
Liverpool City Region Combined Authority

Rights of Way Improvement Plan 2018-2028



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Foreword

Public rights of way are both a significant part of our heritage and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of the countryside within a large area of the City Region, to which they would not otherwise have access.

In many areas, public rights of way help to boost tourism and contribute to rural economies. Public rights of way can also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk their dog, to improve their fitness, or to visit local shops and other facilities.

I am therefore proud to present the first Liverpool City Region Public Rights of Way Improvement Plan, which sets out a vision of how the Rights of Way Network can make a positive contribution to supporting the economic, social and cultural resurgence and ambition of the City Region by improving transport links and opening up a choice of travel to Liverpool City Region visitors and residents.

It is therefore crucial to make sure that public rights of way continue to contribute to an environment that is accessible, efficient, safe and reliable and will provide a step change towards further sustainable growth. They will also make a valuable contribution towards the resurgence and economic ambition of the Liverpool City Region, its distinctive quality of place, the quality of life of its local people, and help make it an attractive place to live, work and play.



Steve Rotheram
**Mayor of the Liverpool
City Region**

Introduction

1.1 Background

Rights of Way Improvement Plans (ROWIP) are the prime means by which local highway authorities will identify the changes to be made, in respect of management and improvements, to their local rights of way network in order to meet the government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.




Public rights of way are routes over which the public have a "right of passage". They exist as public highways, providing the public with a right to use a defined route to travel from one place to another.

Public rights of way contribute positively to the quality of people's lives providing a valuable facility to assist in making people feel better about themselves and improving their health and wellbeing through exercise and recreation.

Besides their recreational value, they can also provide a more sustainable means of travel to work, school and local amenities, thus reducing congestion, increasing accessibility, supporting the visitor economy and enhancing the environment. They form part of the wider access and transport networks, providing opportunities that have the potential to contribute to key objectives in a number of existing plans and strategies.

There are 671km of rights of way in the Liverpool City Region, and within this network there are three categories of public rights of way. See table below.

Table 1 Types of Definitive Public Rights of Way in Liverpool City Region

Public Right of Way	Waymark	Definition
Footpath		Provide a right of access for pedestrians: walkers, wheelchair users, dog walkers, and people pushing prams or pushchairs.
Bridleway		Provide a right of access for pedestrians, horse riders and cyclists (cyclists must give way to other users).
Byway open to all traffic (BOAT)		Provide a right of access for pedestrians, horse riders, cyclists and vehicles (including horse-drawn carriages and motor vehicles).

In the provision of public rights of way, highway authorities have three specific elements to their work:

- Legal definition of the public rights of way network;
- Maintenance of the network, and
- Promotion of the network.

Highway authorities are responsible for managing, maintaining and promoting public rights of way and for keeping a record of their location and status. These records are known as the definitive map and statement, which is legal proof that a route exists and that the public have a right of access. Each highway authority has a statutory duty to keep these records up-to-date and under continuous review.

Each of the six Liverpool City Region councils is the highway authority for its area and has its own definitive map and statement. These documents are available in various formats for the public to view via the council offices on request.

1.2 Legislative Background

Section 60 of the Countryside and Rights of Way (CROW) Act 2000 placed a duty on highway authorities to prepare and publish a ROWIP. The first Merseyside and Halton ROWIPs were published in 2008 and there is a statutory duty to review these plans every 10 years.

Merseytravel is the executive body that provides professional, strategic and operational transport advice to the Liverpool City Region Mayoral Combined Authority to enable it to make informed decisions.

In Liverpool City Region, the six respective highway authorities (Liverpool City Council, Halton Borough Council, Knowsley Council, Sefton Council, St Helens Council and Wirral Council) and Merseytravel have joined forces to produce the second 10-year ROWIP for the period 2018-2028.

The ROWIP covers the entire geographic area of the Liverpool City Region Mayoral Combined Authority. Each highway authority will, however, remain responsible for the delivery of the plan in its area.

Figure 1 below shows the extent of the existing rights of way network across the Liverpool City Region. More detailed maps for each local authority area are shown in appendix 3.

Figure 1: Liverpool City Region Rights of Way Network



1.3 Demonstrating Our Success

For the first ROWIPs, both Halton and Merseyside developed a series of proposed actions in their respective plans to set the foundation for subsequent years' improvements.

The proposals within the 10-year plans were a mixture of small, medium and large-scale schemes designed to bring a range of improvements across the public rights of way network for a wide range of users. It was anticipated that in this way, delivery would have a much more positive impact for users who would see ROWIP improvements throughout the Liverpool City Region.

The focus for delivery was:

- Education;
- Promotion;
- Making the network more appealing and accessible to users;
- Filling in the gaps, creating greater links and increasing provision;
- Increased multi-user access;
- Protecting routes;
- Cross-boundary partnership working;
- Further integration of ROWIPs with external partners and other areas of local authority activity to develop a co-ordinated approach to implementation;
- Utilise the training of rights of way officers received from Year 1; and
- Network audits to ensure user safety and accessibility.

The first ROWIPs were 'Access for All' plans, which intended to improve access to the network for all types of users, including:

- Walkers;
- Cyclists;
- Horse riders;
- Carriage drivers;
- Landowners;
- Under-represented groups (young people, those people from black and minority ethnic backgrounds, and people living in areas of social exclusion);
- Infrequent or non-users (people who cite no time, not knowing the location of routes, insufficient information and/or no current interest as reasons for not using the network); and
- Other recreational users (people undertaking additional recreational activities outside the scope of the plan but who may benefit from access improvements, such as anglers and canoeists).

The joint plan of the first ROWIPs aimed to create partnership working and a consistency of improvements across the region. Each highway authority was responsible for the delivery of the plan within its area and developed its own business plan based on the ROWIP's findings and the individual characteristics of the access network in that area. Some generic actions required partnership working between the highway authorities to provide a consistency of countywide improvements.

During the lifetime of the first ROWIPs for Merseyside and Halton, £5m was invested by the partner authorities and from capital grants in improving the rights of way network.

Improvement	Progress	Further Information
Undertake a full public right of way (PROW) network condition survey to establish the functionality of access features and path furniture to drive improvements (INSP7).	Completed	This is now part of a network inspection regime for all local authorities and will continue for future years of the ROWIP.
Undertake a full network safety inspection, resolving identified problems (INSP10).	Completed	Full network inspections being undertaken on an annual basis, and to continue throughout the lifespan of the ROWIP.
Work in partnership with neighbouring authorities to ensure a consistency of maintenance, signage and promotion of cross-boundary routes (Prov12).	Completed	Full network inspections being undertaken on an annual basis, and to continue throughout the lifespan of the ROWIP.
Rights of way officer user safety training (INSP8).	Completed	Training skills can now be implemented.
Produce a leaflet to advise the public of their role in the claims process (MAP6).	Completed	A leaflet has now been produced and will be made widely available to make sure the public are aware of the claims process and how they can assist in improving and enlarging the local rights of way network.
Rights of way officers to undertake disability equality action training (Acc7).	Completed	Training skills can now be implemented.
Produce a code of conduct leaflet for users and landowners (INFO3).	Completed	The production of a code of conduct leaflet for using the rights of way network will help educate users about their responsibilities when using the network to assist in preventing any potential conflict.

District Actions

During ROWIP1 (2008-2017), each district made a number of rights of way improvements, including:

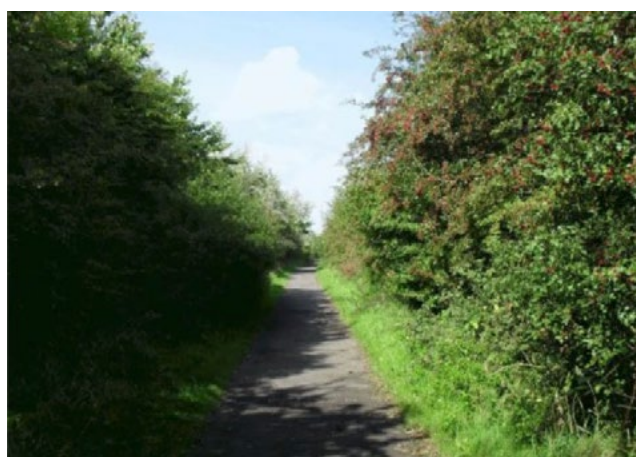
Knowsley

Mineral Greenway



This traffic-free route, linking the Whiston and Huyton communities, overcomes the barriers created by the M57 motorway and the Liverpool to Manchester railway link, giving people everyday access to walking and cycling route choices for local journeys, thus encouraging alternatives to the car, improving access to education, employment, health and recreation facilities, and connecting these urban areas to the local countryside.

Kirkby Valley Greenway



This scheme provided a solution to the difficulties faced by pedestrians and cyclists travelling around Kirkby. The town centre is connected to rural countryside, giving people the chance to enjoy the relaxing green spaces and enjoy walking and cycling for leisure, as well as providing an essential link for others who want to travel sustainably to work and school. This route links into the traffic-free Gellings Greenway and Little Wood Greenway, National Cycle Network Route 862, continuing on to Liverpool.

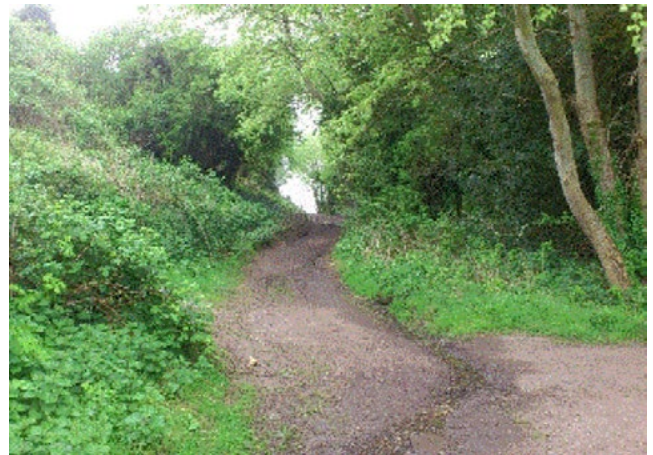
Halton

St Helens and Runcorn Gap Railway Line



The former St Helens and Runcorn Gap railway line. This was converted to a multi-user route that connects Widnes to the Dream at Sutton Manor in St Helens.

Dungeon Lane, Hale



Dungeon Lane lies on the edge of both Hale Village and Speke and is an historic route to the river. This area had been suffering with antisocial behaviour and misuse for many years. The route was in a poor state of repair and blighted by off-road vehicles. Investment into this area repaired the scarred and torn-up pathways, as well as building in measures to prevent access by 4x4 vehicles. Since its completion, the area has benefited from an increase in local tourism and a safer and more attractive environment for the local community.

