

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Appendix 10.6: Draft Public Rights of Way Strategy

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Appendix 10.6 ◆ Draft Public Rights of Way Strategy

INTRODUCTION

Introduction

- 1.1 Intermodal Logistics Park North Ltd. ('the Applicant') is promoting proposals for a new strategic rail freight interchange (SRFI) and associated development on land to the east of Newton-le-Willows, in the jurisdictions of St Helens, Wigan and Warrington Councils. An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail, thereby reducing carbon emissions and contributing to the UK's target to achieve net zero by 2050.
- 1.2 Under the Planning Act 2008, the proposals qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, an application for a Development Consent Order (DCO) is to be made to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State (SoS) for Transport.
- 1.3 Before making a DCO application, an Environmental Impact Assessment (EIA) of the Proposed Development will be undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). EIA is a process that provides the decision maker with sufficient information about the likely environmental effects of a project and is used to improve the environmental design of a development proposal. The first stage of this process was the submission of a request for a formal scoping opinion under Regulation 10 of the EIA Regulations.
- 1.4 The Applicant submitted an EIA Scoping Report to the Planning Inspectorate in October 2024. This outlined the work undertaken to date and sought advice from the Inspectorate on the likely significant effects of the Proposed Development and the topics that needed to be assessed as part of the Environmental Impact Assessment (EIA). A Scoping Opinion was received in December 2024 and this has been used to inform the EIA process for the Proposed Development. Topic Papers were produced, including one on Public Rights of Way, as part of the Statutory Consultation process in early 2025.
- 1.5 Members of the public have a right to access some land for walking or certain leisure activities. Users can: use public rights of way (PRoW), for example roads, restricted byways, paths or tracks that run through towns and the countryside including through private property; and use a right to roam to access Open Access Land (OAL) including mountains, moors, and common land that is registered.
- 1.6 There are four types of PRoW:
 - Footpaths, used by pedestrians;
 - Bridleways, used by pedestrians, cyclists and horse riders;

- Restricted byways, for any transport that does not have a motor; and
 - Byways open to all traffic, for any kind of transport, including cars (but these are mainly used by walkers, runners, cyclists, and horse riders).
- 1.7 The Definitive Map and Statement is the legal record of public rights of way in England and Wales. For the Main Site and Study Area, these records are collated by St Helens Borough Council, Wigan Council and Warrington Borough Council. The maps indicate where the public have lawful access and the statements include historic routes and any changes to PRow orders and routes that may have occurred. The Wildlife and Countryside Act 1981 (WCA Act 1981) describes the Definitive Map as conclusive evidence as to the existence and status of any right of way shown, whilst the Statement provides conclusive evidence as to the position and width, and limitations or conditions.
- 1.8 This Appendix is the draft Public Rights of Way Appraisal and Strategy which has been prepared by Axis Ltd, on behalf of Intermodal Logistics Park North Ltd (the Applicant). The Proposed Development, which would provide a Strategic Rail Freight Interchange (SRFI) on land to the east of Newton-le-Willows. The Proposed Development is the subject of a Development Consent Order (DCO) application for a Nationally Significant Infrastructure Project (NSIP).
- 1.9 This draft Public Rights of Way Appraisal and Strategy sets out the findings of an appraisal which considers the impacts resulting from Proposed Development on existing Public Rights of Way (PRow) within the Main Site and in its immediate vicinity. Specifically, it reports: a methodology; relevant planning policy; baseline conditions; likely impacts resulting from the Proposed Development; and any mitigation measures that may be required to prevent, reduce or offset any negative impacts arising from it.
- 1.10 The DCO for the Proposed Development will provide powers to temporarily and permanently stop up or divert PRow for the purpose of the construction of the Proposed Development and Axis has been appointed to co-ordinate the production of an Illustrative Landscape Masterplan (PEIR Figure 3.4) which will holistically incorporate environmental mitigation, including a new public right of way network.
- 1.11 This Appendix has been prepared by Axis landscape architects, with input from Stantec transport consultants. Axis landscape architects have extensive experience in the environmental design of infrastructure projects across the UK, including the design and strategic planning of recreational facilities and access schemes that include footpath, bridleway and cycleway networks. Stantec possesses extensive expertise in delivering comprehensive transport planning solutions for largescale logistics developments across the country and a proven track record dating back over 20 years in working with the local authorities of St Helens, Wigan, Warrington and also National Highways.

Annexes

- 1.12 This Appendix is support by the following Annexes:
- Annex 1: Public Rights of Way Plans

- Annex 2: Public Right of Way Condition Survey Data
- Annex 3: Public Right of Way User Survey Data
- Annex 4: Definitive Maps

Inter-relationship with other Masterplan Considerations

1.13 To ensure that the PRow proposals are consistent with landscape, visual amenity and nature conservation aspirations which have informed the evolution of the Illustrative Landscape Masterplan (PEIR Figure 3.4), consideration has been given to other aspects of the environment that are closely related to PRows and include:

- Green Infrastructure – which considers the wider green links in the landscape and natural history context;
- Landscape and Visual Amenity – where the visual impact of the development proposals on PRows may be particularly important;
- Transport Infrastructure and Utilities – where on-site provision, particularly related to public transport and cycling, may affect off-site movement on the PRow network; and
- Ecology – where the movement of people, and particularly the disturbance they create, may affect wildlife.

METHODOLOGY

Introduction

1.14 There is no recognised guidance relating to the assessment of PRows and, as such, the methodology employed in undertaking this assessment is based upon professional experience, examples from other DCO projects and judgement in this field.

Study Area

1.15 The Study Area for the consideration of impact on PRow comprises two levels:

- The Main Site of the DCO Site, within which there will be direct impacts on PRow;
- An area within an approximate radius of 500m beyond the Main Site and Western Rail Chord of the DCO Site which includes all key connections into the Main Site, as was previously described in the Baseline Environment section.

1.16 The draft Order Limits boundary and detailed study area are shown on Annex 1, Figures 1.1 and 1.2.

1.17 The Study Area includes an approximate 'zone of influence' (ZOI) beyond the Main Site, within which there may be an indirect impact due to the direct changes brought about by the Proposed Development within the Main Site. The exact extent of the Study Area is influenced by a number of factors, including the location of key transport routes which are used by

pedestrians, such as Winwick Lane, Parkside Road and Newton Road, as was described in the Baseline Environment section.

- 1.18 PRow connections beyond 500m from the Main Site have been considered at a more strategic level within the Transport and Traffic Assessment (PEIR Chapter 7). This will inform the PRow study and ensure a clear understanding is gained regarding the wider movement of people on the local PRow network, which the Main Site forms part of. This includes connections from: Newton-le-Willows, Golborne/Lane Head, Culcheth and Winwick and the focus will be on gaining an understanding of the potential movement of people from the main settlements in the surrounding area.

Desk study

- 1.19 Definitive Map and Statement information has been obtained from St Helens, Wigan and Warrington Councils together with information on permissive and promoted routes within and adjacent to the Main Site (see Annex 4). Further information was sought on promoted routes from on-line resources.
- 1.20 Annex 1, Figures 1.1 and 1.2 detail the PRow within and adjacent to the Main Site and Western Rail Chord of the DCO Site, including the reference numbers given on the definitive maps.

Survey Work

Condition Survey

- 1.21 PRow walkover condition surveys were undertaken during winter (February 2025) and summer (July 2025) during which all PRowS within 500m of the Main Site were assessed at least once. Whilst routes within the Main Site have been surveyed during both winter and summer as they will be most directly impacted by the Proposed Development, not all routes located outside the Site which were fully surveyed during winter have not all been re-surveyed during summer months.
- 1.22 During the surveys, information relating to the following points were recorded:
- PRow number;
 - General condition;
 - Management and context of the route (pastoral, arable, woodland or urban/non-agricultural);
 - User evidence (erosion, prints, dog faeces, litter, etc.);
 - Links/connectivity to other PRowS;
 - Whether or not the route is promoted;
 - Obstructions; and

- Users noted during the survey.

1.23 The notes taken during the survey are provided at Annex 2.

PRoW User Survey

- 1.24 To gain a fuller understanding of the number of users that would be affected by changes in the PRoW network within the Main Site, a series of Non-Motorised User (NMU) surveys were undertaken of PRoW that are proposed to be stopped up, diverted or altered by the Proposed Development. A specialist survey firm was commissioned to undertake user surveys.
- 1.25 Surveys were undertaken at the locations marked on Annex 1, Figure 2. The survey was undertaken over a seven day period, between 23rd to 29th April 2025 and between 7am and 7pm each day. Weather conditions were generally dry and temperatures mild. The survey period was outside school holidays, which ensured that results represented an average week of local activity in fair weather conditions.
- 1.26 The survey utilised fixed-position cameras equipped with video analytics to monitor and categorise the movement of different user groups, including pedestrians, cyclists, and horse riders. This provided an accurate record of path usage across the survey period.
- 1.27 An in-person check and battery change was undertaken approximately half way through the survey period and the surveys were collected on 30th April.
- 1.28 Surveys involved the erection of a camera on a telescopic mast at each location orientated to capture movements on all PRoW in all directions at that location. The video footage from the cameras was then manually ‘watched’ to count the number of users passing the location. Users were grouped according to type – pedestrian, runner, cyclist, equestrian and direction – north, south, east or west as relevant.
- 1.29 The data indicates clear trends and is therefore considered to be sufficient for the purposes of this assessment.

RELEVANT PLANNING POLICY

Legislative Context

- 1.30 The DCO application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Networks National Policy Statement (‘NPSNN’, adopted 2024) and the National Planning Policy Framework (NPPF). Relevant local planning policy are material considerations.

Highways Act 1980

- 1.31 The Highways Act establishes relevant powers in respect of public rights of way, including the stopping up, diversion and creation of public rights of way.

Countryside and Rights of Way Act 2000 (CRoW Act)

- 1.32 The CRoW Act contains definition of specific types of highway (i.e. footpaths, bridleways,

byways open to all traffic and restricted byways). It also gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as 'open access land.' The Act improves the rights of way legislation by encouraging the creation of new routes and clarifying uncertainties about existing rights.

Planning Act 2008

- 1.33 Whilst the CRow Act is applicable to the Proposed Development, the Planning Act 2008 provides the legislative powers to issue a DCO and may disapply or modify certain provisions of the CRow Act.

Planning Policy

National Policy

- 1.34 National-level planning policies for NSIPs are set out in a series of National Policy Statements (NPSs). The NPS of relevance to the Proposed Development is the National Networks NPS (NPSNN) which was last updated in March 2024. The NPSNN is the primary statement of policy for NSIPs on the road and rail networks and forms the basis for decisions by the Secretary of State.

- 1.35 The National Planning Policy Framework (NPPF), and the accompanying online Planning Practice Guidance (PPG) are also important and relevant but are not the key policy documents against which the application will be determined, however they may be material considerations to the extent that policies apply to the Proposed Development.

- 1.36 Relevant requirements of the NPSNN related to PRow are summarised below.

- 1.37 Paragraph 5.193 states that:

'Applicants should endeavour to improve networks green infrastructure and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way.'

- 1.38 Paragraph 5.198 states that:

'Public rights of way, National Trails, and other rights of access to land (for example, open access land) are important recreational facilities for pedestrians, wheelers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, public rights of way and open access land, and to consider what opportunities there may be to improve access and connectivity. In considering revisions to an existing right of way, consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.'

- 1.39 Paragraph 5.199 states that:

'Public rights of way can be extinguished under section 136 of the Planning Act if the Secretary of State is satisfied that an alternative has been or will be provided or is not required.'

1.40 Paragraph 5.271 states that:

'Applicants should consult the relevant highway and transport authorities, local planning authority, and Network Rail, as appropriate, on the assessment of transport impacts. This should include having appropriate regard to policies outlined in existing or emerging local plans, Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans where appropriate and applicants should set out agreement on alignment of development proposals to these policies and plans.'

National Guidance

1.41 The following document is relevant to the design of NSIPs and is being taken into account as part of the design process:

- Nationally Significant Infrastructure Projects: Advice on Good Design (PINS, 2024).

Local Policy

1.42 Local Planning Policy relevant to the PRoW is set out in the following documents:

- St. Helens Borough Local Plan up to 2037 (St Helens Borough Council, 2022).
- Wigan Local Plan: Core Strategy (Wigan Council, 2024).
- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan to 2039.
- Warrington Local Plan (Warrington Borough Council, 2023).

1.43 Relevant policies from the above documents are summarised below:

- St Helens Local Plan Policy LPA06 Transport and Travel states that the Council's strategic priorities for the transport network include good levels of accessibility, amongst other objectives. The following are some targeted actions which seek to achieve the objectives and are relevant to PRoW: a) secure the delivery of new or improved road, rail, walking, cycling, and / or bus infrastructure where required; and d) improve the accessibility to jobs, homes and services by all modes of transport and protect opportunities to achieve such improvements.
- St Helens Local Plan Policy LPA06 also states that new development will only be permitted where it would, amongst other factors: enable good levels of accessibility by walking and cycling between homes, jobs and services; and provide for safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development.
- St Helens Local Plan Policy LPA07 Greenways states that the council aims to protect and enhance the strategic network of greenways shown on the Policy Map.

- Wigan Local Plan Core Strategy Policy CP7 Accessibility considers a range of improvements to connectivity within Wigan, referencing the development of rail freight and the West Coast Mainline, while also aiming to develop and enhance on and off-road networks for walking and cycling, to connect local residents to employment and community facilities as well as for leisure purposes.
- Places for Everyone Policy JP-P7: Sport and Recreation includes an aim to protect and enhance the public right of way network, including to: improve access to, and connections between, different parts of the green infrastructure network across Greater Manchester and beyond; expand the network of strategic recreation routes; and provide options for green travel.
- Warrington Local Plan Policy INF1 Sustainable Travel and Transport states that the council's include: improving the safety and efficiency of the transport network; tackling congestion; reducing carbon emissions and improve air quality; promote sustainable transport options; reducing the need to travel by private car; and encouraging healthy lifestyles. To achieve this objective, the Council expect development to give priority to walking, cycling and public transport within the design.
- Warrington Local Plan Policy DC3 Green Infrastructure seeks to protect, enhance and extend the multifunctional network of green infrastructure to encourage, amongst other factors, active travel.

CONSULTATION

1.44 Highways and PRow officers at St Helens Borough Council and Wigan Council have been consulted in relation to the Proposed PRow Strategy. Warrington Borough Council will be consulted during the statutory consultation phase, however the focus has initially been on engagement with St Helens and Wigan Councils as the direct change to the PRow network would be within those administrative boundaries. Recent correspondence and meetings include the following:

Table 1 Consultation to Date on PRow

Consultee	Consultee comment	Response
Mike Roberts, Countryside Development and Woodlands Officer and Dave Kelly, Highways Officer, St Helens Borough Council	In July 2025, an online presentation was given by the Applicant to St Helens Borough Council in relation to the approach to the design of the public right of way network as part of the operational development. Key notes from the meeting are: - This formed the first discussion with St Helens Borough Council around	Engagement by St Helens Borough Council to the PRow consultation process is welcomed and will be maintained through to the final submission of the DCO application. All points raised by the council have been taken into account in preparing the

Consultee	Consultee comment	Response
	the PRow strategy. - It was explained by St Helens Borough Council that there is no PRow officer, however Mr Roberts and Mr Kelly share responsibility for management of the PRow network in St Helens. - St Helens Council provided a positive response on proposals within St Helens and specifically that, where routes have had to be stopped up as part of the Proposed Development, suitable replacements have been provided.	PRow design.
Elizabeth Parry, Public Rights of Way Officer and Christopher Leather MLPM, Principal Environmental Planner, Wigan Council	In July 2025, an online presentation was given by the Applicant to Wigan Council in relation to the approach to the design of the public right of way network as part of the operational development. Key notes from the meeting are: - Elizabeth Parry is the Wigan Council PRow officer and this formed the first discussion with Wigan Council around the PRow strategy - A positive response on proposals beside Winwick Lane, i.e. the provision of a pedestrian and cycleway to the west of the road. - Queries were raised by Wigan Council over the adoption of the cycle route beside Winwick Lane and general long-term maintenance requirements. The Applicant committed to responding on this prior to the DCO Application. - Wigan Council made comments	A specific change made to the design of the Proposed Development following this meeting, is the proposed retention of footpaths within Highfield Moss, subject to further engagement with Lancashire Wildlife Trust on the matter. In a broader sense, engagement by Wigan Council to the PRow consultation process is welcomed, and will be maintained through to the final submission of the DCO application. All points raised by the council have been taken into account in preparing the PRow design.

Consultee	Consultee comment	Response
	regarding the potential stopping up of paths in Highfield Moss and it was discussed that the Moss is mostly within Common Land. Whilst Wigan Council acknowledged the reasons for this (i.e. a request from Lancashire Wildlife Trust to move paths out of the Moss to ensure habitat is protected), concerns were raised that this change may not receive local support.	

EXISTING BASELINE CONDITIONS

- 1.45 Refer to Annex 1, Figures 1.1 and 1.2 which illustrates all PRoW within the Main Site and immediate surrounding area. No areas of Informal Open Space (IOS) are located within the Main Site, however an area of Common Land is located directly adjacent to the Main Site around Highfield Moss.

