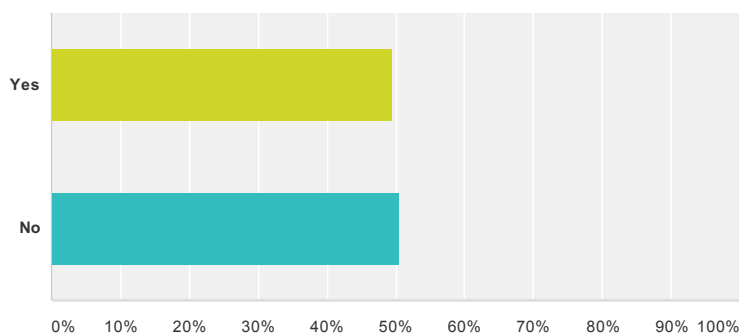


# Sharing Towpaths

## Q10 Do you think there is anything missing that should be included as part of the principles?

Answered: 1,779 Skipped: 369



Answer Choices	Responses	
Yes	49.41%	879
No	50.59%	900
<b>Total</b>		<b>1,779</b>

#	If yes, please give details of what you think is missing	Date
1	Guidelines for appropriate behaviour and safety should be prominently displayed for all those using the towpaths.	5/10/2014 2:22 AM
2	Access points from highways and other 3rd party land should be designed to reflect the range of users in a way that takes account of their safety, this should be done in conjunction with 3rd parties where appropriate.	5/8/2014 7:19 AM
3	There should be a specific policy on the education of users of the towpath. Specific priority use should be clearly identified and publicised (e.g. walkers take priority over cyclists; cyclists/mobility scooters should warn others of their approach; boaters should be give space to bend down and tie up their boats without risk of being mown down by a bike; anglers should move keep nets quickly if a boat is approaching a recognised visitor or lock mooring).	5/7/2014 1:20 PM
4	That canal towpaths should retain their character and the use for which they were built, as horse towpaths, whilst still being available for considerate use by other users including horse riders. They should not be opened up for motorised use. Motorised use should only be where there are existing access rights.	5/3/2014 9:59 AM
5	Ensuring the banks are able to be used as a tow path for horse boating cutting down trees that have grown in the way. Giving pedestrians the right of way over bikes	5/3/2014 12:36 AM
6	All potential users of towpaths should be permitted access, provided their use is in keeping with the history, tradition and tranquility of the waterway. This includes walkers, joggers cyclists and horse-riders, but not users of motorised vehicles. If specific users are excluded from certain sections towpaths (cyclists or horse-riders), a clear explanation and justification for the exclusion should be provided . There should be no blanket discrimination against any particular type of user, provided the use is in keeping with the aforementioned features.	5/2/2014 2:46 PM
7	It is important that each category of user recognise the equal right of other categories to use the towpath and that there are no privileged users, that the amenity is SHARED. (Unfortunately some pedestrians still berate you for cycling on the path and consider they have special rights and will not make any accommodation to let cyclists past. Still too many don't understand the concept of SHARING amicably. On the other hand you will have to puzzle out methods of addressing that one in ten crazy speeding angry cyclist who gives us cyclists such a negative profile. Wardens with power of fining????	5/2/2014 2:41 PM
8	Horse riding should be encouraged on towing paths where they are suitable such as those on the Grantham Canal and River Trent. it baffles me that this is not a priority.	5/2/2014 1:40 PM
9	Horse Riding needs to be catered for on towing paths	5/2/2014 11:14 AM
10	There should be greater emphasis on the speed of cyclists,	5/2/2014 10:26 AM
11	The upkeep of the canal paths as many are in poor repair	5/2/2014 10:03 AM
12	Boaters' code for use of towpath	5/2/2014 9:22 AM
13	Who has right of way?	5/2/2014 9:21 AM
14	consideration and respect for those that live on or adjacent to the canal	5/2/2014 9:10 AM
15	One of the principles should relate to the different ways in which boaters use the towpath, and how other users need to be aware of them, eg, stepping off the boat onto the towpath to moor up, letting a crew member off to go and set a lock, stepping off a moored boat to go shopping, etc. Equally, boaters should be mindful of other towpath users when using the towpath, for example not blocking the towpath with ropes and by marking mooring pins with something visible so they can be seen.	5/2/2014 9:03 AM
16	Recognition that boaters can suddenly step onto the towpath from a boat; whether it is moored up, or about to moor up, especially above and below locks. This is quite often whilst holding a rope which can cause a temporary obstruction, until the operation is completed. This is an essential use of the towpath.	5/2/2014 9:03 AM
17	Some boaters and fishermen need to be discouraged from 'taking over' the towpath by spreading their equipment or possessions over it. There should be a fundamental principle that no-one should obstruct the towpath other than for very short periods, for example while tying up.	5/2/2014 8:55 AM
18	Canal towpaths are extremely important to adjacent communities as a traffic free environment.	5/2/2014 8:08 AM
19	Cyclists should be licensed	5/2/2014 7:41 AM

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20	Even boaters misuse the towpath and should be made to think about, (and put right in certain circumstances!) what they have done. Sometimes old BBQs and fires or their rubbish is just left for someone else to clear and it's not good. Even stuff wrapped round props is left there, to be kicked back in and cause someone else a problem. Dredging continues to be a sore point that must be tackled to keep our waterways viable!	5/2/2014 7:38 AM
21	More emphasis on boats and boaters, eg, other users of towpaths, especially cyclists, need to be particularly aware of boat crews operating locks or bridges or stepping off a boat onto the towpath.	5/2/2014 7:31 AM
22	When towpath resurfacing takes place, the conservation aspect should be considered. I.e in certain towns red brick ash would have been used and a black surface in the Black Country. These elements enhance the historic nature of the towpath and environment.	5/2/2014 7:10 AM
23	Maintaining the towpaths in a safe state suitable for all users and maintenance crews. Sections on the K&A have become so narrow due to erosion and overgrowth they do not meet this standard	5/2/2014 6:05 AM
24	Privacy of boaters should be paramount. Permanent mooring sites should be away from the gongoozlers gaze.	5/2/2014 5:58 AM
25	Cycling must be slow, leisurely and courteous. Pedestrians are all those things on the towpath, so should be cyclists!	5/2/2014 5:09 AM
26	Cycling on towpaths has been suggested several times in the last few years - and my family has written to Cyclists Tourists Club as members to oppose this. It is just not appropriate.	5/2/2014 4:06 AM
27	As the demand for visitor moorings increases, more visitor moorings should be built.	5/2/2014 3:43 AM
28	A drive to repair, restore and improve ALL towpaths to make them safe, accessible and pleasant to walk.	5/2/2014 3:23 AM
29	These questions have quite obviously been created by a committee, hence the obfuscate their real point	5/2/2014 3:09 AM
30	Towpaths should contain maintained hedgerows and other vegetation to maintain a highway between their natural habitats for wildlife	5/2/2014 3:06 AM
31	Nothing about improvements to the network	5/2/2014 2:32 AM
32	We are all aware that Sustrans contribute large amounts to improve towpaths, careful consideration MUST be taken whether Sustrans money is accepted. Many cyclists think it is their right to travel at high speeds on a Sustrans numbered route, cyclists must be made aware that it is not their right other users come first. There is a growing anti of cyclists on many towpaths.	5/2/2014 2:24 AM
33	hedges, when cut, need to have clippings removed - or better still caught during cut - towpaths can be notorious for punctures, and you can be very isolated and stranded if you do need to stop. If surfaces are tarmaced, this means a longstanding ongoing costs - otherwise it can become so rough for bikes (and wheelchairs) that they are almost not useable (see stretch near boat museum in Ellesmere Port). Better to have a gritted compacted surface - also looks more natural.	5/2/2014 2:01 AM
34	The principle to maintain assets as well as provide them.	5/2/2014 12:15 AM
35	A guide for safe use of the towpaths in particular for cyclists and anglers. Speed limits are needed as many cyclists reach high speeds and have no consideration for other towpath users. Anglers display a lack of respect and concern for wildlife, and leave their litter including empty tins with dangerous sharp edges, plastic beer can holders, and the treacherous fishing line and hooks to name just a few.	5/1/2014 11:43 PM
36	i) Probably some detail re. HOW you intend to 'improve' - and including use of signage and calming measures - and yet respect the heritage, conservation and 'nature' aspects of so many prime destinations where conflict is an issue ii) early signs in my area, re. Cycle Routes, use to recommend to cyclists that they hold 3rd party insurance. Whilst this might perhaps be seen as alarmist, nonetheless greater consideration of such - of the fact of "liability" if you do in fact cause injury to others, might just bring home to inconsiderate cyclists that there could be consequence of their actions c) some consideration as to "how" you decide on which locations get 'improvements'? currently, this seems very arbitrary and, in my area, totally dependent on the whim of one Council Officer who decides - or not - in which town-areas, according to personal preference/ partisan-ship, which sections of towpath to bid for improvements on, via HLF funding. In case of my own town, which is by far the largest canal side town in the Borough, with the greatest heritage attractions and assets (as oft used in publicity pics on CRT website) it nonetheless gets no support for proper towpath improvement, or cycle calming measures, around one side/ sic. Waterway Area of its historic Wharf - leaving the farcical situation of a mud-bath around one side, in one Area, of what is in fact a circular walk round the Basin which should be enjoyed, when passable, by visitors (including those to adjacent restaurants, not just with wellies!) to this specific location - and which improvement would greatly benefit amenity for both the local community and bring in money & investment in the town through improved visitor experience. With the now-importance of 'local communities' in CRT's Mission Statement, locations decided for improvement "should" now be selected entirely on need/ merits and not simply in line with 'nods' to old public partnerships. I think this is really important, before you get to considerations of design/ modifications to enhance shared usage - get the basic priorities right, first, in terms of fair treatment for the 'Hidden Gems' that are being marketed at arms length, and make CRT seem like a Trusted Guardian in terms of transparency and equality of treatment: come and see our towpath in winter at Sowerby Bridge - you won't find the same awful muddy mess, with cyclists hurtling down lock hills and along narrow cobbled sections, round blind bends, at Hebden Bridge or Todmorden, or even Brighouse!!	5/1/2014 3:39 PM
37	Canal should continue to be adapted to form an environmentally friendly transport network with or on the water or by the side of it for walkers and cyclists	5/1/2014 3:17 PM
38	PEDESTRIANS HAVE PRIORITY should take number one spot. You have downgraded this important message - and this will rebound on you when someone is run over by a fast cyclist.	5/1/2014 2:41 PM
39	Use of routes along canals to enhance sustainable transport possibly particularly cycling as a faster than walking low carbon method of movement.	5/1/2014 2:34 PM
40	Enforcement of the rules - Boaters mooring for too long and treating the canal as their own residence or back garden to be moved on. Dog owners to be fined for allowing their animals to foul the towpath. The speed limit for cyclists to be enforced. Walkers and joggers ideally to be kept away from anglers. Better communication with canoe clubs about co operating in the shared facility. Drunken or speeding boaters to be treated as a driver on road.	5/1/2014 1:03 PM
41	The towpaths were not originally "recreational", and boaters still depend upon them in a different way than do other recreational users. Around locks, swing bridges, etc., priority should be given to unimpeded access for boaters to the towpaths.	5/1/2014 12:48 PM
42	Need canoe access points, parking and unloading and pontoons or slopes.	5/1/2014 12:43 PM
43	Policing of the boating fraternity who again believe - in many instances - that they have exclusive rights to the water, especially where anglers are concerned. It is a worrying fact that you are allowed to be in charge of a boat with no training whatever - often to the detriment of anglers.	5/1/2014 11:19 AM
44	make cycle groups pay for upkeeping cyclist are getting it all free but doing the most damage	5/1/2014 10:33 AM
45	There is no mention of litter along the canal side. This is anti-social but is not helped by a lack of litter bins. It would be useful if the Police used the towpaths in some urban areas where anti-social behaviour occurs. Some lovely walks can be spoiled by groups who can be off-putting to others and don't always behave appropriately.	5/1/2014 9:39 AM
46	All improvements/alterations should first and foremost benefit the boater to reflect their financial input via licence fees.	5/1/2014 9:36 AM
47	Towpaths should interact with the overall green plans for the local council areas they pass through.	5/1/2014 9:34 AM

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48	Priority access for licence paying users	5/1/2014 9:28 AM
49	Covered in outputs from workshop	5/1/2014 9:23 AM
50	Clearer wording would make this survey, and maybe the standards themselves, easier to understand.	5/1/2014 9:18 AM
51	Hedge care on many towpaths is inadequate. Specifically, hawthorns when trimmed give particular problems for cyclists. Condition of some towpaths (eg Shropshire Union from Chester to Ellesmere Port) is currently in such poor state that it is almost unusable	5/1/2014 8:39 AM
52	Disposal of Rubbish. So people are very lazy and do not take their rubbish home. As a minimum a reminder to do so might help if an actual bin cannot be available/managed (I do appreciate the management of bins would be an issue)	5/1/2014 8:29 AM
53	Whilst wanting to preserve the historic context, cobbles are not bike friendly.	5/1/2014 8:10 AM
54	More warning signs to all distinct user groups to be sympathetically aware of each groups requirements.	5/1/2014 7:52 AM
55	Clear signage highlighting that it is a shared route for all, with perhaps cooperation from community policing to monitor? Perhaps the development of a publicized "Towpath Highway code" In Cheshire I am aware of a growing "towpath rage" from pedestrians (who frequently are wearing headphones) who have a problem with me slowing behind them, ringing my bell and expecting to be allowed past them when convenient. Dog owners (I am one myself) need to understand that if they are walking their dogs there, they should either be on a lead, or under control - Sit, Stay, Leave etc and not to be surprised when cyclists want to go past. All of the above probably more of a problem where towpaths enter urban areas.	5/1/2014 7:45 AM
56	What are the principles espoused by other waterway managers? The IWA for example has a policy which is entirely focussed on the interests of boaters. What are the anglers, cyclists, ramblers, ecologists and land owners views? There promises to be major conflicts of interests	5/1/2014 7:30 AM
57	The main problem is persuading the various users to not be selfish. There are 4 main users - Boaters - Walkers - Anglers - Cyclists. With a few odd exceptions we see little friction between the first three parties. Members of those first 3 consistently have problems with cyclists	5/1/2014 7:15 AM
58	A recognition of the public health benefits that access to waterways can bring.	5/1/2014 7:10 AM
59	Boaters should have priority at all times as they actually pay to use the waterways.	5/1/2014 6:51 AM
60	No regard for the needs of the boating community	5/1/2014 5:35 AM
61	I travel regularly long distance on the tow paths. I feel there should be more overnight camping sites directly attached to the towpath. The canal network is only geared towards boaters at the min.	5/1/2014 5:25 AM
62	Thinking of the old tradition of 'Beating the Bounds' I have often wondered if a new one could be started. Encouraging, especially rural, Parish Councils and Town Councils who have canal and river towpaths in their area to have an annual/biannual 'walk' along their towpaths to celebrate and recognise local 'access ownership' of these marvellous assets. Good luck with this survey and thank you for the chance to have a say.	5/1/2014 5:16 AM
63	we have a narrow boat and strongly believe in keeping the canals and rivers safe for others to use but also have a big problem with wide beam boats as when they go past they take all the water away from the sides and cause other boats to go aground and in many cases think its very funny as they go on the way	5/1/2014 5:05 AM
64	Multi use is inevitable and largely to be welcomed in many places. However, the majority of the network should remain in a condition suitable for walking in single file and not upgraded for other uses. Such changes diminish the overall canal environment significantly.	5/1/2014 4:57 AM
65	The overuse of security lighting on canal side property and industrial buildings, which can effect navigation on dark evenings.	5/1/2014 4:56 AM
66	Yes, do you think that boats should be made a priority in managing the waterways...yes!	5/1/2014 4:43 AM
67	Towpath users should be encouraged to take their litter home and not to leave dog mess!	5/1/2014 4:41 AM
68	Clear SIGNAGE incorporating mileages and directions etc on all towpaths.	5/1/2014 4:36 AM
69	should cyclist be charged to use the towpath many other user are required to pay e.g. anglers, boaters, this way they could be registered and reported when they abuse the towpaths.	5/1/2014 4:28 AM
70	Grass should be cut back and collect around all locks they are very important to us when using my boat. I don't want half the grass coming back on the boat they should look nice and cut all the time! They are places of old beauty and we should look after that fact and keep them looking nice	5/1/2014 4:24 AM
71	Priority for boaters, who actually pay towards the canals.	5/1/2014 4:24 AM
72	prevention of Lycra out cyclists using towpaths as cycleways should be stepped up they have no place on the towpath the casual family cyclists are fine but these need removing permanently from our waterways	5/1/2014 4:21 AM
73	the views expressed here are very narrow and focussed, and seem to be just about getting validation for someones idea, rather than soliciting ideas, and as such does seem to be a very poor survey.	5/1/2014 4:21 AM
74	This survey has a lot of leading questions	5/1/2014 3:59 AM
75	There should be more included about the use of it and the maintenance of it, there is often a lot of broken glass and rubbish which detracts from it	5/1/2014 3:18 AM
76	Cyclists used to need to have a permit to cycle the towpath. Is there legislation covering this? If so why is it not still operating? It is a good means of raising revenue. It could be included in a boats license fee but sold separately to other users.	5/1/2014 2:18 AM
77	It is absolutely fundamental to recognise that the prime users of towpaths are boaters, who contribute around a quarter of CRT's annual income. There must be recognition in the Towpath Code of the need for other users to respect boaters and their needs. The needs of boaters should also be paramount in future towpath improvements. Boaters in the London Better Relationships Group, using the findings of the GLA review, have been pressing CRT for additional mooring rings to be installed during towpath upgrade works. They have also been pressing for other enhancements to boating facilities such as additional refuse points. NABO supports these calls for improvements and notes that other users, apart from boaters, also need access to these facilities.	5/1/2014 1:04 AM
78	I live in a house with the towpath 40 feet from my lounge window. My neighbour and I have had the quality of our lives completely destroyed by the mooring of 'live aboard' boats outside of our house during the last 3/4 years. In 2013, 281 days out of 365 we had boats moored, some double parked. Smoking chimneys (We live in a smoke free zone !!) generators on the towpath, washing lines, barking dogs, and lots of foul language. many days we cannot use our garden. We have had meetings with the canal trust manager - Mr Whyatt who has refused to do anything to restrict the mooring. we have requested, for about 100yds, 24/48 hr mooring so that holiday boats are not affected, but stops the 'live aboard's'. There are hundreds of yards of mooring that does not affect anybody in Giffard Park. Surely this is not too much to ask, just 100yds restricted. Please, please help, we pay £XXXX/ year house tax and the value of our houses has been reduced due to the constant mooring of these boats and their disregard to the house holders. I have invited Mr Whyatt to visit me to see for himself, but he has never bothered to accept my invite.	4/30/2014 3:54 PM

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79	The increasing tendency of angling matches to take over designated mooring areas should be strongly resisted - "first come first served" is not equitable when one of the "comers" can only get into the side at very few places, and moorings have little advantage for fishermen over other areas of towpath, except perhaps for proximity to road access?	4/30/2014 1:53 PM
80	cyclists should have to pay a small fee to use tow path and stick to speed limits and take more consideration when come across/passing other canal users, everyone should be responsible for keeping the tow path clear or rubbish and dog owners should clear up dog mess	4/30/2014 12:30 PM
81	Greater importance should be given to wildlife. For example, my local canal towpath was not mown in the past and was a haven for wild flowers and other wildlife. Now the policy seems to be to turn it into a lawn and therefore devoid of any natural history interest. If it has to be mown perhaps just a strip in the centre would be a suitable compromise.	4/30/2014 12:11 PM
82	Clear signage for cycle use rules	4/30/2014 11:47 AM
83	In accessing and using tow paths, priority should be given to: 1) those traveling by narrowboat, 2) those traveling by other water born craft, 3) walkers and anglers, 4) runners and cyclists, and lastly, 5) anyone else.	4/30/2014 11:10 AM
84	Towpaths should wherever possible be conserved in their traditional state with traditional surfaces. Efforts should be made to preserve grass surfaces where traffic is light enough for this to be viable.	4/30/2014 10:52 AM
85	Where new towpath forms part of a new place, the towpath makes up that sense of place. Its historic use needs to be set within a modern context.	4/30/2014 9:36 AM
86	Boaters seem to receive very secondary consideration to all the other towpath users. You mention "historic names" and use of "horse drawn boats". Should there not be a reference to there being of traditional usage by boats, indeed there because of boats. Unless you address it in the next part, there is no mention that we moor up, sit on the bank (and try to keep out of the way of other users.), but are actually towpath users.	4/30/2014 7:01 AM
87	Towpaths need to be better promoted as a shared pedestrian walkway and that the pace should be such, pedestrian.	4/30/2014 6:16 AM
88	Some explanation of who is paying for the work or the trust and where the funds come from. Otherwise there will be a debate along the lines of the 'road tax' nonsense often aimed at cyclists.	4/30/2014 5:49 AM
89	How about giving anglers the non tow path side of the canal with better access and parking, again as anglers we have contributed over many years, and we do not need a nice path, just a clear track.	4/30/2014 5:13 AM
90	A statement of the convention on which side to pass or overtake - people don't know!	4/30/2014 2:17 AM
91	speed limits enforced on both water and paths as they are on the broads	4/30/2014 1:03 AM
92	If cyclists are to be allowed to use these paths a principle must be set to make them accountable for their actions regarding safety, speed and other users.	4/29/2014 11:28 PM
93	Nothing missing as such, just more emphasis on the shared use of the towpath and the civil interaction of the users. There will be instances where one users needs will be at odds with another's and we must be reminded that the facility is there for all.	4/29/2014 11:25 PM
94	shared use is a privilege. The towpaths were built to serve the waterway users - boaters. only they and anglers are the paying customers who use the canals and their banks. The towpaths provide a peaceful haven for enjoying the waterside and countryside even as the canal passes through urban areas. This should not be destroyed to facilitate faster travel by joggers, runners or worst, inconsiderate cyclists.	4/29/2014 8:45 PM
95	Rules and bye-laws should be clearly displayed and kept up to date, then enforced by the so called "water police" who only appear interested in dealing with unlicensed boats and not parking matters or other violations by day boaters such as parking on picnic areas and using towpaths for residents & CRT staff only...These should be enforced and NOT ignored by CRT officers....AT all levels....	4/29/2014 2:15 PM
96	This may be just a small thing, but I disagree with advising cyclists to use their bell to let people know they are behind them. As a cyclist I know it is unnecessary and as a pedestrian I find it incredibly rude and annoying. It seems to go completely counter to the notion of considerate cycling, which dictates that you slow down until you have a good chance to pass. As a total last resort, in an emergency and before going under blind bridges, I concede that there is occasionally good reason to use the bell but rolling up behind someone and dinging them out of the way stands for me as a prime example of inconsiderate cycling, and I believe it should not be encouraged.	4/29/2014 1:48 PM
97	Priority to anglers who pay for use of the canals	4/29/2014 1:22 PM
98	I agree that cyclists need to be considerate when using shared routes, but the same should apply to pedestrians who are sometimes aggressive and inconsiderate towards cyclists.	4/29/2014 12:58 PM
99	Cyclists should not be able to use towpaths at all but specially designed cycle ways	4/29/2014 11:39 AM
100	cyclists must keep to speed limit dogs need to be kept under control preferably on a lead and not allowed to foul towpath	4/29/2014 11:32 AM
101	More signs advising people to slow down and think about children and animals on the towpaths	4/29/2014 8:59 AM
102	Notices of important events taking place like regattas, boaters gathering for social events, races along the canal on foot or by cycle and fishing matches. I would like to see more understanding from other users of anglers needs	4/29/2014 8:58 AM
103	Better signs to state cyclist need to slow down and give way, Towpaths need to be repaired on a reg basis and trees need to be cut back away from the tow paths as they tend to fall across the tow path and also when rains the tow paths are flooded like in newbury berkshire which are really bad.	4/29/2014 8:15 AM
104	Nothing about telling cyclists to be prepared to dismount etc if they encounter other users. Like it says on the signs round Leighton Buzzard.	4/29/2014 8:06 AM
105	There needs to be a more visual and active team of water bailiffs to be a bigger deterrent of poachers.	4/29/2014 6:57 AM
106	I think you need to make a distinction between recreational cycling and utility/commuter cycling.	4/29/2014 6:45 AM
107	Do not forget the angling community	4/29/2014 6:13 AM
108	This survey is very leading and doesn't give the opportunity to disagree - only can say you agree or it is not important. It focuses on sharing the space equally between all users whereas in urban areas, like London, it may need to be used for the benefit of a majority people.	4/29/2014 6:11 AM
109	If the survey what is import, then the code of practice should be made easily available. At the moment it is impossible to find (see website survey) . As always some selfish people will do what they want without consideration. The enforcement team should have an increased remit ( job description) to including anti social behavior , illegal angling with full legal back up.	4/29/2014 5:53 AM
110	To recognize the financial contribution of boat license holders in ensuring the freedom to moor is fully considered and balanced against the requirements of other users.	4/29/2014 5:40 AM
111	Principles announced, and being consulted upon, appear to be thorough and concise.	4/29/2014 5:07 AM