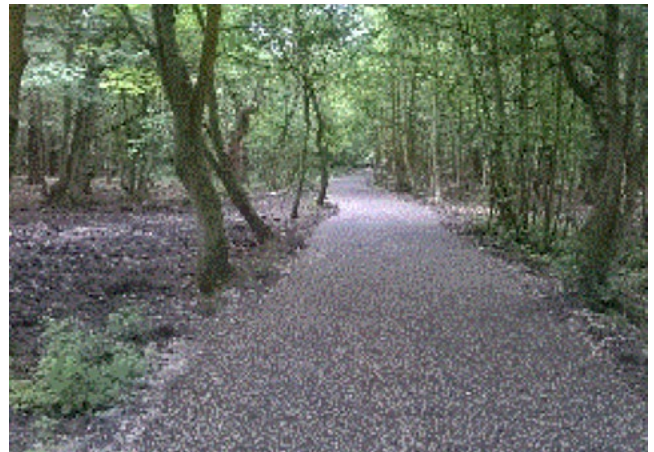
Liverpool

Dutch Farm



A public footpath diversion order for public right of way No. 39 in order to make it more direct and secure within the space known as Dutch Farm. The upgrade works included environmental and access improvements such as vegetation thinning and clearance, removal of redundant fencing, and the realignment of part of the footpath.

Little Wood to Croxteth Greenway



A new link route for the Kirkby to Liverpool cycle route (National Cycle Network Route 862) was identified by Sustrans as one of the preferred schemes for funding. Officers from Liverpool and Knowsley identified a possible link to upgrade the existing path through Little Wood.

Sefton

Ince Blundell Footpath No. 1 Improvements



The Ince Blundell Footpath No. 1 improvement scheme was a £500,000 upgrade of an existing footpath to a footpath with permissive cycle use. By agreement with the landowners, the scheme was delivered by Sefton Council in partnership with Sustrans and Local Sustainable Transport Fund funding. The route now makes up part of the National Cycle Network Route 810.

The scheme included upgrading the surfacing and increasing the width of almost 2.2km of path, the creation of a new section of path and the replacement of two footbridges, one being a major bridge across the River Alt.

Creation of Formby No. 56



A new footpath was installed to improve community links to the local primary school, church and the Formby coast.

The footpath ran through Archdiocese-owned land that was dedicated through agreement with Sefton Council. The majority of the funding for the approximately £30,000 scheme was provided by the Archdiocese.

St Helens

Public Footpath No. 333 Bold Moss



A 325-metre section of footpath linking Moss Nook Lane in Sutton and the former Bold Moss Colliery had been unavailable for many years.

The route had the potential to be used by schoolchildren wishing to take a safe off-road shortcut route to school between Parr and Sutton, and by those wishing to access St Helens Junction rail station further to the south avoiding roads.

Public Bridleway No. 401 Carmel College



Improvements to the bridleway to improve usage to a path on the edge of an urban area.

Wirral

Stiles to Gates project



One of the major projects across Wirral over the last few years has been the replacement of about 90 'climb-over' stiles on public footpaths with kissing gates and space-saving lift-up/drop-down concertina gates. It can now be said that, with the exception of a few historic sandstone step-over stiles, Wirral is mainly stile free.

Wirral Circular Trail



Wirral Circular Trail is a 35-mile voyage of discovery taking in the coastline, the history, the heritage and the rural countryside of this glorious peninsula. From an original idea to create a walking and cycling route around Wirral, funding was secured through the ROWIP from the European Regional Development Fund and the Local Transport Plan.

2. Liverpool City Region Context

2.1 The Liverpool City Region

Situated in the northwest of England, the Liverpool City Region covers an area of 724 square kilometres and has a population of around 1.5 million people. The City Region also has a much bigger economic hinterland extending into northeast Wales, Cheshire and Lancashire. It shares its boundaries geographically with neighbouring areas including Cheshire West and Chester, Lancashire, Warrington, and Wigan.



Figure 2: Map of the Liverpool City Region

Our unique history, cultural and environmental assets and architectural distinctiveness have already made Liverpool City Region a globally renowned destination. Liverpool City Region is built on a rich history of international maritime trade and world-leading innovation and achievement in science, culture and civic life. Our City Region is internationally renowned, with an outstanding physical environment, more listed buildings of architectural distinction than any other UK city outside London, and an iconic waterfront recognised by UNESCO as a World Heritage Site. With a beach-lined coastline and easy access to national parks including Snowdonia, the Peak District, the Yorkshire Dales and the Lake District, it is arguably one of Britain's most liveable places and has a distinctive quality of place.

The visitor economy in Liverpool City Region is a success story not just for Liverpool and the wider City Region, but for the entire UK. The growth experienced over recent years has helped create a sector that, according to the latest STEAM 2015, contributes over £4bn in gross value added to the local economy and supports 51,000 jobs. Liverpool City Region attracts over 61 million visitors per year. As a result, the visitor economy is one of the most significant and successful industry sectors in the City Region.

Liverpool City Region also plays a key role in the government's Northern Powerhouse initiative that covers northern England.

The portfolio of City Region strategies aim to protect and enhance that distinctive quality of place, to improve quality of life for our residents, and attract and retain the investors, skilled workers and visitors who will contribute to future economic growth.

2.2 City Region Governance

The Liverpool City Region Mayoral Combined Authority

In April 2014, Merseyside and Halton came together to formally establish the Liverpool City Region. The Combined Authority was established to strategically lead work on transport, economic development, housing, employment and skills in the City Region to, in turn, support sustainable economic growth. It enables the City Region to speak with one voice in a democratically accountable structure that can attract funding and devolved powers from government. Transport is a key focus of the Combined Authority, in recognition of the central role it plays in helping to grow the economy and in enabling and encouraging regeneration.

The Combined Authority is responsible for transport policy and strategy, and agreeing the City Region's transport agenda. It now has statutory responsibility for local transport plans (LTPs), and as such has 'adopted' the Merseyside and Halton LTPs as the policy position.

In November 2015/March 2016, Liverpool City Region agreed a devolution deal with central government that devolved wider powers to the Combined Authority in respect of planning, the creation of a key route network, and funding.

In May 2017, the City Region underwent further governance changes as it became a Mayoral Combined Authority headed by a directly elected City Region Mayor. Steve Rotheram was elected to this role.

Transport Committee

The Transport Committee of the Combined Authority undertakes transport and travel policy functions on behalf of the Combined Authority, together with certain delegated functions in relation to transport and travel, the development of funding proposals, and oversight of Merseytravel as the passenger transport executive and executive body for the Combined Authority.

The Local Access Forum

The CROW Act 2000 placed a duty on highway authorities to establish a local access forum for their area.

The local access forum covers the whole of the Liverpool City Region and Warrington. It has historically been named the Merseyside Local Access Forum, and this name has been retained.

Its function is to provide advice to the constituent local authorities and to Natural England on how to make the countryside more accessible and enjoyable for open-air recreation in ways that address social, economic and environmental interests. The forum's role is to encourage and assist access provision and give advice on issues of particular relevance to the Liverpool City Region area.

Forum members have contributed their shared knowledge, experience and enthusiasm to the development of the ROWIP and ultimately endorsed this document. At present, membership of the forum is made up of volunteers from a wide variety of backgrounds appointed to represent the widest possible range of interests and key stakeholders. It is supported by local authority officers.

2.3 City Region Governance

Cycling and Walking Investment Strategy

Under the Infrastructure Act 2015, the government is required to set a Cycling and Walking Investment Strategy (CWIS) for England.

The CWIS sets out a long-term vision for walking and cycling to 2040. At the heart of the development of the CWIS is a desire for walking and cycling to become the norm for short journeys or as part of a longer journey. This vision will be progressed through a series of shorter-term, five-year strategies. There are a number of objectives that will support the long-term ambition, with specifically funded actions to be set out on achieving these objectives.

Transport for the North Strategic Transport Plan

Transport for the North (TfN) is currently developing an integrated, multi-modal strategic transport plan to make it easier for passengers and freight to move throughout the region across all transport modes.

This plan will build on the March 2015 Northern Transport Strategy to make a prioritised case for investment in the north of England to 2050. An initial draft of the strategic transport plan will be published for public engagement in January 2018. Once comments have been analysed and any amendments made, a final version will then be published.

2.4 City Region Policy Framework

Local Transport Plans

Under Section 108 of the Transport Act 2000, all transport authorities have a statutory duty to produce a local transport plan in which they set out their objectives and plans for transport development. Typically, they contain policies, strategy and implementation plans that can be reviewed independently of each other.

The Merseyside and Halton LTPs were published in 2011 and run to 2024 and 2026 respectively. They provide the statutory framework under which policies and plans are taken forward in each local authority area to guide the future provision of transport. Their publication marked the end of a sustained period of evidence gathering and consultation that determined where and how transport investment could best be targeted to enable the Liverpool City Region to meet its goals and aspirations.

Both LTPs set out a vision for a City Region committed to a low-carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice.

The LTPs set the strategic direction for transport that supports growth, regeneration and carbon reduction.

Transport Plan for Growth

Recognising that policy direction is set by our LTPs, the Transport Plan for Growth guides a single strategic investment framework for the Liverpool City Region to support the long-term LTPs.

Our approach is to articulate the City Region's strategic direction for transport to both those within the transport sector and wider partners in health, education, business and industry, and how this direction has shaped our priorities for transport. Much has changed since the LTPs were written, so the Transport Plan for Growth more closely aligns our LTPs with the current government's high-level economic policy drivers of localism, devolution of power and, above all, growth.

It supports a platform from which joint working on shared priorities and delivery arrangements can be built. Moving forward, this will help to achieve greater impact and aggregate benefits from overall investment in the City Region, but will mean a new approach to delivering a globally connected transport network.

Local Journeys Strategy

The Combined Authority's Local Journeys Strategy, published in 2018, provides a framework for guiding the development of services and infrastructure that supports sustainable short trips across the City Region. It is underpinned by a vision for action and a delivery framework based on a strong evidence base. This strategy will assist the City Region in delivering against its aspirations for economic growth set out in the Liverpool City Region's new Growth Strategy, including supporting the use of low-carbon modes and improving access to jobs and services.

The Local Journeys Strategy is not about one particular transport mode, but instead cuts across multiple transport modes and geographies. It covers all forms of local accessibility and connectivity into local centres, and movement in and around local communities. These can be standalone local journeys or the first or last part of a longer-distance journey (the 'last-mile' connection). As a broad guide for practical purposes, we define local journeys as all journeys with an origin or destination within the Liverpool City Region that are less than 5km in length.

The unfulfilled potential for sustainable local journeys in the Liverpool City Region is evident. The vast majority of journeys undertaken are short journeys; 66% of all trips in Merseyside are less than 5km in length and 83% are less than 10km, yet of the trips that are less than 5km long, 50% are still undertaken by car. There is clearly an opportunity to encourage more people to use sustainable modes for local journeys if we can provide them with the right conditions to do so.

Local Cycling and Walking Investment Plan (LCWIP)

The CWIS commits the government to helping local bodies that are serious about increasing cycling and walking in their local areas to take a more strategic approach to improving conditions for cycling and walking. Guidance has been issued on the preparation of LCWIPs and supporting the production of LCWIPs in areas with significant potential for high levels of cycling and walking.

