

walk 10

Start/finish

Walkden Station

Distance

5.9 miles (9.4km)

Height gain

310 feet (95m)

Approximate time

2 $\frac{3}{4}$ hours

Route terrain

Mostly well-made, hard-surfaced paths; earthen paths, which can be muddy, in Worsley Woods. Some steps but no stiles

Parking

RHS Bridgewater, M28 2LJ, close to **B**; Worsley Court House car park, M28 2PD, near **C**

Public transport

Train services to Walkden from Manchester and Wigan: nationalrail.co.uk; express buses from Manchester, Salford and Leigh to the East Lancs Road/Walkden Road stop near **A**: tfgm.com

OS maps

Landranger 109 (Manchester), Explorers 276 (Bolton Central, Wigan & Warrington) and 277 (Manchester & Salford)

GPS waypoints

- A** SD 738 016
- B** SD 733 000
- C** SD 748 004
- D** SD 747 016

Worsley and RHS Bridgewater

This route, on peaceful, largely traffic-free pathways, starts with a wander through two of Walkden's green spaces before briefly joining the Tyldesley Loopline, an old rail line now popular with walkers and cyclists. The walk continues along the edge of a large golf course past Worsley Old Hall. After a brief roadside section, the route heads south to pass RHS Bridgewater, one of Europe's largest new garden projects. A stroll along the Bridgewater Canal brings walkers to historic Worsley village. From there, waterside paths lead through Worsley Woods to Roe Green, with its large common. The final section follows Roe Green Loopline back to Walkden.

From Walkden Station, turn left along Walkden Road, crossing Chestnut Avenue (for the Park & Ride car park). At the pedestrian lights, cross to the right-hand side of Walkden Road and turn left along the pavement. After crossing a side road, turn right into Parr Fold Park. Follow the path ahead to the left of the war memorial. Immediately after the outdoor gym, turn left, continuing with the tennis courts to your right and the **Pavilion Café** beyond. At the T-junction, turn left to exit the park. Immediately cross and go left along Broadway.

Pass Arts and Crafts-style cottages and, just after the hedge surrounding Hawthorn Cottage, turn right and right again on an enclosed path. Emerging onto Bedford Avenue, turn right. In 50 yards, turn left down an unmarked driveway, pass a gate and join a wide path signed for the Tyldesley Loopline.

