



# KENDAL

## November 2016

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# NEWSLETTER

## REPORT ON THE AGM

**John Watson**, our Chairman, welcomed a goodly number to this AGM and recognised that the turnout on a frosty night was probably due to our speaker - of which more later. He whizzed through the apologies and thanked all members of the Committee plus our ex-officio officers for their work during the year, outlining the main areas undertaken. He then noted that last year's minutes had been circulated with the officers' reports and asked for someone to propose and second these if there were no amendments to be made. Accepted unanimously. He called for any comments on the various members reports supplied, noted that the Westmorland Show had been a successful venture with reasonable book sales, and thanked those who had made donations during the year.

**Margaret Pook confirmed that she needs final bookings for the holiday in Harrogate by the end of the month.**

**Alison Jones** then spoke to this year's Financial Report, circulated to the meeting, confirming that we have a balance of £2145.83 and that the Area Money was still due and called for any suggestions for grants to be spent on necessary items such as gates and stiles, noting that we must not fund repair work. The room voted unanimously to pass the Financial Report. Alison advised that Tony Wiley has indicated his willingness to serve as Auditor again next year.

**John noted that as no new proposals had been received for Officers and this year's were all prepared to stand again - they should be elected en bloc - and this was passed unanimously.**

It was noted that you will need to consider volunteering for the post of **Social Secretary** if you wish to have someone organise events such as the Christmas Lunch in 2017 and the Ramblers Holiday in 2018.

**Ernie Robin will be retiring** at the end of next year so we will also need a **Footpath Officer outside the National Park**. He called for volunteers to work on the Lost Ways for which there is £3000 grant available. If you would like to **talk over the possibility** of joining our friendly bunch, please initially contact the Officer in post or John Watson.

We broke for coffee tea and biscuits plus catching up with old friends and then settled down to the real business of the evening - a talk by **John Butcher**, Regional Water Supply Manager United Utilities for Cumbria and North Lancashire. **Many thanks to John** for a **most interesting and informative talk** for which we were not charged but made personal donations of £100 to Air Ambulance - this year's nominated charity for United Utilities. **Ed.**

## The Thirlmere Hundreds

**Why Hundreds?** When he first gave the talk the aqueduct was 100 years old and Thirlmere receives 100 inches of rain per year.

**Why Thirlmere?** Standing 56' higher than, and receiving 30% more rain than Haweswater, the terrain carrying water in huge pipes around the hills and through valleys enables United Utilities to move water all around the area, terminating in a huge underground tank to release to Manchester the equivalent in water of 7,200 petrol tankers going down the M6 per day. The aqueduct flows by gravity alone and was built by Manchester Corporation Waterworks to serve the massive population growth working in the cotton factories which also required huge amounts of water.

Designed by **John Frederick Bateman** and **G. Henry Hill** in **1874** the new system was not without its opposition. **John Ruskin** was instrumental in setting up the **Thirlmere Defence Association** - possibly the birth of environmentalism - and forced 19 parliamentary divisions before it was finally granted a Seal of Approval by Queen Victoria on the **23rd May 1879**. The work didn't start until 1886 following the drought of 1884-85.

**Thirlmere dam took four years** to build and is only the 2nd solid masonry dam to be built in England. Following the grand opening ceremony in 1894 the **first fill** of the reservoir in **1895** was only 15' deep in the two lakes but in **1916** 40 billion litres of water at a rate of 8,100 gallons a day was finally pumped in for the first full fill! **Forty-two years after conception.**

John went on to describe the route of the tunnel. The aqueduct crosses 38 valleys in siphon to get the water to run uphill where necessary, and now ends in a huge underground tank near the Reebok Stadium. **The original victorian valve gear was only finally replaced three years ago.**

In a tribute to the Victorian Engineers, we were all reminded that Storm Desmond last year eroded the ground above and below the pipeline and the Lune valley flooded to above the arches on the Lune bridge - and the water kept flowing down the pipeline. John was asked about the **West Cumbria Scheme** and advised that the right to **draw water from Ennerdale ceases in 2025** which will need to be replaced. In order to maintain the supply he said **plans were in place** to put in a new pipeline (fed under gravity) from Thirlmere to go over to a new treatment works at Cockermouth - there is now plenty of capacity in the system to serve the west Coast, as Manchester's heavy industry is using much less water than previously.