Liverpool City Region is developing a LCWIP that will set out a long-term plan for improving cycling and walking, recognising the importance of public rights of way contributing to this, and a cycling and walking design guide to ensure consistency in the approach to the development of new infrastructure.

2.5 Relationship between ROWIPs and other plans and strategies

The greatest opportunities for ROWIPs can be explored through their integration with existing plans, strategies and policies within areas of local authority activity, as this will develop a co-ordinated, joined-up approach to implementation. ROWIPs link to areas of work such as health, leisure, recreation, sport, tourism, transport, community, congestion, accessibility, environment and economic regeneration. Paths and tracks can be seen as tools to achieve the aims and objectives within these areas of work.

Many key plans and strategies have influenced the development of the ROWIP, which can assist in the delivery of their aims and objectives and in turn facilitate in the ROWIPs own delivery of improvements. Figures 3 and 4 overleaf demonstrate this. Figure 3 shows the relationship between the ROWIP and other City Region strategies, while Figure 4 shows links to other sectors and themes.

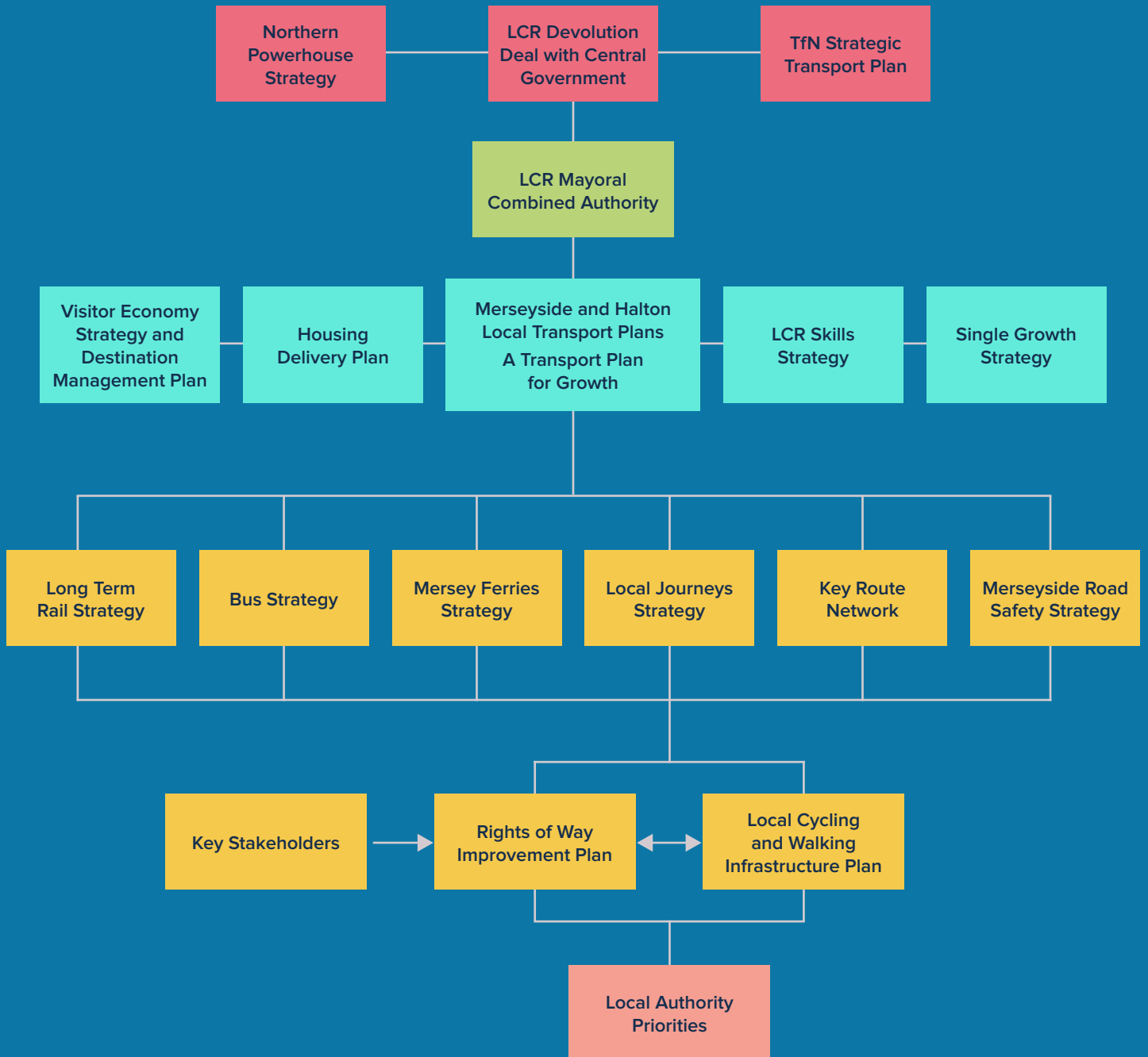


Figure 3: City Region Policy Context



Figure 4: Relevance of Rights of Way to Other Sectors

3. Delivering Rights of Way

Our vision is to continue to develop a more attractive, more accessible and more inclusive network of public rights of way, contributing to the economic, social and cultural resurgence and ambition of the Liverpool City Region.

In delivering rights of way, the City Region will make use of funds from several sources, all of which are essential to deliver the aims and objectives of the ROWIP. Potential funding sources may include:

- The Mayoral Combined Authority's transport levy;
- The Single Investment Fund;
- Local highway authority revenue funding;
- S106 developer contributions;
- EU funds that the City Region will receive in the 2014-2020 programme; and
- Other funding sources.

The timing and overall delivery period of funding initiatives needs to be pragmatic, achievable and realistic; it is vital that the identification of new funding is done at an early stage so that proposals can be formulated in advance together with more accurate costs and spending profiles as part of any bid process.

The development of the programme for rights of way depends upon robust business cases for proposed schemes and projects that address the fit of the scheme against the local policy context and demonstrate their effectiveness and efficiency in terms of their state of readiness, their deliverability within defined timescales and their affordability.

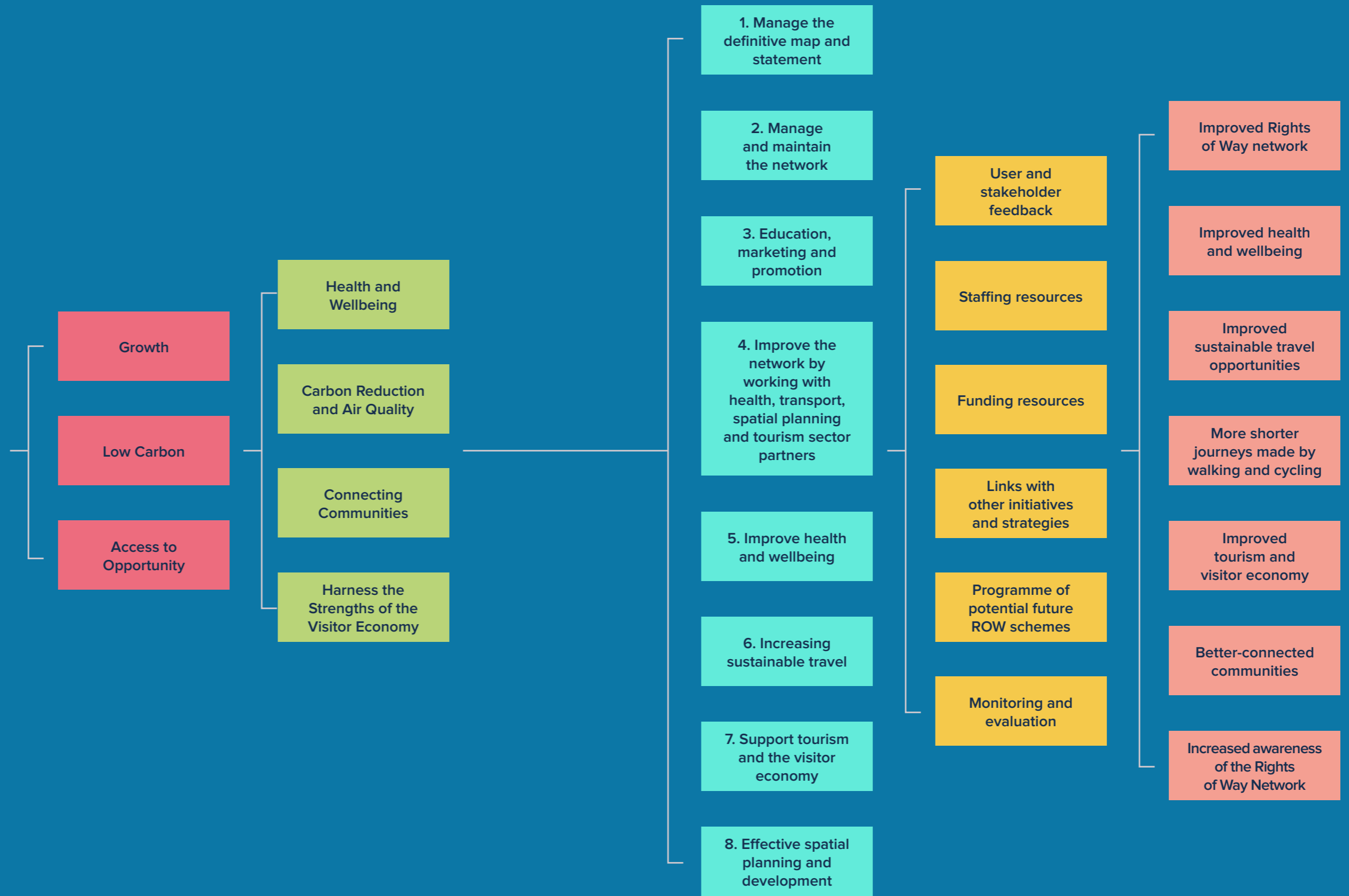
These aspects will then be evaluated in line with our methodology for the prioritisation of major schemes and minor works. It is the ambition of the Liverpool City Region to make sure that ROWIP enhancements are linked into the mainstream delivery of a range of schemes.

The rights of way programme is not static and will evolve to reflect the changing local priorities and the delivery of transport across the City Region. Joint working and shared priorities are supported, and with this there is the requirement for the Mayoral Combined Authority to look at new efficient and effective ways to deliver transport services and highway improvements.

The following sets out the Liverpool City Region's actions to improve public rights of way and the wider public access network from 2018 onwards.

Context → Wider Strategic Priorities → Action → Delivery Inputs → Outcomes

The Rights of Way Improvement Plan will support the City Region's resurgence and economic ambition by protecting and enhancing its distinctive quality of place, improving quality of life for our residents, and helping to attract and retain the investors, skilled workers and visitors who will contribute to future economic growth.



