

Public Consultation Report

Grasmere to Dunmail Raise, Active Travel Scheme

May 2026

Approach to Consultation

The Borderlands Inclusive Growth Deal is a partnership between five local authorities who are working together to drive economic growth across the region. Under the Improving Places theme, the Destination Borderlands programme aims to boost tourism by attracting more visitors and encouraging longer stays, building on the area's unique assets.

One of its projects, See More Lake District Cycling (SMLDC), looks to enhance walking, wheeling and cycling routes along the A591 corridor between Keswick and Kendal. By filling existing gaps in the National Cycle Network (NCN), the project will create safer, continuous links and family friendly connections between destinations such as Windermere, Ambleside, Grasmere and Keswick.

Three distinct sections for improvement have been identified within the SMLDC project:

- Grasmere to Dunmail Raise
- Thirlmere West (led by Cumberland Council), and
- Keswick to Threlkeld Trail Extension (led by the Lake District National Park Authority).

Westmorland and Furness Council ('the Council'), working with design consultants WSP, is leading on the development of proposals for an active travel (walking, wheeling and cycling) route between Grasmere village and Dunmail Raise.

The consultation sought opinions on proposals for the Grasmere to Dunmail Raise section only.

The proposals included:

- A section of parallel segregated walking, wheeling and cycling route (the precise layout had three options, with one preferred option) running alongside the A591.
- Sections of 'Quiet Lane' along rural roads between Town Head and Grasmere (where vehicle speeds and traffic levels are already low),
- Improvements within Grasmere to highlight non-motorised users in a shared space environment.

While a preferred design was outlined in the consultation, at this early stage of design development, there are still opportunities to refine the proposals in line with any relevant feedback. This includes the needs and access requirements of local residents living adjacent to the route, as well as horse riders, as there is currently no space for a dedicated bridleway.

Information about the proposals were shared with the public and stakeholders in a number of ways, which included:

- Press release
- Social media posts (Facebook and X)
- Cycling and walking webpage
- Information flyer (posted to local addresses)
- Notification letters and emails (stakeholders only)

- Posters and postcard
- Information on Council website, providing access to:
 - A digital version of the Consultation Document.
 - Maps showing scheme context and proposed alignment.
 - Computer-generated 3D images of the scheme.
 - Link to the online consultation questionnaire
 - Details of local libraries where paper copies could be obtained
 - Details of the planned engagement events

Documents were hosted on consult.westmorlandandfurness.gov.uk, with a limited number of printed versions available at distribution points. The questionnaire could be completed either online, by accessing a link on the webpage or by picking up and completing a paper copy and returning this to the Council at an indicated address. Alongside this, correspondence was received in the form of emails from interested parties. This feedback was recorded, shared with the design team for ongoing design development, and summarised (see **Appendix B1**).

The Consultation ran for a period of three weeks between Monday 9 February and Monday 2 March 2026. Two public events were held during the consultation period:

- An in-person event in Grasmere (9 February 2026)
- An online event with registration by email (18 February 2026).

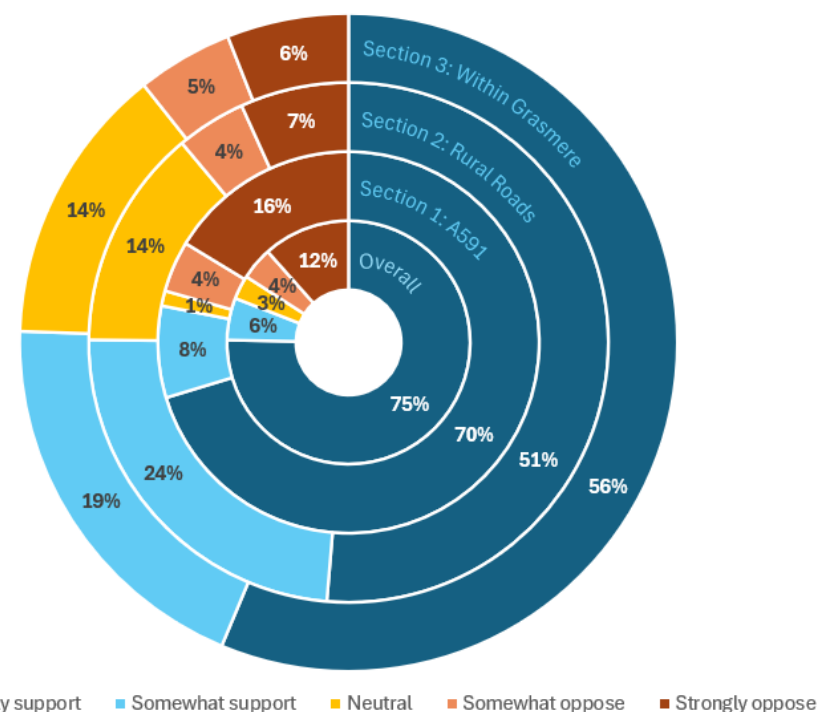
Where requested, meetings were held with stakeholders and local interested parties, following the consultation, to discuss elements of the scheme design.

Consultation Results

A total of **786 questionnaire responses** were received during the consultation period (these were almost all through the online portal). In addition, **31 stakeholder emails** were received.

Around **50** people attended the public consultation drop-in event in Grasmere, while **7** people joined the online webinar the following week.

Levels of support / opposition for the proposals



The pie chart above shows the levels of support for the proposal of providing a walking, wheeling and cycling route between Grasmere and Dunmail raise.

The results demonstrate a high level of overall support for the proposals:

- **Overall support:** 81% of respondents supported the proposals, comprising 75% who strongly supported them and 6% who somewhat supported them.
- **Overall opposition:** 16% of respondents were opposed, including 12% who strongly opposed and 4% who somewhat opposed the proposals.

Support remained consistently high across all sections of the scheme:

- **Section 1 (A591):** 78% of respondents indicated support, while 20% expressed opposition.
- **Section 2 (Rural Roads):** 75% of respondents indicated support, while 11% expressed opposition,
- **Section 3 (within Grasmere):** 75% of respondents indicated support, while 11% expressed opposition.

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1. Introduction

1.1 Background

1.1.1 Westmorland and Furness Council have consulted on initial proposals for an active travel scheme between Grasmere and Dunmail Raise. The scheme is one of three sections identified for improvement within the See More Lake District Cycling (SMLDC) project, funded through the Borderlands Inclusive Growth Deal. The scheme also meets a long-term vision to improve active travel routes along the A591 corridor between Keswick and Kendal. The proposals for an active travel route between Grasmere and Dunmail Raise aim to make journeys by walking, wheeling and cycling safer, easier and more attractive for all, throughout the National Park. The improvements would also fill a current gap in the existing National Cycle Network (Route 6).

1.1.2 This report summarises the feedback received during public consultation on the proposals between Monday 9 February and Monday 2 March 2026.

1.2 Proposed design for Grasmere to Dunmail Raise

1.2.1 Earlier studies considered several route alignment options, with the choice being to use existing roads, rather than new off-road links. The current design proposal seeks to maximise use of existing roads and minimising impacts on protected landscapes.

Figure 1-1: Map of proposed Grasmere to Dunmail Raise scheme

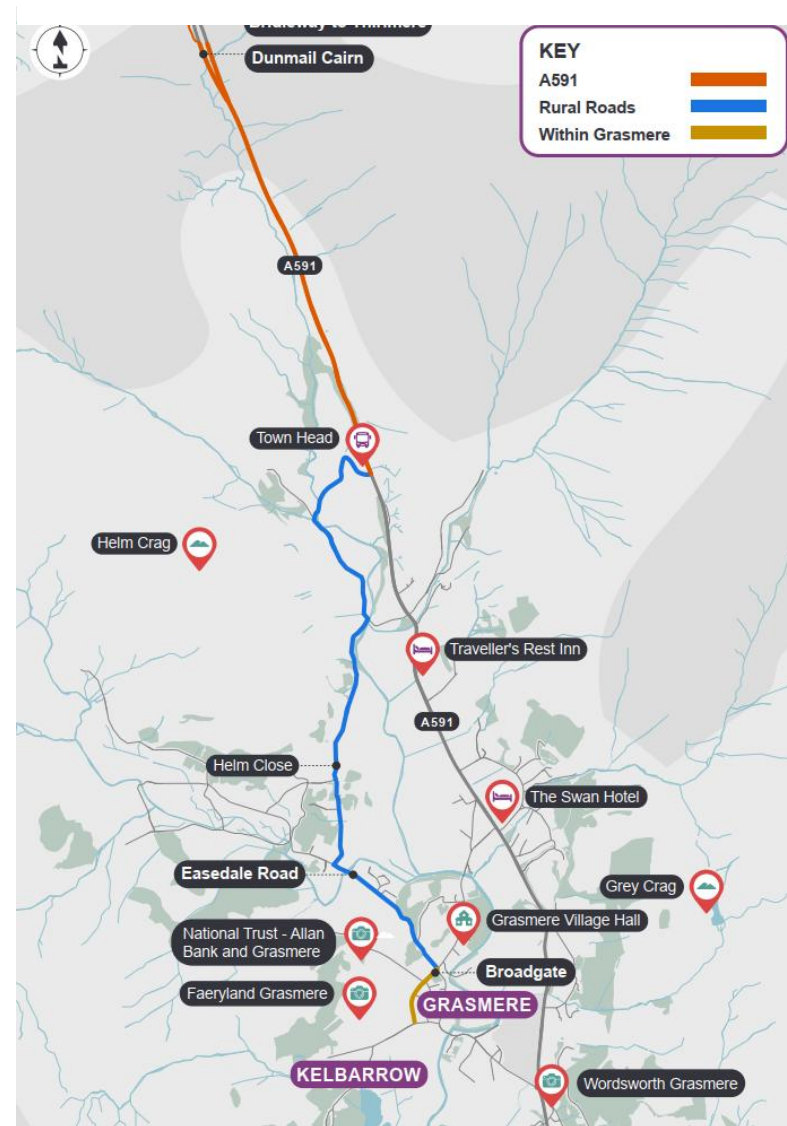


Figure 1-1 shows the proposed Grasmere to Dunmail Raise route.

1.2.2 As the map shows, the proposals being consulted on were split into three sections which varied by route characteristics:

- **Section 1: A591:** Starting at the end of a recently completed off-road walking, cycling and horse-riding route located south of Thirlmere Reservoir (near Dunmail Cairn) and following the A591 south to Town Head.
- **Section 2: Rural roads:** At Town Head the route moves onto quiet rural lanes, via Easedale Road and Helm Close.
- **Section 3: Within Grasmere:** The route enters the village of Grasmere via Easedale Road and continues along Broadgate to Langdale Road.

1.2.3 The proposed route makes use of the wider section of the A591, while making use of quieter rural roads, with low traffic speeds where the A591 narrows.

1.2.4 The A591 currently carries high volumes of traffic at average speeds of over 50mph (the road is designated as national speed limit). There is no footway for pedestrians, and people wheeling have no alternative but to use the carriageway. Cyclists and horse riders must do the same. This situation makes this section currently unsuitable for walking or wheeling.

A591 (Town Head to Dunmail Cairn)

1.2.5 Three potential options have been considered for the A591 section, these being:

- **Option 1:** A two-way cycle track and separate footway, with a buffer from the road.
- **Option 2:** A shared-use path, with a buffer from the road
- **Option 3:** A shared-use path with no buffer from the road.

1.2.6 Option 1 is preferred due to providing dedicated space for pedestrians, cyclists and vehicles – reducing potential conflicts and improving safety. Due to limited space in this area, it has not been possible to provide a separate corridor for horse riders, with this being a topic within the public consultation.

Rural Roads

1.2.7 In this section, the plan would be to create a designated quiet lane - a rural road where drivers are encouraged to travel slowly and give priority to people walking, wheeling, cycling, and horse riding. These roads remain open to motor vehicles but are managed to reduce traffic speeds and improve safety for all.

1.2.8 Due to road widths, traffic speeds are generally low – so minimal interventions are proposed, including formalising a 20mph speed limit (average vehicle speeds are already lower).

Within Grasmere

- 1.2.9 In Grasmere village, we propose to create a shared space for all road users, making use of appropriate and sympathetic materials to slow vehicles and encourage the space to be used by all. Some adjustments to kerb lines are also proposed to widen footways and to add new cycle parking for those arriving in the village by cycle.

2. Consultation Process

2.1 Promotion of the consultation

2.1.1 The public consultation was launched by the Council on Monday 9 February 2026 and ran for a three-week period, closing on Monday 2 March. The consultation invited residents, businesses, tourists to Grasmere and other interested parties to have their say on the design for the proposed active travel link between Grasmere and Dunmail Raise.

2.1.2 Methods for promoting the consultation are detailed below.

Press release

2.1.3 A press release was issued by the Council on 30 January 2026 ahead of the launch of the consultation. The release provided information on the proposals for Grasmere to Dunmail Raise as well as dates for the upcoming consultation and the link with SMLDC.

Social media posts

2.1.4 A post was made on the Council's Facebook page on 4 February 2026, advertising the start of the consultation period. The post encouraged engagement in the consultation and directed people to the Council's website for further information. The post received 65 likes, 34 comments and was

shared 29 times. In addition to this, social media posts were also made on X (twitter) through Cumbria Tourism, in recognition of the importance of the visitor economy to Grasmere. These posts commenced on 29 January, in advance of the launch of consultation.

Cycling and walking webpage

2.1.5 Consultation was advertised on the Westmorland & Furness Council Citizen Space website (consult.westmorlandandfurness.gov.uk).

