



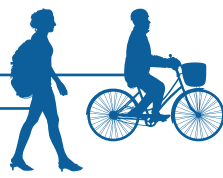
Have your say

Public Consultation from:
**Friday 1 April to
Friday 22 April 2022**

For more details and links to the
questionnaire please visit:
**[cumbria.gov.uk/
cyclingandwalking](http://cumbria.gov.uk/cyclingandwalking)**

Strategic Cycling and Walking Corridors Consultation





Summary

We are holding a consultation on proposals to improve the cycling and walking offer along two key corridors within Cumbria. We want to develop the best possible plans for cycling and walking improvements, to ensure that the benefits to our communities and visitors are maximised.

We want you to:

- Provide feedback on the proposals presented in this consultation document.
- Tell us which of our options you think will provide a greater positive impact to the area.

Please take the time to get involved, read this consultation document, and provide your feedback.



Background

The Cumbria Transport Infrastructure Plan 2022 – 2037 (CTIP) sets out an ambition for the network by 2037, outlining how Cumbria will be known as one of the best places to walk and cycle in the UK. To support this there will be:

- Attractive and safe cycling routes connecting the main settlements and wider countryside, providing access to Cumbria’s two National Parks, Areas of Outstanding National Beauty and two World Heritage Sites; and
- New traffic free trails suitable for all users and as a means of further boosting walking and cycling participation.

The CTIP sets out five Strategic Cycling and Walking Corridors across the County as a focus for delivering improved infrastructure. Within these corridors traffic free cycling and walking routes will be created to better connect towns and communities.

- 1 Hadrian’s Wall and West Coast
- 2 Eden and Lune Valleys
- 3 North Lakes and Pennines
- 4 Heart of the Lakes
- 5 Morecambe Bay

As part of the Borderlands Inclusive Growth Deal, we are developing potential cycling and walking improvements that could be made in two of the corridors:

- Heart of the Lakes
- Hadrian’s Wall and West Coast

We would now like to ask residents of and visitors to Cumbria, along with businesses and other key stakeholders to provide feedback on our developing plans for these two corridors, to help shape the proposed improvements.

Consultations on the other Strategic Corridors will follow as plans for these are brought forward.



Source: Cumbria Transport Infrastructure Plan (2022-2037)



Heart of the Lakes Strategic Corridor

This corridor, through the heart of the Lake District National Park, links some of our most visited towns and tourist destinations including Windermere, Ambleside, Grasmere and Keswick.

See More Lake District Cycling Project

As part of the Borderlands Inclusive Growth Deal, the See More Lake District Cycling project aims to better connect and extend the cycling network and walking routes in and around the Lake District National Park, recognising cycling and walking as a means of travel but also as a visitor activity in their own right and central to the green, low carbon visitor offer. The See More Lake District Cycling project will identify an Active Travel Strategy for the Heart of the Lakes corridor.

Improvements to multi user routes through the Heart of the Lakes will encourage more cycling and walking as key travel modes, generating health and wellbeing benefits, and enabling visitors to explore and experience more of the Lake District as they travel around; as well as encouraging visitors to come and stay for longer.

A key element of the project is improving the cycling network through the Heart of the Lakes between Windermere and Keswick. The NCN6 (National Cycle Network) provides connectivity through the area, and links to the Lakes and Dales Loop at the north and south, but in places has gaps in the network.

The Borderlands Inclusive Growth Deal will potentially see UK Government funding invested in projects developed through the See More Lake District Cycling project, subject to business case approval.

It will not be possible to deliver all the proposals identified in the consultation and overarching Active Travel Strategy with the funding available from Borderlands. Your feedback therefore, will help to prioritise the routes for delivery. The Borderlands investment will provide funding to start to deliver against the Active Travel Strategy and funding from other sources will then be explored. More information about the Borderlands Inclusive Growth Deal can be found here:

www.borderlandsgrowth.com

What we are trying to achieve

Through the See More Lake District Cycling project we aim to achieve the following objectives:

- 1 To develop a strategic cycling network to support active travel.
- 2 Improved cycling offer to attract more visitors to the Lake District National Park.
- 3 To encourage visitors to stay longer, building tourism destination reputation.
- 4 Develop and build the Lake District National Park's reputation as the UK's leading destination for active holidaying.
- 5 Disperse visitors more widely across the National Park and Borderlands area.
- 6 Create new job opportunities in active leisure markets.
- 7 Reduce tourism-related carbon emissions towards net-zero, creating environmental benefits and supporting the green agenda.
- 8 Extend the on-season for tourists with an enhanced cycling offer.