Improvement	Progress
1. Manage the definitive map and statement	<ul style="list-style-type: none"> - Ensure that the definitive map and statement is accurately maintained and kept under continuous review for public reference - Maintain and improve the condition of the network, including keeping a record of potential improvements and other works - Identify any routes that may be affected by 2026 cut-off date and feed information into any future review of definitive map where necessary
2. Manage and maintain the network	<ul style="list-style-type: none"> - Investigate, record and respond to claims from the public for public rights of way along a particular route, either recent or historic - Endeavour to maintain a record of structures on the rights of way network and their condition and ownership - Where appropriate, undertake vegetation cutting to maintain the network - Maintain the rights of way network, including improved signage and way marking in the appropriate locations
3. Education, marketing and promotion	<ul style="list-style-type: none"> - Marketing and promotion to raise awareness about the rights of way network as part of the sustainable transport offer in the Liverpool City Region, including web presence and relevant leaflets or other materials - Highlight relevant codes of practice such as the Countryside Code to users - Maximise the role of the rights of way and other access networks to access the natural environment, tourism assets and the visitor economy
4. Improve the network by working with health, transport, spatial planning and tourism sector partners	<ul style="list-style-type: none"> - Be aware of funding opportunities that may be relevant for the rights of way network and work with partners where necessary to access these - Work in partnership with user groups and others to improve the network and road safety awareness - Work with partners to identify and implement new routes that improve connectivity and expand and enhance the network, including the use of permissive routes where necessary, and to improve accessibility for all users - Work with partners to develop long-distance and cross-boundary routes both within the Liverpool City Region and beyond - Work with the police and other partners to make the network more secure for all and seek to resolve incidents of crime and antisocial behaviour such as the illegal use of off-road motor vehicles
5. Improve health and wellbeing	<ul style="list-style-type: none"> - Work with health partners and others to promote the health and wellbeing benefits associated with using the rights of way network and other forms of access route

Improvement	Progress
6. Increase sustainable travel	<ul style="list-style-type: none"> <li data-bbox="603 483 1422 568">– Make sure that the rights of way network plays an active part in the City Region’s Local Journeys Strategy, the Local Cycling and Walking Investment Plan and other relevant strategies <li data-bbox="603 595 1406 651">– Work with partners to maximise opportunities for rights of way within travel plans to encourage sustainable transport options
7. Support tourism and the visitor economy	<ul style="list-style-type: none"> <li data-bbox="603 674 1426 730">– Work with partners to improve and enhance access to the coast, waterfronts and waterway corridors <li data-bbox="603 757 1353 813">– Work with Natural England to develop and deliver the England Coast Path National Trail <li data-bbox="603 840 1358 896">– Where possible, develop additional multi-user access along the coast and estuaries
8. Effective spatial planning and development	<ul style="list-style-type: none"> <li data-bbox="603 916 1426 1001">– Work with planning departments in regard to local plans, new developments and developer contributions to improve the rights of way network and its connectivity <li data-bbox="603 1028 1437 1113">– Develop a programme of potential rights of way schemes to expand the network, and prioritise these according to deliverability, timescale and linkage with other initiatives

Rights of Way Improvement Projects

This section details the projects that are being delivered and those that may be taken forward as part of this Rights of Way Improvement Plan. Apart from those currently committed, all projects are dependent upon suitable and adequate funding.

The list of projects will be reviewed on a periodic basis; it is not an exhaustive list and can be amended on a local basis. For further details on individual projects, please contact the relevant local authority.

If you have a suggestion for a new project, please send the details to rowip@merseytravel.gov.uk.

Committed Schemes

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Silver Jubilee Bridge Business Hubs	Silver Jubilee Bridge business hubs	Halton	4, 5, 6, 8	£550,000
Astmoor Business Hub Corridor	Astmoor business hub corridor	Halton	4, 5, 6, 8	£1,133,000
Sustainable 'Sci-Tech Daresbury' Links	Bridgewater Canal pedestrian and cycle improvements	Halton	4, 5, 6, 8	£484,000
Runcorn East Rail Station Access Improvements	Runcorn East rail station access improvements	Halton	4, 5, 6	£605,000
Jaguar Land Rover JLR-3MG Cycle Corridor	Jaguar Land Rover JLR-3MG cycle corridor	Halton	4, 5, 6	£363,000
Sci-Tech Daresbury Sustainable Connectivity	A56 sustainable links	Halton	4, 5, 6, 8	£230,000
Silver Jubilee Bridge deck reconfiguration	Silver Jubilee Bridge deck reconfiguration	Halton	4, 5, 6	£600,000
Connect Kirkby	Improved pedestrian and cycle links to Kirkby town centre	Knowsley	4, 5, 6	£1,330,000
Huyton to Prescott Gateway	Improved walking and cycling links	Knowsley	4, 5, 6	£1,313,400
Connect Whiston	Improved access to the South Whiston development area	Knowsley	4, 5, 6, 8	£480,000
Stonebridge Cross Connectivity	A new route between Kirkby and Croxteth	Knowsley/Liverpool	4, 5, 6	£1,806,500
Baltic Triangle Connectivity	Improved walking and cycling routes	Liverpool	4, 5, 6	£1,653,520
Knowledge Quarter Portal	Improvements to the green space network	Liverpool	4, 5, 6	£1,650,000
Access Maghull	Improved cycling access between Maghull and Kirkby	Sefton	4, 5, 6	£992,000
Visitor Economy Coastal Towns	Sustainable access improvements to the Southport coast	Sefton	4, 5, 6, 7	£414,000
Haydock Connectivity	Pedestrian and cycle improvements to Haydock Industrial Estate	St Helens	4, 5, 6	£3,094,000
Connecting Haydock	Pedestrian and cycling improvements in the Haydock area	St Helens	4, 5, 6	£300,000
St Helens Town Centre Connectivity	A package of walking and cycling measures in the Haydock and Newton-le-Willows areas	St Helens	4, 5, 6, 7, 8	£1,328,092
Croft Retail Corridor	A41 Campbeltown Road	Wirral	4, 5, 6, 8	£440,000
Wirral Waters Connectivity – North Bank East	Gateways to Wirral Waters – North Bank East	Wirral	4, 5, 6, 8	£550,000
Port Sunlight Connections	A41 cycle and pedestrian connectivity – north of Bolton Road roundabout to St Paul's Road	Wirral	4, 5, 6, 7, 8	£550,000
Wirral Waters Connectivity – Duke Street	Wirral Waters Connectivity – Duke Street Phase 2	Wirral	4, 5, 6, 8	£440,000
Wirral International Business Park Connections	A41 Carlett Park cycle route	Wirral	4, 5, 6, 8	£1,045,000