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112	guidlines should be drawn up for how people and cycles should pass people. For example: cyclist want to pass on the inside as the river side of the path is frightening for them to pass on so if a cycle is coming towards a walker they should move to the water side but conversely cyclist should move to the water side if passing on a walker from behind.	4/29/2014 4:18 AM
113	Speed limits. Signs.more rubbish bins	4/29/2014 4:13 AM
114	Pedestrians have responsibilities too. A polite recommendation to try to remain aware of one's surroundings would help remind walkers that they are not the only users of towpaths.	4/29/2014 4:11 AM
115	Consideration should be given to segregating uses if access to both sides of the canal is available. For instance, this could allow anglers to have quiet enjoyment of their sport, without conflicting with other transport related activities.	4/29/2014 3:12 AM
116	In busy areas, should be signs asking cyclists to ring bell and slow down when passing pedestrians, but also asking people to move over to left when they know bikes are there. Its like trying to get past a herd of sheep.	4/29/2014 2:37 AM
117	something about safety of pedestrians... information on whether a towpath is used sufficiently to be safe for a lone walker.	4/29/2014 2:12 AM
118	Signs by CaRT AND Sustrans informing cyclists It is NOT a bike race track	4/29/2014 1:59 AM
119	More awareness and accountability on the part of speeding cyclists - perhaps making them display some kind of a licence / ID.	4/29/2014 1:44 AM
120	Cyclists must use a bell and keep to a safe speed.	4/29/2014 1:30 AM
121	perhaps in the legend it could have a symbol showing needs improvement.	4/29/2014 1:29 AM
122	A general message about safety and consideration for other users in printed or sign form.	4/29/2014 1:23 AM
123	A speed limit for cyclists. Dog waste bins and more rubbish bins.	4/29/2014 1:21 AM
124	More information about towpath condition by section to assist travel decisions made by cyclists and those with disabilities.	4/29/2014 12:25 AM
125	Cyclists in particular need to appreciate that anglers need space (especially if they are pole fishing) and they should dismount when approaching and make it known they are coming (especially if they are travelling quickly). They should also buy an annual licence to use the towpath and thus contribute to it's upkeep, as, for example, in winter they can quickly make a mess of the towpath.	4/28/2014 3:25 PM
126	access points to existing rights of way to create circular multi-user routes using both waterways and other ROW's Encourage new routes to enable the creation of circular multi-user routes	4/28/2014 2:03 PM
127	Cyclists should be forced to recognise that towpaths are not traffic-free race tracks. All bikes on towpaths should be fitted with bells and the riders should use them whenever approaching pedestrians from behind. Anglers should be persuaded to take up less towpath width with their gear, and particularly when drawing in canal-width rods.	4/28/2014 12:31 PM
128	Promoting awareness that cyclist ringing a bell is not meant to be intrusive but is designed to alert other users to presence	4/28/2014 11:59 AM
129	Yes. It is particularly obvious that the needs and rights of horse riders have been ignored on spurious health and safety grounds - wherein assessment does not seem to be coherent and site specific.	4/28/2014 10:36 AM
130	That private investment is used to improve the condition of towpaths.	4/28/2014 10:32 AM
131	Should also capture the principle that protection of the towpath from vandalism & littering is paramount	4/28/2014 8:56 AM
132	Towpaths should continue to limit access to cyclists and have gates or other speed-limiting devices to prevent endangering walkers and boaters and limit erosion of towpaths.	4/28/2014 6:12 AM
133	Heritage signage. Nature watch information. Directional signposts, mileposts on not-fitted routes	4/28/2014 5:59 AM
134	While pedestrians have priority, everyone should be recognised as having equal rights!	4/28/2014 4:42 AM
135	Particularly keen to see that rules regarding control of dogs are put in place. We run a busy canal side centre and see near accidents on a daily basis through people letting their dogs loose to run around. This can be dangerous when there are many cyclists and children using the same stretch of canal towpath	4/28/2014 4:34 AM
136	Include horse users in towpath use, as they were originally designed for. If you want to keep historic principles then that is the most historic of them all.	4/28/2014 3:56 AM
137	The main purpose of these historic towpaths should be maintained for the main use of those whose licence fees pays for them. Cyclist etc do not pay.	4/28/2014 3:12 AM
138	Access to horse riders should be the same as walkers and cyclists	4/28/2014 12:54 AM
139	Access for cyclists, a key form of sustainable transport, should be encouraged and permits should not be required	4/27/2014 9:11 PM
140	Where towpath cycling has potential to replace car journeys, the benefits in increased health and reduced emissions should be an important factor in decisions about possible widening, resurfacing etc.	4/27/2014 5:01 PM
141	Something about removing gates etc which impede progress and also making a smooth surface for both bikes and wheelchairs wherever possible. Also that any waterside development must contribute to improving access. Cafes etc to be encouraged where space permits.	4/27/2014 3:50 PM
142	Take out the bit about roads	4/27/2014 2:10 PM
143	A code of practice for all users should be promoted, this is to reduce the amount of confrontations on the bank side through ignorance and/or intolerance with different user groups.	4/27/2014 12:30 PM
144	No Bicycles without bells as not all people can hear them coming	4/27/2014 10:32 AM
145	Cyclists should be particularly targeted in the application of these principles. Dog fouling should also be particularly targeted as this seems to be on the increase. Towpath renovation should be of a lasting nature and not liable to be reduced to puddles and mud banks within a couple of years as for example the Burscough to Farmers Arms section on the Leeds and Liverpool Canal.	4/27/2014 6:43 AM
146	Appropriate barriers to prevent motorcycles using towpaths but don't make cycling too difficult or require riders to dismount	4/27/2014 5:42 AM
147	Boaters PAY a significant amount to use the waterway. The use of the towpath should be considered an integral part of that licence. Anglers also PAY to fish the water, their licence should also reflect use of the towpath. Any future proposal to create a possible income stream from towpath use should exclude any waterway user who is currently paying a licence fee.	4/27/2014 4:44 AM
148	conduct for walkers with dogs, conduct for large groups of ramblers, responsibility for repair or funding of improvements to be made clear between interested parties.	4/27/2014 2:40 AM
149	Do you think that some cyclist, (not all) misuse the towpath and there should be some form of policing to stop this? Reason: I walk with my young granddaughters on the towpath, most cyclist are considerate' give good warning and reduce their speed, unfortunately some do not and are a danger to all other users. I also fear most do not carry adequate insurance. In Yorkshire at the moment there is a euphoria with, "The Grand Depart" and a strong cyclist lobby to support their cause. Whilst I'm not against them using the tow path, I feel the rest of us are not fully represented.	4/27/2014 12:33 AM

# Sharing Towpaths

150	genral speed limits for cyclists and compulsory insurance to cover damage.they come throughvery fast and very quietly and it is nigh on impossible to catch them if they do damage your gear, ( i am also a cyclist)	4/26/2014 11:07 PM
151	Complete all-weather access for child buggies / wheelchairs / mobility-scooters - including no locked gates, no barriers that prevent free access etc.	4/26/2014 3:13 PM
152	Reminder to all users that the waterways are primarily a NAVIGATION and as such reflects a slower way of life of times gone by now available to be enjoyed by all in consideration to its heritage.	4/26/2014 2:05 PM
153	See previous comments.	4/26/2014 1:59 PM
154	1. Question number 9 needs to be changed! 2. The Towpath code MUST have clear information about the primacy of towing by animal or human power, as that is the original intended main use of towpaths. 3. More emphasis on this historic use as the raison d'etre for towpath must be made.	4/26/2014 1:49 PM
155	Use of towpaths for ridden horses, to provide safe off road connection between quiet lanes and bridleways	4/26/2014 12:54 PM
156	Policing speed of bikes	4/26/2014 9:52 AM
157	Emphasis on boating as the main purpose of the canals and towpaths!	4/26/2014 9:03 AM
158	You have failed to address the needs of the boating community. We are the sole group who pays for the use of the canals. We spend money in the marinas, boat yards and local villages. Boaters also work in the area. The boating community contribute to the local economy and money is put into circulation keeping solvent pubs, cafes, shops etc.. CRT is a disgusting and an offensive organization. From its outset, it has failed to protect and enhance conditions for the boating community but enhances facilities for various groups that contribute nothing for the up keep of the canal. I hope that CRT fails and the canal network is put back into public hands with proper funding and accountability. How will these principles be monitored? Will there be sanctions? Who will administer the sanctions? Who will be accountable? This is all very happy clappy based on hot air. This consultation is a waste of time . Money should have been spent in the preservation of the canal system. Typical of volunteers heading a committee with no financial liability	4/26/2014 8:26 AM
159	Would be good to see wardens or the like patrolling the footpaths offering advice to all users and policing unlawful activities	4/26/2014 8:14 AM
160	That wildlife and fauna should be encouraged and considered in any future works on any towpath	4/26/2014 7:48 AM
161	Mostly towpaths are far from ideal as a sensible route to go somewhere. At rush hour in London cycling to work on the towpath is a scary game of chicken - who will back down first? Mainly I don't think they should be part of a transport policy, they should be accessible to walkers and cyclists who are there for the atmosphere, often a welcome bit of nature in an otherwise built-up environment.	4/26/2014 2:39 AM
162	The trust will recognise that the original purpose of tow-paths has changed and they are now part of a network of slower traffic routes and proceed accordingly. The presence of the fishing community should not impact on the principal purpose of the route ie. an aquatic and terrestrial thoroughfare.	4/26/2014 12:50 AM
163	Users blocking the path i.e. fishermen often have their kit completely blocking the path, during matches it is difficult to get down the path	4/25/2014 10:30 PM
164	Any routes that go underground or through long tunnels should be adequately lit or directions provided at either end with an alternative safer route	4/25/2014 3:28 PM
165	Horse access to all towpaths should be allowed	4/25/2014 1:02 PM
166	There must be space contained in the width of designated towpaths for boats to moor safely (within reason) and anglers to fish (within reason) without being in conflict with cyclists.	4/25/2014 11:38 AM
167	Cyclists need to be considerate and keep their speed down.	4/25/2014 11:35 AM
168	Towpaths are often permissive paths and so provide an opportunity to help users to recognise that they are exercising a privilege and not a right, and so should be respectful of the environment and of other users. For the same reason towpaths should encourage, through signs, education and other means, shared use that is considerate of others and generally puts the needs of others first as a priority rather than any particular category assuming their own use has priority. This is an opportunity due to the unique nature and often ownership of these paths.	4/25/2014 10:42 AM
169	provision for putting in mooring pin should not be lost when making improvement	4/25/2014 10:37 AM
170	It should not be forgotten that towpaths were originally for crews from boats and whilst welcoming other visitors this must still be remembered.	4/25/2014 10:32 AM
171	Narrow boats without permanent moorings should not use the towpaths as extra storage space.	4/25/2014 9:01 AM
172	Good communication between CRT and local authority to ensure continuity of routes such as for cyclists and walkers wher not entirely alongside canals	4/25/2014 8:55 AM
173	those using the towpath have a responsibility towards others users	4/25/2014 8:50 AM
174	Guidance and advice to anglers.	4/25/2014 7:36 AM
175	Fishermen should not be allowed to block towpaths with their rods poles and equipment	4/25/2014 7:36 AM
176	Boaters need to recognise the shared use when erecting posts and attaching lines to hold the narrow boats alongside the bank.	4/25/2014 7:20 AM
177	All users of the towpath should accept that they cannot occupy a whole area of a towpath for their sole use. I am thinking particularly of anglers who have rods right across the towpath and impede walkers and cyclists, often for long stretches if there is a competition taking place, for instance. In my experience, boaters usually take up as little space as possible and try not to encroach on the actual walkway.	4/25/2014 6:39 AM
178	Towpaths should connect people to places, playing an important role as part of wider sustainable and active travel networks	4/25/2014 6:25 AM
179	How will guidelines be monitored?	4/25/2014 5:29 AM
180	As all users will cause wear of some sort, all users should contribute financially to using towpaths which were originally provided for the use of horse drawn canal boats. This could be done by licences (eg boaters, anglers etc) group payments (eg angling clubs, British Canoe Union), local councils through Council Tax etc. I'm certain that some, if not all of these sources of income are used already.	4/25/2014 4:20 AM
181	Cant think of anything at this point in time	4/25/2014 4:20 AM
182	Cyclists and runners should be obliged to show consideration for boating crew members, anglers and pedestrians. They should be obliged to notify their presence to slower or stationery users and then to await a clear and safe passage before proceeding.	4/25/2014 3:44 AM
183	I represent a large group of riders in Airedale & Wharfedale. We are trying to raise awareness of the loss of access and the implications that the CROW act is likely to bring to bear. We were removed as a group from previously held Tow[path access. It was a very important link	4/25/2014 2:26 AM

# Sharing Towpaths

184	As a cyclist it is important that cyclists follow common sense rules on shared paths to warn pedestrians and give way to pedestrians.	4/24/2014 2:03 PM
185	They should be fit for purpose for all permitted uses	4/24/2014 11:13 AM
186	Commitment to ease of access for bikes pushchairs and wheelchairs (not using barriers) Consideration given to the potential problems of sharing with e-bikes	4/24/2014 9:44 AM
187	All users should be prepared to allow unhindered use by others. Some anglers are deliberately obstructive, especially to cyclists	4/24/2014 9:22 AM
188	All towpath users should show consideration to other towpath users, the local area and our waterway heritage.	4/24/2014 9:17 AM
189	Condition of tow paths is of concern, and I have come across a number of instances where towpaths have been deliberately blocked (by Farmers I suspect). I think a concern is when they are used for motorised transport, such as motorbikes and quad bikes.	4/24/2014 9:09 AM
190	Standards for dog walkers.	4/24/2014 8:19 AM
191	All users are equal and should respect each other, the route, and the environment.	4/24/2014 8:06 AM
192	Bins for dog waste at strategic places would be good	4/24/2014 5:30 AM
193	That towpaths should be kept to a good standard and also reinstated with out exception for the length of canal/navigable river.	4/24/2014 5:15 AM
194	More bins for dog waste	4/24/2014 4:46 AM
195	Sharing involves caring, so no racing on the paths, pedestrians have priority over cyclists, but should also enables cyclists to pass where possible.	4/24/2014 4:42 AM
196	the message of shared use and courtesy in respecting others using the towpath cannot be over publicised	4/24/2014 3:26 AM
197	1) The condition and surfacing of the paths is critically important for any kind of use. A path suited to walkers might not be good for cyclists 2) Dog owners should insure that their pets are under control at all times and that they do not leave faeces on the path	4/24/2014 2:44 AM
198	You should recognise that towpaths are the only significant cycle route in many parts of the country and lobby for budget to develop suitable cycling routes. It's not right that the canal network has to find the money to fund cycle routes through the back door. The problem arises because the canal network is one of the few bodies that has treated cyclists fairly. Now you need other people to help you do that.	4/24/2014 2:16 AM
199	There should be regular reminders for users to give way to other users in reverse order of speed. Cyclist give way to Runners give way to Horse riders give way to Walkers i.e. cyclists give way to runners, riders and walkers (and I'm a cyclist!)	4/24/2014 1:41 AM
200	Nothing too drastic and I'm not sure that it should be a principle as such but whatever the activities are that you are going to cater for need to have proper facilities. A lot of effort and money is spent on providing facilities for access for the disabled who are very much a minority group and not as much focus is spent on providing the same level of service to the fit and able. For example, cycle racks, provision of bins to put dog waste etc.	4/24/2014 1:35 AM
201	Pedestrians need to understand that a bicycle bell means 'I am here', some pedestrians can become angry and occasionally abusive, perhaps aggressive and threatening at the sound of a bell. Dog walkers need to control their dogs on a lead (not one of those extremely-long extensible invisible things). I have been forced to defend myself from a dog that charged me aggressively at the sight of my bicycle.	4/23/2014 10:15 PM
202	the really important points are easy access to a variety of users and respect for other users. this may be particularly difficult for those groups which may have enjoyed access with little need to share.	4/23/2014 11:47 AM
203	In a country with such poor cycling infrastructure it is important Towpaths should be available for cycling use and improved and maintained so all bikes can use them all year round.	4/23/2014 10:26 AM
204	Use of the towpaths is a right for all.	4/23/2014 9:58 AM
205	Single file for cyclists in busy areas, use of a bell to warn other path users. Dismount when required for safety. Treat others as you wish to be treated.	4/23/2014 9:55 AM
206	The principle of Safe Use is very important and particular areas which I feel need to be addressed are the aforementioned cycling issues (speed, bells) and the obstruction of towpaths by fishing poles.	4/23/2014 9:39 AM
207	Reference to people with hearing loss.	4/23/2014 9:04 AM
208	They are often very important routes for safer cycling and this needs to be recognised.	4/23/2014 7:55 AM
209	Link in with the Sustrans Network.	4/23/2014 7:05 AM
210	Encourage and promote diversity of use by improvements to the tow paths	4/23/2014 6:59 AM
211	Respecting the needs of water users.	4/23/2014 6:54 AM
212	Priority to boaters, and the needs of. No fishing on lock landings. Lock areas need to be no cycling areas. As stopping and dealing with 20 ton of boat, with a cyclist speeding towards you is dangerous and is only a matter of time before someone is killed.	4/23/2014 6:45 AM
213	Look at where sections are heavily used to investigate floating pontoons as a way of separating cycle traffic, providing fast, uninterrupted links.	4/23/2014 6:27 AM
214	Enforcement of principles especially users who repeatedly do not give way/flout guidelines	4/23/2014 6:13 AM
215	Too often, planners see towpaths as a easy way to displace cycle traffic from roads. Many cyclists on commuter routes want the speed and convenience of proper on road infrastructure. Towpaths are a great place to bumble along on the way to the pub and we are happy to keep the pace down when we use towpaths for this reason.	4/23/2014 6:04 AM
216	More specific questions to avoid ambiguous answers. What does 'branding mean	4/23/2014 5:54 AM
217	Seek to provide good quality, joined up, traffic free routes for cycling. Canals provide an ideal infrastructure to link communities, villages and towns with traffic free routes, and can provide stress free routes through urban areas.	4/23/2014 5:39 AM
218	should be made very clear that pedestrians always take absolute priority. cyclists are effectively *guests* and should behave as such.	4/23/2014 5:39 AM
219	Safety and overhead lighting.	4/23/2014 5:36 AM
220	Respect about covers it all - for each other, for the canal's history, for wildlife	4/23/2014 5:34 AM
221	Infrastructure should be designed / placed so that it provides for ropes used for towing. It just looks better ...	4/23/2014 5:28 AM
222	It seems to me from the nature of the questions and the way they are worded that there is some intent from you to move cyclists from paths where possible. If this is the case your questions should be less cryptic.	4/23/2014 5:18 AM
223	In popular locations alternative routes should be provided for walkers and cyclists. Along large sections of the canal network sharing the path with different types of users isn't a problem.	4/23/2014 5:15 AM

