

LEISURE and TOURISM

(1) Introduction

The second half of the 20th century saw the decline and disappearance of many of the large industries on which the economy of the Cumbria had been built.¹ Fortunately, leisure and tourism were rapidly growing activities, becoming one of the largest components of the county's employment and financial turnover, amounting by 2018 to £3.0 bn supporting 65,000 jobs.² Ease of travel to and around Cumbria improved after turnpikes were established,³ and even more so after the arrival of the railways.⁴ The latter made it possible for the less wealthy who still were benefiting from the increasing effects of the Industrial Revolution to take day and weekend trips to the Lake District. The Lake District National Park was designated in 1951. Later still the development of the motorways (M6, M74)⁵ and dual A-class roads (parts of A66, A590) made it more attractive to the growing proportion of the population who owned motor cars. Even so, in 2015, off the main routes, the country roads often remain narrow, twisty and potentially hazardous over much of the county. An assessment of the Tourism scene in the Lake District was made in 1965 by Lancaster University by Margaret Fulcher and J.Taylor.^{5A}

(2) Early tourists

Celia Fiennes began to travel in order '*to regain my health by variety and change of aire and exercise*'.⁶ On her 'Great Journey' in 1698 she travelled on horseback with only one or two servants, staying at inns or at private houses where she had family connections. The discovery of England by first-hand exploration was becoming fashionable, though Fiennes was exceptional as a woman traveller, and travel was becoming easier; an act of parliament of 1697 allowed magistrates to order the erection of guide stools in places where the traveller might go astray.⁷ Thomas Gray (1716-1771), the poet, historian and scholar, who is best known as the author of '*Elegy Written in a Country Church Yard*' (1751), was one of the first major literary figures to visit, and write about, the Lake District. Gray tried to make a tour of the region in 1767 but it had to be abandoned after his friend and travelling companion, Dr Thomas Wharton, became ill with asthma at Keswick. This brief encounter with the Lakeland landscape made a significant impression on Gray, who described the journey as 'charmed' and vowed to return 'at the first opportunity'. Such an opportunity did not arise until two years later, in the autumn of 1769, but Wharton was again taken ill and forced to return home. This time, Gray elected to continue alone and on 30th September he set out on a 14-day tour of Cumberland, Westmorland and Yorkshire keeping a detailed written account for the benefit of his absent friend. This account, known as Gray's '*Journal of his Tour in the Lake District*', was published posthumously in 1775 and became one of the eighteenth-century's most popular guides to the Lakes. Thomas Pennant toured Scotland in 1772 – his account, '*A tour in Scotland, and voyage to the Hebrides*', included the Lake District.^{7A}

Henry Hobbouse made a tour in 1774 and his account is now available from CWAAS^{7B} (He climbed Skiddaw on horseback (though sensibly walked down, leading his horse). Unlike later tourists, he also visited industrial sites of the west coast, including going down a mine) Thomas West⁸ followed writing in detail about the attractions of the Lake District. Partly through his book, '*A Guide to the Lakes*',⁹ the Romantic vision of the scenery and wilderness of the north of England took hold, ushering in a period of continued tourism in the Lakes. West was amongst the first writers to challenge the view of the wild and savage north, and his book was one of the first to stress the notion of the picturesque environment. It was particularly influential at a time when Grand Tours were popular, as West claimed the Lakes contained much of the scenery that could be enjoyed on the continent, likening it to the Alps or the Apennines. New, high quality, reasonably large-scale, maps became available and were both a cause and effect of tourism - the key ones were Kitchin's new map of 1764, Jefferys map of Westmorland 1770, and Donald's map of Cumberland 1774

In 1802, Samuel Taylor Coleridge (1772 - 1834) left Keswick, to embark on a circuitous walking tour of the Lake District. Over the next nine days, Coleridge walked through the rich, varied landscape of the central fells and the western fringes of what was then the county of Cumberland: His days were spent walking, thinking, notetaking and letter-writing; his nights were spent at a range of local inns and farms scattered across this rural terrain. The most celebrated episode of the walking tour: Coleridge's description of his descent of Broad Stand - not a feature recommended for the faint-hearted today. This is perhaps the earliest indication of 'tourists' walking on the high fells. (No doubt the locals, shepherds and farmers would have done so for aeons.)¹⁰

West's book was followed by similar works by William Gilpin,¹¹ Uvedale Price and William Wordsworth, who challenged Daniel Defoe's interpretation of the Lake District in 1724 as the 'wildest, the most barren and frightful' place he had ever seen.'¹² Wordsworth¹³ wrote what later became his most famous and best-selling prose, however - his '*Guide to the Lakes*' - appeared anonymously at first. During 1809-10 he composed the letterpress to accompany forty-eight engravings issued by a former acquaintance, Joseph Wilkinson, as '*Select Views in Cumberland, Westmoreland, and Lancashire*' (1810). In 1820 he reclaimed his own work, publishing it as an annexe to a volume of new poems, '*The River Duddon*', and in 1822 it achieved a separate identity at last as '*A Description of the Scenery of the Lakes in the North of England*.'¹⁴ With his influence and growing popularity as a Romantic Poet, as well as the opening up of access by the railways, this led to an increasing number of similar guide books, e.g. Ford (1840)¹⁵, Hudson (1842).¹⁶ One of Wordsworth's pet concerns was to prevent the new railway to Windermere expanding as far as Keswick. This route never materialised.

John Ruskin (1819-1900) was one of the greatest figures of the Victorian age, poet, artist, critic, social revolutionary and conservationist. He was appointed Slade Professor of Fine Art at Oxford University in 1869, and it was here that he met Hardwicke Rawnsley who was studying at Balliol College. This was to be the start of a lifelong friendship. In 1875, whilst working in London, Ruskin introduced Rawnsley to his friend Octavia Hill, a social reformer. Two of the founders in 1896 of the National Trust, whose origins can be traced back to Ruskin's influence. Ruskin took up the cause of conservation with much passion and vigor. He visited Keswick many times, and in 1871, when he was 52 he bought Brantwood, near Conistone. His influence was reflected in the memorial to him, paid for by subscriptions collected by Canon Rawnsley, erected in 1900 on Friars' Crag, Keswick.¹⁷

(3) TOURISM IN THE 20TH CENTURY ONWARDS

Cumbria Tourism

Cumbria Tourism is a membership organisation with over 2,600 members within the tourism industry, committed to developing, promoting and managing tourism in the county.¹⁸ Cumbria Tourism plays an important coordination role, advising public, third sector and private companies on the development of tourism in the county, as well as promoting the region in order to attract tourists from the United Kingdom and Overseas. It also helps to prioritise the way in which public funding is used to support the tourism industry in Cumbria. *Golakes*¹⁹ is the official website of the Cumbria Tourism organisation.