Proposed Schemes

Liverpool City Region Projects

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Review right of way signing across Liverpool City Region and create supporting promotional materials	Review right of way signing across Liverpool City Region to form a coherently branded network and create supporting promotional materials	Liverpool City Region	2, 3, 7	£35,000
Definitive map review	Definitive map review	Liverpool City Region	1	£6,000
Update rights of way user guides	Review, and update where necessary, the user guides for the rights of way network	Liverpool City Region	3, 4, 5, 6, 7	£1,500
The Mersey Circular Bridleway	Development of a joined-up network of bridleways across the city region	Liverpool City Region	2, 3, 4, 5, 6, 7, 8	£5,000,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Cronton Greenway	A sustainable transport link from the site of the former Cronton Colliery to Stadt Moers existing greenway infrastructure, and wider expansion of the network of walking and cycling paths in the borough to connect communities and provide alternative sustainable access links, increasing safety and wellbeing	Knowsley	4, 5, 6, 7, 8	£1,456,800
Access to Stockbridge Village and Knowsley Lane	This scheme proposes a package of walking and cycling improvements on key routes from Stockbridge Village and North Huyton to these areas	Knowsley	4, 5, 6, 8	£3,432,000
Tower Hill to Knowsley Business Park Walking and Cycling	There would be new walking and cycling infrastructure on Pingwood Lane and Headbolt Lane, connecting them both to Dale Lane. The new link would then run along Dale Lane and North Perimeter Road to connect with existing infrastructure at the Moss End Way junction. The scheme would upgrade the footbridge between Headbolt Lane and Roughwood Drive to allow for cycle use	Knowsley	4, 5, 6, 8	£3,120,000
East of Halewood Sustainable Urban Extension (SUE) Access Arrangements	The scheme will seek to provide sustainable access links from the new development to Halewood Railway Station, retail areas, places of employment and skills, leisure facilities and schools	Knowsley	4, 5, 6, 8	£1,920,000
Renew Stile at PROW 45	Renew Stile at PROW 45	Liverpool	2	£3,000
Natural England – England Coast Path National Trail	England Coast Path – Seaforth to Southport in Sefton	Sefton	4, 5, 6, 7	£70,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Formby 10 – bitmac resurfacing works	Formby 10 – bitmac resurfacing works	Sefton	2	£50,000
Formby 11 – bitmac resurfacing works	Formby 11 – bitmac resurfacing works	Sefton	2	£35,000
Formby 30 – bitmac resurfacing works	Formby 30 – bitmac resurfacing works	Sefton	2	£20,000
Formby 49 – bitmac resurfacing works	Formby 49 – bitmac resurfacing works	Sefton	2	£20,000
Access to new employment sites	Upgraded multi-use access to new large employment areas in Haydock (Footpath 654)	St Helens	4, 5, 6, 8	£80,000
Access around new housing sites	New multi-use access provision around large urban villages in the south of the borough, linking in with existing PROW network (Footpath 307)	St Helens	4, 5, 6, 8	£50,000
Access around existing employment areas	Widen and improve with new tarmac surfacing, lighting, drainage and access control	St Helens	4, 5, 6, 8	£235,000
Natural England - England Coast Path National Trail	England Coast Path – Birkenhead to Parkgate in the Wirral	Wirral	4, 5, 6, 7	£30,000
Cycle improvements to coincide with Daresbury Expressway widening	Cycle improvements to coincide with Daresbury Expressway widening	Halton	4, 5, 6	£700,000
J11 to J11a improvements	J11 to J11a (through Preston Brook) to connect up to A56 cycleway scheme for cycling and walking improvements	Halton	4, 5, 6	£700,000
Widnes town centre connectivity (Albert Square?) for pedestrian access	Widnes town centre connectivity (Albert Square?) for pedestrian access	Halton	4, 5, 6	£800,000
Liverpool/Manchester rail line footbridge	A footbridge across the Liverpool/Manchester rail line to connect Upton Rocks residential area to land currently occupied by Widnes Golf Club	Halton	4, 5, 6	N/A
A footbridge crossing the River Weaver	A footbridge crossing the River Weaver, potentially at the bottom of Cholmondeley Road, Runcorn	Halton	4, 5, 6	N/A
Cronton Colliery: a new greenway to link Cronton Colliery and Stadt Moers Park, including widening of footbridge over M62	Cronton Colliery: a new greenway to link Cronton Colliery and Stadt Moers Park, including widening of footbridge over M62	Knowsley	4, 5, 6, 7	£400,000
Huyton Station and Huyton Village Gateway	Scheme to upgrade the public realm in the core of Huyton Village	Knowsley	4, 5, 6	£3,828,000
Valley Road Corridor, west of Junction 6 M57	Valley Road Corridor, west of Junction 6 M57	Knowsley	4, 5, 6	£1,200,000
Headbolt Lane Footbridge	Headbolt Lane Footbridge replacement to retain connection between communities over the Kirkby-Wigan rail line	Knowsley	4	£1,200,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Okell Drive subway closure and diversion to an informal crossing	Okell Drive subway closure and diversion to an informal crossing	Knowsley	4, 5, 6	£2,000,000
Kirkby Station access improvements, including footbridge upgrade to shared use (cycle) capabilities	Kirkby Station access improvements, including footbridge upgrade to shared use (cycle) capabilities	Knowsley	4, 5, 6	£500,000
HA/18/1 from grid reference 346940-385384 to 346973-385468 near Ditton Brook – footpath widening and overcoming levels differences with installation of steps	HA/18/1 from grid reference 346940-385384 to 346973-385468 near Ditton Brook – footpath widening and overcoming levels differences with installation of steps	Knowsley	2	£20,000
HA1/1 from grid reference 343443-387449 to 343594-387452 renovation and re-levelling of path	HA1/1 from grid reference 343443-387449 to 343594-387452 renovation and re-levelling of path	Knowsley	2	£20,000
HU/2/3 from grid reference 343438-389435 to 343594-387452 resurfacing of path and ASB prevention measures (fly tipping)	HU/2/3 from grid reference 343438-389435 to 343594-387452 resurfacing of path and ASB prevention measures (fly tipping)	Knowsley	2	£20,000
HU/4/1 Yew Tree Footbridge remedial repair to footpath and embankments and ASB prevention measures	HU/4/1 Yew Tree Footbridge remedial repair to footpath and embankments and ASB prevention measures	Knowsley	2	£20,000
Replacement of timber footbridges across rights of way network	Replacement of timber footbridges across rights of way network	Knowsley	2	£75,000
PROW 15 upgrade of footpath surface quality to improve accessibility leading from Breckside Park to Townsend Lane	PROW 15 upgrade of footpath surface quality to improve accessibility leading from Breckside Park to Townsend Lane	Liverpool	2	£45,000
PROW 40 upgrade of footpath surface quality to improve accessibility leading from Banks Road to Speke Road	PROW 40 upgrade of footpath surface quality to improve accessibility leading from Banks Road to Speke Road	Liverpool	2	£55,000
PROW 63 upgrade of footpath surface quality to improve accessibility leading from Blackburne Street to Garston Coastal Park	PROW 63 upgrade of footpath surface quality to improve accessibility leading from Blackburne Street to Garston Coastal Park	Liverpool	2	£45,000
PROW 35 upgrade of footpath surface quality to improve accessibility leading from Riversdale Road to Mersey Road	PROW 35 upgrade of footpath surface quality to improve accessibility leading from Riversdale Road to Mersey Road	Liverpool	2	£45,000
PROW 3 upgrade of footpath to shared-use cycle path leading from Back Gilmoos Lane to Knowsley Brook	PROW 3 upgrade of footpath to shared-use cycle path leading from Back Gilmoos Lane to Knowsley Brook	Liverpool	2	£120,000
NCN62 to Stonebridge Business Park, creating new cycling and walking links	NCN62 to Stonebridge Business Park, creating new cycling and walking links	Liverpool	4, 5, 6, 8	£280,000
PROW 55/56 upgrade of bridleway surface to improve accessibility for walkers, cyclists and equine users from Allerton Road to Menlove Avenue and Woolton Road	PROW 55/56 upgrade of bridleway surface to improve accessibility for walkers, cyclists and equine users from Allerton Road to Menlove Avenue and Woolton Road	Liverpool	2	£225,000
Croxteth bridleways	Croxteth bridleways upgrade surface to improve accessibility for walkers, cyclists and equine users around perimeter of Croxteth Country Park estates	Liverpool	2, 8	£350,000
Surface improvements to Long Lane (Formby 24)	Surface improvements to Long Lane (Formby 24)	Sefton	2	£200,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Doorstep guides	Doorstep guides	Sefton	3, 8	£2,500 per guide
Surface improvements Altcar 5	Surface improvements Altcar 5	Sefton	2	£150,000
Formby 2 – Surface improvements	Formby 2 – Surface improvements	Sefton	2	£150,000
Rakes Lane – Surface improvements	Rakes Lane – Surface improvements	Sefton	2	£150,000
Formby 12a – surfacing repairs/improvements – advanced detailed design	Formby 12a – surfacing repairs/improvements – advanced detailed design	Sefton	2	£40,000
Formby 26 & 26a – surfacing improvements – preliminary design	Formby 26 & 26a – surfacing improvements – preliminary design	Sefton	2	£32,000
Fazakerley Sidings surface improvements and dedication of new and upgraded route to create a multi-user route	Fazakerley Sidings surface improvements and dedication of new and upgraded route to create a multi-user route	Sefton	2, 4, 5, 6	£175,000
Rights of way and Trans Pennine Trail access control review	Rights of way and Trans Pennine Trail access control review	Sefton	2, 7	£1,000
Dedication of Netherton Lane as a bridleway	Dedication of Netherton Lane as a bridleway	Sefton	2, 4, 6	£10,000
Surface improvements Southport 7	Surface improvements Southport 7	Sefton	2	£50,000
Southport 15/Trans Pennine Trail – surfacing improvements – feasibility study, trial section and preliminary design	Southport 15/Trans Pennine Trail – surfacing improvements – feasibility study, trial section and preliminary design	Sefton	2, 7	£250,000
Leeds – Liverpool Canal towpath resurfacing and access improvements	Leeds – Liverpool Canal towpath resurfacing and access improvements	Sefton	2, 7	£250,000
Aintree Curve – Trans Pennine Trail bridge	Aintree Curve – Trans Pennine Trail bridge	Sefton	4	£750,000
Formby Byway No. 45 surface improvements	Formby Byway No. 45 surface improvements	Sefton	2	£15,000
Jubilee Wood Trans Pennine Trail diversion route	Jubilee Wood Trans Pennine Trail diversion route	Sefton	4, 7	£150,000
Crosby Coastal Park shared-use path	Crosby Coastal Park shared-use path	Sefton	4	£1,100,000
Formby Bypass multi-modal access improvements	Formby Bypass multi-modal access improvements	Sefton	4	£600,000
East – west cycle improvements, Southport	East – west cycle improvements, Southport	Sefton	4, 5, 6, 7	£425,000
A565 Improvements, Crosby	A565 Improvements, Crosby	Sefton	4	£1,700,000
Maghull/Kirkby cycle route	Maghull/Kirkby cycle route	Sefton	4, 5, 6, 7	£900,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Ince Blundell 6 – resurfacing works	Ince Blundell 6 – resurfacing works	Sefton	2	£50,000
Lydiate 8 – resurfacing works	Lydiate 8 – resurfacing works	Sefton	2	£10,000
Crosby 8 – street lighting renewal scheme	Crosby 8 – street lighting renewal scheme	Sefton	2	£10,000
Access linking sites within Bold Forest Park area	Surface improvements to Footpath 308 and new bridleway access linkages between various park/former colliery sites	Sefton	2, 4, 5, 6	£50,000
Access linking large new employment sites	Improvements to Footpath 309 and 349 near Omega development £50,000. Improvements to Footpath 606 and 658 plus new routes to Parkside development £50,000.	St Helens	4, 5, 6, 8	£100,000
Access linking Schools	Improvements to Footpath 646 near Lyme Primary School, Haydock	St Helens	4, 5, 6, 8	£80,000
Wirral Circular Trail	Birket cycle route from Reeds Lane – Leasowe Road: surface improvements	Wirral	2	£100,000
Wirral Circular Trail	Historic wish list idea for a link bridge via Bidston Golf Club to Bidston Moss, Wirral Waters and Route 56	Wirral	4, 5, 6	£200,000
Wirral Circular Trail	Shorefields resurfacing	Wirral	2	£50,000
Wirral Circular Trail	Eastham Rake roadside cycle path	Wirral	4, 5, 6	£150,000
Wirral Circular Trail	Willaston to Bridleway 43 and roadside horse route to Bridleway 50	Wirral	4, 5, 6, 7	£50,000
East Coast Route	East coast routes, e.g. for the old FP 56 claimed cliff-top Mersey Shore route and other connections to the Riverside Park	Wirral	4, 5, 6, 7	£100,000
Arrowe Park bridleway surface improvements	Arrowe Park bridleway surface improvements	Wirral	2	£100,000
Royden Park bridleway surface improvements	Royden Park bridleway surface improvements	Wirral	2	£100,000
Footpath 2 to Park Lane and Bridleway 3 to the north shore surface improvements	Footpath 2 to Park Lane and Bridleway 3 to the north shore surface improvements	Wirral	2	£30,000
Lever Causeway horse route to have a full equestrian horse track alongside current surfaced path	Lever Causeway horse route to have a full equestrian horse track alongside current surfaced path	Wirral	2, 4, 5, 6, 7	£200,000
New footpath from Durley Estate, Prenton to Landican Lane and then on through to Pensby	New footpath from Durley Estate, Prenton to Landican Lane and then on through to Pensby. About three miles of some new surfacing, and at least three river crossings	Wirral	4, 5, 6, 7	£300,000

Project Name	Project Summary	District	Link with Actions	Estimated Cost
Heswall Station – Clatterbridge via Brimstage	Heswall Station – Clatterbridge via Brimstage: an all-new three-mile walk, cycle and horse riding route connecting current public rights of way	Wirral	4, 5, 6, 7	£500,000
Barnston to Brimstage footpath	An all-new footpath from Barnston to Brimstage footpath with some surface and ditch 'bridge' requirements	Wirral	4, 5, 6	£100,000
Footpath 72, Dundee Wood path: safety revetment work, improvements to surface and accessibility and helping to prevent erosion	Footpath 72, Dundee Wood path: safety revetment work, improvements to surface and accessibility and helping to prevent erosion	Wirral	2	£100,000
Dibbinsdale woodland footpaths: overdue surface improvements	Dibbinsdale woodland footpaths: overdue surface improvements	Wirral	2	£100,000
Woodchurch – Prenton – Upton surface improvements and new bridges, plus an upgrade for walking, cycling and horse riding including M53 subway lighting	Woodchurch – Prenton – Upton surface improvements and new bridges, plus an upgrade for walking, cycling and horse riding including M53 subway lighting	Wirral	2, 4, 6, 7	£300,000
Large-scale use of counters for all routes	Large-scale use of counters for all routes	Wirral	2	£30,000
Purchase and installation of numerous anti-motorcycle barriers	Purchase and installation of numerous anti-motorcycle barriers	Wirral	2	£20,000
Surface improvements for footpath 49, Raby to Neston via West Cheshire border	Surface improvements for footpath 49, Raby to Neston via Cheshire West and Chester border	Wirral	2	£50,000
Thurstaston Common: all-accessible route improvements	Thurstaston Common: all-accessible route improvements	Wirral	2	£50,000
Bridleway 8 Noctorum Lane, Prenton surface improvements	Bridleway 8 Noctorum Lane, Prenton surface improvements	Wirral	2	£30,000
Other public byway surface improvements	Other public byway surface improvements	Wirral	2	£70,000
Other public bridleway improvements	Other public bridleway improvements	Wirral	2	£70,000
Other public footpath improvements	Other public footpath improvements	Wirral	2	£70,000
Bridleway improvements to Noctorum Lane, Prenton	Bridleway improvements to Noctorum Lane, Prenton	Wirral	2	£20,000
Landican Lane, Bridleway 16 & 45, surface improvements	Landican Lane, Bridleway 16 & 45, surface improvements	Wirral	2	£55,000

4. Monitoring and Evaluation

While there is a statutory duty to produce a Rights of Way Improvement Plan and maintain the existing network, implementation is dependent on resources. Specific funding for the ROWIP has not been allocated to deliver improvements, so the local authorities within the Liverpool City Region have to bid for funding from the City Region, central government or other agencies to deliver the proposed improvements.