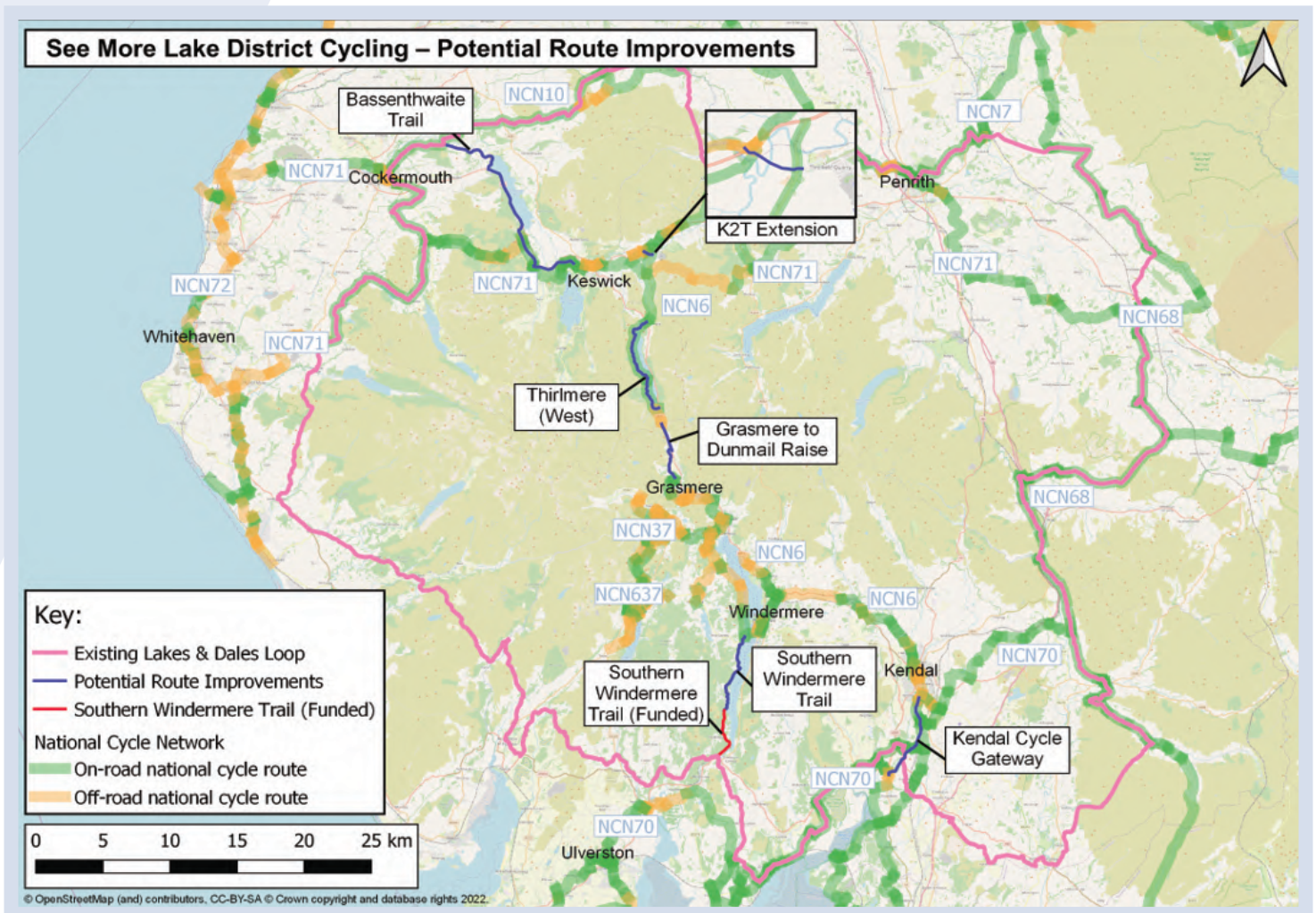
Overview

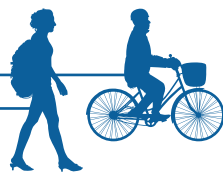
To achieve these objectives we have identified a number of improvements throughout the corridor that could better connect and extend the cycling network and walking routes in and around the Lake District National Park. From north to south, these include:

- The Bassenthwaite Trail
- K2T (Keswick to Threlkeld) Extension
- Thirlmere west side
- Grasmere to Dunmail Raise
- Southern Windermere Trail
- Kendal Cycle Gateway

These are shown alongside the existing National Cycle Network (NCN) and Lakes and Dales Loop on the following plan.

Note: Proposals being put forward at this stage are still being developed and would be subject to discussions with landowners where appropriate.





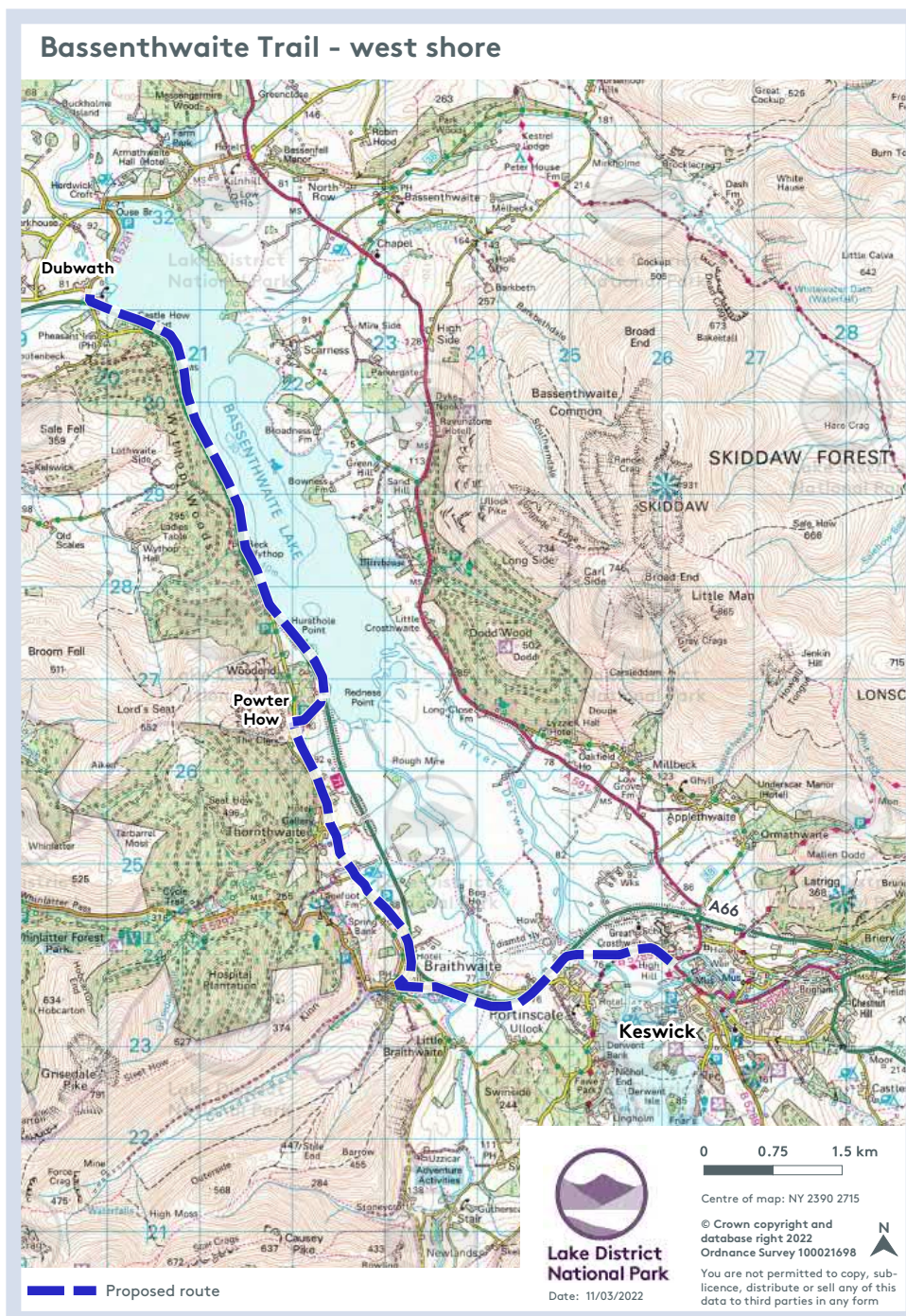
Improvement Options

The Bassenthwaite Trail

This is a project that has been developed in partnership with National Highways and the Lake District National Park Authority (LDNPA), to develop a cycling route along the western side of Bassenthwaite, to link Keswick with Dubwath.

From the southern end of Bassenthwaite the route would include construction of a new path at Powter How. The route heads under the A66, and then runs north, between the A66 and the lake as far as Dubwath, mainly on highway verge.