# Sharing Towpaths

224	Concerns over conflict between different users are, in part, because paths have not been widened even though they could in many places be.	4/23/2014 5:14 AM
225	A specific code of priority for users should be publicised, the code of conduct should be displayed along the routes and anglers should be forbidden to cross the pathway with their poles and tackle which should be confined to the grassed verge areas	4/23/2014 5:03 AM
226	The responsibilities of each user group needs to be clearly identified.	4/23/2014 4:57 AM
227	Education in the form of signage for all users.	4/23/2014 4:34 AM
228	The principle that it is not the slower people right to slow everyone down. Consideration works both ways, if you know you are slow be aware of those wanting to move faster. Be considerate when using a bell, constant ringing it to get people out of the way will only annoy them.	4/23/2014 4:33 AM
229	Clear and visible guidelines as to expected behaviour from all towpath users, current signs are not visible or regular enough	4/23/2014 4:12 AM
230	More attention should be given to boaters needs above other users as they are the ones who pay to use the canals	4/23/2014 3:59 AM
231	A commitment to improve and open up waterways for all users (taking into account the local context) for their primary role role, transportation.	4/23/2014 3:53 AM
232	The upkeep of the paths.	4/23/2014 3:48 AM
233	I think the canal and river network should be being designed and operated as a continuous, interconnected network of high quality traffic free routes for walkers and cyclists. The removal of blockages and improvements to path quality would enable long-distance routes to be created, making the network a destination in its own right, rather than just a means of transport (which doing this would also enable).	4/23/2014 3:34 AM
234	I think that clearly marking towpaths with the blue pedestrian/cycle signs means that people are clear that they're for shared use - hopefully this will encourage people to be less territorial over their own rights and more aware and considerate of the fact that many people use the paths in different ways. I think the tone of the signs is very important - friendly and inclusive to help set the tone perhaps?	4/23/2014 3:16 AM
235	As towpaths are open to anglers, walkers, cyclists etc. it's important that the signing around reflects this as many towpaths are believed to be just for pedestrians and there's a lot of frustration between other path users (especially cyclists).	4/23/2014 2:37 AM
236	More dog poo bins. Lots of signs which tell you about sharing the space and what you can expect to encounter. Hard surface for all towpaths. More signage for everything and put the towpaths on maps and guides.	4/23/2014 2:35 AM
237	Code of Conduct for walking, cycling etc - based around an understanding of others' needs	4/23/2014 2:35 AM
238	Sharing should be emphasised	4/23/2014 2:30 AM
239	BUT it's just very important to realise that they are shared spaces, and people will be on them for different purposes, travelling at different speeds.	4/23/2014 2:22 AM
240	Assess should be promoted for a wider group of people as possible.	4/23/2014 2:16 AM
241	All have the right to use the tow path.	4/23/2014 2:09 AM
242	Provision of adequate (but not conspicuous) signage wherever canals and their towpaths cross roads and intersect with other rights-of-way.	4/23/2014 1:46 AM
243	You should not wait for the law to catch up - open the spaces you have for everyone to join - publish a code of conduct (for cycling refer to the New Forest cycling code) - but expand to anglers (back casting) horses and a must - dog control and clean up.	4/23/2014 1:28 AM
244	Towpaths should be constructed to allow easy mooring of boats - don't forget the boaters as they put the most money into the Canal and River Trust.	4/23/2014 1:18 AM
245	Yes. It's a shared space and no one group user has special rights over any other. The angler does not 'own' his bit of towpath just because he has bought a fishing license, the pedestrian has no right to be angry at a considerate cyclist just because they are there, and a cyclist has no right to plow on regardless just because people won't get out of the way.	4/23/2014 1:10 AM
246	Just another line about safety so people running / walking / cycling can pass each other without danger of falling in !	4/23/2014 1:06 AM
247	Canal and River Trust need to have sanctions against those who behave badly	4/23/2014 12:31 AM
248	You should not be excluding horse access	4/23/2014 12:28 AM
249	The principle that consultations should be written in unambiguous language and include the option of disagreeing, not just expressing that something has little importance. This consultation gives the impression of being a meaningless exercise.	4/23/2014 12:03 AM
250	Very regular maintenance of tow paths which run through a residential area, especially in wet or icy weather. Lighting considerations where possible.	4/22/2014 11:52 PM
251	Funding, introduce an annual pass (keep pricing sensible) to use the towpaths to generate the funds to upgrade and improve May of the rural paths, introduce family routes incorporating pub cafe stops along the way to encourage people to buy into the new opportunities tow path offer.	4/22/2014 11:34 PM
252	Move away from the multi use idea to targeted use.	4/22/2014 10:42 PM
253	EQUALITY! No-one should have a perception of 'priority' over other users. ACCESS & EDUCATION: many people simply don't encounter a lot of wheelchair users or blind / deaf people. Instead of lecturing people and having 'codes' that few people will read, signage educating people would be more helpful. STAY ON THE LEFT: I had a collision because an approaching cyclist approached on the right of the path, then veered all over the place when I tried to move out of her way. A simple, 'keep left' rule (as per UK road practice) may have prevented it. In the USA many paths have 'keep right' signs and they are very helpful, especially for vulnerable users. COMMUNICATION: cyclists, runners and fast wheelchair users should call out 'passing on your right/left' when approaching people from behind or blind people from any direction. LEAVE SPACE FOR PEOPLE TO PASS: we all travel at different speeds whatever form of transport we use. Blocking the entire width of the path is rude and dangerous. UNDERSTAND WHAT A CYCLE BELL MEANS: many pedestrians seem to think it means 'get the **** out of my ***** way'. It simply means 'a bike is approaching from behind, leave space to pass' and is actually very considerate as it is for their safety. Many pedestrians react incorrectly when they hear a bell because of this perception that they are in some way aggressive. Many will move sideways, assuming the bell was an order for them to do so, even when they were in a safe spot at the side of the path and the cyclist just needed them to stay there. Again, codes and unenforceable rules will not help - education and good signs will. NO PATRONISING: treat disabled people equally. Sometimes, I use a wheelchair, but can be quite sprightly. It is not only other people who are a risk to me, I can be a risk to them. Making all messages about 'evil cyclists needing to slow down for those poor disabled and elderly people' is unhelpful, unrealistic and frankly, bloody stupid. Some old people fly around on their bikes, some disabled people charge about in our wheelchairs. Let's not be killjoys, but get real and give POSITIVE messages. Endless DO NOT X or PEDESTRIAN PRIORITY signs create an unequal and confrontational environment. Just because something or someone pisses you off, it does not entitle you to demand a slew of drab and depressing signage and petty restrictions. A sign that said 'let's all enjoy this path safely' would have a much greater impact. One becomes blind to negative boring signs. Ones that are interesting, have a local theme (e.g. Written in a local dialect) and that make you smile HAVE MORE IMPACT!! Seriously, if you saw a sign saying 'Ayup love, gi' us some space. Ta flower' would you you forget it?	4/22/2014 6:55 PM



# Sharing Towpaths

254	That the towpaths exist principally to support boating activity, and that other users should be aware of this and defer to boaters as appropriate.	4/22/2014 3:48 PM
255	Clearly printed rules for all types of access, including speed limits for cyclists etc, fines for those who flaunt the rules. Including anglers who can stop others from passing safely.	4/22/2014 3:39 PM
256	Cyclists should have a bell.	4/22/2014 3:37 PM
257	Recognising that some towpaths have been neglected for up to 50 years, wherever possible overgrown and eroded towpaths should be restored to and maintained in a serviceable condition.	4/22/2014 3:33 PM
258	Non-cyclist visitors using towpaths should remain aware that there may be cyclists using the towpath. Walkers especially might consider their responsibilities to ensure fair use of the facility by keeping dogs under control (not necessarily on a leash) and giving way to cyclists where reasonable. Not all cyclists are adept and cycling next to the waterway can be hazardous, especially for youngsters. All visitors should consider not using mp3 players / earphones / headphones.	4/22/2014 3:29 PM
259	There should be a code of conduct with guidelines published and available at key access points to advise users of the requirements.	4/22/2014 3:28 PM
260	I am in favour of towpaths being used by walkers, bicycles and horses. Although motor bikes should not be allowed, obstacles put to prevent them can hinder prams and buggys, trailers behind bicycles for children and horses.	4/22/2014 2:53 PM
261	All users should avoid blocking the towpath at all times. For example if a cyclist is repairing a puncture they should make sure other people can pass them safely without having to go around them. Also anglers should not be allowed to block the towpaths with their poles etc. I have been on towpaths with my children who have been shouted at by anglers for stepping over the fishing kit left across the path. The alternative was for young children to hang around and make a noise or go near the bank to get past.	4/22/2014 2:41 PM
262	Towpaths and river paths need to be recognised as key routes connecting cities and villages. The priority should be to develop these routes to provide high quality wide good surfaces that encourage UK to use them. From a society point of view, old rail tracks are being repurposed as shared paths and it is important to recognise the resource that the river and canal paths provide. They are a key way for people to commute and connect with their surrounding countryside and need to be developed to a high standard. If needed paths that go under low bridges need to be widened at a sacrifice to the width of the bridge. As long as it is possible to get one canal boat through the gap at a time.	4/22/2014 2:35 PM
263	Priority should be given to giving excellent maintainance of what is there already and in a simpatetic way to the historical setting. We should not be making vast urbanising "improvements" for the sake of increasing the visitors, obtaining more funding or trying to be trendy and "inclusive".	4/22/2014 2:22 PM
264	Emphasis on responsible sharing.	4/22/2014 2:21 PM
265	Yes, in urban environments our waterways provide underused and direct routes between otherwise disconnected communities. Canals should not just be seen as a quaint leisure destination but should be an everyday part of city life.	4/22/2014 2:13 PM
266	I ride a lot of road cycling sportives, and think as a matter of principle that towpaths should only be allowed to be used on road or off road events by special permission. Otherwise towpaths should only be used for shared mutually respectful use.	4/22/2014 2:09 PM
267	Consideration for other users of the canal by anglers - especially during competitions. At times one can travel for hundreds of yards stopping and starting while they (often reluctantly) move their tackle	4/22/2014 1:51 PM
268	Shared use can only be harmonious if all users behave courteously. This must be the principal aim and understanding of users.	4/22/2014 1:40 PM
269	There is a recommendation to keep dogs on a short lead, with which I agree. Perhaps there could also be included somewhere the need to show respect for dogs on the towpath and allow owners time to ensure they are out of the way of passing bikes, runners etc.	4/22/2014 1:39 PM
270	Respect and penalties for people caught littering. The canal is not a dumping ground. Though I welcome people enjoying an alcoholic drink to relax, it is not a place to pound 6 cans and throw them in a bush.	4/22/2014 1:39 PM
271	More focus on dangers created by users, such as dogs running loose after runners and cyclists.	4/22/2014 1:39 PM
272	More recognition that cyclists exist as well as pedestrians.	4/22/2014 1:33 PM
273	I'm not sure, but I guess it's all about being considerate to others users, whether you're walking or cycling or indeed boating.	4/22/2014 1:10 PM
274	Towpaths should not be part of any national or local cycling network unless cyclists and pedestrians can be kept apart, shared paths always lead to conflict. Cycling is not a strange kind of walking, it's a fast efficient form of transport.	4/22/2014 1:06 PM
275	Dogs should be much better controlled than is the case at present.	4/22/2014 1:05 PM
276	Access rights for cyclists	4/22/2014 12:57 PM
277	Whilst clearly pedestrians have priority on canal paths they are an important route for cyclists. People can be very funny about this and refuse to move out of the way even when you are very slow and personally ask politely. It would be helpful is some effort was bit into emphasizing that it's important for cyclists too and they too deserve respect	4/22/2014 12:52 PM
278	Improve the language; several of them are hard to understand at the moment.	4/22/2014 12:40 PM
279	Consideration given to protecting towpaths from becoming covered in thoms after hedge cutting. Punctures every 400m are not funny.	4/22/2014 12:39 PM
280	I am a keen cyclist, walker and I used to live aboard a narrow boat as a continuous cruiser... I think first priority should go to the boaters and people who live on the canal. The views of those who love on canal are the most important... Other users should respect the ways of the waterways... Be peaceful and respectful... Life is slower on the waterways.	4/22/2014 12:39 PM
281	Make it simler for casual canal users to contribute to canal costs. I use canals a few times a month and love the environment but would like to contribute to maintence without being tied to a subscription	4/22/2014 12:33 PM
282	Segregation of activities to avoid conflict between users in a shared space.	4/22/2014 12:21 PM
283	No mention has been made of acces to routes by disabled persons in wheelchairs or on electric scooters.	4/22/2014 12:20 PM
284	People should be made aware that they not the only ones using the towpath and should take responsibility for thier actions	4/22/2014 11:47 AM
285	Promote the principle of shared use.	4/22/2014 11:34 AM
286	Recommendation of mutual giving way, as some pedestrians can be obstructive to cyclists	4/22/2014 11:33 AM
287	If these questions are an example you could do with lessons in clear English and how to ask questions that aren't just designed to get pre determined responses.	4/22/2014 11:16 AM
288	Emphasis on historical places of interest. Making all efforts to open up disused waterways Encouraging all means to move freight by the water ways	4/22/2014 11:16 AM
289	Dogs on short leads.. headphones off...	4/22/2014 11:15 AM

# Sharing Towpaths

290	More awareness to novice and younger cyclists that ride too fast on shared tow paths. As a mature cyclist and a member of the CTC, more should be done about the rights of cycling along tow paths and the dangers to pedestrians.	4/22/2014 11:01 AM
291	that tow paths represent a vital safe, traffic free, network of routes in and out, and between many of our major cities and this network should be protected and maintained as part of a sustainable transport policy for every urban area.	4/22/2014 10:53 AM
292	Cyclists should be politely asked by signage to give way to pedestrians at narrow and poor-sighted passing places. Cyclists should not expect more vulnerable tow path users to jump out of their way by ringing bells and should slow to pass safely.	4/22/2014 10:36 AM
293	See my comments. Towpaths are designed as working routes and should be prompted as safe routes for all path users and especially as a safe network for users away from roads. Generally all path users need to have better understanding of the issues they cause for other path users. However singling out a single type of path user is not sensible: Pedestrians don't consider horses, bikes or other pedestrians and often don't make way. Cyclists pass too close to other users Dog walkers allow their pets to use the whole path and have their lead stretched across it, also allowing their pet to foul paths. Horse riders expect to use the entire path and tear up paths badly Fishermen block the whole path with roads and tackle. This is a multi-user problem not a single problem from a single user group.	4/22/2014 10:17 AM
294	That timed routes along canal towpaths should be eliminated by dialogue with the providers of such information such as Strava, Garmin etc	4/22/2014 10:01 AM
295	Towpaths should not be included in the Sustrans National Cycling Network of cycle paths, while they may be permissive, they are often not suitable as a utilitarian cycle route, ie, commuting, and general getting around.	4/22/2014 9:58 AM
296	Cyclists have to be given fair access and recognition.	4/22/2014 9:37 AM
297	If these are to be busy, well used routes, then further sustainably powered lighting is an important measure.	4/22/2014 9:33 AM
298	Would speed sensors work - something that flashes up a cyclists speed, perhaps with a recommendation for a safe speed to pass pedestrians, and a safe speed when there are no pedestrians nearby?	4/22/2014 9:22 AM
299	When it is necessary to close towpaths eg due to collapse or work being carried out diversions should be clearly signposted	4/22/2014 8:30 AM
300	Not allowing launching of canoes. Ensuring bikers speed limits are enforced. Provision of car parking for access	4/22/2014 8:28 AM
301	shared use means everybody respects everybody else, big problem in the age of the car.	4/22/2014 6:32 AM
302	Towpaths are a vital resource for cyclists who need safe, convenient and pleasant routes.	4/22/2014 4:59 AM
303	An unambiguous statement that alongside and equally important to other uses, towpaths are important parts of the cycle network.	4/22/2014 4:56 AM
304	Good signposting, e.g. to cafes, local pubs, railway stations/bus stops. Segregated provision for anglers in some locations.....they just want peace and quiet. Attention to surfaces under over-bridges. There may be more.....if I had time to think	4/22/2014 4:09 AM
305	Unless it is something about clearer definition and identification of towpaths - i.e. what and who they are for	4/22/2014 1:42 AM
306	Slower travellers always have right of way.	4/22/2014 1:08 AM
307	That pedestrians and wheelchair users should be given priority over cyclists and joggers	4/21/2014 4:51 PM
308	I think it's worth reading into the problems of shared spaces - fundamentally they create conflict. Conflict between pedestrians and equestrians and cyclists - completely segregated space is the best solution. As an example the Sustrans "network" fails for the same reasons.... This is worth considering: <a href="http://www.aviewfromthecyclepath.com/2014/04/shared-space-revisited-hype-continues.html">http://www.aviewfromthecyclepath.com/2014/04/shared-space-revisited-hype-continues.html</a>	4/21/2014 2:29 PM
309	Building over the water should be considered in cases where it is the best option for all other goals	4/21/2014 1:44 PM
310	Marshland, woodland and open spaces will not be damaged to make canals more accessible etc	4/21/2014 1:36 PM
311	If there is a need to close a Towpath temporarily for maintenance of other purposes an alternative route needs to be clearly signposted. Towpaths should be available for recreational users wherever possible. (I have no wish for them to be dedicated Rights of Way given the proviso above). Towpaths with walking access should be clearly indicated on OS Maps, many canals (eg Grand Union) have towpaths shown as a walking route and ensuring other routes are mapped could be part of the branding exercise.	4/21/2014 12:47 PM
312	More recognition that these are public spaces to be used freely by all people as long as they don't impact on the use and enjoyment of others.	4/21/2014 11:39 AM
313	Efforts should be made to develop a local group for each section of the routes, which actively engages the local people in delivery of the highest standards of operation and ambience for their section.	4/21/2014 11:26 AM
314	We wish to accommodate the cycling revolution. We see canals as a land as well as waterbased artery through the communities they serve.	4/21/2014 11:02 AM
315	Provide separate routes for cyclists - away from the towpath! Angling contributes the lions share of the monies received by CART in relation to the canal, but gets treated like a poor relation - boaters, dog walkers, and cyclists all contribute little or nothing in comparison to angling. Carparks are always full of boaters cars! Boaters outstay their mooring rights for weeks on end. CART does little to 'move them on', despite being informed.	4/21/2014 10:51 AM
316	There is no justification for a policy which excludes horse riding on towpaths on a national level. Instead risk assessments should be completed on all sections of canal towpath for use by both cyclists and horse riders. The aim should be to allow both activities unless there is substantial evidence to suggest that any risk created by cycle or horse use outweighs the risk created by those user groups using adjacent motor roads. In other words the national policy should be tailored to local needs and circumstances so that lives are not put at risk by a national bureaucracy.	4/21/2014 10:28 AM
317	I think SHARED use paths don't work. There will be conflict between dog walkers and cyclists, for example. It should be recognised that tow paths will be used for cyclists to commute.	4/21/2014 10:28 AM
318	The possibility of widening tow-paths at the expense of canal traffic.	4/21/2014 10:20 AM
319	I think you could be more explicit about speeding cyclists and require all cycles using a towpath to be fitted with a bell or hooter.	4/21/2014 10:10 AM
320	To much focus on leading the surveyed towards promoting shared use at the neglect of cyclists: "disenfranchise them towards the road".	4/21/2014 9:44 AM
321	More work to reinstall back drainage should be undertaken.	4/21/2014 9:09 AM
322	Any 'alternatives' should be traffic free. Where work on towpaths is required closure is seen as a last resort and every effort is made to provide diversion notices and advance warnings.	4/21/2014 9:00 AM
323	Signage stating a speed limit to cyclists so as to not turn a tranquil area into a short cut race track. A lot of boat owners use bikes and very sensible cyclists but this is not a free for all Also dogs should be controlled and not with long hardly visible leads which easily causes others to fall possibly into the water.	4/21/2014 8:44 AM

# Sharing Towpaths

324	Towpaths and cycling should be encouraged as much as possible. I use the Leeds Liverpool canal to commute into Leeds. often i never see any other users apart from cyclists esp in the mornings. Evenings can be different but the slower pace is a price worth paying for a traffic free commute.	4/21/2014 8:41 AM
325	Towpaths should be continuous 24/7 not gated or restricted.	4/21/2014 8:33 AM
326	Both directional and behavioural signage can play a bigger role on our towpaths - both in terms of letting people know where the canal might lead them, but also in terms of the importance of sharing considerably. As a super-considerate cyclist who rides gently, rings his bell politely and often tries to speak to people I am passing, I am frequently bamboozled by runners and joggers who wear headphones on the towpath, who cant hear me and which leads to the increase of a collision. Sharing is a two way street.	4/21/2014 8:21 AM
327	Swimming in canals should be permitted, and facilitated where feasible. Open water swimming is a growing sport, swimmers should not be left out.	4/20/2014 4:53 PM
328	History and signage display, guidance of use should be prominently displayed along routes. EMERGENCY NO.S TOO so poaching can be countered.	4/20/2014 9:31 AM
329	That towpath access should be preserved for all users. Horse or cycle (bridle way) access should not be restricted unless on safety grounds that can be proven.	4/20/2014 6:45 AM
330	Towpaths are used by very many dog walkers and quite rightly. I feel that there are not enough dog waste bins along many towpaths and therefore the issue of discarded full poo bags is a problem as well as dog waste that is just not cleared up. I have also noticed a new habit of scooping the dog waste directly into the canal.	4/20/2014 6:35 AM
331	A Government initiative to promote towpath walking and the benefits of it backed by a national advertising campaign.	4/20/2014 12:37 AM
332	Primary concern is the condition of tow paths.	4/19/2014 2:18 PM
333	Local people and groups should be encouraged to adopt a section of canal to enable them to report anti social behaviour and to keep that section clear of litter etc.	4/19/2014 6:50 AM
334	Dog owners should clean up after their pets, people should tidy up their litter and facilities should be provided to accommodate these	4/19/2014 3:31 AM
335	Principles should be applied with flexibility according to circumstances	4/19/2014 1:48 AM
336	More positive regard for dogs. On some canals it is appropriate for dogs to remain on short leads and not enter the water, in other places this is not really necessary. Walking the dog is a prime contributor to mental and physical well being for many of the population and a more positive attitude from officialdom is needed - which might make it easier to enforce (officially or psychologically) those occasions when restrictions are needed. More attention to the distinctions between rural and urban towpaths. "Headphones" comment is not sufficiently nuanced - the problem lies when both ears have phones on/in There's nothing much about signage. Information about distances is very useful given the linear nature of towpaths.	4/18/2014 11:58 PM
337	Where towpaths are narrow and have a poor surface multi-use should be discouraged	4/18/2014 11:26 AM
338	If it is to be a shared route it MUST be signed. Cyclists should be advised to ring bell & slow. Walkers must be aware & not wander aimlessly. Dogs should be controlled. Leads can also be a danger	4/18/2014 10:34 AM
339	The safety of towpath users. Condition, signage, codes of conduct.	4/18/2014 9:31 AM
340	Commitment to maintaining canal and tow path in good condition.	4/18/2014 8:55 AM
341	There should be a speed limit for cyclists	4/18/2014 8:07 AM
342	Towpaths through cities and towns should be maintained for all types of user, and kept as safe as possible for those users and boaters passing through on the canal.	4/18/2014 7:56 AM
343	All towpaths should be all weather which means sprayed and chipped. Money is wasted doing up tow paths unless they are sprayed and chipped.	4/18/2014 7:47 AM
344	To have a definite program for the removal of for example sunken derelict vessels Weir side at Stock lock River Trent has such an eye sore a threat to water fowl and other wild life	4/18/2014 6:07 AM
345	original or sympathetic materials should be used for repairs where possible	4/18/2014 5:28 AM
346	I would like to see on the parts of the canals and rivers common with fishermen, notices requesting them not to discard their lines etc. these items can cause considerable injury and suffering to water birds which frequent these places.	4/18/2014 2:22 AM
347	Towpath access - I would like to see something about access points. This is because in many cases the access points are badly maintained (by the Councils in many cases as the adjacent landowners!), eg barriers have graffiti on them, there are no signs about dog walkers/fouling Provision for litter - a tricky one I know but I would like to see mention of litter provision at access points	4/18/2014 2:15 AM
348	Restrictions be put in place to dissuade motorcycles from being able to use towpaths. It is both unsafe practice and annoying	4/18/2014 2:01 AM
349	Need to protect beautiful and scenic parts of the historic network from being despoiled by near-permanent encampments of squatters in derelict barges. Such encampments provide a threatening and abusive experience for other canal users forced to negotiate stored/dumped belongings, occupants under the influence of drugs and alcohol, uncontrolled dogs and canine and human excrement.	4/18/2014 1:59 AM
350	Angling on canals is suffering because of multiple use. Most canal towpaths cannot easily accommodate multiple use and the more this is promoted the more problems will arise. Cycling is a particular problem for all users. Many walkers find litter and dog dirt offensive which detracts from towpath use	4/18/2014 1:28 AM
351	The rules will have to be policed? How can that be done?	4/17/2014 9:43 PM
352	That the towpaths and waterways are primarily for boaters and that all other users should be aware of their origin and promotion of that.	4/17/2014 3:55 PM
353	No one (especially moored boats) should use the tow path as an extension of their craft. The towpath should be kept clear at all times. Dogs should be kept under control at all times and not allowed to harass other users, not everyone is a dog fan.	4/17/2014 3:32 PM
354	There should be a principle that where suitable canal towpaths should be open to ALL non motorised users including horse riders	4/17/2014 2:20 PM
355	Towpaths are a relatively natural haven in a network of transport routes that are much less oriented towards the survival of flora & fauna. There should be a principle that preserves this status, inclusive of means to prevent litter, degradation through overuse, excessive noise and so forth.	4/17/2014 1:39 PM
356	Dogs should be kept on leads (unless on boats) Dog fouling is one of the most serious problems on some of the towpaths I walk regularly and offending owners should be severely punished if caught. Dog waste bins should be provided at the most popular and accessible spots	4/17/2014 1:15 PM
357	A commitment to maintain the towpaths at a level suitable for local users as previously identified. As a source of pleasure, health promotion and education they are unequalled	4/17/2014 1:06 PM