Rights of Way Improvement Plans are meant to be aspirational and ambitious in identifying potential improvements to the network. We have therefore cast our net wide when considering ways to improve the network while recognising that it would not be possible to implement them all immediately. Delivery of the improvement measures in the plan is dependent on resources becoming available.

The Liverpool City Region Mayoral Combined Authority, the six local authorities and Merseytravel will need to work in partnership with a range of organisations and sectors in order to deliver many of the proposed actions. Additional funding and resources will be required and will be sought from a variety of sources. It is intended to use the Liverpool City Region Devolution Deal Monitoring and Evaluation Plan for the ROWIP.

4.1 Monitoring

It is intended that progress on the Rights of Way Improvement Plan will be reported regularly to the Liverpool City Region Combined Authority, as well as to the Local Access Forum and stakeholders.

4.2 Evaluation

Progress will be evaluated periodically to inform and update the programme of potential schemes. Lessons learnt will also inform the next Rights of Way Improvement Plan. We will have regard to best practice on rights of way elsewhere in the UK and learn from this.



Appendix 1

Liverpool City Region Public Rights of Way Network

5.1 Current provision

The network that exists today is part of our local heritage and has evolved over the centuries, based on usage when these routes were the only transport links between communities.

Section 60(5) of the Countryside and Rights of Way (CROW) Act 2000 has placed a statutory duty on all highway authorities to produce a Rights of Way Improvement Plan (ROWIP). Under this act, all unrecorded rights of way will be extinguished after 1 January 2026. The highway authorities use a number of mechanisms to designate and manage the network, including:

(a) Definitive maps and statements

The definitive map is a record of public rights of way. In law, it is the definitive record of where a right of way exists and is located. The accompanying statement provides a written description detailing any special conditions or limitations that may exist relating to an individual route. There is a statutory duty upon highway authorities to keep definitive maps and statements up to date and under continuous review. These are available to view at council offices on request.

(b) Network condition

Liverpool City Region highway authorities have a statutory duty to protect and assert the rights of way network. This means having a network that is easy to follow and free from obstruction. In addition to their officers, each authority relies on public comments, information and feedback. User groups and volunteers can provide additional support and information.

(c) Path coverage

Path coverage across the City Region is good. The landscape of Liverpool City Region is relatively flat, making most routes easy to use. In some areas, such as Birkenhead, north Liverpool, Kirkby, Bootle, Widnes and central St Helens, the public rights of way are fragmented and disjointed. Much of this is due to the industrial and urban development associated with such a large metropolitan area.

There also are a limited number of routes open to horse riders so there may be scope to increase coverage to better support the growing equestrian industry and tourism in the Liverpool City Region.

Regeneration at Liverpool Waters, Wirral Waters, Birkenhead Woodside, Ten Streets Liverpool, Festival Gardens Liverpool, Cronton Colliery, Parkside, Halsnead Garden Village and Runcorn Waterfront may also offer opportunities to create green corridors and cycle/walking routes to the wider network.

(d) Enforcement and the legal duty to assert and protect

Highway authorities have a legal duty to assert and protect the public rights of way network. To do so, the relevant officers responsible for the network use legal means through enforcement procedures to resolve disputes. However, enforcement procedures can be both time consuming and expensive, and while some problems require enforcement action, the vast majority can be resolved through community engagement and partnership working with developers, planners, landowners and the general public. Establishing links and developing relationships with stakeholders plays a vital role in making improvements to the network.

(e) Definitive Map Modification Orders

Evidence from the general public is the prime means by which claims to have routes added to the definitive map are made. It is therefore important that the claims process is promoted in the future so the public can assist in recording and safeguarding the public rights of way network.

(f) Public path orders

Path networks are always undergoing change. New routes are added, some routes are diverted, and others are temporarily or permanently closed. Legal orders can be processed by highway authorities to facilitate this.

(g) Dedications and permissive agreements

Opportunities to enhance the network are always explored and encouraged. Through the ROWIP, closer partnership working with landowners and developers will seek to increase dedications and permissive path agreements.

(h) Cross-boundary issues from Liverpool City Region with surrounding authorities

Cross-boundary paths should not affect people's enjoyment of a route. These routes provide access for residents and visitors to and from districts within Liverpool City Region and provide linkages that can create a wider network of access within and beyond, including with neighbouring areas such as Cheshire West and Chester, Lancashire, Warrington, and Wigan.

5.2 Equestrian sector

The rights of way network in the Liverpool City Region also supports the equestrian-related tourism sector, including Aintree and Haydock racecourses as well as various riding schools, stables and livery yards. The main bridleway routes in the Liverpool City Region suitable for equestrians include the following:

The Mersey Circular – including the Liverpool Loop Line from Halewood to West Derby, Croxteth Country Park, Gellings and Little Wood Greenways, the A580 south side cycleway, the Rainford Bypass, sections of the Rainford Loop, Garswood Old Road, Carr Mill Dam, Stanley Bank, Bold Forest Country Park, the Dream and its associated Mineral Line, Cranshaw Hall, Pex Hill, Cronton Colliery, Knowsley ExpressWay, Garnetts Lane, and Halewood.

Sankey Valley Park – including from Stanley Bank via the viaduct onwards towards Warrington and beyond to join the Trans Pennine Trail at Sankey Bridges.

The Rainford Loop – including the Rainford Linear Park, Maggots Nook, Holiday Moss/Langwood Lane, Fir Tree Farm, Billinge Hill, Carr Mill, Moss Bank Estate, Sandy Lane, Berringtons Lane and Sandwash to the Linear Park at the southern end.

The Mersey Bank/St Helens Canal section of the Trans Pennine Trail – including from Sankey Bridges via Fiddlers Ferry and Johnson's Lane to Spike Island.

The Sefton Coastal Path – including sections of the Trans Pennine Trail route between Southport to Crosby and southwards to Melling and Aintree.

The Wirral Circular Trail – including the Wirral Country Park.

Higher Runcorn Greenways – including from Palacefields, circular route around Town Park to Bennets Rough and Windmill Hill. Routes through Moore, Sandymoor and Murdishaw.

Appendix 2

Other Liverpool City Region Public Access Networks

5.3

The public rights of way network does not exist in isolation, many other routes can be found that make up the wider access network.

5.4

It is important to identify and map known routes, locations and other opportunities for outdoor access to assist in the connectivity, development and management of the public rights of way network.

(a) **Green infrastructure and open-access land**

Providing the right of access on foot in mapped areas of open countryside, mountain, moor, downland and registered common land. Additionally, green infrastructure includes public parks, gardens, playing fields, nature reserves, etc.

The Liverpool City Region and Warrington Green Infrastructure Framework has been developed by the Liverpool City Region, supported by the Mersey Forest with funding from Natural England. It covers Liverpool, Sefton, Knowsley, St Helens, Halton, Wirral and Warrington.

(b) **Permissive routes**

These are routes developed at the discretion of the landowner, who has permitted public use of a route as either a footpath or a bridleway.

(c) **Environmental stewardship schemes**

Access opportunities created by the Department for Environment, Food and Rural Affairs (Defra) to conserve and improve the countryside while supporting both the rural community and economy.

(d) **The highway network**

The road and footway network play a significant part in connecting routes in both rural and urban areas. Within this network, there are 'quiet lanes and greenways initiatives'. These are minor roads, country lanes and unclassified roads. Collectively, these play a significant role in connecting routes in the more rural areas of the City Region.

Quiet lanes are minor rural roads that experience low levels of traffic travelling at low speeds. They are recognised to be safe, attractive routes for healthy commuting, recreation and sport, providing the opportunity for shared use by cyclists, equestrians, motorised users and walkers.

Greenways are networks of largely off-highway routes for shared use by cyclists, equestrians and walkers.

(e) Long-distance footpath trails

There are several long-distance footpath trails in Liverpool City Region, providing significant access opportunities. These include:

- The Trans Pennine Trail, including Cheshire Lines and Liverpool Loop Line paths;
- The Sefton Coastal path;
- The Leeds – Liverpool Canal towpath;
- The Bridgewater Way along the Bridgewater Canal;
- The Wirral Circular Trail, including the Wirral Way;
- The Mersey Way; and
- The Croxteth Bridleway.

(f) The National Trails Network

We work closely with Natural England to develop the England Coast Path National Trail.

(g) The National Cycle Network

Co-ordinated by Sustrans, the UK’s leading sustainable transport charity. There a number of national cycle routes in the Liverpool City Region.

(h) The Local Cycle Network

The local cycling network in Liverpool City Region provides a comprehensive network of access that is progressively developing. Although these routes are often specifically designed for cycling, off-road routes also have pedestrian rights.

(i) The Mersey Forest

This is an initiative supported by the Liverpool, Sefton, Knowsley, St Helens, Halton, Cheshire West and Chester, and Warrington councils. The Mersey Forest Plan is the long-term and strategic guide to the work of the Mersey Forest team and partners.