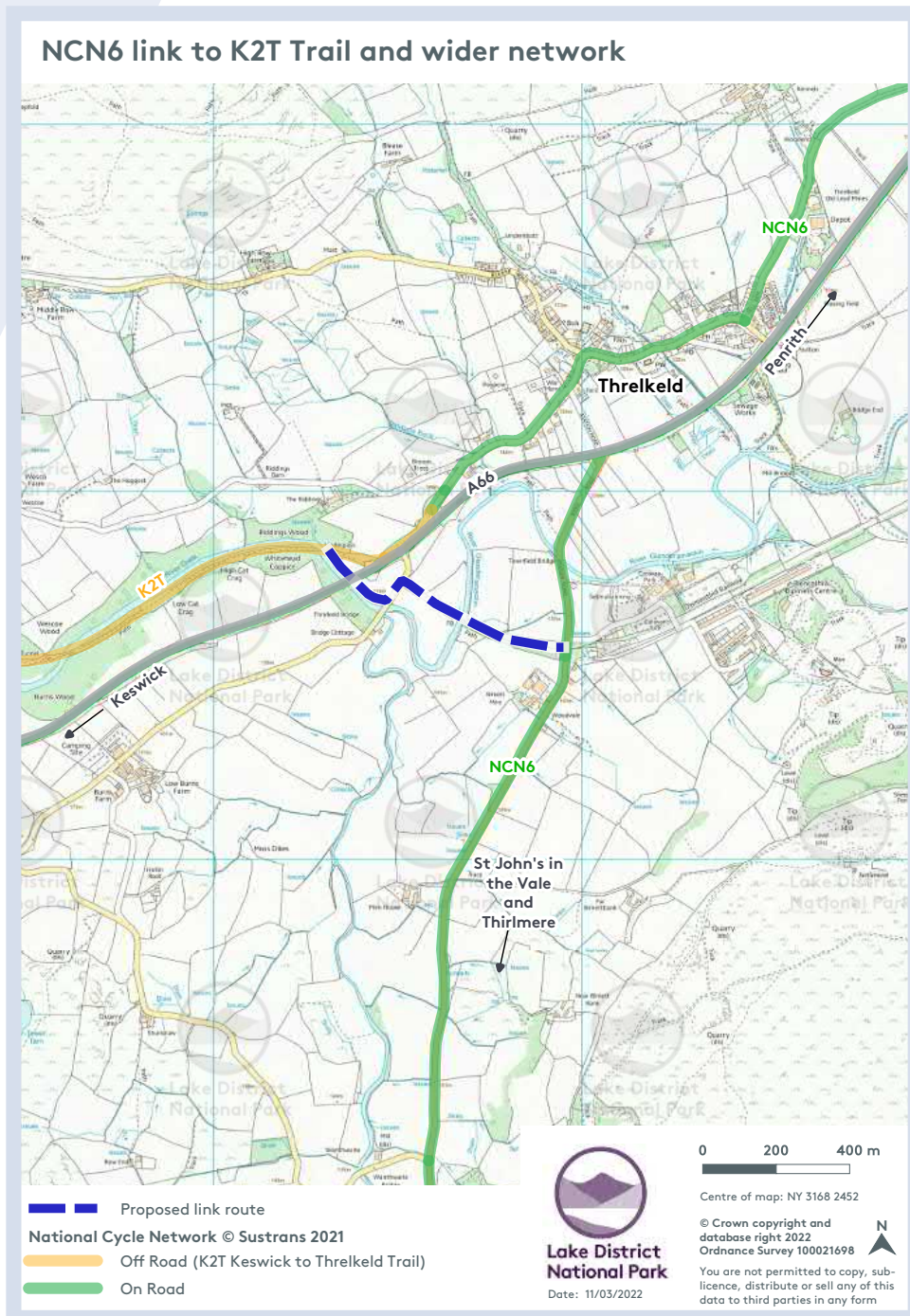
To the south, the new traffic free route would then link Powter How to the minor road to Braithwaite, and then on existing off road cycle provision and road to Keswick. These existing links are currently part of the C2C cycle route.



Keswick to Threlkeld (K2T) Extension

The Keswick to Threlkeld Extension would run from the existing Keswick to Threlkeld (K2T) railway trail, under the A66, across Burns Road, and onto the public car park at the Lake District National Park Authority northern office. The total distance would be 0.75km.

This proposed route would link NCN6 to the existing K2T trail, and by going under the existing A66 bridge would avoid the dangerous at-grade crossing on the A66 which is currently part of the route.





Thirlmere West Side

This route would provide an improvement to NCN6 through the Heart of the Lakes corridor, improving cycling provision to the south to Grasmere, and to the north to Keswick and Threlkeld. The proposal would provide a better connection to St John's in the Vale, and onwards to the Keswick to Threlkeld extension.

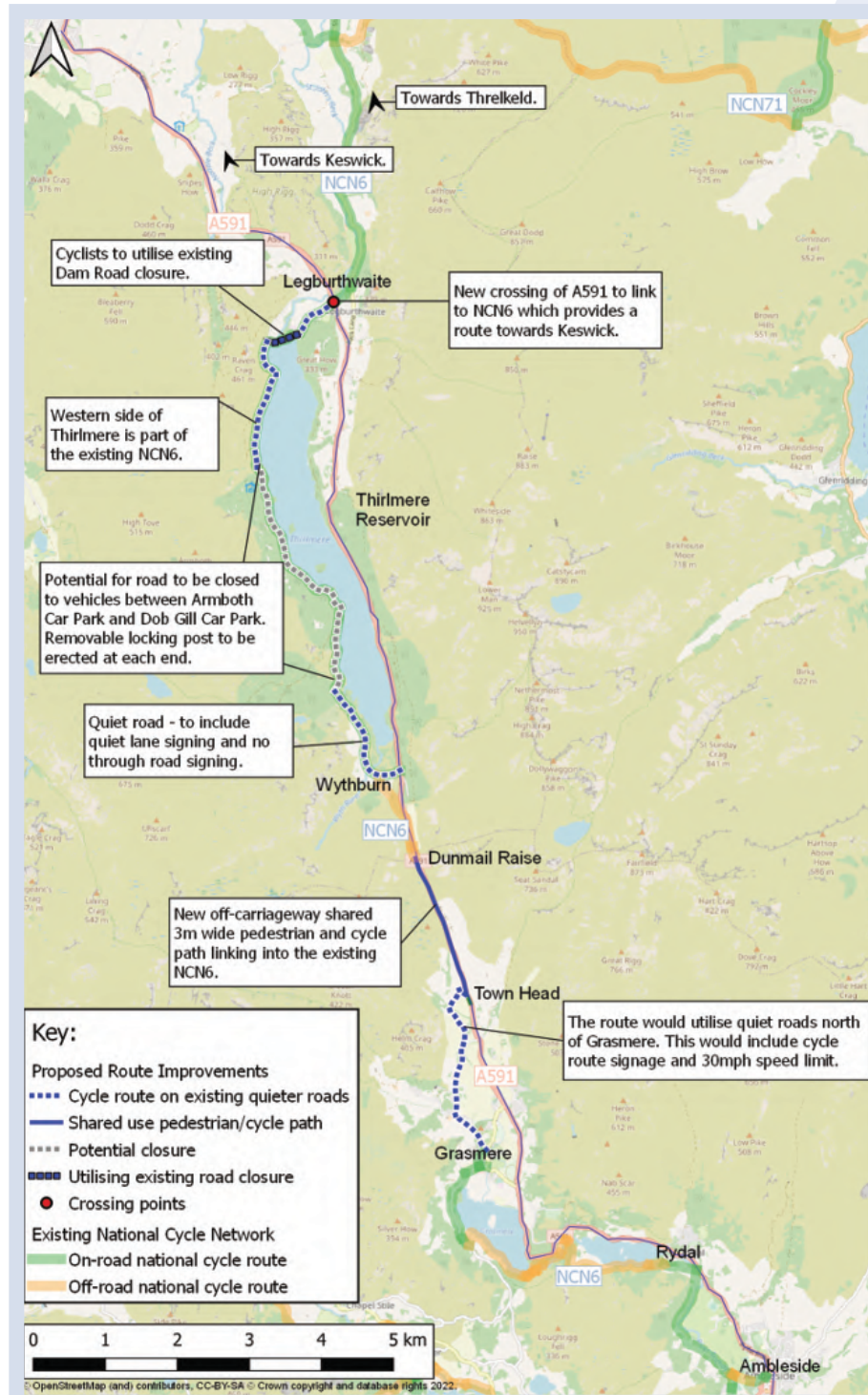
Along the west side of Thirlmere, the road is proposed to be closed between Dob Gill car park and Armboth car park, with removable locking posts to allow emergency or diversionary access. Either side of this closure, a quiet lanes approach has been recommended, with signage for wayfinding and no through routes. The section of the Dam Road that is currently closed to motor vehicles would remain closed and cyclists and walkers would be able to utilise this route.