## Committee November 2016

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## A LETTER FROM HQ

### Big Pathwatch 2016

Since we last wrote about Pathwatch, we have been busy preparing for the launch over the week of **14-20 November** and we are planning a media launch stunt to bring attention to the [report](#), encourage people to download the **new Pathwatch app**, and get people signed up to our new campaign. The stunt will involve some of our path maintenance teams tackling path problems on Offa's Dyke,

### The campaign

We know that our rights of way are an asset – for transport, the economy and for our health and wellbeing. We need local authorities, at all levels, to see that value and we will be working with you to achieve this **change in behaviour and practice**. This will involve helping local authorities access different sources of funding, and showing how **working across different teams** within authorities can maximise the value of the network. We will be asking volunteers from across the organisation to give their advice and expertise to this **four year project** as part of a Pathwatch sounding board – helping us shape the campaign as it progresses. If you'd be interested in being involved, please contact [lizzie.flew@ramblers.org.uk](mailto:lizzie.flew@ramblers.org.uk). We also know we need to convince the wider walking public of the value of rights of way. Although there are millions of walkers in England and Wales, we believe that interest in maintaining rights of way is comparatively low. We want to change that and encourage more people to monitor and maintain them. With more public interest and support for rights of way, there will be greater political will to recognise their value and invest resources into their maintenance. The Pathwatch campaign will therefore seek support from those who don't currently support the network, as well as from those - like you - who do. There will be activity aimed at all walkers so that they can contribute to our aim of a well maintained path network across England and Wales by 2020. We will send you more information before the launch to outline the specific ways you can get involved in the campaign. It would be fantastic to have your support.

**Nicky Philpott**

## BARBED WIRE

One of the most discouraging and offensive aspects of some PRow's is the **often intrusive presence of barbed wire**. This is **found widely in Cumbria**, sometimes in LDNP and certainly in YDNP.

Barbed wire was "invented" in USA in 1867 and was instrumental in livestock control enabling ranching to develop. Its purpose is to manage animals and to be hostile to humans, particularly **enemies and criminals**.

Very many of our public rights of way are flanked or even obstructed with barbed wire. Flanking paths restricts the usable width - generally considered to be an absolute minimum of 1 metre. This is in spite of a specific provision in the Highways Act 1980 s164, which many Highway Authorities choose to ignore. It is also perhaps of note that the BS5709 specifies that there should be no barbed wire within 1 metre (of stile etc) I believe it is time for user organisations to make a bid to stop this **abuse by landowners**.

It is perhaps worth noting that when works such as road-building (e.g. upgrading of A1 to motorway) is underway, fencing is wooden and not barbed - a welcome sign that it is not a national policy to use offensive and unnecessary barbed wire.

While it is recognised that barbed wire may be used for livestock control, it should be placed on the animal side of a fence entirely free of barbs. The Highway Authority should ensure that **no new barbed wire is used** and to press for its removal from any path or highway where it is unnecessary and a threat of any kind.

**Excerpts from a letter dated 15th July 2016 from Ernie to the Editor of the Westmorland Gazette**

## ENGLISH COASTAL PATH

IAN tells me that the path is progressing, slowly, through Cumbria and a **consultation** on the section of the coast through Kendal Group territory is expected next year when we expect work to be completed to open the path from Silecroft to Whitehaven so making the route as far north as Allonby. The physical work for the sections from Allonby to Scotland and around Walney Island should start in 2017.

Hopefully the full path through Cumbria should be walkable before the 2020 completion date.

Any queries can come direct to [iob@btinternet.com](mailto:iob@btinternet.com). **Ian**

## FELLS CAR PARK GETS GO AHEAD

### Controversial Plan approved in spite of objections

A highly controversial plan to create a 58 bay pay and display public car park at Little Arrow Moor on the Walna Scar Road, Coniston, prompted 104 letters of objection from members of the public. There has also been opposition from many groups and organisations including Friends of the Lake District and Lake District Area Ramblers.