(j) Coastal access

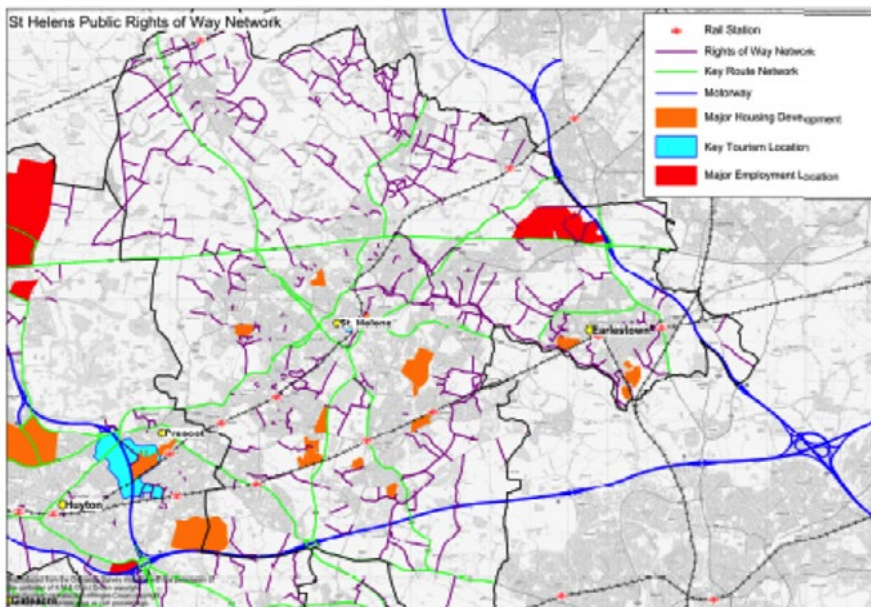
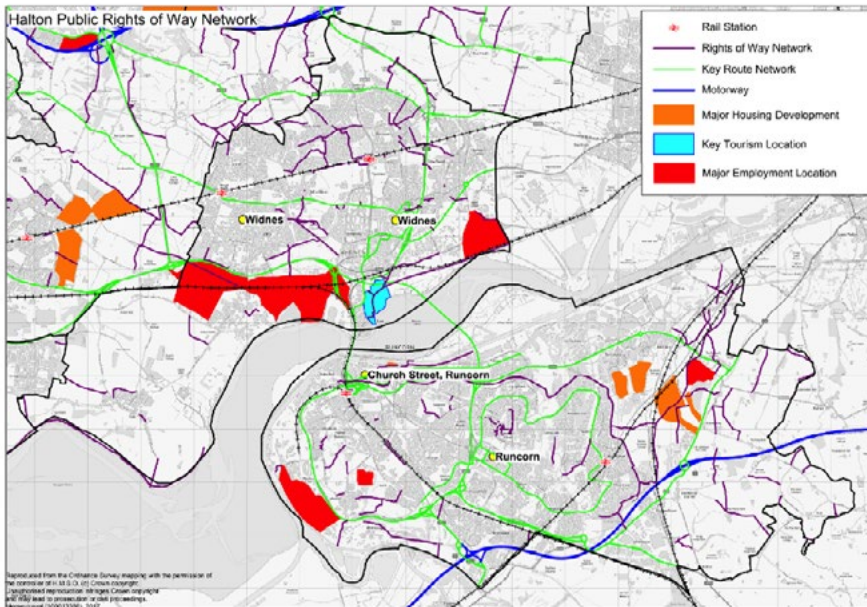
The Liverpool City Region coast provides people with the opportunity to pursue recreational and leisure pursuits in an environment that is rich in wildlife and habitats. Some areas of the beaches along the Mersey coast are accessible to horse riders, although in some instances restrictions exist and permits may be required. We are working closely with Natural England to develop the England Coast Path National Trail, which is due for completion in 2020.

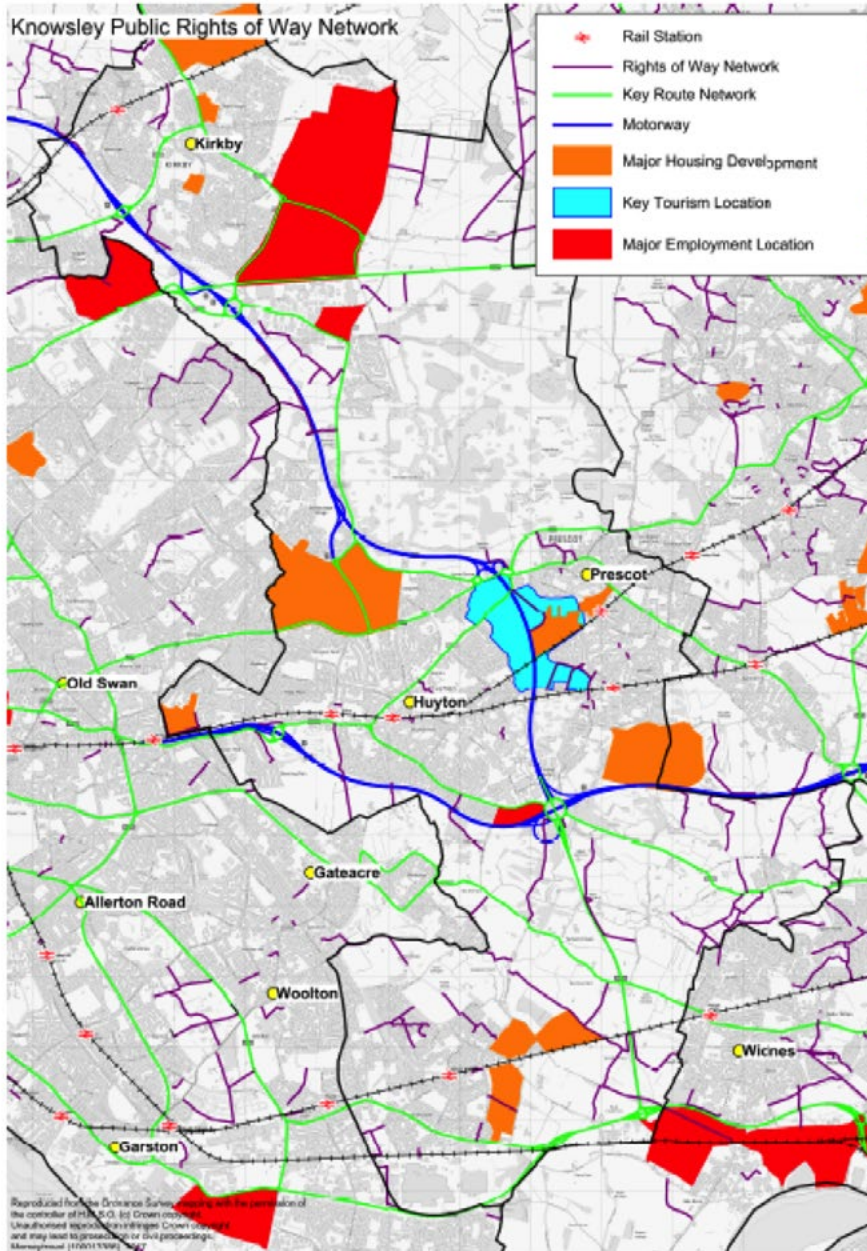
(k) Blue Ribbon Network

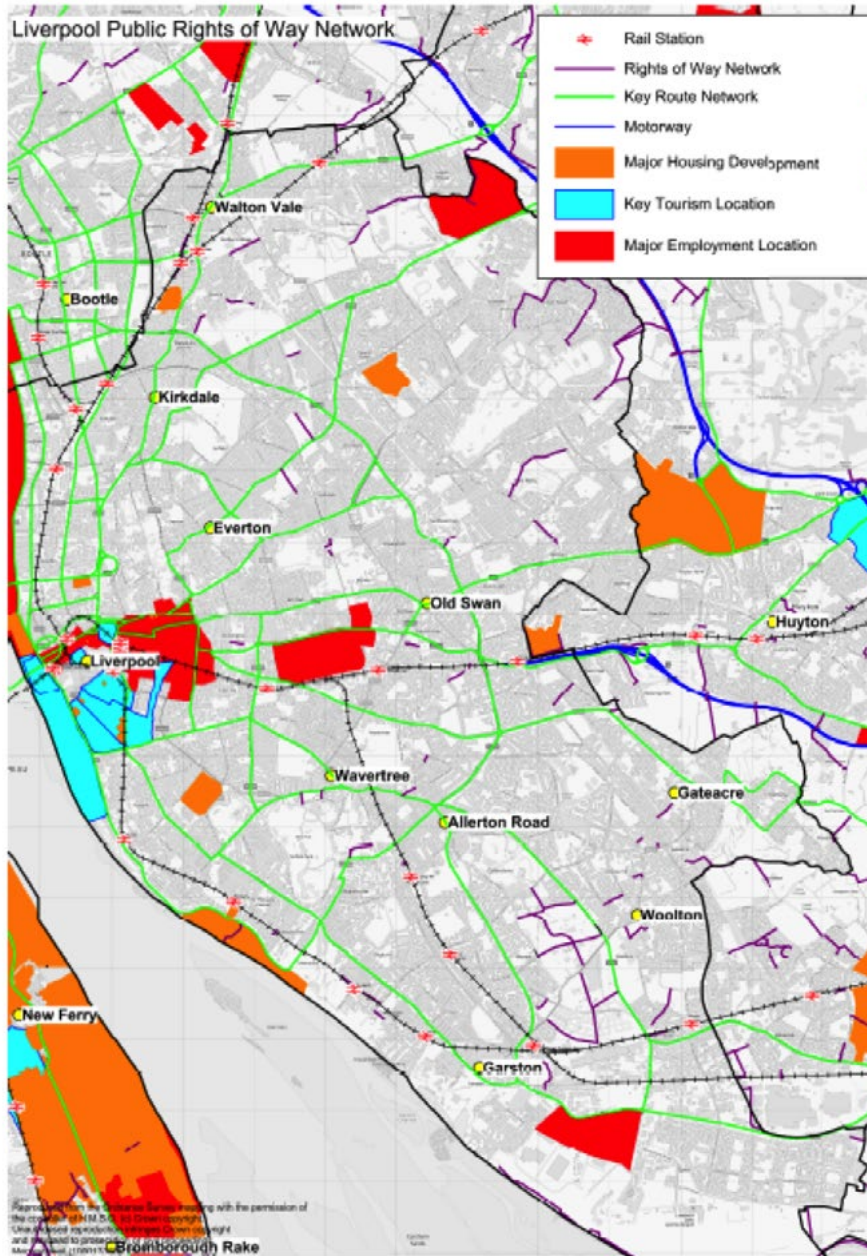
In addition to the coast, there are rivers and waterways with public access. Key elements of the Blue Ribbon Network include River Mersey, River Dee, River Alt, Stanley Dock, Leeds – Liverpool Canal, Albert Dock and Liverpool South Docks, Sankey (St Helens) Canal, Weaver Navigation, Bridgewater Canal, and the Manchester Ship Canal.