'*Visit Cumbria*'²⁰ with over 6,000 photographs and maps and over 1,400 original information pages is a valuable resource supporting tourism in Cumbria.

(4) MAJOR PROVIDERS OF TOURISM FACILITIES

(4.1) The National Trust (for Places of Historic Interest or Natural Beauty)^{21, 22}

The Trust is a major factor in the Cumbrian Tourism industry. It was founded on 12 January 1895 by Octavia Hill (1838–1912), Sir Robert Hunter (1844 -1913) and Canon Hardwicke Rawnsley, Vicar of Crosthwaite, Keswick. (1851–1920). Its formal purpose is:

"The preservation for the benefit of the Nation of lands and tenements (including buildings) of beauty or historic interest and, as regards lands, for the preservation of their natural aspect,

features and animal and plant life. Also the preservation of furniture, pictures and chattels of any description having national and historic or artistic interest.”

In the early days the Trust was concerned primarily with protecting open spaces and a variety of threatened buildings; its first property in Cumbria was in 1902, Brandelhow Park, Derwentwater, where the price of £6,500 (in 2017 equivalent to £508,000²³) was met by public subscription within five months – this was the pattern until 1916 after which gifts became the pre-dominant means of acquisition. By 2019, membership of the Trust nationally had reached 5.6 million.²⁴ The Trust nationally owns two hundred historic houses that are open to the public. The majority of them are country houses and most of the others are associated with famous individuals. In Cumbria there are Sizergh Castle, Wordsworth House (Cockermouth), Hill Top (Sawrey),²⁵ in this league and Townend at Troutbeck, a typical yeoman farmer’s house. These are open to the public, with Hill Top being the most frequently visited (102,000 in 2013/14). Many of the Trust’s other buildings, are let to tenants, with over 100 working farms. The Trust owns or has covenants over about a quarter of the Lake District. Major acquisitions of land came from the Leconfield, family. This began in 1921 with all the Leconfield land above 3000 ft on Scafell Pike (*as a memorial to those men of the Lake District who died in the 1914-18 war*), and was followed in 1957 when death duties brought land at Wasdale and Borrowdale to the Trust – a total of 8,149 acres.[3,298 ha]) Following the death of the first Lord Egremont, land was divided between the National Park and the Trust in lieu of death duties, with 30,500 acres [13,343 ha] of commons and 715 acres [289 ha] of Wastwater being transferred to the Trust in 1979. 26, 27

(4.2) Historic England/ English Heritage

English Heritage (officially the **English Heritage Trust**) is a charity that manages over 400 historic monuments, buildings and places.²⁸ These include prehistoric sites, medieval castles, Roman forts and country houses. The charity states that it uses these properties to ‘bring the story of England to life for over 10 million people each year’.

When originally formed in 1983, English Heritage was the operating name of an executive non-departmental public body of the British Government, officially titled the Historic Buildings and Monuments Commission for England, that ran the national system of heritage protection and managed a range of historic properties. It was created to combine the roles of existing bodies that had emerged from a long period of state involvement in heritage protection. In 1999 the organisation merged with the Royal Commission on the Historical Monuments of England and the National Monuments Record, bringing together resources for the identification and survey of England’s historic environment.

On 1 April 2015, English Heritage was divided into two parts: Historic England, which inherited the statutory and protection functions of the old organisation, and the new English Heritage Trust, a charity that would operate the historic properties, and which took on the English Heritage operating name and logo.²⁹ The British government gave the new charity an £80 million grant to help establish it as an independent trust, although the historic properties remained in the ownership of the state. The National Heritage List for England is the only official and up to date database of all nationally designated heritage assets including: Listed Buildings, Scheduled Monuments, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields, World Heritage Sites, Applications for Certificates of Immunity (COIs), Current Building Preservation Notices (BPNs). In Cumbria, the key attractions for tourists include –five castles³⁰, three monastic ruins³¹, four Roman sites³², as well as Castlerigg Stone Circle at Keswick and Stott Park Bobbin Mill. There are in Cumbria, 14,650 items listed in the Historic Environment Record – of these 1760 are listed buildings and structures.

(4.3) Lake District National Park

As set out in the Environment Act 1995, the National Park Authority’s statutory purposes are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

It also has a duty in pursuing those purposes:

- To seek to foster the economic and social well being of local communities within the National Park by working closely with the agencies and local authorities responsible for these matters, but without incurring significant expenditure.

Formally designated as a national park in 1951, it is the largest of the thirteen national parks in England and Wales.³³ In 2016 the Park was extended essentially to the Lune valley³⁴ now a size of 2362 km² and at the same time the Yorkshire Dales National Park was extended to include the Howgills.³⁵ The two parks are now contiguous. It is also the most visited national park in the United Kingdom, with the resident population of some 41,000 being swelled by 19.17 million annual visitors. There are more than 40 million annual day visits, and a visitor spend of £1,417 million per year.³⁶ In 2017, it was also designated a World Heritage Site making it the UK's 31st such site.³⁷

(4.4) Forestry Commission

The Commission is the government department responsible for protecting, expanding and promoting the sustainable management of woodlands and increasing their value to society and the environment. As Britain's largest land manager it is the custodian of 250,000 hectares of land including some of our best loved and most spectacular landscapes. Two-thirds of the estate lies within National Parks, Areas of Outstanding Natural Beauty or Sites of Special Scientific Interest. In Cumbria, Whinlatter and Grizedale Forests have been developed as tourist attractions with many miles of gravel roads, surfaced paths and tracks to explore. Whinlatter³⁸ is home to the longest purpose-built mountain bike trails in the Lake District. The Altura Trail puts altitude into Mountain Biking by offering stunning views and a great single-track trail which rises to 500m (1600ft) above Keswick and the northern lakes. The WildPlay trail is a unique play trail for children, with nine different play zones to explore through the trees. Go Ape is a high-level traverse on ropes and zipwires for the adventurous. Siskins Café offers a wide range of freshly prepared home cooked food. Grizedale Forest³⁹ is famous for its outdoor sculptures. Since 1977 leading international artists have created sculpture in response to Grizedale Forest's unique environment, establishing the first collection of site-specific art in the UK. Now around 40 sited artworks are located across the forest, linked by a similar network of walking and cycling trails. Like Whinlatter, there is a Go Ape attraction and café facilities.