Site Context

- 1.46 The Main Site is located on the eastern extent of Newton-le-Willows in a flat, agricultural landscape. The Main Site is located within the local authority areas of St Helens Borough Council, within the Liverpool City Region Combined Authority; Wigan Council, within the Greater Manchester Combined Authority; and Warrington Borough Council.
- 1.47 The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Main Site south of the Chat Moss Line is approximately 200 hectares in size. The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the Main Site, which is described in more detail below. A number of other uses exist at the Main Site currently, including:
- Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes;
 - Warrington Model Flying Club, which is a model club for radio controlled model aircraft; and
 - Highfield Farm, which is comprised of two agricultural/residential buildings set within a curtilage surrounded by agricultural fields.
- 1.48 The majority of the Main Site is comprised of agricultural fields used for arable crops, with

some small patches of woodland in the east. There are also a number of residential properties, farmsteads and a commercial yard within the Main Site. Parkside Road (A573) runs through the Main Site to the south before passing over the M6 where it provides access to Parkside Link Road West.

- 1.49 The triangular parcel of land located to the north of the Chat Moss Line and to the east of Parkside Road also forms part of the Main Site.
- 1.50 The Western Rail Chord of the DCO Site is approximately 9.4 hectares in size and is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by the Parkside West Development. The Western Rail Chord is comprised of safeguarded land for the rail-turn head to enable trains to be serviced to and from the North and the East.
- 1.51 The Western Rail Chord is comprised of scrub land and areas of woodland which are set within the context of an area of redevelopment with commercial uses proposed, which is known as Parkside West, and is currently being promoted through the Town and Country Planning Act process.

The Definitive Maps

- 1.52 Definitive Maps have been viewed and collected in consultation with the relevant authorities, as follows:
 - St Helens Council: Mr David Kelly, Engineer - Highway Inspections, provided a PDF version of the Definitive Map on 28.01.2025. An email and the plan are attached in Annex 4.
 - Wigan Council provide a digital mapping version of the Definitive Map on the Council website¹. Whilst this provides clear information on the Definitive Map, a physical copy will be viewed prior to the submission of the DCO. This is understood to be held at: Wigan Life Centre, College Avenue, Wigan, WN1 1NJ.
 - Warrington Borough Council: Mr Phil Mulhall, GIS and Local Land Charges Manager, provided digital information on 16.01.2025. An email is attached in Annex 4. This digital information provided digital versions of the Definitive Map, which has been used by the Applicant.
- 1.53 Information taken from the Definitive Maps, illustrating all PROWs within the Main Site and study area, is illustrated on Annex 1, Figures 1.1 and 1.2. This has been redrawn from information supplied by each Council and online mapping resources. Where Definitive Statements accompanying PROWs exist, these are included at Annex 4 for the routes within the study area. The maps also illustrates the presence of other routes which are being used by the public, and other routes as defined subsequently.
- 1.54 Permissive routes do not form part of the Definitive Map, as the general public does not have a 'right' to use them. The landowner can close or deny access at their discretion. There are no

¹ <https://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Public-rights-of-way/The-definitive-map-and-statements.aspx> [last accessed 19.09.2025]

known permissive routes within the study area.

- 1.55 Other Routes with Public Access (ORPA) is a classification taken from the Ordnance Survey (OS) Explorer Series. These routes are described by the OS as: *“Purely a generic title for routes that have at least a minimum right of public access on foot but are not included on the Rights of Way Definitive Map or related Amending/Modification Orders. ORPA's have no legal status in themselves but are a graphic representation as public routes held on LA records.”*
- 1.56 From the study of OS maps, no ORPAs have been identified within and around the Main Site.
- 1.57 Other routes on the ground that do not form part of the Definitive Map or OS mapping include the publicly maintained highway network and adjacent footways which form important linkages to PRowS. There are two tracks within the north-western extent of the Main Site which appear to indicate recent usage by members of the public, however they are not shown on the St Helens Definitive Map. Whilst not Public Rights of Way, they have been considered further in this Appendix.

Public Rights of Way within the Main Site

- 1.58 The following are PRowS within the Main Site, illustrated on Annex 1, Figures 1.1 and 1.2, and listed within each respective authority:
- St Helens Footpath 608, which connects Winwick Lane on the southern boundary of the Main Site to the Parkside Farm within the central extent of the Main Site.
 - St Helens Footpath 621, which connects Parkside Road to Highfield Farm at the centre of the Site and then to the northern extent of the Site. A level crossing at the railway line connects to two Wigan footpaths which all head north towards Newton Road, Lowton: 006/86/10; 006/87/10. Wigan Footpath 006/86/10 loops back and therefore has two sections which stem from the railway line.
 - St Helens Footpath 665, which connects Footpath 621 to Wigan Footpath 006/91/10.
 - St Helens Footpath 666, which connects Footpath 621 to Wigan Footpath 006/90/10.
 - Two Wigan footpaths run along the railway line: Wigan 006/90/10, which is located to the south of the line; and Wigan 006/88/10, which is located north of the line. These footpaths connect to a footpath which crosses the railway line at a level crossing and comprises three reference numbers: Wigan 006/93/10; Wigan 006/94/10; and Wigan 006/95/10.
 - Wigan Footpath 006/101/10 is located at the eastern extent of the Main Site and connects to Winwick Lane, close to Kenyon Hall Farm.
- 1.59 Highways which have pavements and either connect into the footpath network within the Main Site directly, or just outside it and therefore connect indirectly, are:
- Within the eastern boundary of the Main Site, the very southern extent of Winwick Lane. This section has been upgraded as part of the Parkside Link Road and has a

pavement located on its western side. However, the majority of Winwick Lane has no designated footpath provision beside it.

- Parkside Link Road crosses the central extent of the Main Site and has pavement provision beside it.
- Parkside Road (A573) provides access into the main part of the Main Site from Winwick and Hermitage Green, and has pavement provision beside it.

PRoW within the 500m Study Area

- Warrington Footpaths 00097/29/1 and 00097/100/1 are located in fields close to the north-eastern extent of the Site, close to Winwick Lane.
- Warrington Footpath 00097/4/1 is located in fields close to New Lane End and Croft, to the east of the Site.
- Warrington Footpaths 00322/1n/1, 00322/30/1, 00322/29/2, 00322/3a/1 and 00322/3c/1 are all located to the west of the M6 motorway, to the south of the Site, just north of Winwick.

Other Routes

- 1.60 As stated earlier in this Appendix, there are two tracks not shown on the Definitive Map, which are within the Main Site, and which appear to indicate recent usage by members of the public. They are located at the northern extent of the Main Site: the first route connects Parkside Road in the west to the footpath network beside Highfield Moss in the east; and the second is a small spur off to Highfield Farm. These routes are identified on Figure 1. They are not identified on the Definitive Map as formal public rights of way, however for the purposes of the DCO Application, they have been assumed to be in public use, whether they have legal status or not.

Common Land

- 1.61 Annex 1, Figure 1.2 illustrates an area of land designated as Registered Common Land in the Common Land Register (Entry CL1) which is maintained by Wigan Council, a Commons Registration Authority.
- 1.62 The boundary and extent of the Common Land broadly aligns with that of the Highfield Moss SSSI which immediately adjoins the Main Site of the DCO Site (but which is excluded from the Proposed Development). Accordingly, no works are proposed to be undertaken within the boundary of the Common Land and the associated rights of common will not be interfered with nor impacted by the Proposed Development.

Condition of the Network

- 1.63 Winter and summer surveys are included in Annex 2.
- 1.64 At the time of the PRoW surveys, access to routes was largely unrestricted. However, some

minor difficulties were encountered that prevented or could deter use. These included:

- Partial obstructions such as overgrown vegetation;
- The volume and speed of traffic along Winwick Road; and
- Partial waterlogging and poor signage in places.

1.65 The location of each PRow is shown on Annex 1, Figures 1.1 and 1.2, with details regarding the nature of any obstructions provided within the survey notes at Annex 2.

1.66 Conditions on the ground generally indicated good use of the PRow network, which is considered to reflect:

- Good connections to surrounding residential areas; and
- A majority of users primarily using the recreational routes towards Highfield Moss SSI from the Lane End and Town of Lowton settlements.

1.67 None of the PRowS appeared to be near capacity (which would be indicated through excessive erosion, vegetation loss and/or encroachment).

PRow Usage Survey

1.68 The findings of the user surveys are presented on Annex 3 and on Annex 1, Figure 2. The summary findings of the survey are:

- Whilst the surveys clearly illustrate the more popular parts of the PRow network within the study area, there was no PRow route which demonstrated very high usage across the week;
- The focus of PRow activity was identified within the footpath network located to the north of the Liverpool-Manchester railway line. The highest usage was recorded on the north-south orientated footpath 006/86/10, which connects between Newton Road and a level crossing to the west of Highfield Moss, at 229 pedestrians and 12 cyclists across the week. Overall, this area of footpath demonstrated consistent usage;
- To the south of the Liverpool-Manchester railway line, there was consistent use identified in routes within Highfield Moss, in particular the east-west route located just to the south of the railway line. It is assumed that users access this area via the two level crossings on the railway line, i.e. from the north, and from the track not shown on the Definitive Map between Parkside Road and the Moss;
- Consistent usage was identified on Parkside Road, with surveys carried out at three locations along the road;
- Routes within the Main Site which demonstrated low or no use at all are: 006/101/10; 608; and 621;
- Other, peripheral, routes outside the Main Site recorded relatively low usage, or no

usage at all; and

- With regards types of user within the survey, the vast majority of users were pedestrians, however some cyclists were identified on: Sandy Brook Lane and Main Lane, directly to the east of the Main Site; the main north-south routes located to the north of the Main Site (006/86/10 and 006/95/10); and the Parkside Road as it crosses the M6. In addition, one horse rider was recorded on the whole survey, on footpath 006/92/10. There are no bridleways within the study and so horse riding was not expected to be identified in the survey findings.

1.69 The data from this survey has been used to understand patterns of use within the Main Site, key routes and connectivity and to inform the PRow design as part of the Proposed Development.

PUBLIC RIGHTS OF WAY STRATEGY

Design Principles

1.70 A number of opportunities to improve the overall PRow network across the Main Site would be undertaken through:

- Diversion of existing PRows to accommodate the Proposed Development and to enhance connectivity from nearby settlements and other key linkages;
- Retention of the network of PRow at the northern extent of the Main Site, close to Highfield Moss and the railway line, which has been identified as the most well-used part of the PRow network within the study area;
- Enhancement of the PRow network within the Main Site, through the creation of well-connected routes which are set within attractive green corridors, providing publicly accessible connections to the wider network of PRows within the local area;
- Creation of a circular route around the periphery of the Main Site, connecting the existing route beside the Parkside Link Road to the proposed new link beside Winwick Lane, through the ecological buffer beside Highfield Moss, along the upgraded track not shown on the Definitive Map and down the northern extent of Parkside Road;
- Enhancement of connectivity between the Main Site and nearby settlements, such as Winwick, Croft, Lowton, Golborne and Newton-le-Willows; and
- Upgrading styles to gates, chicanes and upgrading PRow surfaces.

Public Rights of Way Strategy

1.71 As a result of the Proposed Development, some routes on the Main Site will either be affected through being stopped up or by re-routing. These changes are considered absolutely necessary to the design and function of the Proposed Development. Notwithstanding this, a number of opportunities to improve the overall PRow network across the Main Site would be undertaken through:

- Stopping up of two level crossings on the Liverpool-Manchester railway line and provision of a pedestrian bridge to replace them, located beside the westernmost of the two crossings. These changes will create a significantly safer connections over the Liverpool-Manchester railway line. In addition, the provision of a new east-west link located directly to the north of the railway line, east of 006/88/10 and at the southern extent of 006/95/10, will connect over to Winwick Lane in the east and ensure that PRoW users have an additional option once the level crossing is stopped up here;
- Provision of improved pedestrian and cycle links at two existing road bridges over the Liverpool-Manchester railway line: Parkside Road at the north-western extent of the Main Site; and Winwick Lane at the north-eastern extent of the Main Site. The improvement on Winwick Lane would connect to a new pedestrian and cycle route located beside Winwick Lane which would connect to Lane Head, north of the Main Site;
- Enhancement of the PRoW network within the Main Site, through the creation of well-connected routes which are set within attractive green corridors, providing publicly accessible connections to the wider network of PRoWs within the local area. This includes provision of a shared pedestrian and cycle route beside Winwick Lane, which will extend north to Lane Head and extended pedestrian and cycle access north of the Parkside Link Road, up towards the Southworth Road – Newton Road junction. Aside from the provision of new PRoW, the Illustrative Landscape Masterplan (PEIR Figure 3.4) includes provision of informal recreational routes within green corridors. For example within the proposed Winwick Lane green corridor, it is proposed that informal recreational routes will be located on the proposed earth bund; and
- Upgrading styles to gates, chicanes and PRoW surfaces where appropriate.

1.72 The following tables lists the specific changes to PRoW within the Main Site. However, please note that this will be updated prior to DCO application to include details on potential impact during construction. This will be based on the Construction Traffic Management Plan (CTMP), which will be submission of the DCO application.

Table 2 Changes to existing PRoW within the Main Site

Route Number	Location	Impact During Operation
St Helens 608	Located within the Main Site, connecting to Winwick Lane at its south-eastern extent. Close to the Parkside Link Road.	Footpath to be completely stopped up. Users diverted to Parkside Link Road and upgraded Parkside Road which will provide a similar function.
St Helens 621	Located within the Main Site, connecting to Parkside Road at its western extent. Close to Highfield Farm. Northern	Footpath to be stopped up, aside from an approximate 20m length which is between 665 and the gate to the railway level crossing. The section to be retained

Route Number	Location	Impact During Operation
	extent links directly to a level crossing over the Liverpool-Manchester railway line.	is located within Common Land within Highfield Moss. The very northern extent of 621 forms a level crossing and this will be closed north of the existing gate. It will be replaced with a new pedestrian footbridge, just to the west, which will provide a safer crossing over the railway line. Users of the stopped up part of 621 will be diverted further up Parkside Road to the nearby track not shown on the Definitive Map which will maintain provision from Parkside Road into the footpath network at the northern extent of the Main Site.
St Helens 665	Located directly to the north of the Main Site, within Common Land within Highfield Moss, connecting 621 to Wigan 006/91/10.	None.
St Helens 606	Approx 0.8km west of western boundary of the Main Site	None
St Helens 674	Approx 0.8km west of western boundary of the Main Site	None
St Helens 671	Approx 0.8km west of western boundary of the Main Site	None
St Helens 673	Approx 0.8km west of western boundary of the Main Site	None

Route Number	Location	Impact During Operation
St Helens 617	Approx 0.8km west of western boundary of the Main Site	None
St Helens 658	Approx 0.8km west of western boundary of the Main Site	None
St Helens 675	Approx 0.8km west of western boundary of the Main Site	None
Tracks not shown on the Definitive Map (within St Helens)	Located within the north-western extent of the Main Site, connecting to Parkside Road at its western extent.	The main east-west track will be retained and upgraded to a permanent publicly accessible route in the same location. The second track, which spurs off the main track, will be removed as part of the Proposed Development as it would not be required once the main track has been upgraded to a footpath.
Wigan 006/90/10	Adjacent to the northern boundary of the Main Site	None
Wigan 006/93/10	Adjacent to the northern boundary of the Main Site	None Potential for linkage to new circular route within site boundaries, providing public access around site.
Wigan 006/101/10	Located within the eastern extent of the Main Site, connecting to Winwick Lane at its eastern extent. This path does not connect to another PRow at its western extent.	Footpath to be completely stopped up. Users diverted to new footpath located approximately 300m to the north which will create improved, continuous east-west connectivity between Winwick Lane, in the vicinity of Kenyon Hall Cottage, and the Highfield Moss area.

Route Number	Location	Impact During Operation
Wigan 006/91/10	Adjacent to the northern boundary of the Main Site	None Potential for linkage to new circular route within site boundaries, providing public access around site.
Wigan 006/85/10	Adjacent to the northern boundary of the Main Site	The southern extent of this footpath will be stopped up as a new east-west footpath will be provided on an existing track, approximately half way along the footpath. The east-west footpath proposed will provide connectivity for footpath users travelling south as it will connect to 006/86/10. The southern extent of 006/85/10 will be stopped up to prevent users carrying on south as the existing footpath stops at the railway line and does not connect to other routes.
Wigan 006/86/10	Adjacent to the northern boundary of the Main Site	None. This route currently connects onto a level crossing, which St Helens 621 is located on. The level crossing will be stopped up, however 006/86/10 will continue to connect to the wider footpath network to the north of the railway line as it is linked to 006/87/10 and 006/88/10. In addition, a new east-west footpath will be provided between 006/87/10, 006/86/10 and a new link provided by the northern extent of the pedestrian footbridge.
Wigan 006/87/10	Adjacent to the northern boundary of the Main Site	None
Wigan 006/88/10	Adjacent to the northern boundary of the Main Site	None

Route Number	Location	Impact During Operation
Wigan 006/95/10	Adjacent to the northern boundary of the Main Site	None. This route currently connects onto a level crossing, which 006/90/10 is connected to, to the south of the railway line. The level crossing will be stopped up, however 006/95/10 will continue to connect to the wider footpath network to the north of the railway line as it is linked to 006/88/10. In addition, a new east-west footpath will be provided between 006/95/10 and Winwick Lane.
Wigan 006/92/10	Adjacent to the northern boundary of the Main Site	None
Wigan 006/97/10	Adjacent to the northern boundary of the Main Site	None
Wigan 006/98/10	Adjacent to the northern boundary of the Main Site	None
Wigan 006/99/10	Close to the north-eastern boundary of the Main Site	None
Parkside Road	Within the Main Site.	Road upgraded with additional pedestrian and cycle provision provided.
Parkside Link Road	Within the Main Site.	None. Existing pedestrian and cycle provision retained to ensure connectivity to Winwick Land and upgraded section of Parkside Road, directly to the north of the Parkside Link Road.
Winwick Lane	Partly within the Main Site	Provision of a shared cycle and pedestrian route, separated from the carriageway by a grass verge.

