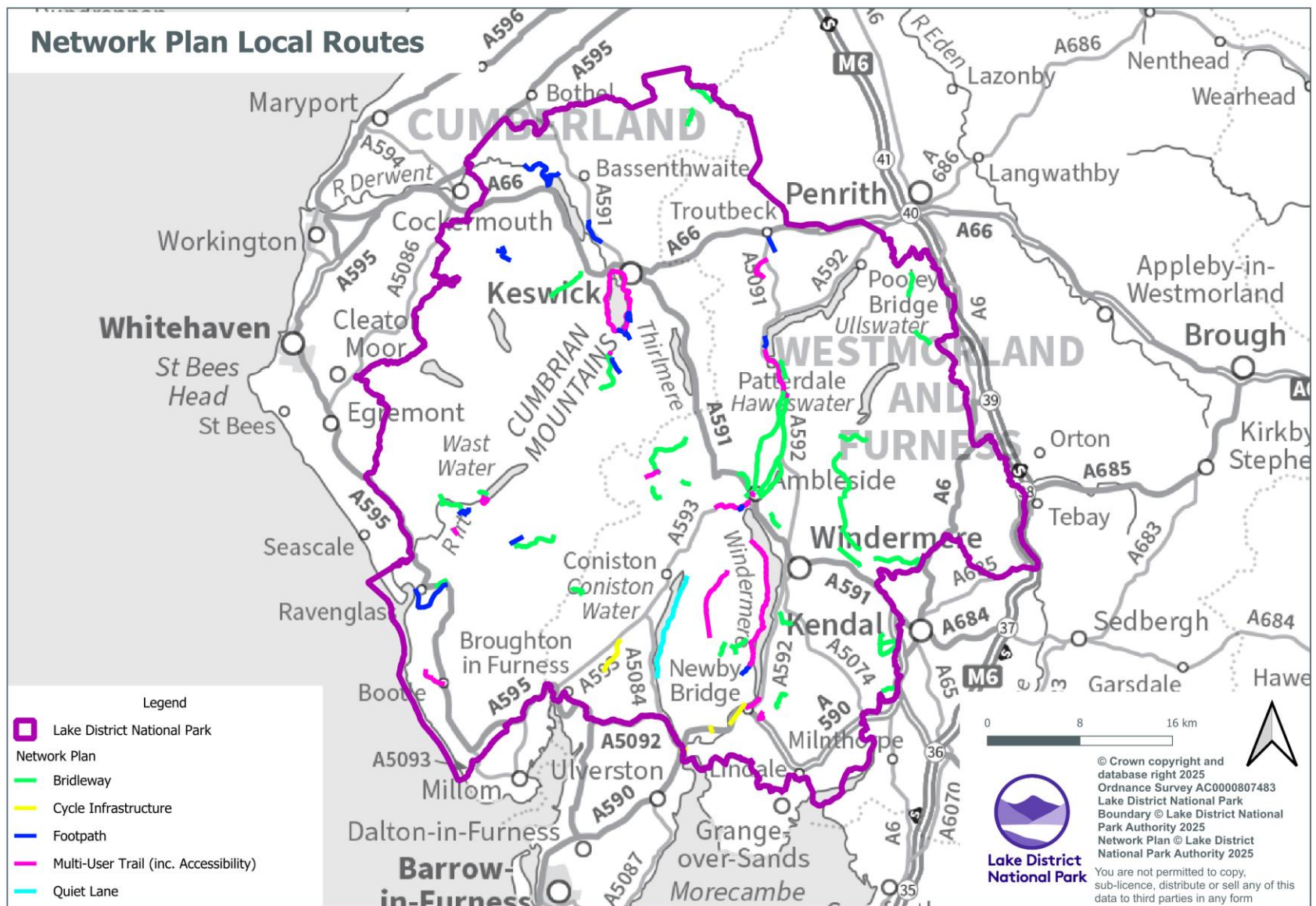
Within 8 years, subject to funding and landowner permissions

Route: Keswick Crosthwaite Road

Ambition: Implementation of walking route and junction improvement plan developed through ATE capability funding.

