

OVERVIEW AND SCRUTINY PUBLIC RIGHTS OF WAY TASK AND FINISH GROUP REPORT



RECOMMENDATIONS

Whilst the group agreed there was overwhelming support for public rights of way, they understand that budget constraints on both County and the Borough Council may not allow for continued maintenance and other related problems, but would like to make the following recommendations.

Recommendations are provided by Topic Area and highlighted as County recommendations, Rossendale Borough Council recommendations or shared responsibility recommendations.

The Task and Finish Group ask that Cabinet respond to the recommendation within two months of receiving the report.

They would also ask that Lancashire County Council would respond to, or have regard to the recommendations relevant to them and would be grateful for a formal response to be sent to the Chair of the Task and Finish Group, via the Scrutiny Support Officer.

Topic Area - Publicity/Communication

Lancashire County Council

- a) Mountain bike trails need to be properly signposted and publicised.

Rossendale Borough Council

- a) That the Council include on their website links to Lancashire County Councils Mario Maps, which are easy to use and include lots of information about Public Rights of Way.

Lancashire County Council/Rossendale Borough Council

- a) That more emphasis is placed on encouraging walkers, runners, cyclists and horse riders into Rossendale to bring in additional revenue ie spend on food and drink, taking into consideration the plans for the new Rawtenstall Town Centre development.
- b) Lancashire County Council and Rossendale Borough Council should consider working with partners to produce and publicise up to date information both in written and digital form on Public Rights of Way. This would particularly relate to long distance routes such as the Pennine Bridleway, Rossendale Way, Irwell Sculpture Trail and National Cycle routes.

- c) That consideration be given on the use of social media (facebook), which would allow for an interaction page. People could then highlight problems they are encountering on the facebook page and also give positive feedback on individual routes.

Topic Area – Involvement by the Voluntary Sector

Lancashire County Council

- a) Lancashire County Council should consider working alongside relevant interest groups to discuss the possibility of setting up a 'Walkers are Welcome' scheme, similar to that set up in Hebden Bridge, which would encourage more people into Lancashire and the Borough of Rossendale.
- b) That options be explored to encourage the voluntary sector in maintaining and enhancing Public Rights of Way with particular emphasis given to providing clarity on issues relating to public liability insurance and what work can be undertaken.
- c) That more information in made available on the County's website promoting the Local Delivery Scheme to the voluntary sector/community groups.

Lancashire County Council/Rossendale Borough Council

- a) That the County Council should work in partnership with the Council to look at establishing a 'Statement of Interest' from people in the community, involving schools, scout groups and colleges to undertake the surveying of local paths.

Topic Area – Maintenance/Management Responsibilities

Lancashire County Council

- a) As there are lots of footpaths around Rossendale which are not classed as Public Rights of Way, clarification was required as to who should maintain these.
- b) That the County Council have greater liaison with the Borough Council to identify their responsibilities for management and improvements of Public Rights of Way, including budget prioritisation and the role and responsibilities of each responsible department.

Rossendale Borough Council

- a) That due to the results of the survey and the level of concern highlighted about dog mess on public rights of way, the Council should consider the reinstatement of the Dog Warden to alleviate the issue.

Lancashire County Council/Rossendale Borough Council

- a) That whilst the Planning Department consult with LCC/The Ramblers/ Peak and Northern Footpaths Society as statutory consultees on future developments affecting PROW as well as issuing statutory notices, they should also consider extending this on a voluntary basis to other appropriate walking, running, cycling and horse riding groups where PROW are affected by future developments
- b) Developers should be made aware that development affecting the setting of a PROW will require public advertisement and stop orders/diversion orders as appropriate.

Topic Area – Specialist Needs

Lancashire County Council

- a) That there needs to be publicity on how to access a ‘tramper’ and highlight the selected routes that are safe to take the vehicle and also consideration should be given for the County Council to work with relevant organisations to seek funding for a ‘disabled route for those less mobile from such places as Paths for Communities.

PURPOSE OF THE REPORT

Overview and Scrutiny developed their work programme in June 2013 and a suggestion came from a member of the public that Scrutiny should look at the Public Rights of Way in Rossendale to evaluate if Lancashire County Council, as the responsible authority, is delivering our Public Rights of Way duty effectively and whether Rossendale was receiving its fair share of funding.

