

CONSULTATION ON THE DRAFT RIGHTS OF WAY IMPROVEMENT PLAN 2009/19 – ROWIP Questionnaire Responses Summary Table

Following the production of the Draft Rights of Way Improvement Plan and approval from the Executive Board Member, Planning, Transportation, Regeneration and Renewal, the document along with a questionnaire was sent to 223 consultees. The consultees included:

- Local Authorities
- Parish Councils
- Natural England
- Defra
- Dft
- Prescribed Organisations
- Local User Groups
- Land Owners
- Interest Groups; and
- Other Sections within the Council

The consultation exercise was also advertised in the local papers and copies of the document were available on the Council’s website and in the local libraries and Direct Links. Questionnaires were also deposited at nearly 100 locations including health centres, shops, businesses, Norton Priory, visitor centres, post offices, community centres etc.

Twenty seven questionnaires were returned. Fourteen written responses were also received, a summary of these and our responses can be seen in Appendix 2.

The following table summarises the Questionnaire responses received.

SECTION 1	Summary of Results and Comments	Council’s Response/Action
The consultees were asked to give each of the Strategic Aims a rank from 1-10, where 1 was the most important and 10 the least important.	Twenty seven responses were received however, seven of these were deemed spoilt. From the valid responses the order of importance was identified as follows – <ol style="list-style-type: none"> 1. Strategic Aim 9 – To improve connectivity of the network and create opportunities for walkers, cyclists and equestrians. 2. Strategic Aim 1 – Improve standards of maintenance across the 	The information will be used to inform programming priorities when allocating financial and staffing resources.

	<p>network.</p> <ol style="list-style-type: none"> 3. Strategic Aim 4 – Improve accessibility by improving and developing routes that cater for the needs of people with disabilities. 4. Strategic Aim 10 – To seek opportunities to enhance and extend the rights of way network and other access routes through cross boundary working. 5. Strategic Aim 8 – To seek opportunities to enhance the network through the planning process and through the various plans and strategies developed by the Council. 6. Strategic Aim 7 – To support the rural economy, local businesses, countryside and tourist sites through the promotion of Halton’s Public Rights of Way network and other access routes to residents and visitors. 7. Strategic Aim 6 – Improve the safety and attractiveness of routes affected by the transport network. 8. Strategic Aim 3 – Promote the health benefits of the network and make it easier for people to incorporate exercise into their daily lives and lead healthier life styles. 9. Strategic Aim 2 -Maintain an accurate and up-to-date Definitive Map and Statement. 10. Strategic Aim 5 – Increase the use of the network for sustainable transport and utility trips. 	
<p>The consultees were asked – Would you say that these Strategic Aims cover all the important issues that need addressing?</p> <p>If No, what issue(s) do you feel we have missed?</p>	<p>Sixteen out of the twenty seven respondents stated YES – that they thought that the Strategic Aims covered all the important issues that need addressing and four didn’t answer the question. However, seven of the respondents said NO, and their comments are listed below:</p> <ul style="list-style-type: none"> ➤ Add signage to Cycle routes (in particular) and PROW to link areas; ➤ Liaise with highways to incorporate cycle ways effectively with road designs; ➤ Improve Access to Rivers and Canals; 	<p>This is already covered by Strategic Aim 1 (Improve Standards of Maintenance Across the Network), and will be addressed through Actions M2 and M6.</p> <p>New actions identified: see Strategic Aim 5, Action ST15.</p> <p>This is addressed in Strategic Aim 7, through Action T1, however comment has been noted and will be considered when implementing actions within Strategic Aims 7, 9 and 10.</p>