The application was submitted to the LDNPA on behalf of The Rydal Estate by **Richard Le Fleming** in a bid to regularise the area in which the public may park as there was currently unrestricted access by vehicles to the common for parking which resulted in vehicles spread over a wide area.

**LDNPA Area Planner Mair Lock** said "The control it would bring to parking on the common land would provide welcome protection to the area. **Morgan Robinson agent** acting on behalf of Rydal Estates added "This offers an opportunity to provide a transparent solution to solving the issues". Committee members agreed to delegate the decision to the Head of Development Management for approval. **Ed**

## Copy Date for March Newsletter

Please supply any articles, jokes, information etc. to [terrydee@talktalk.net](mailto:terrydee@talktalk.net) by the 7th March 2017 or telephone me on 01539 721998. Goodness are we at 2017 already?

## Quiz and Supper Evening at Abbot Hall Social Club

33 members and friends attended the quiz night and enjoyed a lovely supper and fun evening. Tickets and a raffle raised £166.50 for Kendal Mountain Rescue.

In the absence of the usual question mistress the quiz was bravely chaired by Peter Jones. Many thanks to him and his band of helpers. The clear winners were "The Uncalled Four". **Alison**

## ROADWORKS ON THE A592 BOWNESS ON WINDERMERE

United Utilities have notified their intention to carry out a project to help reduce phosphorus levels entering Windermere. To minimise disruption they're planning on phasing the work over a three year winter period. From Monday 14th November until Monday 19th December there will be a lane closure with traffic lights in place and a 10mph speed restriction.

After new Year there will be a rolling road closure in place from Tuesday 3rd January until Easter 2017 except during the February half-term break.

Further information can be found at [unitedutilities.com/Windermere](http://unitedutilities.com/Windermere)

## What does a Footpath Officer Do? No 3

The notes in previous newsletters have described the main activities of a Footpath Officer,

- a) the monitoring of DMMOs and
- b) the reporting of problems with rights of way and dealing with obstructions – all a process of protecting the Public Rights of Way which is one of the main aims of *Ramblers*.

**A third aspect of a FP Officer's role** is the general improvement of the network.

Many parts of the network tend to be neglected, largely because they are little used. Probably the most important aspect of usage is that the public is aware of the existence of the path (i.e. the need for statutory signposting) and the provision of waymarks along routes where the course of the path is not obvious.

Where such places are identified, waymarking may be requested (to be provided by the HA) or waymarks may be added by the FP Officer.

To do this safely it is essential that the person who places the waymarks is **absolutely certain** of the correct definitive line. This is why there is a dialogue between the FP Officer and the HA.

The familiarity with the legislation which relates to Public Rights of Way (**a legal minefield**) is important. Only with knowledge in this area can one be in a position to challenge the HA or advise members. **Fortunately Ramblers will, on request**, give advice on how to proceed.

With the knowledge of, support and in some cases training, the role of Footpath Officer can be very rewarding. **Ernie Robin**

## SPRINT BRIDGE REOPENED

On the C5056 linking Burneside to the A6 north of Kendal, Sprint Bridge suffered severe damage with the loss of stonework and twisting of the bridge arch during Storm Desmond in December 2015 and Cumbria County Council has invested about half a million pounds in Bridge repair works.

These include replacing damaged in-river foundations, stabilising a failed abutment and the replacement of the concrete slab over the bridge.

However, HGV's, buses and other large vehicles cannot use this route because a 3.5 tonnes weight restriction is still in place on Ford Bridge in Burneside which is not due to be repaired until summer 2017. **Ed**

## CANAL DREAMS

**Multi-million pound hopes** of restoring Lancaster Canal's cut-off Northern Reaches are **alive and well** says a leading campaigner.

**Robert Yates, chairman of the Lancaster Canal Trust** says that the long-awaited engineering project was still very much on the cards and would bring enormous economic benefits to the towns and villages along its 14-mile length.

**"That stretch of canal shouldn't ever have been closed** and to re-open it would open up the area for further tourism with great benefits to the local economy" says Morecambe and Lunesdale MP **David Morris**. "At a time when the staycation sector is booming, as is the canal tourist sector it makes sense to capitalise on that to create jobs".