(4.5) RSPB (Royal Society for the Protection of Birds)

A charitable organisation registered in England and Wales and in Scotland. It was founded as the Plumage League in 1889. It works to promote conservation and protection of birds and the wider environment through public awareness campaigns, petitions and through the operation of nature reserves throughout the United Kingdom. Today, the largest wildlife conservation charity in Europe, the RSPB works with both the civil service and the Government to advise Government policies on conservation and environmentalism. It is one of several organisations that determine the official conservation status list for all birds found in the UK.

In Cumbria it has reserves at Geltsdale, Campfield Marsh (Bowness-on-Solway), St Bees, Hodbarrow (Millom) and Haweswater. This latter reserve had been the home of England's only eagle since the 1950's. There was a first nest in Riggindale in 1969. The last resident had been present since 2001, but since 2004 had been looking for a new partner and now appears to have died.[2016]⁴⁰

Since 2001, RSPB has maintained the reintroduction of breeding ospreys, at Bassenthwaite and elsewhere (linked to the Forestry Commission Visitor Centre at Whinlatter.) In 2001 a pair of

ospreys which nested beside Bassenthwaite Lake became the first wild osprey to breed in the Lake District for over 150 years.⁴¹

(4.6) Youth Hostels Association [YHA]

The whole concept of youth hostels was started in Germany in 1909 but it took 20 years for the ideas to reach fruition in the United Kingdom. In 1929/30 several groups almost simultaneously formed to investigate establishing youth hostels in the UK. On 10 April 1930 representatives of these bodies met and agreed to form the British Youth Hostels Association. Shortly afterwards it became the Youth Hostels Association (England & Wales)⁴² with separate associations for Scotland (Scottish Youth Hostels Association) and Northern Ireland (Hostelling International Northern Ireland). In Cumbria there have been 82 hostels in total, of which 57 have closed for reasons such as leases expiring, with five hostels replaced by another nearby - four more recently have become independent hostels, not under YHA banner. This left 18 currently open (24 Jun 2019) together with 3 'bunkhouses'.⁴³

(5) LOCAL PRIVATE VENTURES

(5.1) Country Houses and Estates

Many owners of country houses have developed their properties to become visitor attractions. Amongst them are Levens Hall, Holker Hall, Muncaster Castle, Hutton-in-the Forest, Dalemain (Pooley Bridge), Mirehouse (Bassenthwaite), and Rydal Mount (the home of William Wordsworth).

(5.2) Nature Collections

Wild Owl Trust,⁴⁴ Muncaster Castle but this is now closed; there are other centres around the country.

*South Lakes Wild Animal Park*⁴⁵ (Dalton-in-Furness) is a private zoo created, designed, owned and developed by David Gill. At the time of the construction in 1993/4, he was an animal nutritionist with no connections to zoos, but a desire to see education and conservation brought into the public awareness by the reality of a close, wild experience, an experience for all to react to assist worldwide conservation issues. Now changed hands.

Lake District Wildlife Park,⁴⁶ (Bassenthwaite) opened in 1995; it is the only wildlife park in north Cumbria. From its early days as a farm park 'Trotters World of Animals' has now been rebranded with the emphasis on conservation, education and engaging with visitors.

The Lake District Coast Aquarium, (Maryport)⁴⁷ opened in May 1997 and since then has won several tourism awards. It houses over 55 themed tanks containing a variety of the marine life found around the Cumbrian coastline, from fish to crustaceans, as well as a purpose built tropical marine community reef tank.

Lakes Aquarium, (Lakeside, Newby Bridge)⁴⁸ opened in 1997 as *The Aquarium of the Lakes* when the displays followed the theme of a Lake District stream, flowing down into the lake and then on to Morecambe Bay. During 2008 it was re-branded as the *Lakes Aquarium*, with a theme of the lakes of the world includes the marine life of the lakes.

(5.3) Preserved Railways

South Tynedale (part of the Alston-Haltwhistle railway 1852-1976). The South Tynedale Railway Preservation Society became a registered charity in 1983, but had its roots in a group

formed in 1973 with the intention of purchasing and preserving the entire standard gauge railway. When funds could not be raised in time a decision was made to build a narrow gauge line along the old track bed using redundant mining equipment, with the aim of once again linking Alston with Haltwhistle by rail. It re-opened as narrow-gauge (2 ft) in 1983; It is the North of England's highest narrow-gauge railway winding northwards from its home at Alston in Cumbria for 5 miles into Northumberland. The opening of the line to Slaggyford in June 2018 represented completion of the final strand of a major development project which included a £4.3 million award from the Heritage Lottery Fund (HLF).⁴⁹

Lakeside and Haverthwaite (7.9 miles, original 1869-1965; re-opened 1973)⁵⁰ The main revenue earner for the line was freight, this being coal for the Windermere steamers, iron ore for the Backbarrow Iron Works, and sulphur and saltpetre for the Black Beck and Low Wood gunpowder works. The traffic in the opposite direction was mainly pig iron, gunpowder, pit props, ultramarine 'blue' powder, wooden bobbins (from the Finsthwaite area) and livestock. In September 1946, Haverthwaite and Greenodd stations were closed to passengers, the final blow falling on the 5th September 1965 when the whole line was closed to passenger traffic, remaining open for freight only as far as Haverthwaite and Backbarrow Iron works. The Iron Works closed and the twice weekly service terminated on the 2nd April 1967. The last British Railways train to visit Lakeside was on the 2nd September 1967.

Early in 1966, when showing a film of the branch made before closure to friends in Carnforth, Mr Austin Maher and his brother Charles were introduced to Dr. Peter Beet and Mr John Parkin, who had previously expressed an interest in forming a company to save the branch and to eventually re-open it using steam traction. The Lakeside Railway Estates Company was formed with Dr. Beet as Chairman and Mr. Parkin as a director. Later Mr Austin Maher and others joined the company.