	<ul style="list-style-type: none"> ➤ 11. Create & Maintain an accurate, up to date PROW website as a common focus point for information, complaints, temporary closures etc; ➤ Rationalize ROW's that don't go anywhere – e.g. Johnson's Lane ends at a railway line. South side of MSC just ends; ➤ Cut back bushes and trees adjacent to roads so they do not obstruct cyclists (e.g. by the bus station at end of Clifton Road); ➤ As part of item one, improve Tree and Hedge trimming to avoid narrowing pathways; ➤ Ban the use of loose gravel as cycleway repair topping as this is extremely dangerous; ➤ No2 Is this not statutory? - you <u>must</u> do this, you have no choice; ➤ Explicitly endeavour to make greater use of the canals, riverside towpaths for recreational purposes; 	<p>This element of work is already underway and is referenced in paragraph 6.5.3. The plan addresses this further through Strategic Aim 2, Actions L1, L3, L4, L7, and L8 and Strategic Aim 7 (To Support the rural economy, local businesses, countryside and tourist sites through the promotion of Halton's network and other access routes, to residents and visitors) Action T10.</p> <p>The plan will address such issues through Strategic Aim 2 (Maintain an accurate and up-to-date Definitive Map and Statement) Action L8.</p> <p>The Plan addresses this through Strategic Aim 1 Actions M3, M4 and M5.</p> <p>Unless in the ownership of the Council adjacent hedges and trees are usually the responsibility of the landowner. However, the comment has been noted and will be considered when implementing Actions, M1, M3, M4 and M5.</p> <p>Strategic Aim 1 Action M7 addresses this issue.</p> <p>This is statutory and the Council will continue to fulfil its statutory obligations, but maintaining an accurate and up-to-date Definitive Map and Statement was included in the Action Plan to enable an overview of resources required.</p> <p>Paragraph 5.3.4 has been amended to indicate the benefits of rivers (canals are already mentioned). Strategic Aim 7, Action T4 has also been amended to clarify this point.</p>
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	<ul style="list-style-type: none"> ➤ Look to increase the overall number of public rights of way; ➤ You should make greater use of the canals in the region and encourage use of towpaths; ➤ I thought this was statutory anyway. <p>Two comments were also made by respondents who answered 'yes' and one comment made from a respondent who did not answer this question. These are as follow:</p> <ul style="list-style-type: none"> ➤ There is no commitment to funding. Perhaps this is inferred in the aims, but none will succeed without political will and funds; 	<p>The plan will address this through; Strategic Aim 8 (To Seek Opportunities to enhance the network through the Planning Process and through the various Plans and Strategies developed by the Council) Action P2, Strategic Aim 9 ((To Improve Connectivity of the Network and Create Opportunities for walkers, cyclists and equestrians) Actions CO4, CO6, CO7 and Strategic Aim 10 (To Seek Opportunities to enhance and extend the Public Rights of Way network and other access routes through cross boundary working) Action CB5.</p> <p>Paragraph 5.3.4 addresses the importance of canals. Strategic Aim 7, Action T4 has been amended to help address this issue.</p> <p>This is statutory and the Council will continue to fulfil its statutory obligations, but maintaining an accurate and up-to-date Definitive Map and Statement was included in the Action Plan to enable an overview of resources required.</p> <p>Table 9 indicates the likely level of funding required to address each action along with those partners who will be responsible for its delivery. It is not possible at this stage to commit funding for each element of the Action Plan, however, the Council has already spent and committed substantial sums of money on the PRow network and other access routes during LTP1 and 2 and it is intended that this will continue, subject to</p>
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	<ul style="list-style-type: none"> ➤ Does this plan include Hale?; ➤ Publicise and provide information leaflets these objectives, Vital actions. 	<p>resources being made available. It is however, recognised that assistance will be required from our partners to deliver the proposed ambitious programme of works, which again cannot be committed to at this stage.</p> <p>Yes the Plan includes Hale. The respondent to be contacted to confirm this.</p> <p>The plan references this issue in paragraph 6.5.2. It will also be addressed through Strategic Aim 7, in particular Actions T10 and T14.</p>
SECTION 2	Summary of Results and Comments	Council’s Response/Action