WHAT ARE PUBLIC RIGHTS OF WAY

Public Rights of Way are ways over which the public have the right to pass and re-pass. There are a number of different types –

- Public footpaths are for pedestrians only.
- Public bridleways are for pedestrians, horse riders and cyclists.
- Byways open to all traffic (BOAT) can be used by pedestrians, horse riders, cyclists and vehicles, including motorised one (but they must have tax disc, MoT and licensed driver) although not all byways are suitable or capable of being used by all types of traffic.
- Restricted byways are open to pedestrians, horse riders, cyclists and non-motorised vehicles.
- Concessionary paths are not a public right of way, but instead a path (which could be for walkers, riders, cyclists, or any combination) whose use by the public is allowed by the landowner.

LENGTHS OF PUBLIC RIGHTS OF WAY (PROW) IN ROSSENDALE

Below are the lengths of footpaths, bridleways and byways in Rossendale

Lengths (km) of public rights of way in Rossendale:

	Total	Footpath	Bridleway	Byway
BACUP	143	139	4	0
HASLINGDEN	116	112	1	3
RAMSBOTTOM	96	85	11	0
RAWTENSTALL	220	199	17	4
WHITWORTH	73	61	12	0
	648	596	45	7

*Byway length includes both Restricted Byway and Byway Open to All Traffic.

Lancashire has a network of 3,716 miles of public rights of way, including 240 miles of Bridleways. Lancashire Countryside Service has a statutory responsibility for these Public Rights of Way.

You can access locations of public rights of way via MARIO (Maps & Related Information Online) – Lancashire County Council's interactive mapping website. MARIO only shows those public rights of way on the Definitive Map Statement – if something is not on MARIO it cannot be taken that it is not a public right of way.

1. HOW DID WE UNDERTAKE THE REVIEW?

We established a Task and Finish Group of the following Members

Councillor Procter (Chair)
Councillor Farrington
Councillor McInnes
Councillor Sandiford
Councillor Essex

The Scrutiny Support Officer was supported by Adrian Smith, Forward Planning Officer at the Council and the Task and Finish Group would like to thank both Officers for their work.

We heard from a number of witnesses and would like to thank them all for participating in the review. The information they presented and evidence gathered helped the group immensely. Those who attended were:

- Councillor Helen Jackson – a regular walker
- Councillor Andy MacNae, Pennine Mountain Bike Association
- Terry Norris and John Barnes from Peak and Northern Footpaths Society
- Arthur Baldwin, Groundwork and Access Rossendale
- Arnold Sampson, Ramblers
- Steve Duxbury, Rossendale Harriers
- Adrian Watts, Round the Hills Walk
- Bob Nicholas, Limy Valley Residents Association
- Chris Peat, Access Rossendale
- Judith Lord, Member of the public
- Linda Ward, Member of the public
- Paul McKeown, Member of the public
- Kenneth Welch, Member of the public
- Paul Greenwood, Bacup Pride

It is very clear from the people we interviewed that they value the PROW network and what it has to offer and that they play a crucial element of the everyday life of lots of people for both enjoyment and health and wellbeing.

At the first meeting it was agreed to produce a questionnaire to send out to local groups. A press release was sent out and the survey was publicised on the Council's website and in the local media. Also, a number of walking groups/organisations agreed to include the link to the survey on their website.

The questionnaire was available electronically and hard copies were available from the one stop shop. A copy of the survey report which includes the questions asked is attached as **Appendix A**.

We received 349 responses which indicated that of these, 295 had used the Public Right of Way in Rossendale since March 2013.

A question on the survey asked people to confirm if they would like to attend a meeting of the Task and Finish Group and we received over 80 responses indicating they would like to come along as witnesses.

Unfortunately, the Task and Finish Group did not expect such a large response and as they could not hear from everyone, they chose a representative number to give us their views, but would like to thank everyone who offered to come along.

Terms of Reference

- a) To identify the overall strategy for Public Rights of Way in Rossendale and its effectiveness
- b) To receive information from witnesses and seek the views of the public and users through a questionnaire
- c) To review the budget and maintenance of the PROW in Rossendale
- d) To seek an understanding of what publicity is available in relation to the Public Rights of Way in Rossendale, especially strategic routes
- e) To examine issues concerning 'rural' rights of way, including safety and blockages
- f) To assess the role of 'urban' rights of way including access to services and as part of green infrastructure

2. BACKGROUND INFORMATION

What is a definitive map and how accurate is it?

The Definitive Map and Statement is the legal record of the public rights of way; Lancashire County Council as Surveying Authority is responsible for keeping for keeping the Definitive Map and Statement up to date and as a Highway Authority, is responsible for ensuring that the public rights of way are not obstructed and in most cases responsible for maintenance of the surface.