The purchasing of locomotives for possible future use on the branch started in 1967, and they were stored at the Carnforth Motive Power Depot of British Railways. Also in 1967, a supporters group, the "Lakeside Railway Society" was formed from the Lancashire Railway Circle to help the new venture.

British Railways policies and those of the Lake District Planning Board, and later the demands of the trunk road authorities ultimately caused the fight to save the branch to be abandoned, deciding instead to concentrate on the creation of a museum at Carnforth Motive Depot, which at that time was due for closure by British Railways. A breakthrough occurred in mid 1969, when, influenced by a massively supported petition organised by the Lakeside Railway Society, the Planning Board withdrew its main oppositions to the revival scheme. But connection to the main line and access to Ulverston was not now possible. All was not lost, for two directors of the Lakeside Railway Estates Company, namely Mr. Jim Morris and Mr. Austin Maher together with the Company Secretary, Mr. David Piercy, formed a new company on the 26th March 1970, thus the Lakeside and Haverthwaite Railway Company Ltd. was born from the ashes of the previous company to continue the effort to save the upper 3½ miles of the branch.

The Lakeside Railway Society was granted access to the line for tidying up purposes, and in October 1970, coaches (purchased from British Railways at York) were delivered to the line together with the available locomotives which had been stored at Carnforth. This movement was precipitated by the impending lifting of the remainder of the line, which actually took place in June 1971. The transfer of a Light Railway Order was granted in early 1973.

The Lakeside and Haverthwaite Railway was then purchased by Mr. Austin Maher who had also been responsible for funding all the administration expenses of the previous years. Major P. M. Olver of the Railway Inspectorate then examined every aspect of the line and its proposed operating methods, giving his clearance for the reopening to passenger traffic. The re-opening on the 2nd May 1973, was a proud day for the Society members who had worked so hard to repair and restore the railway to the necessary operating standards and for the Company's directors, its shareholders and friends it was a dream realised.

Ravenglass and Eskdale is one of the oldest and longest narrow gauge (3 ft) railways in England.⁵¹ In 1873 the R&ER was promoted by the Whitehaven Iron Mines Co. to carry iron ore from its mines in Eskdale. Haematite iron ore was especially valuable then for steelmaking at Barrow. A 3ft gauge track was laid seven miles to the Furness Railway at Ravenglass. It opened for goods in 1875 with a single loco. Buying another loco, hiring coaches and building stations to start a passenger service the next year, made the company bankrupt. Managed by a Receiver, it ran on after the mines were closed. Alas the track and locos were neglected and passenger service stopped in 1908. Despite the formation of a new company, even goods trains had stopped by 1913.

The line would have been scrapped but for the whim of model-maker W.J. Bassett-Lowke and his railway enthusiast friends. They promoted the model railway hobby by selling models of all sizes – to run round a kitchen table or a pleasure park. They re-gauged the R&ER track to 15 inches for a scale model 4-4-2, Sans Pareil.

In August 1915 trains ran again on what was the World's Smallest Public Railway. As the whole track was converted, a daily train service operated. Rolling stock including the 0-8-0 *Muriel* (later *River Irt*), came from the pioneer 15 inch gauge line of Sir Arthur Heywood. The line flourished with the growth of granite traffic promoted by Sir Aubrey Brocklebank, the shipping magnate. A new loco called *River Esk* was built, steam and internal combustion locos rebuilt in the line's workshops, and a standard gauge was laid as far as the stone crushing plant at Murthwaite. After the second world war it was acquired by the Keswick Granite Company who closed the quarries. When passenger services continued to lose money, they decided to auction the railway in 1960. Railway enthusiasts, drawn together by the Parish Council, saved the line again. Colin Gilbert, Douglas Robinson and Sir Wavell Wakefield formed a new Railway Company to operate the trains, with a Preservation Society for the line's supporters. Because there were only two steam locos, the new R&ER Preservation Society responded by raising funds for a new steam loco *River Mite*. From 1967 it has worked a substantial proportion of steam hauled services on the line. After Colin Gilbert, the late Lord Wakefield of Kendal became Chairman of the Railway, the Society sealed a working agreement supporting the company, which endures because his family wished the Railway to continue to operate as it did before his death.

With improved revenues the railway has been progressively restored and the track has been completely relaid with new rails on hardwood sleepers. New buildings were constructed at Ravenglass, including awnings rescued from the local British Rail stations. The railway workshops constructed Northern Rock for the centenary year of 1976 and since then they have built new diesel locos and rebuilt steam locos for the R&ER. They have also worked on contracts including locos for Blackpool Pleasure Beach and the steam locos Northern Rock II and Cumbria for a Japanese leisure park. Operation of the Railway was improved from 1977 by the pioneer use of radio based signalling, a system subsequently adopted by British Rail for some of its minor lines. The season of daily steam trains now extends from March to November and up to four steam locos can be in use on the line at peak times.

Eden Valley Railway (Warcop 2.2 miles in 2014, extension planned)⁵² The Eden Valley Railway Trust is working towards restoration of the railway line between Warcop and Appleby-in-Westmorland. Based at Warcop Station, the current running line is approximately 2.2 miles in length, terminating at Southfields. There is no public access or station at Southfields, all facilities being at Warcop.

Stainmore Railway⁵³ In 1997, the station site at Kirkby Stephen East (KSE) was derelict after closure of the line to passengers in 1962 and freight in 1974. The site was purchased by Stainmore Properties Ltd after it had been used as a bobbin factory and Stainmore Railway Company volunteers have worked over the years to develop a Heritage Centre and an operational railway which welcomes visitors at weekends. Kirkby Stephen East (KSE) formed a key junction with the routes westwards to Appleby/Penrith and to Tebay and eastwards via Stainmore Summit and Barnard Castle to Darlington. KSE consisted of essentially an island platform having Waiting

Rooms, Booking Hall and Office etc with separate Darlington and Penrith / Tebay platforms both with separate overall roofs (166 ft long). The site also boasted an engine shed with turntable and extensive sidings. At one time, a carriage shed also existed alongside the station. This was subsequently removed in the 1930's and, in the 1950's, the roof over the Penrith / Tebay platform was also dismantled.