<p>Each Strategic Aim has a series of Actions and consultees were asked to tick their THREE preferred actions and suggest more if necessary.</p>	<p>There were no spoiled responses within this section all twenty seven responses were valid. The top three preferred actions for each Strategic aim have been listed below:</p> <ul style="list-style-type: none"> ➤ Strategic Aim 1 - Improve standards of maintenance across the network. <ol style="list-style-type: none"> 1. M7 – Continue to upgrade and improve path surfaces to ensure that they are in keeping with the environment and suitable for their expected use; 2. M5 – Using the information gathered in the survey to review the inspection and maintenance program – develop a vegetation management plan and cleansing regime; 3. M1 – Continue to conduct an annual condition survey of the whole public rights of way network. ➤ Strategic Aim 2 -Maintain an accurate and up-to-date Definitive Map and Statement. <ol style="list-style-type: none"> 1. L3 – Make a digital version of the new Definitive Map available on the Council’s website; 2. L1 – Continue to review the Definitive Map and Statement and publish a new up-to-date Map and Statement that covers the area managed by Halton by 2010; 	<p>The information gained from the responses to this section will be used to inform programming priorities, when allocating financial and staffing resources. Where a timescale is identified in the Action Plan tasks, it should be noted that this is the overall target for completion.</p> <p>The preferred actions will be prioritised within these timescales. This may require some of the non preferred actions to be put back, and updates will be provided as work progresses.</p> <p>The small sample size has resulted in some conflicting feed back.</p>

	<p>3. L6 – Identify all cross boundary routes and work to ensure consistency of status and alignment</p> <p>➤ Strategic Aim 3 – Promote the health benefits of the network and make it easier for people to incorporate exercise into their daily lives and lead healthier life styles.</p> <p>1. H7 – Identify and develop circular and linear routes that can be used to encourage walking and cycling for health; 2. H3 – Work in partnership to promote the health and well being associated with using the PROW network and other access routes; 3. H4 – Use the PROW network and other access routes to support existing health initiatives such as walking the way to health.</p> <p>➤ Strategic Aim 4 – Improve accessibility by improving and developing routes that cater for the needs of people with disabilities.</p> <p>1. A3 – Establish links with Disabled Access Groups and other groups/organisations that represent people with disabilities; 2. A9 – Continue to encourage landowners to allow the Council to install gates in place of existing stiles that require repair or replacement; 3. A4 – Work in partnership with mobility impaired people to assist in developing a more accessible network.</p> <p>➤ Strategic Aim 5 – Increase the use of the network for sustainable transport and utility trips.</p> <p>1. ST2 – Improve enforcement and management of the urban public footpath and other access routes to combat litter, fly-tipping and dog fouling; 2. ST1 – Continue to identify and improve off road routes linking communities with schools, employment centres and local services; 3. ST13 – Continue to seek to upgrade footpaths where appropriate to provide greater opportunities.</p> <p>➤ Strategic Aim 6 – Improve the safety and attractiveness of routes affected by the transport network.</p> <p>1. SA2 – Identify where ‘missing links’ in the network, which require users to travel along busy roads and develop solutions including verge improvements, creation agreements/orders; 2. SA1 – Undertake a safety audit to identify points where the PROW</p>	
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	<p>network and other access routes are crossed by the road network and seek opportunities to make ad fund improvements;</p> <p>3. SA5 – Create ‘Behind the Hedge’ routes to provide missing links where appropriate, and safe to do so.</p> <p>➤ Strategic Aim 7 – To support the rural economy, local businesses, countryside and tourist sites through the promotion of Halton’s Public Rights of Way network and other access routes to residents and visitors.</p> <p>1. T2 – Identify and develop circular and linear recreational routes to and from Countryside and Tourist Sites;</p> <p>2. T7 – Develop strategic routes for all users including horse riders where possible, to support the development of long distance routes such as the North West Coastal Trail and to facilitate connections between other initiatives such as the Weaver Valley Park, The Mersey Waterfront, Upper Mersey Forest Park;</p> <p>3. T8 – Seek to provide a multi-user river Crossing, including provision for equestrians, to facilitate proposed regional and national trails.</p> <p>➤ Strategic Aim 8 – To seek opportunities to enhance the network through the planning process and through the various plans and strategies developed by the Council.