Rights of Way

Frequently Asked Questions
Rights of Way - Frequently Asked Questions

What is a public right of way?
All public rights of way are highways in law. They are normally just simple paths and tracks going through a wood, across farm land or beside a stream. They can be near towns or in remote countryside, they can be wide tracks or narrow trails. Sometimes a path may not be visible on the ground at all, and many do not have a hard surface. The public are still entitled to use it, but may need to follow a detailed map.

Who looks after the rights of way in Cumbria?
Cumbria County Council is the Highway Authority, and is ultimately responsible for all the rights of way. Since the early 1980s, the National Park Authority have had delegated powers to carry out maintenance work on paths. Since 1997 we have had full powers to manage all aspects of rights of way from maintenance to surveying and updating the legal records.

Why does the National Park do this?
One of the key aims of our visions and plans for the National Park is to have “A landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved.” The best way of doing this is “to enable people to connect with nature and landscape - by improving access, understanding, enjoyment, education and health.”

One of the statutory purposes of a National Park is to promote the quiet enjoyment of the special features of the area. One of the best ways of doing this is to enable people to get out and about and enjoy the landscape on an intimate level. And the best means of doing this is through our access network.

One in three of our estimated fifteen million annual visitors [Cumbria Tourism, 2011] take a walk of at least four hours. And the link between use of the rights of way network and the local economy has been well-established through numerous studies over the years. In 2003, a Ramblers Association report found that walking in the countryside had associated national spending valued at more than £6.4 billion. Tourism is an important part of our economy. The rights of way and wider access network have an increasingly important role to play in the regeneration of Cumbria’s rural economy.
How many rights of way are there?

Thanks to our improvement programmes and partnership working, the length of rights of way in the National Park is constantly increasing. In 1997, there was 3,005km of rights of way – by 2012 this had increased to 3,079km (1,913 miles). We expect to increase this further, to around 3,100km in the next few years.

<table>
<thead>
<tr>
<th>Lengths of RoW April 2012</th>
<th>km</th>
<th>miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Footpath</td>
<td>2,159</td>
<td>1,342</td>
</tr>
<tr>
<td>Bridleway</td>
<td>875</td>
<td>543</td>
</tr>
<tr>
<td>Restricted Byway</td>
<td>15</td>
<td>9</td>
</tr>
<tr>
<td>Byway Open to All Traffic</td>
<td>30</td>
<td>19</td>
</tr>
</tbody>
</table>

How do I know whether a path is a public right of way or not?

All recorded public rights of way are shown on the Definitive Map and Statement. This was prepared by the various County Councils under the provisions of the National Parks and Access to the Countryside Act of 1949, and are now kept under continuous review and modified by Orders as and when necessary. Within the Lake District National Park the Authority has delegated powers and duties with regard to the Definitive Map and copies can be inspected at our offices. They are the only legal document showing rights of way.


Ordnance Survey 1:25,000 “Explorer” maps show rights of way in green, and their 1” or 1:50,000 “Landranger” maps for the Lake District show rights of way in red.

The Explorer maps also show acknowledged permissive paths in pale red.
What rights do the public have on a public right of way?

Anyone may use a right of way, and may do so at any time, just as they would a vehicular road. Rights of way give only a ‘right of passage’ across the land. They don’t entitle the public to roam wherever they want, or to use the path or surrounding land for other purposes. However, you can stop for a while – to admire the view, take a photograph, make a sketch, eat a sandwich or sit down and rest – providing you stay on the path and do not cause an obstruction. If you do anything that is not reasonably part of your journey (such as deliberately disturbing people or animals) then you may be regarded as a trespasser. You can take ‘normal accompaniments’ on the right of way: such as binoculars, dogs (under proper/close control), and buggies.