Route Number	Location	Impact During Operation
Main Lane	Directly to the east of the Main Site.	None
Sandy Brow Lane	Directly to the east of the Main Site.	None
Warrington 00097/29/1	Adjacent to the north-eastern boundary of the Main Site	None
Warrington 00097/100/1	Close to the north-eastern boundary of the Main Site	None
Warrington 00322/3a/1	Close to the southern boundary of the Main Site	None
Warrington 00322/1n/1	Close to the southern boundary of the Main Site	None

Table 3 Proposed new PRow within the Main Site

Details	Location of new route
<u>New footpath to replace 006/101/10</u> A replacement for Wigan Footpath 006/101/10, which will be stopped up. Users diverted to new footpath located approximately 300m to the north which will create improved, continuous east-west connectivity between Winwick Lane, in the vicinity of Kenyon Hall Cottage, and the Highfield Moss area.	The eastern extent of the Main Site, orientated east-west, connecting to Winwick Lane at its eastern extent and Highfield Moss at its western extent. Located just north of Kenyon Hall Farm.
<u>New footpath connecting Parkside Road to the retained section of 621 via the on the track, not shown on the Definitive Map</u>	The track not shown on the Definitive Map, orientated east-west, located at the north-western extent of the Main Site, connecting to Parkside Road at its

Details	Location of new route
St Helens footpath 621 will be stopped up, aside from the very northern extent between 665 and the railway line. Users of the stopped up part of 621 will be diverted further up Parkside Road to the nearby track not shown on the Definitive Map, which will become a permanent route and maintain provision from Parkside Road into the footpath network at the northern extent of the Main Site.	western extent.
<u>New Winwick Lane shared cycle and pedestrian route</u> Provision of a shared pedestrian and cycle route beside Winwick Lane, separated by a grass verge.	This route will extend north from the Parkside Link Road to Lane Head.
<u>Extended Parkside Road shared cycle and pedestrian route</u> Provision of a shared pedestrian and cycle route beside Parkside Road Lane, separated by a grass verge.	North of the Parkside Link Road, up towards the Southworth Road – Newton Road junction.
<u>New east-west connection between 006/85/10 and 006/86/10</u> 006/85/10 currently is a dead end at its southern extent and the provision of a new east-west route will provide connectivity over to 006/86/10 and therefore the wider network, including the proposed pedestrian footbridge.	Just north-west of the Main Site, on the route of the existing track not shown on the Definitive Map, which will be upgraded to a footpath, , between 006/85/10 and 006/86/10.
<u>New east-west connection between the proposed pedestrian bridge to replace the level crossings, 006/86/10 and 006/87/10</u> This will ensure that footpath users on the proposed pedestrian bridge over the railway line will be able to connect onto multiple routes, including 006/85/10, 006/86/10, 006/87/10 and 006/88/10.	Just north of the Main Site and to the north of the northern embankment proposed as part of the proposed pedestrian bridge.
<u>New east-west connection between 006/95/10 and Winwick Lane</u> Following the assumed stopping up of the easternmost	Just north-west of the Main Site and directly to the north of the Liverpool-Manchester railway line, with Winwick

Details	Location of new route
level crossing over the Liverpool-Manchester railway line, this route will provide connectivity back to Winwick Lane and the new north-south link beside Winwick Lane, providing connectivity back into Lane Head.	Lane at its eastern extent.
<u>Creation of a circular route around the Main Site</u> Creation of a circular route around the periphery of the Main Site, connecting the existing route beside the Parkside Link Road to the proposed new link beside Winwick Lane, through the ecological buffer beside Highfield Moss, along an upgraded track not shown on the Definitive Map and down the northern extent of Parkside Road.	Located around the edge of the Main Site.
<u>New pedestrian bridge</u> Provision of a new pedestrian footbridge at the very northern extent of St Helens 621.	Across the Liverpool-Manchester railway line, directly to the west of Highfield Moss. This will connect between the Wigan 006/86/10, north of the railway line, and the new footpath to the south of the railway line, which replaces the track not shown on the Definitive Map.

SUMMARY AND CONCLUSIONS

- 1.73 Whilst there are only small number of footpaths within the Main Site of the DCO Site, there is a strong network outside it, likely due to the agricultural and mining history in the area. There is a particularly well connected set of footpaths to the north of the Main Site, between Highfield Moss and Newton Road.
- 1.74 The Proposed Development will require alterations to the PRoW network across the Main Site and, whilst a small number of routes will be stopped up within the Main Site, they are not well used and alternative routes have been designed into the Proposed Development. Overall, a comprehensive set of enhancements is proposed to strengthen local connectivity, safety and accessibility. The following are the key changes and enhancements:
- **Diversions and closures:** three footpaths will be stopped up or diverted on the Main Site. In addition, two level crossings on the Liverpool-Manchester railway line will be stopped up, however to mitigate this, a new pedestrian bridge will be constructed to replace the westernmost crossing, offering a safer and more secure crossing for footpath users.

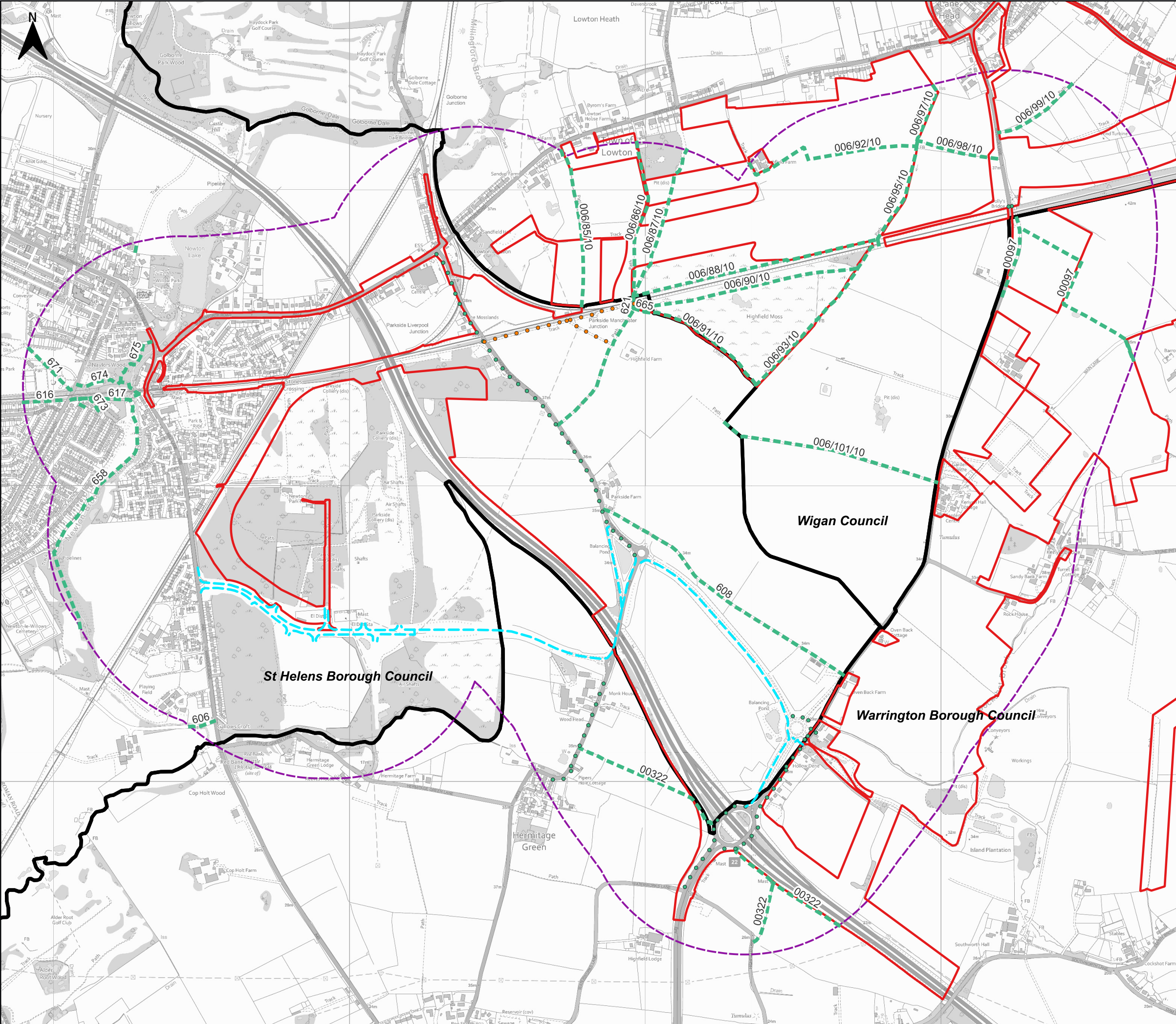
- **New links:** A new PRoW will be introduced directly north of the railway line, east of route 006/88/10 and at the southern end of 006/95/10. This new east-west link will connect to Winwick Lane, creating an alternative path for users affected by the closure of the easternmost level crossing. In addition, a new east-west link will be provided between 006/85/10 and 006/86/10, to create connectivity between paths. 006/85/10 currently leads pedestrians south to the railway line, at which the footpath stops.
- **Creation of Green Corridors:** within the Main Site, new, continuous PRoWs and informal recreational routes will be created within landscaped green corridors, offering scenic, accessible routes that tie into the broader local network. This includes the corridor beside Winwick Lane which will be approximately 2km in length and set within native woodland planting on the shallow, eastern slopes of a newly created earth bund.
- **Improved Local Connectivity:** The enhancements will strengthen connections between the Main Site and nearby settlements including Winwick, Croft, Lowton, Golborne, and Newton-le-Willows, improving both leisure and commuter access.
- **Infrastructure Upgrades:** Existing stiles will be replaced or upgraded to gates or chicanes within the Main Site and clear signage will be provided as part of the Proposed Development.

1.75 In conclusion, public rights of way do not represent a constraint to development within the Main Site. Whilst there will be some closures within the Main Site, suitable replacements have been designed into the Proposed Development which would not be detrimental to amenity and various enhancements have been included which will create permanent improvements to connectivity around the periphery of the Main Site, including on local roads.

ANNEX 1: PUBLIC RIGHTS OF WAY PLANS

1.76 The following figures are included here:

- Figure 1.1 – Public Rights of Way Plan – Sheet 1
- Figure 1.2 – Public Rights of Way Plan – Sheet 2
- Figure 2 – Public Rights of Way Usage Survey Plan
- Figure 3 – Proposed Public Rights of Way

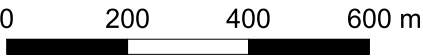


INTERMODAL LOGISTICS PARK (ILP) NORTH

Date: 08-10-2025

Paper size: A3

Scale: 1:12,500



Key:

- Draft Order Limits
- 500m Buffer from the Main Site and Western Rail Chord
- Local Authority Boundary
- Public Rights of Way**
 - Existing Public Footpath
 - Existing Footpath (Part of Highway)
 - Existing pedestrian and cycle shared use route (adjacent to highway)
- Other Routes**
 - Track not shown on Definitive Map



PEIR Appendix 10.6
Figure 1.1 Public Rights of Way Plan
(Sheet 1)

APFP Regulation: N/A

Document Ref: N/A

Drawing Number: Figure 1.1

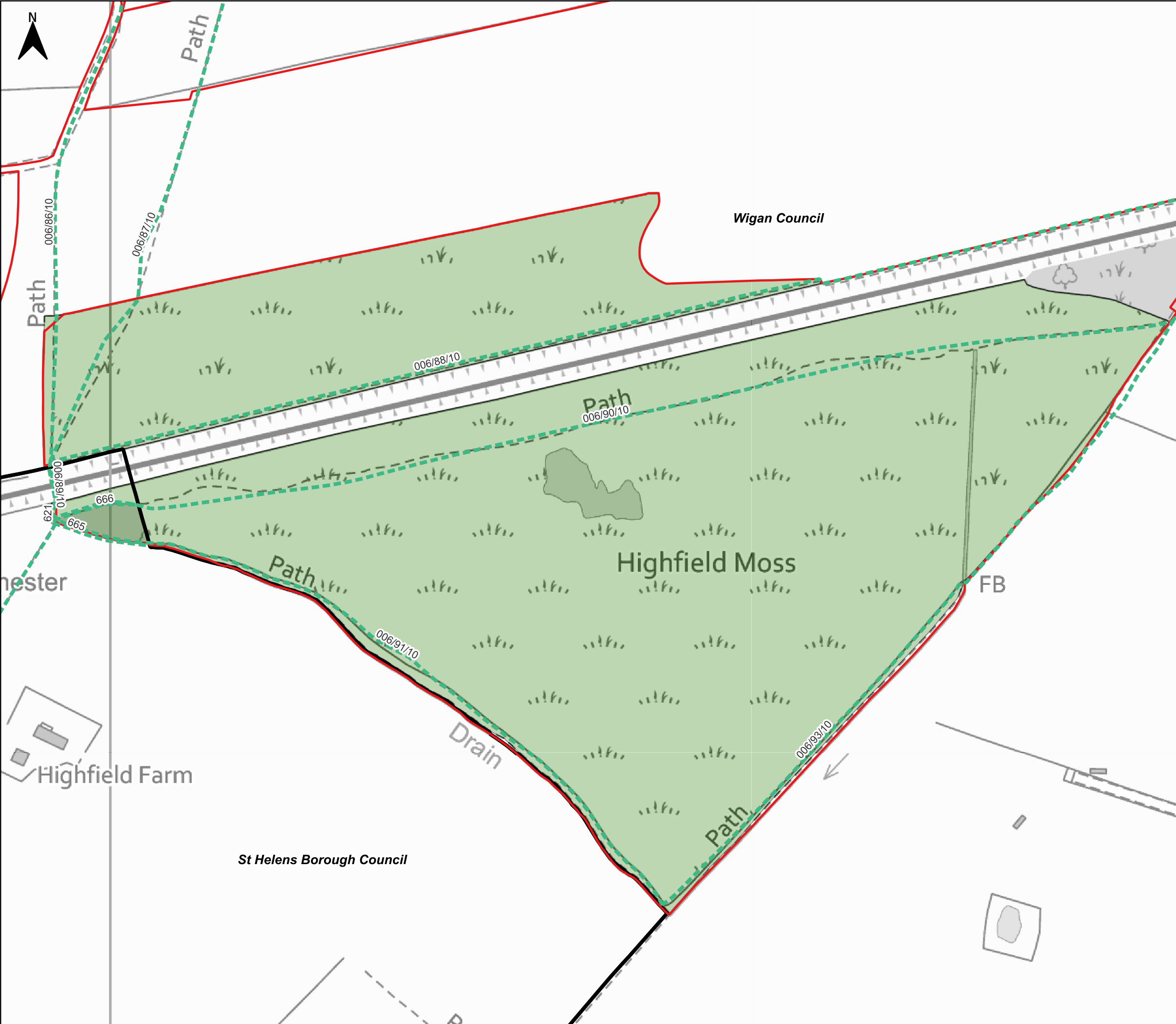
Drawing Status: Statutory Consultation

Revision: P04

Drawn by: JD

Approved by: JM

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INTERMODAL LOGISTICS PARK (ILP) NORTH

Date:	08-10-2025
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Scale:	1:2,500

050100150 m

Key:

Draft Order Limits

Local Authority Boundary

Public Rights of Way

Existing Public Footpath

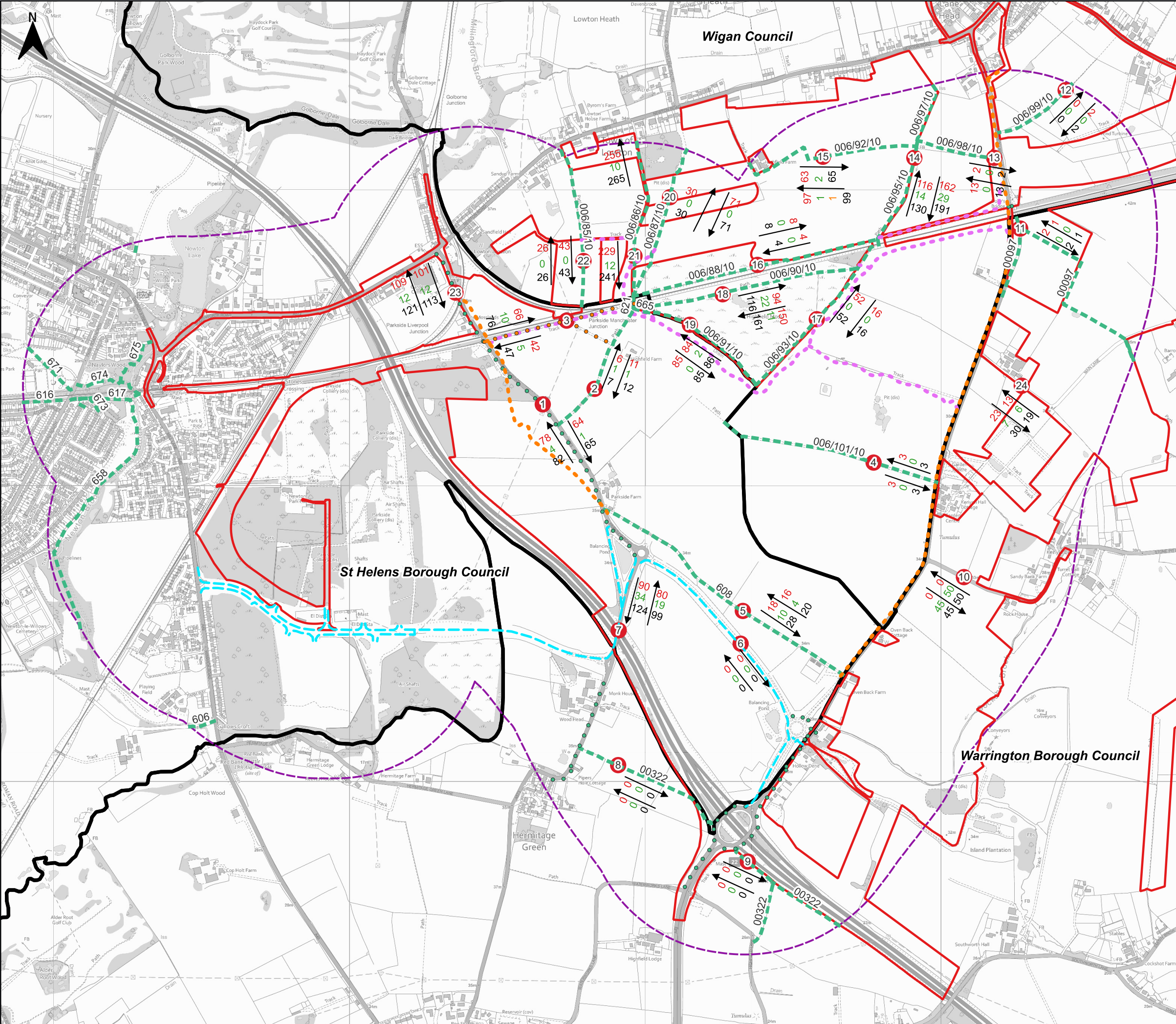
Common Land (obtained from Wigan Council)

TRITAX
BIG BOX

PEIR Appendix 10.6
Figure 1.2 Public Rights of Way Plan
(Sheet 2)

APFP Regulation:	N/A
Document Ref:	N/A
Drawing Number:	Figure 1.2
Drawing Status:	Statutory Consultation
Revision:	P04
Drawn by:	JD
Approved by:	JM

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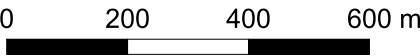


INTERMODAL LOGISTICS PARK (ILP) NORTH

Date: 08-10-2025

Paper size: A3

Scale: 1:12,500



Key:

- Draft Order Limits
- 500m Buffer from the Main Site and Western Rail Chord
- Local Authority Boundary
- Public Rights of Way
 - Existing Public Footpath
 - Existing Footpath (Part of Highway)
 - Existing pedestrian and cycle shared use route (adjacent to highway)
- Other Routes
 - Track not shown on Definitive Map
- Proposed Routes
 - Proposed Footpath
 - Proposed pedestrian and cycle shared use route (adjacent to highway)
- PRoW Survey Locations
- Survey Data Symbolology
 - Direction of Travel
 - 13 Pedestrians - weekly total
 - 6 Cyclists - weekly total
 - 1 Horse riders - weekly total
 - 20 Total users - weekly total



PEIR Appendix 10.6 Figure 2 Public Rights of Way Usage Survey Plan

APFP Regulation: N/A

Document Ref: N/A

Drawing Number: Figure 2

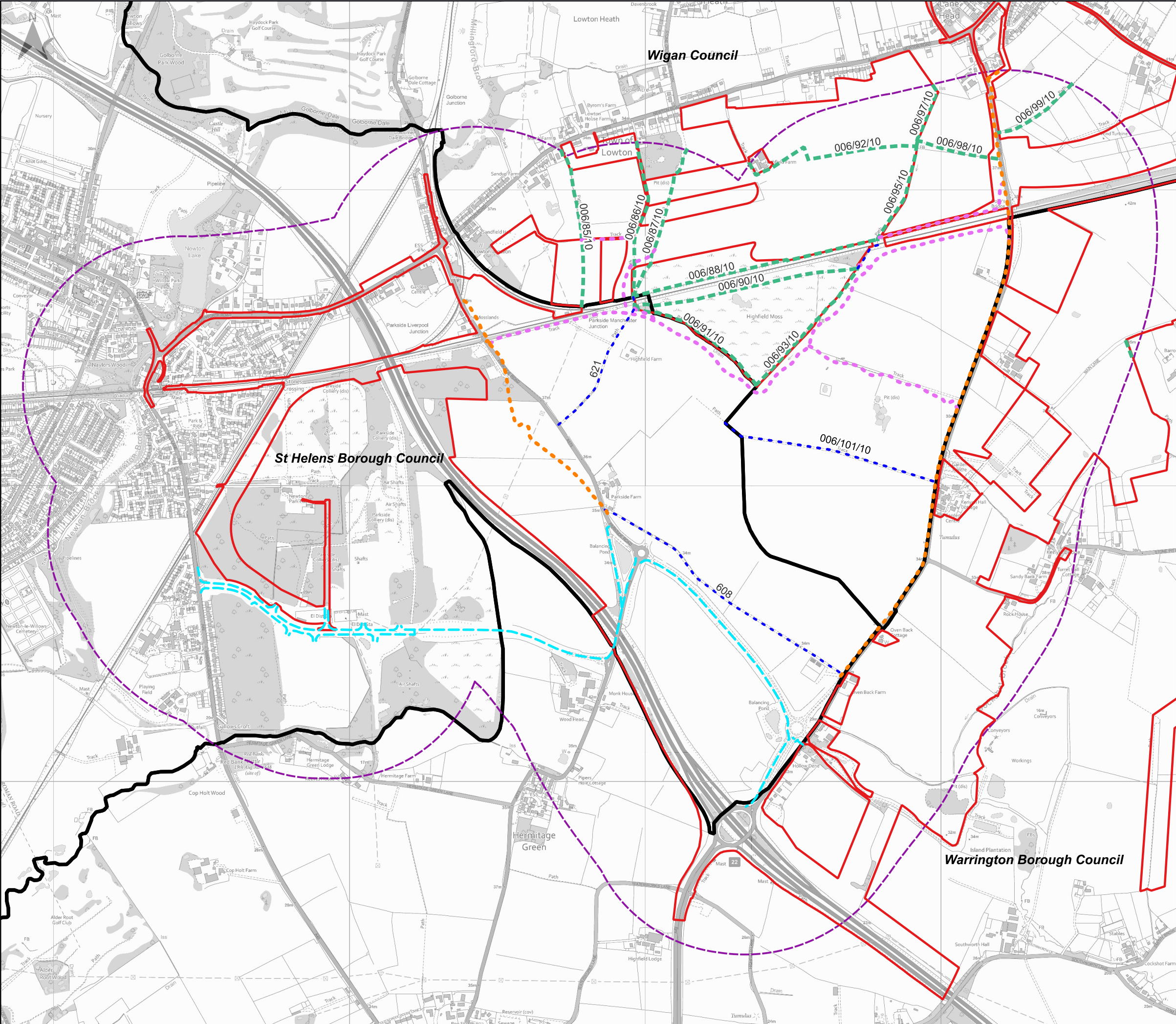
Drawing Status: Statutory Consultation

Revision: P04

Drawn by: SK

Approved by: JM

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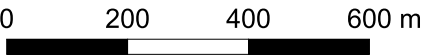


INTERMODAL LOGISTICS PARK (ILP) NORTH

Date: 08-10-2025

Paper size: A3

Scale: 1:12,500



Key:

- Draft Order Limits
- 500m Buffer from the Main Site and Western Rail Chord
- Local Authority Boundary
- Existing Public Rights of Way
 - Retained pedestrian and cycle shared use route (adjacent to highway)
 - Retained Public Footpath
 - Footpath to be closed
- Proposed Routes
 - Proposed Footpath
 - Proposed pedestrian and cycle shared use route (adjacent to highway)



PEIR Appendix 10.6
Figure 3 Proposed Public Rights of Way

APFP Regulation:	N/A
Document Ref:	N/A
Drawing Number:	Figure 3
Drawing Status:	Statutory Consultation
Revision:	P04
Drawn by:	JD
Approved by:	JM

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ANNEX 2: PUBLIC RIGHT OF WAY CONDITION SURVEY DATA**Public Right of Way Condition Survey**

1.77 Notes on the table:

- FP refers to Footpaths
- Not all PRow were surveyed during both winter and summer, however where they have been surveyed in both seasons, both survey dates have been recorded in the 'Date/Time of Surveys' column.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
Wigan 006/85/10	FP	13/02/2025 09:45 08/07/2025 12:00	Cloudy, cold and dry Warm and dry	Adjacent to the northern boundary of the Main Site. Connects Newton Road to Highfield Moss via level crossing and Footpaths 86 and 87, crosses open arable fields	Footpath is in well-worn and in good condition, sign posted from Newton Road. Used by local residents for recreation and dog walking.	Footpath is sign posted from Newton Road. Overgrown with a narrow uneven path to follow.
Wigan 006/86/10	FP	13/02/2025 10:10 08/07/2025 11:30	Cloudy, cold and dry Warm and dry	Approx 180m north of northern Site boundary of the Main Site, Wigan Borough Council, connects Newton Road to Highfield Moss via Moss Lane and level crossing, and Footpaths 86 and 87, crosses open arable fields	Footpath is in well-worn and in good condition, follows a gravel access road. Used by local residents for recreation and dog walking. Level crossing steps degraded.	Footpath is in good condition and well used. The footpath follows a gravel road which turns into a narrow footpath towards the level crossing which is slightly overgrown.
Wigan	FP	13/02/2025	Cloudy, cold	Approx 120m north of northern Site boundary	Footpath is well-worn and in	Footpath is well worn and appears to

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
006/87/10		10:10 08/07/2025 12:15	and dry Warm and dry	of the Main Site, Wigan Borough Council, connects Newton Road to Highfield Moss via level crossing, and Footpaths 86 and 87, crosses open arable fields	good condition Used by local residents for recreation and dog walking.	veer off when approached from the North end, joining 006/86/10 sooner than indicated on the map. Footpath is overgrown and unclear when approached from the South.
Wigan 006/88/10	FP	13/02/2025 10:20 08/07/2025 11:05	Cloudy, cold and dry Warm and dry	Approx 100m north of northern boundary of the Main Site, Wigan Borough Council, connects Footpaths 87 and 95, crosses open arable fields	Footpath is well worn through vegetation, follows northern edge of woodland, difficult to make out along the railway boundary. Signage along railway fence denotes Private Land - No Public Right of Way, contrary to the PRow definitive map. Looks to be well used by local residents for recreation and dog walking.	Footpath follows the fencing along the railway line. No signage indicating footpath. Very overgrown and hard to access.
Wigan 006/95/10	FP	13/02/2025 10:30 08/07/2025	Cloudy, cold and dry Warm and dry	Approx 140m north of northern boundary of the Main Site, Wigan Borough Council, connects Footpaths 92, 97 and 98 with Footpath 88 and rail crossing to	Footpath is in well worn and in good condition. Used by local residents for recreation and dog walking. Access to Level crossing is muddy and uneven.	Footpath in fair condition and well used. Access to the level crossing is uneven.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
		11:00		access Highfield Moss, crosses open arable fields		
Wigan 006/92/10	FP	13/02/2025 10:35 08/07/2025 10:50	Cloudy, cold and dry Warm and dry	Approx 380m north of northern boundary of the Main Site, Wigan Borough Council, connects Newton Road with Footpath 97 via Highfield Lane and Farm, crosses open arable fields	Footpath is in well worm and in good condition. Used by local residents for recreation and dog walking. Footpath passes through Highfield Farm to join Highfield Lane. Well signposted.	Footpath is well kept and well signposted. Appears to be regularly used.
Wigan 006/97/10	FP	13/02/2025 10:40 08/07/2025 10:00	Cloudy, cold and dry Warm and dry	Approx 460m north of northern boundary of the Main Site, Wigan Borough Council, connects Newton Road with Footpath 92, 98 and 95 via footbridge, crosses open arable fields	Footpath is in fair condition. Evidence of regular use, muddy near footbridge. No signage from Newton Road.	Footpath in fair condition and well used.
Wigan 006/98/10	FP	13/02/2025 10:45 08/07/2025 10:00	Cloudy, cold and dry Warm and dry	Approx 250m north of northern boundary of the Main Site, Wigan Borough Council, connects Winwick Lane with Footpath 92, 97 and 95 via footbridge, crosses open arable fields	Footpath is in average condition. Does not look well-used. Access from Winwick Lane difficult due to volume and speed of traffic.	Access to footpath from the North via a bridge with a broken stile. Footpath is not clear and does not appear well used. Access from Winwick Lane difficult due to volume and speed of

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
						traffic.
Wigan 006/99/10	FP	13/02/2025 10:50 08/07/2025 10:30	Cloudy, cold and dry Warm and dry	Approx 300m north of northern boundary of the Main Site, Wigan Borough Council, connects Winwick Lane with Kenyon Lane	Footpath is in average condition. Does not look well-used. Access from Winwick Lane difficult due to volume and speed of traffic.	Footpath signposted from Winwick Lane. Access gate off Winwick Lane is broken and hard to use. Footpath is not clear and passes through farming field. Both stiles on this footpath are broken and hard to use.
00097/29/1	FP	13/02/2025 10:55 08/07/2025 13:20	Cloudy, cold and dry Warm and dry	Approx 40m east of eastern boundary of the Main Site, Warrington Borough Council Connects Winwick Lane with Footpath 006/100/10	Footpath is in poor condition. Access is difficult due to surface mud/water and vegetation. Does not look well-used. Access from Winwick Lane difficult due to volume and speed of traffic.	Footpath is unclear and hard to access. Lots of litter on path. Appears unkempt and not well used.
Warrington 00097/100/1	FP	13/02/2025 11:00	Cloudy, cold and dry	Approx 40m east of eastern boundary of the Main Site, Warrington Borough Council,	Footpath is in average condition. Does not look well-used.	Footpath signposted from Main Lane and appeared in good condition.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
		08/07/2025 13:30	Warm and dry	connects to Footpath 00097/100/1 and Main Lane, crosses arable fields.		
Warrington 00322/3a/1	FP	13/02/2025 12:30 08/07/2025 14:10	Cloudy, cold and dry Warm and dry	Approx 375m south of southern boundary of the Main Site, Warrington Borough Council, connects Highfield Lane to A49, crosses arable fields.	Footpath is in average condition. Access is difficult due to vegetation and motorway traffic. Does not look well-used.	Sign posted from Highfield Lane. Does not appear well used.
Warrington 00322/3c/1	FP	08/07/2025 14:15	Warm and dry	Approx 375m south of southern boundary of the Main Site, Warrington Borough Council, joins footpath 00322/3a/1 and runs adjacent to the M6, crossing arable fields.	Not surveyed in winter.	Footpath hidden by vegetation and overgrown.
Warrington 00322/1n/1	FP	13/02/2025 12:45 08/07/2025 14:35	Cloudy, cold and dry Warm and dry	Approx 275m west of western boundary of the Main Site, Warrington Borough Council, connects A573 Parkside Road to A49, crosses arable fields	Footpath is in poor condition Access is difficult due to vegetation and motorway traffic. Does not look well-used.	Footpath is signposted from A573 and in poor condition. Access is difficult due to a broken style at the West end, vegetation, and

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
						traffic. Does not look well-used.
Parkside Link Road (St Helens)	Road with shared path	13/02/2025 13:00 08/07/2025 15:30	Cloudy, cold and dry Warm and dry	Adjacent to western boundary of the Main Site, shared path connects new Parkside Road to the old Road.	Path is in good condition. Used by local cyclists and joggers.	Footpath is in good condition.
St Helens 608	FP	08/07/2025 13:50	Warm and dry	Within boundary of the Main Site, connecting A579 with Parkside Road.	Not surveyed	Footpath in good condition other than rubble blockade roughly central to the footpath.
St Helens 606	FP	13/02/2025 13:15	Cloudy, cold and dry	Approx 450m west of western boundary of the Main Site, St Helens Borough Council, connects A49 Newton Road to Newton-Le-Willows centre, crosses arable fields and woodland alongside Newton Brook	Footpath is in good condition, follows access road to New Hey Farm, connecting with Wargrave along a tarmac path. Evidence of regular use	Summer survey not required.
St Helens 674	FP	13/02/2025	Cloudy, cold	Approx 120m west of	Footpath is in average	Summer survey not

