



Survey  
of  
public rights of way (path)  
in  
South Milford Parish

Report to the South Milford Parish Council

Date: 16<sup>th</sup> February 2021

**Approved at the South Milford Parish Council meeting**

## **Preface**

The surveys compiled here were conducted by a group of volunteers on the request of the South Milford Parish Council, on the last quarter of 2020. The volunteers were Leon Foster, Hugh Gillies-Smith, Antoni Janik and Ian de Faria Dean, in collaboration with Councillor Rita de Faria Dean and Councillor Tim Grogan. The South Milford Parish Council thanks the volunteers for their excellent work.

The photos were taken by the volunteers during their surveys of the paths. The sections of the maps indicating the definitive line (i.e. the official path), and marked with the symbol \*, are screenshots from North Yorkshire County Council's Definitive Map, available at [https://maps.northyorks.gov.uk/connect/analyst/mobile/#/main?mapcfg=Out\\_and\\_About](https://maps.northyorks.gov.uk/connect/analyst/mobile/#/main?mapcfg=Out_and_About), with the website owner retaining copyright.

## List of actions

Number in report	Footpath code	Actions
2	35.59/14/1	<ul style="list-style-type: none"> <li>- As per the Joint Statement by South Milford Parish Council and Monk Fryston Parish Council, the Councils asked that the path was reinstated and signposted, acknowledging the landowner's right to apply for a diversion order.</li> </ul>
3	35.59/10/1	<ul style="list-style-type: none"> <li>- This path is not usable and has not been since the construction of the A1M, unless a footbridge or underpass is constructed across the motorway it will remain unusable. If it is not feasible for a method of crossing the A(1)M to be built, our suggested action is for NYCC promote an extinguishment order.</li> </ul>
4	35.59/13/1	<ul style="list-style-type: none"> <li>- To install a signpost at the A1246 end.</li> <li>- To remove the sign asking people not to visit the location.</li> </ul>
5	35.59/17/1	<ul style="list-style-type: none"> <li>- This path does not exist as a usable path, as there is no access to the path and it would require extensive clearing of undergrowth and fencing at the access points and along the way to make it usable.</li> <li>- As the roadway which runs alongside the path from the A63 to the back of the hotel is currently used as an alternative, we suggest that NYCC works with landowners to diver the path onto the roadway and install signposts.</li> </ul>
7	35.59/9/1	<ul style="list-style-type: none"> <li>- The way through the fence at point F (Whin Lane) requires maintenance.</li> <li>- To help walkers, we suggest a new signpost after the first signpost at the south end.</li> </ul>
8	35.59/12/1	<ul style="list-style-type: none"> <li>- Secure signpost at the southern end.</li> <li>- Install signpost at the gate.</li> <li>- Repair steps.</li> <li>- Correct the location of the signpost at the northern end</li> </ul>
9	35.59/11/1	<ul style="list-style-type: none"> <li>- Install signposts.</li> <li>- Install traffic lights on the railway crossing, given that it is heavily used by young people to and from Sherburn High School.</li> <li>- Confirm the path route by the former Mill Farm Nursery.</li> <li>- Repair the handrails in footbridge.</li> </ul>
10	35.57/11/2	<ul style="list-style-type: none"> <li>- Install signposts at both ends of the footpath.</li> </ul>
11	35.59/5/1	<ul style="list-style-type: none"> <li>- SMPC is aware that Network Rail intends to apply for this level crossing to be permanently closed, which would lead to the extinction of the path. The application process involves a public consultation with the community. Therefore, SMPC will await for more information from NYCC and Network Rail, and will put forward its views through the consultation.</li> </ul>
12	35.59/20/1	<ul style="list-style-type: none"> <li>- To install signposts at both ends.</li> </ul>

13	35.59/6/1	<ul style="list-style-type: none"> <li>- To install a signpost at the Ingthorns Lane end and at the hole in the edge to the west of Milford Grange.</li> </ul>
15	35.59/7/1	<ul style="list-style-type: none"> <li>- To install signposts.</li> </ul>
16	35.59/16/1	<ul style="list-style-type: none"> <li>- To install signposts at both ends of the footpath.</li> </ul>
17	35.59/2/2	<ul style="list-style-type: none"> <li>- Install a signpost at the 35.59/1/1 end.</li> </ul>
18	35.59/2/3	<ul style="list-style-type: none"> <li>- To bring this path into use, it would be necessary to open the railway crossing and reactivate the historical link to the bridleway to the west of Owlett Hall and install signage.</li> <li>- An alternative to creating a new railway crossing is to establish a new link between Common Lane and the bridleway to the west of Owlett Hall, and to extinguish this path.</li> </ul>
19	35.59/1/1	<ul style="list-style-type: none"> <li>- To install signposts.</li> <li>- To prune overgrown vegetation at the north section.</li> </ul>
20	35.59/15/1	<ul style="list-style-type: none"> <li>- To install signposts.</li> </ul>
21	35.59/4/1	<ul style="list-style-type: none"> <li>- To fix the footbridge between path 35.59/4/1 and path 35.32/2/1.</li> <li>- To install signage.</li> <li>- To link the path to 35.57/25/1, either by opening a passage as per definitive line, or by creating a diversion to 35.59/1/1.</li> </ul>
22	35.59/2/1	<ul style="list-style-type: none"> <li>- To install signage to the footpath.</li> <li>- To remove notices asking the asking the public not to visit this location.</li> <li>- To improve the condition of the path.</li> </ul>

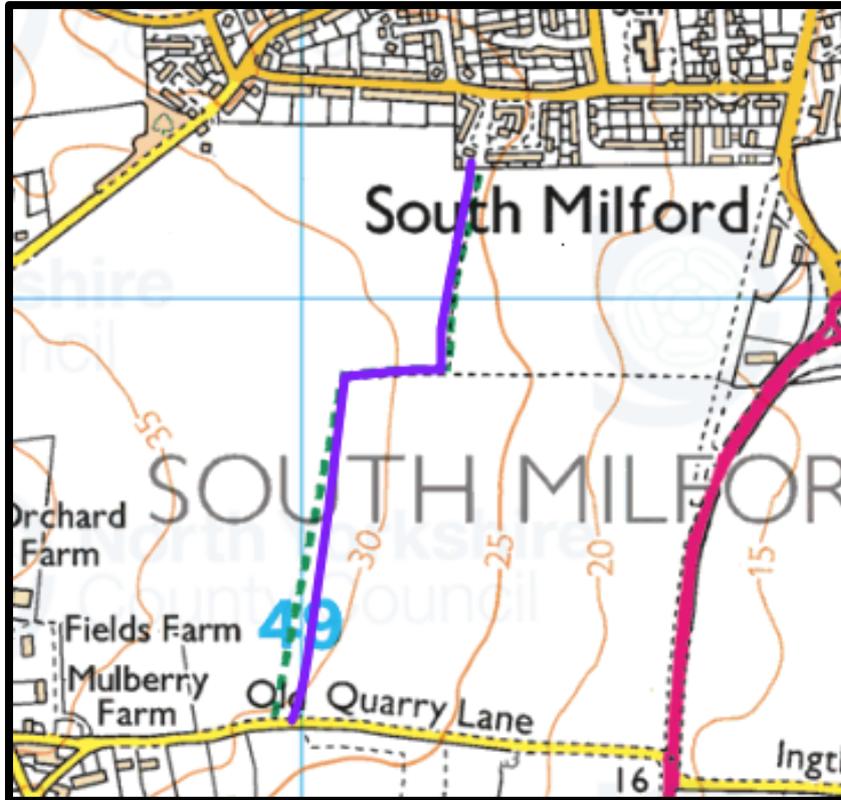
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# 1. Path 35.59/8/1 Grove Crescent – Old Quarry Lane