# Sharing Towpaths

358	If cycling is to continue then much more emphasis should be given to careful and safe cycling.	4/17/2014 12:54 PM
359	Back in the day, British Waterways had a slogan 'Waterways for all'. What should not be forgotten is that it is the boat owners that pay the 'lions share' for the upkeep of towpaths.	4/17/2014 12:43 PM
360	dogs should be on a lead at all times - they often seem threatened by people stepping from a boat in a lock, say, and this can be dangerous - canal towpaths are not dog toilets more seriously - it should be a principle that all boat users have a home mooring which is paid for and 'continuous moorers' should be removed - their removal would, at a stroke, improve the towpath environment also, 1 in 20 boats unlicensed is far from acceptable and should not be justified as a success litter is another thing that spoils enjoyment of the towpath	4/17/2014 12:39 PM
361	The canals were created for navigation. This should be maintained as a priority.	4/17/2014 12:11 PM
362	If towpaths must be shared they should be a certain width and divided, like pavements on the continent- into one side cycling and the other pedestrian.	4/17/2014 12:10 PM
363	Cyclists should have a bell to ring when approaching walkers so they are aware of their approach and don't step into their way. I've had a few near misses.	4/17/2014 11:50 AM
364	A commitment to keep towpaths free of litter	4/17/2014 11:47 AM
365	Cyclists should have a bell and use it.	4/17/2014 11:17 AM
366	Dog litter bins are provided along the stretch of canal I use regularly and as a dog walker and regular user of the towpath I think cleaning after your dog is extremely important both to other people and the wildlife that makes the canal network their home. I think there should be someone who can police the towpaths (maybe the water bailiff if there still is one) to hand out fines to people who don't clean up after their dog. I'm sure most people wouldn't mind donating towards this expenditure, at the very least the CRT could promote a 'Clean Up After Your Pooch' campaign to raise awareness.	4/17/2014 11:07 AM
367	speed limit for cycles bells must be fitted and walkers/hikers to have priority most cyclists are very good BUT there are a few who think they own or have the right to force/push boaters /walkers out of their way	4/17/2014 11:02 AM
368	Boaters using the towpath for access and overnight mooring	4/17/2014 10:46 AM
369	A stipulation that cyclists should Not exceed a certain speed. Many is the time we have nearly been mown down by cyclists travelling MUCH MUCH too fast, and pedestrians presence almost seems like a nuisance to them.	4/17/2014 10:38 AM
370	Notices telling cyclists to give way to pedestrians!	4/17/2014 10:05 AM
371	The principle of leaving only foot prints, no litter , no dog mess. Where I live on the Leeds Liverpool at Bramley dog mess is a big problem, but no bins are provided for disposal. Much mess that has been picked up properly is then discarded for some reason, that I can only see as too few disposal points, especially in urban areas.	4/17/2014 9:56 AM
372	The principles obviously have a lot of thought behind them but they really need explanations or examples to clarify this survey.	4/17/2014 9:56 AM
373	All people using the tow paths or waterway system have a right of not being threatened or bullied by anyone else using the towpath or waterway system.	4/17/2014 9:51 AM
374	People who permanently live (illegally I assume) on towpaths MUST be removed. Mooring upstream of Teddington Lock is for 24 hours only. There have been people there for 4-5 years. It is an absolute disgrace. The area is now unsafe for use by legitimate towpath users eg. runners, walkers, anglers, cyclists etc and is full of pollution, drug paraphernalia, discarded barbeques, human effluent and threats by those who live there. All credibility of any agency linked to this area is fundamentally and increasingly irreparably damaged.	4/17/2014 8:12 AM
375	Promotion of use of towpaths for exercise - cycling, running. Accessibility for wheelchair, pushchair users.	4/17/2014 7:19 AM
376	Importance of maintaining the towpath to the right standard to ensure safe access. Sections that are not maintained properly are very muddy almost all year round. This significantly restrict the width of usable path in these sections.	4/17/2014 6:56 AM
377	access points need to be highlighted and where possible parking provided for users.	4/17/2014 6:08 AM
378	Cyclist should be made dismount when passing boats, walkers & fishermen. Rules on how the tow path is used should be posted at each access point.	4/17/2014 4:48 AM
379	Cycle riders should be instructed to use their bells or shout on approach to other towpath users. otherwise they could be a danger as would horses (see above)	4/17/2014 4:14 AM
380	Decent surface on all towpaths.	4/17/2014 3:50 AM
381	I agree with your "Drop your pace" principle but I think there ought to be a statement to the effect that slower users of a path should not obstruct faster users. e.g. a group of eight of us recently walked along the Brecon Canal two weeks ago and we look out for cyclist, joggers and faster walkers to allow them through.	4/17/2014 2:30 AM
382	A coordinated plan to use tow paths as part of a wider traffic free network for walking and cycling, especially in and around urban areas.	4/17/2014 2:09 AM
383	Canals very often form channels of green space in urban areas. The towpaths and facilities associated with them should reflect the social need for quiet(er) space away from traffic and busy urban centres.	4/17/2014 1:38 AM
384	Asking peoples opinions	4/17/2014 1:11 AM
385	Boating needs should in every situation take precedence over wildlife. This is a man made arena.	4/16/2014 9:18 PM
386	I have seen the proposed Towpath Code and detect a bias in it. The focus appears to be on pedestrians and issues with cyclists and I wholeheartedly agree with the priority of pedestrians over cyclists. However, there is no mention of boaters. The biggest problem boaters face is with cyclists and then, at a much lower level, with pedestrians. The major problem with cyclists is at water points where the ride over hoses/pipes or abuse boaters when they have hoses/pipes over the towpath. The second problem is during mooring when crew are working with ropes to hold and then moor the boat and cyclists demanding that crew get out of the way. For boaters, there are usually few problems with pedestrians but, in my experience, these usually occur at locks and land landings where they get in in the way. I believe that the Towpath Code must acknowledge that boaters access towpaths as well and that there are times when boaters must have priority (for example at water points and when mooring). Anglers MUST be stopped from digging out waterway banksides for their fishing platforms. Anglers are by far the worst for abuse of boaters. They need to learn that they don't own the waterway.	4/16/2014 4:11 PM
387	Removal of barriers for cyclists on and off towpaths so they are more accessible to cyclists with wider handlebars, kids on childseats, trailers and cargobikes, tandems, recumbents etc. Increased width for safer passing of pedestrians Improved resistance to flooding of the towpath	4/16/2014 4:02 PM
388	Boat over 'steam' priority. ie principal canal use should have priority in certain conditions, but not exclusivity	4/16/2014 1:02 PM
389	The principle that towpaths are all capable of the activities you are desiring and this is simply not true. Many towpaths are not suitable for cycling or mixed activities and under the 1968 transport act only boating and angling are to be provided.	4/16/2014 10:53 AM
390	Dogs should be on a lead in well used areas.	4/16/2014 10:49 AM

# Sharing Towpaths

391	All users must respect other Users space on towpath. Dogs should be under direct control and cyclists must be made to give way when necessary and be encouraged not to speed or to race.	4/16/2014 9:31 AM
392	Boaters, canoes & kayakers respect for bankside users need to be clearly stated. We are all recreational users of the canal, bank or afloat, our rights are equal. (Canoe & kayak users are the worst offenders, long on rights short on responsibilities. Most boaters are respectful and pleasant.) E.g. Someone practicing for kayak racing doing speed intervals where you are fishing, yet nearby there are plenty sections with no anglers on. This is no different to runner or a cyclist slowing down when passing pedestrians, birdwatchers or anglers but because they are afloat they think they have rights beyond everyone else; we are all recreational users of the canal and are all equal.	4/16/2014 3:54 AM
393	Path obstruction is as much of an issue as speed of users	4/16/2014 2:52 AM
394	I think that there should be a written principle that says that all users should accept and respect that towpaths are used by other users and that it does not include ownership by any particular group and that they should use them accordingly. There are many examples where single groups of users think that the towpath is just for them. Shared space is what it means	4/15/2014 7:39 AM
395	I think the principles are commendable. I think the practicalities of managing the various activities of the users needs to be given greater thought	4/15/2014 2:12 AM
396	Whilst towpaths were built as an integral and essential part of the canals structure and operation, the current 'principles' do not seem to enshrine or even verbalise this primary purpose.	4/15/2014 1:30 AM
397	Where are users and visitors supposed to park? You need to do a lot more to enable adequate, safe access to these places and provide parking yourselves where parking has become restricted through LA actions (often in residential areas)	4/14/2014 2:33 PM
398	Don't know	4/14/2014 1:29 PM
399	Boaters should always have priority over other users	4/14/2014 11:36 AM
400	The fact that most tow paths are used as dogs toilets by inconsiderate owners who do not pick up after their dogs.	4/14/2014 11:20 AM
401	cycling should be "licenced" on towpaths once again.	4/14/2014 8:55 AM
402	Where there is the space available, walking and cycling routes should be kept separate	4/14/2014 7:47 AM
403	Opening up of facilities to non boaters. In the height of the hot summer in 2013, I was doing a lot of canal walks. It was daft that I was walking past locked water taps, whilst desperate for a drink.	4/14/2014 7:36 AM
404	As a Google Trusted Photographer for Google maps (XXXXX in London) living and working from nearby the canal XXXX Rd I would love to create partnerships with neighbouring business like I did already. Those businesses would love to be part of the streetview map. Would like therefore to start off a commune projects to add those streetview link in a new way <a href="https://www.google.co.uk/intl/en-GB/maps/about/partners/streetview/trekker/">https://www.google.co.uk/intl/en-GB/maps/about/partners/streetview/trekker/</a>	4/14/2014 7:14 AM
405	Biodiversity should be enhanced wherever possible as part of towpath improvements	4/14/2014 7:12 AM
406	Lighting should not be included as part of making towpaths into cycle paths, especially in the country. More mooring rings should be included where possible when making urban paths.	4/14/2014 2:36 AM
407	CYCLING CAN BE DANGEROUS BOTH TO THEMSELVES AND WHERE OTHER USERS ESPECIALLY ANGLERS AND THEIR EQUIPMENT ARE PRESENT BOATS PLEASE SLOW DOWN AND KEEP TO THE MIDDLE WHEN PEOPLE ARE FISHING	4/13/2014 2:19 PM
408	cyclists often abuse the towpath as a racing track and endanger peoples lives. there needs to be enforcement and widespread publicity of the code of practice, the need for banning offenders from the towpath and specifically the widespread publicity that pedestrians have the right of way over cyclists	4/13/2014 1:35 PM
409	Signage especially to points to other forms of transport and other interests, e.g. shops, restaurants, etc. so they are truly integrated into the surrounding community.	4/13/2014 11:16 AM
410	The document seems to miss what in my opinion is the most important principle to preserve along the towpath, the towpath serves as an important link between the water and the land those using the path should be mindful of the connection between the two, as such interaction between the waterway and the towpath should be considered at all times. there are a number of uses such as watersports coaching and safety that require persons of the towpath to keep pace with boats for reasons such as carrying life ropes in the case of coaching junior rowers. The current document appears to be blind to the necessity of such uses and more focused on the amenity of the casual "land only" user rather than that of the users seeking to utilize the paths in connection with activity on the water as was intended when the paths were built.	4/13/2014 9:26 AM
411	HORSE ACCESS	4/13/2014 8:11 AM
412	A reminder that towpaths are primarily for the safety of boat movements	4/13/2014 1:54 AM
413	In any code, cyclists should be asked to physically dismount when they travel through an important fishing match. I think the organisers of the fishing match should put up a temporary CRT signage indicating this.	4/12/2014 9:53 AM
414	Cyclist must be licensed to a level that will exclude the many ignorant idiots we as anglers and pedestrians encounter every weekend on the waterways we have to pay to use.	4/12/2014 3:43 AM
415	A strict code of conduct should be enforced for cyclist and people who use boats and dinghys without a licence	4/11/2014 5:54 AM
416	I may have missed this, but a maximum cycle speed, set low - say 5 mph - should be enforceable by law on towpaths. It would dramatically remove stress for pedestrians and for parents of small children who have to dodge cycling lunatics every weekend.	4/11/2014 5:39 AM
417	Horseriding should be permitted in principle, at a walking speed only perhaps, wherever the path widths are suitable. Horses ARE the heritage of the towpaths, please don't exclude them! Towpaths are wonderful places and provide opportunities to get off road safely.	4/11/2014 3:51 AM
418	Towpaths must be open and not obstructed. For example, anglers should not be allowed to use poles that block the towpath. Houseboats should not store wood or other items on the towpath.	4/11/2014 1:45 AM
419	Canals have an over-riding primary purpose of navigation. All other uses are secondary, but welcomed.	4/11/2014 12:36 AM
420	Maybe in this day and age with safety a prime consideration the CRT should consider (if they haven't already) no access at night for all users?	4/10/2014 12:03 PM
421	Very concerned about walkers being 'forced off' towpaths by cyclists. Pet hates: cyclists who come from behind without any warning, cyclists riding 2 or 3 abreast and will not leave room for walkers, cyclists going too fast. Some sections have too many cyclists e.g. Llangollen to Trevor at weekends in summer is getting difficult to walk comfortably. Where the surface of towpaths have been 'hardened' it encourages cyclists, and enables them to go faster to the detriment of walkers & other users.	4/10/2014 12:52 AM
422	It should be understood that the only individuals that pay for upkeep from a "private purse" are boaters.	4/9/2014 5:22 AM
423	That ALL towpaths should be bridleways and provide safe off road routes for horse riders	4/9/2014 4:53 AM
424	The whole questionnaire assumes that the person filling it in accepts multi use of towpaths. Anglers pay a rent to fish all the other users do not.	4/9/2014 1:52 AM

# Sharing Towpaths

425	Key issue of access, engagement with canalside properties, ranger services developed from existing volunteers. Linkage to the newly formed Local Nature Partnerships eg Birmingham and the Black Country LNP would be interested in their access to green space strategy. Emphasis on children eg through local authority and the LNP	4/8/2014 11:33 PM
426	Dog poo is a very big problem along the K&A, I would like to see more signs and dog poo bins. As a dog owner I know how lovely it is to walk your dog along the canal but there are too many owners (and I have witnessed many) that allow dogs to poo wherever they want and then leave it, this is especially disgusting when close to boats or boat's mooring pins and ropes. It is a health hazard.	4/8/2014 3:06 PM
427	I do not think it should be a given that towpaths are developed for cyclists and would welcome stretches where you did not have to keep a constant watch for them approaching.	4/8/2014 2:57 PM
428	There was no clear recommendations for fishermen / women. There is also no reference to boaters priorities on the towpaths. There is little mention of cats and dogs, boaters pets. There is mention of unpredictable movement of children but cats and dogs, too, have suffered many injuries due to speeding cyclists. Also cyclists must be asked to give priority to boats passing through bridges and locks and wait until the boat has passed and the bridge is closed before proceeding (when trying to negotiate a low bridge whilst alone on a boat, it is quite irritating when a cyclist comes and shuts the bridge before one has got through and then cycles off!). Cyclists should have some kind of identification so they can be reported when being abusive or dangerous to others.	4/8/2014 10:40 AM
429	Towpaths should be added to the definitive maps of public rights of way	4/8/2014 8:56 AM
430	That any changes that the Canal and River Trust feel they should make, should be made in a way that don't alienate or discourage users of the towpath. There should be more done to emphasise the importance of etiquette in shared use spaces rather than fortifying the divides.	4/8/2014 8:41 AM
431	Dog poo on the paths is both unpleasant and a health risk – no questions about that. I like dogs but all too often come across 'water-borne squatters' who moor up and use an aggressive dog/dogs to take over areas of path as 'their' territory. This seems to be most common in rural areas. Should be a policy to deal with them. People need to be patient and WAIT for the disabled, slower moving/fisherman to make way for them. No one has a right of unimpeded progress on the towpath. More proactive education required. Policy that we should be NICE to each other. Anti-social behaviour (lighting fires/barbecues/dumping rubbish/job behaviour) on towpaths is forbidden – but should be a policy to emphasise that..and that in most areas access is with permission – not a RIGHT.	4/8/2014 5:48 AM
432	Local communities to be encouraged to engage more with their waterways, encouraging a sense of ownership and foster volunteering	4/8/2014 5:32 AM
433	there should be a presumption that cycling on towpaths will not be permitted	4/8/2014 3:45 AM
434	Use by cyclists should be only be allowed by purchasing a permit, C & RT have a duty of care to walkers and anglers to prevent groups of cyclists using the towpaths as race tracks. Angler particularly are aggrieved by the threat from cyclists especially as anglers are the only group currently being charged by C & RT to be on the towpath.	4/8/2014 2:25 AM
435	Sources of funding?	4/8/2014 1:12 AM
436	The towpaths were built for use by boats and their crews and so should be maintained with the needs of boats as a priority.	4/7/2014 1:53 PM
437	Unrestricted 24 hour access should be available for towpath use. This aspect is important when planning a walk because to find a route closed at certain times could cause great inconvenience and additional distance if required to resort to an alternative on the day.	4/7/2014 1:43 PM
438	dogs to be kept on lead	4/7/2014 1:16 PM
439	Better access for wheelchair users. Bike barriers perhaps need re-designing so they can be opened with dedicated key.	4/7/2014 12:26 PM
440	see previous comments about banning cyclists from the towpaths they are dangerous and cause so much trouble to walkers. They cant cycle on pathments because of the danger to pedestrians the same should apply to towpaths.	4/7/2014 10:05 AM
441	Bikes should only be allowed on towpaths which are altered for their use. ie a smooth & level surface not a muddy path heavily rutted by mountain bike tyres. A tarmacked surface is ideal. Where barriers are needed fit gates with a lock opened with a Radar key, as already in some locations, to allow wheelchairs and mobility scooters access.	4/7/2014 7:25 AM
442	There is a total lack of emphasis on safety of users in the principle, if this consideration of safety is implied in the principles then it should be implicitly included. Local consultation should be included in the principles e.g. The views of local existing users will be sought on the future uses of towpaths.	4/7/2014 6:56 AM
443	Litter bins and dog mess bins should be used in busy areas	4/7/2014 6:13 AM
444	There is no mention of dog walkers. Few of them control their animals and even fewer pick up their mess. They seem to think that everyone else wants to be sniffed, barked at or urinated on and often become aggressive if you remonstrate or try to shoo the animal away. As a result of this (and some cyclists) many canals and some rivers are no go areas for anglers, resulting in a loss of income of owners.	4/7/2014 5:48 AM
445	In certain areas there should be increased use of zig-zag barriers which while not causing an obstruction to pedestrians will force cyclists to dismount	4/7/2014 1:43 AM
446	• Each category of use—walking, cycling, boating—should have its own set of standards for risk, maintenance, behaviour • Long boats should have priority over all others, with horse-drawn boats at the head of those, because the fundamental character of this wonderful resource must be paramount.	4/7/2014 1:32 AM
447	A reminder that a canal towpath is like a linear park (imagine the path around a boating lake) that is used by so many groups and all must get on.	4/7/2014 1:20 AM
448	More mention of protection of biodiversity, encouraging alternative uses such as Incredible Edible towpath planting, adoption of towpath by community etc	4/7/2014 1:17 AM
449	The main principle of the Canals and Towpaths is for the support of the passage of boating. All other uses are secondary or incidental to this. It is dangerous to the future of the canals to forget this and to concentrate excessively on other users at the expense of this.	4/6/2014 6:35 PM
450	"Cyclists must dismount at bridges and by locks" but CaRT have no way of advising them of this safety issue because they dont know who the cyclist are. They are now so numerous on some canals that the tow path is very dangerous for walkers and, particularly, for boaters who are mooring. When a boater moors and has to jump for the bank there is very little time to catch a rope before being run over by a speeding cyclist. It is a very dangerous situation which will result in tragedy.	4/6/2014 8:23 AM
451	Yes - as stated - priority use by boaters for navigation purposes.	4/6/2014 8:07 AM
452	Not all towpaths can be treated with identical criteria and some classification may be necessary- eg totally rural limited use/ urban heavy mixed use/ cycling routes/ major linking walkways/ horse boating routes/ those where heritage or environment considerations may require restricted use	4/6/2014 7:23 AM
453	Painting of speed limit markings on tow paths. Signage should say that the canal tow path is a shared space and not a cycle route.	4/6/2014 6:34 AM

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454	a rather bizarre survey so far, 'principles'??? Put things in plain English please	4/6/2014 5:27 AM
455	Yes, you need to develop a principal of accessibility. Apart from the cycle damage to towpaths which deters many walkers there are few access points where it is safe to park a car, this also applies to angling. The T and M canal near to my home is possibly one of the best "non commercial" waters in the area but you can walk for miles and never see an angler even on the club rented stretches. The fishing itself is excellent, it is just the accessibility which is the main problem and one of the reasons you must be well under potential for angling based income.	4/6/2014 2:24 AM
456	because the waterways are funded predominantly by non boaters and largely the services ie toilets and car parking are usually found at C&RT property ie marinas these facilities should always be made available to non boaters. Unless of course the attitude of C&RT is we want you to use our waterways but we want councils or private businesses to provide the services, the public do not give money to make things exclusive to boaters, A statement by a senior cart manager saying marinas are for boaters only there are 2000miles of towpath for the general public and it is her intention to make all marinas a no go area for non boaters quite frankly is insulting	4/5/2014 1:21 PM
457	Stop the use of a quiet environment for use by inconsiderate cyclists	4/5/2014 12:45 PM
458	Financial contribution from all these extra users - are you going to target them in some way e.g. fund raising for the Trust?	4/5/2014 11:08 AM
459	yes, actually policing the tow paths, most of the proposals are common sense but restrictions need enforcing ie dogs on leads and clearing up after them and speeding bicycles	4/5/2014 3:31 AM
460	Cyclists should be made to travel slower I have had several occasions when Lycra clad folks on bikes have almost run me down they think it's not cool to have a bell/horn to warn other users of the towpath. Also there should be a charge so they can contribute to the costs of canals and not just the people who own boats.	4/4/2014 10:27 PM
461	Clear principles for shared use by cyclists and pedestrians. There must be an acceptance of an audible warning by a bell to warn them of cyclists coming up behind. There should also be a cycle identification plate to allow reporting of inconsiderate users.	4/4/2014 12:42 PM
462	boater and anglers pay licences to use the canals no other groups do maybe some nominal licence fee be introduced for all users ? to help fund the upkeep for all	4/4/2014 12:05 PM
463	Ban all cyclist from the towpath anglers pay to fish our canals each year mothers and baby prams are being forced into hedgerows by these self centred Idiots who think they have the right of way over every person on the tow path Sunday 30 march I had £60,00 worth of damage to my fishing tackle down to a scots idiot on a bike who had a very good grasp of four letter swear words no way of finding out who he was not like a car reg that can be traced nothing on a bike if bikes want to use the tow path get them registered so any damage done on the tow path they are accountable.	4/4/2014 10:18 AM
464	I would like to see some code of conduct which outlines every users needs. anglers very often have to deal with coping with joggers bashing into them, bikes breaking gear etc	4/4/2014 8:47 AM
465	There are two main surfaces on tow paths -grass / tarmac. There should be separate plans for each surface. Cycles are travelling at high speed on tarmac and should be very aware of pedestrians. On grass there may be good reasons to ban cycles or keep them very slow. There is a problem for deaf and hard of hearing pedestrians who can not hear cycles from the rear.	4/4/2014 5:27 AM
466	As discussed, there should also be a provision for horse riders wherever possible in order to give us the same ability for safe, off road riding and the ability to enjoy the scenic positioning of most of our waterways whilst giving us a safe journey from a to b.	4/4/2014 2:41 AM
467	Use of towpaths for fibre optic cabling etc - need to preserve character of towpaths after such work	4/4/2014 1:55 AM
468	as code of conduct for cyclists ie slow down not charge down . and a statement the other users have the same rights and should not be expected to jump in the cut to get out of the way	4/4/2014 1:51 AM
469	How are any policies which involve cyclists going to be policed? Maybe some sort of registration for non boating users, as a live aboard boater I believe that all users of the canal infrastructure should be subject to the same rules including licensing and standard responsibilities	4/4/2014 1:10 AM
470	Clear guidelines for dog walkers about not soiling towpaths, and facilities for dropping waste.	4/4/2014 1:01 AM
471	Historically many towing paths were NOT Public Rights of Way whilst I agree that it is a good thing to encourage access to our canal system we should not allow them to become free-for-all byways	4/3/2014 9:28 PM
472	These principals are very nice but unless supported by high levels of finance and labor they will be of no long term use. Who will supply the money. Anglers and boaters are the only people that pay to use canals.	4/3/2014 3:22 PM
473	There should be more emphasis on the "two tings" requirement of cyclists to give advance warning to pedestrians; there should be more emphasis on getting cyclists to behave considerately.	4/3/2014 12:01 PM
474	all cycle use must have some form of insurance cover and be made accountable for any damage or injury	4/3/2014 12:00 PM
475	At least two of the questions were not clear (and I have some knowledge of what you're trying to gauge). If you are going to do a survey, please validate and get some help in writing them.	4/3/2014 11:48 AM
476	Walkers have right of way, not cyclists or anglers. Anglers should NOT put their poles across the path under any circumstances. Anglers must understand that others are entitled to be on the towpath - it is not theirs. Dog walkers should keep dogs on leads at all times, not allow them to wee on boaters ropes and all dog mess to be cleared up.	4/3/2014 11:47 AM
477	cyclists should be told to slow down as my wife and I were nearly hit by one	4/3/2014 10:55 AM
478	a)In London the towpaths are hugely valuable for commuters on foot and on bikes. Yes they need to share the space, ride slower, and behave responsibly. But new development (e.g. cafes that spill out across the towpath) needs to work alongside the towpaths as routes. b) Access for kayaks/ canoes is often poor with very large drops between towpath and water, especially at locks.	4/3/2014 10:10 AM
479	Thorn hedges form the boundary of many canals. When they are trimmed the cuttings cause havoc with ordinary cycle tires. A more diligent sweeping up would help. (Not everone has puncture resistant liquid in their inner tubes!)	4/3/2014 10:00 AM
480	In most of the things I read about regarding this subject, the thing that is usually missing is any reference to actual boaters. Always cyclists, disable access, joggers etc, but the people who actually stump up the funding are often last. A good example is bank repairs , instead of using piling which would provide the boater with often much needed additional mooring opportunities a sort of 'Heath Robinson' wood, string and mud repair takes place for 'environmental reasons' . Trouble is that type of repair is unusable to a boater for possibly years until it hardens up!.	4/3/2014 9:38 AM
481	Under the citizen charter, which you sign up to, preferences should be given to those who pay for the right to be there	4/3/2014 9:00 AM
482	Reference to providing good access and adequate parking for towpath users who are visiting from another area.	4/3/2014 8:56 AM
483	Much sterner guidance and sanctions against speeding cyclists	4/3/2014 7:58 AM
484	A burden on all canal users to share their use of the canal carefully, considerately and in a spirit of mutual benefit.	4/3/2014 6:03 AM
485	Speed limit signs for cyclists - if that is what is meant by the question.	4/3/2014 5:55 AM
486	As I have mentioned, a policy for dealing with the small number of problem cyclists is required. It would be good to know who to call and what we can expect to be done to deter or ban dangerous cyclists.	4/3/2014 5:05 AM