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
		13:30	and dry	western boundary of the Main Site, St Helens Borough Council, network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park	condition, muddy in parts, wooden steps are degraded. Evidence of regular recreational use, important access route to station.	required.
St Helens 671	FP	13/02/2025 13:30	Cloudy, cold and dry	Approx 120m west of western boundary of the Main Site, St Helens Borough Council, network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park	Footpath is well surfaced and in good condition. Evidence of regular recreational use, important access route to station.	Summer survey not required.
St Helens 673	FP	13/02/2025 13:30		Approx 120m west of western boundary of the Main Site, St Helens Borough Council, network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park	Footpath is well surfaced and in good condition. Evidence of regular recreational use, important access route to station.	Summer survey not required.
St Helens 617	FP	13/02/2025 13:35		Approx 120m west of western boundary of the Main Site, St Helens	Footpath is well surfaced and in good condition.	Summer survey not required.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
				Borough Council, network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park, also known as Archway Walk.	Evidence of regular recreational use, important access route to station via bridge across Newton Brook.	
St Helens 658	FP	13/02/2025 13:40		Approx 120m west of western boundary of the Main Site, St Helens Borough Council, part of a network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park	Footpath is in average condition. Evidence of regular recreational use, important access route to station.	Summer survey not required.
St Helens 675	FP	13/02/2025 13:30		Approx 120m west of western boundary of the Main Site, St Helens Borough Council, network of urban paths connecting Newton-Le-Willows station with Naylor's Wood and Mesnes Park	Footpath is in average condition, muddy in places. Wooden steps down to bridge across Newton Brook are degraded. Evidence of regular recreational use, connects Church Street to Naylor's Wood.	Summer survey not required.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
Tracks not shown on the Definitive Map	Path	13/02/2025 14:00 08/07/2025 16:15	Cloudy, cold and dry Warm and dry	Within the Site Boundary to the north of the Site, they connect Parkside Road with Highfield Moss SSI along a track.	Path is in good condition, well surfaced until access gate to railway where path continues along field edge to Highfield Moss SSI. Evidence of regular recreational use including bicycles.	Footpath follows along the railway line fence. It is in average condition and appears to be well used.
St Helens 621	FP	13/02/2025 14:05 08/07/2025 15:45	Cloudy, cold and dry Warm and dry	Within the Site Boundary to the north of the Site, connects Parkside Road with Highfield Moss SSI. Crosses arable fields.	Path is in good condition, if muddy in parts. Evidence of regular recreational use including bicycles.	Path is in good condition, follows a gravel path and through a field. Signposted from Parkside Road.
St Helens 665	FP	13/02/2025 14:10 08/07/2025 16:20	Cloudy, cold and dry Warm and dry	Within the Site Boundary to the north of the Site, connects track not shown on the Definitive Map from Parkside Road and level crossing with Highfield Moss SSI. Crosses woodland on periphery of Highfield Moss SSI.	Footpath is in average condition, very muddy and rutted in parts, overgrown in places with debris on the path. Paths are well marked. Evidence of regular recreational use including bicycles.	Footpath is in good condition and well-marked leading to level crossing.
Wigan 006/90/10	FP	13/02/2025 14:30	Cloudy, cold and dry	Approx 190m north of northern boundary of the Main Site, Wigan Borough Council,	Footpath is in average condition, very muddy and rutted in parts Evidence of regular use	Footpath is in good condition and appears to be well used.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
		08/07/2025 16:30	Warm and dry	connects Footpaths 86 and 87 with 93, crosses Highfield Moss SSI.		
Wigan 006/93/10	FP	13/02/2025 14:45 08/07/2025 16:50	Cloudy, cold and dry Warm and dry	Adjacent to northern boundary of the Main Site, Wigan Borough Council, connects Footpaths 90 and 006/91/10 with 006/94/10, runs along south eastern boundary of Highfield Moss SSI.	Footpath is in average condition, very muddy in parts Evidence of regular, recreational use and dog-walking	Footpath is in good condition but overgrown in sections. Hard to locate the footpath when coming from the East.
Wigan 006/101/10	FP	13/02/2025 15:00 08/07/2025 15:10	Cloudy, cold and dry Warm and dry	Within boundary, connects Winwick Lane, at Kenyon Hall Farm to Highfield Moss SSI, crosses arable fields.	Footpath is in good condition Does not look well-used, although evidence of recreational activity including dog-walking and model flying club. Access by foot difficult from Winwick Lane due to traffic speed and volume	Footpath appears in good condition. Access by foot difficult from Winwick Lane due to traffic speed and volume.
Wigan 006/91/10	FP	13/02/2025 15:15 08/07/2025	Cloudy, cold and dry Warm and dry	Adjacent to northern boundary of the Main Site, Wigan Borough Council, Wigan Borough Council, connects Footpaths 665 and	Footpath is in average condition, muddy/boggy in parts. Evidence of regular recreational use.	Footpath is in good condition and appears to be regularly used.

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
		17:00		006/93/10, runs along south western boundary of Highfield Moss SSI.		
Parkside Road (St Helens)	Road with footway	13/02/2025 15:30 08/07/2025 15:25	Cloudy, cold and dry Warm and dry	Adjacent to northern boundary of the Main Site, connects Site via Parkside Road to junction of Newton Road, Southworth Road and Golborne Dale Road. Most direct access route from Newton-Le-Willows	Footway is in average condition. Narrow across the bridge, lots of debris/leaf litter. Little evidence of regular pedestrian use.	Footpath is in good condition, but hedgerows are overgrown, making access more difficult. Does not appear to be well used by pedestrians.
Main Lane (Warrington)	Road	13/02/2025 15:40 08/07/2025 13:35	Cloudy, cold and dry Warm and dry	Adjacent to eastern boundary of the Main Site, connects Site to Croft.	Single Lane track providing vehicular access from Winwick Lane to farm on Main Lane, no vehicular access to Croft due to poor surface. No segregated footpath provision. Little evidence of regular pedestrian use.	Single Lane track providing access from Winwick Lane to farm on Main Lane. Very poor surface preventing vehicular access. Little evidence of regular pedestrian use.
Sandy Brow Lane (Warrington)	Road	13/02/2025 15:45	Cloudy, cold and dry	Adjacent to eastern boundary of the Main Site, connects Site to Croft.	Road providing vehicular access from Winwick Lane to Croft Village. No segregated footpath provision. Little evidence of regular pedestrian use. Lots of traffic	Not surveyed

Route No.	Type	Date/Time of Surveys	Weather	Geographical Context	Notes on Winter Condition	Notes on Summer Condition
					at time of photography.	

ANNEX 3: PUBLIC RIGHT OF WAY USER SURVEY DATA**Public Right of Way Use Survey**

1.78 Notes on the table:

- Total number of users is given for each day at each location.
- Numbers in brackets refer to cyclists (c) for part of that total.
- Where no numbers appear in brackets, all users have accessed on foot either by walking or running.
- A zero indicates the route was surveyed but not used.

Link / Location	Direction		Survey Count							
			23/04/25 Wed	24/04/25 Thurs	25/04/25 Fri	26/04/25 Sat	27/04/25 Sun	28/04/25 Mon	29/04/25 Tues	Whole Week
1 Parkside Road	North	Pedestrian	12	7	8	25	14	8	4	78
		Cycle	1	0	0	2	0	0	1	4
		Total	13	7	8	27	14	8	5	82
	South	Pedestrian	8	4	7	17	21	2	5	64
		Cycle	0	0	0	0	0	0	1	1
		Total	8	4	7	7	21	2	6	65

Link / Location	Direction		Survey Count							
2 621	East	Pedestrian	2	1	0	0	1	1	1	6
		Cycle	0	0	0	0	0	0	1	1
		Total	2	1	0	0	1	1	2	7
	West	Pedestrian	2	1	0	1	5	1	1	11
		Cycle	0	0	0	0	0	1	0	1
		Total	2	1	0	1	5	2	1	12
3 Tracks not shown on the Definitive Map (off Parkside Road)	East	Pedestrian	3	3	12	18	12	11	7	66
		Cycle	1	2	1	0	5	1	0	10
		Total	4	5	13	18	17	12	7	76
	West	Pedestrian	1	3	13	6	7	8	4	42
		Cycle	0	0	0	1	4	0	0	5
		Total	1	3	13	7	11	8	4	47
4 006/101/10	East	Pedestrian	1	0	0	0	0	2	0	3
		Cycle	0	0	0	0	0	0	0	0
		Total	1	0	0	0	0	2	0	3
	West	Pedestrian	0	2	0	0	0	1	0	3

Link / Location	Direction		Survey Count							
		Cycle	0	0	0	0	0	0	0	0
		Total	0	2	0	0	0	1	0	3
5 608	North	Pedestrian	3	1	3	4	1	1	3	16
		Cycle	2	0	0	2	0	0	0	4
		Total	5	1	3	6	1	1	3	20
	South	Pedestrian	3	3	3	4	1	1	3	18
		Cycle	1	1	3	0	3	0	2	10
		Total	4	4	6	4	4	1	5	28
6 Parkside Link Road	North	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
	South	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
7 Parkside	North	Pedestrian	12	9	12	24	20	9	4	90
		Cycle	3	4	14	3	4	2	4	34

Link / Location	Direction		Survey Count							
Road		Total	15	13	26	27	24	11	8	124
	South	Pedestrian	7	5	13	17	30	3	5	80
		Cycle	5	3	1	1	2	2	5	19
		Total	12	8	14	18	32	5	10	99
8 0322/1n/1	East	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
	West	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
9 00322/3a/1	East	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
	West	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0

Link / Location	Direction		Survey Count							
10 Sandy Brow Lane	East	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	7	3	5	4	8	8	10	45
		Total	7	3	5	4	8	8	10	45
	West	Pedestrian	0	5	0	0	0	0	0	0
		Cycle	5	0	7	7	12	5	9	50
		Total	5	5	7	7	12	5	9	50
11 00097/29/1	East	Pedestrian	1	0	1	0	0	0	0	2
		Cycle	0	0	0	0	0	0	0	0
		Total	1	0	1	0	0	0	0	2
	West	Pedestrian	1	0	0	0	0	0	0	1
		Cycle	0	0	0	0	0	0	0	0
		Total	1	0	0	0	0	0	0	1
12 006/99/10	East	Pedestrian	0	0	0	0	0	0	0	0
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0
	West	Pedestrian	0	1	0	0	0	0	1	2

Link / Location	Direction		Survey Count							
		Cycle	0	0	0	0	0	0	0	0
		Total	0	1	0	0	0	0	1	2
13 006/98/10	East	Pedestrian	0	0	0	1	1	0	0	2
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	0	1	1	0	0	2
	West	Pedestrian	0	0	1	7	3	2	0	13
		Cycle	0	0	0	0	0	0	0	0
		Total	0	0	1	7	3	2	0	13
14 006/95/10	North	Pedestrian	10	21	15	21	26	12	11	116
		Cycle	0	2	1	4	3	1	3	14
		Total	10	23	16	25	29	13	14	130
	South	Pedestrian	15	20	19	31	28	27	22	162
		Cycle	2	3	2	6	7	6	3	29
		Total	17	23	21	37	35	33	25	191
15	East	Pedestrian	4	11	9	9	6	13	11	63
		Cycle	0	0	0	0	0	2	0	2

Link / Location	Direction		Survey Count							
006/92/10	West	Total	4	11	9	9	6	15	11	65
		Pedestrian	5	11	13	25	19	16	8	97
		Cycle	0	0	0	0	0	1	0	1
		Total	5	11	13	25	19	17	9	98
16 006/88/10	East	Pedestrian	3	3	1	0	0	0	1	8
		Cycle	0	0	0	0	0	0	0	0
		Total	3	3	1	0	0	0	1	8
	West	Pedestrian	0	2	0	0	2	0	0	4
		Cycle	0	0	0	0	0	0	0	0
		Total	0	2	0	0	2	0	0	4
17 006/93/10	North	Pedestrian	1	3	6	9	24	5	4	52
		Cycle	0	0	0	0	0	0	0	0
		Total	1	3	6	9	24	5	4	52
	South	Pedestrian	1	3	2	5	2	0	3	16
		Cycle	0	0	0	0	0	0	0	0
		Total	1	3	2	5	2	0	3	16

Link / Location	Direction		Survey Count							
18 006/90/10	East	Pedestrian	3	15	11	19	24	11	11	94
		Cycle	3	2	5	0	5	7	0	22
		Total	6	17	16	19	29	18	11	116
	West	Pedestrian	7	12	18	28	43	21	21	150
		Cycle	0	0	0	1	4	6	0	11
		Total	7	12	18	29	47	27	21	161
19 006/91/10	North	Pedestrian	10	8	10	25	12	11	8	84
		Cycle	2	0	0	0	0	0	0	2
		Total	12	8	10	25	12	11	8	86
	South	Pedestrian	6	7	10	16	26	12	8	85
		Cycle	0	0	0	0	0	0	0	0
		Total	6	7	10	16	26	12	8	85
20 006/87/10	North	Pedestrian	2	4	6	9	4	3	2	30
		Cycle	0	0	0	0	0	0	0	0
		Total	2	4	6	9	4	3	2	30
	South	Pedestrian	8	7	9	17	19	5	6	71

Link / Location	Direction		Survey Count							
		Cycle	0	0	0	0	0	0	0	0
		Total	8	7	9	17	19	5	6	71
21 006/86/10	North	Pedestrian	25	28	31	51	60	33	27	255
		Cycle	0	0	0	0	4	6	0	10
		Total	25	28	31	51	64	39	27	265
	South	Pedestrian	21	29	33	43	65	23	15	229
		Cycle	2	0	3	0	1	6	0	12
		Total	23	29	36	43	66	29	15	241
22 006/85/10	North	Pedestrian	2	0	4	11	3	6	0	26
		Cycle	0	0	0	0	0	0	0	0
		Total	2	0	4	11	0	6	0	26
	South	Pedestrian	6	5	5	8	11	6	2	43
		Cycle	0	0	0	0	0	0	0	0
		Total	6	5	5	8	11	6	2	43
23 Parkside	North	Pedestrian	11	13	14	17	21	19	14	109
		Cycle	0	0	3	1	1	3	4	12

Link / Location	Direction		Survey Count							
Road		Total	11	13	17	18	22	22	18	121
	South	Pedestrian	8	8	12	15	21	27	10	101
		Cycle	1	3	3	1	1	3	0	12
		Total	9	11	15	16	22	30	10	113
24 Main Lane	North	Pedestrian	1	2	5	3	1	0	1	13
		Cycle	0	1	0	2	1	2	0	6
		Total	1	3	5	5	2	2	1	19
	South	Pedestrian	2	3	7	3	2	3	3	23
		Cycle	0	3	0	2	1	1	0	7
		Total	2	6	7	5	3	4	3	30

ANNEX 4: DEFINITIVE MAPS

John Meehan

From: David Kelly <DavidKelly@sthelens.gov.uk>
Sent: 28 January 2025 15:43
To: Charlie Griffin
Subject: re: PDF copy pf public right of way definitive map
Attachments: scan_kellydv_2025-01-28-15-41-03.pdf

You don't often get email from davidkelly@sthelens.gov.uk. [Learn why this is important](#)

Hi Charlie

I refer to your recent service request No 8609-7386-3712-0987 regarding a copy of the Definitive Public Rights of Way map for the Borough, ideally in PDF format. I have attached a PDF copy of the definitive map in 1:10000 scale. I will arrange for an invoice to be raised for payment of £102.00.