Figure 1: Map of path 35.59/8/1 Grove Crescent – Old Quarry Lane\*



## Report: Path 35.59/8/1

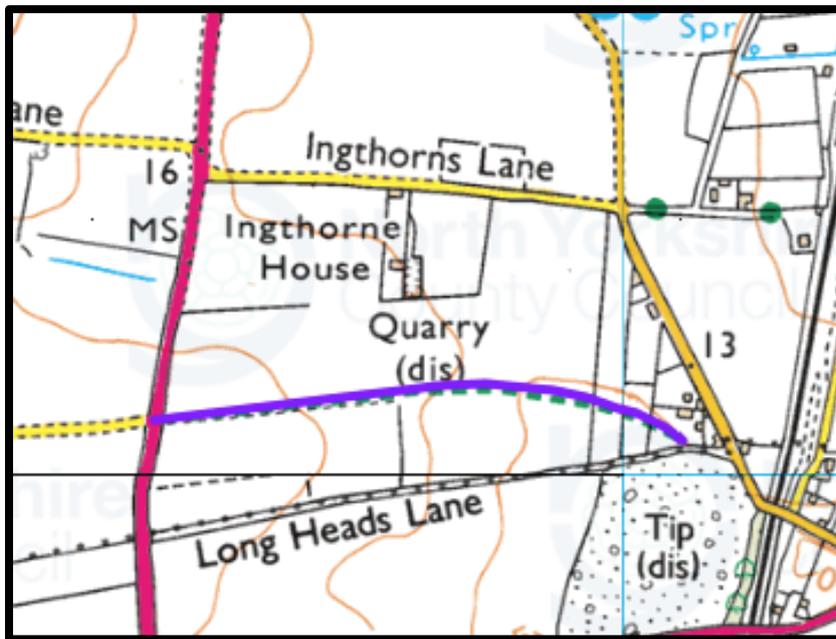
- Surveyed on 24/01/2021 by RdFD and IdFD.
- The path is in broadly good condition (although it is muddy) and it is signposted.

## Actions: Path 35.59/8/1

- None required.

## 2. Path 35.59/14/1 Long Heads Lane – A162

Figure 2: Map of path 35.59/14/1 Long Heads Lane – A162 bypass\*



### Report: Path 35.59/14/1

- Surveyed on 17/11/2020 by HGS and on 01/01/2021 by RdFD and IdFD.
- There are no signposts on either end of the path.
- The path is obstructed at the Long Heads Lane end by a hedgerow and a wall; hence it is not possible to cross to Long Heads Lane. However, Long Heads Lane is to an official public right of way.
- This path was subject to a Joint Statement by South Milford Parish Council and Monk Fryston Parish Council in December 2020.

### Actions: Path 35.59/14/1

- As per the Joint Statement by South Milford Parish Council and Monk Fryston Parish Council, the Councils asked that the path was reinstated and signposted, acknowledging the landowners' right to apply for a diversion order.

*Figure 3: Photo of path 35.59/14/1 A162 bypass end showing that there is no signage*



### 3. Path 35.59/10/1 Westfield Lane - A63

Figure 4: Map of path 35.59/10/1 Westfield Lane - A63\*



#### Report: Path 35.59/10/1

- Surveyed on 19/09/2020 by TJ.
- Starting from Westfield Lane.
- There is no path sign at the roadside. There is a barrier across the farm track where the path commences but it is possible to walk around the barrier.
- The track bears south for approx. 200 m. The path should then head west along the border between 2 fields. Both fields have been cultivated to the edge - there is no discernible path.
- I walked for 400 m along the field edge, the path should then cross a field but there is no pathway visible. At this point, it is possible to see the motorway, which runs in a cutting below the level of the field.
- No means of crossing the motorway is shown on the O.S. map and there is no footbridge present. I looked on Google Earth and there is no sign of any established footpath.
- From the A63 southbound there is a signpost for the footpath in the vicinity of the lay-by. The route of the path would involve scrambling down and overgrown banking and the crossing a farmers field, there is no pathway visible and at the far side of the field there is the motorway.
- This path does not appear to have been used since the A1(M) was constructed.

Figure 5: Photo of path 35.59/10/1 at the Westfield Lane end showing no footpath across the fields



Figure 6: Photo of path 35.59/10/1 showing no footpath across the fields



Figure 7: Photo of path 35.59/10/1 showing no footpath across the fields



Figure 8: Photo of path 35.59/10/1 at the A63 end

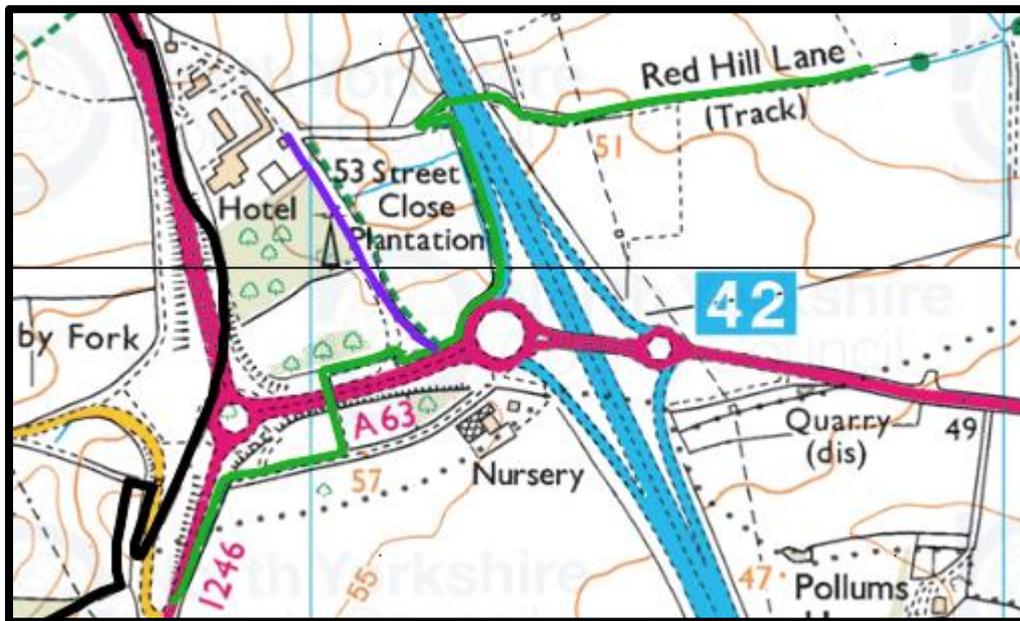


### Actions: Path 35.59/10/1

- This path is not usable and has not been since the construction of the A1M, unless a footbridge or underpass is constructed across the motorway it will remain unusable. If it is not feasible for a method of crossing the A(1)M to be built, our suggested action is for NYCC promote an extinguishment order.

## 4. Path 35.59/13/1 Red Hill Lane – A1246

Figure 9: path 35.59/13/1 Red Hill Lane – A1246



### Report: Path 35.59/13/1

- Surveyed on 20/09/2020 by TJ.
- Starting from the A1246.
- There is no signage at the roadside, but the start of the path is obvious. There is a good, well walked pathway leading to a footbridge over the A63.
- There is a signpost just before the bridge indicating that it is a bridleway and signposting directions to Lumby and Ledsham.
- After crossing the footbridge, the path descends to the entrance road to the Milford Hotel.
- The continued path is signed in both directions at this point.
- The bridleway continues following the roundabout and northbound slip road to the A1(M) (there is an armco barrier, fence, and hedge between the two). Again, the pathway is well walked with little overgrowth.
- The path descends to an underpass below the motorway, the descent following the OS route is gentle and easy.
- On the far side of the underpass the bridleway rises back up to field level there is a little overgrowth from trees beside the path but there is no obstruction. The track is wide enough for farm vehicle use and easy to follow.
- The path ends approximately halfway along Red Hill Lane there is no lineage at this point and the path continues unchanged along Red Hill Lane, (marked as "Other Route with Public Access" on the OS map, until it reaches Lumby.
- At the Eastern (Lumby) end there is a step over barrier across the farm track, it is possible to walk over and round the barrier.
- At the time of the survey, there was a NY Police notice on the barrier asking people not to visit this location due to COVID restrictions, although this no longer relates to the regulations operating at that time.
- Overall, there were no issues or problems with this path.