2.1.6 The website included a project description as well as hosting information about the project including;

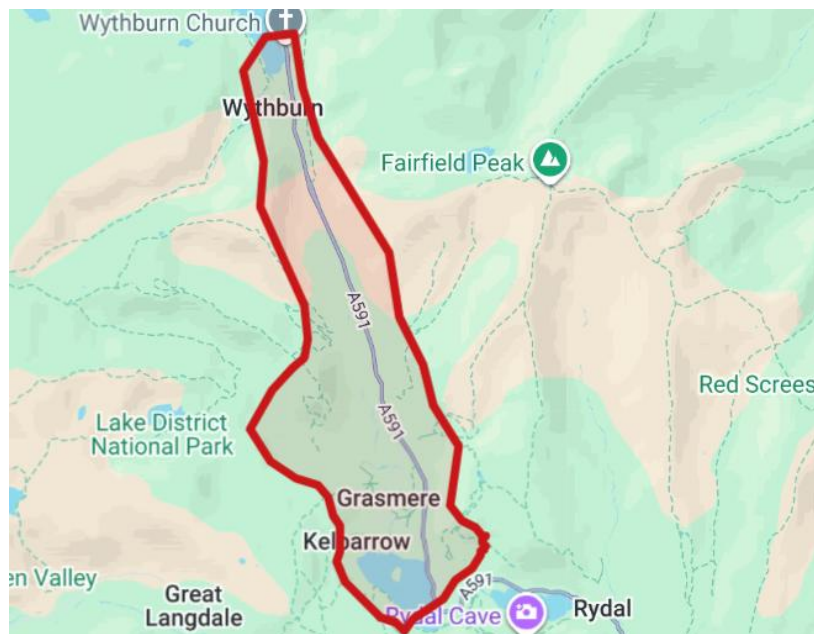
- A digital version of the Consultation Document. This provided; wider context on the background to the proposals, the consultation scope and further details on 'key' design elements.
- Maps showing the context of the scheme within the wider SMLDC project and proposed alignment of the route.
- Computer-generated 3D images of the scheme.
- A link to the consultation online questionnaire, where people could complete this to leave feedback on the proposals.
- Details of local libraries where paper copies of the questionnaire could be dropped off and picked up.
- Details of the drop-in event and online webinar that were held during the consultation period.

- 2.1.7 The website was available throughout the consultation period and updated with a notice when the consultation ended.

Information flyer (general public)

- 2.1.8 To raise awareness of the public consultation across the local community and property owners nearby, an A4 information flyer was printed and distributed to residential and business addresses near to the proposed route corridor (Appendix A2). This covered 581 addresses in total (506 residential and 75 business). The letter was dispatched to residents on 30

Figure 2-1: Flyer distribution area (581 addresses near Grasmere)



January and was reaching properties by early the following week. This gave sufficient notice ahead of the launch of public consultation, and the drop in event in Grasmere (9 February).

Notification letters and emails (stakeholders)

- 2.1.9 Notification letters and emails promoting the launch of the public consultation were sent to a comprehensive list of known stakeholders. These stakeholders were both internal and external to the Council. Further stakeholder mapping was carried out to identify any further stakeholder organisations to include within the distribution.
- 2.1.10 In total 32 letters were issued to stakeholder organisations, with five of these letters offering additional meetings if required (to high priority stakeholders). The notification letters were issued over the weekend of 30 January, giving a week's notice of the upcoming consultation.
- 2.1.11 The primary means of contact was the letter, though the Council followed up with emails to known contacts as a secondary means of contact.
- 2.1.12 External stakeholders included a wide range of audience types, including political, environmental and recreational organisations, transport providers, utilities companies and emergency service contacts. Local business representatives were also engaged with, though this was done through the information flyer, to ensure all businesses had the same information and avoid a perception that some businesses were being prioritised over others.

2.1.13 Internal stakeholders were informed, including Council officers from relevant departments. Internal communications concluded with a Member Briefing on 28 January 2026.

Posters and postcard

2.1.14 Eye-catching posters (Appendix A1) were used to raise awareness alongside postcards made available at events and in pick up locations for paper copies. These included a summary of proposals, as well as a scannable QR code, linking to the questionnaire.

Drop-in events

2.1.15 Two drop-in events were held during the consultation period, one being a face-to-face event in Grasmere, and a second online event delivered over Microsoft Teams.

2.1.16 Face-to-face consultation was an important element, offering local people an opportunity to speak with Council officers and the design consultants, while also offering a chance to view hard copies of consultation documents. In total, there were around 50 attendees during the event.

2.1.17 The second event was online and held on Microsoft Teams – giving an opportunity for those that could not attend the in-person event. This event included a presentation of project visuals, followed by a Question-and-Answer session. Seven attendees joined this session, having registered their interest.

2.1.18 The events were held on the following dates and times:

- Monday 9 February - 11:00am to 6:30pm at Grasmere Village Hall, Broadgate, Grasmere, Ambleside LA22 9TA
- Tuesday 18 February - 1:00pm to 2:00pm (Online)

Consultation document paper copies

2.1.19 Printed copies of the consultation information document (see Appendix A3) and the attached questionnaire were distributed to the following collection points:

- Ambleside Library, Kelsick Rd, Ambleside LA22 0BZ
- Windermere Library, Windermere LA23 2AJ
- Kendal Library, Stricklandgate, Kendal, LA9 4PY
- Kendal Town Hall, 9a Lowther St, Kendal LA9 4DA

2.1.20 Completed paper questionnaires were returned to Westmorland and Furness Council, South Lakeland House, Lowther Street, Kendal, Cumbria, LA9 4DQ.

Additional meetings

2.1.21 Meetings were offered to five stakeholder organisations:

- Cumbria Tourism*
- Office of Police and Crime Commissioner*
- Lake District National Park Authority*
- Walk Wheel Cycle Trust
- Lakes Parish Council

**Some initial design related discussions were held pre-consultation*

2.1.22 Meetings were held with some affected local residents, as well as the local transport operator and a business located in Grasmere. This allowed an opportunity for further feedback on the proposal and discussions around the design development.

2.2 Ways to respond

2.2.1 Members of the public and stakeholders were able to provide feedback on the proposals for Grasmere to Dunmail Raise in a variety of ways. This included:

- **Completing a consultation survey.** An online version of the survey was made available via the project webpage on the Council website. Paper copies could also be collected at selected pickup points and returned.
- **Attending a drop-in session.** A summary of comments made to officers during the events were recorded.
- **Writing a letter or email.** Correspondence received by email (activetravel@westmorlandandfurness.gov.uk).

The public consultation questionnaire

2.2.2 The public consultation questionnaire consisted of 20 questions in total, including both closed questions (fixed response options) as well as some open-ended questions, where respondents could write in their own words.

2.2.3 The first section comprised three questions, asking respondents about their existing use and experience of the A591 between Grasmere and Dunmail Raise.

2.2.4 The second part of the questionnaire comprised five questions specifically about the proposals for the A591 section including the level of support, as well as whether respondents would have preferred Option 2 or 3, rather than the preferred option.

2.2.5 Next, two questions asked respondents about their views on the proposals in the Rural Roads section (Easedale Road and Helm Close).

2.2.6 The section which followed, included two questions asking respondents for their views on the proposals in Grasmere.

2.2.7 A section then followed on the Overall Proposal, with three questions asking respondents about what they felt of the idea of the scheme, plus which elements they thought would be beneficial, and how they might use the route if the proposals were developed.

2.2.8 The final section of the questionnaire comprised a further five questions, with these focused on finding out more about the respondent. This included details such as age, gender, postcode as well as how they had heard about the consultation.

3. Public Consultation Survey Results

3.1 Numbers engaging with the process

- 3.1.1 The consultation survey generated most of the feedback received during the consultation period, with a total of 786 responses – comprising 782 online responses, two paper responses received by the Council, and two further surveys completed at the drop in event in Grasmere.
- 3.1.2 In addition to this, 21 pieces of correspondence were received, including letters and emails received to the project mailbox (activetravel@westmorlandandfurness.gov.uk). The key points within these have been summarised in a separate section of this report.

3.2 Location of respondents

- 3.2.1 A partial or full postcode was requested from all respondents completing the survey form. This was optional and respondents were able to skip the question if they did not wish to provide the information. Table 1 below summarises first half of postcodes of respondents.
- 3.2.2 The location from which the most responses were received was LA22, representing Grasmere and Ambleside, closely

followed by LA9 Kendal (town). Out of all respondents (n=786), this represents 16% for Grasmere and Ambleside, and also 16% for Kendal. Meanwhile 239 respondents provided postcodes with fewer than 25 mentions.

Table 3-1: Location of respondents by partial postcode

Postcodes	Total	Location
LA22	128	Grasmere / Ambleside
LA9	123	Kendal (town)
CA12	69	Keswick
CA11	47	Penrith / Glenridding
LA8	45	Kendal (outer)
CA13	37	Cockermouth / Buttermere
CA10	32	Shap / Lazonby
LA12	32	Ulverston
LA23	25	Windermere
Others	239	<i>Other locations</i>
Total	777	

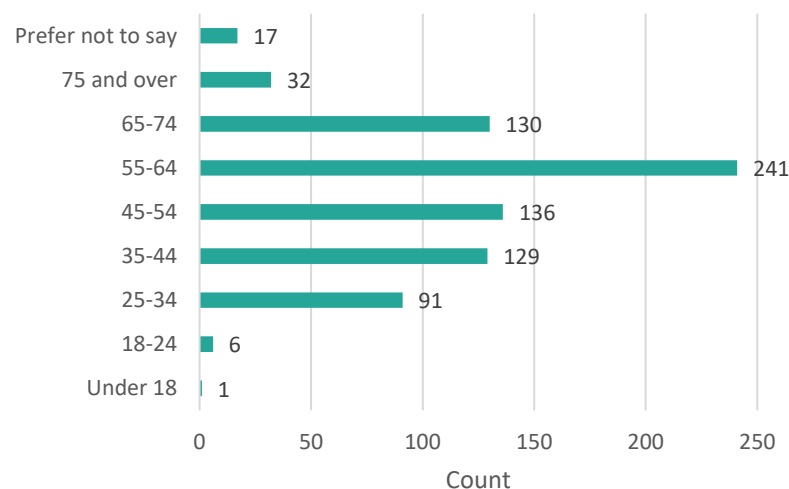
- 3.2.3 Of those that provided a postcode, 739 respondents said that this was for their main residence, meanwhile 24 said this was for a secondary residence or holiday home. Finally, 14 respondents said that the postcode was for a business.

3.3 Demographic split of respondents

Age range

- 3.3.1 Respondents were asked to select which age range category they fell into. This was optional and respondents could answer 'prefer not to say' or skip the question if they didn't wish to provide the information. In total, 783 respondents answered (gave a response).

Figure 3-1: Chart showing age range categories selected by respondents



- 3.3.2 As can be seen in Table 3-2 almost a third of respondents were from within the 55-64 years of age group (241, 31%) Meanwhile there were also over 100 respondents from each of the 65-74, 45-54 and 35-44 age groups. Relatively fewer

respondents were present in the younger (under 25) and older (75 and over) age groups.

- 3.3.3 The table below shows the response profile for the public consultation, compared against the age profile in the 2021 Census for South Lakeland. The results shown indicate that there is an over-representation of the 35 to 64 age groups compared with the census, while other groups are similar, and under 18s, 18-24 and 75+ groups are under-represented in the responses to the Grasmere to Dunmail Raise consultation.

Table 3-2: Age of respondents

Age Group	2026 Consultation Respondents	South Lakeland (2021 Census)
Under 18	0.1%	16%
18-24	1%	6%
25-34	12%	10%
35-44	16%	10%
45-54	17%	14%
55-64	31%	16%
65-74	17%	15%
75 and over	4%	13%
Sample size	766	104,449



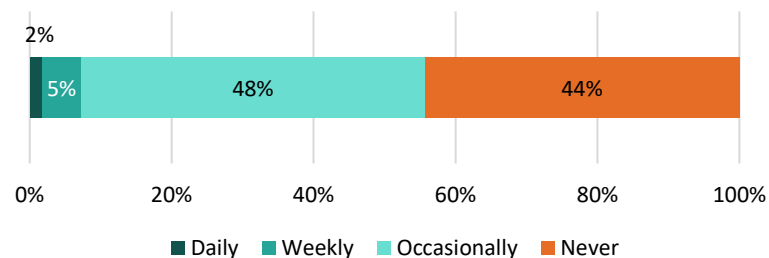
Gender

3.3.4 A further demographic question asked respondents to provide their identified gender. Thirteen respondents did not answer this question, while 60% of those that did were male (461 people), 39% were female (305 people) and seven answered 'other' (1%). This suggests a male overrepresentation compared with the 2021 Census for South Lakeland (49% male, 51% female).