If a PROW is shown on the map then that is conclusive evidence of public rights along the way unless there has been a legally authorised change. Definitive maps are a major element in providing evidence of the existence of public rights of way, but they may not show the full picture.

Definitive Map Modification Orders

Following the introduction of the Countryside Rights of Way Act (CROW) in 2000, section 53B of the Wildlife and Countryside Act 1981 required authorities to set up a register of applications made under section 53 of the 1981 Act to modify the definitive map and statement.

There may be additional rights over land, which have not yet been recorded on the map, or there may be rights of way which are incorrectly recorded on the map. For example, if a way is shown on the definitive map as a bridleway it is conclusive evidence that there are rights of passage on foot, horseback and bicycle, but there may also be vehicular rights which have not been recorded on the map. Maps can be amended if evidence of missing rights of way are discovered, or to correct errors in previously recorded information.

At the time of writing this report Lancashire County Council informed us that there were about 80 definitive map modification orders somewhere in the process, i.e. applications have been made but the procedure has not yet run to its conclusion. Of these about 21 were in Rossendale.

The Rights of Way Improvement Plan

Each highway authority in England and Wales has to prepare a Rights of Way Improvement Plan. Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council are the three highways authorities covering the County of Lancashire. They have agreed to combine to produce a single Rights of Way Improvement Plan. These have to be revised every ten years, with the next revision being in 2015. Work on the Plan will commence in February 2014 and Rossendale Borough Council will be actively consulted as part of this process.

Rossendale needs to proactively prioritise key actions and make the most of the strategic routes and would therefore welcome the opportunity of working alongside

Lancashire County Council on the revised Public Rights of Way Improvement Plan in 2015.

The Lancashire Public Rights of Way Survey 2012

This report provides some useful comparative data. The survey highlighted the number of routes that were inspected and assessed in each district. Rossendale had a pass rate of 73%, with only Pendle (88%), Wyre (82%) and Chorley (77%) scoring higher.

Rossendale Commissioning Plan 2013/14

The Commissioning Plan 2013/14 provides Rossendale specific service information, detailing the local priorities and proposed service commitment for 2013/14, which includes Public Rights of Way.

3. OUR FINDINGS

a) The Budget for the Public Rights of Way

One of the main difficulties in this scrutiny review has been the gathering of the actual budget for Public Rights of Way in Rossendale from Lancashire County Council.

We understand that LCC has more than one pot of money for dealing with Public Rights of Way ie budgets that can be used for capital improvements, particularly cycleways. The Bridges Department has a separate budget and other sections such as the Environmental Project Team also have Capital Budgets. Therefore there is a need to make the most of the funding available from County, the Borough and other available sources.

There is no budget ring-fenced or earmarked specifically for public rights of way work in Rossendale or other local authorities. Spending is prioritised on a need based basis across Lancashire. However, spending in Districts such as Rossendale is higher pro-rata because of weather related incidents.

Pendle Council provides its own Country Access Service on behalf of Lancashire County Council. Whilst the County Council provides funding for the service, Pendle Council also makes an added contribution.

In the 'Ramblers report on 'The reduction of funding for rights of way in England' they highlighted that Lancashire County Council's Rights of Way team was badly affected by council cuts; losing 7 members of staff, and having its budget slashed by over a third. Since these cuts, the number of outstanding path problems in Rossendale has more than doubled - from 790 to 1583. The number of problems taking over 2 years to resolve has trebled.

b) Evidence Gathered from Walker Groups/Organisations

Representatives of various walking groups, members of the public and organisations attended our meetings to give us their feedback (see list on page 5).

The opinion of the Groundwork representative was that the dense network of footpaths has been good enough for carefully worked out guided walks, but not good enough for a walking visitor with a South Pennine map. Many volunteer guides do careful checks to change and adapt the routes if there are footpath problems.

Another comment was that there were some lingering residual problems that had never really been resolved – Heald Town area, Dean and Shawforth to Bacup.

Access Rossendale was set up by Groundwork in 1985 and are now independent. Recently, Access Rossendale has taken a more strategic view helping with recording Countryside Rights of Way Act land and helping with higher status claims to correct deficiency of Bridleways. This had been slow and time consuming but eventually they saw some progress.

Concern was expressed about the lack of up-to-date high standard walking books and leaflets available to the public. Apparently ones that were available in the past had individualised leaflets for each walk with accurate maps of the individual routes.