<table>
<thead>
<tr>
<th>Path Type</th>
<th>Permitted Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FOOTPATH</strong></td>
<td>May be used only on foot. Waymarked in yellow.</td>
</tr>
<tr>
<td><strong>BRIDLEWAY</strong></td>
<td>May be used on foot or on horseback. Horses may be led and in some cases there is the right to drive other animals. Pedal cycling is also permitted, providing cyclists give way to horse riders and pedestrians.</td>
</tr>
<tr>
<td><strong>BYWAY OPEN TO ALL TRAFFIC</strong></td>
<td>May be used by all of the above as well as any kind of wheeled vehicle, including motor cars, motorcycles and horse drawn vehicles.</td>
</tr>
<tr>
<td><strong>RESTRICTED BYWAY</strong></td>
<td>The same as a byway, except that they cannot be used by mechanically propelled vehicles (cars, motorbikes).</td>
</tr>
</tbody>
</table>

**Other public highways maintainable at public expense:** Commonly known as unsurfaced/unclassified county roads. The exact status of these ways differs in each case, if known at all – however, there will be a minimum of foot rights and probably more.

**Permissive Paths:** These are not ‘rights of way’ as such but are paths over which the landowner has reached an agreement with the Authority to allow linear public access. This permission may be withdrawn or the route altered over time and permission may be given subject to certain restrictions.
Who surveys the paths?
We do - we aim to survey every path in the National Park at least once every four years. We have a team of volunteers who carry out surveys of whole parishes on a cyclical basis.

As well as this, volunteers carry out more regular patrols on the most popular routes. And every year the Ramblers’ survey 5% of our paths (selected randomly) for our ‘ease-of-use’ performance indicator.

Who owns the path?
The surface of the path and as “much of the soil below and the air above” is for most purposes considered to be vested in the Highway Authority. The subsoil underneath the path remains the property of the owner of the surrounding land.

How does a path become public?
The legal phrase used to explain how rights of way come into existence is ‘dedication’ – a landowner dedicates to the public a right of passage over an area of land. Sometimes the landowner does this through a formal dedication process, but usually it can be inferred or ‘presumed’ that the path was dedicated, based on the landowner’s and the public’s behaviour over many years. For example, if the public uses a path without interruption or challenge for at least 20 years, a right of way is presumed to have been dedicated, even though the landowner made no formal dedication.

The use must have been by the public and not by a special group of people such as employees of the landowner. The landowner must not have objected, and the public’s use must have been so open and frequent that he ought to have known about it. ‘Interruption’ means that the landowner has asked people to leave, put up a notice (such as ‘No Path’), locked a gate, or blocked a path in order to exclude people.
Please look at www.lakedistrict.gov.uk/xxxxxx for “How paths became rights of way”.

A landowner may not want to dedicate a right of way even though he knows that the public are crossing his land and he has no objection. In such cases he will probably tell us of his position and may put up a notice saying that he does not intend to dedicate a right of way.

In addition we (or the County Council) can reach an agreement with a landowner to formally dedicate a path under section 25 of the Highways Act 1980. If the need for a path is considered so great then we may consider creating a path by compulsory Order under section 26 of the same Act.

What is a permitted path?
A permitted path is one which the landowner allows the public to use but, usually, with the intention that it should not become a public right of way. There are numerous permitted paths in the National Park. Some are available under agreement between the landowner and an authority, for example the Lake District National Park Authority (LDNPA) or the Department for Environment, Food and Rural Affairs (Defra) and some have no written records. You may also hear them referred to as ‘permissive’ or ‘concessionary’ paths.

Please look at www.lakedistrict.gov.uk/xxxxxx for “Permitted access frequently asked questions”.

What can the public do on a permitted path?
This depends on the permission that the landowner has given. The status is usually shown on a sign at each end of the path. This may be permission to walk, ride a horse and/or cycle, although the majority of permitted paths in the National Park are for walkers only. A permitted path is usually a linear route between two points. It doesn’t mean the public can roam wherever they want, or to use the path or surrounding land for some other purpose. However, it is usually considered reasonable behaviour to stop for a while – to admire the view, take a photograph, make a sketch, eat a sandwich or sit down and rest – providing users stay on the path. If a user does anything that is not reasonably part of their journey (such as deliberately disturbing people or animals) then they may be regarded as a trespasser.
Finding out about permitted paths in your area
Permission to use a path can, in many cases, be withdrawn at any time. This means it is difficult to accurately map the available routes. In the majority of cases there is no requirement to tell the Ordnance Survey about permitted paths. Large organisations such as the National Trust and the Forestry Commission often ask for routes on their land to be shown but many others are only advertised locally. Ordnance Survey 1:25,000 “Explorer” maps show permitted paths as orange dashes. They are not shown on the 1:50,000 “Landranger” maps.