Figure 10: Photo of the NY Policy sign on path 35.59/13/1

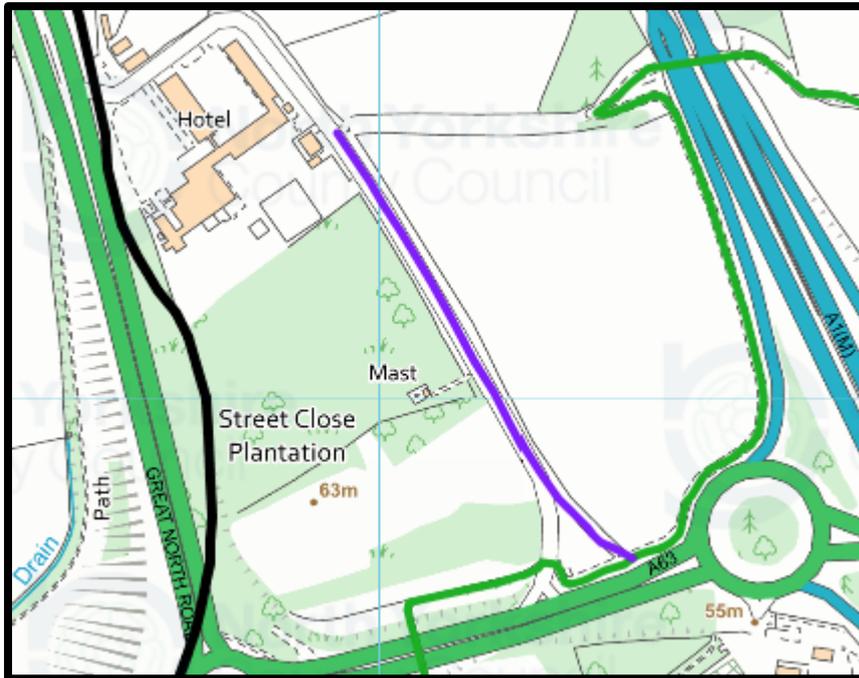


### Actions: Path 35.59/13/1

- To install a signpost at the A1246 end.
- To remove the sign asking people not to visit the location.

## 5. Path 35.59/17/1 A63 - Milford Hotel

Figure 11: Map of path 35.59/17/1 A63 - Milford Hotel\*



### Report: Path 35.59/17/1

- Surveyed on 20/09/2020 by TJ.
- There is no access to the path at the A63 end: there is an old fence with no gaps, the path itself is blocked by undergrowth. It is possible to imagine where the path once existed as there is a slightly less overgrown clearing of about 1.5 metres extending along the course of the path, however there is no access to the path at either end, both being blocked by fencing and undergrowth.
- There is a field access approximately one third of the way along the path. At this point also the access is blocked by fencing and undergrowth – this area has been subject to fly tipping.
- This path does not appear to have been accessible for many years and it is not possible to use it in its current state.
- Photos show A63 end and Milford Hotel end.

Figure 12: Photo of path 35.59/17/1 at the A63 end



Figure 13: Photo of path 35.59/17/1 at the Milford Hotel end

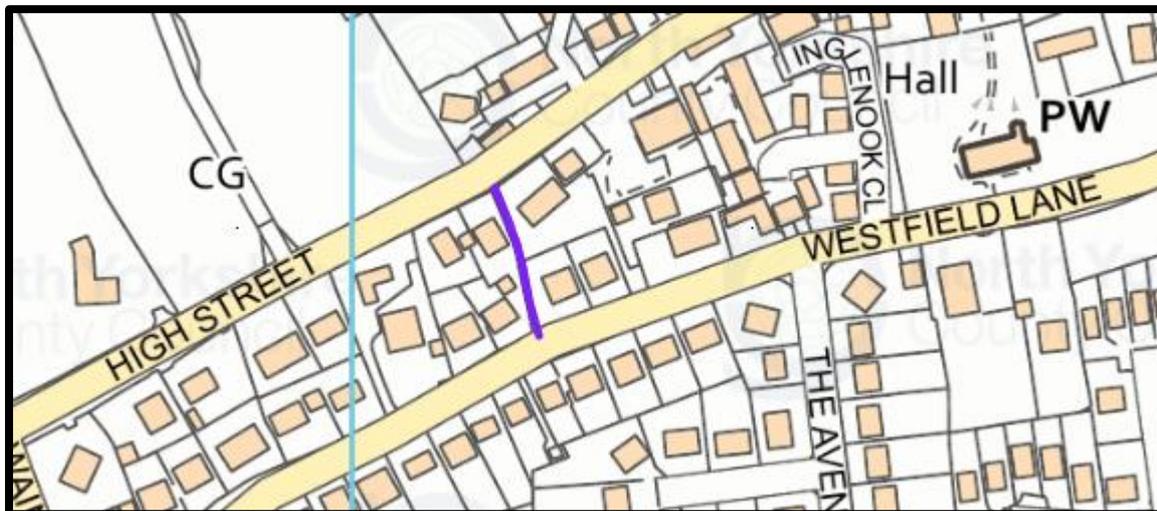


### Actions: Path 35.59/17/1

- This path does not exist as a usable path, as there is no access to the path and it would require extensive clearing of undergrowth and fencing at the access points and along the way to make it usable.
- As the roadway which runs alongside the path from the A63 to the back of the hotel is currently used as an alternative, we suggest that NYCC works with landowners to diver the path onto the roadway and install signposts.

## 6. Path 35.59/19/1 Westfield Lane - High Street

Figure 14: Map of path 35.59/19/1 Westfield Lane – High Street\*



### Report: Path 35.59/19/1

- Surveyed on 03/01/2021 by RdFD and IdFD.
- The footpath is in good condition and it is signposted.

### Actions: Path 35.59/19/1

- None.

## 7. Path 35.59/9/1 Westfield Lane - Whin Lane

Figure 15: Map of path 35.59/9/1 Westfield Lane - Whin Lane\*



### Report: Path 35.59/9/1

- Surveyed on 22/09/2020 by HGS.
- This footpath is easy to follow, well used with good and clear passage throughout its length.

- It has old style Yorkshire C.C. signposts at either end where it joins the public highway Westfield Lane and at Whin Lane.
- Although not way marked as such, the landowners have assisted by clearly indicating the point where to pass through the hedges and fences with orange paint through the paddocks at Steeton Hall.
- Includes two 'chain gates' at points D and E of the map above and a gate which requires sliding the fence rails across at point C.

*Figure 16: Photo of way through fence at point F (Whin Lane) of path 35.59/9/1*

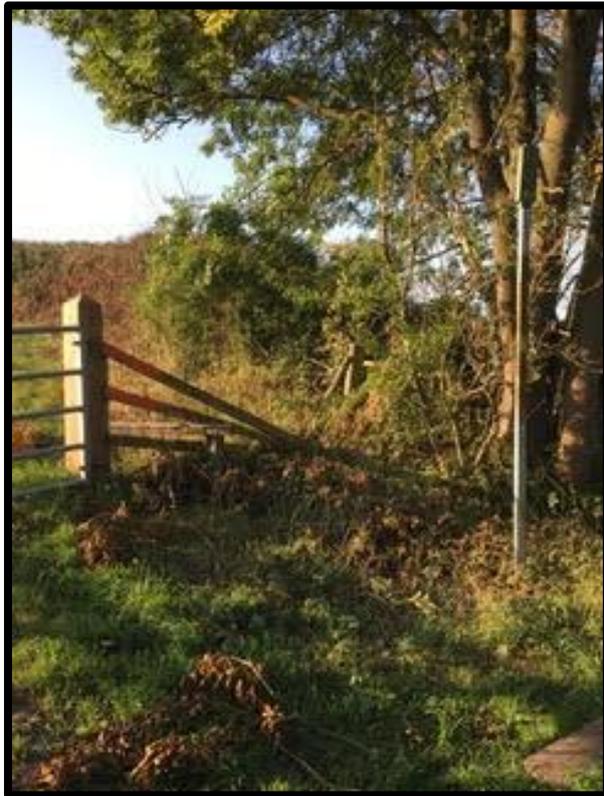


Figure 17: Photo of way through fence at point D of path 35.59/9/1



Figure 18: Photo of way through fence at point C of path 35.59/9/1



### Actions: Path 35.59/9/1

- The way through the fence at point F (Whin Lane) requires maintenance as per photo.
- To help walkers, we suggest a new signpost after the first signpost at the south end.