# Sharing Towpaths

487	While towpaths are having vast amounts of money spent on them ... Wouldn't it be better for boaters and flood relief, to have canals and rivers dredged? ... It costs boaters a lot of money to licence their boats, only to keep running aground when trying to moor up.... Shouldn't the money be firstly spent on accommodating the licence payers?	4/3/2014 4:53 AM
488	Recognition that the towpaths are public space	4/3/2014 4:43 AM
489	a way should be found for all users to pay for the towpath / canal and not just the boaters, if council's promote them as cycle ways they should be made to pay something towards the upkeep, along with other leisure groups as well	4/3/2014 3:29 AM
490	cyclists should be far more considerate to walkers - many many times an accident in the making is experienced	4/3/2014 2:56 AM
491	Any cycles using towpaths should carry bells.	4/3/2014 2:50 AM
492	It is important that the whole network is traversable. It is not a network if only the popular sections are maintained. Even by linking these sections with basic scoria paths would be sufficient. Too many stretches (even in urban Birmingham) are nothing but rutted mud that can become impassable for many. I believe that some sections are over-extravagantly improved at the cost of ignoring the whole network	4/3/2014 1:45 AM
493	I think these principles are very badly worded and confusing	4/3/2014 1:31 AM
494	The primary use of a tow-path is for the use of boat crews, to assist when necessary the passage of the boat, and the mooring of boats. When repairing, maintaining, upgrading or conducting any other work associated with tow-paths the principle of what helps the boater best should be the first priority.	4/3/2014 1:27 AM
495	Please improve access by removing those silly barriers all along the towpaths. They are a nightmare for those with disabilities and those on bike (particularly with panniers).	4/3/2014 1:26 AM
496	Hedge cutting and height of hedges is a priority. hedges should be able to be looked over from a narrow boat - nothing more boring than going along a canal looking at a hedge all the time!!!!	4/3/2014 1:23 AM
497	Boaters should have priority!	4/2/2014 2:23 PM
498	It is important that all canal tow path users know and understand that of all the users it is only the Angler's that actually pays to use the Tow path so the needs of the Angler is priority for any work or improvements to be made.	4/2/2014 1:27 PM
499	Ensuring that there is capacity on the towpath for boaters to tie up there boats without creating safety issue to other users especially as boaters contribute significantly to the canal upkeep	4/2/2014 1:13 PM
500	don't know	4/2/2014 12:34 PM
501	Up to present I have had two of my boat windows broken by I can only presume towpath maintenance grass cutting contractors, I have come to this conclusion as on both occasions that this has happened I have returned home to find my boat strewn with fresh cut grass and a crack in a window, perhaps you could instruct these contractors to give moored boats a wide berth with strimming machines, also I was talking to a gang of this type of contractor a couple of year ago in Staffordshire, the ground was frozen solid it was minus 10 and they had come all the way from Devon to cut frozen grass in Staffordshire, surely this is an incredible waste of money with the expenses that goes with having people travel 200 mile to cut grass	4/2/2014 10:20 AM
502	cyclists should be made more aware of other waterway users and have to pay for the use of the towpaths and carry third party insurance for damage to others and or property	4/2/2014 9:59 AM
503	Remember these paths are for the use of boaters primarily. Anglers on lock landings appear to forget the need of boaters to stop to operate locks. Cyclists not warning of their approach from the rear of people on the towpath.	4/2/2014 9:20 AM
504	Towpath security. Lighting is badly needed in London to help lower the crime rate against towpath users and boaters. Victoria Park is a prime example.	4/2/2014 8:07 AM
505	principle 9 is too blunt, i agree with the essence but i feel it needs refinement, perhaps; 'where, with local evidence and knowledge we will not promote....'	4/2/2014 6:53 AM
506	what principles?	4/2/2014 6:44 AM
507	IT IS A TOW PATH TO ENABLE BOATING... ALL OTHER USE MUST BE CONSIDERED SECONDARY. This is the Canal & River Trust, if the tow path is considered to be saleable, somehow separate as an entity then you may have missed your way.	4/2/2014 5:24 AM
508	There is a need to educate non-boating users, particularly anglers and cyclists, in the needs of boaters when mooring on the towpath.	4/2/2014 4:57 AM
509	Core function of canals is that they are navigable waterways. This causes their structure to be maintained for the use of all for quiet, relaxing enjoyment. Specific groups eg cyclists, nature-lovers should not be allowed to dominate.	4/2/2014 4:51 AM
510	If the more use of towpaths is to be encouraged then the infrastructure should be put into place to support it. More facilities would be required such as toilets, parking areas, and refreshment places. Also more control of the users must be in place to avoid and resolve conflicts.	4/2/2014 3:47 AM
511	a complete rethink of the use of canal towpaths and protection for those who pay to use the towpath above the freeloaders should be considered, when you start charging cyclists, dog walkers, trekkers and all and sundry who discard their rubbish along the towpath things might improve	4/2/2014 3:22 AM
512	I think more emphasis should be made on the consideration of other users. May cyclists travel at more speed than is necessary,	4/2/2014 1:55 AM
513	Signage to be used & how will this be communicated to users What penalties for abuse will be imposed	4/2/2014 1:30 AM
514	Dog Walkers should be compelled to clean up after their dogs. The towpaths are in a disgusting state.!	4/2/2014 1:23 AM
515	The use of sign boards are a really useful feature. There are some on towpaths but more would be welcome as a historical message.	4/2/2014 1:06 AM
516	More education for the faster users ie boats cycles canoes on giving the slower users more time to move out of their way	4/1/2014 11:50 PM
517	wheelchair access should be all along canal network including through towns	4/1/2014 10:18 PM
518	Anglers should be discouraged from littering, and from leaving bait. I've seen rats on the towpath in urban areas, eating food and bait waste.	4/1/2014 7:45 PM
519	All cyclists using towpaths should pay an annual registration fee and every cycle should carry a visible registration number. An essential element in obtaining registration is holding a current 3rd party insurance policy.	4/1/2014 7:31 PM
520	Widen Towpaths where possible to keep bikes and walkers away from the water edge where anglers who PAY to fish the Canal can do so undisturbed BURY THE BANKSIDE POWER LINES	4/1/2014 3:00 PM
521	The principle that if towpaths are available for leisure by anyone then it should not be just boaters or anglers who pay for their upkeep	4/1/2014 2:33 PM
522	The only problems to me are cyclist who treat tow paths like motorways	4/1/2014 1:57 PM



# Sharing Towpaths

523	The primary principle should be that towpaths are there to serve those using the waterway. Those of us who are not using the waterway for its intended purpose are secondary users and must accept that towpaths can be muddy, rutted and narrow. Not to mention a little overgrown in the summer.	4/1/2014 1:44 PM
524	Towpaths should be upgraded for horse traffic as the original intention. Cyclists and fishermen should be banned where necessary for safety of foot traffic.	4/1/2014 1:33 PM
525	Yes in this day of funding and budgetary issues, remember its the anglers who have always paid for the privilege; of tow path use. Out of all of the groups please reconsider our position in the pecking order	4/1/2014 12:30 PM
526	All users must have a code of conduct that respects other users. To enforce this then some kind of process for reporting issues should be made available	4/1/2014 12:04 PM
527	The biggest issue among towpath users is the speed cyclists go, the towpath is not designed for or suitable for these speeds.	4/1/2014 11:52 AM
528	Yes that more consideration should be given to those users who pay to use the waterways over those who contribute no funds.	4/1/2014 11:28 AM
529	Boaters and anglers as part of their club agreement or individual licence must have public liability insurance. I feel cyclists should be licenced and hold similar insurance cover.	4/1/2014 11:07 AM
530	Widespread notices to deter irresponsible dog owners from failing to clear up after their dogs. I speak as a twice daily towpath dog-walker in the Rode Heath area (T&M), and boater who is often disgusted at having to negotiate dog mess when trying to moor up... provision of strategically placed dog poo bins might be helpful...	4/1/2014 10:42 AM
531	More considerate maintenance. Eg On the G U canal in Northamptonshire contractors cut the grass in late spring and all the cuttings were spewed into the canal taking many weeks to rot and sink and perhaps to the detriment of water conditions. Hedges are 'strimmed' covering the tow path with thorny fragments puncturing bike tyres. In many places the tow paths are now too narrow for persons to fish and cyclists and walkers to pass.	4/1/2014 9:51 AM
532	Trying to ensure cyclists stick to a slow safe speed at all times and not use the towpath as a race track as now in some areas	4/1/2014 9:39 AM
533	Cyclists should have a bell, and use it. When cycling this gets me along more quickly, when boating or walking it alerts me to a cyclist who may be out of my immediate vicinity, but coming towards me. Dog owners must pick up poo! Boaters, walkers and fisherpeople should take their rubbish home. CRT should provide more places to recycle.	4/1/2014 9:36 AM
534	Educating the the many users of the canal system, making each organisation aware of other users.	4/1/2014 9:29 AM
535	Emphasis on prime purpose as support for boating activities	4/1/2014 8:47 AM
536	Enforcing any code rigorously.	4/1/2014 8:20 AM
537	Canals were made for boats both narrow and widebeam. Accommodation for boats to moor for short periods must be provided.	4/1/2014 8:01 AM
538	please keep boating at the head of all changes as this is what they were built for	4/1/2014 7:50 AM
539	Yes including wildlife and personal towpath usage in one question is barmy. There should be a list of inconsiderate behaviour, such as wearing personal music players with closed earpieces. Consistent, or a minimum standard for a towpath would be useful.	4/1/2014 7:35 AM
540	I feel i must mention that there are increasing numbers fraudsters operating on the canal. They pretend to be the baylif and show you fake ID and sell you a ticket. I have reported this to the real Bayliff. This needs to be policed and the perpatrators caught.	4/1/2014 7:14 AM
541	Those that pay for the privelege of using the canal and towing path such as boaters and anglers, should have their needs and demands catered for above anyone else. The natural and unspoilt charm of towing paths has been decimated in recent years by this obsession to pave or tarmac them creating high speed tracks for selfish, aggressive, and speedy cyclists. Surely one of the joys of walking a towing path was that it was unspoilt, you had to wear wellies and allow the children to splash in puddles and get muddy. It was an alternative and the nearest thing to walking in a farmers field in the countryside, and yet something of a history lesson in finding out about our past. In many places now, the towing path has lost all character and you might as well walk down the local high street for there is no difference. They have ceased to be towing paths and are now just pavements and cycle tracks. Such a shame BW/CRT consider that this is the direction to go in.	4/1/2014 7:01 AM
542	Seats, wider towpaths where possible, or passing places, and in an ideal world, separate cycle/people lanes!	4/1/2014 6:30 AM
543	As an angler I feel that I am discriminated against as I have to pay to fish on my local canal whereas canoeist and others can use it for free often ruining my fishing by being their behaviour. If anglers misbehave their rights to fish are taken away but anyone can boat or canoe, do what they like and nothing will change for them. How about a charge for day boaters or holidaymakers and a licence for evangelists.	4/1/2014 6:19 AM
544	What about boaters there seems to a lack of interest from the trust towards the users of the canals	4/1/2014 5:37 AM
545	towpaths were not built for cyclists and the upkeep of them should relect that. There are more important waterway maintenance requirements to spend money on than having a hard surfaced towpath that encourages speeding cyclists	4/1/2014 5:24 AM
546	That Towpaths should be available for considerate use of cyclists and not used as racetracks and must be adequately enforced. Anglers pay considerable sums for use of the canal network, no other organisation contribute individually yet angler needs are ALWAYS at the bottom of the pile. we pay for what is a decreasing amenity. Cyclists have no insurance are there and gone in seconds and can destroy fishing tackle in an instant. I personally had a pole worth £1000's broken by a speeding idiot on a bike some time ago, who did not stop and would have had no insurance anyway. Please give more consideration to anglers who PAY to use the canal system over freeloaders	4/1/2014 4:53 AM
547	From personal experience I'm afraid that licensing of cyclists is inevitable and should be seriously considered.	4/1/2014 4:46 AM
548	Do not fence off locks and canals just because ther is a "percieved danger" that little Johnnie might fall in. Children need to learn to recognise natural and man-nade dangers and act accordingly. We did in our youth, without physical barriers to "educate and safeguard" us	4/1/2014 4:32 AM
549	Dog fouling rules need to be actually enforced, not just advertised, especially in residential areas such as Avoncliff . They are widely ignored, and no penalties are ever applied. There should be a ban on running boat engines and generators, playing music, lighting barbecues and making any loud noises, when moored within around 200 yards of houses, at any time of day.	4/1/2014 4:25 AM
550	Reality bites. These woolly, contradictory statements are not SMART . Stick to nationally recognised safety standards. If a towpath is too narrow, DO NOT allow Sustrans to call it a cycleway. NAVIGATION SAFETY comes first at pinch points like locks - I can not move my boat to another way, but I can (and do) ride my bike somewhere else.	4/1/2014 3:52 AM
551	A certain amount of priority should be afforded to those who pay to use the network, i.e. boaters and anglers	4/1/2014 3:52 AM
552	It's important that these principles should apply to ALL canals - not just navigable ones.	4/1/2014 3:50 AM
553	towpaths are primarily transport routes, whatever the speed of transport, horse foot or cycle. An important exception is angling, which is a barrier to transport both on the water and the towpath, especially where long rods are used. the problem is exacerbated by competitions, where great lengths of towpath and waterway are clogged up for many hours. this needs to be addressed and, if anglers are paying suitable compensation for their use, this needs to be publicised,	4/1/2014 3:14 AM
554	Towpaths were not constructed for cyclists - no efforts should be made to accommodate them, most of whom have no regard for safety or other aspects.	4/1/2014 3:13 AM

# Sharing Towpaths

555	Responsible courteous behavior. We have seen an increase in stag dos between Bradford on Avon, Avoncliff & Bath. Drunkfulled boats with lads & lasses on mission to get pissed, cause no end of problems along the stretch of canal for boaters, live-aboards, houses adjacent to the canal. I would please urge you to address the issue of hire companies continuing to hire boats out to groups of stag dos. Alcohol, boats & water are a dangerous combination.	4/1/2014 2:46 AM
556	Canal users Code for all.	4/1/2014 2:38 AM
557	As previously mentioned, there should be structures added to certain towpaths where reckless speeding cycle use has become a problem.	4/1/2014 2:35 AM
558	There should be tighter restrictions on cyclists who come hairing a long towpaths ringing their bell expecting everyone to jump out of their way and they should have priority. This can be a particular problem at locks or moorings where crew may be trying to operate the lock or pulling on mooring ropes trying to get a boat into the bank possibly fighting against strong winds. I have experience of this as a common problem it is not just isolated incidents.	4/1/2014 2:11 AM
559	as canals are a favourite place for dog walkers ,1 we need more signs to tell people to pick the dog poo up and not leave it on towpaths also to keep dog under control around locks(not many do).I think cyclists should be made to give other towpath users a warning when they race along the towpaths.(yes they do). they expect you to move ,not them to slow down. bells should be compulsory on all bikes and used along towpaths.	4/1/2014 2:01 AM
560	Rowdy stag and hen parties on boats - boatyards who encourage this should be monitored and licenses revoked if their hirers do not respect the canal and its users.	4/1/2014 1:51 AM
561	Physical measures to limit cyclists speeding or travelling in a group s/be imposed	4/1/2014 1:44 AM
562	Towpaths were / are part of an industrial heritage and should not be beautified, but well maintained to the same standard as when built. Canals are for boats not a linear park, yes every one should have access where safe, but not at the expense or safe passage or mooring of craft. Don't forget how much money you get from boaters, and that was what the canals are for boaters.	4/1/2014 1:27 AM
563	signage for speeding cyclist and picking up dogs mess	4/1/2014 1:25 AM
564	The boating use should be priority one. Pedestrians second with other ' sporting/ recreational uses as available if it costs nothing to groups one and two in terms of finance, safety or annoyance.	4/1/2014 1:16 AM
565	Lycra cyclists and over kitted fisherman are the bugbear of most popular towpaths	4/1/2014 1:03 AM
566	Of the stated 50% of the population who are in close proximity to a CRT waterway, CRT should positively encourage local authorities to increase their Council Tax by £0.01 to demonstrate their willingness to act as an engaged stakeholder.	4/1/2014 1:01 AM
567	That dog walkers should be in full control of their dogs when passing moored boats to prevent soiling of mooring ropes and the immediate vicinity of the moorings in general.	4/1/2014 12:30 AM
568	as per my last comment . The towpaths should be maintained and preserved as they were originally intended, that is as a serviceable towpath.	4/1/2014 12:18 AM
569	behaviour of dog owners and their dogs. no mention of them .Loose dogs on the towpath are a menace whether from boats or walkers. 3 people bitten on 2 canals in 3 weeks that I know of.	4/1/2014 12:16 AM
570	More litter and especially dog poo bins to keep our canals and rivers cleaner	3/31/2014 11:02 PM
571	The towpath should be maintained principally for the use of boater's and walker's first. Cycling should be a secondary consideration.	3/31/2014 5:54 PM
572	Do you think that towpaths should become an uninterrupted route for speeding cyclists ?	3/31/2014 4:21 PM
573	Policing of speed and damage caused to tow paths by cyclists especially mountain bikers	3/31/2014 3:30 PM
574	As part of my vision for a 'Towpath Code of Conduct' a very important element that should be adopted now is which side of the towpath do I use? Should we adopt the boating rule or the rule of the road? Do I walk/cycle/jog on the left or the right?	3/31/2014 3:18 PM
575	There should be an enforced speed limit for cyclists of walking pace.Towing paths are not suitable for speed cycling. Anglers must not obstruct towing paths.Boaters should have priority over anglers when it comes to mooring space.	3/31/2014 3:12 PM
576	A commitment by the trust to enforce regulations. Lack of enforcement allows apathy and that leads to conflict!	3/31/2014 3:08 PM
577	improvements should not in themselves give rise to people using bikes at high speed and in all cases should be designed to prevent this by corrugations or similar	3/31/2014 2:59 PM
578	Canals were designed and built for boating. Where mixed use leads to conflicting priorities (Eg angling space vs mooring space) priority should be given to boating. Anglers are able to fish elsewhere - such as rivers and lakes - whereas boaters don't have this choice!	3/31/2014 2:41 PM
579	it is hard to mix point to point cycling and casual riding with the kids	3/31/2014 2:41 PM
580	WCyclists are a hazard for the most part unless associated with boats. An enforceable permit scheme is a good idea	3/31/2014 2:33 PM
581	There needs to be specific emphasis to reduce dog mess. Inconsiderate dog owners are a blight and consideration should be given to banning dogs from popular stretches at busy times. This is already enforced on popular beaches during summer months and should be extended to canals. Heavy fines should be levied on dog owners who do not clean up after their pets.	3/31/2014 2:30 PM
582	Unless Government financing is received towards the upkeep of the towpath, or other income streams are devised to cover other users then boaters use of the towpath should have primacy. This is not to exclude or deter other users merely to make it clear that since the boaters are the only one's under the current arrangements who are paying for their use of the facility, their requirements come first. If means are found for all users to pay towards the facility then all users should have equality.	3/31/2014 2:27 PM
583	provision of meaningful and sensible questions that address the real issues.	3/31/2014 2:24 PM
584	Keeping the towpath and the water free of rubbish. Using it in such a way as not to disturb wildlife along the canal and its towpath.	3/31/2014 2:22 PM
585	please see my previous comments. I am fed up with rude people using the towpath. Only today I was scared out of my wits by a cyclist who did not use his bell to alert me. I was enjoying a lovely stroll, listening to the birds and enjoying nature, walking slowly. I am sorry I was in his way and annoying him as he sped along the towpath, sorry, cycle track!!!!!! Also, please promote the rules for fishing. I am regularly annoying fishermen when on my boat, when they are fishing by locks or bridges or on designated 48 hour moorings. Also, when I am walking the towpath they sometimes block the path with rods etc and wont move them so you can pass. I have slight walking difficulty and shouldn't have to go up a bank to avoid them, how do pushchairs and wheelchairs deal with this problem. Another issue I have, why do people think its OK to go up to a boat and stare in at the windows or door? You wouldn't do that to someone's house, caravan or tent, so why a boat. You really need to make everyone aware of the etiquette of the waterways. Its the one place left where you can get peace and quiet and friendliness but we are losing that. It has changed over the many, many years that I have been walking the towpath, and the 10 years that I have been a boat owner.	3/31/2014 2:01 PM
586	The amount of dog mess along some towpaths (I'm thinking specifically of the Selby Canal but no doubt other waterways are similarly afflicted) detracts from the pleasure of many users. I am not sure how this problem can be controlled, short of banning dogs, but I think this is a problem that needs looking at.	3/31/2014 1:52 PM

