

Review of the last year Oct 2021 – Sep 2022

Part Two – Other Issues Including Lost Ways and Coastal Access

David Kelly Nov 22



Mid Lancashire Area

We ought to also bear in mind that in this period of financial cost cutting that other services are also being affected.



An information board that has gone rotten.



A broken seat – that needs replacing.

The planned 1st Jan 2026 cut off for claiming extra footpaths based on historical evidence, has been delayed.

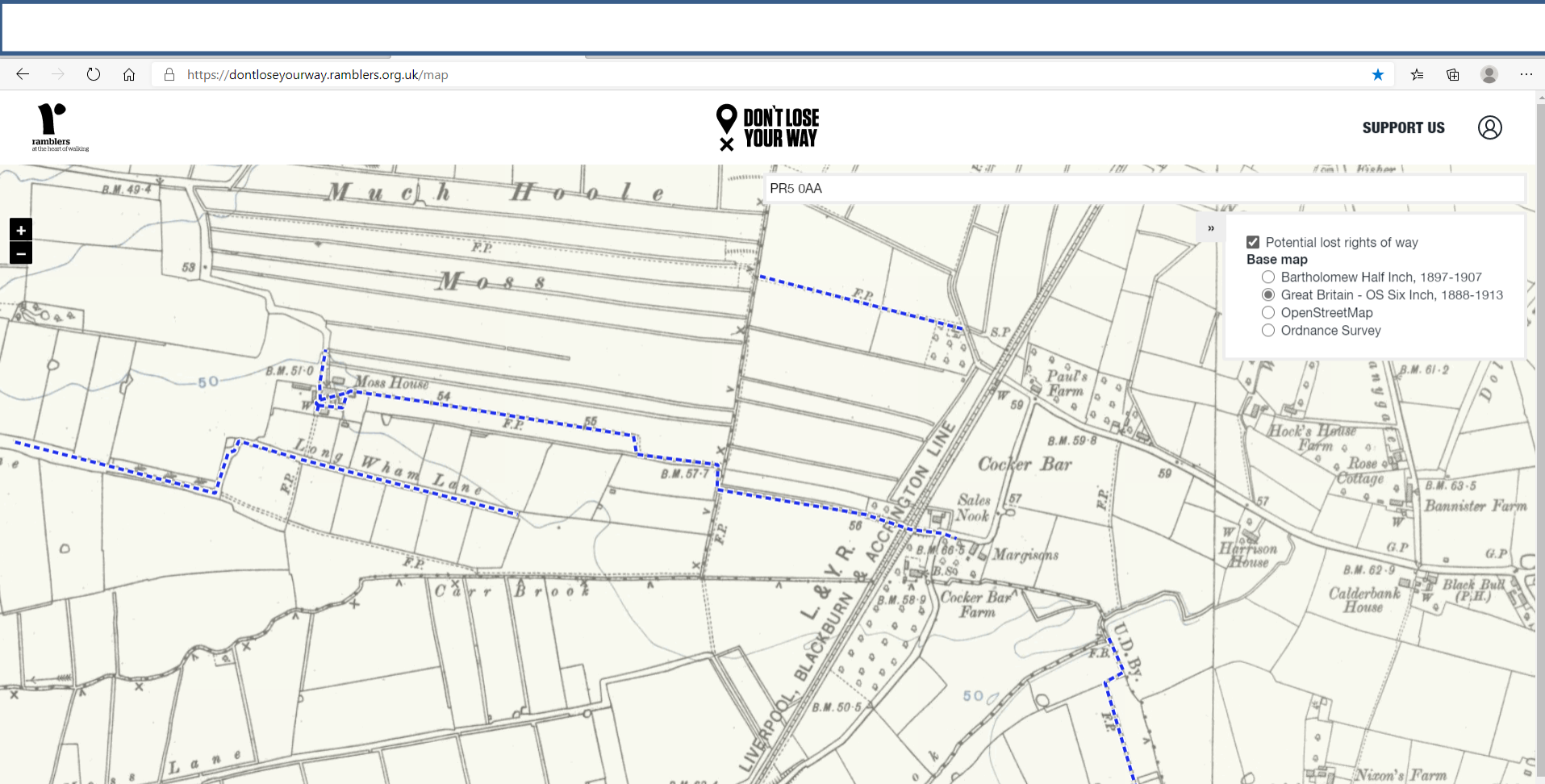
Which is good news, but it could come back to haunt us again.