## 8. Path 35.59/12/1 Whitecoat Lane - Gorse Lane

Figure 19: Map of 35.59/12/1 Whitecoat Lane - Gorse Lane\*



### Report: Path 35.59/12/1

- Surveyed on 25/09/2020 by LF.
- The footpath is passable, but it would benefit from better signage and a more defined path across the southern field.
- Starting from the south, the signpost is on the verge of falling. Although the line through the field is clear, the farmer has not left a gap for passage.
- The gate to the crossing does not have a sign and it is not clear if it is private.
- The steps up to the crossing are in poor condition.
- At the northern end, the signpost is not located at the start of the path and is obstructed by undergrowth.

Figure 20: Photo of 35.59/12/1 southern end



Figure 21: Photo of 35.59/12/1 gate to crossing



Figure 22: Photo of 35.59/12/1 steps

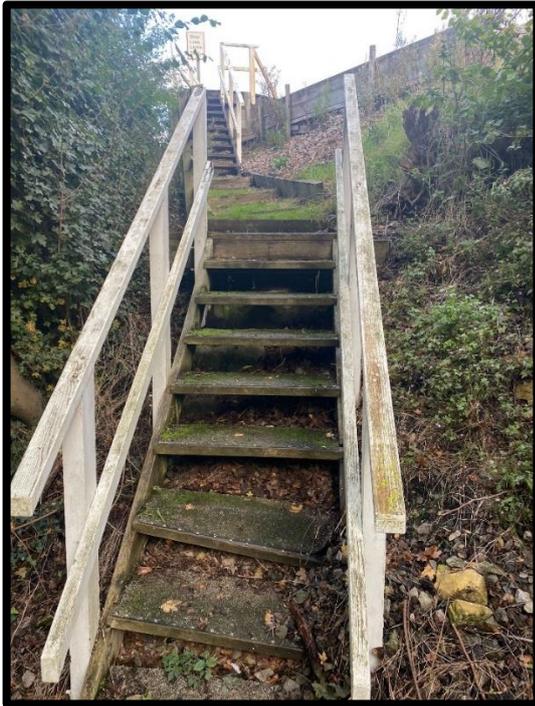


Figure 23: Photo of 35.59/12/1 northern end

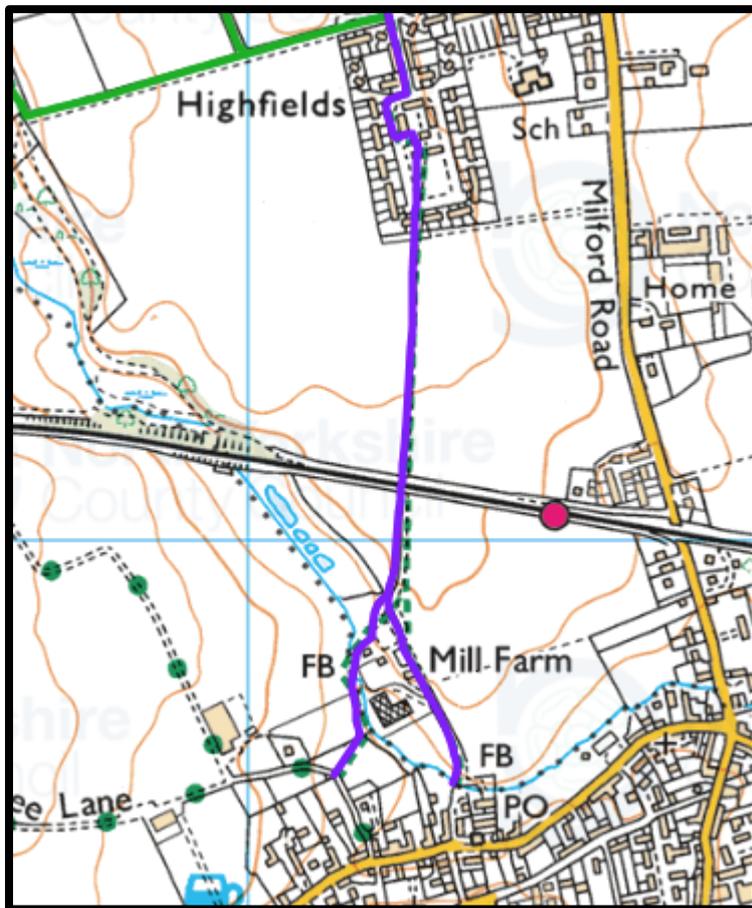


### Actions: Path 35.59/12/1

- Secure signpost at the southern end.
- Install signpost at the gate.
- Repair steps.
- Correct the location of the signpost at the northern end.

## 9. Path 35.59/11/1 Well Lane - Garden Lane (Sherburn)

Figure 24: Map of 35.59/11/1 Well Lane - Garden Lane (Sherburn)\*



### Report: Path 35.59/11/1

- Surveyed on 26/09/2020 by RdFD and IdFD.
- From Well Lane, there is no signpost marking the path although there is a stile.
- The path across the field boundary is signposted with a yellow arrow and there is a stile.
- There is a foot bridge across the stream – passable but handrails are in poor condition.
- According to the Definitive Map, the path crosses private dwellings, marked on the map as Mill Farm Nursery. Given that it is not possible to take the definitive line, I walked on what seems to be the private dwelling's driveway to Mill Lane (unimpeded).
- The path crosses Mill Lane into a field. The path is clear of vegetation but there is no signpost.
- The railway crossing is fenced and signposted. Visibility is poor due to a bend and there are no traffic lights. There are no signposts indicating that the path is a public right of way.
- Across the railway on the Sherburn side, there are no signposts indicating that the path is a public right of way.
- There is a signpost marking the path where the path meets Garden Lane.

Figure 25: Photo of 35.59/11/1 Well Lane end: no signpost



Figure 26: Photo of 35.59/11/1 Well Lane end: bridge is in poor condition

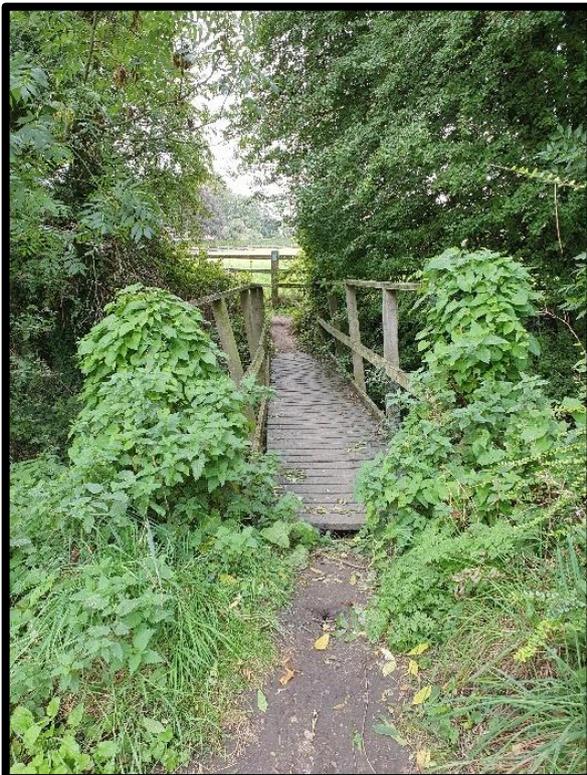


Figure 27: Photo of 35.59/11/1 showing private dwellings in the definitive line of the path



Figure 28: Photo of 35.59/11/1 Driveway to Mill Lane



Figure 29: Photo of 35.59/11/1 no signpost on the crossing over Mill Lane



#### Actions: Path 35.59/11/1

- Install signposts.
- To install traffic lights on the railway crossing, given that it is heavily used by young people to and from Sherburn High School.
- Confirm the path route by the former Mill Farm Nursery.
- Repair the handrails in footbridge.