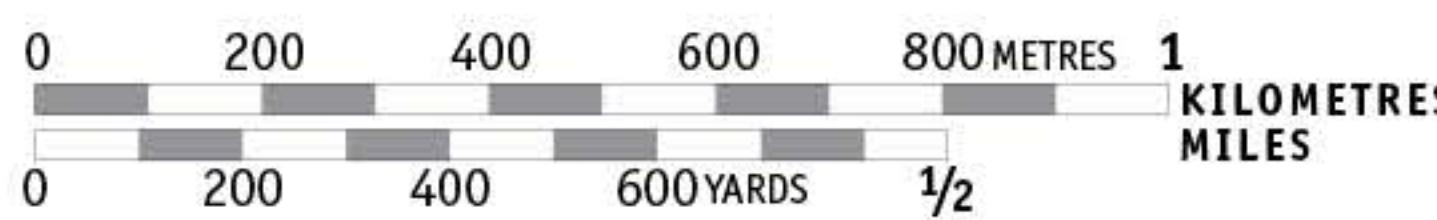




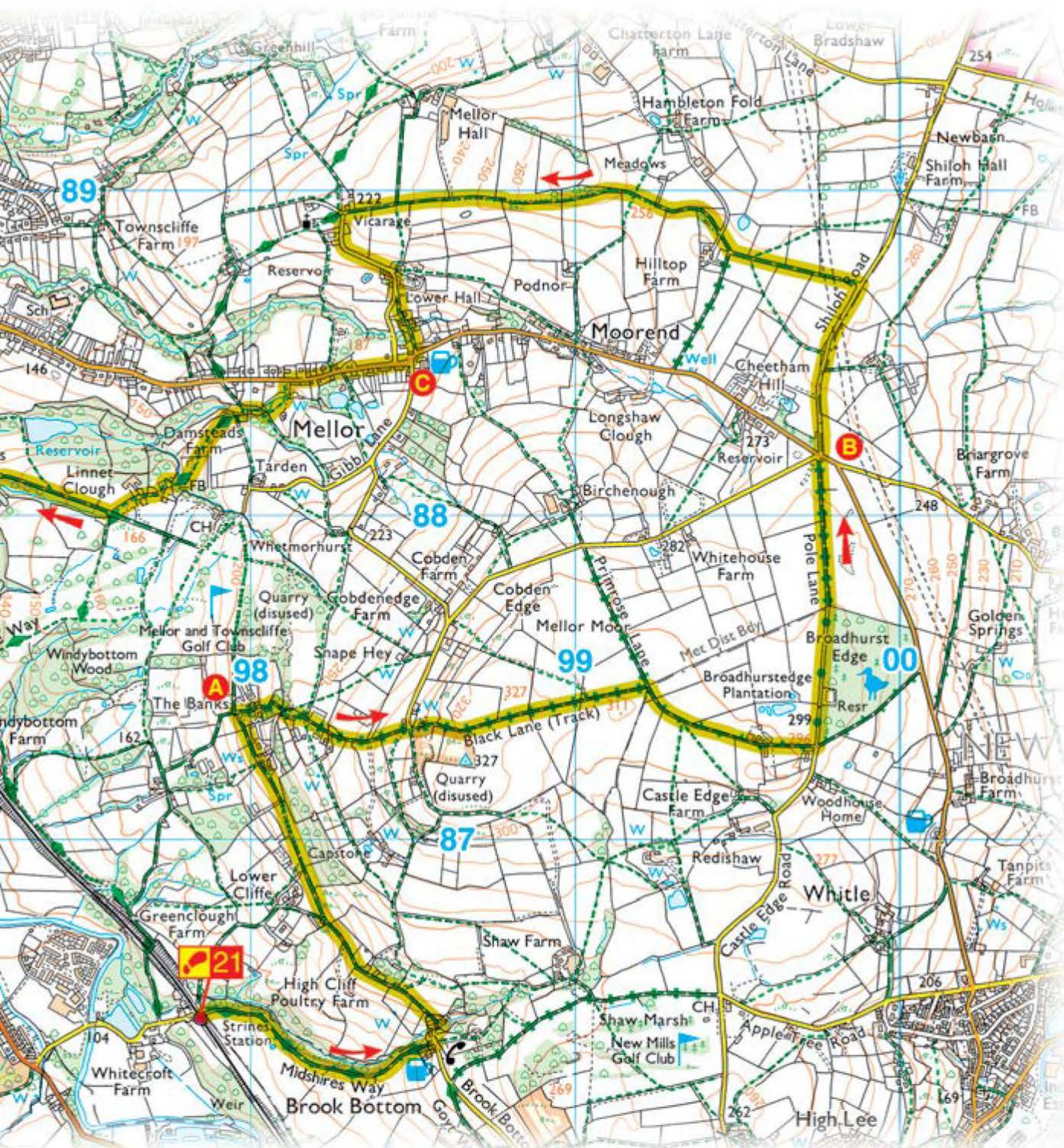
From platform 2 of Strines Station, head down the ramp (or from the car park access road turn right under the tunnel) then go right onto the restricted byway. Watching for bikes, follow the cobbled path uphill with views over the tree-lined valley and stream. At the top, turn left past the **Fox Inn** to enter Brook Bottom. After the road bends left past cottages, it becomes a restricted byway. Ignore the right-hand path and pass Higher Cliff Farm. About 200 yards later, bear right by a farm building along the earthen path, passing through woodland. Pass the driveway for Lily Bank Farm and, in

150 yards, turn right by a metal post up a steep winding path **A**.

At a junction, take the gravel path ahead uphill, then go left onto a wider path that becomes a farm road. Continue between conifers, watching for vehicles. Reach a crossroads near Mellor Cross and keep straight on along the unmade Black Lane. A short detour up the second path right leads to Mellor Moor trig point. At the end of Black Lane, turn right onto Primrose Lane. This uneven dirt road provides stunning