The RA has developed a mapping system based on old 1:10,560 maps (6" to the mile), looking for the letters 'FP'.

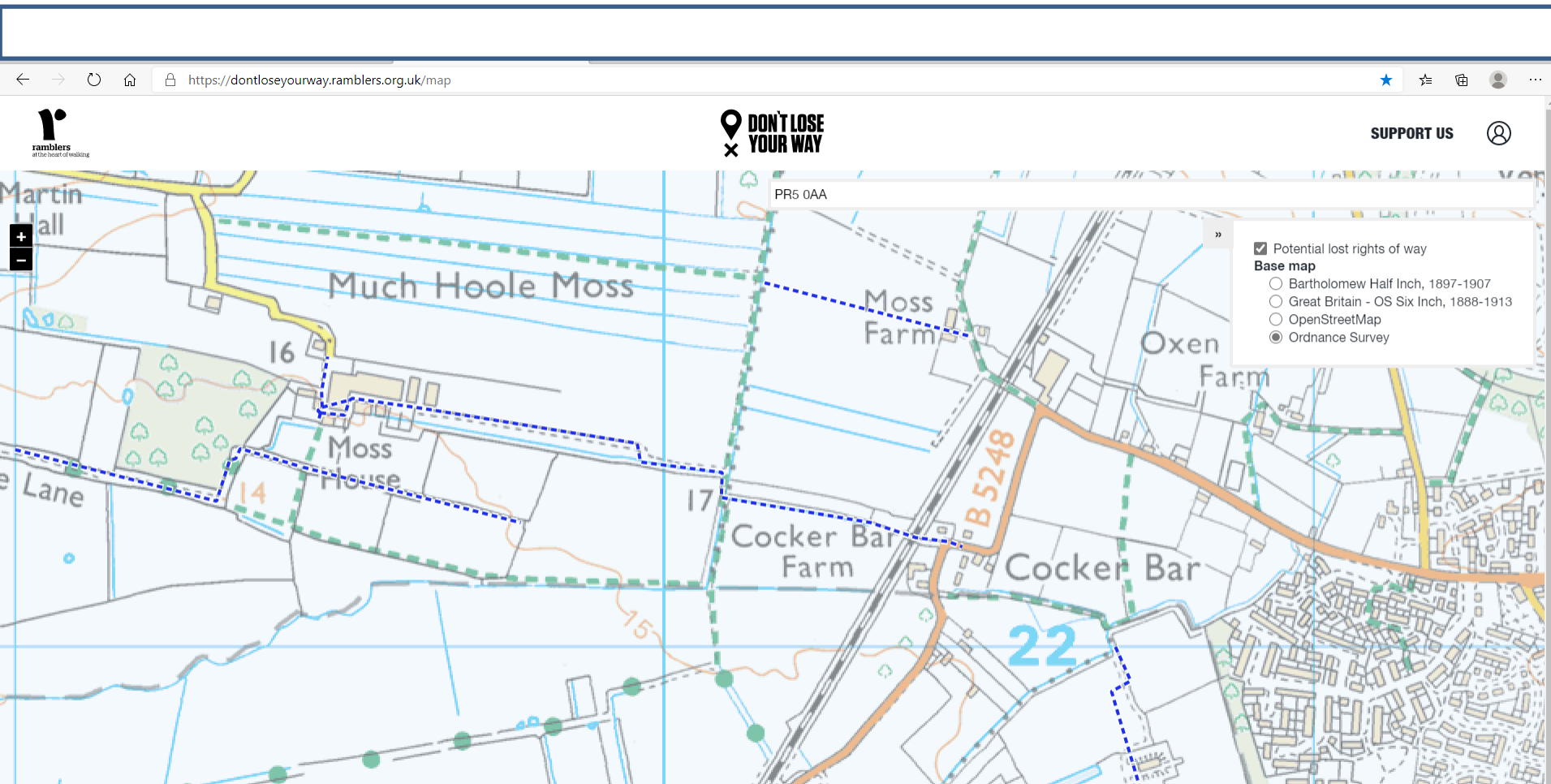
Then comparing it with what is shown on the 1:25,000 maps as public rights of way.