Robert Yates advises that a whole series of studies have been done in other parts of the country on the economic, social and health benefits of canal restoration projects, and that "without exception **every pound spent brings back at least four or five times** in visitor spend".

Meanwhile at towpath level, enthusiastic volunteers are preparing to help do the donkey work by rolling up their sleeves on **projects** such as refurbishing the historic **Hincaster Tunnel** and restoring the First Furlong - a dry stretch of canal between Stainton and Sellet Hall bridges near Sedgwick village. To get involved visit [www.lctrust.co.uk](http://www.lctrust.co.uk) **Ed**

**Edited from article in W.Gazette 10.II.16**

## HIDDEN HERITAGE

An ambitious project masterminded by the **Friends of the Lake District and Yorkshire Dales National Park Authority** covering the Westmorland Dales, has won the approval of the Heritage Lottery Fund to the tune of **£3.5 million**.

**Over 200 square kilometres** from **Maulds Meaburn to Tebay** in the West, and **Ravenstonedale** in the South, is now in the Yorkshire Dales National Park following the extension to park boundaries in August, but **still lie within the county of Cumbria**.

The Dales contain an intact pattern of historic settlements and associated earthworks in the **Orton area**, ranging from prehistoric stone circles, cairns and burial mounds to mediaeval furrow and field systems.

The project has been designed to encourage community organisations, interest groups and the public sector **to work together to reveal hidden aspects** of the landscape that make the area special. **Ed**

## DRONE CRACKDOWN

There have been reports of **senseless damage** to the countryside by 4x4's and mountain bikes in numerous locations including **Walna Scar, Bethocar Common, Ickenthaite, Parkamoor and on common land near Torver**.

The police intend supporting a working group made up of representatives from: the local community, Cumbria Police, The Lake District National Park, Natural England, The National Trust, The Trail Riders Association and the Green Lane Association dedicated to preventing illegal off-road activity by **employing drones the first of which will go up over Walna Scar**.

**Emma Forrester** the PCSO working with the group said "Illegal off roading has been an on and off problem for years and **we don't expect it will ever completely end....** It is fine when it is a hobby for people who stick to the legal roads, but many of the people I speak to are not aware of where is legal and where is not **We need to educate people** which is why we have action and awareness events."

Information on rights of way around the Lakes can be found on the National Park's website, as well as on the websites of the Trail Riders Federation and Glass. **Ed**

## ADOPT A PATH

Following the Ramblers Big Pathwatch initiative, Ernie Robin, our Footpaths Officer Outside the Lake District National Park, has come up with a few simple suggestions which might enable us to play a major part in this coming year's activities.

- 1) **Report Path Problems** - you know what to do! Report either to Ernie or Dave Harrison (Footpaths Officer LDNP) or directly through the Ramblers pathwatch app.
- 2) **Develop path maintenance groups** - or devote one of our walks, say once a month, to cover a path which needs **maintaining**
- 3) **Individual Activity.** Adopt a path or paths close to where you live and visit it a few times a year taking with you secateurs, and a bag for rubbish. **With 300+ members, we should be able to cover quite a lot of our area!**

If you would like to join in the Big Pathwatch, in the first instance contact Ernie Robin.

Ed.

## Edited from Letters to the Editor W.Gazette GIANT PYLONS TO SPOIL VIEW

'The report 'Victory claimed in giant pylons battle' quotes Friends of the Lake District CE Douglas Chalmers as being delighted National Grid is now proposing to underground the section of the new power line from **Moorside** where it goes through the Lake District National Park and National Grid should be congratulated for listening to public opinion....

**It is good news but it is not good enough!** Perhaps NG is hoping to disarm the opposition to the ugly giant pylons by undergrounding them through the national park. But when the new underground power line crosses the southern boundary of the national park near **Silecroft** it will rise up to a **height of 50 metres on four to five pylons** per mile. If the NG can underground the new power line through one of the least popular and least visited by tourist areas of the national park, it can surely save the wonderful **Duddon Estuary Valley** from ugly pylons....'