Many organisations such as the Wildlife Trusts and Woodland Trust allow access to their sites and provide leaflets on site and on their websites: http://www.cumbriawildlifetrust.org.uk and http://www.woodlandtrust.org.uk. Defra Countryside Walks and Rides are advertised on their website http://cwr.naturalengland.org.uk and through on-site signs, usually at each end of a path.

Permitted paths are often waymarked with white arrows but are sometimes signed with text or coloured waymarks to indicate a circular or named route.

How wide should a path be?
The law prescribes no fixed width for rights of way. It is rare that a width is specified in the Definitive Statement, unless recently created or diverted. The theory is that the path should be whatever width was dedicated to the public, this may be (but only rarely) mentioned in documents such as the local enclosure award.

In most cases the true width will be a matter of what has been past practice on that particular path. As a rule of thumb the path should be wide enough for two walkers or horseriders to pass one another. If the right of way has fences or walls on both sides then you can usually assume that you can use the full width.

On land which is ploughed, minimum widths for reinstatement are specified - see later section.
Are all the paths supposed to be signposted?
Yes. Under the Countryside Act 1968, we have a duty to erect signposts at every point where a footpath, bridleways or byway leaves a metalled road. The sign must state the status of the way and may give a destination and distance. The Act lays down no time limit within which this sizeable job must be completed but we carry out regular surveys and renewal programmes to ensure that as many ways as possible are signed.
What is Waymarking?

Waymarking is a means of indicating the line or direction of a path at points where it may be difficult to follow. There are a variety of systems in use, ranging from splashes of coloured paint on walls and gates, through wooden arrows and plastic discs to cairns along moorland and mountain paths. The Countryside Agency has designed a standard system of painted arrows – yellow for footpaths, blue for bridleways, red for byways and victoria plum for restricted byways. White or black arrows are often used for permitted paths.

We have a policy of keeping waymarks to a minimum consistent with the need to orientate the public and reduce trespass in order to avoid the proliferation of signs in the countryside. But on some promoted routes we have added extra waymarks and additional wording.

Who is responsible for keeping paths clear?

The main responsibility for rights of way falls on the highway authority. We have a general duty under the Highways Act of 1980 (Section 130) “to assert and protect the rights of the public to the use and enjoyment” of paths in their area and “to prevent as far as possible the stopping up or obstruction” of such paths. We therefore deal with any deliberate obstructions such as a barbed wire fence across a path.

There is no set standard to which rights of way have to be maintained and it is acceptable for some paths to be in a better condition than others. For instance, a well-used path to a church would be expected to be maintained to a higher standard than a remote country cross field path. A path can be expected to be a little overgrown in summer and muddy in winter but not to the extent that it becomes impassable. Users are expected to be shod and dressed appropriately.
Who looks after the surface of the path?

We are statutorily responsible for maintaining the surface of the path. For example; by keeping it free of overgrowth, repairing pot-holes, drainage ditches, and so on. Parish Councils also have various powers (but not duties) with regard to signposting, maintenance and removing obstructions.

Who looks after bridges?

We do – although some bridges may have shared responsibility with landowners – for example, a vehicular bridge to a farm that is also used as a public footpath.
Who looks after the gates and stiles on a path?
Maintaining these is primarily the owner’s responsibility, but we must contribute a quarter of the cost if asked and may contribute more if we wish. If the landowner fails to keep his stiles and gates in proper repair we can, after 14 days’ notice, do the job ourselves and send the bill to the owner. (Highways Act 1980, Section 146). In reality we work in tandem with the landowners and carry out much of the work ourselves through our skilled Field Teams.

If stiles or gates are difficult to use, broken, or out of repair please let us know. We have developed specific standards for new or replacement furniture which will be applied wherever possible.
How, and why, do paths get improved?

Improvement works are those that improve or develop the usability of a way or access beyond normal maintenance levels. The work consists of negotiations, practical works and any required legal changes to the network.

The basis behind the majority of our improvement work is people’s changing needs and patterns of behaviour, and the changing political, social and economic climate. Our improvement work is shaped by the wider social goals of health, education, social inclusion, sustainable tourism, and sustainable transport.

Some improvements are large scale, for instance the surfacing projects and publications within the Miles without Stiles project – [www.lakedistrict.gov.uk/mileswithoutstiles](http://www.lakedistrict.gov.uk/mileswithoutstiles) or the Eskdale TRail (see box overleaf).