Category: Local Route

Partners: Cumberland Council



6.5. Additional active travel strategic corridors

Additional active travel strategic corridors outlined in Figure 24 build upon and enhance strategic corridors detailed in the CTIP. These additional corridors are designed to improve connectivity between key settlements within and into the

LDNP. By targeting key settlements, the corridors aim to support everyday journeys for local residents and leisure trips for tourists. The corridors are ambitious, long-distance routes that seek to promote walking, cycling and wheeling as alternatives to car travel.

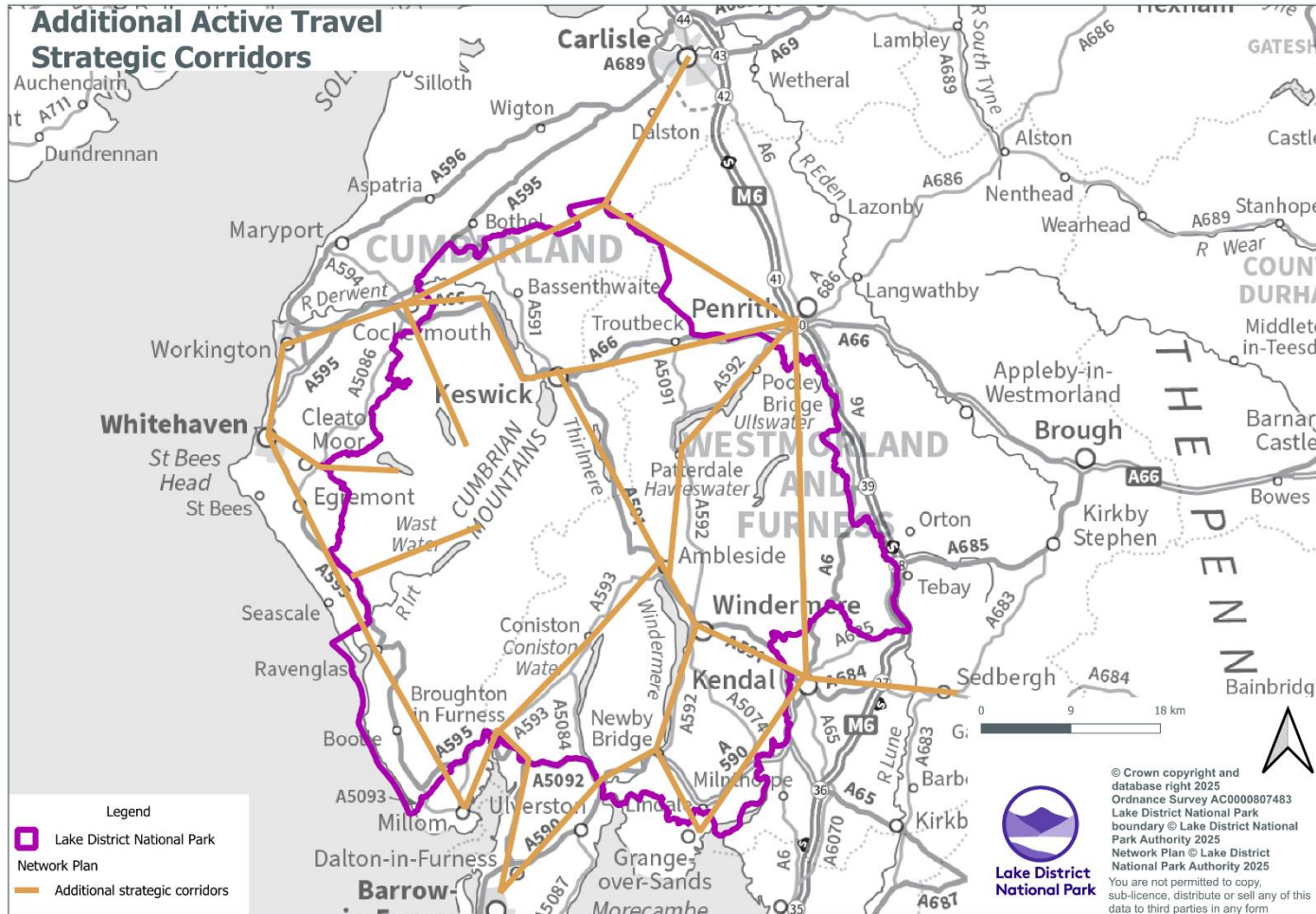


Figure 24 – Network Plan Additional Active Travel Strategic Corridors

6.6. Route Improvements

In addition to new routes, users were able to identify where route improvements and upgrades were required on existing footpaths, bridleways and multi-user trails across the LDNP.

Figure 25 shows the geographical spread of suggested route improvements. Improvements submitted ranged from small scale improvements such as replacing stiles and improving signage to larger improvements such as replacing bridges and upgrading surfaces.