## 10. Path 35.57/11/2 Mill Lane – path 35.59/11/1

Figure 30: Map of path 35.57/11/2 Mill Lane – path 35.59/11/1\*



### Report: Path 35.57/11/2

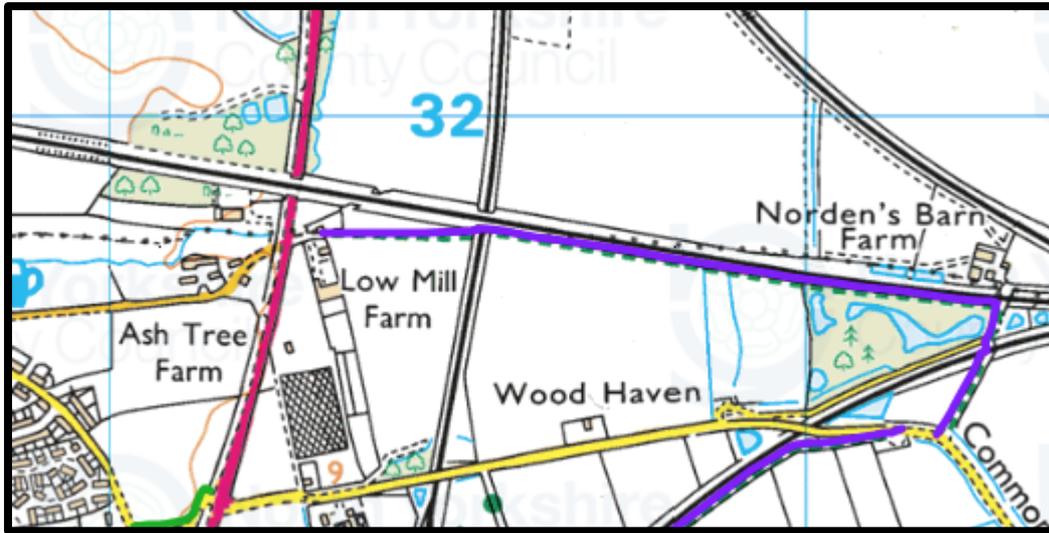
- Surveyed on 26/09/2020 by RdFD and IdFD.
- Walking from the southern end, there is no signpost from Mill Lane indicating that it is a path.
- There is no signpost at the junction with path 35.59/11/1.

### Actions: Path 35.57/11/2

- Install signposts at both ends of the footpath.

## 11. Path 35.59/5/1 Low Mill Farm - Common Lane

Figure 31: Map of path 35.59/5/1 Low Mill Farm – Common Lane\*



### Report: Path 35.59/5/1

- Surveyed on 02/04/2020 by HGS and by LF.
- It is the surveyors' understanding that stabilisation works of the railway embankment have blocked the footpath for some years.
- The path was subject to a temporary emergency closure on 03/09/2020 by NYCC due to public safety pending closure of the railway crossing, in place until 22/03/2021.
- The photos show that the level crossing was closed at the time of the survey, which was before the temporary emergency closure.
- There is no signpost from Common Lane

Figure 32: Photo of path 35.59/5/1 – notices by railway crossing



Figure 33: Photo of path 35.59/5/1 – railway crossing



Figure 34: Photo of path 35.59/5/1 – railway crossing

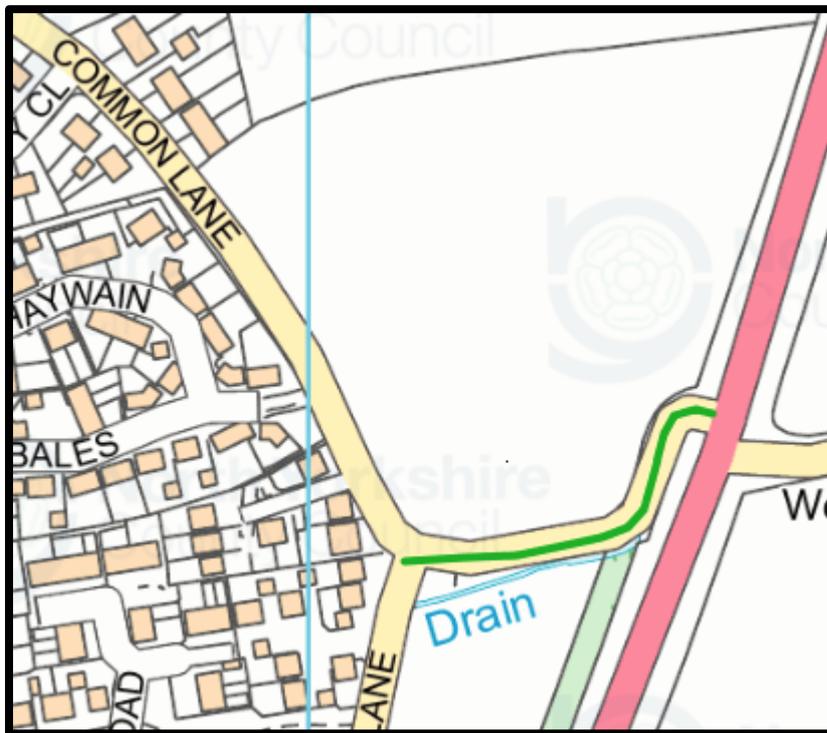


### Actions: Path 35.59/5/1

- SMPC is aware that Network Rail intends to apply for this level crossing to be permanently closed, which would lead to the extinction of the path. The application process involves a public consultation with the community. Therefore, SMPC will await for more information from NYCC and Network Rail, and will put forward its views through the consultation.

## 12. Path 35.59/20/1 Common Lane – A162 Bypass

Figure 35: Map of path 35.59/20/1 Common Lane – A162 Bypass\*



### Report: Path 35.59/20/1

- Surveyed on 27/09/2020 by RdFD and IdFD.
- From the Common Lane end, there is no signpost although there is a gap in the fence.
- The surface is tarmac and is in fair condition. There is some rubbish on the hedgerows.
- At the A162 bypass, there is no signpost.

Figure 36: Photo of path 35.59/20/1 Common Lane end



Figure 37: Photo of path 35.59/20/1 A162 bypass end

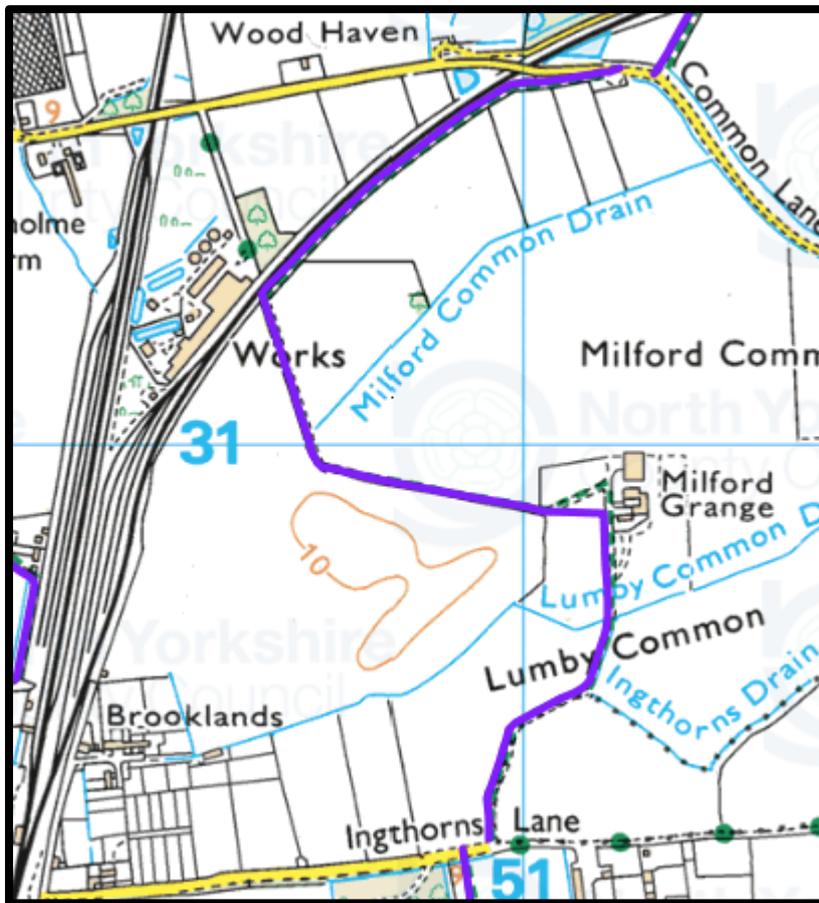


**Actions: Path 35.59/20/1**

- To install signposts at both ends.