(5.4) Lake cruises

The major lakes have long provided cruises (originally in 'steamers') and these also act as pedestrian ferries for crossing a lake. These are -

Windermere Derwentwater Ullswater Coniston

Note: the only specific ferries in Cumbria are

(1) across Windermere from Ferry Nab, Bowness to Ferry House, Far Sawrey, carrying up to 18 cars and over 100 passengers.

(2) Piel island from Roa Island pier during summer weekends.

(6) COUNTY FACILITIES also attracting tourists

(6.1) Major Theatres

There are several substantial theatres with mainly professional productions ; whilst supported by the local population, visitors to the County contribute to their viability. These include - Rosehill (Whitehaven, 1959) ⁵⁴, Brewery Arts Centre (Kendal, 1972) ⁵⁵, Sands Centre (Carlisle, 1984) ⁵⁶ and Theatre by the Lake, (Keswick, 1999) ⁵⁷. Other venues provide stage productions, more usually as amateur versions.

(6.2) Major Museums

There are long-established museums in most of the towns of Cumbria (*a godsend for visitors on a wet day, for which Cumbria , or at least the Lake District, is notorious*)-

Kendal Museum, (1796) has claim to be the oldest, followed by Penrith & Eden Museum (1883) and Carlisle (Tullie House,1893)⁵⁸. More unusual museums include Laurel & Hardy Museum, Ulverston (1983) ⁵⁹; Senhouse Roman Museum, Maryport (1990) ⁶⁰, Pencil Museum, Keswick (2001) ⁶¹, and Steam Boat Museum, Windermere (1977, but with development reopened in 2019).⁶²

(7) OUTDOOR ACTIVITIES

7.1 Rambling and Fell Walking

Walking in the wild and beautiful parts of Britain became increasingly popular in the early decades of the Twentieth Century. Then as Britain recovered from the tribulations and aftermath of World War Two, ⁶³ people began to enjoy more affluence and more time in which to spend it. There was a growing desire to keep areas of Britain "special" and to protect them from post-war development - this led to the establishment of National Parks ⁶⁴ , Areas of Outstanding National Beauty (AONBs) ⁶⁵ and Long Distance Routes (now called National Trails in England and Wales).⁶⁶ In 2000, Countryside & Rights of Way Act 2000 was enacted. This established freedom to roam, or everyman's right as the general public's right to access certain public or privately owned land for recreation and exercise.

OPEN ACCESS LAND IN CUMBRIA: a map showing this land is available at the following link – <http://www.cumbria.gov.uk/elibrary/Content/Internet/544/932/40534125635.pdf>

Access is permitted across any open land, in addition to existing paths and tracks. Public rights of way frequently exist on the foreshore of beaches. In the UK, the foreshore is generally deemed to be owned by the Crown (there are notable exceptions) In the rest of Britain ownership of land extends only to the High water mark, and The Crown is deemed to owe what lies below it, Where

the foreshore is owned by the Crown the public has access below the line marking high tide. In total, 31.6% of the area of Cumbria is designated open access land⁶⁷

National Trails are designated by Natural England as long distance walking, cycling and horse riding routes through the best landscapes in England.⁶⁸ The Trails are managed to the highest standards – standards set by the Countryside Agency in Quality Standards for National Trails in England.⁶⁹ The standards have been set with the aim of maintaining the National Trails to a standard that is consistent and sympathetic to the landscape through which the Trails pass, which meets the needs of users and which is appropriate to their use. The Trails are surveyed regularly to record their condition and plan improvement works.

There are 16 National Trails in 2019.⁷⁰ In total, England and Wales have around 4,000 km (2,500 miles) of National Trail.

Pennine Way: this was the first national trail opened in 1965. (

Tom Criddle Stephenson (1893–1987) a British journalist and a leading champion of walkers' rights in the countryside, is credited with having inspired the creation of the Pennine Way, the first of Britain's long-distance footpaths, through an article he wrote for the Daily Herald in 1935,⁷¹ and his subsequent lobbying work with MPs as Ramblers' Association Secretary. He wrote the first official guidebook for the Way, published shortly after it was at last officially opened on 24 April 1965, when Stephenson was 72.⁷² The trail runs 267 miles (429 km) from Edale, in the northern Derbyshire Peak District, north through the Yorkshire Dales and the Northumberland National Park and ends at Kirk Yetholm, just inside the Scottish border.⁷³ (*Note: changes in the official route liable to be made from time to time as rights-of-way are modified.*)

The eastern slopes of the Pennines in Cumbria are poor ground, marginal for agriculture and at the higher levels, experience arctic climate conditions in winter. Limestones occur frequently, and hence this area (Alston Moor) has rich lead-bearing veins, which spill over onto the western escarpment, which was formed by the Pennine Fault.⁷⁴ Lead mining probably dates back to Roman times⁷⁵ Because of the silver content that is found with lead, the Crown was involved in mediaeval times, with many references in the official documents from 1130 onwards to the mines of Alston.⁷⁶ The peak production occurred in 1849-50,⁷⁷ since when the area has suffered considerable decline in population.

The Cumbria section of the Pennine Way runs from Cauldron Snout on the River Tees crossing the fells to Dufton, then climbing back again to the ridgeline before descending to the valley of the South Tyne, leaving Cumbria at Gilderdale Bridge. The extent of the Pennine Way in Cumbria is limited to 47.6 km, 29.3 miles. (*Wainwright quotes 32½ miles.*)

Parishes through which the Pennine Way passes with features of interest in them – *click on name to access the Digest page with full access to the history of the parish.*

Dufton (Cauldron Snout, High Cup Nick) LongMarton

Milburn (Great Dun Fell, Little Dun Fell, Tees Head) Culgaith (Cross Fell)

Alston Moor (Garrigill, Alston Town)

More detail is available on this link [Appendix 1]

Coast to Coast

Following the substantial success of his 7-volume Guide to the Lakeland Fells, completed in 1966⁷⁸, Alfred Wainwright (AW)⁷⁹ developed a long-distance walk from St Bees in Cumbria to Robin Hood's Bay in North Yorkshire. He announced this in a guidebook in 1973⁸⁰ His aims were (1) to avoid towns, (2) to link three National Parks, (3) to keep to high ground where possible, (4) to use only rights of way and areas of open access.⁸¹ The walk has not been recognised as a

National Trail; but is claimed to be among the best walks in the world⁸² Its distance was given by AW to be 190 miles, but every publication since gives a different figure. Perhaps the most reliable is that produced by the Walking Club,⁸³ using detailed GPS reckoning giving a total of 293 km (182 miles). The extent of this in Cumbria is about 142 km (88 miles).