# Sharing Towpaths

587	You say cyclists 'should think about' using headphones. I think they should be banned for all towpath users full stop. It is a safety issue if you cannot hear someone shouting a warning. Locks are dangerous and accidents can happen.	3/31/2014 1:47 PM
588	its a cycle track,not a race track!	3/31/2014 1:43 PM
589	Dredge the canals Put Narrowboat use high on your list	3/31/2014 1:31 PM
590	Dog walkers should respect other towpath users and should clear up after their pets have used the tow paths as a toilet. Also dogs should be kept on leads under the control of their owners	3/31/2014 1:16 PM
591	The potential for angling especially in remote areas is under utilised as the access and parking issue is what lets it down. Improving the canals infrastructure should include how the increased capacity will be managed and should take into account these two things.	3/31/2014 12:48 PM
592	Ban cyclists during summer months so that family's can use the canals in safety	3/31/2014 12:45 PM
593	That they remain open to all who respect primary reason for the construction of the canal system.	3/31/2014 12:41 PM
594	Towpaths should be promoted as public footpaths - encouraging people to be active, with associated health benefits.	3/31/2014 12:38 PM
595	The towpath is a major part of the navigation and boating and boat mooring should be their principal use.	3/31/2014 12:20 PM
596	C&RT should provide enough staff to ensure that these principles are adhered to, especially where shared use by cyclists is permitted.	3/31/2014 12:11 PM
597	Speeding cyclists are a great danger to us adults stepping off boats, or trying to moor up. Also a great nuisance if you are sitting in deck chairs. They are even worse when you have dogs and children with you. Cycling clubs are a great worry.	3/31/2014 12:07 PM
598	As already mentioned, mooring boaters.	3/31/2014 12:07 PM
599	On the whole, I feel that the use of the canal towpaths has been very badly promoted and managed, and the vast majority of cyclists I encounter are oblivious to other users, usually focused on a time trial or race!	3/31/2014 11:55 AM
600	Control of vegetation growth during the summer SHOULD be a priority to maintain connection between canal and towpath. This is NOT the case on some canals such as the southern section of the Staffs & Worcestershire Canal, where from spring onwards there is a barrier of veg growth of up to 7 or 8 feet high! This can make seeing the canal from the towpath almost impossible, and in the event of a problem on a boat accessing the towpath along most of the canal can be virtually impossible, making it down write hazardous. Incidentally there is AMPLE room for flora & fauna BEYOND the towpath and on the off-side; no need for a jungle on the canal edge! I can only assume that the Conservation and Ecology card is being played as a smoke screen to money saving.	3/31/2014 11:54 AM
601	ban bikes, for the safety of other users.	3/31/2014 11:36 AM
602	The prime need of the towpath must be to aid navigation	3/31/2014 11:22 AM
603	The should be a general principal that all uses should show consideration to other users of the towpath. I am an angler but I firmly believe that all anglers should keep the main towpath walkway free of their tackle and pole should be ship to the side and not backwards. I also believe however that cyclists should know that there is a slow speed limit to avoid unnecessary conflict with pedestrians and anglers and a bell should be mandatory on all bikes on the Towpath	3/31/2014 11:19 AM
604	Priority must be to sustainable use, which means prioritising funds for maintenance of primary uses (as waterways), and heritage, without pricing those who provide much of the revenue off the network. This would create a spiral of decline, which would be very difficult to reverse, and could seriously damage/reduce the network and it's value to *all* users.	3/31/2014 11:14 AM
605	The danger of speeding cyclists and their disregard for other tow path users is now out of control. Anglers and boaters have to pay to use the system. Cyclists should have to pay as well to repair costs of the towpath. Cyclists must have insurance to cover costs of accidents.	3/31/2014 11:08 AM
606	The maintenance of the 'tradition' of the waterways and towpaths. Our canal system is unique and so attracts many visitors. Let it not be spoilt by opening up the towpaths to non traditional means of transport.	3/31/2014 11:07 AM
607	boats!!!!!!!!!!!!!!!!!!!!!!!!!!!!	3/31/2014 11:05 AM
608	cyclists should have a permit that states that they don't have the divine right to speed along towpaths splashing walkers and damaging anglers tackle which is very common in watford	3/31/2014 11:03 AM
609	Increased access and usage should not be at the expense of security and safety of boaters	3/31/2014 10:58 AM
610	A very specific cycling speed limit, which is monitored and enforced.	3/31/2014 10:51 AM
611	Dog mess is a real problem along many towpaths and is a huge hazard for boaters bringing it into their boats on their shoes. Sometimes boaters' dogs are to blame but many people walk their dogs on the towpath and don't clear up afterwards. Perhaps there could be more dog bins provided and notices erected to remind people of their responsibilities.	3/31/2014 10:41 AM
612	Towpaths should be prioritised for boters over all other users. Cycling should be discouraged as it is unsafe for pedestrian users when cyclists refuse to obey any signs and/or rules. Cyclist should be made to pay for towpath use and be required to have insurance when doing so.	3/31/2014 10:30 AM
613	Signage should specifically prohibit the blocking of towpaths by mooring ropes, fishing tackle etc.	3/31/2014 10:28 AM
614	Priority should be given to pedestrians and on a slower pace of life. I know towpaths were originally provided for horses and people were banned from using them but nowadays they have got to be provided for the safe use of all hence priority for pedestrians.	3/31/2014 10:27 AM
615	The right of boaters to have peaceful places to moor. The importance of keeping more of the canal edge cleared so that boaters can access the towpath. In urban areas the importance of placing more mooring rings/bollards so that boaters don't have to snake ropes out to pins.	3/31/2014 10:24 AM
616	Barriers at high boating activity sites such as locks making cyclists dismount. Fishing match pegs should no be allocated on popular moorings	3/31/2014 10:12 AM
617	no cycles	3/31/2014 10:07 AM
618	The towpaths should be predominantly to aid the passage of boats. Walking is acceptable, as is fishing (just). No attempt should be made to facilitate the passage of cyclists. Indeed, chicanes and adverse rumble strips should be added every 1/2 to 3/4 miles to deter the lycra-louts who seem to ride recklessly without any care or interest in those proceeding at a more sedate pace.	3/31/2014 10:03 AM
619	Although the towpath is a shared amenity, it really is essential that lock moorings should be kept clear of anglers so boats can moor safely to operate the lock. Clear signage should point this out. It is not sufficient to put "For lock use only". Boaters understand this means they are not to moor, but anglers still think they can sit fishing between the bollards.	3/31/2014 10:02 AM
620	Collaboration with volunteer groups to brign towpaths to an agreed standard through partnerships	3/31/2014 9:51 AM
621	Not entirely missing, but more emphasis needed on those bringing dogs onto towpaths (including boaters) keeping dogs fully under control, and always removing waste (pushing it into the canal is not acceptable!)	3/31/2014 9:49 AM

# Sharing Towpaths

622	Safety must be the main concern along towpaths fisherman must be restricted to normal length rods as the very long extensions block the way. Cyclists go far to fast on average four times faster than strollers. Verges to the towpaths should be cleared to show the actual water edge.	3/31/2014 9:42 AM
623	Although suggested in some previous questions, cyclists should be required to ride responsibly and with due consideration to other towpath users. Towpaths are often used as easy riding commuter routes by those who wish to get to their destination as quickly as possible.	3/31/2014 9:35 AM
624	No cycle racing or time trials allowed	3/31/2014 9:16 AM
625	Consideration by dog owners for others using the towpath. Continued use of rubbish bins for dog waste and fines for those caught leering their dogs foul the towpath	3/31/2014 9:10 AM
626	Stress considerate use of towpaths, and that primary use is for boating activity, i.e Mooring sites should take priority for boating	3/31/2014 9:08 AM
627	All cyclists should have bells and use them. Where there is shared use they should carry 3rd party insurance as boaters do.	3/31/2014 9:06 AM
628	Signage should be put in place to detail the shared usage and that consideration to other users should be upheld. Dog fouling signs detailing prosecution for miss use. As anglers pay license fees maybe cyclists should too if they are to use canal towpaths?	3/31/2014 8:57 AM
629	The Cana; & River Trust should be promoting the use of these waterways are a way of life, and should be lobbying for increased access to Affordable Residential Moorings with access to utilities.	3/31/2014 8:51 AM
630	keep the canals and towapths as they are. Make so called improvements in urban areas but not in rural areas. Real walkers do not mind mud and a rough surface. Stop trying to make access for all - it is not necessary and will result in the detriment of the canals.	3/31/2014 8:32 AM
631	The strong exclusion of motorcycles is missing	3/31/2014 8:29 AM
632	use of materials sympathetic to the location and historic context of the waterway.- tarmac isn't suitable in all locations ...	3/31/2014 8:13 AM
633	No speeding cyclists!	3/31/2014 8:03 AM
634	That there should be a binding agreement by all users organisations boaters, fishing, cyclists, etc on these principles.	3/31/2014 7:50 AM
635	As these will benefit a large number of people outside those who presently have to pay - boaters and anglers - they should state that other sources of funding should pay for most of the improvements	3/31/2014 7:39 AM
636	As much as horse boating is important to the heritage of the waterways, so are narrowboats, and trade via the waterways. I believe that making space for trade boats in appropriate locations would be great for all towpath users - locals could go to a regular spot much like a market place to see what's on offer that week/month. And honouring the place of narrowboats as part of the economy and history - and those who live on their boats (as different from holiday makers or those who use their boat as a second flat) would add to the mutual respect and cultural diversity of the country. Sometimes I see evidence of an 'us vs. them' attitude that makes it difficult for everyone	3/31/2014 7:35 AM
637	Towpaths should be shared but consideration should be given especially by arrogant cyclists for everyone else. Also towpaths are not dog toilets.	3/31/2014 7:13 AM
638	total ban on fishermen fishing opposite moored boats	3/31/2014 7:09 AM
639	Signs should make absolutely clear what is allowed and not allowed and who has priority.	3/31/2014 6:58 AM
640	speed limit for cycles SLOW	3/31/2014 6:25 AM
641	Towpath users Charter. Hilighting the principles in the document	3/31/2014 6:20 AM
642	The principle that the protection of the real heritage of the canals (not just names) and the use by boats to be the primary objective. If this is achieved the all the other stated principles will automatically follow.	3/31/2014 5:37 AM
643	All users should THINK so they do not do something which may impede or obstruct other users for an unreasonable length of time	3/31/2014 5:03 AM
644	Ban cyclist as they don't seem to be able to travel slow.	3/31/2014 5:00 AM
645	Lock approaches are for the use of boaters passing through the lock, not for moored boats or anglers.	3/31/2014 4:53 AM
646	The towpaths are the homes for many liveaboard boaters without home moorings, and are also the site of facilities. The security of the towpaths, and the availability of all facilities, from enough turf to drive in a mooring-pin to pump-outs and water-points must be preserved and improved upon.	3/31/2014 4:44 AM
647	As a boater i pay a significant amount towards the up keep of the path/cut. So far every other user group has had concessions granted. When are we likely to get our interests prioritised ?? Ie i dont expect or deserve the angling club to require me to move because im on his/her swim.	3/31/2014 4:39 AM
648	Towpaths are an inseparable part of a waterway and should be treated as such and not hijacked for any other use. There is nothing whatever wrong with towpaths only with some of the people using them. High profile action should be taken against dog owners who fail to clean up or control their animals and cyclists who seek to bully their way into dominance. Both of these categories act in a manner which spoils the towpath for other users and in some places towpaths have become de facto the domain and property of the inconsiderate.	3/31/2014 4:38 AM
649	Priority to towpath use should always be to boaters navigating boats, as unimpeded access to the bankside / mooring posts & rings can be critical to safety & the security of boats. Also, the removal of mooring sites should never be considered as a method to improve access to the towpath (unless alternative, similarly regulated mooring sites are created of equal size & facilities)	3/31/2014 4:34 AM
650	Ban cyclists from towpaths	3/31/2014 4:32 AM
651	Extensive provision of mooring rings to lessen the use of mooring pins and the subsequent damage to towpaths.	3/31/2014 4:25 AM
652	Liveaboards should not use the towpath as an extension of their living quarters.	3/31/2014 4:23 AM
653	A canal is primarily a navigation and should be recognised as such , boaters and boating must take precedence when designing the towpath environment.	3/31/2014 4:07 AM
654	Little is included here about wildlife especially plants and vegetation. Care needs to be taken that a 2 m wide cycle path does not squeeze out vegetation.	3/31/2014 4:00 AM
655	Establishment of an etiquette for pedestrians would be a useful addition to the principles. This etiquette should include such measures as "pedestrians keep left" (or right, I don't really care, although from experience I can tell you shared paths always work better when *all* of the traffic is traveling in the same direction), "be aware of users coming from behind as well as the front, " "be aware of other users," "groups of two or more please allow room for other users." These are the routine issues I see daily on the towpaths.	3/31/2014 3:58 AM
656	More signage and directional information,would add to everyones enjoyment of the towpaths	3/31/2014 3:43 AM
657	Facillities should be improved for boaters	3/31/2014 3:38 AM

# Sharing Towpaths

658	Due to the significant costs involved the responsibility for the maintenance and use of the towpaths should be passed onto Local Authorities and Parish Councils. The CaRT should concentrate its funding on the maintenance of the waterways for boaters use. Volunteers cannot be relied upon to carry out the towpath repairs to Health and Safety standards and should be restricted to mowing, grass strimming and hedge trimming and contractors used for piling works, hole filling etc.	3/31/2014 3:34 AM
659	Good old common sense. You cannot get a quart into a pint pot. If the towpath cannot take upgrading to include everyone so be it.	3/31/2014 3:34 AM
660	Clarity as to priority of users.	3/31/2014 3:32 AM
661	1. The environmental aspects of towpaths seem to be missing - they are corridors for nature as well as for people. 2. Also there is no mention of their contribution to the historic environment. This can be particularly important where traditional (often brick) surfaces are used on slopes alongside locks and rising to bridges. This is part of what makes the canal world special. 3. Rural areas have different needs & solutions to urban areas.	3/31/2014 3:25 AM
662	Restoration of disused canals and links between canals	3/31/2014 3:23 AM
663	So far the principals make scant reference to the rights and needs of boaters use of the towpath. Yes the visitors to the towpath have to be catered for and encouraged but at the same time the people that are the lifeblood of the canals 365 days of the year must be given consideration. Day in day out we have to live with the speeding cyclists, gongoozeling tourists peering through your windows and constant piles of dog mess outside our front door! We put up with these inconveniences and more because we love the waterways, we love our environment, we love the lifestyle. WE should be considered as much a part of the infrastructure of the network as anything else!	3/31/2014 3:20 AM
664	the canals were built for boats and the priority should be for boaters.	3/31/2014 3:19 AM
665	The very principle of preserving as was. Rather than updating or improving. Imagine, every bank was concrete piling, every towpath laid to tarmac, every hedge replaced by a 2m high galvanised anti climb fence. What have we, nothing!	3/31/2014 3:11 AM
666	The canals are wonderful peaceful places and more seating in the way of benches should be provided. I realize there is a cost to this BUT there is a lot of over grown trees on the non tow path side surely these could be chopped down and re cycled as rustic benches for very little cost.	3/31/2014 3:07 AM
667	Respect of privacy to be shown to boaters on residential moorings. Stretches of towpath would not be beautiful were it not for the gardening efforts of people living alongside. Few towpath users have any understanding that boats are homes to their owners.	3/31/2014 3:07 AM
668	Towpatsh should not be used for cycle meets and as a race track as experienced by the more arrogant of cyclist. It is great that the hobby has received so much attention since the Olympic Games London 2012 but the towpath should be maintained for use by everyone. The expense (we assume) to CART to have to put up "low bridge" signs just for cyclists on the T & M is ludicrous! Wha has happened to common sense?	3/31/2014 3:06 AM
669	Essential that ALL cyclists have a bell or horn fitted on their bikes to give adequate warning	3/31/2014 3:01 AM
670	What should be done to those who do not adhere to the principles I have nearly been mowed down by cyclists on many occasions most of whom do not even possess a cycle bell.	3/31/2014 2:55 AM
671	Where towpaths are developed to accommodate "visitors" as opposed to licence-payers, the cost should be borne by government	3/31/2014 2:54 AM
672	CYCLISTS SHOULD REQUIRE A LICENCE	3/31/2014 2:53 AM
673	Designated signing and maps of accessible towpaths and facilities for disabled people	3/31/2014 2:51 AM
674	More awareness raising of what boaters need to do when handling boats (esp for cyclists), and the instruction to stay well clear of any boat handling that is going on.	3/31/2014 2:50 AM
675	Yes dogs, thier owner and the poo. The number of time dog poo is left on towpath is horrendous. A towpaths should require dogs to be on leads and there should be enforcement regularly. Have you ever had a strange dog, minus owner appear on your boat and then wee on the well deck I have. Have you woken stepped onto the towpath straight into a pile of poo, happens frequently. So please enforce actively poo collection and leads. Signs do not work it needs boots on the ground.	3/31/2014 2:46 AM
676	Make it law that cycles have and use a bell (as well as liable for collisions) the fastest users must take the greatest duty of care	3/31/2014 2:40 AM
677	Adequate provision for mooring is very important. Piling or mooring rings must be replaced so that towpaths can be accessed by boat users too.	3/31/2014 2:35 AM
678	The conditions of towpaths if at all possible should be suitable for cyclists as well as walkers etc.	3/31/2014 2:33 AM
679	anglers and the incursion of rods into the water	3/31/2014 2:27 AM
680	There are problems with people that use the canals (to live) do not respect the waterways / towpaths and often leave rubbish and block the towpaths. Use of the canal should be dependent on those people being custodians of the space and people that abuse that responsibility should be asked to move on.	3/31/2014 2:26 AM
681	1. There should be no railings between the walking surface of the towpath and the water. 2. Long-term mooring to the towpath should be discouraged, and reduced. A per-night charge for mooring to the towpath would eliminate the present overstayng problem.	3/31/2014 2:26 AM
682	Despite saying that pedestrians have priority, most are happy to make space for cyclists. Cyclists need encouragement to use bells to warn of their approach, followed by "thank you"s	3/31/2014 2:24 AM
683	Effort should be made to keep all areas of towpath accessible from the canal. In may areas, and the Kennet and Avon is particularly bad, shrubs, trees and dense reed beds have been allowed to develop between the towpath and the canal preventing mooring or emergency access to the towpath by boaters. This also prevents a boat being towed from the towpath in case of engine failure.	3/31/2014 2:22 AM
684	Towpaths are becoming dangerous places for boaters,walkers,children and elderly people. The danger comes from cyclists who use them as an exercise gym. Cyclists using towpaths should carry a registration number visible on their bike just as boats do. Any incidents can then be attributed and culprits held to account. Just as on the canal there should be a speed limit and surfaces should not be brought to a standard that makes fast cycling possible.	3/31/2014 2:19 AM
685	I think the first principle needs reinforcing to emphasise priorities if there is conflict or potential conflict. Others may have different views, but I would argue that logically - and historically - boaters have priority on canal towpaths, followed by walkers, followed by fishermen (who should not be using roach poles) and only after that new aggressive users - cyclists, motorcyclists etc who should only have permissory rights	3/31/2014 2:13 AM
686	Yes - please legislate for the removal of all cyclists from the towpaths, with the exception of boat crews lock wheeling, and reintroduce the permit system for the use of lock wheeling cycles.	3/31/2014 2:11 AM
687	More barriers and signage to stop speeding cyclists.	3/31/2014 2:10 AM
688	Please do not forget boat crews who may be accessing the towpath from a boat. When they disembark they are often assessing the risk of stepping over water between their boat and the bank. Additional attention to assess the risk from speeding bicycles is not usually at the top of their priorities.	3/31/2014 2:09 AM

# Sharing Towpaths

689	Perhaps written guidance (signage with phone numbers) for what to do if inappropriate behaviour is witnessed eg dog fouling, vandalism or dropping of litter.	3/31/2014 2:07 AM
690	Canals were built for boating and therefore boating, use of locks, movable bridge, winding holes, moorings and lock wheeling by bike should be the prime use of towpaths at all times. From those it seems quite OK to encourage walking, dog walking and responsible cycling too. Where horse boating could be facilitated then horse riding could presumably use suitably upgraded paths and other horse facilities. There are lots of other places for fishing by large numbers of people and certainly competitions should take place on non-navigable water and never on narrow canals.	3/31/2014 2:06 AM
691	Engagement with the neighbours (adjoining properties) of the canal front to ensure that mutual interests and potential for improvement are balanced.	3/31/2014 2:03 AM
692	Attention needs to be given to litter along the towpath, which in parts is shocking and sometimes looks like it's from boaters - fly tipping etc, are they not challenged?	3/31/2014 2:01 AM
693	Put litter etc in bins.	3/31/2014 1:52 AM
694	Cyclists should dismount 10m either side of a lock.	3/31/2014 1:50 AM
695	We boaters pay to use the canals, so why not charge cyclists a toll as the continuous usage does some damage to the tow path.	3/31/2014 1:49 AM
696	Although it is obvious that towpaths are for everybody to use there is no mention of boaters mooring, the other historic reason besides horses pulling boats for them to exist, boaters and I mean proper boaters often feel excluded, the emphasis being given to cyclists many of whom consider they own the routes or fishermen who spread their gear irrespective of other users.	3/31/2014 1:48 AM
697	What measures you are considering to ensure cyclists reduce their speed	3/31/2014 1:47 AM
698	Responsible dog ownership and advice on moored boats/mooring.	3/31/2014 1:47 AM
699	There is a complete absence of any mention of the needs of the boater who may stop at any place and require the safety to handle ropes and, say, hold a boat while a prop is cleared. Space is required to stand back without the concern that a silent fast moving cyclist may arrive. Boating activities should have priority	3/31/2014 1:40 AM
700	Like boaters, cyclists should be encouraged to have third party insurance if they are using shared towpaths	3/31/2014 1:37 AM
701	Towpaths are part of a canal system that was built for boats. That is the first principle	3/31/2014 1:37 AM
702	Make cyclists pay like they used to - boaters have to pay and we get moaned at and knocked down and harassed by cyclists	3/31/2014 1:36 AM
703	The principle that they should be managed positively for future generation use. And conserved as such	3/31/2014 1:30 AM
704	Cyclist should be aware that deaf people, (not always old!) cannot hear them approaching, cannot hear bells, shouting etc. So will not get out of their way & are not aware of which way to step out of their path. This is not deliberate & being abusive will not solve the problem. Incidentally I do cycle, but with a wing mirror!	3/31/2014 1:29 AM
705	I wasn't sure what the principles about horses was.. probably needs some explanation somewhere	3/31/2014 1:13 AM
706	All users should pay to support the upkeep and cleanliness of the canals and towpaths.	3/31/2014 12:20 AM
707	Cyclist should have to show respect for other users ie dismount in certain areas and travel and speeds that do not threaten other users	3/30/2014 1:52 PM
708	As an angler I pay to use the water and the access should be licenced to any other user. Many people use these towpaths and can be very busy esp in built up areas so a speed limit should be introduced for bikers as boats are	3/30/2014 8:51 AM
709	Wardens	3/30/2014 6:47 AM
710	Litter and rubbish in canals should be removed as priority, not only bankside but in the canals improving quality of water.	3/30/2014 3:05 AM
711	Licensing cyclists	3/30/2014 2:53 AM
712	That there should be a commitment to the ongoing upgrade of all canal towpaths	3/30/2014 1:30 AM
713	A balance between historic use, wildlife, safe access	3/29/2014 3:22 PM
714	As outlined in my responses I believe cycling is too dangerous on towpaths. Physical or financial barriers are the only way to deter speeding cyclists.	3/29/2014 12:41 PM
715	There is absolutely no mention in the proposed code of conduct for users about pedestrians, boats and particularly cyclists and dog walkers being considerate towards anglers and their equipment. ie keeping dogs on leads and under control not leaping all over people's fishing gear and intimidating children fishing, also cyclists should be slowing down when anglers are on the bank and making allowances for the short times when tackle may be across the tow path while the angler ships his/her gear back out. This seems a very obvious omission in the code especially as the anglers and boaters in the main pay the most directly to the Canal & Rivers Trust to be there.	3/29/2014 11:08 AM
716	R&CT working to improve accessibility for all in areas out of the more urbanised areas, eg improving towpaths, regularly cutting back bankside vegetation	3/29/2014 8:01 AM
717	I feel it is important that use by horse riders should be encouraged to revisit the heritage usage - as long as it is done sensibly	3/28/2014 3:10 PM
718	Regular maintenance program and priority for boaters	3/28/2014 2:16 PM
719	How will increased towpath usage affect people who live on or adjacent to the canals? Amenity needs to be balanced with the need for peace and quiet where appropriate.	3/28/2014 1:23 PM
720	Areas of the canals towpaths should be set aside to only allow boating / angling / walking as turning the towpaths into mini highways will not keep them as the tranquil areas allowing people the freedom to get away from their busy lives	3/28/2014 11:59 AM
721	Cyclists should slow down when passing moored boats. As a boater in more isolated areas, I will pop on and off the boat not expecting a cyclist zooming by. Boaters when moored should be careful not to fill the tow path with all their belongings and leave room for tow path users to pass uninterrupted.	3/28/2014 11:53 AM
722	Although the free access principle should be upheld I assume anglers and boaters will still be charged for matches and mooring etc and where/when these take place extra provisions should be made such as cycle bans or extra notices	3/28/2014 9:49 AM
723	Signage and information is key but don't want canal environment to become a like a municipal route	3/28/2014 9:43 AM
724	Cyclists should give warning of their approach and should slow down and give consideration to boaters at moorings service blocky etc.	3/28/2014 9:29 AM
725	Angling should be specifically prioritised and encouraged. At the moment it is "something that just sort of happens"	3/28/2014 8:21 AM
726	How are the Principles to be enforced and what is to be done by inconsiderate towpath users?	3/28/2014 8:00 AM