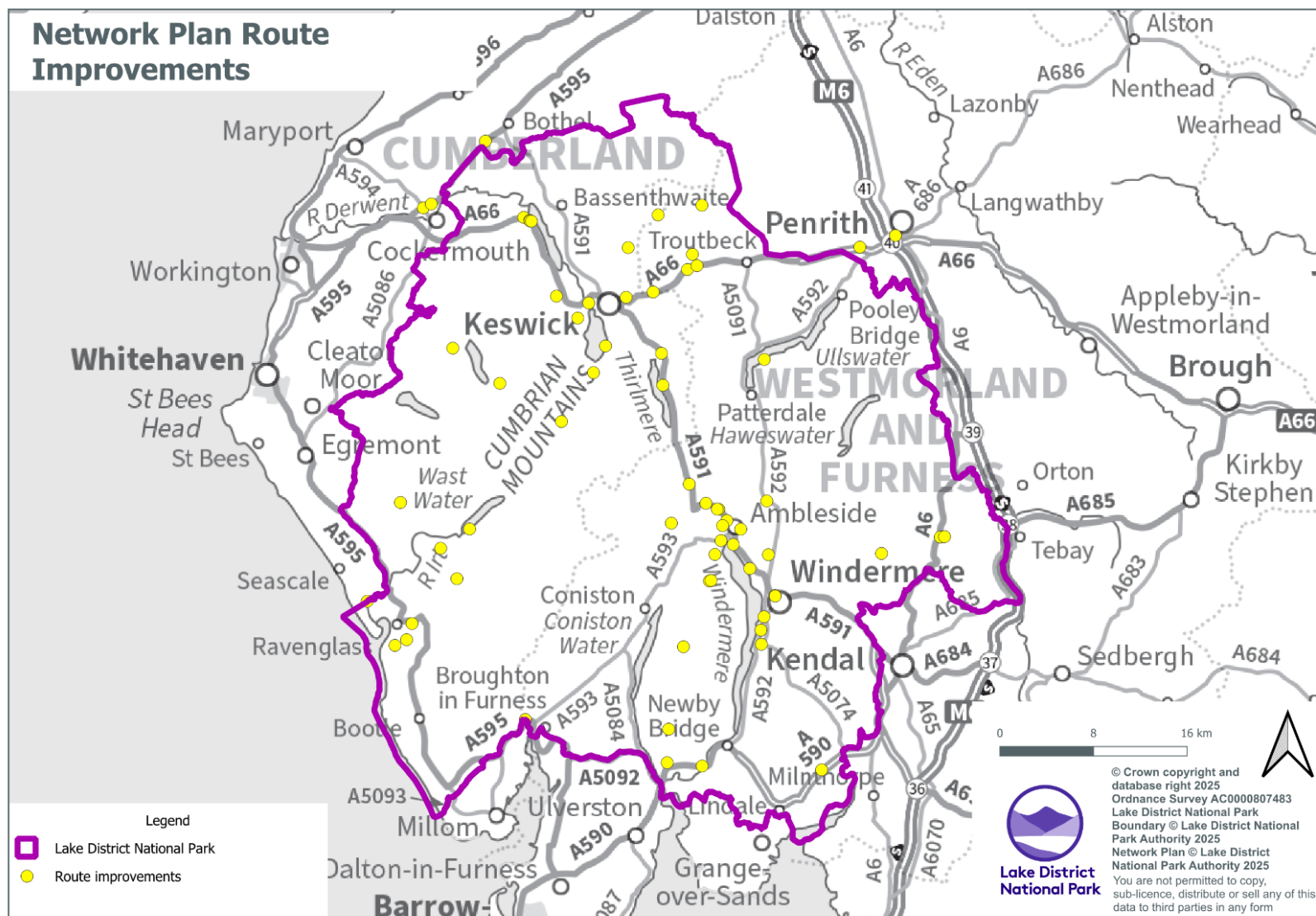
Image 19 – A group of walkers

66 route improvements were identified and categorised into the following:

- Route resurfacing = 21 improvements
- New or improved road crossing = 25 improvements
- New or improved signage = 8 improvements
- Improved maintenance = 3 improvements
- New or improved infrastructure (bridges, pavements) = 9 improvements



Image 20 – Wheelchair user on the Grasmere Jubilee Miles without Stiles route



6.7. Active travel hubs

Hubs are the settlements where residents live and where visitors are more likely to be staying or starting their day visit. In the Lake District National Park Local Plan, they are identified as rural service centres.

The strategic and secondary routes on the network plan have been designed to link rural service centres and where shorter local links are proposed, to connect these with the surrounding countryside or visitor attractions.

As hubs these should already have facilities required such as accommodation, food, shops, toilet facilities, public transport stops, stations or interchanges and information. To become active travel hubs where needed they should also have cycle parking, cycle hire, waymarked walking, cycle routes, accessible routes and information about routes in formats suitable for that location. Table 1 summarises the facilities available in rural service centres, priority should be given to improving gaps in facilities and improving existing provisions where they are not sufficient.

Rural Service Centre	Vehicle Parking	Cycle hire	Cycle parking	Rail station	Bus stop	Jetty/boat service	Shop	Tourist information	Network of cycling and walking routes	Public toilets	Cycle shop with repairs/sales	Bus shelter	Public bike wash/pump	Cycle charge points	Signposts/waymarking for onward walking and cycling routes