service request No 8609-7386-3712-0987 contact details -

Charlie

Surname	Griffin
Telephone	07827046832
Email Address	charliegriffin@axis.co.uk

Address Details

Address Line 1	Axis Ltd
Address Line 2	76 Water Ln, Wilmslow
Town	Wilmslow

County

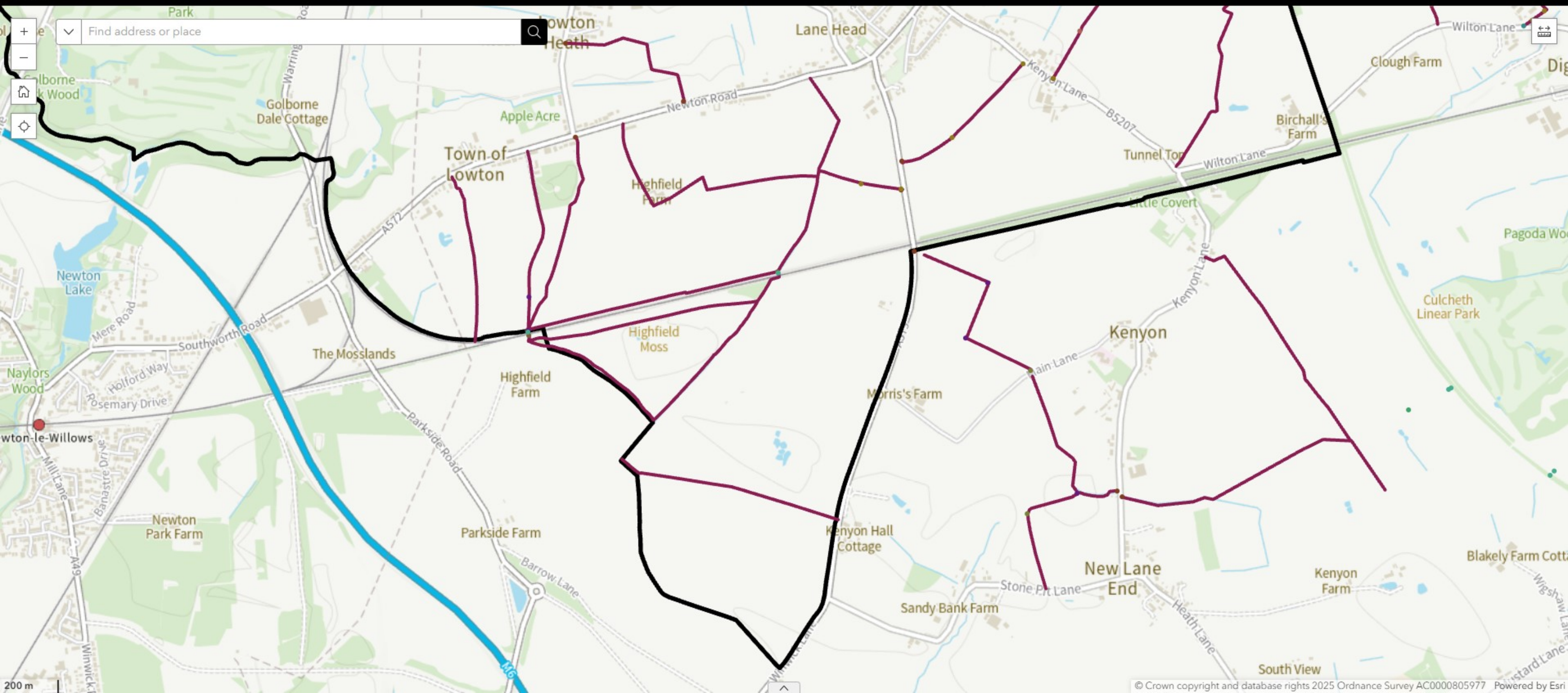
Postal code

SK9 5BB

Kind Regards

Dave Kelly
Engineer - Highway Inspections
Highways Maintenance
St Helens Borough Council
Hardshaw Brook Depot
Parr Street
St Helens
WA9 1JR

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Definitive Statement of Public Rights of Way

Parish: Golborne

Route Number	Status	Description	Length in meters	Other Particulars
01	Footpath	From Ashton Road to Urban District Boundary. From Ashton Road for a distance of approx. 60 yds. is used as a cart road access to cottages. There is hedge on right hand and open common on left. Surface made in ashes approx. 8' 0" wide. After Cottages, path reduces to footpath only approx. 3' 0" wide with Common Land on each side. The point where it enters Ashton Urban District is not defined on the ground.	219	
02	Footpath	From Urban District Boundary in Dam Lane and coincident with F.P. No. 28 in Ashton-in-Makerfield Urban District to the junction with footpaths Nos. 3 & 4 at The Cottage, Dam Lane.	219	
03	Footpath	From its junction with F.P. Nos. 2 & 4 at The Cottage, Dam Lane over railway track to Wigan Road.	763	
04	Footpath	From Ashton Road to Cottage in Dam Lane. The path starts from Ashton Road west of the St. Helens Branch Railway Bridge. Goes between a concrete post and a wooden fence and is 3'0" wide. There is also a gate adjoining the post. It is used as a cart road. Approx. 8'0" wide made in ashes with hedge on left hand side and open field on the right. About 10 yds. from Dam Lane, path passes between two wooden posts 6'0" apart. Joins with paths Nos. 2 and 3 near Cottages No. 3 in Dam Lane.	436	
05	Footpath	From Ashton Road to Edge Green Lane. Opposite Ashton Road Farm is s stile with gate adj. The path is used as a cart road for farm carts, and is about 4'0" wide with earth surface. There ia a hedge on the left side and ploughed field on the right. Footpath crosses St. Helens Branch Railway by a level crossing. There are ladder steps on each side over the railway fences and wooden gates. From railway to Edge Green Lane it is used as a cart road made in ashes about 5'0" wide. For just over half this length there is a hedge on the left and ploughed field on the right. Path comes out into Edge Green Lane by means of a tarmac crossing over the footway.	320	
06	Footpath	From Edge Green Lane to Park Avenue. This is a tarmac footpath along the ends of 50, Edge Green Lane and 6 Park Avenue. It has a wooden fence on each side with hedge behind fences. Constructed and maintained by the Council.	64	
07	Footpath	From Edge Green Lane to Ashton Road. Starts over tarmac crossing in Edge Green Lane and runs alongside No. 7 Edge Green Lane. Path is used as a cart road in ashes 6'0" wide. There is open field on each side. Path passes under mineral railway bridge and to St. Helens branch railway fence with hedge on right and open field on left between two railways. At railway fence path turns right.	486	

Relevant Date: 24-October-2008

Definitive Statement of Public Rights of Way

Parish: Golborne

Route Number	Status	Description	Length in meters	Other Particulars
08	Footpath	Ashton Road to jct. of Footpath Nos. 9 and 154 near Golborne Colliery Reservoir. Commences at Ashton Road, west of Dove Street, path is about 2 ft. wide in ashes. Has hedge on left for first 100 yds. and green privet on right for 20 yds., then open field. Follows along foot of colliery tip on left hand side.	558	
09	Footpath	Bank Street to jct. 154 and 12. Starts from Bank Street along Gable end of No. 81 Bank Street. Between here and Colliery Railway Bridge it is used as a cart road in ashes about 5'0" wide with hedge on left and ploughed field on right to jct. with 154 and 12.	0	
10	Footpath	Colliery Reservoir to May Street. From junction with Path Nos. 8 and 9 at corner of Reservoir path is about 5'0" wide with Colliery waste tip on left hand side and 5'0" high corrugated iron fence on right (in bad condition). Under colliery Bridge on over main railway line foot-bridge into May Street. Along the foot of the Colliery tip path is partially blocked with stones for approx. 30 yards. From Colliery Bridge to May Street path is made in ashes 4 ft. wide.	365	
11	Footpath	Heath Street to Barton Street. Starts between No. 63 and 65 Heath Street. There is an iron pipe in centre of opening. There is a sett crossing over Heath Street footway. Path goes along gable end of No. 65. There is a wooden fence on left hand side. On right there is first back yard wall of houses in Silcock St. and then iron railings of Electricity Board Depot for 20 yards, then back yard walls again into Barton Street.	126	
12A	Footpath	Footpath commencing at Sycamore Avenue between house nos. 39 and 41 in a generally north easterly direction for a distance of approximately 42 metres to Public Footpaths 8 and 10 Golborne.	41	
13	Footpath	Footpath commencing at Harvey Lane in a Southerly direction for a distance of approximately 382 metres, (path known as Sandy Lane). At White Lodge, path then continues in a South Easterly direction for a further 470 metres to exit onto junction of Park Road and Newton Lane.	832	Order made to allow footpath to be used on race days at the point of crossing on Haydock Race Course for no more than 50 minutes at a time. See Legal module.
14	Footpath	Harvey Lane to Barn Lane. East side of Harvey Land Bridge path has Millingford Brook on right and waste ground on left to over brook. After culvert path follows along Brook side and is fenced with barbed wire on right hand side. Passes alongside Mather's Jam Works and Harrison's Chair Works on to Barn Lane. For extent of the works path is used as access road, a portion being paved.	87	
15	Footpath	Highfield Avenue to Barn Lane. Starts at S.E. end of Highfield Avenue and runs between hedges of about 3'0" wide. Passes along N.E. wall of Jam Works and Chair Works (Upper Mills) and hereis 5'0" wide into Barn Lane.	87	

Relevant Date: 24-October-2008

Definitive Statement of Public Rights of Way

Parish: **Golborne**

Route Number	Status	Description	Length in meters	Other Particulars
16	Footpath	Peter Street to Millingford Brook. At the Peter Street end of the path there is Golborne U.D. Council Notice prohibiting cycling. The path is fenced on both sides. On left is iron railing enclosing Council School Playing Field. Surface is made in ashes. Crosses footbridge over brook and joins path Nos. 17, 18 and 19.	229	
17	Footpath	Millingford Brook to Legh Street. From footbridge over brook at junction with Paths 16, 18 and 19 path goes up the slope with allotment gardens on one side and wooden fence enclosing Brookside Mill on other side into Croft Street.	76	
18	Footpath	Barn Lane to Footbridge junction with Nos. 16, 17 and 19. At Barn Lane end there is a notice which prohibits cycling. Path follows fence of garden to No.36 Barn Lane and has a hedge on opposite side. Then it follows bank of Millingford Brook on left and allotments on other side to footbridge at junction with Path Nos.16,17 and 19.	181	
19	Footpath	Footbridge junction with Nos. 16,17 and 18 to Bridge Street. From footbridge path follows along bank of Millingford Brook with brook on right and Golborne Council School Playing Fields on left. Follows bank of brook to Bridge Street. There is a notice prohibiting cycling at its exit into Bridge Street, this path is about 6'0" wide along whole of its length. Very well used. There is a footbridge access over Millingford Brook into the path from Brookside Mills.	227	
20	Footpath	King's Road to Park Road. Alongside garden fence of No.16 King's Road for about 17 yards path is in tarmac, then it opens out into vacant land which appears to have been left as space for a future street, and into Park Road. The surface of the path across this ground is in ashes.	94	
21	Footpath	Helens Street to Buggins Farm. From Helens Street path passes alongside of hedge of front gardens of Nos. 26, 28 and 30 Helen Street. This is the access track to Holly Cottages and is made up about 7'0" wide. In ashes. Beyond the cottage front gardens there is open field on right hand side, and hedge on left, at rather more than half way along this track path turns through gap in hedge into small ploughed field and follows hedge (on the left hand side) round edge of field to opposite corner. Here it passes through gap in hedge through next field with ditch on right hand side to wicket gate into Farm Yard. The path does not appear to be used very much.	292	

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Route Number	Status	Description	Length in meters	Other Particulars
22	Footpath	Bridge Street to Railway View Farm. Starts as cart track from Bridge Street and is known as Mill Lane, with Harbens Silk Works on left hand side. Passes over bridge over Millingford Brook and under Railway Bridge. Entrance to Sewage Works is on right hand side here. Path turns to left and follows along railway fence. The path is fenced on both sides here untill it passes into next field and turns sharp right and follows hedge on right hand side. After about 50 yards it turns left and then has a hedge on left side and post and wire fence on other side to Railway View Farm.	1,050	
23	Footpath	Railway View Farm to Nook Lane. This is a continuation of No. 22 commencing at pond in Farmyard across field into Nook Lane and is used as a farm access to Railway View Farm.	190	
24	Footpath	Footpath commencing at its junction with Public Footpath no. 23 Golborne in a south easterly direction for a distance of approximately 320 metres at a width of approximately 1.8 metres, footpath then turns in a north easterly direction for 18 metres to join Public Footpath no's 25 and 155 Golborne, at Nook Lane	337	
25	Footpath	Stone Cross Lane to junction with 155 and 24. This path is known as Nook Lane and is a well defined track from Stone Cross Lane, with hedges on each side for a distance and then there is an open field on right hand side and hedge on left. The path is gradually being made up as a Highway by the Council in connection with housing developments.	286	
26	Footpath	Derby Road to Lowton Road. Path passes between gardens of Nos.44 and 46 Derby Road and is fenced on both sides. Then there is vacant land on right hand side and path then turns right into Lowton Road, past Barrow's Depot. The path is made in ashes and is about 4 feet wide.	149	
27	Footpath	Wigan Road to Lightshaw Hall. Path follows old lane known as Lightshaw Lane with hedges on both sides.	609	
28	Footpath	Lightshaw Hall to Critchley House. This is a continuation of No.27 from Lightshaw Hall Farm Yard and has hedges on both sides and is used as a cart track about 10 feet wide into Critchley House Farmyard.	909	
29	Footpath	Critchley House to Slag Lane. This is a continuation of No.28 and is still a cart track but has open fields on both sides. About 100 yards.beyond the farmyard path passes through a wicket gate.	379	

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Route Number	Status	Description	Length in meters	Other Particulars
30	Footpath	Lowton Road to Lightshaw Hall. Path starts from end of Winnard Street (there is a footpath sign) ,Golborne and passes between high wooden fencing on the right and garden hedge on left into fields where there is a post and wire fence on right hand side of path to stile, then 5 yards and there is another stile. Then path to follow hedge to railway bridge this part is used for a cart track about 8 feet wide. After bridge path passes between two wooden posts and follows hedge (on right) then across open meadow to stile in North corner, bears right along hedge through stile into ploughed field still following hedge on right hand side and through further stile into grass field and stile into Lightshaw Lane junction with Path Nos.27 and 28.	1,149	
31	Footpath	Lowton Road to Critchley House. From stile out of Lowton Road near Rothwells Farm (there is a footpath sign) footpath is across an open field to north-east side of field, through stile and turn left along hedge to corner of field, here path is blocked by barbed wire. Path then turns right along hedge (on right) and is used by farm carts to stile, and then across open field to stile at railway bridge. Under railway bridge and across ploughed field to corner of ditch which it follows to corner of field. Path here is still used as a cart track. Over stile (after which path is surfaced with turf only) and turn right for about 20 yards and then turn left to ditch which is crossed by a plank bridge and guard rails. Over stile and then about 30 yards to next stile after which hedge and ditch is on right hand side to next stile path, still following hedge and ditch and on to wicket gate and junction with Path Nos.28 and 29 at Critchley House.	1,684	
32	Footpath	Footpath commencing at Lowton Road, at the side of house no. 33 in a southerly direction for a distance of approximately 40 metres, the footpath then turns in a north westerly direction for approximately 22 metres at a width of approximately 3 metres, before turning in a southerly direction at Grid Reference SJ 6083 9845 for approximately 64 metres to finally turn in a south westerly direction for a distance of 37 metres to exit at the junction of Heywood Avenue and Elliott Avenue	167	

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Route Number	Status	Description	Length in meters	Other Particulars
33	Footpath	Footpath commencing at Lowton Road in a North Easterly direction for a distance of approximately 275 metres crossing Ullswater Road, (path obstructed by housing development) then continues in an easterly direction along Pennine Lane for approximately 37 metres at a width of 1.8 metres to junction with Apple Dell Avenue. Footpath then follows Apple Dell Avenue in a northerly then north easterly direction for 108 metres (width 1.8 metres) to Grid Reference SJ 6150 9839, (where path spurs off in a South Easterly direction for approximately 33 metres at a width of 1.8 metres). The main path then continues in a North Easterly direction for a distance of approximately 118 metres before turning North Westerly for 78 metres, then North Easterly for 190 metres along the backs of houses to field edge at Grid Reference SJ 6166 9862. Path continues in a generally north easterly direction for a distance of approximately 545 along the edge of field with hedge on right hand side, passes along edge of pond to end of field when path goes through gap in hedge on right into next field with hedge on left side. Almost at end of this path goes through this hedge and into adjoining field and for a short distance where path is a farm track to Byrom Hall. At Grid Reference SJ 6216 9882 the footpath turns North Westerly along the field edge for a further 110 metres before continuing in a North Easterly direction, (over footbridge and stile) for a distance of approximately 384 metres to exit onto Slag Lane	1,563	
33	Footpath	Commencing in an easterly direction along Pennine Lane for approximately 37 metres at a width of 1.8 metres to junction with Apple Dell Avenue. Footpath then follows Apple Dell Avenue in a northerly then north easterly direction for 108 metres (width 1.8 metres) to Grid Reference SJ 6150 9839, (where path spurs off in a South Easterly direction for approximately 33 metres at a width of 1.8 metres). The main path then continues in a North Easterly direction for a distance of approximately 118 metres before turning North Westerly for 78 metres, then North Easterly for 190 metres along the backs of houses to field edge at Grid Reference SJ 6166 9862. Path continues in a generally north easterly direction for a distance of approximately 545 along the edge of field with hedge on right hand side, passes along edge of pond to end of field when path goes through gap in hedge on right into next field with hedge on left side. Almost at end of this path goes through this hedge and into adjoining field and for a short distance where path is a farm track to Byrom Hall. At Grid Reference SJ 6216 9882 the footpath turns North Westerly along the field edge for a further 110 metres before continuing in a North Easterly direction, (over footbridge and stile) for a distance of approximately 384 metres to exit onto Slag Lane.	1,563	