Representatives from the Peak and Northern Society, a Registered Charity which had been active for over 100 years, promoting the interests of public footpath users in the North Midlands and North West England. They have 1600 members with a network of 80 inspectors, who regularly patrol footpaths looking for problems and report them to the responsible local authority. They also monitor proposals affecting rights of way. Local authorities are required by law to inform the Society about all such proposals.

A suggestion made to the Group was to work with community groups – a good example was the ‘Walkers are Welcome’ scheme. Such a scheme was first proposed in 2006 by Hebden Bridge Walkers Group as an idea for an accreditation scheme. This has also been promoted in Pendle and West Yorkshire. Apparently, this idea was being looked at by the Rossendale Heritage and Tourism Group.

A suggestion was made that perhaps the Council should take on board a ‘Statement of Interest’ from people in the community involving schools, scouts, colleges etc who could go out surveying local paths, which was popular in other areas.

The Ramblers Association, now known as ‘The Ramblers’, are seeking involvement from members to define a vision for the organisation. Rossendale has a membership of around 100 walkers, with an average age being mid 60s. Because of the age profile of the Ramblers, they are not active with footpath maintenance, although they do defend paths from closure or diversion and they are a statutory consultee on footpath matters, though they say it is often a fruitless task for them.

They have an active programme with 2 ten mile walks per week, some weekends away and usually a one week walking holiday abroad each year.

A comment was made that some of the urban rights of way are poorly maintained and paths can be very dangerous.”

In response to the above comment, a member of the Task Group indicated that Rossendale is home to a very popular long distance walk - the ‘round the hills’ walk, which always attracts a large number of walkers.

A representative from ‘Round the Hills Walk’, Adrian Watts who attended a meeting in November informed the Group that the first walk began in October 1966 and these 18 mile walks take place on the first Sunday in September every year.

There were 361 walkers on the inaugural walk with only 15 failing to complete the route. The numbers peaked at over 800 members in early 1980s and at present there are between 200 and 300 who attend the walk each year, organised by the Rotary Club of Rossendale.

The route hasn’t altered much from 1966, although the venue changed when the bypass opened and Marl Pits was used as the start and finish until 8 years ago when the Council decided they would need to charge for the use of Marl Pits. As the walk is a community event Fearn’s agreed to accommodate the walk .

There have been no problems with access over the years and the route is very well established and was waymarked in the last 1980s, although most of these have now disappeared.

There are a few stiles that are in a poor state of repair but discussion was ongoing with LCC to try to improve the stiles in the next few months, if possible.

Veterans in the Community help at checkpoints and the Rotary Club organise the whole event.

A representative from the Limy Valley Residents Association who is also the Footpaths Officer and Footpath Surveyor for the Limy Valley Residents Association provided details on some of the problems he was encountering and some he had reported to LCC.

He has surveyed 79 paths in the upper Limy Valley with 25 having no issues with them. Thirty seven paths required some form of maintenance work with 22 of the 37 paths only requiring a roadside sign. Seventeen footpaths were blocked. The survey report had been sent to LCC.

A ‘Local Delivery Scheme’, has been set up by LCC. This is a scheme that provides the opportunity for Parish and Town Councils to undertake some of the low priority Public Rights of Way maintenance on behalf of LCC. At present there are 56 Parish and Town Councils in the scheme, including Whitworth Town Council. LCC is

exploring the potential for community groups to volunteer for some public rights of way maintenance, but as yet there is not much take up. This is partly because there is little information on the scheme on the LCC website. Members would welcome more information to be made available on the County's website highlighting this 'Scheme'.

c) Mountain Biking

Apparently, a lot of work had been undertaken over the last 2-6 years to determine mountain bike and cycle routes and there was ongoing work under the 'Adrenaline Gateway'. Nine circular trails had been identified known as the 'Roaring Boar Routes, starting in Bacup.

There are plans in the pipeline for downhill provision in the area. The section over Facit Quarry would add to the network. At Dunnockshaw woodland on the Rossendale border, talks are being held with United Utilities to develop routes to fill the gaps for less technical mountain biking.

The nearest downhill facility is in Cliviger and is complementary to what already exists in Rossendale, but it is difficult with respect to the footpath network to link the two areas.

In relation to mountain bike trails, it was thought that these need to be properly signposted and publicised, with finance required for advertising

Concern was expressed about illegal users ie quad bikes, but work was ongoing with the Police and Countryside Officers to drive these illegal users away from the trails. A suggestion was made that if cycleways were tarmacked it would discourage off-roaders away.