This is sample piece of map taken from old 6" to one mile maps (1:10,560).



This is sample piece of map with the potential additional public footpaths added.



This is the modern 1:25,000 maps showing the potential footpaths that may be worth investigating.

Some suggestions will not be worth pursuing because -

Paths that have been legally deleted by using the New Towns Acts or other legislation.

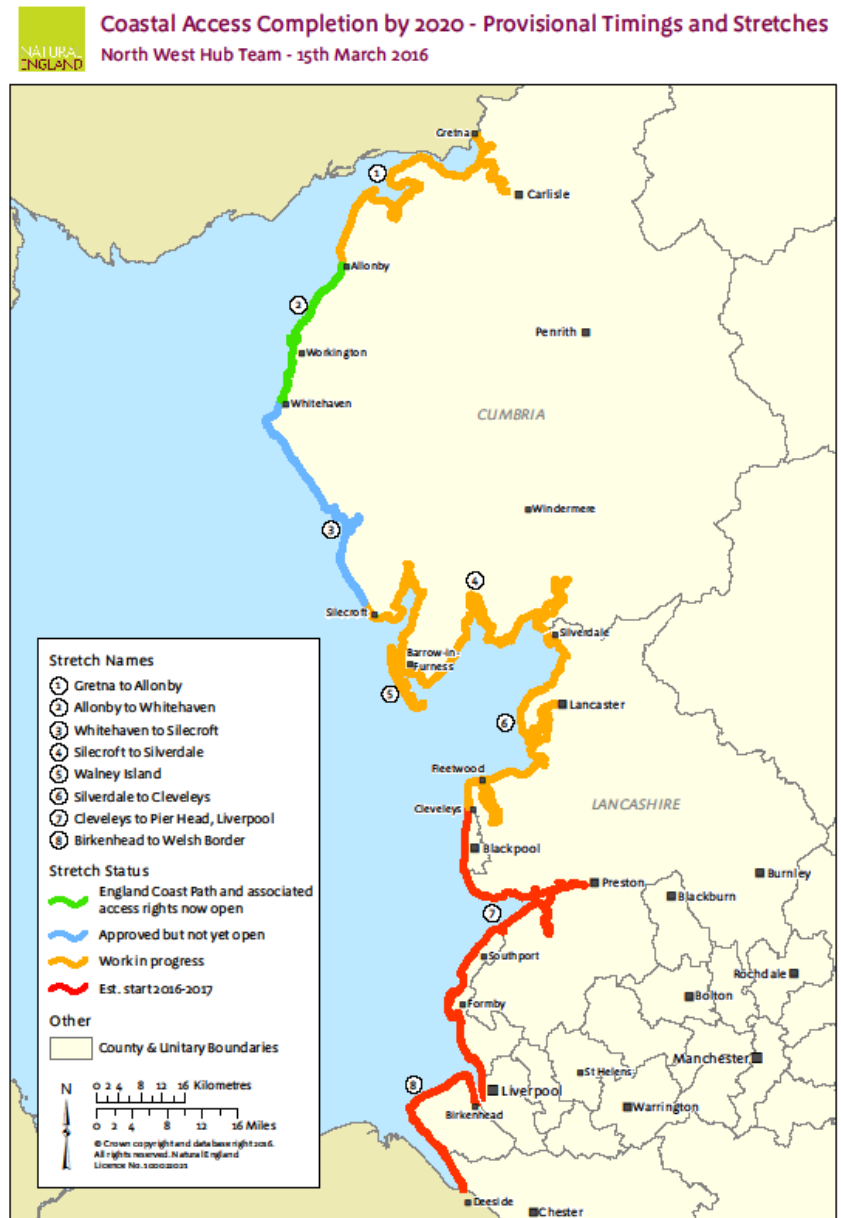
Paths diverted to allow road building e.g. M6 and A582 (The original paths are shown.)

Other developments e.g. residential estates and business parks so would be pointless to attempt a claim, for such a path would probably be impossible to use.

COASTAL ACCESS

You may remember the next slide about the Coastal Way from the presentation made in 2016.

From the Autumn 2016 presentation – approval for this section was given in Sep 2015.