More details about the Coast-to-Coast way are available on this link [Appendix 2]

Hadrian's Wall Path

This was designated a National Trail in 2003⁸⁴ and ran some 118 km (73 miles⁸⁵) from Bowness-on-Solway to Wallsend on Tyneside. The Cumbria section of this was 50 km (30.7 miles). The wall itself had also been designated a UNESCO World Heritage site in 1987⁸⁶; in 2005 it was also included as part of the transnational "Frontiers of the Roman Empire" World Heritage Site which also incorporated sites in Germany.⁸⁷

The wall was built at the direction of the Emperor Hadrian, starting in AD 122, taking about six years to complete.⁸⁸ The eastern portion was constructed of stone; the western portion from the R. Irthing started as a turf wall⁸⁹, with most of it rebuilt some time during Hadrian's reign (before AD 138) in softer red sandstone to basically the same dimensions as the limestone section to the east; this has subsequently been eroded and robbed out⁹⁰. This section of the wall was built to a narrower specification than the east section through Northumberland. Once its construction was finished, it is thought to have been covered in plaster and then white-washed, its shining surface able to reflect the sunlight and be visible for miles around.⁹¹ Most of the forts are in Northumberland and so fall outside the scope of this article. West of the fort at Birdoswald (NY 615663), observable remains are few and far between.

The general design of the wall was of milecastles, roughly every Roman mile apart and with two turrets between these. Major forts at 7-8 Roman mile intervals, were added later⁹². There was a ditch on the north side of the wall, and to the south, the vallum, an earthwork marking a boundary strip – demarcation rather than defensive. These features may still be visible when the stone work has vanished. The official documentation about the wall starts at the east end, with numbering of the various elements beginning there.

Walkers may however prefer to start at the west with the prevailing wind and its often accompanying rain behind them – this is how this article is presented. It also has the advantage over the reverse direction where the arrival in Cumbria quickly becomes an anti-climax.

The Hadrian's Wall path followed the general line of the wall but deviated from it as necessary to remain on rights-of-way (public footpaths, bridleways, roads). It may also deviate from the route shown in guide books or on maps.

The first important survey of the wall was by William Camden in 1599, printed in the 5th edition of his *Britannia* in 1600.

For specific detail, J. Collingwood Bruce wrote a Handbook in 1863, based on his work, *Roman Wall*, (1851). Specific facts given below are based on the 13th edition, still current⁹³. In general he gave copious citations of articles, mainly in the Transactions of the Cumberland and Westmoreland Archaeological and Antiquarian Society, but without specific points of reference. Where these have been used in this article, the reference CBr and page number are quoted. As this article is directed at the Trail rather than the wall, these references have not been checked.

A useful work describing the wall's features and how to access them is by G. de la Bédoyère.⁹⁴ This does not attempt to be a full Trail guide of which there many competing authors since the designation of the Trail.

Equally useful as a background guide to the countryside through which the Wall is passing is M.McCarthy⁹⁵.

More details about the Hadrian's Wall path are available on this link [Appendix 3]

Note: that unless specifically stated otherwise, there are no visible Roman remains at the places mentioned below.

The trail passes through these parishes –

Use the interactive map to access the Digest page with full access to the history of the parish

Bowness-on- Carlisle Burtholme	Burgh by Sands Stanwix Waterhead	Beaumont Crosby-on-Eden Upper Denton	Kirkandrews (on Irthington	Grinsdale Walton
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Photographs of the visible remains can be seen at this link: [Appendix 4] All photographs were taken from the Geograph website under the Creative Commons Licence system. ⁹⁶

Cumbria Coastal Way

This is the section of the England Coast Path, a National Trail all around England's coast. ⁹⁷ It was opened in sections and when complete in 2020, it will be one of the longest coastal walking routes in the world.

The section from Allonby to Whitehaven was completed in 2014.⁹⁸ (*The effect of this is to ensure that the route has safe access for walkers and cyclists, with gates installed, new path surfaces being laid where needed, etc.*)

History: The route was first negotiated by the County Council Officer responsible, John Hudholme in the 1980's. An official route was opened by Sir John Johnson as the Chairman of the Countryside Agency in **198x?** The Marine and Coastal Access Act of 2009 led to Natural England submitting a coastal access report for the Allonby to Whitehaven section. The route of the ECP along this stretch of coast and the adjoining land that is coastal margin, were approved by the Secretary of State on 18 July 2013. Coastal access rights came into force along this stretch of coast on 11 April 2014 by Order of the Secretary of State.

There are now many guide books available, one of the first being by Ian and Kryisia Brodie (now updated).⁹⁹ The whole route runs from ¹⁰⁰ Silverdale, which overlooks the treacherous sands of Morecambe Bay, and passes around the southern Cumbrian peninsulas, through the beautiful Lake District National Park and along the coast to the Solway Firth, famed for its superb sunsets and the historic city of Carlisle before ending at the famous border town of Gretna.

Places of interest are Arnside, the Edwardian resort town of Grange over Sands, the vast tidal wastes of Morecambe Bay, Ulverston, *birthplace of Arthur Stanley Jefferson better known as comic genius Stan Laurel*, Barrow-in-Furness, Askham, Broughton, Millom, Ravenglass, *home to the Ravenglass and Eskdale Railway, and an interesting Roman Bath House, which presents the highest surviving Roman remains in the north of England.* The route then passes Sellafield nuclear complex, the spectacular fissured red sandstone cliffs at St. Bees Head, a height of 300 feet. St. Bees Head is the only heritage coast between Anglesey and the Scottish border.

The nearby Georgian port of Whitehaven, Workington, Maryport, *with substantial Roman remains and the Senhouse Museum*, the pleasant seaside village of Allonby, the Victorian resort town of Silloth on the Solway Firth, the border city of Carlisle, Cumbria's only city, with its castle, superb cathedral and the Tullie House Museum.

More details about the Cumbria Coastal Way are available on this link [Appendix 5]

There are other long-distance footpaths in Cumbria.

7.2 Rock Climbing

It is likely that our ancestors were no strangers to the higher mountains, but of necessity for managing flocks or herds of animals, contact between communities or escape from pursuers.¹⁰¹ It is likely that some of these may well have undertaken what is now termed 'rock climbing'.