</p> <p>There are two joint first preferences for this Strategic Aim</p> <p>1. P2 – Continue to ensure that all new developments link to the network by appropriate dedicated footpaths, bridleways and cycleways;</p> <p>1. P3 – Seek to improve the recognition & protection of public rights of way and other access routes in the planning process and the use of planning gain to enhance facilities;</p> <p>2. P6 – Improve current links with partners and seek to establish new relationships to facilitate the identification and development of cross boundary routes and national and regional trails.</p> <p>3. P1 – Seek to prevent developments that have a detrimental impact on the existing network.</p> <p>➤ Strategic Aim 9 – To improve connectivity of the network and create opportunities for walkers, cyclists and equestrians.</p> <p>There were three joint third preferences for this Strategic Aim</p> <p>1. CO6 – Continue to identify and develop off road walking, cycling and horse riding routes;</p> <p>2. CO3 – Upgrade footpaths to shared use cycle tracks, where appropriate, to develop a connected network of route for cyclists;</p>	
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<p>Comments/Suggestions</p>	<p>3. CO4 – Seek Creation Agreements/Orders to make missing links, where sufficient need has been established;</p> <p>3. CO7 – Seek to identify and develop linkages to improve connectivity of the existing network and new routes;</p> <p>3. CO8 – Seek to identify, develop and promote the use of ‘Quiet Lane’ to benefit all non-motorised users.</p> <p>➤ Strategic Aim 10 – To seek opportunities to enhance and extend the rights of way network and other access routes through cross boundary working.</p> <p>There were two joint second preferences for this Strategic Aim</p> <p>1. CB7 – Seek to develop, with partners, a multi-user crossing over the River Mersey;</p> <p>2. CB2 – Research the status of the route along the north side of the Manchester Ship canal with a view to upgrading to a bridleway to improve access for walkers, horse riders and cyclists, through the Upper Mersey Valley Regional Park.</p> <p>2. CB5 - Identify, create and develop cross boundary links into neighbouring networks;</p> <p>3. CB1 – Re-establish links with St. Helens Bridleway Group and St. Helens Council to facilitate the development of the Old Mineral Line, as a multi-user route for walkers, horse riders and cyclists.</p> <p>The following suggestions/comments were made in the comment boxes that followed each Strategic Aim.</p> <p>➤ Six of the respondents made comments relating to Strategic Aim 1 these were:</p> <ul style="list-style-type: none"> ▪ Nobody wants to use an overgrown delapidated route except those wanting to behave in an anti-social way. Halton has so much potential that is lost by poor maintenance that acts as a strong demotivator and often a public safety threat; ▪ Also a litter/vandalism reporting procedure; ▪ Keep on top of the Fly tipping on all routes; 	<p>The Plan addresses this comment through Strategic Aim 1, Actions M1, M3, M4, M5, M7 and M8.</p> <p>The Plan addresses this comment through Strategic Aim 1, Action M5 and Strategic Aim 5, Action ST2.</p> <p>The Plan addresses this comment through Strategic Aim 1, Action M5 and Strategic Aim 5 Action ST2.</p>
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	<ul style="list-style-type: none"> ▪ Litter is still a big problem which detracts from the attractiveness of PROWN - Monitoring and if necessary prosecution of people who are litter louts; ▪ Many sections of cycleway are badly affected by tree roots and poorly finished workings. These are dangerous (as well as very uncomfortable!); ▪ Maintenance on the permissive bridleways needs to be addressed. <p>➤ Six of the respondents made comments relating to Strategic Aim 2 these were:</p> <ul style="list-style-type: none"> ▪ Accessible information to identify routes will encourage use. Many residents express surprise that there are so many “hidden” PROW that they could have been using; ▪ Make a public rights of way map available to buy; ▪ Desirable to establish ROW/permissive paths along both sides of MSC between Old Quay and Moore Lane Bridges. Good circular walk including several LNR's; ▪ Not in Comments box written alongside L7 - Again, you <u>have</u> to do this by law; ▪ L7 - this should be done anyway; 	<p>The Plan addresses this comment through Strategic Aim 1, Action M5 and Strategic Aim 5, Action ST2.</p> <p>The Plan addresses this comment through Strategic Aim 1 and Actions M4, M5 and M7.