## 13. Path 35.59/6/1 Common Lane - Ingthorne Lane

Figure 38: Map of path 35.59/6/1 Common Lane - Ingthorne Lane\*



### Report: Path 35.59/6/1

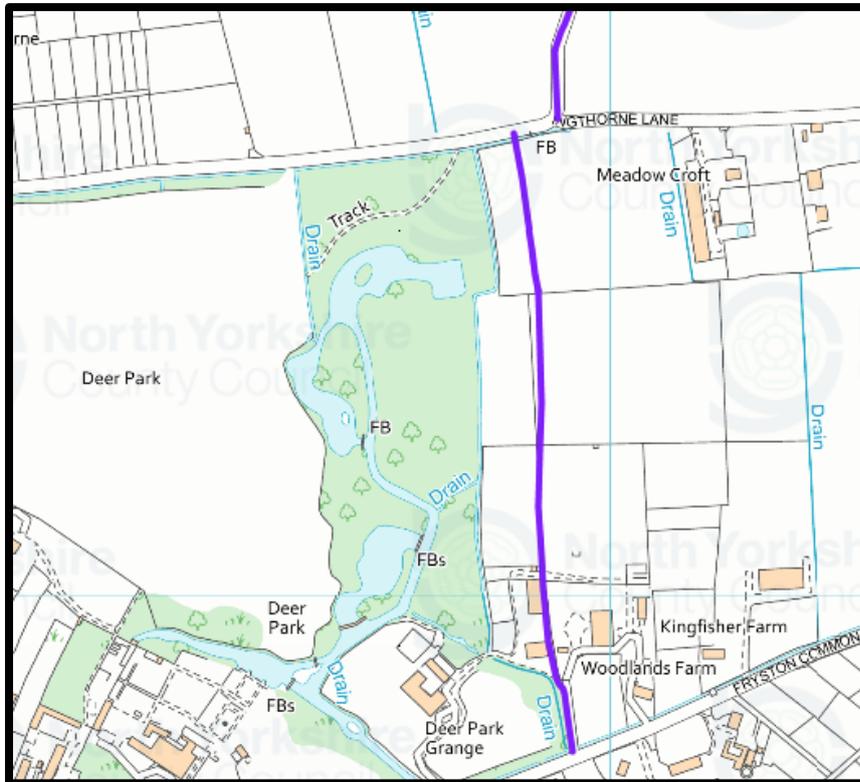
- Surveyed on 27/09/2020 and again on 30/12/2020 by RdFD and IdFD.
- The route is well signposted and is straightforward to follow.
- The footpath follows Turpin Lane, until it diverges near Milford Grange, and meets Turpin Lane again. Along Turpin Lane, the surface is fair to good.
- The route over the field to the west of Milford Grange is signposted and there is evidence of use but is muddy after wet weather.
- To assist walkers, it would be helpful to install a signpost at the hole in the edge to the west of Milford Grange.
- There is no signpost at the Ingthorns Lane end.

### Actions: Path 35.59/6/1

- To install a signpost at the Ingthorns Lane end and at the hole in the edge to the west of Milford Grange.

## 14. Path 35.59/18/1 Ingthorne Lane - Fryston Common Lane

Figure 39: Map of path 35.59/18/1 Ingthorne Lane - Fryston Common Lane\*



### Report: Path 35.59/18/1

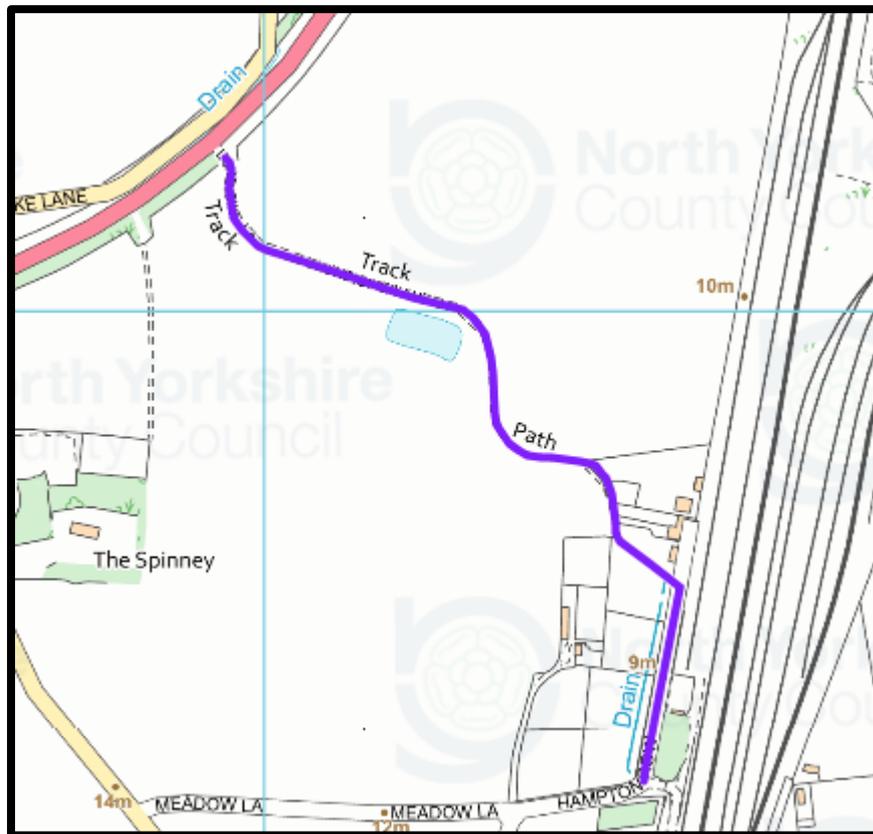
- Surveyed on 16/09/2020 by TJ.
- Starting at the Southern (Fryston Common Lane) end:
- There is a new finger post which has been recently erected and pointing in the correct direction.
- The path is essentially a straight line and is easily followed and in good condition, initially tarmac then rough track followed by fields.
- There are 5 gates which can be locked in the closed position each has a "kissing gate" to allow passage. All the kissing gates are fully functional and in good condition.
- At the Northern (Ingthorne Lane) end there is a style which is well maintained and has a lift gate to allow a small dog to pass.
- After the style is a foot bridge over the drainage dyke, the bridge has a little bounce as you walk over it but feels structurally sound.
- The finger post at this end is leaning at an angle and the footpath board appears to have been removed, the dowel pegs which should hold it in place appear to have been removed or drilled out in order to remove the board. (see photos)
- There are no yellow footpath direction arrows on any of the styles or gates.

### Actions: Path 35.59/18/1

- Signpost required at the northern (Ingthorne Lane) end of the path. Update 30/12/2020: This signpost is now in place.

## 15. Path 35.59/7/1 A162 – Hampton Row

Figure 40: Map of path 35.59/7/1 A162 – Hampton Row\*



### Report: Path 35.59/7/1

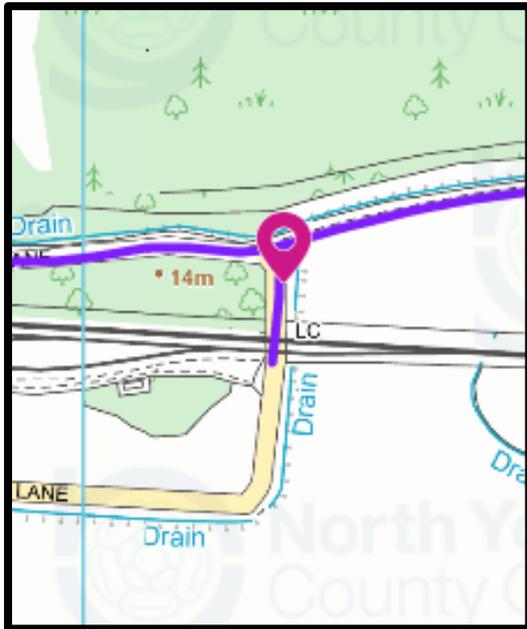
- Surveyed on 14/10/2020 by LF.
- The footpath is in good condition and usable but is not well signposted.