Grasmere to Dunmail Raise

The Grasmere to Dunmail Raise route would fill a missing gap on the NCN6 within the corridor, improving cycling provision to Thirlmere and onto Keswick.

This route comprises two distinct sections:

- Grasmere to A591/Town Head - This would be an on-carriageway cycle route/quiet lane encompassing quiet lane wayfinding and speed limit signing. The improvement includes the roads Easedale Road and Helm Close.
- Town Head to Dunmail Raise cairn - This route runs alongside the A591 and consists of a new off-carriageway shared pedestrian and cycle path, connecting with the existing off road route at Dunmail Raise.



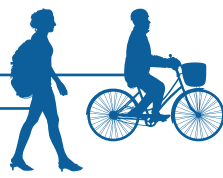
Southern Windermere Trail

This would be a 7km route on the south western side of Windermere, between the YMCA and Ferry House (in the vicinity of the Windermere car ferry). Much of the route would be on public footpaths upgraded to bridleway status, with some sections on minor roads. The map shows the approximate suggested route only, the final route will be discussed further with landowners.

To the south of the proposed route, the trail would connect with the multi-user trail that the LDNPA are currently in the process of constructing, this will run north from Newby Bridge to Lakeside and the YMCA. To the north of the proposed route and the car ferry, is the existing Windermere West Shore trail.

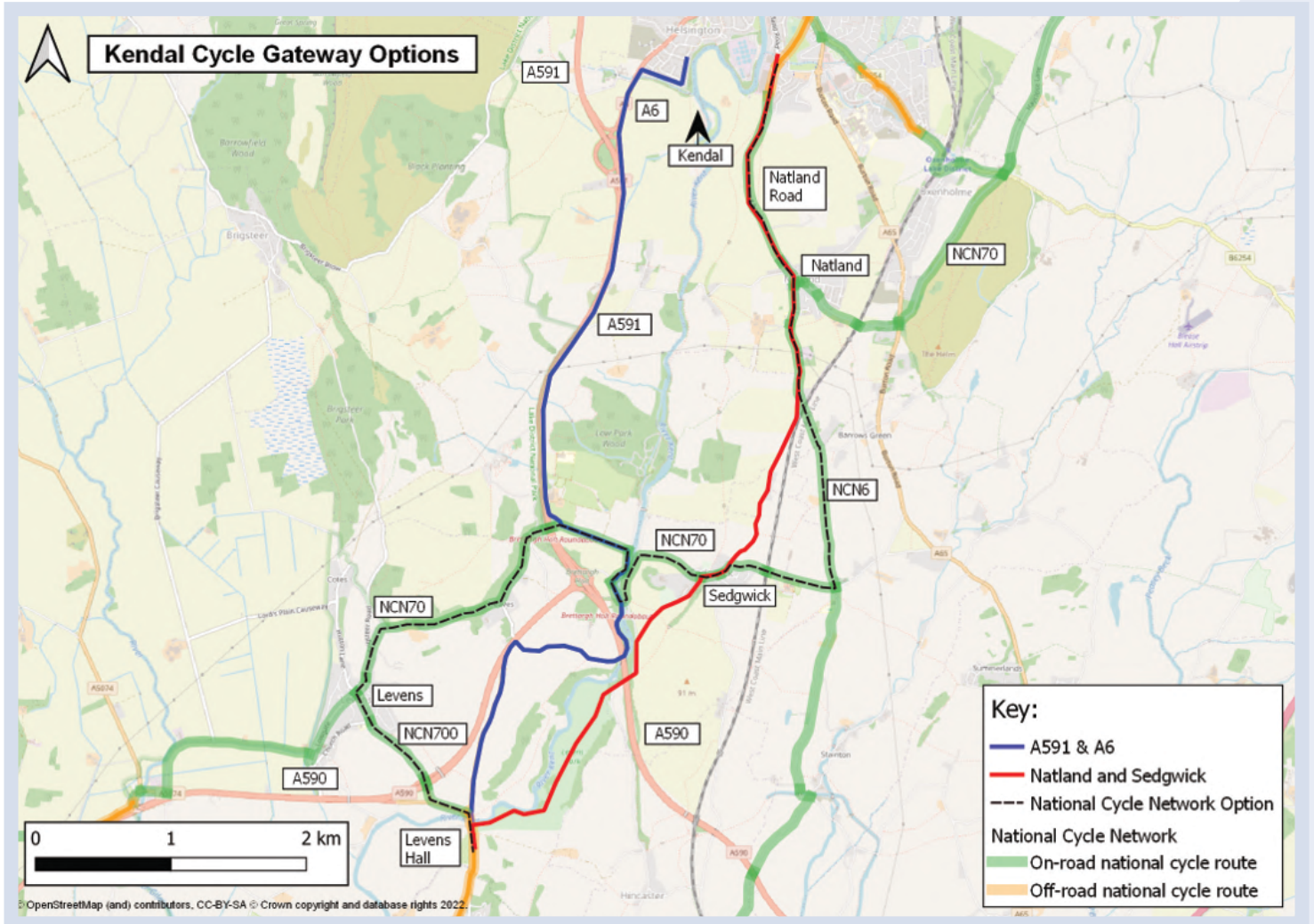
The proposals would therefore help to create a continuous route for the full length of the western shore of Windermere.





Kendal Cycle Gateway

There are a number of potential route options to the south of Kendal. All providing improved connections into and out of Kendal. Please note proposals being put forward at this stage are subject to feasibility work and would be subject to discussion with landowners where appropriate. The route descriptions and the types of improvements are included below.



- **Via Natland and Sedgwick (Red Route)**

Kendal - Natland - Sedgwick - Levens Park - Levens Hall

The proposed route leaves Kendal and heads south along Natland Road to Natland (shared use off-road). South of Natland the route continues along Halfpenny Lane to Sedgwick (on-road). The route then continues southwest along Back Lane (on-road), before crossing over the A590 on an unnamed road. The route would then run through Levens Park as part of an off-highway shared path route, finishing at the A6 in the vicinity of Levens Hall.