Understanding Existing use and experience

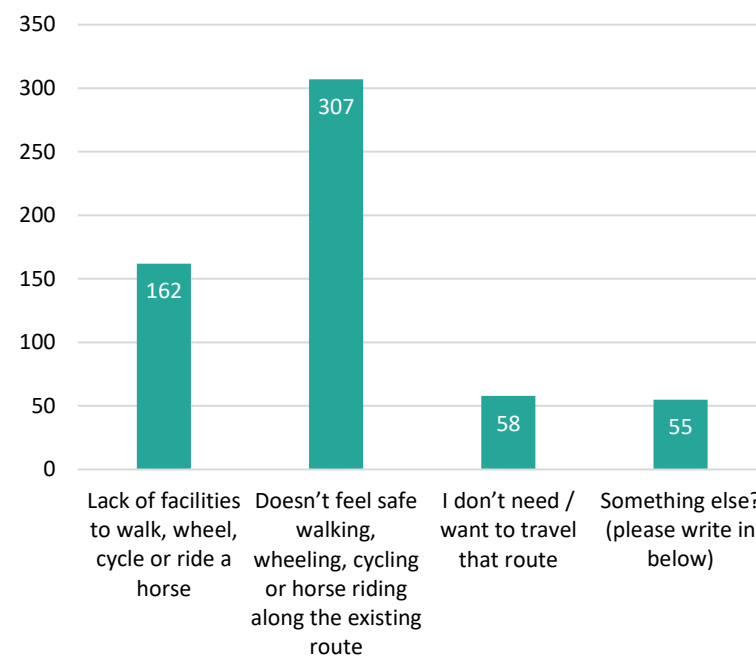
3.3.5 First, respondents were asked how often they currently walk, wheel, cycle or ride a horse between Grasmere and Dunmail Raise on the A591. Out of 785 respondents, around half said they did so occasionally (48%, 380) while 44% said that they never did. A total of 43 people said they did so weekly (5%) and 14 said they did so daily (2%).

Figure 3-2: Frequency of travel via walk, wheel, cycle or ride a horse between Grasmere and Dunmail Raise



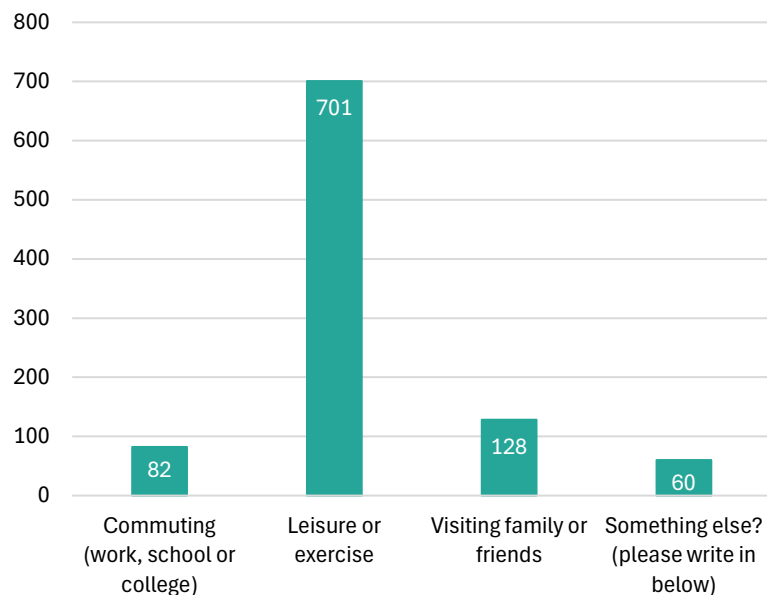
3.3.6 Respondents that answered 'Never' were asked for reasons why. The main reason given by 307 respondents was that the route didn't feel safe to use, while 162 mentioned a lack of facilities to walk, wheel, cycle or ride a horse.

Figure 3-3: Reasons given to not travel via walk, wheel, cycle or ride a horse between Grasmere and Dunmail Raise



3.3.7 Next, respondents were asked their reasons for using the route – with the main reason given by 701 respondents being leisure or exercise.

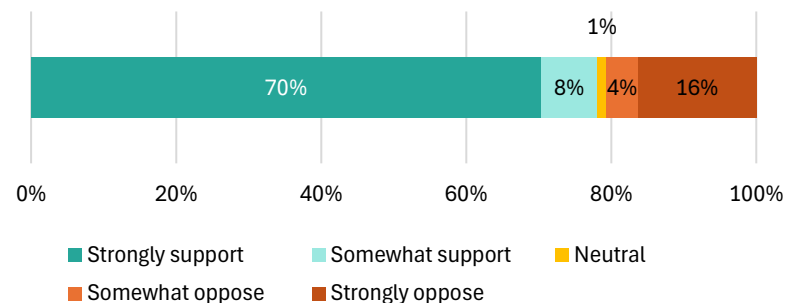
Figure 3-4: Reasons for using the route



Section 1: A591 (Dunmail Raise to Town Head)

3.3.8 Respondents were asked to give their overall view on the proposals in section 1. 785 did so, with 70% strongly supporting the proposals. This indicates a strongly favourable view among questionnaire respondents.

Figure 3-5: Overall support for section 1



3.3.9 Next, respondents were asked whether they would have liked the Council to have developed one of the alternative options for this section (Option 1 being the favoured option). Out of 785 respondents, 84% said no (659), 10% (80) asked for Option 2 and 6% (46) asked for Option 3.

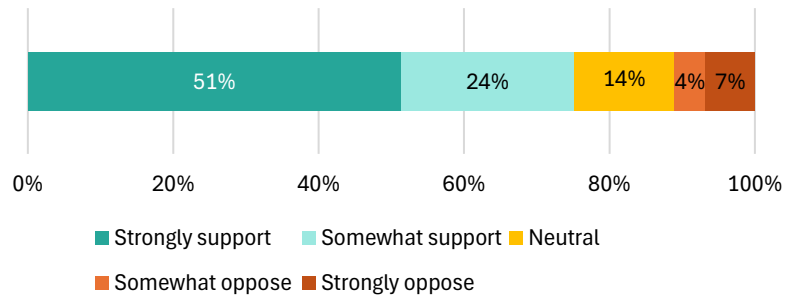
3.3.10 Respondents were asked how important they felt it was to include provision for horse riders within the area. Out of 785 respondents, 42% (332) were neutral, while a combined 34% (270) felt it was not important (113 not very important and 157 not at all important). Meanwhile 23% (183) felt it was important (80 very important and 103 important).

Section 2: Rural Roads (Easedale Road / Helm Close)

3.3.11 Over half of respondents strongly supported the proposals in Section 2 (51%, 403) while 24% somewhat support them (187). With over three-quarters of respondents holding a favourable opinion of the proposals in Section 2.



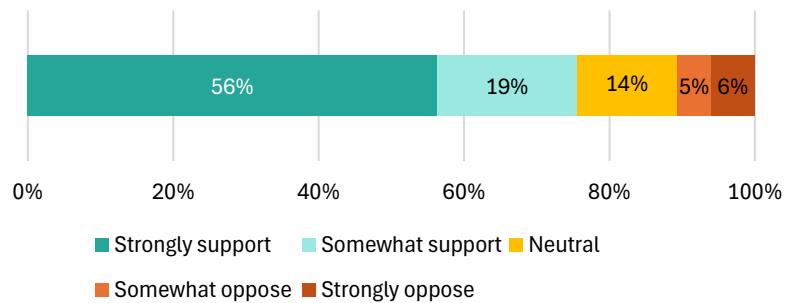
Figure 3-6: Overall support for section 2



Section 3: Within Grasmere

3.3.12 Finally, there was a similar level of support for the proposals within Grasmere, with 56% strongly supportive (442) and 19% somewhat supportive (151).

Figure 3-7: Overall support for section 3

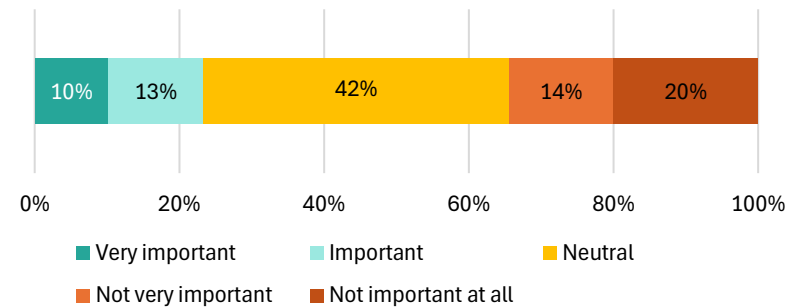


3.3.13 For all three sections of the route, there is clearly considerable support for the proposals among consultation questionnaire respondents.

Provision for horse riders

3.3.14 Respondents were also asked to give their view on the importance of including provision for horse riders in the area (alongside the improvements for those walking, wheeling and cycling). The largest proportion of respondents were neutral – 42% (332), while a combined total of 23% felt provision for horse riders was important or very important (183 respondents), and a combined 34% considered it not very important or not at all important (270).

Figure 3-8: Importance of horse riding provision



3.4 Summary of open-ended feedback

3.4.1 In addition to the fixed-response questions relating to the three sections of route and the importance of provision for horse riders, open-text questions asked for comments and suggestions to be accommodated within the proposals. A high-level thematic summary of these responses is provided in the table below and sets out the key issues prevalent among the comments received in response to these questions.

Table 3-3: Summary of open-ended feedback comments

Topic	Feedback Summary
Overall sentiment / need for the scheme	Overall views on the scheme are mixed, though support outweighs opposition across each of the four feedback sections. Strong support for the proposals particularly for the option providing clear segregation is evident. Some comments also stated the proposal is long overdue and necessary to improve safety and north - south connectivity. Those strongly opposed to the scheme often questioned the need and the use of funding. Other comments included seeking the removal of vehicular traffic from the village, either through pedestrianisation or bypassing the village centre.

Topic	Feedback Summary
Safety: Current situation	Many respondents commented that the existing A591 to Dunmail Raise is uncomfortable or dangerous for those walking and cycling. Concerns related to high vehicle speeds, close overtaking and the mix of slow-moving cyclists and fast traffic. On rural roads and within the village, safety concerns focus more on narrow carriageways, blind bends, poor surfaces and unpredictable driver behaviour.
Safety: With proposals	Comments indicated strong support for physical separation from motor traffic, while many held an equally strong view that cyclists and pedestrians should also be separated. Shared-use paths were widely seen as unsuitable – especially related to downhill cycling speeds, where there is a risk where pedestrians and cyclists share space. Comments on the rural road sections were more divided; some felt that lower speed limits and clearer signage would be sufficient, while others were sceptical whether these sections would feel genuinely safe without stronger design measures or enforcement.
Traffic impacts	Impacts on traffic were the main source of opposition, with comments that narrowing the overtaking lane towards Dunmail Raise would add to congestion, increase journey times and encourage risky overtaking elsewhere. It was also commented that this would be exacerbated during tourist peak times where caravans use the route. Supportive comments considered slower traffic speeds as beneficial, noting that the current layout encourages speeding and dangerous driving. Within Grasmere, the main traffic impact concern was access for buses and other service vehicles, plus a potential loss of parking.

Topic	Feedback Summary
Design of cycleway and footway	There was a clear preference for a high-quality design with a two-way cycleway and separate footway, physically separated from traffic by a buffer. Repeated comments emphasised the need for good-quality road surface, clear markings and signage, as well as good drainage and maintenance (including during winter). It was noted that if the new route is not clearly safer and more convenient than the road, some cyclists would continue to travel in the main road carriageway.
User inclusivity (incl. horse riders)	Provision for horse riders recurred within the comments, highlighting that this group felt overlooked as vulnerable road users. It was suggested that shared access or alternative bridleways should be considered. However, many respondents questioned the necessity of horse rider provision, noting that use of the route is rare. Access for wheeled users was raised in relation to Grasmere village, with requests for provision of dropped kerbs, level surfaces and priority at crossings.
Community impacts	Supportive comments highlighted that the proposals could lead to improved health and wellbeing and deliver economic benefits through encouraging cycle tourism and an improved visitor experience. It was also felt that the proposals could reduce reliance on cars and lead to improved safety for cyclists, including families. Opposing comments were that the proposals prioritised visitors over local people and risked urbanising the National Park. There were also concerns about the impact on residents and workers

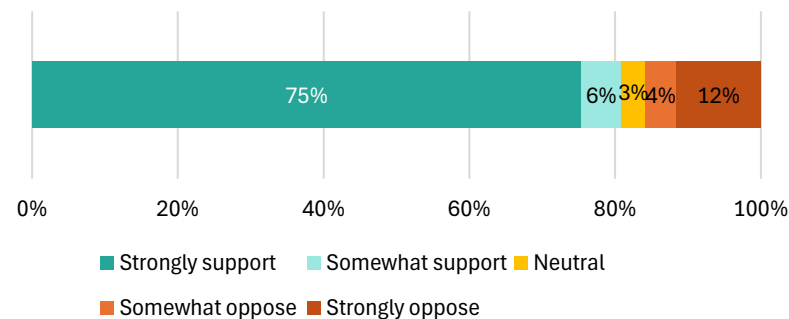
Topic	Feedback Summary
	in the area, reduced road capacity and diversion of funding from road maintenance and public transport.
Village character / sense of place	Feedback was supportive of giving pedestrians more space, reducing traffic dominance and adding cycle parking in Grasmere. However, the importance of sensitive design was stressed – using suitable and subtle material and minimal signage to avoid impacting the rural feel and creating an urban appearance. However, some comments suggested that traffic within Grasmere village already operates at low speeds, and further intervention is unnecessary.

3.4.2 Overall, responses highlight a divide in resident opinion between improving safety and accessibility for pedestrians and cyclists and maintaining traffic function and convenience for drivers. Supporters see full segregation as the only realistic way to address safety issues on Dunmail Raise as a shared use pathway could cause potential clashes between users, while those who oppose argue that the potential reduction in overtaking capacity is unacceptable. Design quality is critical to many respondents, with strong views that anything short of a high-quality, well-maintained facility risks low usage and continued conflict. On rural roads and within the village, lighter-touch approaches are more acceptable to many, provided speeds are genuinely low and the character of the area is respected.