SCALE 1:27777 or 2½ INCHES to 1 MILE 3.6CM to 1KM



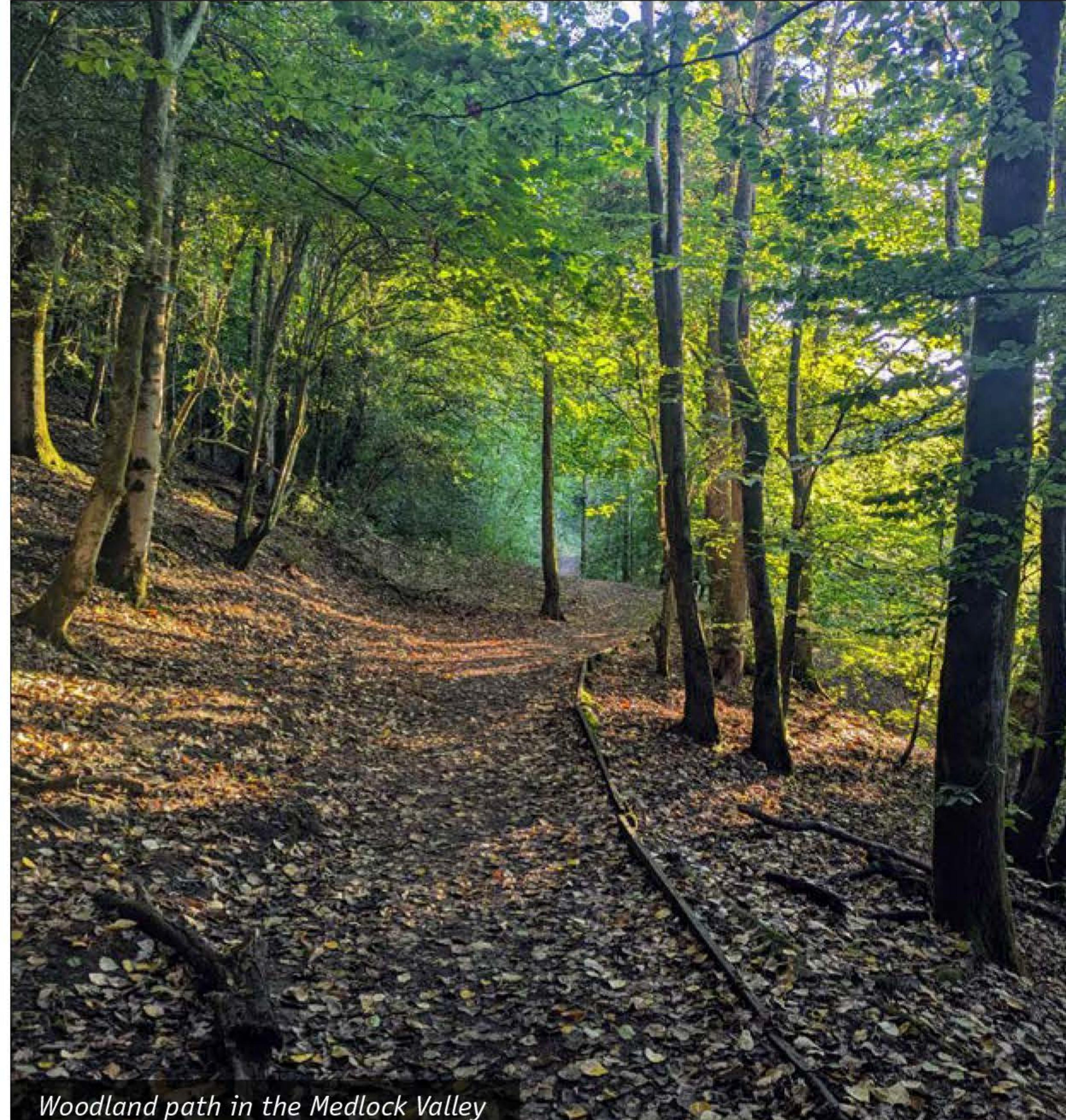
with a fence left and the wooded valley right. In 0.3 mile (500m), follow the now cobbled path downhill. Descend steps, then turn left at the junction passed earlier to retrace your steps to Daisy Nook Countryside Centre **B** and its car park.