The first record of such for leisure appears to have been in 1786 by a Chamonix doctor, Michael-Gabriel Paccard, and his porter, Jacques Balmat who climbed Mont Blanc 4,810 m (15,781 ft). This is the highest mountain in the Alps.¹⁰² Climbing in this way led in due course to be an essential component of Victorian Mountaineering in the Alps.

In the Lake District a record of interest is that of Samuel Coleridge Taylor in 1802¹⁰³ On an extensive walking tour round the Lakes including many fell ascents, he had climbed Scafell by a walker's route. He then descended by Broad Stand which seemingly put the fear of God into him. He was lucky to survive without injury or worse. On his own admission, climbing back up would have been impossible and today this is not recommended as a walkers's route. However as he did not ascend, so this cannot be counted as an early climb.

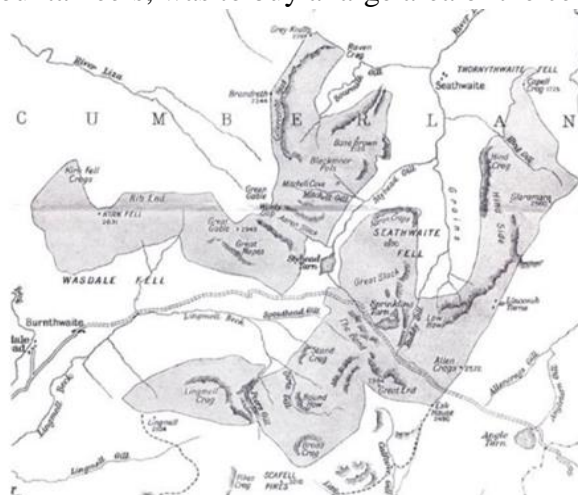


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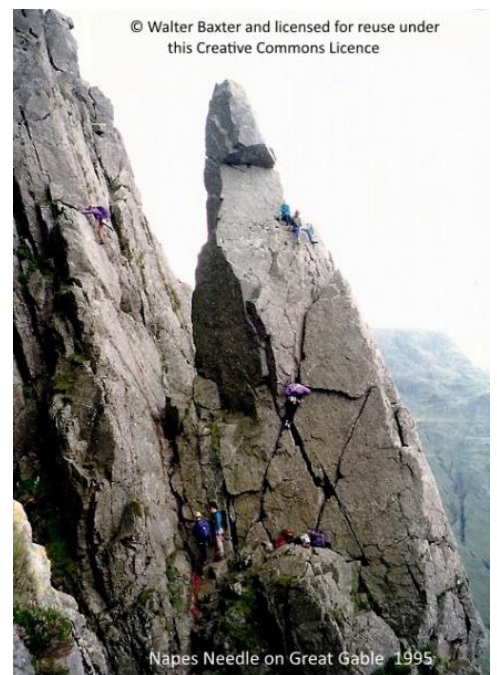
The sport of rock climbing took off in 1886 with a well publicised solo climb of Napes Needle on Great Gable by W.P Haskett Smith, regarded as the Father of Rock Climbing in the British Isles.¹⁰⁴ After increasing concern about fatalities (four roped climbers fell to their deaths from Scafell Pinnacle in 1903)¹⁰⁵, the Fell and Rock Climbing Club of the Lake District , first proposed by John W Robinson in 1887¹⁰⁶, was formed at Coniston¹⁰⁶ in 1906. Its president was Ashley Abrahams , who with his brother George, produced many now famous photographs of climbs.¹⁰⁷

One of their many first ascents in the Lakes was the 74 m "Keswick Brother's Climb" on Scafell crag on 12 July 1897, now considered "Very Difficult" in the British grading system. The Abrahams' photographic shop in Keswick, built in 1887, was taken over in due course by local mountaineer George Fisher; the modern shop still contains many memorabilia, including photographs, from the Abrahams' era.

A significant act of the club, promoting the interest of mountaineers, was to buy a large area of the central Lake



District fells above the 1,500 ft contour [457 m] and present it to the National Trust. This was to ensure that it was freely available to all people for all time and was 30 years ahead of the formation of the Lake District National Park.



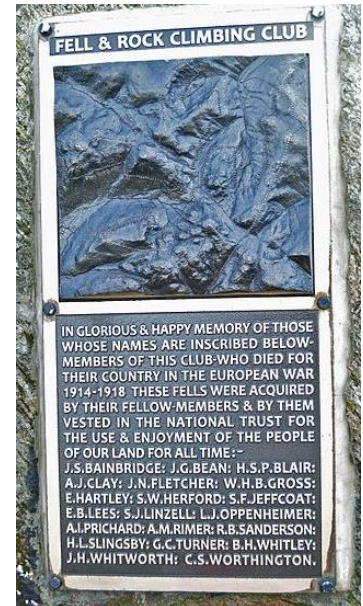
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This gift was made as a memorial to the club members who were killed in the First World War [1914-18] and is commemorated by a plaque on the summit of Great Gable and by the Act of Remembrance held there by FRCC every November 69¹⁰⁸

UNVEILING THE WAR MEMORIAL TABLET Great Gable,
June 8th, 1924 W. T. PALMER

*“On Whit Sunday the Club completed its task of a permanent and magnificent memorial to members who fell in the Great War. In October, 1923, the title-deeds of 3,000 acres of high mountain had been handed over to the National Trust. The rocks, buttresses, and recesses of Lingmell, Great End, Allan Craggs, Green Gable, Great Gable, Kirkfell and other peaks east and west of Sty Head Pass had been secured, as Dr. Wakefield (the new President) declared, to us and our children for ever.”*¹⁰⁹

The FRCC published its first climbing guide to Doe Crag in 1922, and has continued producing the guides to the Lakeland and outlying crags. Many of Britain’s prominent mountaineers learned and honed their skills on the crags of the Lake District.



In the 1960s mountaineering underwent several transformations. As in the golden age of the Alps, once peaks were climbed, the emphasis moved to a search for more and more difficult routes up the mountain face to the summit. Moreover, vertical or other so-called impossible rock faces were being scaled through the use of newly developed artificial aids and advanced climbing techniques. So many variations of a basic climb came into existence.