Ambleside															
Bowness/Windermere															
Broughton-in-Furness															
Caldbeck															
Coniston															
Glenridding/Patterdale															
Gosforth															
Grasmere															
Hawkshead															
Keswick															
Staveley															
Pooley Bridge															
Ravenglass															

Table 1 – Rural service centre facilities

6.8. Cycle Parking

As set out above, secure and attractive cycle parking is an integral part of any cycle network and can have a significant influence on cycle use. Whilst most of our settlements have cycle parking to some extent, it can be inadequate, poorly maintained, inaccessible to disabled cyclists and too often hidden away in the corner of a car park, leading to fears of personal security and cycle security.

LTN1/20 sets out that cycle parking should be provided in the following locations:

- Places of residence;
- Interchanges with other modes of transport;
- Short stay destinations such as shops and cafes; and
- Long-stay destinations such as for work and education

And goes on to provide detailed guidance on the siting, quantity, quality and inclusivity of cycle parking.

As part of the work, we and partners are undertaking on transport plans on a valley basis we will audit existing provision in relation to LTN1/20 standards and develop a pipeline of projects. We will also work with developers to ensure that cycle parking is embedded in new developments. We will also ensure that cycle parking provision is an integral part of any new route development.

Public air pumps and tool kits can also be provided at key locations, as we trialled under the GoLakes Travel programme.