The Overall proposal

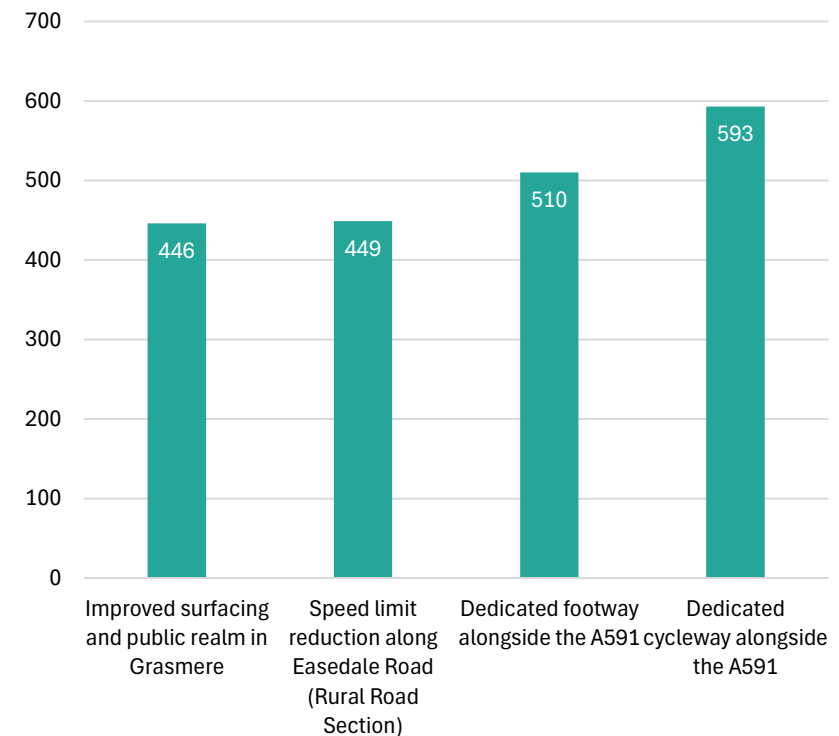
3.4.3 As evident in the responses by section, there is support for the proposals. When asked about the proposals generally, respondents strongly supported the idea of an improved walking, wheeling and cycling route between Grasmere and Dunmail Raise, with 75% (592) strongly supportive and 6% (44) somewhat supportive. For comparison, 12% (91) were strongly opposed to the idea, and 4% (34) were somewhat opposed.

Figure 3-9: Support for overall scheme



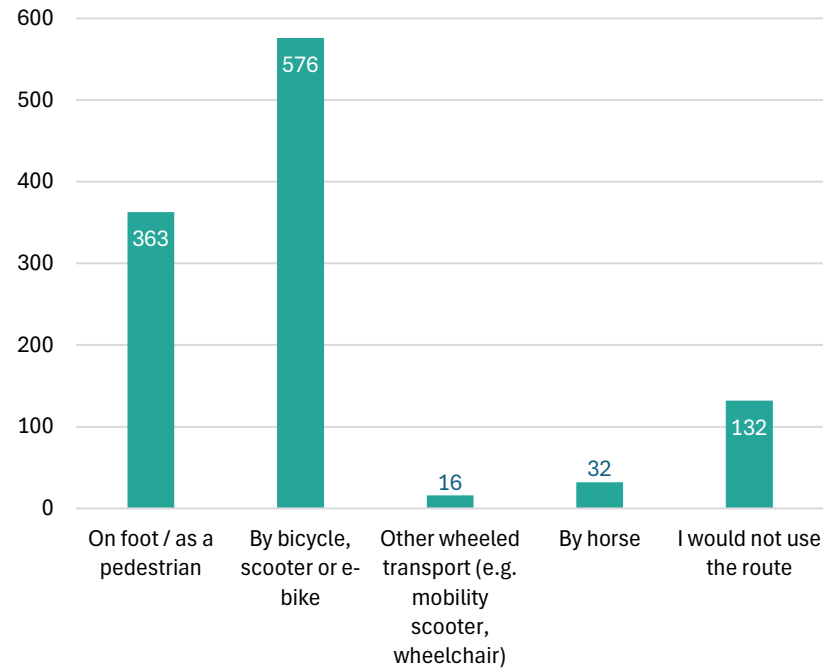
3.4.4 Among the specific elements that respondents felt would be beneficial, 593 felt the dedicated cycleway alongside the A591 would be, followed by 510 who felt that the dedicated footway alongside the A591 would be beneficial. There were also large numbers of mentions for improved surfacing (446) and a speed limit reduction on Easedale Road (449). Respondents could select more than one option

Figure 3-10: Perception of benefit of scheme aspects



3.4.5 When respondents were asked to think about their own journeys and how they might use the proposed active travel route, 576 felt they would use it by cycle, scooter or e-bike, 363 felt they would use it on foot, 32 by horse, while 132 said that they would not use the route. Respondents could select more than one option.

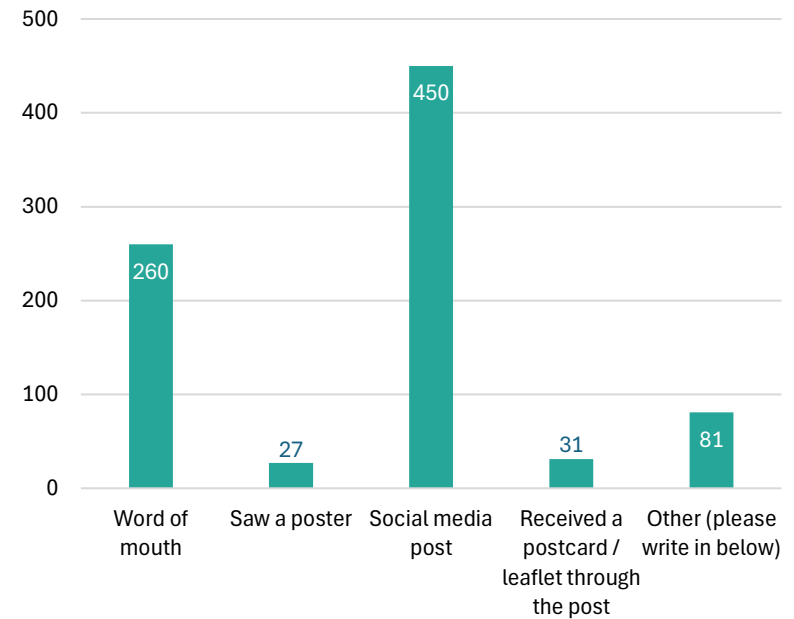
Figure 3-11: How respondents would use the route



How did you hear about the proposals?

3.4.6 Finally, respondents were asked about how they had heard about the proposals and the consultation. Of these, 450 said that they had heard through social media, 260 by word of mouth, 31 received a postcard / letter and 27 saw a poster.

Figure 3-12: How did respondents hear about the proposals



4. Other responses

4.1 Correspondence received during consultation

- 4.1.1 A total of 31 pieces of correspondence were received during the consultation period. These have been summarised in the table which can be found in the Appendix B1.

4.2 Social Media interactions

- 4.2.1 The results from the two Cumbria Tourism social media posts were as follows:

4.2.2 **Post 1:** 39,393 views, 143 interactions, including 60 comments, 532 link clicks

4.2.3 **Post 2:** 35,305 views, 96 interactions, including 53 comments, 481 link clicks

4.3 Letters of Support

- 4.3.1 Please see Appendix B2 and B3 for letters of support received from Cumbria Tourism and the Lake District National Park Authority.

5. You Said, We Responded

5.1.1 Feedback received during the consultation was considered by the design team. The table which follows summarises the main design change requests that were made, as well as our response to these.

Table 5-1: Table summarising the feedback received and our response

You Said	Our response
Request to retain disabled parking bays on College Street and also to ensure they remain accessible and useable (not negatively affected) by the proposals	We have reviewed and adjusted the design of the parking bays to ensure they remain fully accessible and useable. This includes widening the disabled parking bays.
Concern around the poor condition of existing road surface along Helm Close	We have reviewed the condition of the road surface and identified that deterioration is largely due to existing drainage issues. Our highways team has investigated and undertaken maintenance works, including clearing vegetation from drainage channels and removing material blocking culverts. As part of the proposals, we would resurface targeted sections of the road where the surface is in poor condition, rather than the full length.

You Said	Our response
Request to relocate bus stop on A591 from its current location to south of junction with Helm Close	In response to this feedback, we assessed an alternative location and have relocated the bus stop in our design, to south of Helm Close.
Request to accommodate horse riders on the A591 pedestrian / cyclist section	We are continuing to explore how horse riders could be accommodated as part of the scheme, although this is subject to further legal clarification. We will also continue to engage with key stakeholders as this work progresses.
Request to retain northbound overtaking lane on A591	To deliver the proposals for a segregated walking, wheeling and cycling route along the A591, it is not possible to retain the existing width of the northbound lane between the Town Head/Helm Close junction and the dual carriageway section at Dunmail Raise. Below the Town Head junction, existing carriageway widths will largely be retained. The dual carriageway section at Dunmail Raise will also be retained, providing overtaking opportunities.
Feedback relating to poor existing surface on A591 / poor maintenance	The proposed works include adjustments to kerb lines along the A591. As a result, resurfacing of the northbound carriageway will be required in these areas as part of the scheme.

You Said	Our response
Request to refresh road markings and provide new road edge markings on the A591 section close to Grasmere	This request falls outside the scope of the current proposals, as it relates to routine maintenance. However, the feedback has been passed to the highways team for consideration as part of future maintenance programmes.
Question over the use of shared space (pedestrian / cyclist) sections on the A591	The A591 corridor includes some constrained sections where it is not possible to provide fully segregated infrastructure. In these locations, short sections of shared use are required. However, we have reviewed the design and will minimise these shared sections as far as possible.
Request to include sufficient gaps in segregation buffer, to retain access to properties	We have reviewed the position of gaps in the buffer and vehicle restraint system (VRS) to ensure property access is maintained.
Concerns about conflicts between different users on Easedale Road	In response to this feedback, we have increased the number of traffic signs and road markings to remind users about other road users and encourage safer sharing of the space.
Suggestions to provide a separate cycling / walking corridor away from the A591	This option was considered as part of the initial options development. However, it would require significantly more land and present construction challenges due to the constrained and steep topography in this area.

You Said	Our response
Extend 20mph speed limit to the summit of Red Bank	Red Bank lies outside the extents of the Grasmere to Dunmail Raise active travel scheme and therefore cannot be included within the proposals. However, the Council is currently consulting on 20mph proposals in the Grasmere area as part of a different scheme. Views can be shared up to 22 May 2026 via www.westmorlandandfurness.gov.uk/20mph
Suggest marked/painted cycle lane on the left of the southbound carriageway (barrier optional) and an off-road route northbound (retaining the overtaking lane)	We considered this suggestion; however, the proposed arrangement would not comply with current cycle design guidance (LTN 1/20). It would also introduce safety concerns due to the proximity of cyclists to high-speed traffic (50mph) and therefore has not been taken forward.

5.2 Next Steps

- 5.2.1 The consultation process is an important part of the scheme's development. The views and suggestions raised during the consultation have been recorded, considered and incorporated where practical and possible in the preliminary stage of design. Some aspects will be considered in the detailed stage of design.
- 5.2.2 The consultation feedback has been considered alongside other key factors in the design process such as budget,

scope of the project and the estimated time taken to complete the construction phase.

- 5.2.3 A further stage of consultation will take place, with updated designs presented for consideration. Should approval be given for the business case, it is estimated that construction could begin in 2028.

Appendices

Appendix A: Consultation Materials

Appendix B: Summary of Correspondence

Appendix A1: Promotional poster



**Grasmere to Dunmail Raise
Active Travel Improvements**

Have your say

 **What is it?**

We're improving the route between Grasmere and Dunmail Raise to make walking, wheeling and cycling safer and more enjoyable for everyone.

We want to create better walking, wheeling and cycling links, improve safety by separating vehicles where possible, and provide more sustainable ways for residents and visitors to experience the Lake District.

 **Have your say**

Simply scan the QR code below to have your say. Or you can:

- Meet the team at Grasmere Village Hall on Monday 9th February 11AM - 6.30PM
- Email us at activetravel@westmorlandandfurness.gov.uk with your feedback or to register for our online event (Wednesday 18th February 1PM - 2.30PM)

The questionnaire is open Monday 9th February to Monday 2nd March 2026.

SCAN ME 

Scan the QR code to complete the quick and easy questionnaire.

 consult.westmorlandandfurness.gov.uk

Appendix A2: Information Flyer

Grasmere to Dunmail Raise Active Travel Improvements

What is it?

We're improving the route between Grasmere and Dunmail Raise to make walking, wheeling and cycling safer and more enjoyable for everyone.

We want to create better walking, wheeling and cycling links, improve safety by separating vehicles where possible, and provide more sustainable ways for residents and visitors to experience the Lake District.

Have your say

Simply scan the QR code below to have your say. Or you can:

- Meet the team at Grasmere Village Hall on Monday 9th February 11AM - 6:30PM
- Email us at activetravel@westmorlandandfurness.gov.uk with your feedback or to register for our online event (Wednesday 18th February 1PM - 2:30PM)

The questionnaire is open Monday 9th February to Monday 2nd March 2026.

Background

This scheme is part of the See More Lake District Cycling (SMLDC) Project, funded by the Borderlands Inclusive Growth Deal.

The SMLDC Project will enhance cycling and walking routes along the A591 corridor, creating safer, continuous links and filling gaps in National Cycle Network Route 6. The Grasmere to Dunmail Raise scheme is one of three sections for improvement.

SCAN ME

Scan the QR code to complete the quick and easy questionnaire, or use the web link.

consult.westmorlandandfurness.gov.uk

The map shows the alignment of the Grasmere to Dunmail raise section.