- **A591 and A6 (Blue route)**

Kendal - A6 - A591 - A590 - A6 - Levens Hall

Beginning near Scroggs Lane, the proposed route follows the A6 south out of Kendal (shared use off-road), continuing south alongside the A591 (share use off-road). After heading past Low Sizergh Barn, the route leaves the A591 and continues east and south along Nannypie Lane (on-road) until the road meets Force Lane. The route then continues south along Force Lane (on-road), passing underneath the A590 on a cantilevered walkway, and then west to the A590. After a short stretch heading south on the tarmac verge side path alongside the A590, the route would continue south alongside the A6 (shared use off-road), finishing at Levens Hall.

- **National Cycle Network (Dotted line route)**

Kendal - Natland - Barrows Green - Crosscrake - Sedgwick - Sizergh - Levens - Levens Hall

The proposed route primarily follows the existing National Cycle Network (NCN). Heading south out of Kendal the route follows the NCN6 alignment along Natland Rd to Natland (shared use off-road). The route continues south of Natland along Halfpenny Lane, then close to Natland Park it continues east along an unnamed road through Barrows Green (on-road). At the junction to the west of St Thomas' Church, the route turns west and follows an unnamed road, following the alignment of NCN70, past Lakeland Maze Farm Park, continuing west through Sedgwick to Cooper Hill, and then turns south to the junction with Nannypie Lane (on-road). The route then follows Nannypie Lane over the River Kent, passes under the A591 to Sizergh (on-road). The route continues west along unnamed roads following NCN70 to Levens. The route continues through Levens along Whitegate, Brigsteer Road, and Levens Lane (partly shared use off-road, partly on-road), then follows NCN700 along Levens Lane underneath the A590, through to the A6 (on-road). The route ends at Levens Hall on the A6 (shared use off-road).



Hadrian's Wall and West Coast Strategic Corridor

The second corridor we are consulting on is the Hadrian's Wall and West Coast corridor. This corridor primarily follows the route of the current Hadrian's Cycleway (NCN72) and extends from Gilsland in the north east of the county, through Carlisle, the Solway Coast, Maryport, Workington, Whitehaven, St Bees, Sellafield, Ravenglass and on to Millom in the south east. The corridor also contains sections of the England Coast Path, which is a new National Trail for walkers, following the coast of England; and also part of the Hadrian's Wall Path National Trail. The proposals being developed for the Hadrian's Wall and West Coast Corridor will compliment those for the two National Trails.

Hadrian's Wall Cycling & Walking Corridor Project

Central to delivering improvements is the Hadrian's Wall Cycling and Walking Corridor project.

The project will identify an Active Travel Strategy for the Hadrian's Wall and West Coast Corridor. The overall aim is to see a strategic multi user route developed along the corridor, to support active travel, delivering benefits to local residents and visitors. The route would help local residents by linking communities along the coast of Cumbria and enabling green and active travel choices, whilst also supporting the 'attract and disperse' tourism strategy of the Cumbria LEP, building upon the growing demand for active staycations.

This project forms part of the 'Hadrian's Wall and the wider Roman Frontier' investment programme, which is part of the Borderlands Inclusive Growth Deal. This could potentially see UK Government funding invested in the corridor, subject to business case approval. We won't be able to deliver the whole route with this funding, therefore we welcome your feedback to help with the prioritisation. Given the length of the route, delivery of improvements along the entire length will require funding from a number of sources, which would include Borderlands. Sections of the route will be delivered as funding is secured for delivery. More information about the Borderlands Inclusive Growth Deal can be found here: www.borderlandsgrowth.com

In 2022, the Hadrian's Wall 1900 Festival will celebrate the 1900th anniversary of the beginning of the construction of Hadrian's Wall. Throughout 2022, a programme of events and activities will take place across the length of the Hadrian's Wall Frontiers of the Roman Empire World Heritage Site, from Wallsend to Ravenglass. More information can be found at 1900.hadrianswallcountry.co.uk

What we are trying to achieve

Through the Hadrian's Wall Cycling and Walking Corridor project, we aim to support the following objectives for the strategic corridor:

- 1 To develop a strategic cycling and walking corridor to support active travel, help deliver new infrastructure to address gaps in the existing cycling and walking network, and contribute to decarbonisation and environmental benefits, through a concerted effort to reduce carbon emissions.
- 2 To attract more visitors to the area and for the corridor to be nationally and internationally recognised as a premier destination for all types of walking and cycling.
- 3 To bring commuter / green active travel improvements for employers in the area, including Sellafield, NDA sites and other strategic employment sites.
- 4 For residents and local communities to benefit, through better recreation opportunities, including to disadvantaged groups, leading to improved wellbeing, and addressing health inequalities.
- 5 To encourage the strategic management and maintenance of the local networks, improving quality through better orientation and interpretation, experience development and promotion.
- 6 To agree a coordinated development plan of marketing and activities by partners to enhance the cycling and walking offer.

Overview

The corridor runs from Gilsland in the north east of the county, around the coast to Millom in the south.

Three strategic route options have been identified. For much of the corridor they follow the same potential alignment. However at four locations (East of Carlisle, Solway Coast, St Bees/Egremont and Millom to Ravensglass) there are alternatives.