Other improvements are much more basic. It could simply be improving the catches on gates to make them more usable to people on horseback, or replacing a wooden stile with a gate. Our basic policy is to make paths as least restrictive as possible.

Please look at [www.lakedistrict.gov.uk/xxxxxx](http://www.lakedistrict.gov.uk/xxxxxx) for our “Least restrictive policy” and “Structure specifications”.

In 2011-2012 we changed:

- 48 stiles to wicket or field gates
- 3 stiles to kissing gates
- 10 kissing gates to wicket or field gates
- 5 stiles or gates to a gap
- 58 poor catches to bridle or ‘easy-to-use’ catches
The Eskdale Trail

The Eskdale Trail is a new development, combining an 8½ mile mostly traffic free cycle route with the Ravenglass and Eskdale Steam railway. New cycle parking has been provided at strategic locations, and a guide book produced.

The project’s main aims were to encourage those who don’t normally cycle to do so, for environmental, health and spiritual benefits, whilst developing new opportunities for sustainable tourism in West Cumbria.

It has been extremely successful, with cycle carriage on the Railway increasing by almost 1,600%. A search on ‘Google’ shows over 4,000 entries for the Eskdale TRail.

These photographs show the progress from start to finish, showing the physical improvements, the cycle-carrying railway carriage, and cyclists.
What is ‘Fix the Fells’?  www.fixthefells.co.uk

One of the major problems with the popularity of the Lake District is the erosion scars caused by millions of visitors. The fragile cover of grass sward and heather is unable to withstand the level of trampling. The soil becomes exposed, and this quickly erodes under the combined forces of trampling and surface water run-off. This produces rapidly widening and deepening erosion scars. These scars result in damage on a scale which has significant adverse impact on the visual, cultural and natural landscape.

The most effective means of stabilising and restoring the landscape scars is by creating a hard surfaced path for walkers, whilst simultaneously reseeding the scars. This means that users then follow one main route, which prevents the scars from widening or deepening again. The methods used are traditional, but often with contemporary modifications. The work is time consuming and labour intensive.

Many of the worst scars have been successfully stabilised and restored through our joint ‘Fix the Fells’ project with partners.

Before and after Fix the Fells work at Coledale Hause.

Various preventative and maintenance projects
Can I walk where I like?

The Countryside and Rights of Way Act 2000 established a new right of foot access to certain categories of land. These rights came into effect in Cumbria in 2005. Within the National Park there is nearly 1,300 square kilometres (500 square miles) of land accessible to the public on foot.

Some areas of the National Park also have various statutory rights of access granted through past legislation. For example; common land in the old Urban District areas (Central Lakes, Patterdale) and some reservoir catchment and other specific areas (Haweswater, Thirlmere, parts of Wasdale). Other areas are dedicated to the public through being owned by us, The National Trust or the Forestry Commission.

All the open access areas are shown on the OS Explorer Maps as a yellow wash, surrounded by ochre lines. They can also be seen on the Natural England open access website: www.naturalengland.org.uk/ourwork/access/openaccess/default.aspx

This has plenty of guidance about the various rights and responsibilities attached to the land.

Many other upland areas within the Park have a history of open access through custom and tolerance, not as of right.
What is trespass?

The civil tort of trespass arises from the bare fact of unauthorised entry. It is not necessary to prove damage. Unless they could prove injury to their property, a landowner could probably only recover nominal damages by suing in such cases, but you might have to meet their legal costs. A notice saying “Trespassers will be prosecuted on a private drive, may be pretty meaningless – as it is only a civil offence. Prosecution could only arise if you commit a criminal offence, such as criminal damage.

Riding a horse or bike on a footpath, although not a criminal offence, can be deemed trespass if the surface of the path becomes damaged by this activity.

Can cars or motorcycles be used on public rights of way?

It is an offence under the Road Traffic Acts to drive a vehicle upon any common land, moorland or other land or upon any footpath or bridleway without lawful authority. This is a matter for the police to deal with rather than the Highway Authority. Please phone the police non-emergency number, 101 to report any incidents. It is not an offence to drive a vehicle on any land within 15 yards of the road for the purpose of only parking the vehicle. The owner of the land, however, can still order vehicles off even within 15 yards of the road. Races or speed trials on paths are forbidden. Permission for other types of trials on paths may be sought from the local Authority, if the landowner consents.