</p> <p>Maintenance of permissive routes is the responsibility of the landowner not the Council. However, we will work with landowners to bring about improvements in the quality of permissive bridleways.</p> <p>The plan will address this primarily through Strategic Aim 7, Actions T10, T12, T13, T14 and T16.</p> <p>It is the intention of the plan to provide such information free of charge through the development of leaflets and making a digital version of the Definitive map available on the Councils Website. Strategic Aim 2, Actions L2, L3 and Strategic Aim 7, Actions T10, T13, T14, and T16 will facilitate this.</p> <p>The plan will address this specifically through Strategic Aim 10, Action CB2 and Strategic Aim 7, Action T2 supported by Strategic Aim 2, Action L5 and Strategic Aim 9, Actions CO4 and CO7. The intention being to provide routes on both the north and south sides.</p> <p>This is statutory and the Council will continue to fulfil its statutory obligations. The development and maintenance of digital registers as required by legislation was</p>
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	<ul style="list-style-type: none"> ▪ We strongly support the dedication of all non-statutory bridleways in Halton. <p>➤ Five of the respondents made comments relating to Strategic Aim 3 these were:</p> <ul style="list-style-type: none"> ▪ There is evidence to show demand - but people need the information to be made readily available about routes that are accessible, convenient and can be readily achieved. This information and encouragement could be a swpk 'quick win' opportunity; ▪ H7 is also key to these objectives; ▪ Identify -Develop circular routes that can be used to encourage cross country and urban running; ▪ Combine 7 and 8; ▪ Horse riding and keeping a horse, have enormous health (physical and mental) benefits. Add horse riding to H7 <p>➤ Seven of the respondents made comments relating to Strategic Aim 4 these were:</p> <ul style="list-style-type: none"> ▪ Liaise to address access for all without allowing motorbike access; ▪ Halton has an existing network where disabled access is often relatively easy - but seldom if ever promoted as such. A 'quick win' opportunity; ▪ Access to public transport is almost impossible wheelchair users have to use mobility scooters but still find gradients are to steep in 	<p>included in the Action Plan to enable an overview of the resources required.</p> <p>Comment noted.</p> <p>The plan addresses this comment primarily through Strategic Aim 7, Actions T10, T12, T13, T14 and T16.</p> <p>Comment noted.</p> <p>The plan accommodates this comment through Strategic Aim 7, Action T2.</p> <p>Comment Noted. No Action required deliberately separated as H7 deals with identification and development and H8 deals with promotion.</p> <p>Comment noted.</p> <p>Horse riding added to Action H7.</p> <p>Strategic Aim 4 addresses this through all of the Actions.</p> <p>Strategic Aim 7, Action 5 addresses this issue.</p> <p>Action A1 and A2 address the access issue.</p>
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	<p>many places - http://www.dft.gov.uk/transportforyou/access/peti/inclusivemobility?page=3;</p> <ul style="list-style-type: none"> ▪ Don't forget those who are simply "elderly" – there are many who have difficulties even though not registered disabled; ▪ Please look at the provision of facing pairs of dropped kerbs at all road crossing points for the sake of wheelchair users & those using mobility scooters; ▪ Pushing a wheelchair or child's buggy, or using a motorised scooter it is difficult to find dropped kerbs opposite each other except where people have done these at the ends of their drives; <p>➤ Seven of the respondents made comments relating to Strategic Aim 5 these were:</p> <ul style="list-style-type: none"> ▪ There is an active desire by people to find alternatives to the car - but it needs to be readily accessible and convenient (so as to compete with the car). School and work travel plans fully supported by the Council in providing links would greatly improve the PROW and access; ▪ Make sure all footpaths are safe. The footpaths in Hale are narrow in some places and dangerous when walking with children; ▪ I think the problem with Fly-tipping and dog fouling is bad and need more dog bins in Palacefields Runcorn; ▪ As a dog walker was surprised to find how much dog faeces was around despite having dog faeces bins available for use; ▪ Operation of independent bus companies in one area effectively restricts travel options. Need much better integration of services and tickets (re-regulation!!); 	<p>Strategic Aim 4 is targeted at all people who have mobility difficulties.