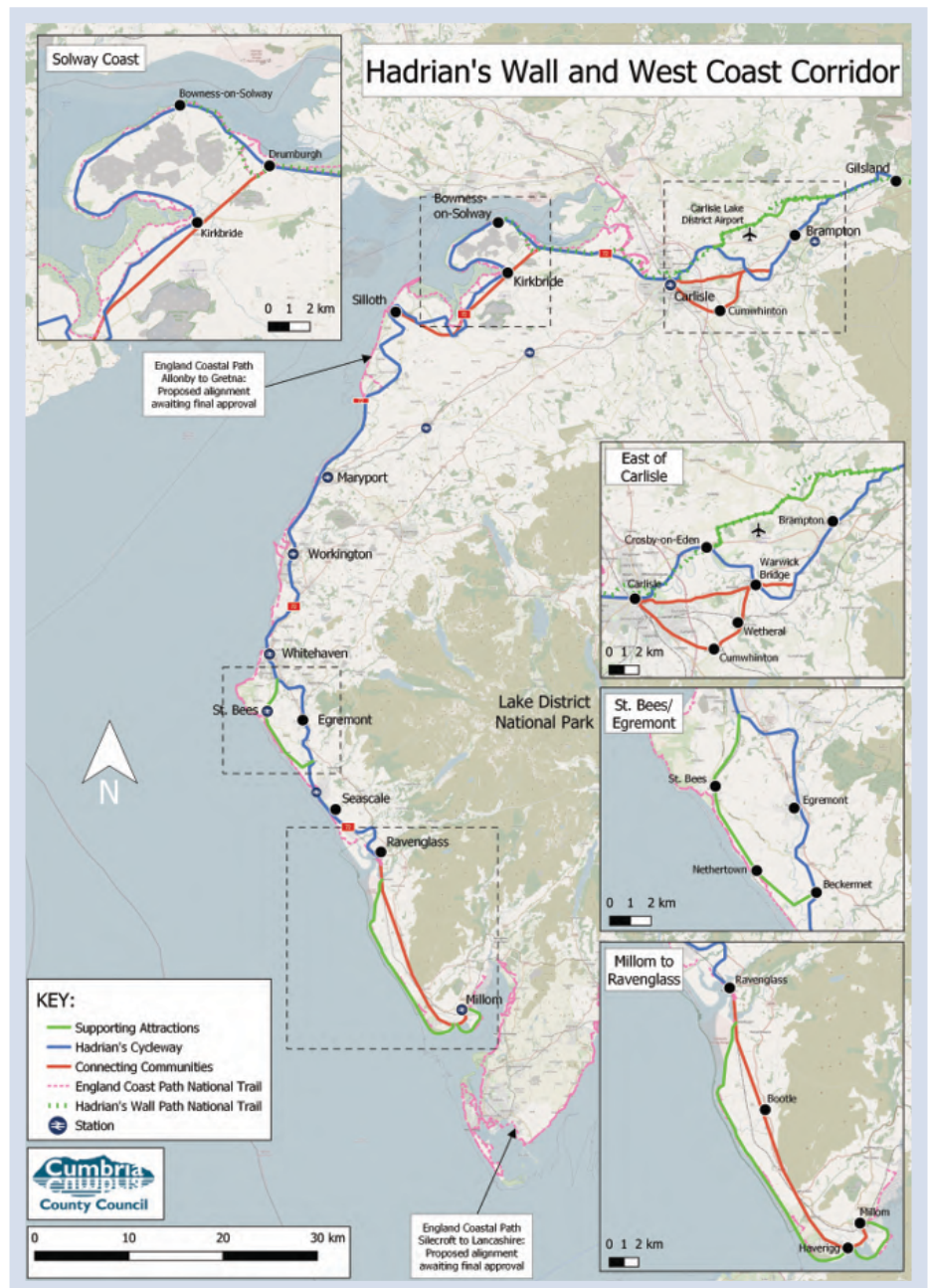
Please note the lines on the plans are indicative at this stage. Feasibility work will be carried out once we have a preferred corridor, to determine the exact routing.

Note, the corridor contains sections of the England Coast Path, a new National Trail for walkers, following the coast of England. Parts of the Coast Path are open and some section alignments are subject to approval. The England Coast Path will be the predominant walking route along the corridor and the cycle route will predominantly follow NCN72. In some locations the Coast Path and NCN72 may use the same route but this won't be possible for all sections of the route. Changes to the England Coast Path to allow use by other users would be subject to review by Natural England.

Part of the corridor from Gilsland to Bowness on Solway supports the Hadrian's Wall Path National Trail. A long distance walking route that crosses the north of England. It runs for 84 miles, from Wallsend on the east coast of England to Bowness-on-Solway and is a major economic generator for the area.

The three route corridors are:

- Hadrian's Cycleway (Blue)** - This route predominantly follows the existing Hadrian's Cycleway. Investment would focus on improvements to the existing route, plugging gaps in the network and improving pinch points, with off-road alignments where possible.
- Connecting attractions (Green)** - Focussing primarily on the leisure/tourism market by providing a route that takes in key visitor attractions and gateway destinations, often following the coast which is an attraction in itself.
- Connecting communities (Red)** - Seeking to address the needs of local communities and providing greater connectivity between gateway locations and key destinations for employment purposes and everyday trips.



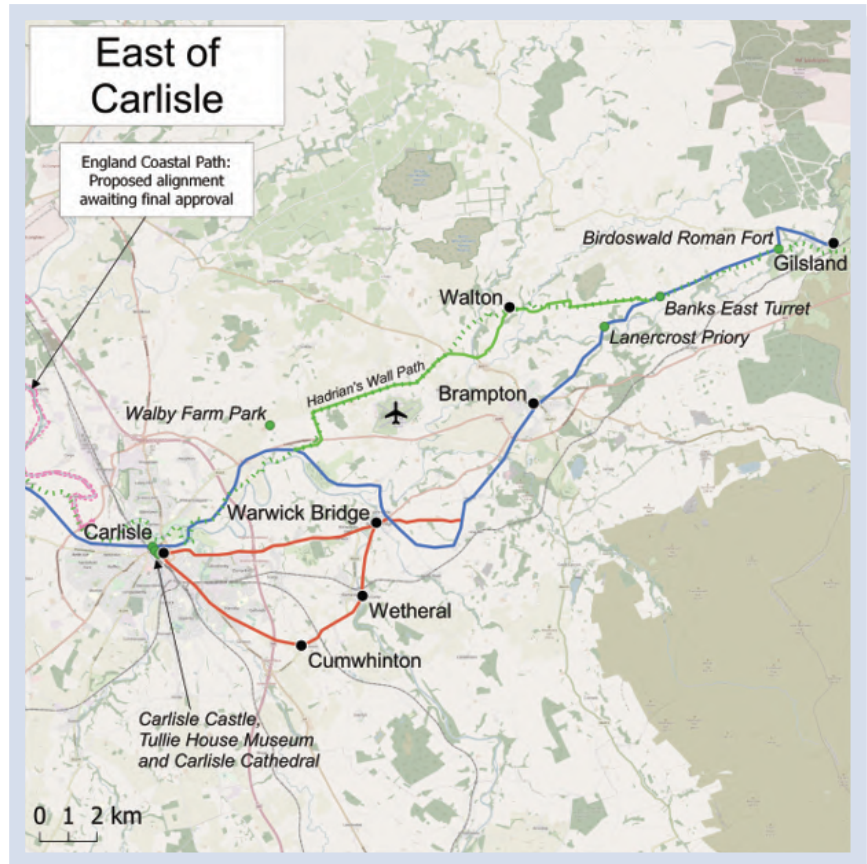


Improvement Options

East of Carlisle options

There are three different route options for this section, these are:

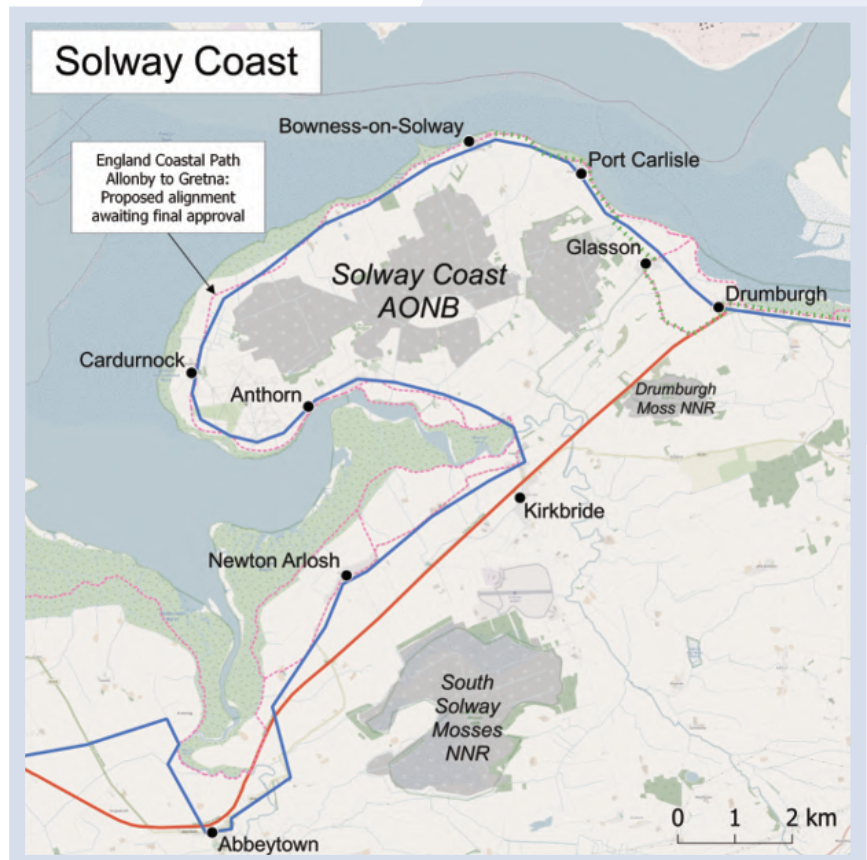
- **Hadrian's Cycleway (Blue)** - Following the existing NCN72 Hadrian's Cycleway route between Carlisle and Gilsland via Brampton, this established route follows quiet rural routes that will be improved where possible.
- **Connecting attractions (Green)** - A route that more closely follows the alignment of Hadrian's Wall and passes closer to Carlisle Lake District Airport. Onwards connections to attractions would also be considered.
- **Connecting communities (Red)** - Connecting additional villages such as Cumwhinton and Wetheral, the route will aim to support local commuting journeys, as well as long distance leisure route. As with the above proposals, we will look to provide off-road cycling provision wherever possible.



Solway options

There are two different route options for this section, these are:

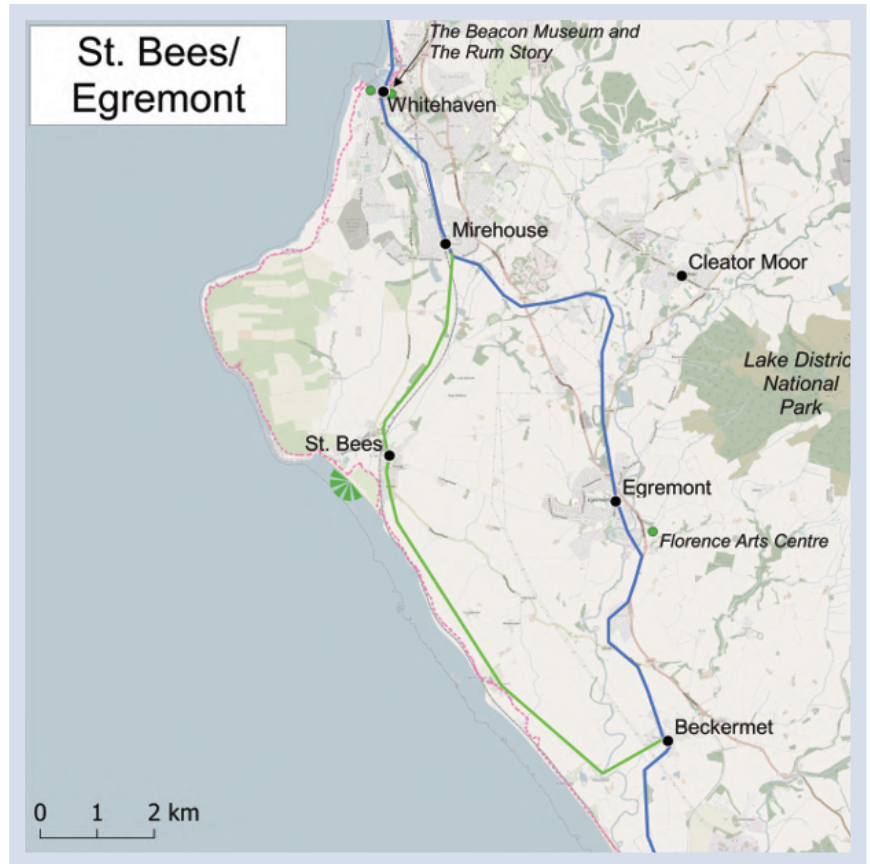
- **Hadrian's Cycleway (Blue)** - Following the existing NCN72 Hadrian's Cycleway route around the coast, with potential off road options between Bowness on Solway and Drumburgh.
- **Connecting communities (Red)** - An alternative route linking Silloth, Abbeytown, Kirkbride and Drumburgh, partially following the alignment of a disused railway and quiet lanes, connecting to existing NCN72 at both ends.



St Bees / Egremont options

There are two different route options for this section, these are:

- **Hadrian's Cycleway (Blue)** - Following the existing NCN72 Hadrian's Cycleway route between Sellafield and Whitehaven, the route either side of Egremont would benefit from minor upgrades to complement the existing greenway that connects to Whitehaven.
- **Connecting attractions (Green)** - A new, alternative route along the coast. This would offer a scenic route that connects railway stations at Braystones and Nethertown with St Bees.



Millom to Ravenglass options

There are two different route options for this section:

- **Connecting attractions (Green)** - A coastal route that would primarily follow the England Coast Path where possible. Traffic free and flat, with coastal views.
- **Connecting communities (Red)** - A route between Millom and Ravenglass that connects with the villages of Bootle, Kirksanton, Silecroft, Whitbeck.





Have your say

Please take the time to complete the feedback question either in line or via paper copy by 22 April 2022.

- **Online:** please respond at: cumbria.gov.uk/cyclingandwalking
- **Paper Copy** - If you do not have internet access, please complete the paper copy questionnaire and return to: **FREEPOST CUMBRIA COUNTY COUNCIL**

Paper copies of this consultation document are available to pick up at distribution points throughout the area, please see our webpage for further detail:

cumbria.gov.uk/cyclingandwalking

The questionnaire is divided into four parts. Please complete all parts relevant to you.

- 1 **Part A - About You**
- 2 **Part B - Heart of the Lakes Strategic Corridor**
- 3 **Part C - Hadrian's Wall and West Coast Corridor**
- 4 **Part D - Consultation Feedback**

Next steps

Feedback from the consultation will be shared on Cumbria County Council's Cycling and Walking web pages and used to inform the options we take forward as part of developing the See More Lake District Cycling and Hadrian's Wall Cycling and Walking Corridor schemes.

The feedback, as well as a number of other factors, will help to prioritise the schemes that are included in the business cases, in order to draw down Borderlands funding for the two corridors.

Thank you for engaging in the consultation

Questionnaire

Part A - About you

1 Which of the following best describes the reason for your interest in this consultation? (please tick all boxes that apply).