6.9. Pedestrian Zones

Village and town centres in the Lake District can become crowded with pedestrians during weekends and holidays, enjoying the experience of visiting a historic settlement and supporting local shops, cafes and attractions. However, many centres are also busy with traffic, and due to their historic nature, have narrow or even non-existent footways with limited drop kerbs. This at busy times makes walking difficult and unpleasant, with pedestrians having to step out into the road at times, and for disabled people or families with pushchairs it can become impassible.

Improving the capacity and user experience of the pedestrian environment would not only lead to a better visitor and resident experience, but this in turn would lead to higher spend and higher footfall, supporting the local economy.

Interventions could include widening footways, one-way systems to accommodate this, pedestrianisation, improved crossings, removal of street clutter to enable the full width of the footway to be used, dropped kerbs and 20mph speed limits. However, it is recognised that in some locations it is challenging due to the limited road space.

Identifying and designing the interventions and their locations is beyond the scope of this high-level network plan and would need to be led by our local highway authorities with funding for additional design input, working closely with local residents and businesses.

Settlements where this approach could be appropriate include Ambleside, Bowness and Windermere, Coniston, Glenridding, Grasmere, Hawkshead Pooley Bridge and Keswick.

6.10. Integration with public transport

The Lake District has an extensive and frequent network of bus services in the south, centre, and north becoming less frequent in the less visited West and East. There are railway stations at Staveley, Windermere, Silecroft, Bootle and Windermere, plus others outside the National Park boundary that serve as interchanges (e.g. Penrith, Oxenholme, Ulverston).

In designing the active travel routes, we considered accessible connections to bus stops and rail stations and have developed links to them where possible. This includes the proposed link from Bootle to Bootle Station via a new development at Wellbank. Other routes are designed to start and finish at bus stops or train stations and ideally where there are other facilities, such as toilets. We will not develop or promote any routes that cannot be reached by public transport, connect with other active travel routes or to a hub. Cycle parking at public transport hubs should also be prioritised, see above.

We will work with our two highway authorities to improve bus stops, especially in terms of accessibility and security, prioritising those that will have the greatest impact.

We will continue to press for improved cycle carriage on trains and buses into the Lake District and promote and encourage cycle hire and parking at hubs where this is not available.

6.11. Signage and Waymarking

Signage of walking, wheeling and cycling routes is an essential infrastructure, giving users the confidence to travel without interruption or uncertainty. This is particularly important for visitors or for new or less frequent users of the routes. At the same time in a National Park, it is important that signage strikes a balance between avoiding clutter in the environment and ensuring legibility and visibility.

For off road routes we have developed a waymarking strategy, which shows a suite of signs with consistent style, which also allows for route branding.

On public roads signage will be governed by the DfT's Traffic Signs Regulations and General Directions (TSRGD). National Cycle Network Routes have their own branding, which is used and will continue to be, there is also scope to include named routes (using text and numbers, logos are only allowed with DfT approval) and this could be considered for some of the suggested on-road routes in the Network Plan.

Further details can be found in LTN 1/20 Chapter 13 and the LDNPA Waymarking Strategy.

Signage should be complemented by other information including online as set out below under interpretation and behaviour change.

6.12. Interpretation, seating and other facilities

In developing routes, the user experience will be considered holistically.

Seating is an important part of the experience and for some users the provision of a place to rest is essential to enable them to continue on their journey. We will increase accessible seating and resting places, prioritising our miles without stiles network.

Interpretation can add to people's enjoyment and understanding of their environment. We have recently adopted an Interpretation Strategy for the Lake District World Heritage Site and will develop interpretation within that context. Interpretation is not just about signs, there are many other media types available, including new digital opportunities, which we will use to make the offer more inclusive for people with diverse needs.

Other facilities include toilets, an important yet often overlooked element of the visitor experience. Lack of toilets can discourage new users from taking part in active travel experiences, and this impacts disproportionately on disabled visitors. We will seek to develop routes that link to existing facilities, and where possible encourage improved provision including of fully accessible Changing Places.