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Route Number	Status	Description	Length in meters	Other Particulars
34	Footpath	Slag Lane to junction with Path No.35 Passes between wooden posts in Slag Lane hedge along field boundary with hedge on left hand side and two posts in corner of field at which it joins path 35.	151	
35	Footpath	Path No.34 to Byrom Lane. From Wooden posts passes pond and along hedge side to railway fence and over footbridge; turn left along railway fence past Belle Vue Cottages and along right hand side of post and wire fence into Byrom Lane. This portion is used as cart track access to Cottages.	390	
36	Footpath	Byrom Lane to Urban District Boundary Stile from Byrom Lane, with gate attached near Lowton Cottage across ploughed field to Morsley Hall Farm. This part used as cart track access to the farm. Passes close to farmyard hedge on left and ditch on right and then passes near edge of the Flash to concrete bridge which is Urban District Boundary.	598	
37	Footpath	From junction with 34 and 35 to junction with 38 and 39. Follows hedge on left hand side to corner of field near pond then sharp turn right following boundary of field for about 50 yards when path turns left through gap in hedge across open field to stile and then follows hedge to 2nd stile and junction with path 38 and 39.	263	
38	Footpath	From junction with 40 and 41 to junction with 37 and 39. From cart track path goes between hedges on each side and then through stile into field. There is a stretch of waste land along left side of path to junction with 37 and 39.	151	
39	Footpath	From junction with 37 and 38 to Sandy Lane. This path crosses open fields to cart track bridge over railway after which there are hedges both sides and then path passes between Nurseries with iron railings one side, and hedge the other.	581	
40	Footpath	From Slag Lane to Garton Common. This path is used as cart road from Slag Lane to Garton Common, junction with Path No.38.	175	
41	Footpath	From junction with 40 and 38 to junction with 42 and 45. There are hedges both sides of path past Warrens Farm and to railway footbridge. Path is along cart road to Warrens Farm, No.16, Garton Common, then reduces to footpath only.	113	
42	Footpath	Footpath commencing at its junction with Public Footpaths no. 43 Golborne in a North Easterly direction along Hollybush Square for a distance of approximately 98 metres, and then continuing in a South Easterly direction for a distance of approximately 94 metres before turning in a North Easterly direction for a distance of approximately 328 metres to finish at its junction with Public Footpaths Nos. 41 and 45 Golborne	536	

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Route Number	Status	Description	Length in meters	Other Particulars
43	Footpath	Footpath commencing from The Grove in a South Easterly direction for a distance of approximately 36 metres to Thornbush Close then continues in a south easterly direction along Thornbush Close for 67 metres to its junction with Footpaths 42 and 44 at Hollybush Square	96	
44	Footpath	Footpath commencing at Church Lane in a North Easterly direction for a distance of approximately 352 metres (crossing Chester Avenue & Braithwaite Road), and continues North Westerly for approximately 60 metres, and then North Easterly again for approximately 135 metres before continuing in a generally North Westerly direction at Grid Reference SJ 6207 9790 for a further 152 metres (partly following Beardsmore Drive for a short section) before turning finally in a North Easterly direction for a further 61 metres along The Grove	824	
45	Footpath	Footbridge over Railway to junction with 46 and 47. Starts at footbridge and crosses field to corner of hedge at junction with paths 46 & 47.	102	
46	Footpath	From junction with 45 and 46 to junction with 48 and 49. Through stile in fence and along field edge.	78	
47	Footpath	From junction with 45 and 46 to junction with 48 and 51. Follows hedge side with hedge on left.	105	
48	Footpath	From junction with 46 and 49 to junction with 47 and 51. This path cuts across open field but there is no evidence of it on the side and is apparently never used.	76	
49	Footpath	Footpath commencing at its junction with Public Footpath no. 51 Golborne at Bainbridge Avenue in a North Westerly direction for approximately 120 metres and continues in a generally Northerly direction for approximately 155 metres to finish at its junction with Footpath nos. 46 and 48 Golborne	271	
50	Footpath	From junction with 49 and 52 to junction with 54 and 55. This is part of a 6'0" wide tarmac path between Scotia North Camp and Scotia South Camp.	165	
51	Footpath	From junction with 47 and 48 to Scotia North Camp. Follows Railway fence and then hedge and ditch to new post and wire fence enclosing Scotia North Camp. Path is then fenced on both sides with post and wire alongside of camp to corner then turns left still following edge of camp and still fenced on both sides to junction with 52 and 53.	465	

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Route Number	Status	Description	Length in meters	Other Particulars
52	Footpath	From junction with 49 and 50 to Scotia North Camp. This is a further portion of the 6'0" tarmac path between the camps.	64	
53	Footpath	Footpath commencing at its junction with Oaklands road and Hesketh Meadow Lane and runs in a North Westerly direction along Hesketh Meadow Lane for a distance of approximately 125 metres, at a width of 1.8 metres. Footpath continues in a North Westerly direction along Bainbridge Avenue for a distance of approximately 167 metres, before continuing along Bainbridge Avenue in a South Westerly direction for a distance of approximately 78 metres to finish at its junction with Footpaths 51 and 52. Footpath 53 branches off at Waddington Close at Grid Reference SJ 6286 9778 in a south easterly then south westerly direction along Waddington Close for approximately 158 metres at a width of 1.8 metres to finish at Grid Reference SJ 6284 9765 Footpath 53 also branches off at Horncastle Close, at Grid Reference SJ 6280 9780 in a North Westerly, then generally North Easterly direction along Horncastle Close for approximately 108 metres at a width of 1.8 metres to finish at its junction with Footpath 51 at Grid Reference SJ 6281 9788	1	
54	Footpath	Church Lane to junction with 50 and 55. Leaves Church Lane near No.60 with stile and gate adjoining, used as a cart road to poultry farm. Poultry farm adjoins path on left hand side. There is a sharp turn right over stile and then left along field side as a field path. Then another turn right and left again following field boundary to Scotia South Camp on right hand side.	812	
55	Footpath	Newton Road to junction with Oakland Road. Leaves Newton Road near No. 208, passes house No. 208D and follows hedge and ditch on right hand side, turning right slightly past Elm Tree Farm, to junction with Oakland Road.	114	
55A	Footpath	Newton Road to junction with Oakland Road. Leaves Newton Road near No.208, passes house No.208D and follows hedge and ditch on right hand side, turning right slightly past Elm Tree Farm, to junction with Oakland Road.	128	
55B	Footpath	Chestnut Grove to junction with 54.	64	
56	Footpath	Sorrowcow Farm to junction with 57 and 58. Leaves Green Lane near Sorrowcow Farm, passes alongside brook on left with hedges righthand side, bears away from brook and is bounded by hedges on left hand side with post and wire fence and hedge on right to junction with 57 and 58.	242	

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Route Number	Status	Description	Length in meters	Other Particulars
57	Footpath	From junction with 56 and 58 to junction with 59 and 60. Follows hedge on right hand side passing Liptrot Cottage on left then passes over concrete bridge to junction with paths Nos. 60 and 59.	103	
58	Footpath	From Sandy Lane opposite Red House Farm to junction with 56 and 57. There are hedges both sides of path up to junction with paths No.56 and 57.	197	
59	Footpath	From Sandy Lane near Small Brook to junction with 57 and 60. Entrance from Sandy Lane by set crossing. Used as cart road and bounded by hedges and brook left hand side, arable field on right up to junction with 57 and 60.	159	
60	Footpath	From junction with 57 and 59 to junction with 61 and 62. This path is used as a cart road and is bounded by hedges on right hand side and open field on other.	126	
61	Footpath	From Sandy Lane opposite Brook Street to junction with 60 and 62. Through stile in hedge and along hedge on left hand side with open meadow on right.	160	
62	Footpath	From junction of 60 and 62 to Green's House Farm. Path follows ditch and hedges on left hand side, meadow on right, passes through stile turns left then exits near Green's House Farm.	67	
63	Footpath	From Sandy Lane near Pear Tree House to junction with 51. This path leaves Sandy Lane through stile and gate passing Nurseries on right hand side, meadow on left, to second stile then over Railway crossing to third stile turning right to fourth stile then hedges and barbed wire fence on right hand side. The path is flanked both sides by wooden fencing up to footbridge over railway, then joins paths Nos.48 and 51.	611	
64	Footpath	Footpath commencing at Pocket Nook Lane in a North Easterly direction for a distance of approximately 185 metres, footpath then continues in a North Westerly direction for approximately 108 metres before turning in a North Easterly direction for a distance of approximately 285 metres to join footpath no. 65 Golborne.	547	
65	Footpath	Footpath commences at Newton Road, adjacent to The Sheperds Inn Public House in a Southerly direction for a distance of approximately 32 metres, to join Footpath no. 64 Golborne.	25	
66	Footpath	From junction of 64, 65 and 68 to junction with 67. Path follows hedge on right hand side and passes Clay Hill Farm on right, then joins path 67 through stile.	169	

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Route Number	Status	Description	Length in meters	Other Particulars
67	Footpath	From junction with 66 to Urban District Boundary. Used as cart road and access to houses, follows hedge on left hand side passing houses on right to field gate, thence to a second gate and stile. After stile path narrows and follows hedge on left hand side to third gate and stile and boundary.	489	
68	Footpath	From junction of 64, 66 and 68 to Pocket Nook Lane. Path follows hedge, passes through stile then along field, crosses cart road access to farm on right hand side, and passes through second stile then along meadow to exit through stile to Pocket Nook Lane.	320	
69	Footpath	Pocket Nook Lane to East Lancashire Road. Path leaves Pocket Nook Lane through stile and passes farm on right hand side then follows hedge and stream on right. Path then passes through stile and over footbridge, crosses field and then ditch and passes through stile following ditch and barbed wire fence on right hand side to exit on the East Lancashire Road through stile and gate.	367	
70	Footpath	From Pocket Nook Lane to East Lancashire Road. Follows hedge and ditch on right hand side, crosses ditch follows hedge and ditch on left hand side and exits to East Lancashire Road through stile and up steps to road level.	532	
71	Footpath	From East Lancashire Road to junction with 74 and 75. Passes through stile then across ditch, then follows ditch on right hand side and along meadow to junction with 74 and 75.	391	
72	Footpath	From East Lancashire Road to junction with path 74 and 73. Down steps to pass through stile then path follows hedges on right and left hand sides. Path then bears left and widens into cart road and passes through gateway to junction with 73 and 74.	578	
73	Footpath	From junction with 72 and 74 to Wilton Lane. Used as cart road with ashed surface then tarmacadam surface for 15 yards to Wilton Lane, bounded by hedge and ditch on left hand side.	60	
74	Footpath	From junction with 72 and 73 to junction with 71 and 75. Passes through gateway and follows hedges on right hand side, with meadow on left, passing ponds on right to join with 71 and 75.	257	
75	Footpath	From junction with 71 and 74 to Wilton Lane. Path bears left and joins cart road through fields, narrows then follows farmyard on right hand side, through stile follows hedge to second stile then turns right and passes farmyard and buildings on right hand side. Path then follows fence, exit to Wilton Lane. The portion from the second stile to the Wilton Lane is cobbled and used as cart road.	462	

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Route Number	Status	Description	Length in meters	Other Particulars
76	Footpath	From Maple Avenue to junction with 77 and 78. This path leaves Maple Avenue through concrete stile, passes between houses and has chestnut fencing both sides to second stile, then passes over ditch to junction with 77 and 78.	82	
77	Footpath	From junction with 76 and 78 to East Lancashire Road. Path passes through stile then runs across field to exit through stile to East Lancashire Road.	145	
78	Footpath	From junction with 76 and 77 to East Lancashire Road. Path follows hedge and ditch to stile then following hedge and ditch on left exits to East Lancashire Road.	209	
79	Footpath	From East Lancashire Road to Kenyon Lane. Path passes through stile then crosses meadow to second stile, then follows hedge on left hand side through third stile, passes pond and hedge on right hand side to exit into Kenyon Lane.	507	
80	Footpath	From East Lancashire Road to Kenyon Lane. This path leaves the East Lancashire Road through a stile and has wooden fencing on both sides to second stile, then passes through meadow, crosses ditch and through third stile. The path then follows barbed wire fence on left with sharp turn left over fourth stile, then turns right along ditch with wire fence on left. Path then turns sharp right through stile at end of fence, passes pond on right and meadow with barbed wire fence on left, the fence seals off exit to Kenyon Lane.	927	
81	Footpath	From Church Lane opposite Ashwood Farm to Stone Cross Lane. Path passes along gable end of house hedge on right hand side, barbed wire fence on left, follows hedge and ditch on right hand side to Little Lowes Fold then bears right and follows hedge on left hand side to exit into Stone Cross Lane.	633	
82	Footpath	From Church Lane opposite Sovereign Confectionery Works to East Lancashire Road. Path passes alongside meadow and Stirrup's Farm on right hand side, follows hedge and ditch on left and bears right to stile, is used as a cart road. Path then turns left and follows ditch and hedge on right to second stile then joins cart road to farm, turning left through fields with farms on right, through gate and stile to exit to East Lancashire Road.	523	
84	Footpath	From Stone Cross Lane to Newton Road. Path passes through gateway along boundary walls and boarded fence of Lowton Grange on left, bears right and follows hedges on left hand side, then turns sharp right follows hedge and barbed wire fencing on left, bears left down two steps then follows hedge and barbed wire fence on left with meadow on right. Path then turns right to exit into Newton Road by tarmacadam surfaced crossing.	537	

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Route Number	Status	Description	Length in meters	Other Particulars
85	Footpath	From Newton Road to railway near Parkside Manchester junction. Path follows hedge and ditch on right for half its length and is then over-grown and in parts ploughed under. Apparently never used.	564	
86	Footpath	From Newton Road to junction with 87 and 88. Commences as carriageway between houses follows hedge and ditch on right, passes house and sand pit on right, then follows hedge side along arable fields to junction with 87 and 88.	606	
87	Footpath	From Newton Road opposite Stone Cross Lane to junction with 86 and 88. Follows hedge on right hand side for a distance then passes through hedges, crosses arable fields to meadow then crosses waste land to junction with 86 and 88.	675	
88	Footpath	From junction with 86 and 87 to junction with 94 and 95. This path follows railway fence on right, passes railway water tank, passes through gate in railway fence and along embankment to junction with 94 and 95.	848	
89	Footpath	From junction with 86 and 88 to junction with 90 and 91. Passes through wicket gate and over railway, then turns right and follows hedge and ditch on right to junction with 90 and 91.	39	
90	Footpath	From junction with 89 and 91 to junction with 93 and 94. This path crosses Highfield Moss, with waste land on right and waste land and railway on left, then passes Moss Pit on right and carries on to junction with 93 and 94.	770	
91	Footpath	From junction with 89 and 90 to junction with 93. Path follows hedge and ditch on right hand side which is also Urban District Boundary, to junction with 93.	504	
92	Footpath	From Newton Road near Round House to junction. Path flanked by hedges both sides, used as cart road access to Highfield Moss Farm, turns left passes farm house and buildings, runs through arable fields then narrows at left turn and follows hedge on right hand side, crosses meadow and is then ploughed under up to junction with 95 and 96.	899	
93	Footpath	From junction with path 91 to junction with 90 and 94. Follows hedge, ditch and barbed wire fence on right then skirts Highfield Moss to stile and junction with 90 and 94.	524	
94	Footpath	From junction with 90 and 93 to junction with 88 and 95. This path follows barbed wire fence on right, crosses railway and up to steps to gate in railway fence and junction with 88 and 95.	130	

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Route Number	Status	Description	Length in meters	Other Particulars
95	Footpath	From junction with 88 and 94 to junction with 92 and 96. Path follows ditch on right hand side and passes Urban District Council refuse tip on right then runs along arable field on left to junction with 92 and 96.	346	
96	Footpath	From junction with 92 and 95 to junction with 97 and 98.	21	
97	Footpath	From junction with 96 and 98 to Newton Road. Follows ditch and hedge on right, turns left then passes pond on left and exits into Newton Road.	346	
98	Footpath	From Winwick Lane to junction with 96 and 97. Path crosses arable fields then passes over ditch to junction with 96 and 97.	285	
99	Footpath	From Winwick Lane to Kenyon Lane. Crosses arable fields then follows barbed wire fence for a distance to stile, crosses meadow to exit through stile to Kenyon Lane.	527	
100	Footpath	From Winwick Lane to Mains Lane. This path passes through gateway follows hedge on left to stile, then turns right, follows hedge on right with meadow on left. Path then turns sharp left, passes pond on right and follows hedge to second stile which is sealed by barbed wire, then passes along barbed wire fence and hedge with chicken houses on left, and passes through stile to exit into Mains Lane.	644	
101	Footpath	From Winwick Lane to Urban District Boundary. Path, used as cart road, turns right through gateway, then left and follows hedge on left to Urban District Boundary.	676	
102	Footpath	From Mains Lane junction with 103 and 104. Passes through hedge and along barbed wire fence with hen houses on left, meadow on right, then bears left over marshey ground to pond and to junction with 103 and 104. This portion is ploughed under.	414	
103	Footpath	From junction with 102 and 104 to Stone Pit Lane. This path is a continuation of 102 and passes through arable fields to exit through gateway into Stone Pit Lane.	1	
104	Footpath	From Kenyon Lane to junction with 102 and 103. This path leaves Kenyon Lane opposite power pylon, passing through gateway. Path then follows hedge on left hand side, turns left over ditch and follows hedge and ditch on right to junction of 102 and 103. Used as cart road.	142	