- | | |
|---|---|
| <input type="checkbox"/> I live here | <input type="checkbox"/> I'm here for leisure |
| <input type="checkbox"/> I work here | <input type="checkbox"/> I am a visitor here |
| <input type="checkbox"/> I study here | <input type="checkbox"/> I commute here |
| <input type="checkbox"/> I own a business here | <input type="checkbox"/> Other |
| <input type="checkbox"/> I do the school run here | |

2 What is your postcode?

3 Do you currently cycle in and around Cumbria?

- Yes, very regularly (couple of times a week)
- Yes, regularly (couple of times a month)
- Yes, infrequently (couple of times a year)
- No

4 For what purpose are the journeys you make by cycling? (please tick all that apply)

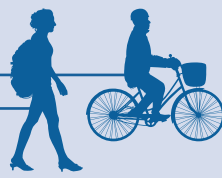
- | | |
|---|---|
| <input type="checkbox"/> Leisure trip | <input type="checkbox"/> Shopping |
| <input type="checkbox"/> Commuting / Travel to work | <input type="checkbox"/> School run |
| <input type="checkbox"/> Fitness | <input type="checkbox"/> Travel to place of study |
| <input type="checkbox"/> Races and events | <input type="checkbox"/> Not applicable |
| <input type="checkbox"/> Other | |

5 Do any of the following make it difficult for you to cycle in and around Cumbria (Please select your top 3).

- | | |
|---|---|
| <input type="checkbox"/> Busy roads | <input type="checkbox"/> Not enough information about routes / lack of wayfinding |
| <input type="checkbox"/> Feeling unsafe | <input type="checkbox"/> No access to a bike |
| <input type="checkbox"/> Difficult junctions to cross | <input type="checkbox"/> Confidence |
| <input type="checkbox"/> Lack of cycle parking | <input type="checkbox"/> Too hilly |
| <input type="checkbox"/> Other | |

6 Would you prefer to use cycling routes away from roads with motor vehicle traffic, even if the route was a less direct route to your destination?

- Yes No Don't know



7 What would encourage you to cycle more? (please tick all that apply)

- Cycle routes segregated from all other modes of traffic
- Traffic free routes - including road closures
- Greater priority for cyclists at junctions and crossings
- Better wayfinding / signage
- More secure and convenient cycle parking facilities
- The cycling routes proposed in this consultation document
- Lower speed limits
- Less traffic on the roads, similar to the first Covid-19 pandemic lock down
- Better driver attitudes towards cyclists
- Access to an electric bike
- Nothing would encourage me to cycle more

8 Do any of the following make it difficult for you to walk for leisure in and around Cumbria?

- | | |
|---|---|
| <input type="checkbox"/> Quality of routes | <input type="checkbox"/> Not enough information about routes / lack of wayfinding |
| <input type="checkbox"/> Busy roads | <input type="checkbox"/> Unsuitable terrain / geography |
| <input type="checkbox"/> Feeling unsafe | <input type="checkbox"/> Not applicable |
| <input type="checkbox"/> Difficult junctions to cross | |
| <input type="checkbox"/> Other | |

9 Would you prefer to use walking routes away from roads with motor vehicle traffic, even if the route was a less direct route to your destination?

- Yes No Don't know

10 What would encourage you to walk more for leisure? (please tick all that apply)

- Walking routes separated from other modes of travel
- Greater priority for pedestrians at junctions and crossings
- Better wayfinding / signage
- More seating / resting areas
- The walking and cycling routes proposed in this consultation document
- Lower speed limits
- Nothing would encourage me to walk more
- Not applicable

Part B of the questionnaire on the following page.

Part B - Heart of the Lakes Strategic Corridor

11 Would you like to see more money spent on cycling in the Heart of the Lakes Corridor?

Yes No Don't know

12 Would you use each of the potential improvements?

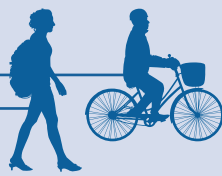
The Bassenthwaite Trail	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Keswick to Threlkeld Extension	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Thirlmere West Side	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Grasmere to Dunmail Raise	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Southern Windermere Trail	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Kendal Cycle Gateway	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know

13 Please rank the improvements in order of your priority (1 = highest priority, 6 = lowest priority)

The Bassenthwaite Trail	<input type="text"/>
Keswick to Threlkeld Extension	<input type="text"/>
Thirlmere West Side	<input type="text"/>
Grasmere to Dunmail Raise	<input type="text"/>
Southern Windermere Trail	<input type="text"/>
Kendal Cycle Gateway	<input type="text"/>

14 Please provide any feedback on the Bassenthwaite Trail proposals.

15 Please provide any feedback on the Keswick to Threlkeld Extension proposals.



16 Please provide any feedback on the Thirlmere West Side proposals.

17 Please provide any feedback on the Grasmere to Dunmail Raise proposals.

18 Please provide any feedback on the Southern Windermere Trail proposals.

19 Please provide any feedback on the Kendal Cycle Gateway proposals.

20 Are there any other potential routes that you think would achieve the objectives of the See More Lake District Cycling project?

Part C - Hadrian's Wall and West Coast Corridor

21 Would you like to see more money spent on cycling and walking in the Hadrian's Wall and West Coast Corridor?

Yes No Don't know

22 Would you start to cycle or cycle more if improvements were made to the Hadrian's Wall and West Coast Corridor?

Yes No Don't know

23 Would you make more use of walking routes in the area, if improvements were made to the Hadrian's Wall and West Coast Corridor?

Yes No Don't know

24a For the East of Carlisle section which of the three options would you prefer the route to take?

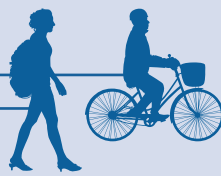
- Following the route of the Hadrian's Cycleway (blue route)
- Connecting visitor attractions (green route)
- Connecting communities along the route (red route)

24b Do you have any comments on the East of Carlisle route options?

25a For the Solway section which of the two options would you prefer the route to take?

- Following the route of the Hadrian's Cycleway (blue route)
- Connecting communities along the route (red route)

25b Do you have any comments on the Solway route options?



26a For the St Bees / Egremont section which of the two options would you prefer the route to take?

- Following the route of the Hadrian's Cycleway (blue route)
- Connecting visitor attractions (green route)

26b Do you have any comments on the St Bees / Egremont route options?

27a For the Millom to Ravenglass option, which of the two options would you prefer the route to take?

- Connecting visitor attractions (green route)
- Connecting communities along the route (red route)

27b Do you have any comments on the Millom to Ravenglass route options?

28 Are there any other routes that you think would achieve the objectives of the Hadrian's Wall Cycling & Walking Corridor project?

Part D - Consultation feedback

Did we provide enough information for you to properly respond?

Yes Partially No

Further information

For further Information on the County Councils Cycling and Walking Programme please see our webpage: cumbria.gov.uk/cyclingandwalking



If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone 0300 303 2992.

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে 0300 303 2992 নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息, 0300 303 2992
请致电

**Jeigu norétumėte gauti šią informaciją savo kalba,
skambinkite telefonu 0300 303 2992**

**W celu uzyskania informacji w Państwa języku proszę
zatelefonować pod numer 0300 303 2992**

**Se quiser aceder a esta informação na sua língua,
telefone para o 0300 303 2992**

**Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen
0300 303 2992 numaralı telefonu arayınız**