Harry Barron

...You claim it is a victory that cables will be buried underground through the **Lake District National Park** but show no concern for the proposed pylons in the **Duddon Estuary** and **Furness Peninsular**, claiming the need to update infrastructure and keep the economy vibrant. **Burying the cable would be updating infrastructure** and providing employment and there would be no need to take the long route round the estuary if the cables were taken on a more direct route to Morecambe Bay. There are also health and safety concerns to be considered for the communities along the proposed route of the pylons. **National Grid should do the job properly** by using a 21st century approach and bury the cables instead.

Liz Bullen

## From an advertisement NATIONAL GRID NORTH WEST COAST CONNECTIONS

Public Consultation - until **Friday 6th January 2017**

The National Grid have placed an advertisement concerning the connection of **Moorside power station** to their existing electricity network, notifying that they intend building a connection of approximately **102 miles around the coast of west Cumbria** from **Moorside to Harker near Carlisle and to Middleton in Lancashire**. The Consultation includes 30 public events and they are inviting the public to go along to one of the events listed on the project website ([www.northwestcoastconnections.com](http://www.northwestcoastconnections.com)). This is likely to be the last consultation they hold on their proposals before they apply for consent, so, they tell us, **it's really important that we tell them what we think.**

**Comment;** Why *can't* this go across Morecambe Bay?

Ed.

## Dales Way Report for Kendal Ramblers November 2016

Storm Desmond on 5<sup>th</sup> December 2015 and two more storms in December, including Boxing Day, resulted in extensive damage to footpaths and bridges in South Cumbria, much of which has not yet been repaired. Burneside and Staveley were particularly badly affected.

### Burneside Flood Damage

Both the main road bridge at River Sprint and the nearby Sprint Mill Footbridge were declared unsafe after Storm Desmond and closed to all traffic.

The road bridge has been repaired.

Pedestrians are using the United Utilities pipe bridge as an unofficial diversion route 100m upstream of Sprint Mill.

### Bowston to Hagg Foot alternative Route (East of River Kent)

This route is currently closed as an alternative because the bridge at Hagg Foot was washed away in storm Desmond, and is now awaiting repair by the farmer who owns it.

### River Mint Bridge near Patton Bridge

The bridge over the River Mint near Patton Bridge at GR 562970 was declared dangerous after Storm Desmond and closed to the public pending repair. It is owned by the farmer and a **temporary diversion is in place** through Bracken Fold Farm, using an existing Right of Way which has been recently diverted away from his farmyard to reduce impact on him. Repairs are being **crowd-funded** through Friends of the Lake District.

### Green Head Farm

This work is still on the programme for repair by Cumbria County Council.

The farmer has agreed to **improve the high level lane** east of the farm buildings with a few loads of concrete after grading out the low points. CCC have offered £1,000 and DWA have agreed to put match funding of £1,000 towards improving the surface and drainage of this lane. This work will now be programmed for **spring 2017**. Temporary footpath diversions will be in place during this work.

### Brigflatts Lost Link

As part of Ernie's Lost Ways initiative, the Dales Way Association are also following up a claim for reinstatement of **a link between the Dales Way and the Quaker Meeting house at Brigflatts**, near Sedbergh, which was definitely open when the Dales Way was opened 25 years ago and has been **closed at some unknown date** by the landowner.

**Anyone who can remember this link being open** should please contact Donald initially to help him prepare our case.  
**Tel: 015394 or email [donaldholliday@tiscali.co.uk](mailto:donaldholliday@tiscali.co.uk)**

## BRITISH PILGRIMAGE - ST. BEGA'S WAY

A 58km/36 mile walk through **rural western Cumbria**. It leads from the Norman priory church of St. Mary and St. Bega at **St. Bees**, where the Irish saint sought refuge from Vikings in the 9th Century, to the pre-Norman St. Bega's Church by **Bassenthwaite Lake**. Find it on [www.st.begasway.co.uk](http://www.st.begasway.co.uk)

## THE SONG THRUSH

Hedgerow bushes and trees provide the habitat for this familiar and **melodious songbird** although its numbers have fallen dramatically in recent years. Its song consists of simple, repeated, **fluting notes and phrases** and it can mimic other birds.