Key issues

- The A591 carries a high volume of traffic travelling at average speeds of over 50 mph
- No footway for pedestrians on the A591. Cyclists and horse riders must use the carriageway
- Different road user speeds e.g. cyclists traveling faster than pedestrians
- Rural roads north of Grasmere are quiet with low average traffic speeds. Some roads have poor surfacing and drainage
- Grasmere village itself has big variations in traffic due to visitors, and narrow roads with heritage buildings
- Limited defined space for pedestrians and cyclists in the village. Cycle parking is hard to find and underused

Key Opportunities

- A591:** Infrastructure changes could ensure fast moving traffic is kept separate from people walking, wheeling or cycling on the A591 to improve safety
- Rural roads:** Small changes could make it better suited for walking, wheeling or cycling
- Within Grasmere:** Most drivers are already slower moving; we can build on this and create a strong sense of place to reinforce low speeds, improve safety and support the local economy



A591

- A new 3 metre wide, two direction cycleway alongside a separate footway
- A 2.5 metre buffer separating the cycle track and footway from vehicles
- To create space for the improvements, both the northbound lane and existing verge will be reduced
- At Dunmail Cairn, the route will connect to an existing off-road walking, wheeling and cycling route



Rural roads

- Creation of a quiet lane to prioritise safety and enjoyment of countryside
- Improved signage and a reduced speed limit of 20mph
- The quiet lane would run from the centre of Grasmere Village, along Easedale Road and Helm Close, to the A591
- Localised drainage and surfacing improvements

Within Grasmere

- Creating a shared space environment where all road users can move safely and comfortably
- Carefully chosen materials that are in-keeping with the local area and its heritage
- New signs and surface treatments that help to slow vehicles and show that the space is shared by people walking, wheeling and cycling



Timeline

- Consultation on Preliminary Design**
February to March 2026
- Detailed Design**
Autumn 2026 - Summer 2027
- Government Approval of Full Business Case**
Winter 2027/28
- Construction Start (subject to approval)**
2028

SCAN ME

What's next?

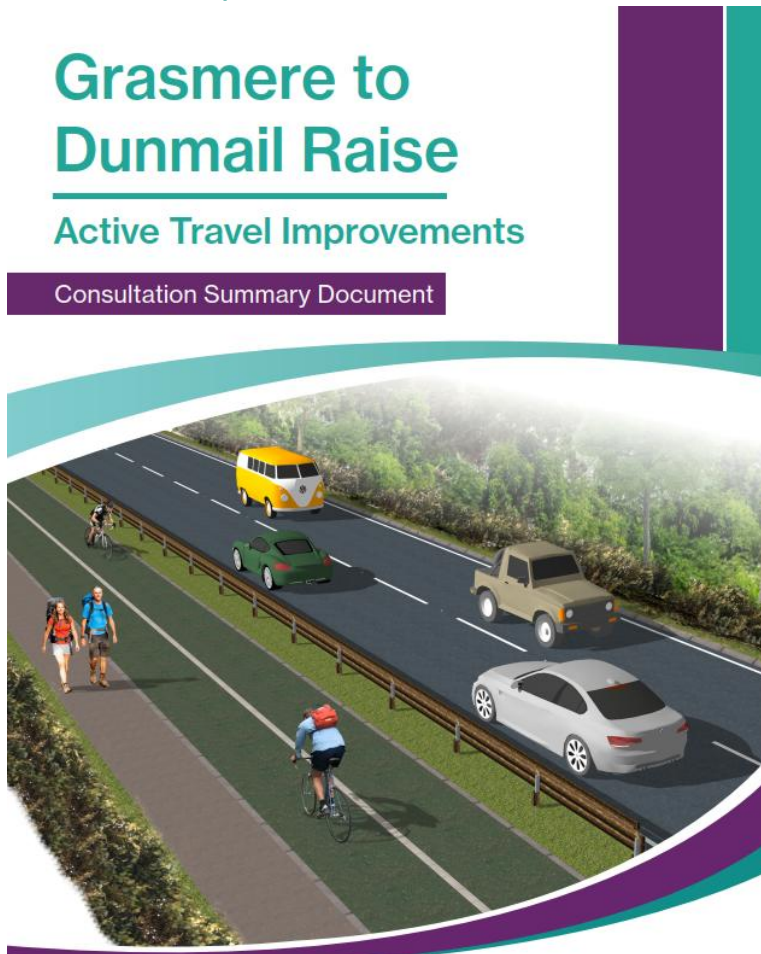
- We'll take on board all of your comments and feedback to further develop the scheme
- Further detailed design and consultation will take place between Autumn 2026 and Summer 2027
- We expect Government approval and funding to be released in Winter 2027/28, following submission of a Full Business Case
- Subject to approval, work to build the scheme could start in 2028

Appendix A3: Consultation Document (Including Questionnaire)

Grasmere to Dunmail Raise

Active Travel Improvements

Consultation Summary Document



Introduction

This consultation document sets out initial proposals for the Grasmere to Dunmail Raise Active Travel scheme. The scheme is one of three sections identified for improvement within the See More Lake District Cycling (SMLDC) project, funded through the Borderlands Inclusive Growth Deal. The scheme is also identified in the Heart of the Lakes Infrastructure Strategy (ATIS), which sets out a long-term vision to improve long distance active travel routes along the A591 corridor between Keswick and Kendal.

The proposals for an active travel connection between Grasmere and Dunmail Raise aim to make journeys by walking, wheeling and cycling safer, easier and more attractive for everyone. The improvements will fill a gap in the existing National Cycle Network (Route 6), as well as providing an enhanced visitor offer and supporting more sustainable travel throughout the Lake District National Park.

While our proposals focus on improving the route for walking, wheeling and cycling, we have considered the potential needs of horse riders during the design process. It may however not be possible to fully accommodate these needs within the proposals, and we welcome feedback on this aspect.



How to use this document

We want your feedback to help shape the future of this scheme. By reading this document, you will gain a clear understanding of the proposals and their potential impact. Your informed and constructive comments will be used to guide the next stages of the design process and delivery of the scheme.

At the end of the document, you will find details on how to respond to the consultation, including:

- How to submit feedback online or by post
- The deadline for responses
- Information about public drop-in events and engagement sessions

Supporting materials such as maps, diagrams and visualisations are included throughout to help illustrate the proposals.

The Borderlands Inclusive Growth Deal and the See More Lake District Cycling Project

The Borderlands Inclusive Growth Deal is a partnership between five local authorities who are working together to drive economic growth across the region. Under the Improving Places theme, the Destination Borderlands programme aims to boost tourism by attracting more visitors and encouraging longer stays, building on the area's unique assets.

One of its projects, See More Lake District Cycling (SMLDC), looks to enhance cycling and walking routes along the A591 corridor between Keswick and Kendal. By filling existing gaps in the National Cycle Network (NCN), the project will create safer, continuous links and family friendly connections between destinations such as Windermere, Ambleside, Grasmere and Keswick.

The improvements will:



Create a well-connected and continuous route for active travel



Complete missing links in the NCN Route 6 improving access and connectivity from Grasmere to Thirlmere, and onward for connections to Keswick



Enhance the visitor offer, attracting more people to the Lake District National Park and encouraging visitors to stay longer, including outside typical peak periods



Disperse visitors more widely across the National Park and away from traditional hotspots; and



Support low-carbon tourism and reduce emissions

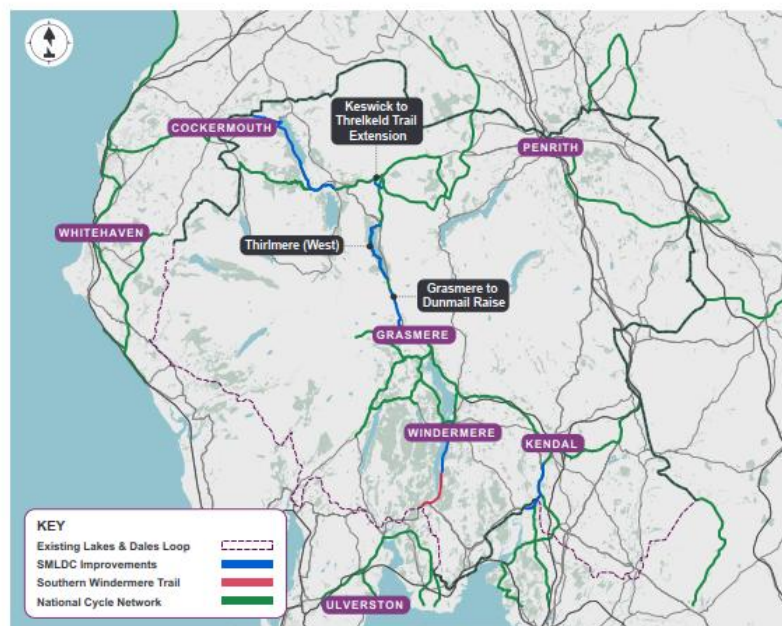
Three distinct sections for improvement have been identified within the SMLDC project. These are:

- Grasmere to Dunmail Raise
- Thirlmere West (led by Cumberland Council), and
- The Keswick to Threlkeld Trail Extension (led by the Lake District National Park)

This consultation focuses on the Grasmere to Dunmail Raise section, led by Westmorland and Furness Council.

Consultations on the other projects will follow, giving communities and visitors further opportunities to get involved and help shape the wider SMLDC proposals.

See More Lake District Cycling - Route Improvements



Grasmere to Dunmail Raise Active Travel scheme

The idea of creating an active travel link between Grasmere and Dunmail Raise has been explored for over a decade, with strong support from stakeholders throughout this time. The route is important because it closes a missing section of the National Cycle Network. It is also included in the Cumbria Transport Infrastructure Plan (2022–2037) and the supporting Heart of the Lakes Active Travel Infrastructure Strategy (ATIS).

Early studies considered several route alignment options. These studies found the most practical choice is to use existing roads, rather than creating new off-road links. These decisions were based on factors like the presence of protected landscapes, environmental sensitivities, steep gradients, land availability, and cost implications.

The preferred alignment for the route is shown on the map overleaf. The route can be divided into three sections based on their characteristics:

1

Section 1: A591

Starting at the end of a recently completed off-road walking, cycling and horse-riding route located south of Thirlmere Reservoir (near Dunmail Cairn) and following the A591 south to Town Head.

2

Section 2: Rural roads

At Town Head the route moves onto quiet rural lanes, via Easedale Road and Helm Close.

3

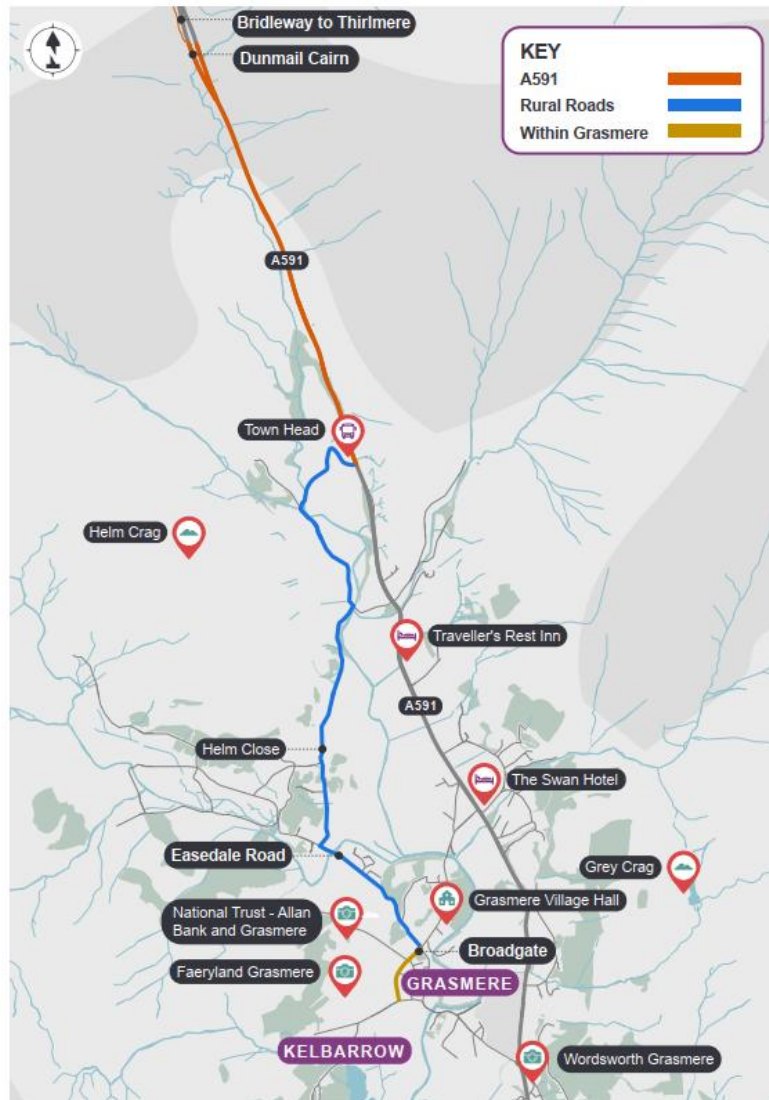
Section 3: Within Grasmere

The route enters the village of Grasmere via Easedale Road and continues along Broadgate to Langdale Road.

The A591 carries a high volume of traffic at average speeds of over 50mph. There is currently no footway for pedestrians, only a narrow verge with overgrown vegetation. People wheeling have no alternative but to use the carriageway. Cyclists and horse riders must do the same. The combination of fast-moving traffic and occasional unsafe driver behaviour makes this section unsuitable in its current state for walking or wheeling and challenging even for experienced cyclists.