To encourage climbing as a sport and to provide initial training facilities, climbing walls have appeared and most of the towns in Cumbria have such a facility. Throughout the Lake District climbing parties or solo climbers can be found in action almost anywhere, though by its very nature, it is unlikely that any indication of the scale of its activity can be measured.

7.3 Cycling (long-distance routes; off-roading (mountain biking) etc

Bicycles were introduced in the 19th century in Europe. The earlier basic models had to both pedal and steer via the front wheel - this was a problem until J. K. Starley (nephew of James Starley), J. H. Lawson, and Shergold solved it by introducing the chain drive (originated by the unsuccessful "bicyclette" of Englishman Henry Lawson),¹¹⁰ connecting the frame-mounted cranks to the rear wheel. These models were known as safety bicycles, dwarf safeties, or upright bicycles for their lower seat height and better weight distribution, although without pneumatic tires the ride of the smaller-wheeled bicycle would be much rougher than that of the larger-wheeled variety. Starley's 1885 Rover, manufactured in Coventry¹¹¹ is usually described as the first recognizably modern bicycle. The basic shape and configuration of a typical upright, or safety bicycle, has changed little since.

Around the turn of the 20th century, bicycles reduced crowding in inner-city tenements by allowing workers to commute from more spacious dwellings in the suburbs. They also reduced dependence on horses. Bicycles allowed people to travel for leisure into the country, since bicycles were three times as energy efficient as walking and three to four times as fast. People have been riding bicycles to work since the initial bicycle heyday of the 1890s. This continued in the United States until the 1920s, when biking experienced sharp drop in part due to the growth of

suburbs and the popularity of the car. In Europe, cycling to work continued to be common until the end of the 1950s. By the end of 20th century there had been a revival of interest in Britain; Sustrans¹¹² was formed in Bristol in July 1977 as Cyclebag by a group of cyclists and environmentalists, motivated by emerging doubts about the desirability of over-dependence on the private car, following the 1973 oil crisis, and the almost total lack of specific provision for cyclists in most British cities, in contrast to some other European countries.

In 1983, Sustrans became a charity. Sustrans' flagship project is the National Cycle Network, which has created over 14,000 miles¹¹³ of signed cycle routes throughout the UK, although about 70% of the network is on previously existing, mostly minor roads where motor traffic will be encountered. Disused railway lines have often been developed this way. The National Cycle Network is not designed solely for cyclists - popular with walkers, wheelchair users and horse riders, half of all trips made on the National Cycle Network are walking trips and one third of the Network is traffic-free.

Cumbria County Council are supportive of this development and where there is no alternative to using a major traffic artery (e.g.A66) have provided substantial foot/cycle paths alongside these roads.

Major Long-Distance Cycle Routes

There are five such routes in Cumbria as part of the National Cycle Network -

Note: the National Routes (NR) are made of sections of cycleway so that the long-distance routes may change their NR numbers in places.

More detail is available on this link [Appendix 6]

Mountain biking is the sport of riding bicycles off-road, often over rough terrain, using specially designed mountain bikes. Although the earliest examples of bicycles modified for off-road use can be dated back to the 1890's, it was the 1960's before any significant development for recreational purposes took place. Throughout the 1990s and first decade of the 21st century, mountain biking moved from a little-known sport to a mainstream activity. There are many divisions of the sport, demanding increasing skills from the rider and the consequent level of danger.

Injuries are a given factor when mountain biking, especially in the more extreme disciplines such as downhill biking. Injuries range from minor wounds, such as cuts and abrasions from falls on gravel or other surfaces, to major injuries such as broken bones, head or spinal injuries resulting from impacts with rocks, trees or the terrain being ridden on.

Although there are many locations listed in Cumbria¹¹⁴ where the sport may be done, the forests of the Forestry Commission offer the most possibilities. The commission has promoted these at Whinlatter and Grizedale, while Ennerdale, Setmurthy and others have designated areas.

7.4 Water Sports (sailing, speedboats)

Given the large number of lakes and the fact that half the county boundary is sea, it was inevitable that as leisure time grew, initially among the wealthier that water sports developed beginning with sailing. The Royal Windermere Yacht Club was formed in 1860 (with royal recognition in 1887) and subsequently more clubs were formed on the other larger lakes.¹¹⁵ With the creation of the Lake District National Park in 1951, it soon became desirable to establish some control of water borne activity with the production of bye-laws¹¹⁶. A particular aspect was the use of power boats racing around Windermere. After a protracted battle with commercial interests, a speed limit of 10

mph (dropping to 6 mph in some areas) was introduced in 2008¹¹⁶. Limits also apply to Coniston, Derwentwater and Ullswater (Bassenthwaite –electric motors only)¹¹⁷, the only lakes where power boats are permitted.

Before World War II, Coniston Water was a favourite place to attempt water speed records, essentially because flat calm conditions were often to be found. Sir Malcolm Campbell who had set the World Land Speed Record (‘LSR’) nine times, decided to retire, but got bored, and exchanged elements, breaking the World Water Speed Record twice in September 1937 on Lake Maggiore, at 126.33 and 129.5 mph in Blue Bird K3, and extending it to 130.93 mph on Lake Hallwyl, Switzerland, the following year.¹¹⁸ A fortnight before the outbreak of the Second World War, Sir Malcolm broke his final record, on Coniston Water, in his new Blue Bird K4, with a speed of 141.74 mph on 19 August 1939. Thus began the connection with Coniston Water.

His son Sir Donald Campbell followed his father and between 1955 and 1959, broke the outright World Water Speed Record on six separate occasions, four of them on Coniston Water. (His first record was on Ullswater.) Attempting to surpass this on 4th January 1967 on Coniston, he died on the lake¹¹⁹ and his craft Bluebird K7 sank, having reached over 300 mph.. Divers discovered the remains in 2000, and in 2001 rangers and voluntary wardens helped in the recovery of Campbell’s body and Bluebird itself. In the same year, planning permission was granted for an extension to the Ruskin Museum in Coniston to house Bluebird, where it is slowly being restored.

Maritime sailing clubs also exist in all the major ports on the coast with several substantial marinas.¹²⁰

As the 20th C progressed, adventure promoters have invented more and more variations of things to do with and on water, generally as private ventures.¹²¹

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- 103 In a letter to Sarah Hutchinson. Coleridge was a poet, lived for a time in Keswick and was a close friend of William Wordsworth.
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