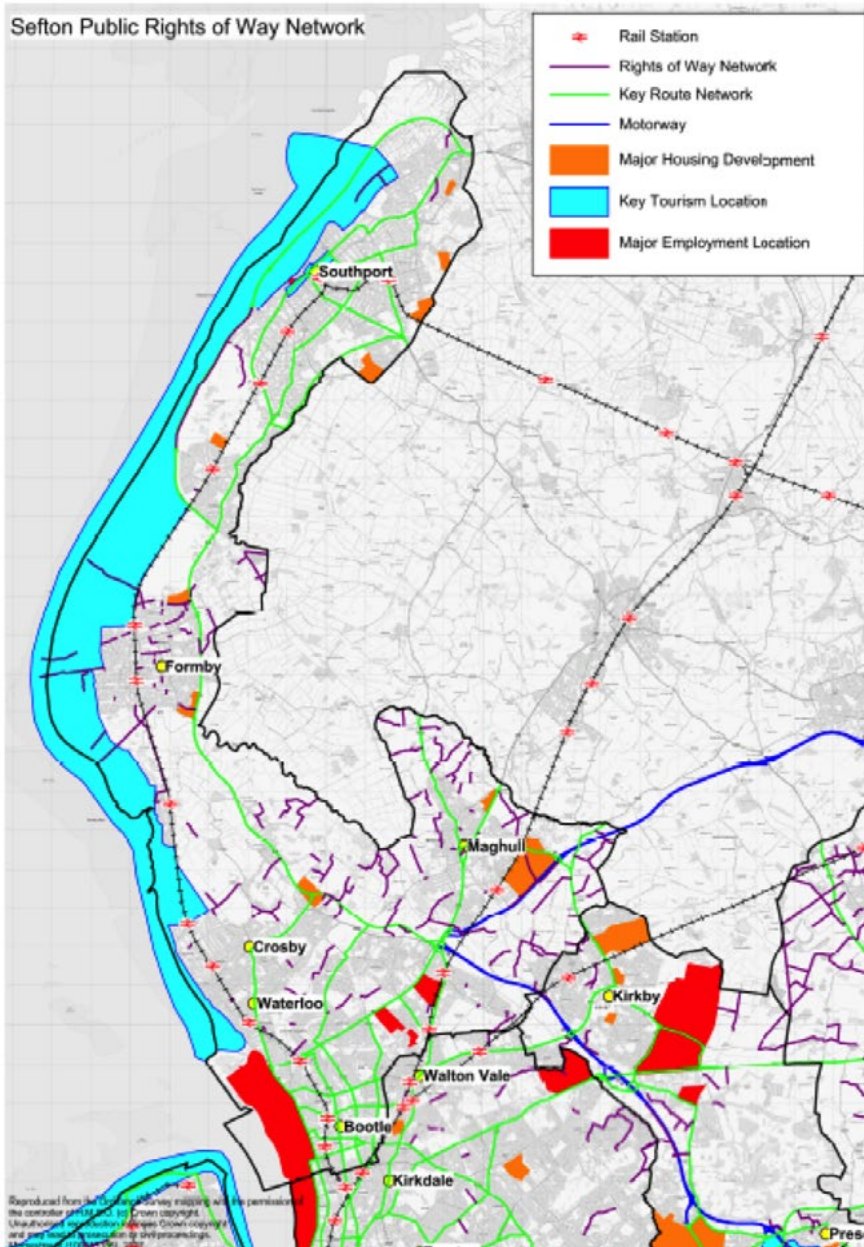
Appendix 3

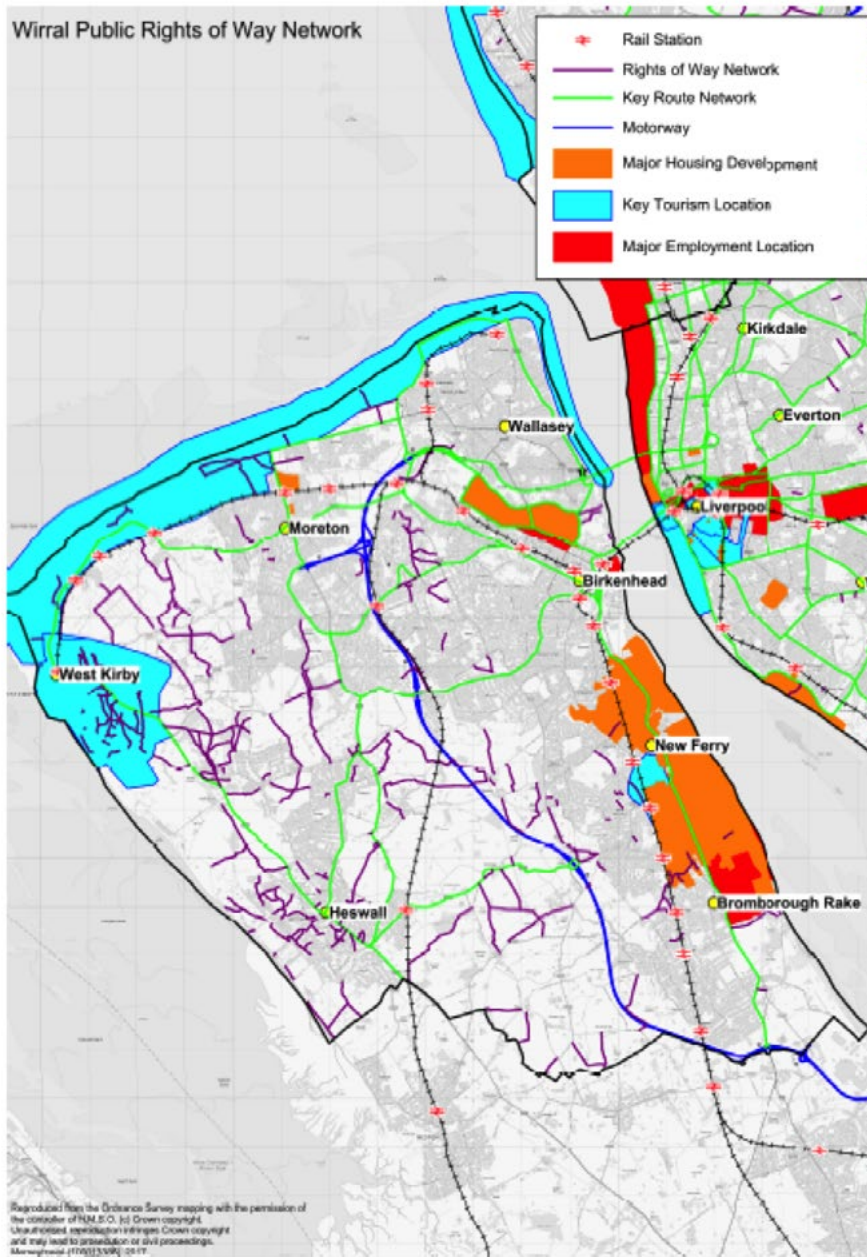
District Rights of Way Maps











Appendix 4

Stakeholders

The rights of way network is an asset open to everyone. This section highlights some of the main user categories and other stakeholders.

User Group/Stakeholder	Contacts and Issues
Walkers	<p>Relevant stakeholders include Ramblers, Living Streets and Walk Unlimited.</p> <p>www.ramblers.org.uk/ www.livingstreets.org.uk/ www.walk.co.uk/</p>
Cyclists/off-riders	<p>Relevant stakeholders include Sustrans, British Cycling and Cycling UK. For off-riders, there is the Auto-Cycle Union.</p> <p>www.sustrans.org.uk/ www.britishcycling.org.uk/ www.cyclinguk.org/ www.acu.org.uk/</p>
Horse riders	<p>Relevant stakeholders include the British Horse Society and the equestrian industry including livery yards and stables</p> <p>www.bhs.org.uk/</p>
Other groups	<ul style="list-style-type: none"> - Local Civic Societies, e.g. Gateacre Society, Merseyside Civic Society, the Civic Trust, etc. - Other relevant users include: <ul style="list-style-type: none"> - Under-represented groups - People who are less mobile - Non-users
Police	<ul style="list-style-type: none"> - British Transport Police - Merseyside Police - Cheshire Police
Developers and landowners	<ul style="list-style-type: none"> - Developers and planners - Landowners, agents for estates, land managers and the Country Land and Business Association - National Farmers' Union - Charities and trusts managing land and public-access sites, e.g. the National Trust, English Heritage, etc. - Contractors undertaking works on public rights of way - The Institute of Public Rights of Way and Access Management - The Campaign to Protect Rural England (CPRE)

User Group/Stakeholder	Contacts and Issues
Waterways	<ul style="list-style-type: none"> - Canal & River Trust - Bridgewater Canal
Health and wellbeing	<ul style="list-style-type: none"> - Health and wellbeing partners - LCR clinical commissioning groups - NHS England - Public Health England
Local government	<ul style="list-style-type: none"> - Local authorities, including departments such as tourism, transport, highways, planning, parks, etc. - Neighbouring local authorities - Parish councils - Merseytravel - Liverpool City Region Local Enterprise Partnership - Tourism partners - Nature Connected – Liverpool City Region Local Nature Partnership - Mersey Forest - Merseyside Environmental Advisory Service (MEAS) - Sefton Coast Partnership
Central government	<ul style="list-style-type: none"> - Defra/the Department for Transport/the Ministry of Housing, Communities and Local Government - Environment Agency - Homes England - Highways England - Network Rail - Forestry Commission - Natural England - Sport England

Appendix 5

References

Northern Powerhouse Strategy (Nov 2016)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571562/NPH_strategy_web.pdf

Liverpool City Region Devolution Deal (Nov 2015/March 2016)

<https://www.gov.uk/government/publications/liverpool-devolution-deal>

Transport

Liverpool City Region Transport Plan for Growth

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/Transport-Plan-for-Growth.aspx>

Merseyside Local Transport Plan

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/MTP.aspx>

Green infrastructure

Liverpool City Region Green Infrastructure Framework

<http://www.merseyforest.org.uk/our-work/liverpool-city-region-green-infrastructure-framework/>

The Mersey Forest Plan

<http://www.merseyforest.org.uk/about/plan/>

South Liverpool Waterspace Strategy

<https://canalrivertrust.org.uk/media/library/2192.pdf>

Atlantic Gateway Parklands Prospectus

http://www.atlanticgateway.co.uk/_assets/downloads/AG_Prospectus.pdf

Equestrian industry

BHS Equine Sector Investment Strategy for Liverpool City Region (Oct 2014) British Horse Society

<http://www.bhs.org.uk/our-charity/press-centre/news/regional/north-west/an-rdpe-investment-strategy-for-growth-in-the-liverpool-city-regions-equine-sector>

Visitor economy

Liverpool City Region Visitor Economy Strategy & Destination Management Plan

<https://www.liverpoollep.org/wp-content/uploads/2015/06/wpid-lcr-dmp-2015-2025.pdf>

Liverpool City Region Visitor Economy Investment Plan for Growth (July 2016)

<https://www.liverpoollep.org/wp-content/uploads/2016/07/Liverpool-City-Region-VE-Investment-Plan.pdf>

Health and wellbeing

Cheshire & Merseyside NHS Sustainability & Transformation Plan (Nov 2016)

<http://www.liverpoolcommunityhealth.nhs.uk/downloads/news/Cheshire%20Merseyside%20STP.pdf>

Liverpool Active City Strategy

<https://liverpool.gov.uk/media/1355535/liverpool-active-city-pas-strategy.pdf>

Contacts

Council:	Telephone Number:	Website:
Halton Borough Council	0303 333 4300	www.halton.gov.uk
Knowsley Metropolitan Borough Council	0151 489 6000	www.knowsley.gov.uk
Liverpool City Council	0151 233 3000	www.liverpool.gov.uk
Sefton Metropolitan Borough Council	0345 140 0845	www.sefton.gov.uk
St Helens Metropolitan Borough Council	01744 676 789	www.sthelens.gov.uk
Wirral Metropolitan Borough Council	0151 606 2000	www.wirral.gov.uk

Rights of Way Improvement Plan

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We welcome your comments and feedback,
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