</p> <p>Strategic Aim 4 addresses this through actions A1 and A2.</p> <p>As above</p> <p>Strategic Aim 4 covers the access issue. The Council fully supports the development and implementation of travel plans and where possible and practical, utilises the PROW network to help encourage sustainable travel.</p> <p>Strategic Aim 6, Action SA1 has been amended to clarify the importance of safety on the Network.</p> <p>Strategic Aim 5, Action ST2 addresses the fly tipping and dog fouling issues. Contact will be made with the appropriate Department that deals with dog bins.</p> <p>Strategic Aim 5, Action ST2 addresses this issue.</p> <p>The bus network within Halton remains relatively competitive, with strong competition between the two principal operators - Halton Borough Transport Ltd and Arriva (North West) on the majority of the main bus route</p>
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	<ul style="list-style-type: none"> ▪ Very difficult to choose 3 priorities for this aim. ALL the above are very important. <p style="padding-left: 40px;">Inserted Free before multi-user route in ST14;</p> <ul style="list-style-type: none"> ▪ It is difficult to choose 3 of these as they are all equally important. <p>➤ Seven of the respondents made comments relating to Strategic Aim 6 these were:</p> <ul style="list-style-type: none"> ▪ Also improve cyclist awareness of horses. Bikes often scare horses as they are so quiet when approaching from behind; ▪ As a Rambler walking on cycling Tracks am constantly surprised that cyclists don't have bells or bother to call out when coming up behind you - this is a safety hazard for both!; ▪ SA5, SA6 and SA8 also of importance; ▪ White paint on existing pavements does NOT constitute a cycleway! These are dangerous, especially at road junctions. Better to mark edges of roads as cycleways if off-road solutions not available; ▪ Widnes-Speke, create safe cycle route on A533 and/or Ditton Road, both dangerous routes at present, due to fast traffic and heavy vehicles; 	<p>corridors. Halton Borough Council is working with the bus and passenger rail operators to improve integration between services. Over the last few years for example a new multi operator travel card has been introduced called the "Halton Hopper" which is a valid on all local bus services within Halton. The Council has also supported the introduction of "Plus Bus" ticketing allowing passengers to transfer between rail and local bus services with one ticket. The Council is also working on improving key public transport interchanges.</p> <p>Comment noted.</p> <p>There is no intention to charge cyclists, walkers or equestrians, should such a route be established.</p> <p>Comment noted.</p> <p>SA6 has been amended to address this comment.</p> <p>SA6 has been amended to address this comment.</p> <p>Comment noted.</p> <p>Comment noted and will be considered as part of Action SA1 and SA5 and in Strategic Aim 9.</p> <p>Comment noted and will be considered as part of Actions SA1, SA2 and Strategic Aim 9.</p>
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	<ul style="list-style-type: none"> ▪ Make sure that there are safe routes for children who wish to cycle to school; ▪ We strongly support the need for a Pegasus crossing on the A56 (ref. p26 para 4.3.9.1). <p>➤ Six of the respondents made comments relating to Strategic Aim 7 these were:</p> <ul style="list-style-type: none"> ▪ See later comments about the Mersey Crossing. There is ample opportunity for recreational routes to be from existing tourist attractions - Wigg Island, Catalyst Museum, Norton Priory for example. The routes need to be promoted and <u>SIGNED</u>; ▪ Leaflets & map display boards are expensive compared with websites; ▪ TPT is very rough in places (especially Fiddler's Ferry area) and the steps adjacent to the Ditton Brook bridge are a real pain for cyclists and impossible for wheelchairs; ▪ In considering the re-alignment of roads to the Silver Jubilee Bridge seek to restore the Runcorn flight of locks to link the Bridgewater Canal and MSC once again; ▪ Again, these are all important and it is difficult to choose 3!; ▪ T9: Cheshire Cycleway No70: I believe this ought to be extended slightly to include north Cheshire e.g .Frodsham, Aston, Daresbury, Hatton, Arley including opportunities for cyclists to visit Norton Priory, Walton Gardens; <p>➤ Two of the respondents made comments relating to Strategic Aim 8 these were:</p> <ul style="list-style-type: none"> ▪ There is ample evidence to show that developers have ignored PROW and the once clear route has been lost through ineffective planning and enforcement to maintain these PROW; ▪ P3 is also very important. 	<p>This issue is addressed in the development of School Travel Plans.</p> <p>Comment noted.</p> <p>Strategic Aim 7, specifically Actions T2, T5, T10, T12, T13, T14 and T16 address this and are also supported by Strategic Aim 1, Action M2.</p> <p>Comment noted.</p> <p>Appropriate Actions detailed in Strategic Aims 1 and 4 will help to address these issues. Fiddlers Ferry area is the responsibility of Warrington Borough Council.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted and will be considered as part of Strategic Aim 10 Action CB5.</p> <p>Comment noted.</p> <p>Comment noted.</p>