Turn left along Stannybrook Road, and shortly, cross carefully towards the Lumb Lane sign and turn right. Take the next left (Back Lane), following it as it curves right over the motorway. At the crossroads, keep ahead along the tree-lined bridleway. Pass a metal gate signed for Buckley Hill Farm **G** and, in 50 yards, turn left onto a grassy path with views left to Wild Bank Hill. After the path curves left then right, reach a junction by a gate. Keep left, walking beside a fence and then between trees

Park Bridge

Nestled in the leafy Medlock Valley, Park Bridge has a fascinating history. Once a thriving settlement centred around an ironworks, it now serves as an evocative reminder of the region's industrial past. In its heyday, the Park Bridge ironworks was among the busiest in Europe, supplying rivets for such projects as the *Titanic*, the Eiffel Tower and the Sydney Harbour Bridge. The site's stone ruins, bridges and workers' cottages still recall the lives of those who lived and laboured here.

towards the railway. Cross via a metal bridge, go through a swing gate, and continue past Moss Side Farm. Follow Moss Lane, turning right as it becomes Rayner Lane. Turn left at the mini-roundabout to return to the tram stop. ●



Woodland path in the Medlock Valley

Further Information

Walking Safety

Although the reasonably gentle countryside that is the subject of this book offers no real dangers to walkers at any time of the year, it is still advisable to take sensible precautions and follow certain well-tried guidelines.

Always take with you both warm and waterproof clothing and sufficient food and drink. Wear suitable footwear, such as strong walking boots or shoes that give a good grip over stony ground, on slippery slopes and in muddy conditions. Try to obtain a local weather forecast and bear it in mind before you start. Do not be afraid to abandon your proposed route and return to your starting point in the event of a sudden and unexpected deterioration in the weather.

All the walks described in this book will be safe to do, given due care and respect, even during the winter. Indeed, a crisp, fine winter day often provides perfect walking conditions, with firm ground underfoot and a clarity unique to this time of the year. The most difficult hazard likely to be encountered is mud, especially when walking along woodland and field paths, farm tracks and bridleways – the latter in particular can often get churned up by cyclists and horses. In summer, an additional difficulty may be narrow and overgrown paths, particularly along the edges of cultivated fields. Neither should constitute a major problem provided that the appropriate footwear is worn.

Walkers and the Law

The Countryside and Rights of Way Act (CRoW Act 2000) gives a public right of access in England and Wales to land mapped as open country (mountain, moor, heath and down) or registered common land. These areas are known as *open access land*, and include land around the coastline, known as *coastal margin*.

Where You Can Go

Rights of Way

Prior to the introduction of the CRoW Act, walkers could only legally access the countryside along public rights of way. These are either 'footpaths' (for walkers only) or 'bridleways' (for walkers, riders on horseback and pedal cyclists). A third category called 'Byways open to all traffic' (BOATs), is used by motorised vehicles as well as those using non-mechanised transport. Mainly they are green lanes, farm and estate roads, although occasionally they will be found crossing mountainous area.

Rights of way are marked on Ordnance Survey maps. Look for the green broken lines on the Explorer maps, or the red dashed lines on Landranger maps.

The term 'right of way' means exactly what it says. It gives a right of passage over what, for the most part, is private land. Under pre-CRoW legislation walkers were required to keep to the line of the right of way and not stray onto land on either side. If you did inadvertently wander off the right of way, either because of faulty map reading or because the route was not clearly indicated on the ground, you were technically trespassing.

Local authorities have a legal obligation to ensure that rights of way are kept clear and free of obstruction, and are signposted where they leave metalled roads. The duty of local authorities to install signposts extends to the placing of signs along a path or way, but only where the authority considers it necessary to have a signpost or waymark to assist persons unfamiliar with the locality.