In contrast the rural roads north of Grasmere are generally quiet and have low traffic speeds. These lanes are already used by people walking, wheeling, cycling and horse riding, sharing the space with vehicles. However, some areas suffer from poor road surfaces and drainage.

Within Grasmere village, streets are mainly designed for vehicles, with limited defined space for pedestrians and cyclists. During busy tourist periods, pedestrians often spill into the road, slowing traffic. Cycle parking is hard to find and underused.



Section 1: A591

Our proposals aim to make this section safer and more appealing for people walking, wheeling and cycling. To achieve this, we plan to fully separate active travel users from vehicles and lower speed limits where appropriate.

We considered three possible options for how pedestrians and cyclists could be accommodated in this section:

1

Option 1:

A two-way cycle track and separate footway, with a buffer from the road.

2

Option 2:

A shared-use path, with a buffer from the road.

3

Option 3:

A shared-use path with no buffer from the road.

Our preferred option is **Option 1**, as it provides dedicated space for pedestrians, cyclists, and vehicles, reducing conflicts and improving safety.

Option 2 would require cyclists and pedestrians to share the same space, which could lead to conflicts, particularly on steep gradients where cyclists may travel at a higher speed. Option 3 would avoid reducing road space, but with minimal separation from traffic, it would be the least comfortable and least safe option for people walking, wheeling, and cycling.

Our proposals (Option 1) therefore look to provide a new 3-metre wide, two-way cycle track alongside a 1.5-metre separate footway. A 2.5-metre buffer (including a vehicle restraint barrier) will separate the cycle track from vehicle lanes. To create space for these improvements, the width of both the northbound carriageway and existing verge will need to be reduced. At Dunmail Cairn, the new route will connect to the recently completed off-road route leading to Thirlmere. Passing opportunities for vehicles will be retained on the dual carriageway section at the top of Dunmail Raise.

Due to limited space and engineering constraints in this corridor, it is not possible to provide a separate soft-surface horse path or additional safety gap for riders in this section. The design has been developed to maximise benefits for the highest number of anticipated users within the available budget and land. While minor adjustments for horse riding may be reviewed during preliminary design, any changes would need to be carefully assessed against feasibility, cost, and scope, and are unlikely to involve significant alterations to the current proposals.

Section 1: A591



A visualisation of Section 1 A591 with a dedicated two-way cycle track for cyclists, separated from vehicle traffic by a wide grass buffer. The safety barrier (vehicle restraint system) is relocated to the buffer. A separate footway for pedestrians is located next to the cycle track.

Section 2: Rural Roads

Our proposals are to create a designated quiet lane that prioritises safety and enhances the enjoyment of the countryside for all active travel users. A quiet lane is a rural road where drivers are encouraged to travel slowly and give priority to people walking, wheeling, cycling, and horse riding. These roads remain open to motor vehicles but are managed to reduce traffic speeds and improve safety for everyone.

This section already functions well as a shared space, so only minimal interventions are proposed. These include improved signage, localised drainage and surfacing improvements. We also propose formalising the speed limit to 20mph, although current observations show that average vehicle speeds are already below this.



A visualisation of Section 2 Rural Roads with pedestrians, cyclists and vehicles sharing the same space. This image reflects the route along Helm Close with narrow grassed verges to the side of the carriageway, bounded by dry stone walls.



A visualisation of Section 2 Rural Roads with pedestrians, cyclists and vehicles sharing the same space. This image reflects the route along Easdale Road with the carriageway immediately bounded by dry stone walls.

Section 3: Within Grasmere

Our proposals aim to create a shared space in Grasmere village where all road users can move safely and comfortably. We will use materials that fit with the village's character and heritage. New signs and surface treatments will help to slow vehicles and show that the space is shared by people walking, wheeling, and cycling.

The main changes will focus on the Broadgate and Easedale Road junction. We plan small changes to the position of kerbs to make footways wider and use materials that suggest pedestrians and cyclists have priority when crossing side roads. We will also add new cycle parking to make it easier for people who travel to the village by bike to stop and visit local business and amenities.



Visualisations of Section 3 Within Grasmere, with pedestrians, cyclists and vehicles sharing the space around the Easedale Road junction. A section of footway is created with new seating and cycle parking.

Have Your Say

Community engagement and feedback is an important part of the process and will help to shape our initial ideas, to ensure we can make the proposals the best they can be.

We would like to incorporate your feedback before further design, formal approvals and consents are progressed.

Our consultation will be open from **Monday 9 February to Monday 2 March 2026**.

You can respond to the consultation in the following ways:

Complete our online questionnaire using the link below or by scanning the QR code.

consult.westmorlandandfurness.gov.uk

Complete a paper questionnaire and return to Westmorland and Furness Council, South Lakeland House, Lowther Street, Kendal, Cumbria, LA9 4DQ



A limited number of paper questionnaires are being made available at

- Ambleside Library
- Windermere Library
- Kendal Library
- Kendal Town Hall/South Lakeland House.

You can also attend our drop-in session on **Monday 9 February at Grasmere Village Hall, Broadgate, LA22 9TA between 11:00 am and 6:30pm**.

An online briefing and question and answer session will be held on **Wednesday 18 February between 1pm and 2:30pm**. If you are interested in joining this briefing, please email us at activetravel@westmorlandandfurness.gov.uk and we will send an invitation to the session.

Following the consultation, we will publish a feedback report on the Council's Grasmere to Dunmail Raise project website.


This will summarise the public views on proposals and how this will be used to help further shape the design.

The next steps are summarised below:

- **2 March 2026**
Consultation period ends
- **April 2026**
Consultation report published
- **Summer 2026**
Preliminary design finalised
- **Autumn 2026 to Summer 2027**
Detailed design and further consultation
- **Summer 2027**
Full Business Case submitted
- **Winter 2027/28**
Government approval of Full Business Case
- **2028**
Construction could start, subject to Full Business Case approval

Grasmere to Dunmail Raise Active Travel Survey

We need your feedback to make the scheme the best it can be. Where possible, please respond online, or alternatively complete the following survey and return to Westmorland and Furness Council, South Lakeland House, Lowther Street, Kendal, Cumbria, LA9 4DQ



HAVE YOUR SAY

For more information about the proposals and to access our questionnaire, please scan the QR code or follow this link: consult.westmorlandandfurness.gov.uk/westmorland-and-furness-council/grasmere-to-dunmail-raise/

Understanding Existing Use and Experience

1. How often do you currently walk, wheel, cycle or ride a horse between Grasmere and Dunmail Raise on the A591?

- | | |
|--|--|
| <input type="checkbox"/> Daily (Go to Q3) | <input type="checkbox"/> Occasionally (Go to Q3) |
| <input type="checkbox"/> Weekly (Go to Q3) | <input type="checkbox"/> Never (Go to Q3) |

2. If you answered 'Never' are there any reasons why you haven't?

- | | |
|--|---|
| <input type="checkbox"/> Lack of facilities to walk, wheel, cycle or ride a horse | <input type="checkbox"/> I don't need / want to travel that route |
| <input type="checkbox"/> Doesn't feel safe walking, wheeling, cycling or horse riding along the existing route | <input type="checkbox"/> Something else? (please write in below) |
- _____
- _____

3. What are your reasons for using this route? (tick all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Commuting (work, school or college) | <input type="checkbox"/> Visiting family or friends |
| <input type="checkbox"/> Leisure or exercise | <input type="checkbox"/> Something else? (please write in below) |
- _____
- _____

SECTION 1: A591 (Dunmail Raise to Town Head)

4. What is your overall view of the proposals in Section 1 – A591

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

5. Do you have any comments about the proposals in Section 1 – A591?

6. Would you have liked us to develop the alternative options instead of our preferred option?

- No
- Option 2: Shared use path with standard buffer
- Option 3: Shared use path with no buffer

If you ticked either Option 2 or Option 3, please explain why

7. Our proposals for the A591 section focus on improving safety and comfort for people walking, wheeling, and cycling. If it were possible, how important would it be to accommodate horse riders?

- Very important
- Important
- Neutral
- Not very important
- Not important at all

8. Please share any comments or suggestions about how horse riders could be accommodated or supported in this section.

SECTION 2: Rural Roads (Easedale Road / Helm Close)

9. What is your overall view of the proposals in Section 2 – Rural Roads ?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

10. Do you have any comments about the proposals in Section 2 – Rural Roads?

**SECTION 3: Within Grasmere****11. What is your overall view of the proposals in Section 3 – Within Grasmere?**

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

12. Do you have any comments about the proposals in Section 3 – Within Grasmere?

The Overall Proposal**13. In general, what do you think of the idea of providing an improved walking, wheeling and cycling route between Grasmere and Dunmail Raise?**

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

14. Which elements of the proposals do you feel are likely to be beneficial? (please tick all that apply)

- Improved surfacing and public realm in Grasmere
- Speed limit reduction along Easedale Road
- Dedicated footway alongside the A591
- Dedicated cycleway alongside the A591
- Something else? (please write in below)
-

15. Thinking about your own journeys, how would you use the proposed active travel route? (please tick all that apply)

- On foot / as a pedestrian
- By bicycle, scooter or e-bike
- Other wheeled transport (e.g. mobility scooter, wheelchair)
- By horse
- I would not use the route

About You**16. How did you hear about this consultation?**

- Word of mouth
- Saw a poster
- Social media post
- Received a postcard / leaflet through the post
- Other (please write in below)
-

17. Please provide your postcode

18. Is this postcode for:

- Main Residence
- Secondary Residence / Holiday Home
- A Business (please write in the name)
-

19. Which age group are you in?

- Under 18
- 45-54
- Prefer not to say
- 18-24
- 55-64
- 25-34
- 65-74
- 35-44
- 75 and over

20. Are you...

- Male
- Female
- Other (please write in below)
-

THANK YOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE

Appendix B1: Summary of correspondence

Organisation	Summary
Local Councillor	<p>Formal opposition to the current Grasmere–Dunmail Raise cycle path proposal The councillor expresses strong opposition to the scheme in its current form.</p> <p>Concerns about the consultation process Perception that the process was designed to generate predetermined responses. Reports that others share concerns about the effectiveness and openness of the consultation.</p> <p>Support in principle for safe active travel The councillor supports safe travel for cyclists and pedestrians generally. However, they believe the current design contains major flaws.</p> <p>Risk of becoming a costly “white elephant” View that the scheme may waste substantial Borderlands funding if poorly delivered. Concern that an unsuitable design could cost Westmorland & Furness Council millions to correct later. Reference to the unused Waterhead cycle layby as an example of poor design on the same route.</p> <p>Road safety concerns on the A591 Narrowing the A591 to install a 3-metre cycle track would remove essential overtaking opportunities. Fears this would increase congestion and frustration, encouraging risky overtaking elsewhere. Notes that overtaking opportunities are already limited between Staveley and Thirlmere.</p> <p>Mixed views on improvements within Grasmere Supports improving access to Grasmere for cyclists and walkers. No objection to improvements on Easedale Road, although the councillor questions how many cyclists will use it. Highlights that similar routes, such as Staveley–Windermere, still see many cyclists using the highway to maintain speed.</p> <p>Dangerous road-crossing requirements for cyclists Cyclists may be required to cross the road at least once on Dunmail Raise, which is considered unsafe. The southern approach path from Thirlmere is hard to find and better suited to mountain bikes. Cyclists avoiding the path would need to turn right across four lanes at the top of Dunmail Raise—seen as highly dangerous.</p> <p>Issues for walkers accessing the path Walkers using verge parking near the Traveller’s Rest would need to walk a mile along a dangerous verge to reach the proposed path. Urgent need for a safe walking connection from the Tongue Ghyll footpath end.</p> <p>Proposed alternative solution</p>

	<p>A cheaper, more practical option suggested: Marked/painted cycle lane on the left of the southbound carriageway (barrier optional). Maintaining an off-road route on the left verge of the northbound carriageway for uphill cyclists and walkers. This avoids removing overtaking lanes and mirrors successful layouts north of Kendal on the A591.</p> <p>Request for further consideration The councillor urges that this alternative design be reviewed. Notes that a simple scoping exercise could have identified the option before consultation. Offers to provide images, discuss further, or attend a site visit.</p>
Local Resident	<p>Concern about impacts on disabled access Strong worries that proposed cycle racks and kerb changes at Moss Parrock / College Street would infringe on existing disabled parking bays, which are described as vital. Fear that the new layout may reduce accessibility for disabled residents and visitors.</p> <p>Safety concerns at a busy junction The proposed kerb and cycle-parking location is seen as introducing a hazard for all road users at an already busy and complex junction.</p> <p>Potential to increase wrong-way cycling College Street is a one-way street. Locating cycle parking at one end of it could encourage cyclists to travel the wrong way, which already occurs and may worsen.</p> <p>Effects on deliveries and service vehicles Deliveries, including the daily post van, currently pull in at this spot. Narrowing the road is seen as unsuitable, as it may obstruct essential access for delivery vehicles, pedestrians, wheelchair users, mobility scooters, cyclists and motorists.</p> <p>Questions about the understanding behind the design Queries whether the proposals reflect adequate knowledge of how people move around the village and how space is currently used.</p> <p>Request for clarity from scheme promoters Questions raised about: The timeframe for the scheme The aims of the project Who is designing and leading the work How much influence local residents and businesses have over final decisions</p>
Local Resident	<p>Concerns About Disabled Access and Village Centre Changes Proposed paved area and cycle racks in the consultation brochure appear to remove the only three disabled parking bays in Grasmere. The same area is used by two bus services (555 and 599), operating every 20 minutes from March to November; loss of space would disrupt their operation. Concern that the proposed visuals misrepresent the space and do not reflect the narrow, single-lane nature of Broadgate and central Grasmere roads.</p>

Fear the redesign would reduce accessibility, create hazards, and significantly affect daily village operations.