### Actions: Path 35.59/7/1

- Install signposts.

## 16. Path 35.59/16/1 Common Lane - 35.59/2/2

Figure 41: Map of path 35.59/16/1\*



### Report: Path 35.59/16/1

- Surveyed on 10/01/2021 by RdFD and IdFD.
- The path is in good condition, but it is not marked with signposts.
- The path has a footpath status in the definitive map; however the markings on the soil suggest that it is used by cyclists. Given its width and surface, it is not a problem for the path to be shared between walkers and cyclists.

Figure 42: Photo of path 35.59/16/1 showing that there is no signage

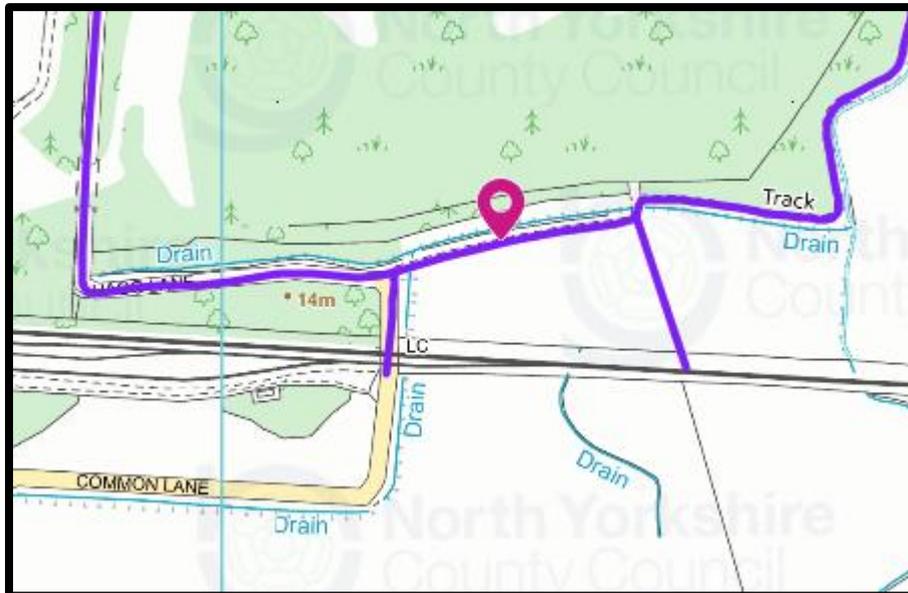


### Action: Path 35.59/16/1

- To install signposts at both ends of the footpath.

## 17. Path 35.59/2/2: 35.59/1/1 – 35.59/16/1 and 35.59/2/1 (Hagg Lane)

Figure 43: Map of path 35.59/2/2\*



### Report: Path 35.59/2/2

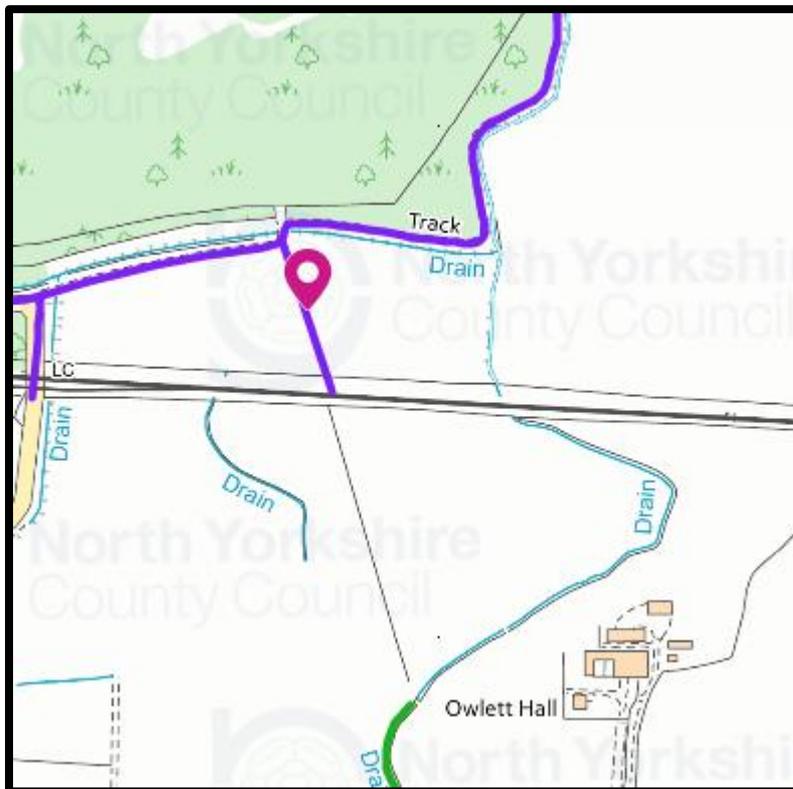
- Surveyed on 10/01/2021 by RdFD and IdFD.
- The path is in fair condition, although muddy at places.
- There is no signpost at the 35.59/1/1 end.
- The path has a footpath status in the definitive map; however the markings on the soil suggest that it is used by cyclists. Given its width and surface, it is not a problem for the path to be shared between walkers and cyclists.

### Action: Path 35.59/2/2

- Install a signpost at the 35.59/1/1 end.

## 18. Path 35.59/2/3: Railway line - 35.59/2/2 and 35.59/1/1

Figure 44: Map of 35.59/2/3 Railway line - 35.59/2/2 and 35.59/1/1\*



### Report: Path 35.59/2/3

- Surveyed on 23/01/2021 by RdFD and IdFD.
- This path is not signposted at either end.
- There are some foot markings on the soil, suggesting that it is in use.
- The footpath is a cul-de-sac, as there is no railway crossing.
- According to older maps, this footpath used to link to the bridleway near Owlett Hall.

### Action: Path 35.59/2/3

- To bring this path into use, it would be necessary to open the railway crossing and reactivate the historical link to the bridleway to the west of Owlett Hall and install signage.
- An alternative to creating a new railway crossing is to establish a new link between Common Lane and the bridleway to the west of Owlett Hall, and to extinguish this path.

*Figure 45: Photo of path 35.59/2/3, showing foot markings over the field similar to the route taken by the path*



*Figure 46: Photo of path 35.59/2/3, showing that the railway line is fenced and there is no passage over the line*



## 19. Path 35.59/1/1: 35.59/2/3 and 35.59/2/2 to Melton Leys alongside Habholme Dike

Figure 47: Map of path 35.59/1/1\*



### Report: Path 35.59/1/1

- Surveyed on 10/01/2021 by RdFD and IdFD.
- The footpath is in fair condition, although muddy at places. There is some overgrown vegetation on the north section, approaching Melton Leys.
- This footpath has no signposts at both ends.

*Figure 48: Path 35.59/1/1 at its west end – no signpost*



*Figure 49: Path 35.59/1/1 at the beginning of the north section*



*Figure 50: Path 35.59/1/1 at the north section – overgrown vegetation*



**Action: Path 35.59/1/1**

- To install signposts.
- To prune overgrown vegetation at the north section.

## 20. Path 35.59/15/1: 35.59/1/1 - 35.59/4/1 and 35.57/25/1

Figure 51: Map of path 35.58/15/1\*



### Report: Path 35.59/15/1

- Surveyed on 10/01/2021 by RdFD and IdFD.
- The footpath is in good condition, but there are no signposts.