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	<p>➤ Six of the respondents made comments relating to Strategic Aim 9 these were:</p> <ul style="list-style-type: none"> ▪ A connected coherent network is essential to encourage people to make use of their PROW. Missing links can put people off trying altogether; ▪ As far as I am aware there are no bridleways in Hale except Within Way, but this turns into a footpath along the river. We really need safe places to ride as the roads are very busy. Quiet Lanes are an excellent idea; ▪ CO5 - Or at least have a mounting block until such time as all gates are suitably latched. Less agile riders need help remounting; ▪ Access to SJB is very poor for cyclists on the Runcorn side. It's not wide enough for bikes to pass and riders are blinded by the sound screens above the Old Town; ▪ We strongly support cross boundary links for horse riders to the Aston Ring and Frodsham Marshes and would also like to see the development of circular routes (5-10miles) for horse riders; ▪ As a keen walker, I prefer footpaths to be kept as footpaths. Bridleways tend to be swamped , muddy and wet I prefer to avoid them when walking. Anyway many cross-country footpaths would be difficult for horses! <p>➤ Six of the respondents made comments relating to Strategic Aim 10 these were:</p> <ul style="list-style-type: none"> ▪ Link the multi-use crossing over River Mersey to the roads on both sides to assist cyclists crossing the bridge or they will continue to go roadside; ▪ The River Mersey crossing is an essential part of any long distance cyclists plan for the Land's End - John O'Groats ride. Most are put off. A crossing for them and making them welcome would create a significant financial opportunity; 	<p>Comment noted.</p> <p>Comment noted. Respondent will be advised of the location of bridleway.</p> <p>No action required at this time however, the comment has been noted and will be considered on a path by path basis.</p> <p>The plan addresses this through Strategic aim 5 Action ST14, Strategic Aim 7 Action T8 and Strategic Aim 10 Action CB7.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>The comment has been noted and will be considered when implementing Actions, ST14, T8 and CB7.</p> <p>As Above</p>
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	<ul style="list-style-type: none"> ▪ Where is the bridleway, there are no signs and no access for horses onto the shore front. A link from Within Way towards the cycle route at Hale Bank and to the right back to Hale Park would be great; ▪ 3rd priority not identified; ▪ Re CB3 - How much further away from the shore do you mean? This route needs to be along the riverside to preserve its unique character; ▪ CB3 - How much further away? 	<p>Will advise respondent of location of bridleway. The plan addresses this specifically in Strategic Aim 10 Action CB3.</p> <p>No Action required.</p> <p>Query answered in person.</p> <p>Query answered in person.</p>
<p>SECTION 3</p>	<p>Summary of Results and Comments</p>	<p>Council's Response/Action</p>
<p>In Section 2 consultees were asked to chose their priorities for each of the strategic Aims. In Section 3 they were then asked to go back and circle one of these as their absolute priority for the Plan. The ONE thing that they thought should be done before anything else.</p> <p>Comments</p>	<p>Out of the twenty seven responses unfortunately thirteen were deemed to be spoilt. From the valid responses three Actions were jointly identified as the absolute priority for the Plan these were:</p> <ul style="list-style-type: none"> ➤ M2 - Continue to maintain a fully signed and way marked network through the annual works programme using data obtained from the annual survey and user reports; ➤ CB4 - Establish links with the new Chester & Cheshire West Unitary Council with a view to replacing the old bridge across the Weaver Navigation to provide a multi-user connection into the Weaver Valley Regional Park and the Weaver Way for horse riders, walkers and cyclists; ➤ CB7 - Seek to develop, with partners, a multi-user crossing over the River Mersey. <p>Only one comment was made in Section 3 this was:</p> <ul style="list-style-type: none"> ➤ All I can say is I love the Countryside and I <u>Don't</u> want it to get any smaller. 	