Road Width and Safety Issues (Easedale Road)

Resident states that consultation drawings misrepresent rural road widths; longest section of Easedale Road is only 2.76 m edge-to-edge, too narrow for two vehicles to pass except at driveways.

Easedale Road is described as possibly the busiest single-lane road in the Lake District, used by:

Parents with toddlers

Schoolchildren

Dog walkers

Mobility scooters

Elderly residents walking into the village

Farm vehicles, tractors and regular livestock movement

School groups of 30–40 pupils visiting Easedale Tarn

Existing footpath is only partial and often unused; most people walk in the road.

Additional cyclists would worsen conflicts; recent near-collision involving four cyclists narrowly missing a pedestrian and toddler described as evidence.

Past fatal accident noted on Easedale Road involving a reversing vehicle (believed to be a bin wagon).

Traffic Management Problems

When the A591 is closed, traffic is sometimes diverted via Helm Close and Easedale Road, creating severe congestion and gridlock, with residents unable to reach homes for hours.

Helm Close is even narrower than Easedale Road and has no passing places.

A recent resurfacing project forced multiple vehicles to reverse for half a mile due to lack of passing places; a resident missed a medical appointment as a result.

Easedale Road is not gritted in winter, creating significant safety risks.

Local Maintenance and Infrastructure Issues

Litter problems reported; single bin at Helm Close/Easedale Rd junction fills daily.

Residents frequently clean up waste including coffee cups discarded in domestic bins.

Trees growing out of Goody Bridge pose structural concerns; residents have reported this issue repeatedly to Highways.

Concerns About Dunmail Raise Path & Cycleway

There is already a footpath up Dunmail Raise, but it is rarely used, as walkers prefer fell routes away from traffic.

Proposed 2-lane cycleway would be short-lived because the road narrows significantly further up.

Experienced cyclists consulted say they avoid cycle paths due to debris, poor maintenance and lack of gritting; they prefer the road for safety and cleanliness.

Claim that presenting Dunmail Raise as a family-friendly cycling route is unrealistic due to its steepness and difficulty.

Residents report very few cyclists currently using Dunmail Raise.

Concerns About Design Quality and Value for Money

Many residents feel the plans show a poor understanding of local conditions and do not reflect real-world usage.

	<p>The project is viewed by some as a potential waste of Borderlands funding. Perception that WSP (the consultancy involved) has not properly assessed the location.</p>
<p>Historic England</p>	<p>Potential impact on designated heritage assets The route passes close to multiple protected heritage sites that could be affected by construction and associated works.</p> <p>Scheduled Monument: Dunmail Cairn Located in the central reservation of the A591 dual-carriageway section. A well-preserved prehistoric burial cairn, up to 4m high and set on a 23m x 20.5m oval stone platform. Scheduled as an ancient monument (NHLE 1011353) and legally protected. Construction must ensure no physical impact on the monument.</p> <p>Listed Structure: AA Telephone Call Box Located approximately 700m south of the cairn, east of the A591. One of only 19 surviving AA call boxes from over 1,000 originally installed nationally. Dates from 1956 and is Grade II listed (NHLE 1367182) for architectural and historic interest. Construction must ensure the listed call box is not damaged or disturbed.</p> <p>Conservation Area Considerations Parts of the scheme lie within the Grasmere Village Conservation Area. Positive feedback that the scheme proposes using materials sympathetic to local character and heritage.</p> <p>Opportunities for heritage interpretation The scheme could enhance visitor experience by adding interpretation panels or signage. Dunmail Cairn particularly would benefit from interpretation explaining its significance and history. The AA call box is already a visually recognisable feature but could also be included in heritage information.</p>
<p>North Lancashire Bridleways Society</p>	<p>Overall support for the scheme NLBS welcomes the Grasmere–Dunmail Raise Active Travel proposals. Strong support for efforts to make active travel safer, more accessible and more attractive for all users. Particularly pleased to see early consideration of the needs of horse riders.</p> <p>Request for full inclusion of equestrians NLBS asks that horse riders be included in all elements of the proposals, including: A591 route Rural roads Within Grasmere village Cites government active-travel policy, which states that horse riders should be accommodated on off-road routes wherever practicable.</p> <p>Importance of equestrian access Horse riders include younger, older and disabled users, all classed as vulnerable road users. Equestrians rely heavily on bridleways and byways; only 22% of public rights of way in England and Wales are legally accessible to them.</p>

	<p>Notes that walkers, cyclists and equestrians have shared paths successfully for 150 years.</p> <p>Demographics and health benefits Horse riding is 80% female-led, contrasting with cycling demographics. It provides significant health and wellbeing benefits and should not be excluded through unsafe design.</p> <p>Road-safety evidence NLBS cites British Horse Society statistics (2024): 3,118 road incidents involving horses 58 horses killed, 97 injured 80 people injured 81% of incidents caused by drivers passing too fast or too close Highlights the need for safe, off-road alternatives to reduce risk.</p> <p>Opportunity to enhance the Rights of Way network The proposals present a valuable opportunity to connect and extend safe off-road routes for equestrians and all vulnerable road users. Such improvements could generate positive publicity and support inclusivity in the local community.</p> <p>Call for joined-up planning Emphasis on the importance of discussion between all interested parties to ensure a coherent, connected approach. NLBS expresses willingness to actively contribute to future discussions.</p>
Local Resident	<p>Strong opposition to the proposed Grasmere cycle link Resident expresses firm objection to the scheme as currently proposed.</p> <p>Safety concerns regarding removal of the climbing lane on Dunmail Raise The climbing lane is essential for safely merging onto the A591 from Town Head Farm. Removing it would make it significantly more difficult for farm vehicles, especially when towing livestock or using tractors, to enter fast-moving traffic. Resident believes removal would increase risk of collisions, potentially leading to serious or fatal accidents due to high traffic speeds and volumes.</p> <p>Concerns about increased traffic through farm lane Proposal may divert more vehicles through the lane that runs through the middle of the farm. This would increase danger to: Two young children living on the farm Livestock Horses and dogs People working on the farm Lane is currently used only occasionally by walkers and cyclists going to the bus stop or lay-by.</p> <p>Limited pedestrian demand on A591 Resident notes very few walkers use the main road itself (only a handful each year).</p>

	<p>Most walking takes place on established fell-side footpaths rather than along the road.</p> <p>Concerns about prioritisation and relevance Perception that Tour de France publicity has generated excitement but not justified a safe or practical scheme. Resident believes there are more important improvements needed in the village, such as: Road repairs Better parking provision</p>
Local Resident	<p>Access gap in proposed barrier insufficient The gap shown in the design for access to the property is considered too narrow. A wider opening is requested to ensure visitors, delivery drivers and residents can easily and reliably use it. Widening the gap would assist with regular access/egress and reduce the likelihood of vehicles struggling to enter or exit.</p> <p>Concerns about potential access manoeuvres A possible access method was discussed but not formally submitted earlier: Using the southernmost opening in the proposed barrier to exit the highway. Then driving or reversing along the proposed path/cycle route before reversing into the driveway. Residents raise concerns about the legality of this manoeuvre and whether it would be permitted under the proposed layout.</p> <p>Future vehicle considerations The residents plan to purchase a camper van. They believe the current proposal would not allow easy ingress or egress for a vehicle of this size. Request that future accommodation of larger vehicles be reflected in revised designs.</p>
Local Resident	<p>Request for improved safety signage Resident asks for a clear sign at the entrance to their lane (by the Inn at Grasmere hotel and opposite Trespass) to prevent vehicles from entering unnecessarily.</p> <p>Lane characteristics and risks The lane is narrow with two right-angled bends, making visibility and manoeuvring difficult. Vehicles, often large SUVs driven by visitors using sat-nav, frequently enter the lane, become stuck, or travel too fast.</p> <p>Pedestrian safety concerns Multiple near-miss incidents reported: One resident's feet were nearly run over while opening their front door. Concerns for a disabled neighbour who cannot move quickly. Young grandchildren also use the lane, adding to safety worries. The lane is used daily by schoolchildren walking to lunch, increasing its vulnerability.</p> <p>Location details The road has no official name, but runs past: Trantunas</p>

	<p>Red Lion Cottages Problems arise specifically from the end opposite Trespass.</p> <p>Suggested action Resident proposes installing a sign at the problematic entry point to discourage drivers from turning in and reduce danger to pedestrians.</p>
Local Resident	<p>Support for improvements on Dunmail Raise Resident expresses support for the proposed changes to the A591 over Dunmail Raise and believes these could improve safety for walkers and cyclists.</p> <p>Strong concerns about designating Easedale Road as a ‘Quiet Lane’ Belief that the road is already heavily used and under strain, making it unsuitable for increased mixed-use traffic. Concern that adding more “walkers, wheelers and cyclists” to the existing volume of users would increase danger, not reduce it.</p> <p>High and varied existing usage on Easedale Road Large school groups (30–40 children) walking to Easedale Tarn and Far Easedale. Coast-to-Coast walkers and visitors accessing fell paths. Families with young children and pushchairs. Frequent groups of cyclists, often riding in large numbers. Youth hostels, holiday homes and the Lancrigg Hotel all rely on this road for access, creating steady year-round traffic. Major house building and renovation projects bring very large delivery vehicles, sometimes almost the width of the road.</p> <p>Agricultural traffic predominant Multiple farms use Easedale Road and Helm Close daily, including tractors, machinery and livestock movements. Traffic occurs at all hours, particularly in summer.</p> <p>Concerns about local residential access Residents rely on the road to access their homes; delivery drivers already travel too fast. Visibility is poor in several sections, and tourist drivers often speed or misjudge conditions.</p> <p>Significant increase in use over the last two decades Resident reports a large rise in walkers, vehicles, lorries and tourism since Covid.</p> <p>Quiet Lane designation seen as unrealistic Resident believes the only way a Quiet Lane could work would be with a separate dedicated pedestrian path, leaving the road for vehicles only. Notes that Helm Close residents’ views are equally important due to shared pressures.</p> <p>Risk of ‘rat-run’ behaviour Many tourists do not currently realise Easedale Road connects to the A591. Publicising the Quiet Lane route could encourage drivers to use it as a scenic shortcut, increasing traffic further.</p> <p>Past experiences of diversion highlight unsuitability</p>

	<p>During an A591 closure last autumn, traffic was diverted down Easedale Road and Helm Close, resulting in severe congestion and gridlock for several hours. Resident describes vehicles stuck and unable to pass, plus tempers rising—far from a Quiet Lane environment.</p> <p>Overall sentiment While supportive of outdoor access and improvements on Dunmail Raise, the resident strongly believes Easedale Road and Helm Close are already at capacity and cannot safely accommodate additional users under the proposed Quiet Lane designation.</p>
Wordsworth Trust	<p>Strong support for the proposed Grasmere–Dunmail Raise Active Travel Improvements The Wordsworth Trust formally endorses the scheme and views it as aligned with their long-term environmental aims.</p> <p>Commitment to sustainable and low-carbon travel The Trust is actively working to promote low-carbon journeys to and within Grasmere, improve accessibility, and reduce environmental impacts. They note that the project aligns with their published environmental commitments.</p> <p>Support for improved safety and connectivity The Trust believes the proposal will improve safety, walkability and cycling provision along the A591 corridor. They consider these improvements beneficial to both local communities and visitors.</p> <p>Environmental and cultural landscape benefits The scheme is seen as contributing to a greener, more responsible transport network within a nationally significant natural and literary landscape. Reduction in car dependency is viewed as positive for the Lake District’s environment.</p> <p>Appreciation for the Council’s approach The Trust welcomes the Council’s commitment to sustainable transport investment in the Lake District. They look forward to the project progressing.</p>
Lake District National Park Authority	<p>Example raised about National Highways removing equestrian access A grassy verge previously used legally by horses was converted into a tarmac cycleway. After this, No Horses signs were installed, with National Highways claiming horses were “abusing” the path.</p> <p>Question over legal powers used to ban horses When challenged, National Highways stated the path was now a footway, and therefore horses were automatically prohibited without the need for a Traffic Regulation Order (TRO). Residents argued the path only became a footway because it was tarmacked, and that horses had lawful rights on the original verge.</p> <p>Lack of clarity from the authority Residents requested details of the specific legislation allowing National Highways to extinguish equestrian rights by redesignating the route. No explanation was ever provided, leaving the legal basis unclear.</p> <p>Relevance to the current scheme The example is provided to highlight a potential risk that the proposed active travel scheme could inadvertently remove equestrian rights through</p>