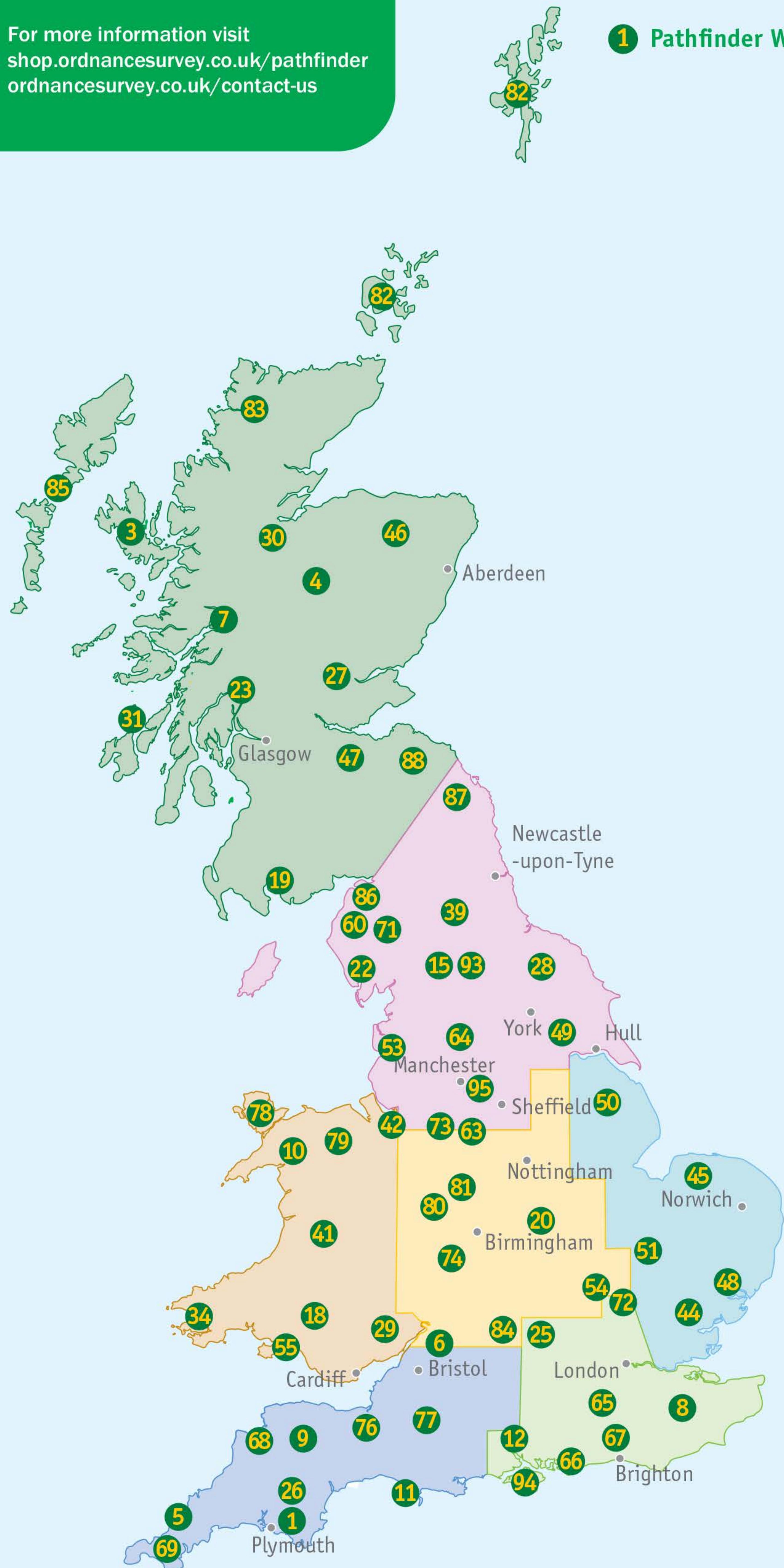
CRoW Access Rights

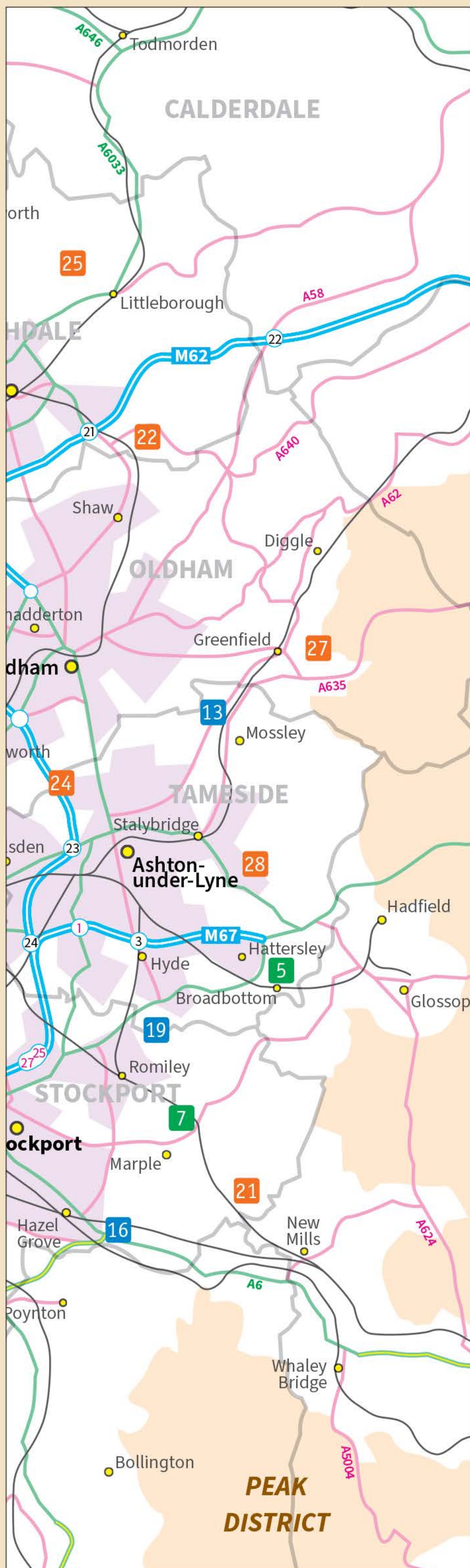
Access Land

As well as being able to walk on existing rights of way, under CRoW legislation you have access to large areas of open land and, under further legislation, a right of coastal access, which is being implemented by

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1 Pathfinder Walks





Introduction to Greater Manchester

The region covered in this book came into being in the 1974 reorganisation of local government across Britain, when south-east Lancashire and north-east Cheshire – and a much smaller part of Yorkshire's West Riding – were incorporated into a new 'metropolitan county'. Now more usually described as a 'city-region', Greater Manchester has since developed an identity of its own.

Despite the conurbation's reputation as a predominantly urban area, its ten boroughs include an astonishing variety of attractive landscapes and heritage features. What's more, these can easily be reached by public transport thanks to the network of train, tram and bus routes connecting Manchester with its suburbs and the outer boroughs. And as all 28 walks in this collection are designed around public transport, you can experience them without driving or venturing very far.