Figure 52: Photo of path 35.58/15/1 north-east end – no signpost

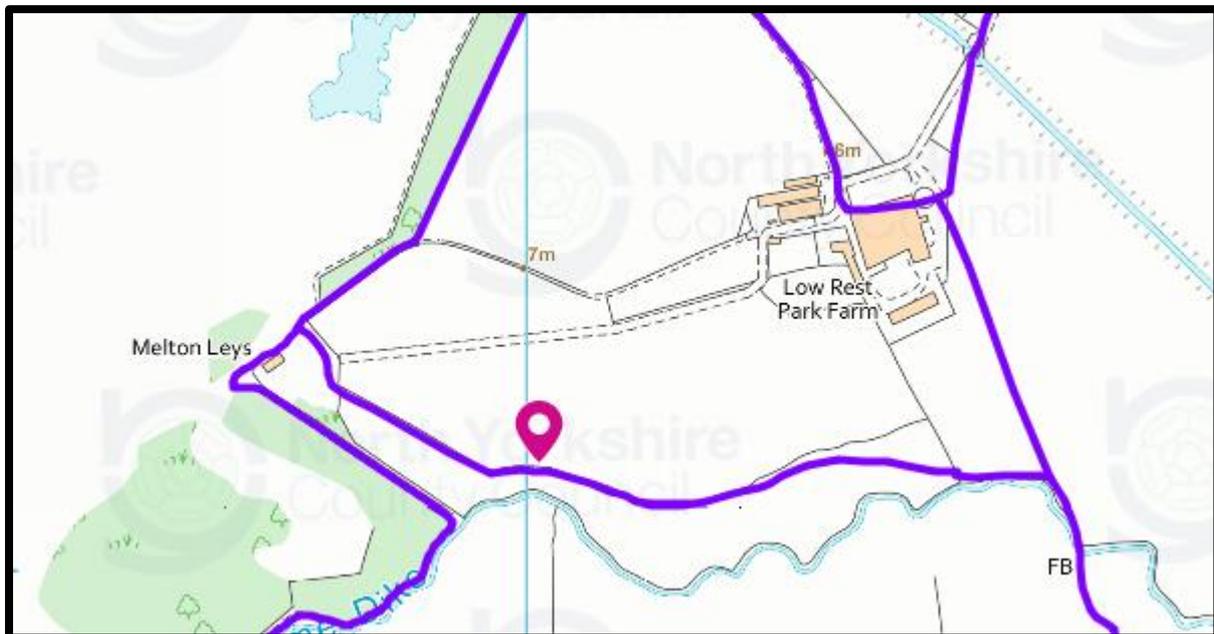


### Action: Path 35.59/15/1

- To install signposts.

## 21. Path 35.59/4/1: 35.59/15/1 - 35.57/25/1

Figure 53: Map of path 35.59/4/1\*



### Report: Path 35.59/4/1

- Surveyed on 17/01/2021 by RdFD and IdFD.
- From the east, the path starts on a footbridge, that links to path 35.32/2/1 (Hambleton Parish). The footbridge is in poor condition, although it is passable. This has been reported to NYCC.
- There is no signage from the eastern end.
- The route from the field border to the west, until the point the path turns northwest to Melton Leys, is not signposted and the path route is not clear from the ground.
- There is a signpost with two arrows near the stream, which could lead walkers to interpret the route as being by the stream, which is incorrect.
- The link between this path and path 35.57/25/1 is blocked.
- Footprints at the western end, where the path runs close to path 35.59/1/1, suggests that walkers may have been walking across the gate to access path 35.59/1/1, which links to path 35.57/25/1.

### Report: Path 35.59/4/1

- To fix the footbridge between path 35.59/4/1 and path 35.32/2/1.
- To install signage.
- To link the path to 35.57/25/1, either by opening a passage as per definitive line, or by creating a diversion to 35.59/1/1.

Figure 54: Photo of 35.59/4/1, showing the footbridge in poor condition

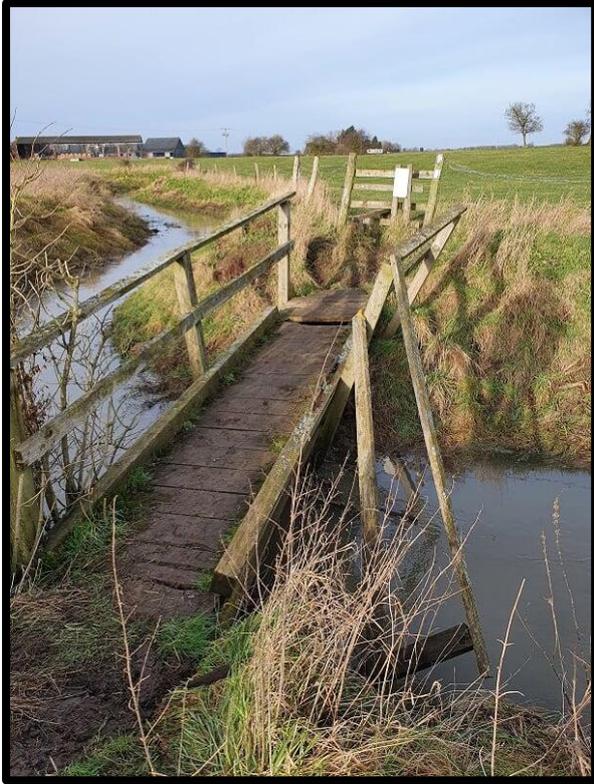


Figure 55: Photo of 35.59/4/1, showing the small yellow sign marking the path



*Figure 56: Photo of 35.59/4/1, showing the lack of clear route over the field*



*Figure 57: Photo of 35.59/4/1, showing a sign with arrows near the stream*



Figure 58: Photo of 35.59/4/1, showing that the link to path 35.57/25/1 was blocked



Figure 59: Photo of 35.59/4/1, suggesting that walkers may be crossing the gate to path 35.59/1/1



## 22. Path 35.59/2/1 Hagg Lane: 35.59/16/1 and 35.59/2/2 - 35.57/23/1

Figure 60: Map of 35.59/2/1 Hagg Lane\*



Figure 61: Photo of 35.59/2/1 Hagg Lane



Figure 62: Photo of 35.59/2/1 Hagg Lane

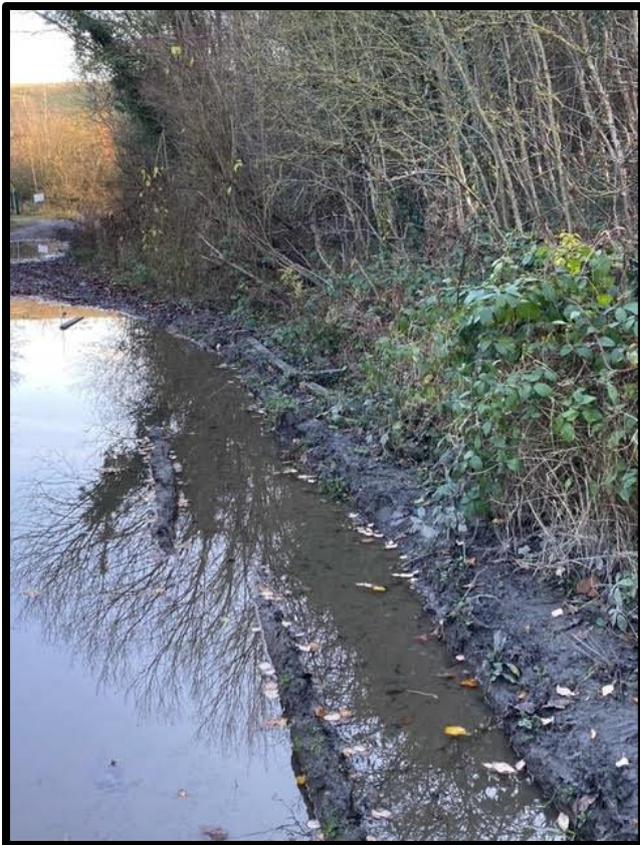


Figure 63: Photo of 35.59/2/1 Hagg Lane



Figure 64: Photo of 35.59/2/1 Hagg Lane – police signage asking the public not to visit this location



## Report: Path 35.59/2/1

- Surveyed on 01/12/2020 by LF.
- The footpath is in poor condition, with large and deep craters full of water. At the time of the survey, it had not rained for 3-4 weeks, but the path remained waterlogged.
- There is no signage at either end of the footpath.
- There is a notice asking the public not to visit this location which are no longer in line with the COVID-19 regulations.

## Actions: Path 35.59/2/1

- To install signage to the footpath.
- To remove notices asking the asking the public not to visit this location.
- To improve the condition of the footpath.