<p>The information will be used to inform programming priorities when allocating financial and staffing resources. Where a timescale is identified in the Action Plan tasks, it should be noted that this is the overall target for completion.</p> <p>The preferred actions will be prioritised within these timescales. This may require some of the non preferred actions to be put back, and updates will be provided as work progresses.</p> <p>The small sample six has resulted in some conflicting feed back.</p> <p>Comment Noted.</p>
<p>SECTION 7</p>	<p>Summary of Results and Comments</p>	<p>Council's Response/Action</p>
<p>Respondents were asked if they would like to raise additional comments.</p>	<p>Only eight of the respondents made additional comments these were:</p> <ul style="list-style-type: none"> ➤ Publications need to be distributed locally as local people are not aware of 	<p>The plan addresses this specifically through</p>

	<p>what is on their doorstep;</p> <ul style="list-style-type: none"> ➤ Bench - More of; ➤ Footpaths need to be wide enough to walk with young children and where possible protect from cars. Shared cycle/horse lanes; ➤ A newsletter using email would be v. useful. The budgets/resources available to do this work would be useful to know/understand problems; ➤ More dog bins are needed their only 2 bins near Castlefields and Manor Fell; ➤ Policy R17 (M4) Why no reference to 'other obstructions'? Should be commitment to use S143 if informal action fails. <ul style="list-style-type: none"> ➤ R11 (L1) Not clear how this would be applied to DMMO applications i.e to add paths to def map on basis of use; ➤ See attached sheet; <p>Top priorities/thoughts on matters related to ROWIP: - ensure cycleways are free of vegetation, loose branches, glass, debris and</p>	<p>Strategic Aim 7, Action T16.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted and will be considered in the light of available resources.</p> <p>The matter will be passed on to the appropriate Department that deals with dog bins.</p> <p>Section 130 of the Highways Act 1980 makes it a duty of highway authorities to protect public rights. The ROWIP need not contain every power that a highway authority has at its disposal to protect those rights. Policy R17 (M4) mentions powers that are likely to be specific to public rights as per the Definitive Map; i.e footpaths and bridleways. S 143 contains powers that can be used on any highway. The Council will always endeavour to use the most appropriate and effective power available to it to resolve issues. The Policy has therefore not been amended.</p> <p>This policy does not relate to DMMO's and therefore would not be applied to them. The plan references and addresses the priorities for DMMO's in section 6.3.10 – Applications for Definitive Map Modification Orders (DMMO).</p> <p>Comments incorporated into summary table for Written responses.</p> <p>The Plan addresses this through Strategic Aim 1, Actions M4 and M5.</p>
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	<p>litter.</p> <ul style="list-style-type: none"> - ensure footpaths, byways and bridleways are accessible and clearly marked. -seek to enhance and extend the network of public paths and seek to acquire permissive paths in conjunction with sympathetic landowners. -toughen laws against short-sighted developers whose proposals have detrimental impact on the character, social well-being and accessibility of an area. <p>Relating to SA10, P4, CB4, CB5 i.e. Cross boundary issues: I'm not convinced that the borough's unitary status has improved anything in this past ten years. It seems to me that the increased fragmentation of the UK's regions has only bolstered the number adversaries and confusion to the detriment of the local tax payer. Runcorn, Widnes, most nearby villages and Warrington borough are part of north Cheshire. If all was part of the same county council (perhaps distasteful to some) there would be far fewer cross boundary issues!</p>	<p>The Plan will address this through Strategic Aim 1, Actions M2 and M3 and Strategic Aim 4.</p> <p>The Plan addresses this through Strategic Aim 9</p> <p>Comment noted, but cannot be addressed through the ROWIP.</p> <p>Comment noted, but cannot be addressed through the ROWIP.</p>
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