However the date has slipped many times, for various reasons including the lack of resources and erosion issues. The result is -

The section from Whitehaven to Silecroft did open in open for use in **March 2021.**

It received minimal publicity because of Covid-19 guidance.

So what was initially expected to take 18 months to do, actually took over **five years** to do.

The RA may need to do further campaigning on this issue, in order to get Coastal Access completed.

Some new access has been created.



It has created new sections of path near the coast.



In places it needed to be on the landward side of the railway.



Some new kissing gates have been provided.



The path is showing some use.



A need for maintenance in a few places.



A need for a 'Trail Officer' to be appointed.



So that regular cutting of vegetation will take place.



A footway bolted to side of the railway bridge over the River Mite at Ravenglass.



No access over the River Esk – causing a gap in the trail.

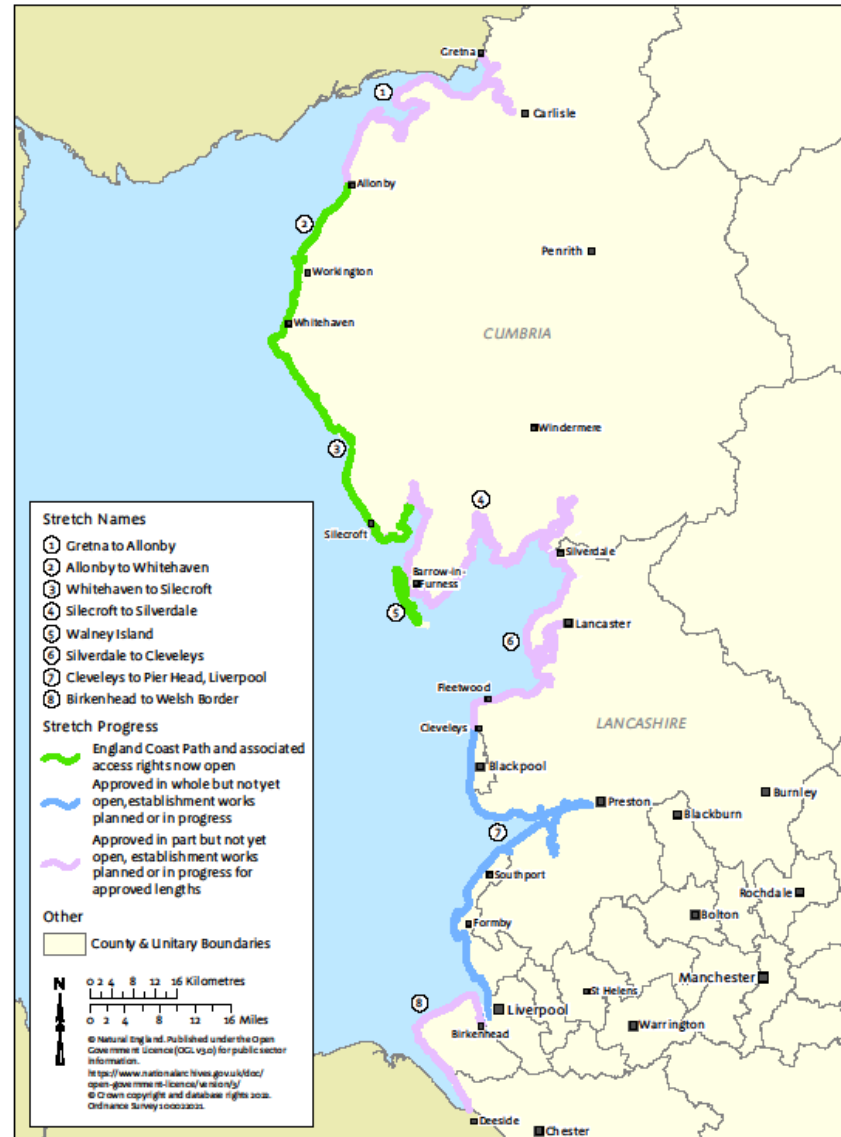


Need for a footway being provided similar to what exists at the River Mite.



In the meantime it is a case of catching the train from Ravenglass to Bootle.

Let us hope for some good news in 2023 with more sections being opened and the proposed route on other sections being approved.





The End.