	<p>similar reclassification of routes. Suggestion that the project team should consider this issue carefully and ensure such unintended consequences are avoided.</p>
Local Resident	<p>Highways in poor condition Strong view that local roads are in a “shocking state of repair”, with potholes and patch-up work making driving conditions unacceptable. Belief that investment should prioritise repairing degraded highways rather than funding new cycle infrastructure.</p> <p>Cycle tracks seen as benefiting tourists rather than locals Concern that proposed cycle tracks mainly serve tourist use, while local residents continue to endure deteriorating road conditions.</p> <p>Dunmail Raise overtaking need Dunmail Raise is described as the only sufficiently wide road section between Grasmere and Keswick that allows for safe overtaking of slow-moving vehicles. Any restriction or narrowing of this section is viewed as harmful to local drivers, reducing safety and journey efficiency.</p> <p>Preference for fully off-highway cycle routes If a cycle track is required, the resident believes it should be entirely off the highway, which they consider a safer and more appropriate solution.</p>
Local Resident	<p>Clarification required on proposed speed limits Early presentation mentioned a 50mph limit, later comments suggested the limit would remain 60mph. Confusion also caused by references to a dualled section of the road. Residents request clear confirmation of the intended speed limit and road layout.</p> <p>Concerns regarding overtaking and road safety Question about whether double white lines will be introduced to prevent dangerous overtaking. Overtaking currently occurs on several blind bends, posing a risk to road users.</p> <p>Request for full design drawings Residents wish to see all existing drawings similar to the Town Head junction illustration. Specifically ask for plans covering: Mill Bridge bend north of the Traveller’s Rest The section from grid ref 336091 to 334097 Understand these may be schematic but require visibility of the full design intent.</p> <p>Direct impacts on Toll Bar Cottage Want clarity on: Extent of verge loss alongside Toll Bar. Whether the plane tree north of the entrance will be removed. If the fibre-optics chamber at their front door will be built into the path/cycleway. Width of access gaps in the proposed traffic barrier—current drawings show openings appearing no wider than the gate itself, which would be insufficient for safe access.</p>

	<p>Concerns about access for waste collection and deliveries Current arrangements: Waste and recycling lorries reverse up Dunmail Raise from Town Head junction. The post van reverses near the gates to turn around. Larger delivery vehicles park on the verge. Residents want to understand how these operations will be managed once the new layout, barrier and cycle path are in place.</p>
Local Resident	<p>Strong opposition due to road-safety risks Removal of the overtaking lane on Dunmail Raise is viewed as extremely dangerous. The overtaking lane is essential for safely joining the A591 from Town Head Farm, particularly when: Towing livestock Using tractors or quadbikes Driving in poor visibility or heavy traffic Without it, merging into fast-moving traffic is described as “absolutely deadly.”</p> <p>Recent fatal incident heightens concerns The resident’s working dog was recently killed by a vehicle near the junction. This event reinforces fears that the proposals would increase risks to children, pets, livestock and residents.</p> <p>Existing collision history The A591 already experiences multiple RTCs each year. Removing one of the only safe overtaking areas between Windermere and Keswick is seen as likely to increase accidents and potentially cause loss of life.</p> <p>Low anticipated use of the proposed route Resident observes that 90% of current foot traffic only uses the lane: To access the bus stop Or to park in the lay-by opposite Belief that the proposed active travel route would see only short-term novelty use, then become lightly used—similar to the existing track behind West Head Farm.</p> <p>Cycling behaviour observations Most cyclists in the area are experienced riders who stay on the main road for speed and continuity. Few, if any, currently pass via the lane toward the village.</p> <p>Condition of local roads The lane between Grasmere and Town Head Farm is in poor and deteriorating condition, frequently damaged by water run-off from Helm Crag. Regular patching does not last, and the route remains degraded.</p> <p>Perception of funding priorities Resident feels the money would be better spent on:</p>

	<p>Proper repair of existing village routes Creating additional, affordable parking solutions, rather than investing in a new cycle link.</p>
Local Resident	<p>Concern about funding priorities Resident questions why investment is being directed towards the Grasmere–Dunmail Raise route, which they believe is lightly used by walkers and cyclists compared with other local roads. Suggests funding should focus on routes that provide greater benefit to residents and visitors.</p> <p>Red Bank Road identified as a higher-priority safety issue Resident states that far more pedestrians and cyclists use Red Bank Road between Tweedies Bar and the lakeshore path beyond Lea Cottage. Estimates the route carries approximately 95% more foot and cycle traffic than the proposed improvement area.</p> <p>Description of existing risks on Red Bank Road Narrow, walled road with numerous blind bends. Speed limit increases to 60 mph roughly a quarter-mile beyond Tweedies at Pavement End. Regularly used as a link between Grasmere and the Langdales, making it busy with both locals and visitors. Resident reports high traffic volumes and vehicle speeds beyond what is safe for a mixed-use route. On busy weekends, estimates around 2,000 pedestrians and cyclists pass their property daily.</p> <p>View that Red Bank Road is “an accident waiting to happen” Strong belief that the current conditions pose a serious safety risk to road users.</p> <p>Suggested safety improvements Extend the 20 mph speed zone up to at least the summit of Red Bank. Introduce clear signage distinguishing areas for vehicles and for pedestrians.</p>
Natural England	<p>No comments provided on the Active Travel Route Natural England states it has no comments to make regarding the Grasmere Active Travel proposals.</p> <p>Non-comment is not an indication of no environmental impact Clarifies that the absence of comment should not be interpreted as confirmation that there are no environmental risks or effects. Other stakeholders may be better placed to identify and comment on potential environmental issues or opportunities.</p> <p>Position based on current assessment of low risk Natural England’s lack of comment reflects its view that the current proposals appear to present a low risk to the natural environment.</p> <p>Request for re-consultation if circumstances change If the proposal is amended in a way that significantly alters its environmental impact, the Local Planning Authority is asked to consult Natural England again. This requirement is made under Section 4 of the Natural Environment and Rural Communities Act 2006.</p>
Lakes Parish Council	<p>Concerns about loss of overtaking opportunities One councillor noted that the scheme would remove a valuable overtaking section of road, potentially affecting traffic flow and road safety.</p>

	<p>Target user group identified Another councillor highlighted that the plan is designed for users aged 8 to 80, reflecting national active-travel design guidance.</p> <p>Width requirements drive design scale It was explained that the route must be wide enough to accommodate a wheelchair user, a pedestrian, and a cyclist side by side, which necessitates a larger footprint and greater space allocation.</p> <p>Lack of perceived benefit Councillors collectively felt they could not identify a clear benefit of the scheme to the village or local community, despite its central government funding.</p> <p>Concerns about cost and safety High project costs and safety concerns were key reasons for not supporting the proposal.</p> <p>Voting outcome Seven councillors voted not to support the plan. Five councillors abstained from voting.</p>
<p>MP on behalf of Local Resident</p>	<p>Concerns About Proposed Road Modifications The A591 is the only north–south trunk route through central Cumbria, making its capacity and safety critical. Current layout includes a wide northbound uphill lane that allows safe overtaking of slow-moving vehicles. Most council options—except Option 3—would remove this wide lane and convert it to a single carriageway, increasing the risk of unsafe overtaking. Reduction in lane width expected to increase accident risk and cause greater delays for motorists.</p> <p>Perceived Weaknesses in the Council’s Approach No published statistics on: Current or projected use by walkers, cyclists, horse riders, or wheelchair users. Motorist safety impacts. Cost or cost-benefit assessment.</p> <p>Council did not appear to consider: Shared-use paths on both sides of the A591. Vegetation trimming as an alternative for walker safety. Crossing risks for pedestrians/cyclists if path is on only one side. Feedback suggests lack of consultation with traffic engineers.</p> <p>Views on Actual Use of the Route Long-term local walkers (24+ years) report rarely seeing walkers along this stretch and consider verge-walking safe when vegetation is trimmed. Belief that a purpose-built walking track would not increase pedestrian numbers. Wheelchair users (“wheelers”) are never observed on this route; the respondent deems it unsuitable for them. Cycling along this stretch is extremely rare despite the respondent’s long experience driving and cycling locally.</p>

Belief that cyclists prefer the main road even where alternative roadside tracks exist.

a cycle track would be a waste of public money.

Concerns About Horse Riders

Strong view that encouraging horse riding near fast, 60mph traffic would be unsafe due to the unpredictability of horses.

Preferred Option and Overall Judgement

Option 3 (shared-use path without narrowing the carriageway) is considered the only option that avoids reducing safety for motorists.


Council's preference for other options is questioned, given limited benefits for walkers, cyclists, or horse riders.

The respondent believes the existing A591 design is effective and that the proposals represent unnecessary expenditure of taxpayers' money.

Appendix B2: Letter of support from Cumbria Tourism

<p>02 March 2026</p> <p style="text-align: right;">  Cumbria Tourism <small>All the heart of our visitor economy</small> </p> <p style="text-align: right;"> Windermere Road Staveley, Kendal Cumbria LA8 9PL 01539 822222 info@cumbriatourism.org </p> <p>Dear Sir/Madam,</p> <p>Letter of support for the See More: Grasmere to Dunmail Raise Active Travel Project</p> <p>Cumbria Tourism is the official Local Visitor Enterprise Partnership (LVEP) for Cumbria. We manage the five-year Destination Management Plan (DMP) for the county, shaped in partnership with a range of public and private sector organisations. 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.</p> <p>Cumbria Tourism sit on the Strategic Cycling Corridors Board and support the development of active and slow travel opportunities in the county. This project fits well with the Destination Management plan, which has an ambition to place Cumbria as a leading active travel destination by encouraging and enabling the development of sustainable and active travel options and increasing the main mode of travel recorded as active and sustainable from its 28% on 2022 to 40% by 2030.</p> <p>We feel the development of the route will create stronger continuity between Thirlmere, Dunmail Raise and Grasmere add attractive new product to the county's cycling and walking portfolio, whilst enabling a better-quality leisure experience in these areas, for both residents and visitors. It could also help improve access to work in the tourism and leisure industry in these areas, currently a key barrier to a sustainable industry.</p> <p>Given that the Tour de France will pass along this stretch of road in summer 2027. Improving infrastructure to make the road safer and more welcoming for cyclists of all levels, abilities and ages creates a meaningful legacy beyond the event itself and encourages more people to experience the landscape by bike.</p> <p>While the scheme is well thought out, we would like to stress the importance of:</p> <ul style="list-style-type: none"> • <i>Continuous segregated provision</i> Avoiding gaps in the route, particularly between Town Head, the layby access, the bus stops and the bottom of Dunmail and the start of the coast-to-coast footpath and existing pavement section, so the scheme functions as a genuinely safe and coherent link. • <i>Business access and communication during construction</i> Clear phasing and communication will be essential to avoid unintended economic disruption during delivery. <p>www.visitlakedistrict.com</p> <p style="text-align: right;">A company limited by guarantee Registered in England Company No. 3027358</p>	<p>Yours sincerely</p> <p>  Managing Director</p> <p>www.visitlakedistrict.com</p> <p style="text-align: right;">A company limited by guarantee Registered in England Company No. 3027358</p>
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Appendix B3: Letter of support from Lake District National Park Authority

<p style="text-align: right;">  Lake District National Park </p> <p>Active Travel (W&F) activetravel.waf@cumbria.gov.uk By email only</p> <p>2 March 2026</p> <p>Dear Sir/Madam</p> <p>Grasmere to Dunmail Raise Active Travel Route</p> <p>I am writing to express our support for this route. It is really encouraging to see a project that has been needed and discussed for many years moving closer to delivery.</p> <p>Strategically this route fills a missing link in the National Cycle Network, linking the North and South Lakes with a route that will appeal to visitors and residents. It aligns with our collective ambitions for the Heart of the Lakes Corridor as set out in the CTIP and the Heart of the Lakes Active Travel Infrastructure Plan, which has been endorsed by our members.</p> <p>We have worked in partnership with Westmorland and Furness Council and Cumberland Council in the development of the See More Lake District programme, funded by the Borderlands Growth Deal, which includes this project, Thirlmere West Road crossing and the linking path to the Keswick to Threlkeld Trail. Delivering the See More Lake District is a key action of our Management Plan, the Lake District National Park Partnership Plan, meeting our objectives of developing sustainable travel, reducing carbon emissions and providing inclusive access for a wider range of residents and visitors.</p> <p>The draft plans are well thought out and have taken on board comments from many stakeholders. There are a few areas which could be addressed in future phases:</p> <ul style="list-style-type: none"> a) Access for horse riding; whilst we don't expect there to be large numbers of horse riders using this route, so a bespoke 'lane' for horses on the section adjacent to the A591 would not be justified, we do hope that they can be accommodated to maintain the current level of access that they have on the existing highway verge. This could involve ensuring there are sections of unsurfaced verge that could be used by horses or as passing places. b) Surfacing; There have been suggestions that a crushed stone surface may be more suitable for some sections of the route adjacent to the A591, particularly the walking lane, but we appreciate that this may affect the accessibility of the route. c) Signage; We appreciate that the detail has not been determined yet, but in a National Park and World Heritage Site it is important that all signage and other infrastructure is <p style="font-size: small;"> Lake District National Park Authority, Wayfaring House, Murley Moss Business Park, Oxenholme Road, Kendal LA9 7RL Web lakedistrict.gov.uk Tel 01539 724 555 Email hq@lakedistrict.gov.uk </p>	<p>designed to be sympathetic with this protected landscape. We would like to continue to work with you to develop clear but sensitive signage both on the quiet lane section and the A591.</p> <ul style="list-style-type: none"> d) Improvements to pedestrian and cycle access in Grasmere; We fully support further improvements within Grasmere to support better pedestrian and cycling movements in the village, improving the visitor experience and therefore the economic benefits in the village. We appreciate that some of this may be beyond the budget of this project, but in designing this now any future funding opportunities can be acted upon quickly. We have completed a number of improvement schemes recently on the rights of way network within Grasmere to improve accessibility and we hope these can provide further connectivity within the settlement, especially when linked to improved footways, such as resurfacing the footway beside the A591 to enable wheelchair access. <p>We look forward to working in partnership with you to deliver this exciting project.</p> <p>Yours faithfully</p> <div style="background-color: black; width: 60px; height: 40px; margin: 5px 0;"></div> <p>Director of Sustainable Development Lake District National Park Authority Direct: [REDACTED] Email: [REDACTED]</p> <p>cc Nicola Parker, [REDACTED]</p>
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