Cars and motorcycles can be legally driven on byways open to all traffic. All the ‘normal rules and regulations’ that apply to any other highway must be observed such as Road Tax, registration and insurance, visible number plates. Basically they have to be ‘road legal’.

Cumbria County Council maintains a list of all the routes than can lawfully be driven on throughout the county at:

Can a farmer keep a bull in a field crossed by a public right of way?

It is an offence to keep a dairy bull, or a non-dairy bull unaccompanied by heifers or cows, in a field or enclosure crossed by a public right of way.

The following bulls can be at large in a field or enclosure crossed by a right of way:

- Any bull under the age of eleven months.
- A bull not of a recognised dairy breed; such as a beef bull at large in a field in which heifers or cows are also at large. A “recognised dairy breed” is Ayrshire, British Friesian, British Holstein, Dairy Shorthorn, Guernsey, Jersey or Kerry.

The Health and Safety Executive guidance sheet is available at: [www.hse.gov.uk/pubns/ais17ew.pdf](http://www.hse.gov.uk/pubns/ais17ew.pdf)

What about cattle?

There have recently been a number of high-profile incidences relating to walkers being confronted with cattle whilst walking in the countryside and on public rights of way.

It must be remembered that the countryside is a working landscape. Encountering livestock and other animals is part of the experience of being out and about. Taking a sensible approach in such cases will help minimise the risk of any accidents.

It is not possible to be prescriptive about what should be done in any given situation. However this is the advice from the Ramblers and the National Farmers Union.

**Do**

- Be prepared for cattle to react to your presence, especially if you have a dog with you
- Move quickly and quietly, and if possible walk around the herd
- Keep your dog close and under effective control except when threatened by cattle – see below

**Don’t**

- Don’t get between cows and their calves
- Don’t hang onto your dog. If you are threatened by cattle let it go as the cattle will likely chase the dog.
- Don’t put yourself at risk. If you feel threatened or uncertain find another way round the cattle and rejoin the footpath as soon as possible
- Don’t panic or run! Most cattle will stop before they reach you. If they follow, just walk on quietly.
What about dogs and rights of way?

Dogs can be taken along rights of way but the owner has a responsibility to keep it under close control at all times. Dogs should not be allowed to foul the right of way, farmland or any place that the public may use. The owner may be liable for damages if their dog injures a person, another animal or property.

If a dog worries livestock then the owner may be prosecuted and fined. You may have to pay compensation. The dog may have to be destroyed. ‘Worrying livestock’ means attacking or chasing any farm animal or poultry. ‘Close control’ has never been defined but clearly a dog on a lead will be, whilst an unrestrained dog may not be.

If a dog is apparently out of control and worrying sheep, and there is no other way of stopping it worrying the sheep, then if the landowner shoots the dog, he will have a defence in court if prosecuted by the dog’s owner.

Fierce dogs kept on or close to the highway may deter users and can be classed as intimidation or nuisance (see above). Occasionally farm dogs react aggressively to walkers and have been known on rare occasions to inflict minor bites. If this happens then the matter should be reported the police as it is a criminal offence. Please also inform us.
Is it illegal to plough up a path?
No. One problem encountered by users is to find a path obliterated by ploughing or covered by a crop – although, fortunately, we do not have many problems like this in the Lake District. We have strong powers to enforce the law relating to ploughing and cropping. We may prosecute the landowner or occupier, or swiftly put matters right by carrying out the necessary work ourselves and then recover the costs from the farmer.

Field edge paths and all byways must not be ploughed at all. Cross-field footpaths and bridleways can be ploughed but the surface must be restored and the route marked within 14 days. The law specifies minimum widths for rights of way that are restored after disturbance or kept clear of crops. For rights of way across a field the minimum widths are 1 metre for a footpath, 2 metres for a bridleway and 3 metres for other rights of way. On the field edge, these widths are increased to 1.5 metres, 3 metres and 5 metres respectively.

What is an obstruction on a path?
Anything which interferes with your right to proceed along it, such as: a fence or wall across a path, overhanging vegetation, heaps of rubble, rubbish, manure, silage bales, or barbed wire on top of a stile.