# Sharing Towpaths

727	How can cyclists etc., use towpaths where anglers use those incredibly long rods? I used to use a narrow boat, and some anglers were reluctant, and, annoyed, at having to retract them from the water to allow us to pass. This can also be the case on the towpaths. I appreciate that many anglers are fair, and other users may be difficult, but in order to enjoy multi-user access, we all have to work together.	3/28/2014 7:39 AM
728	Reporting and action against anti-social boaters that foul the tow path. We have seen boaters urinating, blocking the towpath with their bbq equipment and gazebo's, setting up an outdoor cinema with projections onto a white sheet complete with loud sound, allowing their dogs to foul the towpath and ushering them back onto the boats quickly with out clearing up and many more I can't remember over the past 14 years we have lived here.	3/28/2014 6:39 AM
729	That all users should pay to use the canals and towpaths in the same way that motorised boats and anglers pay. It is grossly unfair that anglers, who by law annually pay a large sum to fish in peace and tranquillity on the towpath should have their days ruined by a surfeit of cyclists and horse riders who pay nothing.	3/28/2014 6:03 AM
730	Priority to navigation assistance must be observed by all other groups. This is after all what the waterways and towpaths were constructed for.	3/28/2014 4:39 AM
731	Code of conduct and speed safety. Use of bells on cycles should be legalised. Speed of travel should be regulated. Safety for all users should be the paramount concern.	3/28/2014 4:39 AM
732	A principal of shared use not one where one group of users has priority over another	3/28/2014 4:34 AM
733	Angling on central london canals has become almost none existant due to the increased cycle usage maybe sections of tow path could be closed on designated days to promote angling	3/28/2014 3:54 AM
734	more emphasis on safe equestrian use as it is part of its history	3/28/2014 1:48 AM
735	Canal towpaths are vital routes for avoiding busy roads. They are wonderful oasis's of calm and tranquillity and a fantastic resource we should treasure and improve without destroying their very nature.	3/28/2014 12:41 AM
736	Horses should be allowed back on the towpaths.	3/27/2014 11:48 PM
737	Increased monitoring and prosecution or individuals not abiding by the rules or causing havoc/ danger along routes	3/27/2014 11:14 AM
738	Bridges made more accessible to wheeled users by placing ramps on the steps.	3/27/2014 8:49 AM
739	who is going to dredge the canals when they are silted up and boats are getting stuck, and who is responsible for the restocking of fish after they have all been eaten by zander, mink, comaronts, and eastern europeans.	3/27/2014 8:06 AM
740	Yes - the veg pledge needs a mention	3/27/2014 7:28 AM
741	Wildlife habitats should be more of a priority. ongoing maintenance needs to be mentioned in teh principles	3/26/2014 1:42 PM
742	Towpaths should be used with a clear reason in mind, they are a social space which requires awareness of other users needs as groups and as individuals. The towpath has a pace set by the passage of the narrowboat. Those who wish to race about should use relevant facilities.	3/25/2014 6:22 AM
743	Enforcement	3/25/2014 1:52 AM
744	It should be stated that towpaths are principally for boating use and that others may use them with consideration.	3/25/2014 12:08 AM
745	If it is to be promoted for cycling then the towpath surface should be regularly upkept on busy routes esp in urban areas	3/24/2014 5:03 PM
746	The principle of speed. Towpaths should have a maximum speed limit as do the canals. Cyclists should walk and towpaths should not become part of the national cycle network by Sustrans.	3/24/2014 4:01 PM
747	Remember the boaters! The towpath is a very important part of their life	3/24/2014 3:34 PM
748	Yes boaters who pay for using them seem to be somewhat missing from all your principles. More than happy to welcome everybody onto the towpaths, but some need to remember why they are ACTUALLY there	3/24/2014 2:50 PM
749	The main principle is that these navigations were made for boats, and as such boaters should figure a lot higher in this list of principles. A lot of the people who come to visit our waterways come to watch the boats. Also boaters pay a high premium to use these waterways and in doing so, keep them navigable	3/24/2014 10:32 AM
750	Priority for Boats should be top over all others	3/24/2014 10:02 AM
751	Towpath is primarily for the use of those who pay for it, i.e. Boaters and Anglers.	3/24/2014 5:04 AM
752	It should be made clear to walkers and cyclists that they get the towpaths for free – but that they can contribute to CRT. Cyclists should be made to be more considerate.	3/24/2014 4:36 AM
753	separate cyclists fromn other users	3/24/2014 3:21 AM
754	In urban and other busy areas dogs need to be kept under control, not let to run loose. Dog faeces must be cleared up by dog owners.	3/24/2014 3:16 AM
755	I think more could be done to promote considerate use of the towpath. I'm thinking of reckless cyclists and crazy dogs not on leads. These two things don't mix!	3/24/2014 3:09 AM
756	The canals being mainly for boating (they are the only users who pay) seems to be very low in the priorities.	3/24/2014 1:23 AM
757	No increase in towing path width. No fishing matches. The fishing close season should be re-introduced. Strict penalties on blocking towing paths and dumping rubbish, including ashes in hedgerows. Priority for boats within 50 metres of locks to be enforced.	3/24/2014 1:21 AM
758	A proposal on some much needed cycling 'speed limits' and a method of enforcing them.	3/23/2014 11:56 PM
759	The towpath code is good, however there is no mention as to how it will be enforceable. For example, in my experience, cyclists although they ring a bell when approaching, NEVER slow down and always expect to have right of way, I have often had to jump on to muddy ground to let them by. Also I have seen an increasing number of motor cyclists on the tow path, not only endangering the safety of people, but causing damage to the paths. I would also like to mention he many dog walkers who have their animals off a lead barking and growling at any one who comes near.	3/23/2014 4:59 PM
760	Boaters are nowhere near as high a priority in these principles as they should be. Safe use of towpath for boaters to pull their boat in using ropes without being forced out of the way by cyclists and running clubs and canoeists using the towpath is vital for everyone's safety. Preserve the use of towpaths for boaters as holding right of way at all times.	3/23/2014 4:38 PM
761	If you walk along the towpaths you will mostly be walking in mud! Bikes are churning up the poorly maintained surfaces. If councils amt willing to help pay for the towpaths to be maintained then they should be closed to the general public harsh but the towpaths are a mess and full of rubbish mostly left by walkers/cyclists and mostly fishermen make the most mess	3/23/2014 4:08 PM
762	Segregation of high-speed traffic from walking pace users policing of speed limits minimum towpath width for shared low-speed use Recognition of the 'first come first served' principle of use Clear policy statement of exclusiveness for boat use within 100m of lock landings, visitor moorings and opposite off-side moorings or within 200m of marina entrances.	3/23/2014 2:08 PM

# Sharing Towpaths

763	Not really actually, but I wanted to make sure that i could ask that cyclists aren't penalised for the sake of a few nutters on bikes. Don't introduce measures that are artificial or impossible to navigate with trailers, tandems, recumbents etc for the sake of it please.	3/23/2014 7:59 AM
764	Encouraging barge users not to encroach on the towpath with their possessions and litter as well.	3/23/2014 4:51 AM
765	Towpaths need to be properly maintained and waste removed. Cut brambles are a hazard to cyclists and a risk for vulnerable people in remote locations. Towpaths need to be monitored by CCTV in places where they may be subject to anti social behaviour (eg drugs)	3/23/2014 2:41 AM
766	Although the condition of the tow paths and canals is important the history of the canal boatmen and their way of life is also important and should be preserved. many families has researched their boating family history and may have researched social history of the canals as well, some is well researched and a place for this valuable insight and history should also be found and preserved for generations to come. The Round House Birmingham would be an ideal museum and visitors centre	3/22/2014 4:44 AM
767	(1) Where towpaths are designated as "green ways" for the purposes of planning, they should be "turf-creted". In winter the condition gets so poor that the towpaths become essentially impassable (2) where towpaths are narrow "commuting" cycling should be discouraged as this becomes dangerous in a confined space (3) In any event clear notices should be posted at all ingress points addressing cyclists and requesting speed to be constrained	3/21/2014 3:42 PM
768	Towpaths should encourage people to linger by offering occasional larger areas of banking if achievable, with seating or picnic areas.	3/21/2014 10:26 AM
769	Cyclists who ignore no cycling signs on certain parts of towpaths e.g. near Little Venice to Westbourne Park should be fined.	3/21/2014 10:20 AM
770	The main purpose of towpaths is for boating and this should take precedence; any other users should give way to boat crews	3/21/2014 9:47 AM
771	For cyclists: Slow down to pass other cyclists and shout a warning/ring your bell, they may not have seen/heard you	3/21/2014 9:45 AM
772	Concentrate efforts on paths linking centres of population / employment, not just picturesque tourist areas. Off - road cycle paths are a very rare and valuable commuting facility, away from the danger and pollution caused by cars. Commuter routes for bikes should be given extra attention	3/21/2014 5:40 AM
773	There does, I think, exist a requirement on some paths that cyclists should get a permit before using them. This outdated system should be abolished.	3/21/2014 1:08 AM
774	good communications between the varied uses along the towpath, nobody wants any accidents, who would be to blame if a cyclist at a slow speed was knocked by a boater not looking while mooring up, and a person is knocked into the canal. i cycle but something must be done to keep cyclists to a steady safe speed	3/20/2014 5:25 PM
775	Horse riding should be considered as part of any multi-use track	3/20/2014 4:34 AM
776	it is a case of mutual respect for all users	3/20/2014 12:18 AM
777	Clear principle that the path is an alternative slower route and is not another road for cyclists to abuse in use. I want the paths available for leisure cycling but am aware of how many cyclists, on a daily basis, misuse pavements, crossings, etc.	3/19/2014 2:24 PM
778	that where there are particular problems with stretches of a towpath the local action should be taken, eg where we have lots of joggers who wont slow down or budge as they run at you; the dog shit alley areas, the areas with dogs not on leads and dangerous to other users, groups who block the entire path.. we need education but we also need some means of enforcement in some areas so a principle to tackle specific problem areas should be included	3/19/2014 2:07 PM
779	Education in schools - principles of courteous sharing.	3/19/2014 11:38 AM
780	The use of proper towpath mooring spaces; with mooring rings or places to put pins/chains as necessary	3/19/2014 10:45 AM
781	Perhaps a speed limit for bikes- what about the growth of electric bikes - they should be excluded - but then what about mobility scooters. I think you need to be clear that these are tow paths for towing boats and not cycle tracks. If you want to cycle them fine - but its within the context of what these routes are for not as per se a cycle track	3/19/2014 10:01 AM
782	More use of information boards to educate towpath users that sharing this treasured resource is very important, so that all users can enjoy the canal.	3/19/2014 8:52 AM
783	All canals have heritage, this should be promoted and special sites in particular. More use of canals could be encouraged by walks talks and promotion of special sites.	3/19/2014 8:34 AM
784	Boaters and fishermen/women have priority.	3/19/2014 5:33 AM
785	Please recognise that towpaths are an important access/egress point for: a) wildlife - please take this into account in designs! b) canoeists and kayakers	3/19/2014 3:44 AM
786	Promote protection of wildlife, install and maintain interpretation boards.	3/19/2014 3:11 AM
787	Preserve the character of towpaths - don't turn them into sanitized health&safety wastelands.	3/19/2014 3:05 AM
788	The survey does not raise the question of the use of a towpath as a quay. BW 806 Loxwood West Sussex follows the towpath route along the Wey and Arun Canal. It continues along the canal as BW 809. In recent years the quay has been developed, where boats are docked for pleasure rides, a visitor centre has been built, and the visitor numbers and events increased. The BW should provide safe passage for equestrians, who now find the path is unsuitable at week ends.	3/19/2014 1:38 AM
789	Cutting back vegetation to prevent towpath obstruction. Ensuring that the needs of boaters are the prime consideration.	3/19/2014 1:29 AM
790	Boats are designed to go along canals. There are a v small minority of boaters who rarely move and "possess" the towpath they hog. The requirement to keep moving around should be better enforced.	3/18/2014 3:07 PM
791	Anglers should not be encouraged to block the towpath with poles and other equipment	3/18/2014 1:18 PM
792	principles should make equal responsibility to be safe and courteous to others regardless of speed. the principles should not be issued without clarification of what the trusts legal and or civil position is with respect to enforcement, as the principles read today and the survey questions it appears that you are moving to attempt to ban some user groups from the network. this is unfair given that virtually all use of the network is for leisure thus no user group should have priority or favour over another.	3/18/2014 12:09 PM
793	The emphasis on sharing needs be made most clear to pedestrians. Some seem to take the matter of walkers having priority as some right to be awkward and obstructive to those on vehicles, though this is a minority.	3/18/2014 9:59 AM
794	As a cyclist I think meaningless gates on the towpath should be removed. There are many gates between Skipton and Barnoldswick on the Leeds Liverpool Canal that serve no purpose, or could be left in an open position by default and the farmer (or whoever) closes it when required for, say, moving his animals.	3/18/2014 9:42 AM



# Sharing Towpaths

795	LITTER! I live in Middlewich and work for XXXX in Sandbach I understand that BW (as was) paid for the installation of litter and dog bins and the local council undertook the emptying of same. Middlewich is a 'spaghetti junction' of the system and a popular hire boat base. These bins fill VERY quickly to a point of overflow which leaves a bad impression to visitors and locals alike. My wife constantly has to email the council to get them emptied. They, of course, also used by dozens of dog walkers, myself included to dispose of dog waste. Suggestion: 1. Liaise with local councils to confirm they are still committed to the emptying. 2. Remove them from towpaths all together. I doubt if the situation would be any worse. Responsible tow path users/boaters will dispose of waste/litter anyway. 3. Investigate possibility of local businesses (especially boat or canal related) to sponsor existing and additional litter bins in return for advertising on the bins themselves. With local council expenditure still being squeezed I believe only options 2 & 3 are realistic.	3/18/2014 9:09 AM
796	Although the natural ecology of canal and riverbank is important, it is secondary to using the towpath for human multiuse.	3/18/2014 9:05 AM
797	Question about lighting - many users will not consider unlit traffic-free paths after dark. Reactive LED lighting now cost-effective.	3/18/2014 8:14 AM
798	There needs to be more dog poo bins to encourage people to pick up after their dogs.	3/18/2014 7:19 AM
799	principle of the right of navigation and the ability to pass without obstruction. occasionally there is a requirement for boats to have ropes across the tow paths but this is rare. however it is a regular occurrence for the tow path to be blocked, mainly by people fishing and in particular their tents.	3/18/2014 6:43 AM
800	Access should be as open as possible, and access control systems eliminated, or designed better to avoid the exclusion of several types of welcome user.	3/18/2014 4:08 AM
801	A commitment to open access as a principle - not just as a nice to have. A commitment to maintain open access even if it costs the C&TR money.	3/18/2014 2:56 AM
802	The principle should be that wherever there is or has been a towpath, the trust should be aiming to keep that towpath open and usable by cyclists and pedestrians - or to re-open it where it has been blocked or nearby landowners have annexed parts of it. Towpath users should recognise that they have a duty not to obstruct the towpath for others (yes, I am thinking of anglers here!)	3/17/2014 4:53 PM
803	Trading boaters moored along the towpath	3/17/2014 2:01 PM
804	Visitors to towpath must show respect and tolerance to others, make other people's experience pleasant and be courteous.	3/17/2014 11:27 AM
805	The towpath can not be all things to all people. It's as practical as indoor hand gliding?	3/17/2014 10:58 AM
806	Different principles can apply in different locations - for example, over-use of towpaths is mostly an issue in London as far as I'm aware, and urban conditions and usage are different to rural towpaths. Generally, improvements should benefit all users, or at least improvements for one group of users should not be significantly detrimental to other groups.	3/17/2014 4:18 AM
807	Accessibility is really important, the towpaths in Birmingham are absolutely brilliant however as you go farther out of the city they just deteriorate when you get to tunnels and sign posting is very bad.	3/17/2014 1:24 AM
808	Responsibility of canal trust to provide bins and places to leave dog mess	3/16/2014 3:22 PM
809	The quality of the towpath is crucial to wider use; no-one wants to walk/cycle/jog through quagmires.	3/16/2014 1:33 PM
810	After horses towing boats, pedestrians should have right of way. Cyclists should slow down to less than 8 MPH anywhere where they have to pass pedestrians and should be prepared to stop while pedestrians move to the side.	3/16/2014 10:54 AM
811	In Principle 1, in "established uses" cycling (for leisure) should be included.	3/16/2014 9:54 AM
812	More interest should be shown to boaters. They provide more money than other canal/towpath users but don't seem to get much consideration from CART.	3/16/2014 9:20 AM
813	What is missing is the fact that the towpaths would not exist if it were not for the canals and boaters. Any uses not connected with these uses should be secondary and should be modified to take second place.	3/16/2014 9:02 AM
814	Cyclist can be a menace to peaceful activity when the route becomes popular with them. I now avoid some of my favourite places as they have become overused by inconsiderate cyclists, I got to the point of being nervous about stooping down to pick up my dogs leavings as I was likely to be hit by a cyclist going too fast.	3/16/2014 12:12 AM
815	Canals are to me 'ribbons of tranquility' where the pace of life is slower and all users should be courteous to each other	3/15/2014 2:17 PM
816	When restoring towpaths the aim should be to provide sufficient width to enable walkers and cyclists to pass each other freely - at least 3 metres	3/15/2014 2:13 PM
817	Not quite sure what you are asking here, but it is VERY important that towpaths are maintained primarily for the benefit of boaters. Without boaters, the number of visitors will drop dramatically. Do you remember what the stinking ditches were like before the restoration of the canals in the '70s and '80s? By boaters.	3/15/2014 12:53 PM
818	interpret and encourage an understanding of the history of the waterways and surrounds for all users	3/15/2014 11:56 AM
819	The presence of towpaths should be a de facto 'motor traffic free' route for people using bikes and notably for commuting.	3/15/2014 10:58 AM
820	The surfaces of towpaths should be safe for all legitimate users at all seasons. (having had a very muddy path send me into the Grand Union Canal - wheel stuck - suddenly come loose - splash)	3/15/2014 10:47 AM
821	advice to anglers to prohibit blocking towpaths with their fishing rods	3/15/2014 10:06 AM
822	Basically just need to emphasise that our towpaths are a shared resource for use by all. And that no particular legitimate group should be stigmatised as a 'problem'.	3/15/2014 9:17 AM
823	1. All users should pay a fair and equitable amount to use the towpaths. 2. That there is effective enforcement of regulations etc. for those cycling on towpaths.	3/15/2014 6:54 AM
824	I am concerned about the use of 'ideally' in connection with a short lead with reference to walking dogs along towpaths. I believe that dogs should always be kept on a short lead in a confined public space. This should apply whether there are many other members of the public around or not.	3/15/2014 4:39 AM
825	I've occasionally had 'words' with anglers who are under the impression that to obstruct a towpath by laying their fishing pole(s) across it is their right because they pay a licence fee to fish. Therefore there needs to be an understanding that the towpaths and riverside paths are there for ALL not just those pay to fish for them.	3/15/2014 4:15 AM
826	Notices requesting cyclists dismount. Notices requesting boaters clear up their rubbish before moving off.	3/15/2014 3:54 AM
827	Regulate developments along canal towpaths so that they don't turn into extensions of 'my front yard' areas with sedentary activities or commercialised spaces which block walkers cyclists etc.	3/15/2014 2:08 AM
828	You have completely ignored the issue of dog crap, but I will not be drawn on that issue.	3/14/2014 11:54 PM
829	speeding cyclists and dog mess need's to be addressed more.	3/14/2014 6:44 PM