The PMBA try to encourage landowners to give concessionary access. This is something that landowners allow across their land, but without creation of a formal right of way. It is essentially a negotiated agreement which can be terminated if necessary. Sometimes the landowner may be compensated to obtain such an agreement, but that is not necessary in all cases.

It was suggested that a Forum should be created to include walkers, riders and cyclists to look at a huge range of user conflicts, as a comment from a cyclist was that a vast majority of riders do not want conflict with walkers/ramblers.

d) Urban areas

Paul Greenwood of Bacup Pride provided the group with background information indicating that the purpose of Bacup Pride was to try to get the town to look better and there was a huge potential to get people out and about. Paul indicated that some six years ago a lot of effort went into signposting. He gave information on the following footpaths.

- In relation to 'urban' areas, some routes may or may not be on the Definitive Map.
- Irwell Valley trail signs are weathered and unreadable, with some signs pointed to areas you cannot get to due to lack of pedestrian guardrails – diversion signs are needed, one example of this is at the Glen
- Sentinel 'pepperpot' structure – the footpath is overgrown with people having to walk through the farmer's field
- Some paths have problem with drainage
- There are some paths that the public want to use as shortcuts which are full of knotweed and overgrown
- The quality of paths is lost due to housing developments
- Woodlands near Market Street and Bankside Lane – Bacup Pride working to keep public access with an opportunity to maintain

There are a number of paths on Rossendale Borough Council land which therefore have implications for Rossendale as an authority in terms of maintenance. Paul provided maps of these paths. Urban footpaths also form important links to facilities like schools and shops.

e) Horse Riding

Access Rossendale meets bi-monthly and represents all user groups in the Valley. Chris Peat has been Secretary of the Rossendale Bridleway Group for 33 years and has recently written a book with the proceeds used for looking at restoring records of bridleways in Rossendale. Those who do attend meetings are from walking and horse-riding groups, with one cycling representative, but no representatives from the any running organisation.

Chris explained that due to incompleteness of the definitive maps of public rights of way, the Government legislated in 2001 a cut-off date of 2026 so that unrecorded pre 1949 public rights of way would cease to exist if not added to such maps by this date. Although at present it remains uncertain if this will be implemented or cancelled via the de-regulation bill currently going through Parliament.

Chris indicated that there are at least 2,000 horse riders in Rossendale, which brings in an estimated £10 million to the local economy via livery yards, blacksmiths, horse feed etc. This does not include vets bills or transport.

A member of the public raised concern about a path near to where she lives that was in need of repair and indicated that she was willing to do the repairs but was told not to do as if there was an accident she would be liable.

Discussion took place with members on the need to address the issue of public liability insurance for groups/members of the public who are willing to make improvements to footpaths etc.

f) **Rossendale Harriers**

Steve Duxbury, Secretary of the Harriers indicated that they were formed in 1967 in response to the Council building a running track and pavilion at Marl Pits.

The Harriers meet twice a week and have 200 senior and 100 junior members. They actively explore the footpaths within a 5 mile radius of Marl Pits.

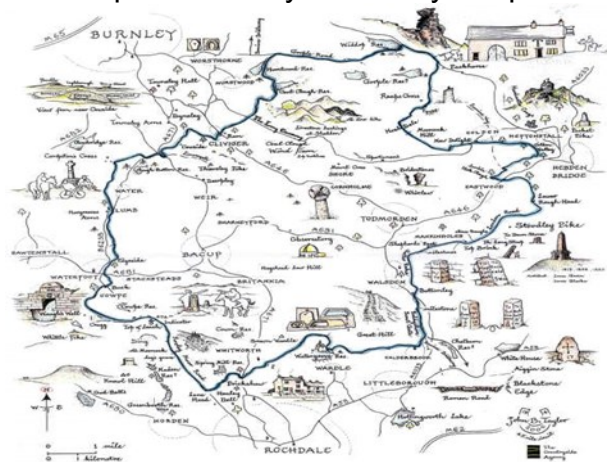
There are 7 Fell races and a well-attended cross country run, which in December 2012 attracted between 600-700 runners. At weekend they explore further afield, seeking out new routes.

All races are organised by the Harriers, who need to have permits for the races and consult with landowners who in the past been confrontational, but now appear to be more amenable. They do have problems with some animals, with 2 members of the Harriers having been bitten by horses.

Steve indicated that in the last 30 years things have improved and they do not encounter the same problems as they did in the past.

In relation to signage, the signs along the Rossendale Way were in need of refreshing as it is a tourist attraction.