Can I remove an obstruction to get by?
Yes, provided that:
- you are a bonafide traveller on the path and have not gone out for the specific purpose of removing the obstruction
- you move only as much as necessary to get through (care must be taken not to let livestock escape).
If you can easily go round the obstruction you should do so.
What is a misleading notice?
Misleading signs can deter some people or make them feel uncomfortable, even when they know they are on the right path. It is an offence for anyone to put up any sign or notice containing false or misleading information that is likely to deter people from using the route. Report such notices to us.

Examples could include “Private – Keep Out”, “No Right of Way”, “Path Closed”, or “Bull in Field” when there is no bull present.

What is intimidation and nuisance?
If anyone tries to prevent a member of the public from using a public right of way by telling them to leave, by keeping a fierce dog close to the highway to deter them, or by any other form of intimidation or harassment, they could be guilty of obstruction and we should be informed. If anyone threatens or uses force, the police should be notified as well. The public may also be entitled to prosecute privately or apply to the magistrates to have the offender bound over to keep the peace.

Anyone behaving unreasonably and thereby interfering with the use of a public right of way may also be committing a nuisance, for which they can be sued privately, or prosecuted for a criminal offence, or both, depending on the nuisance. If users are injured by something on the path, they should report it to us. You may sue privately for damages, but your own actions will be examined carefully.
How are paths diverted or closed?

We have the powers to create, divert or extinguish rights of way by Order. Paths can be diverted if we believe it is expedient to do so in the interests of the landowner or the public. Such a diversion will only be promoted if a number of tests such as convenience and enjoyment of the public are met. Please look at www.lakedistrict.gov.uk/xxxxxx for “guidance on our diversion policies and the relevant tests”.

A path can only be extinguished if it is no longer needed for public use. If it is obstructed and cannot be used, this does not justify it being extinguished. Nor can it be extinguished simply because it is inconvenient to the landowner.

Notice of all such Orders are published in local newspapers, posted at each end of the site and displayed in our offices. An Order may be objected to by any member of the public or body. If these objections are sustained then the matter is referred to the Secretary of State for determination. This often involves the holding of a local Public Inquiry.

Rights of way may be temporarily closed or diverted whilst works are taking place on or near the highway that could endanger users. These may be works directly related to the path such as surface repair, water pipe works. Or they may be related to the land through which the path runs, for example; forestry works. Provisions within the Countryside and Rights of Way Act 2000 will allow for landowners to, very occasionally, temporarily divert paths for specific reasons.

We can also make Traffic Regulation Orders to restrict or prohibit the use of a highway by certain users.
**What is a modification order?**
We have a duty to keep the definitive map under continuous review. This means modifying the map when an omission or error is shown to exist on the map. This could arise from a claim that a right of way exists that is not shown, that a right of way is shown on the wrong alignment or with the wrong status or that a right of way is shown in error and does not actually exist.

Modification Orders differ from diversions, creations and extinguishments in that they are about whether rights exist and where, not about whether they should be created or taken away. The suitability or desirability of a way for users, landowners or ourselves are irrelevant and play no part in the decision making process. This concentrates solely on evidence presented to, or discovered by, us such as old maps, user evidence and enclosure awards.

As with diversions, creations and extinguishments a Modification Order is advertised and may be objected to. A number of cases have gone beyond the Public Inquiry stage to judicial review and the High Court.

A register of all the modification order applications in Cumbria can be found at [www.cumbria.gov.uk/roads-transport/public-transport-road-safety/countryside-access/Definitive_Map/DMMO_Register.asp](http://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/countryside-access/Definitive_Map/DMMO_Register.asp)

Confirmed orders in the National Park are on our website [www.lakedistrict.gov.uk/rowchanges](http://www.lakedistrict.gov.uk/rowchanges)

Please look at [http://www.lakedistrict.gov.uk/visiting/thingstodo/rowupdates/rowfaqs](http://www.lakedistrict.gov.uk/visiting/thingstodo/rowupdates/rowfaqs) for our “Modification Order Application Pack” and “user evidence forms”.

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![Image](image1.png)

![Image](image2.png)

![Image](image3.png)
Who do I contact about any rights of way issues?

Please report any problems to our Rangers (2015):

Or contact the Park Management Team on hq@lakedistrict.gov.uk or 01539 724555

Last updated: 16 April 2015