# Sharing Towpaths

830	People also need to be made aware that as tranquil as it may appear, it can be a dangerous place. Picnics lock sides are not good ideas, nor are lighting open fires on towpaths, bathing -swimming -fishing in the waters around boats can lead to accidents, fisher men fishing near or lock sides cause problems for boater making access to towpath difficult. More dog bins are needed everywhere and by locks, plus they need to be emptied regular, and litter bins need to be placed frequently along walking areas in the hope that the public will use them, instead of littering where is suits them. Dogs should be kept on leads loose dogs around people working locks can be dangerous.	3/14/2014 4:31 PM
831	Recognition by all users that a canal towpath only exists to enable boating. That is why they were built and any other use is a secondary by-product. This survey seems to have got this over-riding principle backwards in so many biased and loaded statements.	3/14/2014 4:18 PM
832	Please see my response to Q5	3/14/2014 3:17 PM
833	Visitors to the towpath should understand the needs of boaters to be able to access the towpath, to be able to moor to the towpath, and the need for privacy. Most house-owners would, no doubt, object if a stranger was to enter their garden and stare through their house windows!	3/14/2014 2:42 PM
834	How are you going to manage user conflict??? Disturbance. Litter Unruly behaviour Noise	3/14/2014 2:22 PM
835	canals are primarily for use of boaters	3/14/2014 2:12 PM
836	Stop pissing about trying to turn the canals into some kind of naff family fun theme park. Instead of wasting a fortune on your pointless pet projects, try looking after the basic infrastructure better - your maintenance of bridges, locks, etc. is dismal.	3/14/2014 2:02 PM
837	Signage to tell cyclists that pedestrians have right of way over them, dogs should be kept on short leads.	3/14/2014 1:50 PM
838	Barriers should not be erected which make it necessary for cyclists to wiggle their bike thro with difficulty, likewise tandems, wheelchairs and pushchairs.	3/14/2014 1:26 PM
839	All Dogs on leads all of the time; dog owners clean up their pets mess and not throw it into the canal. Cyclists give right of way to walkers. When cutting back along the canal, thomy bush clippings should be removed from the towpath	3/14/2014 1:18 PM
840	footpath repairs mooring rings and waterpoints	3/14/2014 1:17 PM
841	An interest in you paying customers ie boaters	3/14/2014 1:09 PM
842	Mention of the word BOATS or BOATERS now and then, as the towpaths are there for the canal, and need to serve BOATS and BOATERS above all other things.	3/14/2014 12:50 PM
843	This questionnaire appears to be more of "this is what we are going to do, show us we were right doing it", when it should be based on the fundamental principle of the waterways are for boating - lets ask boaters how we can accomodate other users	3/14/2014 12:43 PM
844	Information that the waterways are for the use of everyone and everyone should treat them and other users with respect.	3/14/2014 12:40 PM
845	Proper ringed moorings for boats and more bins for general rubbish and dog bins. Also, more benches at appropriate places	3/14/2014 12:40 PM
846	We need some sort of code for all towpath users that is enforceable.	3/14/2014 11:20 AM
847	The towpath is primarily maintained in its relation to boating, and the mooring of boats.	3/14/2014 10:50 AM
848	The priority should be on the facilitating the use of canals and rivers for boaters	3/14/2014 10:23 AM
849	An overreaching principle that the needs of boats and boaters take priority over all other uses. After all, if there were no boats, there would be no canals, and no towpaths.	3/14/2014 10:14 AM
850	Navigation and the support of navigation should take priority.	3/14/2014 10:05 AM
851	Extension to allow cycling on all sections of canals	3/14/2014 10:05 AM
852	Boater requirements	3/14/2014 9:55 AM
853	What is missing is that an overall perception of what a Canal should look like is missing. Should it look like a "Theme Park" or a "Living, breathing, vibrant waterway with boats navigating its length.	3/14/2014 9:54 AM
854	It may be easier for more people to follow this survey if the questions were not asked in middle management gobbledegook speak	3/14/2014 9:47 AM
855	Specifically for cyclists and anglers and dog walkers. Cyclists should NOT use the towpaths as raceways. Towpaths are for gentle strolling, perhaps light jogging and leisurely, considerate cycling. Anglers should be made VERY aware that the canals are for boats and that their huge poles DO get in the way and also obstruct towpath users when they pull them in. Dog walkers should be made to muzzle their dogs when in public places. All dogs can be dangerous and even a small dog can inflict a serious wound on a small child.	3/14/2014 9:40 AM
856	I don't see much about any boaters.	3/14/2014 9:30 AM
857	Their aid to navigation and providing a place to enter and exit a boat. Also a place to attach devices for mooring boats. These are their primary uses, the rest are secondary.	3/14/2014 9:30 AM
858	The biggest problem on tow paths is dogs owners and cyclists, these need addressing urgently.	3/14/2014 9:25 AM
859	I don't like signs but on towpaths users need to be reminded - along with dog owners - to be courteous to others and a clear indication as to who gives way to who.	3/14/2014 9:00 AM
860	Aggressive rumble surfacing (sometimes found under bridges) should be removed. Many towpaths should be widened, better signing of low bridges.	3/14/2014 6:26 AM
861	fishing people obstructing towpaths and lock operations	3/14/2014 6:13 AM
862	Maximise the opportunity that towpaths offer, do not restrict usage.	3/14/2014 4:40 AM
863	Speed signs!	3/14/2014 4:19 AM
864	Cyclists should abide by the code of conduct while using towpaths, especially in London.	3/14/2014 3:55 AM
865	You need to recognize that whatever principles you establish not everyone will abide by them and this is likely to be a point of upset	3/14/2014 3:25 AM
866	The aim of restoring canals and rivers as viable transport links for bulk unperishable goods.	3/14/2014 3:04 AM
867	Access points for canoeists, where cyclists slow down and paddlers can embark safely. Towpaths are important to travel along but also an access point for canoeists to get onto the water	3/14/2014 2:02 AM
868	As boaters are the main users of towpaths consideration should be given to them far more than anyone else	3/14/2014 1:34 AM
869	Each type of potential towpath user should have a specific list of principles applying to them.	3/13/2014 7:05 PM
870	Pay as you go and not only boaters, if the tow path is a public right of way and free to use then so should the actual waterway be free, all users should contribute to the cost of the canals, seems fair to me	3/13/2014 5:03 PM

# Sharing Towpaths

871	How about you ask proper questions! And where in this 'survey' are boaters considered, and don't say horse boaters there isn't more than a dozen out of 34000 boaters.	3/13/2014 4:31 PM
872	Towpath's should be maintained to a standard that can be used safely and without mud and grime. users should be able to share and appreciate each other and all users should contribute in some way	3/13/2014 3:59 PM
873	clarity over horse usage	3/13/2014 2:50 PM
874	The principal that continuous canal based routes between suburbs and city centre are valuable resources that ought to be exploited to the maximum possible extent for transportation purposes.	3/13/2014 2:37 PM
875	Boats are peoples homes, even if just for a short time. Please respect this. Us boaters are friendly folk but there are limits.	3/13/2014 1:44 PM
876	Stop fishermen lighting fires on the towpath	3/13/2014 1:44 PM
877	More about preserving the heritage of the people of the waterways whether it's old style working boats or the new traders on the cut making their living	3/13/2014 1:32 PM
878	Wheelchair & disability scooter access should be promoted and improved and discriminatory barriers to such access should be removed. Care should be taken with signs not to promote self righteous people into seeking conflict with users they don't approve of for their own prejudices.	3/13/2014 12:55 PM
879	Priority must be given to usage associated with boats.	3/13/2014 12:49 PM
880	Anglers should understand they don't own the path.	3/13/2014 12:49 PM
881	Any changes to use of the towpaths should involve all users and most importantly the views of boaters sought. It is nice as a boater to be able to moor in an unspoilt section of waterway with a wide and well kept towpath	3/13/2014 12:45 PM
882	Anglers using poles should not obstruct the towpath (this often happens along the Towpath I regularly cycle, some seem oblivious to the fact that they have effectively closed the way to cyclists .... I'm sure they'd have something to say if I ran one over ! )	3/13/2014 12:42 PM
883	whilst encouraging angling, there should be a principle that anglers do not obstruct the towpath for any linear users/	3/13/2014 12:27 PM
884	I feel it would be useful to have a clear 'user hierarchy' with pedestrians at the top, followed by cyclists etc.	3/13/2014 12:12 PM
885	Code of conduct for cyclists (speed, bells, priority for others etc.) and potentially for boaters (keeping personal items off towpath, considerate rope tying and marking)	3/13/2014 12:02 PM
886	Do not forget the boaters that use and live on the canals. They probably use the towpaths more over a year than any other group	3/13/2014 11:41 AM
887	Main consideration when making ANY changes should bear in mind the safety and practicality for the primary users, boaters.	3/13/2014 10:35 AM
888	Tow paths should not be allowed to be designated as cheap cycle routes for commuters as they are crap for this - too often we find the local authority will use the existence of a tow path to justify doing nothing to make the local roads safer for cyclists.	3/13/2014 10:08 AM
889	More detail of rights and responsibilities of use. SLOW down and be considerate. PEDESTRIANS should take precedence.	3/13/2014 9:32 AM
890	More emphasis on dog owners clearing up after themselves, this is one of the biggest problems that needs addressing. Cyclists understanding its not a race and you are supposed to slow the pace, more gates? Anglers not blocking the towpath with roach poles and being miserable (not all of them just most)	3/13/2014 9:20 AM
891	Directional signs in congested areas where the user is to walk, jog, cycle or mobility vehicle.	3/13/2014 9:03 AM
892	Greater access for horse riders. Removal of unnecessary barriers which are a hindrance to disabled people and many cyclists.	3/13/2014 8:59 AM
893	Preference should always be given to boats and boaters, especially at recognised mooring places. On many occasions anglers fish at visitor mooring places and approaches to locks and swing/lift bridges, not allowing room for boats to pull into the designated mooring space to operate locks, etc, especially as these mooring areas are defined by mooring bollards. Anglers have very little awareness of this fact, they just think they can fish anywhere with no consideration for boats.	3/13/2014 8:46 AM
894	Increased facilities for boaters, ie water-points Elsan disposal points and more "overnight" facilities. Also as a railwayman, I can recognize the benefits of good signage for location purposes. In a railway environment I am used to seeing REGULAR mile-posts (every quarter mile) and more often than not CHAINAGE (or yardage) markers at regular intervals, quite often every chain (22yds). Great for identifying exact locations, takes away the guesswork.	3/13/2014 8:37 AM
895	Boating and mooring facilities along the towpath.	3/13/2014 8:34 AM
896	Boat mooring	3/13/2014 8:05 AM
897	Steps should be taken to secure the restoration of lost waterways, or as a minimum to retain their line, whenever there are proposals for new development.	3/13/2014 7:49 AM
898	ban cyclist and canoe races as they do more damage to towpaths, and banks than any other group of users. how can it be a safe place to walk with super fast bikes with silly little bells and people running like mad at locks etc carrying canoes shouting out my way i am in a race.	3/13/2014 7:46 AM
899	Priority given to any boater who is trying to pull or hold their boat into the side, all should wait until the boater advises it is safe to pass	3/13/2014 7:24 AM
900	There needs to be a statement of "wider purpose". Canal towpaths are not just a playground for those lucky enough to afford six-figure boats (and I say that as a boat-owner myself). They have a valuable role to play in fixing severance caused by main roads, railways etc. for walkers and cyclists.	3/13/2014 7:04 AM
901	Please stress that motor driven vehicles are not welcome on towpaths. The patch along the Erewash canal is used by motorbikes and 3 wheel off road bikes	3/13/2014 7:03 AM
902	Canals are primarily for BOATS. Other towpath users should be made aware of this. The issue of speeding/dangerous cyclists needs to be addressed before deaths occur. In London this is especially bad. Ban "Boris Bikes" on towpaths. Install speed gates and humps asap in London. Make the possession and USE of a bell mandatory on towpaths esp. in cities and high use areas.	3/13/2014 6:56 AM
903	The heritage does not seem a major focus, and that includes horses.	3/13/2014 6:48 AM
904	Please remember for boaters the tow path is our front garden. I love how much the towpaths are used. Bicycles are the biggest problem, a problem that has come about because the government has not provided safe cycle paths off the towpath.	3/13/2014 6:47 AM
905	A policy or code for each class of user ie for Bicycles a 3Mph speed limit, Sounding of a mandatory bell to warn others of approach etc.	3/13/2014 6:42 AM
906	Provision that Other users should be very aware of Boats mooring up, and must give way to those holding ropes - this is an important safety point. Any upgrading of towpaths should make provision for boaters ie not putting a hard surface to the very edge of the towpath, so allowing boaters to moor. There are many places on the network where this has not been considered, thereby making it impossible to moor.	3/13/2014 6:40 AM

# Sharing Towpaths

907	Tow paths should be kept clear of obstructions at all times. Where towpaths are used regularly by cyclists, clear pathways of separation from pedestrians should be indicated - where there is not possible a clear principle should be established, eg. cyclists should use the waterway side leaving the inside for pedestrians use.	3/13/2014 6:36 AM
908	Cyclists must be made more aware of the old and vulnerable who are on the towpath. Especially near where boats are moored.	3/13/2014 6:34 AM
909	See comments on the first question. Pedestrians are not the highest priority, water-based users are.	3/13/2014 6:32 AM
910	Priority should be given to the boaters use due to the cost of licensing. Other users pay nothing towards the upkeep of the towpath.	3/13/2014 6:16 AM
911	Businesses & homes alongside a towpath should also respect the towpath. I have seen rubbish & vegetation discarded from properties onto the towpath far too often. It is not a dumping ground!	3/13/2014 6:11 AM
912	There should be signage on all lock landing stages to Prohibit Mooring & Fishing.	3/13/2014 6:00 AM
913	greater control over dog owners who allow their dog to run free and not on a lead in a public space	3/13/2014 5:54 AM
914	Boats, boats, boats, boats. Where are improvements for boaters in the greater scheme of things?	3/13/2014 5:11 AM
915	Ban cyclists they're dangerous	3/13/2014 4:45 AM
916	It appears that this consultation is about promoting the use of towpaths for cyclists - I feel the inverse should be done.	3/13/2014 4:37 AM
917	The mooring of vessels should be a major consideration. (ie mooring pins in the ground) Access to facilities and lock landings in any tow-path improvements needs to be considered. I am disappointed that this isn't a consideration in this consultation. We pay a licence for the use of tow-paths and canal, Cyclists, walkers do not. I welcome them to the towpath and have no issue with open access on the towpath. In the past BW/CRT has been far too focused on the general public ignoring the needs and safety of "mooring up" for vessels. When conducting improvements BW/CRT have concreted right up to the edge so you can't get a mooring pin in! Restricting access to lock landings and facilities with railings to protect the general public, compromising the safety of the moorer. I think the safe mooring of a vessel whether that's a Narrowboat, GRP, canoe or surf board needs to be at the heart of this consultation and work out from that, if it's safe to moor then it's safe for the general public. As to sharing the space the slowest person on the towpath should have priority. Cyclist should only be allowed to cycle if there is sufficient width (at least 2m) especially if this is to be advertised as a cycle route. Also using tarmac, concrete on a route encourages cyclists to speed. Consideration of the surface being used to reduce speed would be welcome.	3/13/2014 3:33 AM
918	Should all tow paths be automatically defined as available for cycling as a default (I feel they should).	3/12/2014 3:44 PM
919	Open access for all types of pedal cycle and the banning of all motor vehicles from towpaths	3/12/2014 3:17 PM
920	Where a cycle track is available (e.g. Paddington Arm of GU Canal east of Ladbroke Grove) a 'staged gate' should direct cyclists off the towpath onto the cycle track alongside it.	3/12/2014 10:04 AM
921	I am concerned that the principles do not mention, except under the umbrella of 'towpath users', boaters. Their needs are quite specific, and should be included in the Sharing Towpaths document. An example of this would be that when a boater has just come into moor and is attempting to pull the boat in to the bank or tie up, it is not always possible to leap out of the way of an oncoming cycle immediately.	3/12/2014 9:29 AM
922	The cycle speed and consideration for others is very important. Should cyclists follow the car thing of left up and right down? Should there be signs about speed?	3/12/2014 3:50 AM
923	There is no mention of dogs which in my experience can cause fear and alarm when not on a lead or under close supervision, or the nuisance they leave behind, with the worst example being the 'turd bag tree' encountered on the Leeds Liverpool. There is no mention of crossings which allow access to the towpath network and link to other path networks or any reference to the maintenance and repair of the current stock or the recommissioning of derelict bridges. There is no proposal to have towpaths indicated on Ordnance Survey maps to enable them to be located more readily by prospective users.	3/11/2014 5:47 PM
924	As a major reason for using towpaths, and frequently a problem both for pedestrians and particularly cyclists, I feel that dog walking should be mentioned. It should be encouraged as a legitimate use of the paths, but dog walkers should have a specific responsibility to respect other users. The vast majority of dog walkers are considerate when given sufficient warning to get them under control, however most of the 'conflicts' I have observed concern dogs being out of control, and occasionally owners feeling aggrieved when they need to control them.	3/11/2014 11:09 AM
925	They do not emphasise that cyclists should GIVE WAY to other users.	3/11/2014 10:10 AM
926	Priority of use hierarchy. Steam must give way to sail etc	3/11/2014 9:51 AM
927	A code for notifying users of towpath closures.	3/11/2014 9:30 AM
928	Education of users to respect each other's use and a carrot rather than a stick approach	3/11/2014 5:56 AM
929	remember - boaters pay a licence fee and should be the priority users!	3/11/2014 5:25 AM
930	importance of towpaths as 'green corridors'. Where possible without obstructing their multiple human uses, improvements to habitat should be encouraged e.g. better hedge management, wildflower planting, community gardening etc.	3/11/2014 5:22 AM
931	Not sure how it can be done, but cyclists need to realise that the towpaths are not a speedway!	3/11/2014 5:19 AM
932	Can't remember now - have you included anything about the importance of towpaths to function as biodiversity corridors?	3/11/2014 5:09 AM
933	The policy should recognise that towpaths were originally provided to enable use of the waterway by boats and this should be the top priority.	3/11/2014 12:54 AM
934	There is a principle that attends to development but nothing relating to maintenance. Clearly, it is no good developing if there is no provision for maintenance. One particular point of frustration as a cyclist is that, in rural areas, adjacent hedges are often trimmed leaving thorny debris across the tow path which results in punctures. I understand that hedges need to be trimmed but efforts should be made to keep the tow path free of debris, such as the use of skirts on trimmers to reduce the scatter of trimmings.	3/10/2014 2:33 PM
935	Enforcement of good towpath manners.	3/10/2014 1:10 PM
936	Towpaths and canals are living lungs in cities. They are nature corridors.	3/10/2014 12:51 PM
937	As stated already, a statement that the towpath is part of a working navigation and that users should give way to boats that are manoeuvring or mooring; anglers should keep lock landing free and visitors on foot or bicycle should keep clear of lock edges, beams, gates, landing stages etc when boats are using locks.	3/10/2014 10:22 AM
938	Lack of recognition of boaters.	3/10/2014 7:48 AM
939	Tourist related business ought to be given tax breaks if they are supplying to the canal and towpath community, walkers, cyclists and fishers.	3/10/2014 5:55 AM
940	That essentially boaters have prior use of towpaths since they were built for boats	3/10/2014 5:26 AM
941	Boaters should be better looked after when stepping off boats cyclist must be made to slow down	3/10/2014 4:57 AM

# Sharing Towpaths

942	Walkers need to be advised it IS a SHARED path. That means they need to make room for people who wish to pass them, not block the entire width of the towpath and refuse to move over. Dog walkers MUST use short leads. Cyclists can't always see long leads and I have been in the canal with my bike as a result of irresponsible use of long leads.	3/10/2014 4:47 AM
943	No bikes	3/10/2014 4:01 AM
944	that clear information will be provided on the suitability of different towpaths for different vehicles, ie whether the flooring is cobbled, gravel, earth or tarmac may affect its suitability for different types of bike, buggy or wheelchair	3/10/2014 3:54 AM
945	A straightforward no-nonsense statement that says rules of behaviour will be established and these will need to be accepted and obeyed by all those using the waterways, whether it be on the water or on the towpath.	3/9/2014 3:00 PM
946	Anglers should always give precedence to boats wishing to moor at designated mooring sites. Anglers must not fish from the towpath adjacent to or within 25 metres of lock landings, water points or bridges. Anglers should be alert and ready to move their rods (and keep nets, if necessary) in plenty of time when a boat is approaching on narrow waterways. Anglers should not impede other users by leaving their rods and other equipment across the towpath inconveniencing others.	3/9/2014 10:44 AM
947	No cyclists	3/9/2014 9:25 AM
948	cycling is dangerous in a restricted space and cyclists repeatedly flout all rules and guidelines. there should be an enforcement process from the trust to prosecute and punish dangerous cyclists. the trust must actually enforce these processes.	3/9/2014 8:48 AM
949	Clear notices that children nor dogs should swim in, above or below a lock as this is dangerous and they are unaware of the currents under the water and that they could get dragged down. The locks are not for people to sit on and have picnics. Anglers should not use lock landings. Anglers should move if a boat wishes to moor up and not have their gear straddling the towpath. To remember that elderly people could be impaired by deafness or lack of sight and have less agility. Children are unpredictable. Cyclists should only go slow and not use the towpath as a racing track.	3/9/2014 7:11 AM
950	There is nothing in the previous principles about design of towpaths for mooring. The paths themselves should leave enough space for "pegging up". Hard (i.e. concreted/tarmac) towpath should be situated a least 2 feet from the edge of the navigation.	3/8/2014 3:03 PM
951	More bins especially at tourist hot spots like Camden and Broadway Market. One bin that is emptied occasionally is not fit for purpose	3/8/2014 12:36 PM
952	It is important for visitors not to leave bread on the towpath for the ducks. This not only encourages rats which are a health hazard, but dry bread is not very healthy for the ducks. This is particularly bad at Alperton.	3/8/2014 12:33 PM
953	Yes boaters should be allowed to stay any where on the system the 24 hour mooring should be abolished as this wasnt applicable when bw where in control Two many new enforcements and very expensive Cheaper to go abroad	3/8/2014 8:33 AM
954	The towpath is an area for leisure and living. Leisure as in relaxed activity NOT a rat run abused by cyclists going fast.	3/8/2014 7:43 AM
955	Tolerance should be taught and suggested to ALL visitors and users, private and business, as this is the way one used to meet and treat one's neighbour. This cannot be achieved by numerous signs, regulations and fines. It spoils the whole concept of the waterways and this is already interfering with long established businesses along the canal network - A rethink here is necessary	3/7/2014 1:25 PM
956	The principles are fine, but policing their upkeep will require the not infrequent supervision of rangers/ water-bailiffs or similar.	3/7/2014 11:12 AM
957	Who will police and control this increased multi use? Especially the cyclists.	3/7/2014 10:30 AM
958	That cyclists should always be considered in the wrong in accidents involving cyclists and pedestrians. They should have stopped or dismounted. Sadly such a statement on towpath use is probably the only way to to stop their current behavior. Such precedents do exist in other countries.	3/7/2014 9:51 AM
959	Towpaths are primarily for the use of boating and although a shared resource the needs of boaters should take priority	3/7/2014 9:07 AM
960	I frequently have problems with runners and walkers who have music players stuck in their ears. They cannot hear warning bells, hooters or shouts and tend to travel dead centre of the tow path. There are also issues of deaf and visually impaired people and how cyclists might recognise and negotiate them.	3/7/2014 5:15 AM
961	Ensuring all users get along is the main difficulty, so making people aware that the canal towpath is a slower pace or shared use space is important I think.	3/7/2014 4:33 AM
962	Outcomes of the consultation - what is CRT's vision for its paths - where will it be and what will they look like in 2050 from a visitor's perspective? A local person's perspective and from the perspective of boaters et al. Does it expect to see more use? Accessible to all? Linked into the local network of paths and / or long distance routes? How will CRT know they have been successful?	3/7/2014 4:21 AM
963	Design should not introduce hazards (e.g. railings) for those operating boats.	3/6/2014 2:53 PM
964	Comments made already about priorities and segregation of cyclists	3/6/2014 2:43 PM
965	A definite code of use for cyclists and pedestrians, ie no speeding by cyclists and pedestrians to be considerate also. Anglers also to be more considerate to boaters and users of the towpath.	3/6/2014 2:20 PM
966	The Person or comity that put these questions together should attend a class in clear English . As someone with any reading disability may find them hard or impossible to understand	3/6/2014 11:56 AM
967	Too much signage is counterproductive. Speeding cyclists are a menace and widening towpaths is detrimental to the visual appeal of the Waterways, as well as wildlife. Better maintenance of towpaths in less built up areas would help make more areas accessible for walkers.	3/6/2014 11:02 AM
968	Proximity of anglers to visitor moorings needs to be redressed. I was unable to moor within a mile of Penkridge VM's in the late autumn. No angling (particularly matches) within 500m of VM's, locks and facilities.	3/6/2014 10:04 AM
969	Installation / restoration of drainage for towing paths prone to waterlogging, for example in the cuttings on the Shropshire Union Canal, where the original drainage has been neglected to the extent that the towing path has been closed	3/6/2014 9:37 AM