Vehicle parking is also an important facility, and whilst we aim to encourage more people to arrive by public transport or use active travel from their home or holiday accommodation, a high proportion of people will continue to drive to reach their active travel experience. Some disabled people are reliant on

travel by car to access active travel routes so existing car parks should have ample dedicated parking spaces.

Locations of existing car parks will be considered as part of route development and information at car parks to encourage people to park up for the day and travel actively will be expanded.



Image 21 – People looking at interpretation board on the West Windermere Way Miles without Stiles route

6.13. Information, engagement and marketing for behaviour change

To maximise the potential of existing, improved and new routes, people must know about them and be motivated to use them.

We propose using a range of media to provide information and marketing, making the most of the opportunities provided through digital means.

A more detailed action plan will be developed, but proposed actions include:

- a) Working with Westmorland and Furness Council and Cumberland Council on the roll out of the Travel Actively Journey Planner.
- b) Enhancing the walking, wheeling and cycling information in the LDNPA website when it is refreshed in 2025.
- c) Motivational and informative social media engagement.
- d) Enhanced promotion of Miles without Stiles routes and mobility scooter hire.

The Lake District is a popular area for road cycling, with events such as the Fred Whitton Challenge attracting 2500 riders to the challenging passes and mountain roads. In the consultation we received comments about improving the safety of road cycling through information and awareness of cycling. We propose working with partners to spread the message around considerate and safer driving around cyclists through our social media channels.

7. Monitoring and realising the benefits

As discussed above the benefits of developing and increasing participation in active travel include:

- Economic
- Health and wellbeing
- Carbon Reduction

To evaluate the impact of active travel routes data needs to be gathered, both quantitative and qualitative.

Lake District National Park Authority currently have eight people counters, mainly on new promoted trails. For larger projects, we have carried out post-completion surveys and counts, which has demonstrated and measured these benefits. For example, we know that the Keswick to Threlkeld Trail has over 250,000 users per annum, bringing an estimated economic benefit of over £15 million per annum.

Any larger developments would be monitored in a proportionate way.

We are currently evaluating how we can increase our knowledge of the overall network. This could include further people counters, but we are also trialling the use of mobile phone data on the Coast-to-Coast path National Trail in a DEFRA funded project and are working with DEFRA to model Strava Metro data. These approaches will be evaluated to help inform future approaches.

We will also be reporting to DEFRA under the 'Protected Landscapes Targets and Outcomes Framework' annually on measures including distance of accessible trails created,

waymarking on routes improved, barrier reduction and installation of seating and resting places.

We will work with ATE and our Local Highway Authority partners to develop a monitoring framework for the outputs of this plan, including periodic progress against the actions set out.

8. Next steps

Delivering this Network Plan will take time and funding. Currently this Plan has no funding attached to it. But we are experienced in bringing in external funding to deliver active travel projects.

Potential funding could be sought from:

- a) Department for Transport, including via ATE if further capability funding were available or National Highways.
- b) UK Government regeneration and economic development funds as available, such as the Shared Prosperity Fund.
- c) Improvement and safety funds available through our LHAs, these would be particularly suitable for on road schemes that would be led by the LHA.
- d) Visitor giving and sponsorship through Lake District Foundation.
- e) Corporate sponsorship arranged through National Parks Partnerships.
- f) Heritage Lottery Fund.
- g) Developer contributions secured through planning applications.

- h) DEFRA grants such as those channelled through the National Parks such as Farming in Protected Landscapes and Access for All, if continued.
- i) Other business, legacy and charitable organisations with an emphasis on access, health, inclusion and accessibility.

Working in partnership with funded landscape recovery programmes where active travel development fits with their footprints and objectives.

It should be noted that this list is not exhaustive, and inclusion in this list carries with it no expectation of funding. Further work and partnership discussions will take place, and potential opportunities followed up.