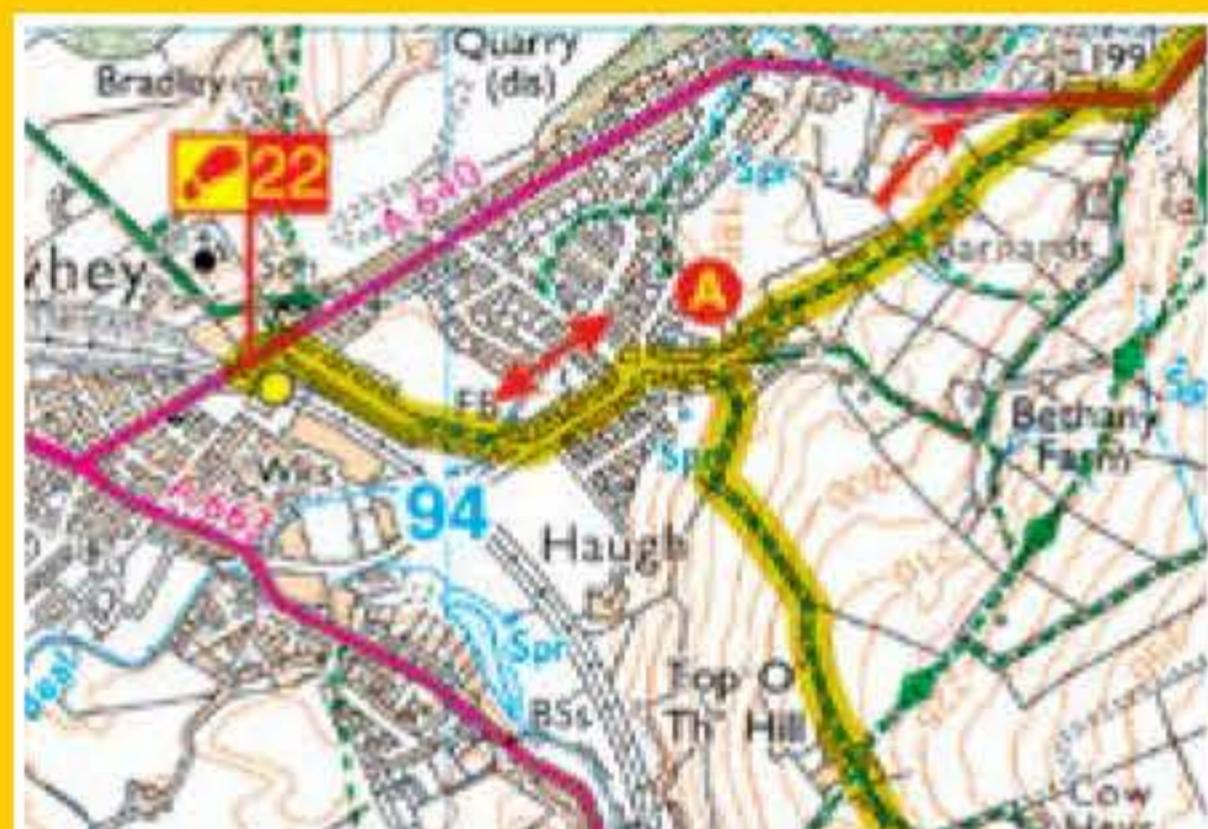
A variety of landscapes

Greater Manchester's landscape diversity stems largely from the area's underlying geology. Most of Manchester and Trafford as well as parts of Salford lie on sandstones and mudstones from the Permian and Triassic periods, overlain with glacial deposits of till, sand and

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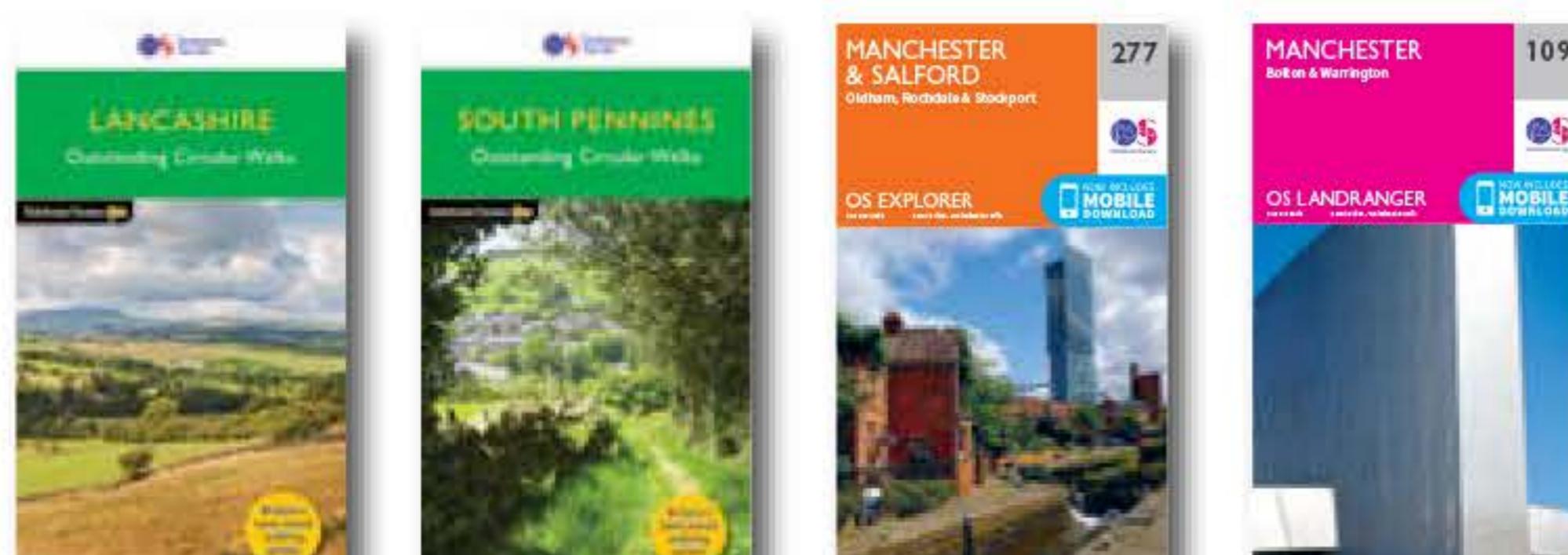
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