The map of the Mary Towneley Loop.



The Mary Towneley Loop is the most significant bridleway and some 24km (15 miles) out of the total 76km (47 mile) pass through the hills and valleys of Rossendale. This circular route can be accessed from various points in the Rossendale Valley.

g) **Reporting of defects by the public**

Concerns/complaints about the public rights of way are reported to the Environment Planning & Countryside Department at Lancashire County Council. The number of problems taking over 2 years to resolve has trebled.

Up to the end of December there were 254 complaints outstanding for Rossendale, with 118 having been resolved in the calendar year 2013.

People contact the County through a combination of email, letter, phone calls or through local councillors. These figures are disproportionately higher than the rest of Lancashire and doesn't include under reporting.

Section 106 Planning Agreements in Respect of Footpaths

Part of the Task Group discussion relates to how building developers can be made more accountable when development works takes place and how Section 106 Planning Agreements are negotiated for such things as public rights of way.

The power to enter into a S106 Agreement is contained in the Town and Country Planning Act 1990. Such agreements are negotiated through the development control process at the planning application stage.

The Task Group were pleased to note that Rossendale Council's planning department do liaise with the Ramblers when planning proposals affect PROW and hope that this is extended to other relevant organisations.

h) Trampers

The Group felt that information should be available for disabled people and their family about where to hire a 'tramper' from and publicity was needed as to where the safe routes are.

It was also suggested that due to the number of dissatisfied and very dissatisfied disabled people as highlighted in our survey, consideration should be given for the County Council to work with relevant organisations to seek funding for a 'disabled route for those less mobile.

CONCLUSION

1. Whilst there is a recognition of the value of long distance routes, there is a lack of focussed attention on publicity and maintenance of key routes or the role of key feeders into these.
2. Whilst there are good PROW resources that generally meet the needs of the different user groups, there is a need for a more strategic approach both to maintenance and promotion.
3. Signing is a big issue in terms of what paths can be used for and where the paths lead to.
4. The Group is fairly clear on how the County engages with the public and that fulfilling its maintenance responsibilities is challenging due to funding restraints, but alternative options need to be explored including investigating the possibility of working more with the voluntary sector to maintain paths.

5. Clarity is needed on the role of the Environmental Projects Team within Lancashire County Council on creation of new routes and ongoing maintenance responsibilities.
6. The Public Rights of Way network is a major asset to the Borough for health, recreation and tourism. Therefore, there is an opportunity to greatly increase publicity, particularly on strategic routes. This can involve both LCC and RBC working with voluntary groups on initiatives like 'Walkers are Welcome'.
7. It was recognised that there are a number of walking, running, cycling and horse riding groups, as well as people of different ages that use the network. Therefore, it is important that mechanisms are in place to work together and deal with any potential conflicts.
8. The Group understand that footpath defects are rated by order of significance and only high priority defects receive attention.
9. Issues like dog mess, overgrowth and lack of information are the main issues for people who use the Public Rights of Way.
10. The update on the Improvement Plan should be seen as a strategic opportunity to prioritise investment and bring all parties together.

NB: An important area discussed by all witnesses was the lack of knowledge of each others organisations and events each are holding throughout the year. The Scrutiny Officer set up a contact list (with the permission of each individual) and this has been emailed to everyone who expressed an interest as well as the Tourism and Heritage Group to include on their website.

GLOSSARY OF TERMS

Task and Finish Groups	Task and Finish Groups are established by a Scrutiny Committee for the purpose of conducting an in-depth review of any service or issue that affects the Borough.
PROW	Public Rights of Way
MARIO	MARIO (Maps & Related Information Online)
Trampers	These are all-terrain, electric buggies, designed specifically to cover rough ground, mud and grass and are for less mobile people who can take advantage of Rossendale's Rights of Way by trekking out on a 'tramper'.
Fingerposts	<p>Fingerposts are usually (but not always) at the ends of a path where it meets a road and waymarks are found along the way where necessary (but can be at the ends instead of or as well as fingerposts).</p> <p>Fingerposts can be standalone or fingers (a.k.a. chevrons) attached to a pre-existing structure like a lamp-post, wall, etc.</p>
Waymarks	Waymarks are coloured (defined by the regulations) arrows attached either to waymark posts specifically erected for the purpose or to some other convenient structure such as a gatepost, stile or fence.
Paths 4 Communities	A funding scheme set up to develop and enhance the network of Public Rights of Way in England in order to deliver benefits to rural areas. Local community partnerships are eligible to apply to Natural England for funds.