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Route Number	Status	Description	Length in meters	Other Particulars
105	Footpath	From Kenyon Lane to Junction with 106,107 and 108. Path used as cart road and passes between trees with ditch on left, turns right along hedge, then turns left and passes through arable fields, the path then turns right passing pond on right to join with 106,107 and 108.	805	
106	Footpath	From Kenyon Lane opposite Wilton Grange to junction with 106,107 and 108. Path leaves Kenyon Lane through stile and gate and follows boundary of house on left and turns right through second stile follows meadow on left to third stile then bears right then left and passes through arable fields to junction with 106,107 and 108. Path is ploughed under in parts and is used as cart road from first stile to end of house boundary.	1	
107	Footpath	From junction with 105,106 and 108 to Urban District Boundary. This path passes through fields, meadow on left to Urban District Boundary.	193	
108	Footpath	From junction with 105,106 and 107 to Common Lane. Passes through meadow then follows ditch and hedge on right then crosses field to railway, passes over railway by footbridge through wicket gate then crosses meadow, through stile and crosses golf course. Path then leaves golf course and turns right then left over stile then turns left into cart road and runs to Brosely Avenue, with golf course on left to exit into Common Lane.	1,254	
109	Footpath	From Wilton Lane to junction with 110 and 111. Path runs along railway on left, passes signal box, turns right over stile and follows hedge and ditch on left, passes Bottled Fruit Works on left to stile and gate. Path then follows hedge to jct. with 110 and 111 passing derelict farmhouse on left. Path used as cart road.	472	
110	Footpath	From Jct. with 124 and 156 to jct. with 109 and 111. Path passes through stile and gate, follows boundary fence of Culcheth Cottage Homes to second stile then over ditch. Path then follows barbed wire fence to railway, crosses railway through wicket gates and on to high wire mesh fence, then turns left, then right and follows wire mesh fence to jct. with 109 and 111.	666	
111	Footpath	From Jct. With 109 and 110 to U.D. Boundary This path follows high wire mesh fence on right hand side to boundary.	1	
112	Footpath	From Clifton Avenue to Railway and U.D. Boundary Path passes from Clifton Avenue flanked on both sides by hedges then passes through broken stile and gate and follows hedge on right, turning right along railway fence crossing railway by footbridge boundary. From second stile to railway, path is used as cart road.	567	

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Route Number	Status	Description	Length in meters	Other Particulars
113A	Footpath	From Twiss Green Lane to Cranwell Avenue. Path leaves Twiss Green Lane through stile and gate and is used as cart road across first field, then leaves cart road, passes small wood to Cranwell Avenue.	354	
113B	Footpath	Chatworth Avenue to jct. With pat No.114 and 115.	193	
114	Footpath	From end of Withington Ave. to jct. with 113, 115 and 125. This path is a continuation of public highway known as Withington Ave., and is used as a cart road, passes through fields and is not fenced up to jct. with 113, 115 and 125.	161	
115	Footpath	From Jct. With 113, 114 and 125 to jct. with 116,123 and 126. Path used as cart track with iron fencing on left up to entrance to Culcheth Hall Farm, path then narrows and follows hedge on left for a distance, and is then bounded by post and wire fence on left and hedge on right. Path joins cart road here and follows hedge, passing through stile and gate to jct. with 116, 123 and 126.	708	
116	Footpath	From jct. with 123 and 126 to jct. with 117 and 122. Path used as cart road and follows hedge on left hand side with open field on right to jct. with 117 and 122.	305	
117	Footpath	From jct. with 116 and 122 to jct. with 119 and 121. This path is a short length of cart road from gateway and stile jct. with 116 and 122. Has stream, and post and wire fence on left to stile and gate then passes over cart road bridge to junction with 119 and 121.	32	
118	Footpath	From junction with 117 and 121 to junction with 119 and 120. Used as cart road and follows ditch and trees on left, passes under Carr Bridge carrying railway. Path narrows to footpath under bridge then follows hedge on right up to chain link boundary fence of I.C.I. establishment, path then passes through stile and follows chain link fence on left to junction with 119 and 120.	579	
119	Footpath	From junction with 118 and 120 to Urban District Boundary. Continuation of 118, follows I.C.I.boundary fence on left hand side to wooden footbridge over Carr Brook and Urban District Boundary.	96	
120	Footpath	From junction with 118 and 119 to Urban District Boundary. Path follows ditch on right hand side and has open field on left, crosses ditch to stile, then passes two ponds on right, marshy land to new steel and concrete footbridge over Carr Brook and Urban District Boundary.	499	

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Parish: Golborne

Route Number	Status	Description	Length in meters	Other Particulars
121	Footpath	From junction with 117 and 118 to junction with 136 and 139. Path used as cart road, passes through gap in post and wire fence and follows stream on right. Path then leaves stream, crosses open field to stile passing small plantation on left, then crosses open field and follows hedge on left to stile, the path then joins cart road for half length of the field, then leaves cart track and crosses field to cross railway through wicket gate. Here path joins cart road and follows railway and fence on right passing through Hurst Hall farmyard to junction with 136 and 139.	1,127	
122	Footpath	From junction with 116 and 117 to junction with 123 and 124. Path follows ditch on left bearing left, following ditch and Wellfield Wood and left to junction 123 and 124.	483	
123	Footpath	From junction with 115,116 and 126 to junction with 122 and 124. Path follows ditch and fence on right, passes through stile and crosses open field to Wellfield Brook then crosses ditch to junction with 122 and 124.	370	
124	Footpath	From junction with 122 and 123 to Twiss Green Lane. Path has Wellfield Wood on left to field corner then turns right and follows hedge on left to gate and stile. Path then follows hedge on right to Leatherbarrow Farm, here it is a rough cart road. The path then passes through gate and stile, to join main cart road crosses open field turns right and becomes lane bounded by hedges both sides, then path crosses through Tanners Farmyard to exit into Twiss Green Lane.	692	
125	Footpath	From Jct. with 115 to Warrington Road to Farm Lodge. Path follows northern boundary of playing fields to Warrington Road north of Holcroft Lane and Lion's Den.	434	
126	Footpath	From Jct. with 128 and 130 to jct. with 115, 116 and 123. Path follows hedge and passes Old Woods on left, then through stile and along edge of wood. Path turns right at edge and follows hedge on left to stile at corner of Hitchfield Wood, then follows south side of wood, with post and wire fence on left to stile at corner of wood. Then, keeping hedge on left, path passes through stile to jct. with 115,116 and 123.	756	
127	Footpath	From Warrington Road to Fowler Common Lane. Path leaves Warrington Road opposite Great Stone and passes through small plantation and crosses over ditch by sleeper footbridge. Then path follows hedge and post and wire fence on right and passes Chapel House Farmyard binding right to exit into Fowley Common Lane.	354	

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Route Number	Status	Description	Length in meters	Other Particulars
128	Footpath	From Fowley Common Lane to jct. with 126 and 130. This path is a continuation of Fowley Common Lane and is used as cart track. Path runs through Wood farmyard between old brick barn and Dutch Barn and follows cart track across field to junction with 126 and 130. Path is fenced both sides with post and wire fencing for part of its length then on right only.	1	
129	Footpath	From Fowley Common Lane to junction with 130 and 131 Path leaves Fowley Common Lane and passes through fields and bears right to junction with 130 and 131.	209	
130	Footpath	From junction with 129 and 131 to junction with 126 and 128. Path follows bank of stream on right and passes through broken stile to end of small plantation then turns sharp left with hedge on left hand side then is replaced by post and wire fence after a distance, the path goes through stile (wired across) to junction with 126 and 128.	354	
131	Footpath	From junction with 132 and 135 to junction with 129 and 130. Path follows ditch on left with post and wire fence on right to wooden footbridge over stream and junction with 129 and 130.	209	
132	Footpath	From Warrington Road to junction with 131 & 135 Path leaves Warrington Road adjoining No.302 follows garden hedge,then across open field to junction with 131 and 135. There is a public footpath sign at entrance from Warrington Road.	209	
133	Footpath	From Warrington Road to Urban District Boundary Path used as cart road access to cottages After passing gable end of Cottage path narrows and follows hedge on left hand side with iron railings on right. Path then passes disused stone quarry on left and crosses over stream by means of a stone bridge to Urban District Boundary.	112	
134	Footpath	From Warrington Road to Urban District Boundary Path known as Light Oaks Road, is about 20 feet wide,paved with sets and is lined both sides with trees up to wooden double gate and Urban District boundary.	80	
135	Footpath	From junction with 136 and 140 to junction with 131 and 132 This path follows hedge on left with open field on right, passes through stile then follows ditch on right across open field (this portion is used as cart road) to junction with 131 and 132.	273	
136	Footpath	From junction with 121 and 139 to junction with 135 and 140. Path starts near entrance to Hurst Hall Farmyard and follows post and wire fence on right, crosses railway through wicket gates then follows railway fence on left for a distance then turns sharp right and follows hedge to junction with 135 and 140.	322	

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Route Number	Status	Description	Length in meters	Other Particulars
137	Footpath	From Warrington Road to junction with 138 and 139 Path is known as Hurst Lane and carried on up to Hurst Hall Farm, passing Vicarage and Church on left.	338	
138	Footpath	From junction with 137 and 139 to Urban District Boundary. This is a continuation of No.137 and follows farmyard hedge on right along cart track with hedge on left then post and wire fence on right. Path then crosses open field to footbridge over Carr Brook and Urban District Boundary.	547	
139	Footpath	From junction with 137 and 138 to junction with 121 and 136 This path follows boundary fence of Hurst Hall Farm on right up to gateway into farmyard.	112	
140	Footpath	From Warrington Road to junction with 135 and 136 Path leaves Warrington Road opposite Chat Moss Hotel and follows South boundary fence of railway for about 100 yards, then bears left across open fields and has no fences to junction with 135 and 136.	386	
141	Footpath	From Warrington Road to Holcroft Lane. Path follows post and wire fence on left hand side and passes M.O.S. Housing Estate on right. After leaving housing estate boundary path widens and used as cart road to exit through gateway into Holcroft Lane.	660	
142	Footpath	From Hey Shoot Lane to Urban District Boundary This path commences at Ward's End Farm and has hedges both sides up to concrete bridge over Glazebrook (Urban District Boundary). The path is used as cart road and is known as Moss Lane.	257	
143	Footpath	From Holcroft Lane to Highway Portion of Hey Shoot Lane. This path leaves Holcroft Lane through gateway, passes meter cable box on left, here O/H cable crosses path. Path then follows fence on left and skirts Crow Wood for a distance then turns sharp left through gateway and follows hedge on right, passes through wicket gate and along side of Holcroft Hall on right. Path then crosses field and follows hedge and ditch on left to junction with Highway portion of Hey Sheet Lane. The whole of the path is known as Hey Shoot Lane and the portion from Holcroft Hall to Highway is used as cart road.	1,481	
144	Footpath	From Bent Lane to Holcroft Lane. Path leaves Bent Lane and follows hedges first on right hand side then on left and passes R.N.Camp. This portion is used as cart road. Path then turns sharp right, then left and passes Ratcliffe House Farm on left and pond on right, passes through stile and is then used as cart road. After passing through fields path reduces, crosses ditch then cart road to Frank's Farm. From this point the path is overgrown through fields and exits into Holcroft Lane.	1,658	

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Route Number	Status	Description	Length in meters	Other Particulars
145	Footpath	From Bent Lane to Urban District Boundary. Path passes entrance to R.N.camp after leaving Bent Lane and is flanked by barbed wire on left and hedge on right. From the first field boundary path rises gradually to bridge over railway and Urban District Boundary.	257	
150	Footpath	From 151 to 149 to junction with Wigshaw Lane. Continuation of 149 and has M.O.S. Hostels on right with railway on left, path passes through stile about halfway along its length and is bounded by post and wire fencing both sides. At 100 yards from Wigshaw Lane the fencing becomes 10'0" high and is boundary to M.O.S. Depot. Path exits to Wigshaw Lane through stile.	354	
151	Footpath	From junction with 149 and 150 to junction with 152 and 153. This path has M.O.S. Hostels on left and open field on right and is bounded by post and wire fence on left with wooden posts and barbed wire on right up to junction with 152 and 153.	161	
152	Footpath	From junction with 157 and 153 to Wigshaw Lane. Path has M.O.S. bungalows on right and M.O.S. Hostels on left and is bounded by post and wire fence on left with chestnut fence on right up to corner of garage site then path turns left then right and bears left to exit into Wigshaw Lane opposite Grove House.	225	
153	Footpath	From junction with 151 and 152 to Warrington Rd. Path follows hedge and ditch on left and passes M.O.S. Bungalows on left. Open fields on right up to garage site then path has hedge on left and ploughed field on right and exits into Warrington Road, between Police House and New Inn.	257	
154	Footpath	From junction with 8 and 10 to junction with 9 and 12. After leaving junction with 8 and 10, path has reservoir boundary fence on right for short distance, then path turns sharp left following barbed wire fence on right and corrugated sheet fence on left, and passes under low narrow bridge over mineral railway to junction with 9 and 12.	64	
155	Footpath	From junction with 24 and 25 to junction with Nook Lane (Public Highway). Used as cart road by farmers and passes through open fields to junction with Public Highway, Nook Lane. Path gradually being made up.	330	
156	Footpath	From Twiss Green Lane to junction with 110 and 124. Leaves Twiss Green Lane and is used as cart road, runs up to stile and gate and junction with 110 and 124.	48	

Relevant Date: 24-October-2008

Definitive Statement of Public Rights of Way

Parish: Golborne

Route Number	Status	Description	Length in meters	Other Particulars
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John Meehan

From: Mulhall, Philip <pmulhall@warrington.gov.uk>
Sent: 17 January 2025 10:09
To: Charlie Griffin
Subject: RE: Definitve PRow Map
Attachments: Row_Work_polyline.shx; Row_Work_polyline.dbf; Row_Work_polyline.prj;
Row_Work_polyline.shp

You don't often get email from pmulhall@warrington.gov.uk. [Learn why this is important](#)

Hi Charlie,

No worries. I've attached the latest GIS layer in Shapefile format.

If you have any problems, let me know.

Cheers

Phil

Phil Mulhall
GIS & Local Land Charges Manager

Warrington Borough Council
1 Time Square
Warrington
WA1 2NT

pmulhall@warrington.gov.uk

From: Charlie Griffin
Sent: 17 January 2025 09:22
To: Mulhall, Philip
Subject: Re: Definitve PRow Map

Hi Phil,

Thank you for getting back to me, I had found the interactive mapping which is useful.

Do you know if it is possible to get a shapefile of the PRow layer that I could import it into QGIS and create a PDF of the area we need.

That would also save you generating one for us.

Let me know if possible or if there is a way to link a URL to QGIS to access the mapping that way.

Thanks,

Charlie

Regards

Charlie Griffin
Landscape Architect



E: charliegriffin@axis.co.uk

www.axis.co.uk



Chester Office: Well House Barns, Bretton, Chester, CH4 0DH (Registered Office)

Manchester Office: Camellia House, 76 Water Lane, Wilmslow, SK9 5BB

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From: Mulhall, Philip <pmulhall@warrington.gov.uk>

Sent: 16 January 2025 11:37 PM

To: Charlie Griffin <charliegriffin@axis.co.uk>

Cc: Bartley, Stephen <stephen.bartley@warrington.gov.uk>

Subject: FW: Definitive PRow Map

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Hi Charlie,

What part of Warrington Borough do you require for your PDF map? If we were to create a PDF of the complete definitive ROW map, it wouldn't be very detailed as it covers pretty much the entire borough. If you let me know which area you need, I can sort one out for you.

As an alternative, you can also access the route of the definitive PROW on our interactive mapping at [Cadcorp SIS WebMap 9 - Planning and LLC External](#)

If you select Map Features and then expand the Natural Environment group, the PROW layer is viewable there as well.

Regards

Phil

Phil Mulhall
GIS & Local Land Charges Manager

Warrington Borough Council
1 Time Square
Warrington
WA1 2NT

pmulhall@warrington.gov.uk

From: PROW <PROW@warrington.gov.uk>
Sent: 16 January 2025 12:02
To: Mulhall, Philip <pmulhall@warrington.gov.uk>
Subject: FW: Definitve PRoW Map

Good Afternoon Phil,

Are you able to help with this please?

Many thanks.

Regards,

Stephen Bartley

Public Rights of Way Officer
Environment and Transport Directorate
Warrington Borough Council
East Annexe, Town Hall, Sankey Street, Warrington, WA1 1UH

Tel: 01925 442 737
Mobile: 07866 004185

Email: stephen.bartley@warrington.gov.uk
warrington.gov.uk | [@warringtonbc](https://twitter.com/warringtonbc) | [facebook/warringtonbc](https://facebook.com/warringtonbc)

From: Charlie Griffin <charliegriffin@axis.co.uk>
Sent: 15 January 2025 11:42
To: PROW <PROW@warrington.gov.uk>
Subject: Definitve PRoW Map

You don't often get email from charliegriffin@axis.co.uk. [Learn why this is important](#)

Good morning,

I am a Landscape Architect working with Axis Ltd on behalf of our client for a project within the Warrington BC boundary for which I require a copy of the Definitive Public Rights of Way map, ideally in PDF format.

Is this something you are able to provide?

Many thanks,

Regards

Charlie Griffin
Consultant Landscape Architect

E: charliegriffin@axis.co.uk



www.axis.co.uk



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Manchester Office: Camellia House, 76 Water Lane, Wilmslow, SK9 5BB

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