



# **An Assessment of Trafford's Public Rights of Way Network**

**Stage One of the Rights of Way  
Improvement Plan for Trafford**

**DECEMBER 2007**

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**Stage 1 of the Rights of Way improvement Plan for Trafford MBC**

**December 2007**

Prepared By:	For:
<b>Landscape Practice</b> MEDC PO Box 463 Town Hall Manchester M60 3NY	<b>Trafford MBC</b> The Built Environment 2 <sup>nd</sup> Floor Waterside House Sale Waterside Sale M33 7ZF

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			Prepared By:	Checked By:
Issue	Date		Becky Burton	Ian Graham
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			Project Manager	Project Director
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## **Glossary**

BOAT	Byway Open to all Traffic
CROW	Countryside and Rights of Way
DEFRA	Department for Environment, Food and Rural Affairs
DfA2	Design for Access 2
DfES	Department for Education and Skills
DfT	Department for Transport
GMTU	Greater Manchester Transportation Unit
LTP	Local Transport Plan
MEDC	Manchester Engineering Design Consultancy
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PROW	Public Rights of Way
ROWIP	Rights of Way Improvement Plan
RUPP	Road Used as a Public Path
SUSTRANS	The Sustainable Transport Charity
UDP	Unitary Development Plan
LDF	Local Development Framework

## **SECTION 1**

### **What is a Rights of Way Improvement Plan?**

Each local Highway Authority is required under the Countryside and Rights of Way (CROW) Act 2000 to develop and publish a Rights of Way Improvement Plan (ROWIP). In drawing up its plan, the Highway Authority is required to assess:

- The extent to which “local rights of way” meet present and likely future needs of the public.
- The opportunities provided by “local rights of way” (and in particular by footpaths, cycle tracks, bridleways and restricted byways) for exercise, other forms of open-air recreation and the enjoyment of their area.
- The opportunities for local people to use the network as a means to access workplaces, schools and other local facilities.
- The accessibility of “local rights of way” to blind or partially sighted persons and others with mobility problems.

The ROWIP includes a Statement of Action (Stage 2) that will be used to guide the future management of the Public Rights of Way (PROW) network by the local Highway Authority and will take account of the matters arising from the assessment stage (Stage 1).

The ROWIP builds upon the local authority's existing duties to maintain and keep the Definitive Map and Statement of PROW up to date and to ensure that routes are adequately signposted, maintained and free from obstruction.

Government funding is provided to enable Highway Authorities to prepare their ROWIP, but there are no additional resources available for implementing the Statement of Action. The ROWIP is seen as a bidding document and will be necessary to make links to a wide range of strategies in order to realise opportunities for funding. Highway Authorities are required to secure resources for improving the maintenance of PROW at the same time as meeting current and future needs and expectations of local people.

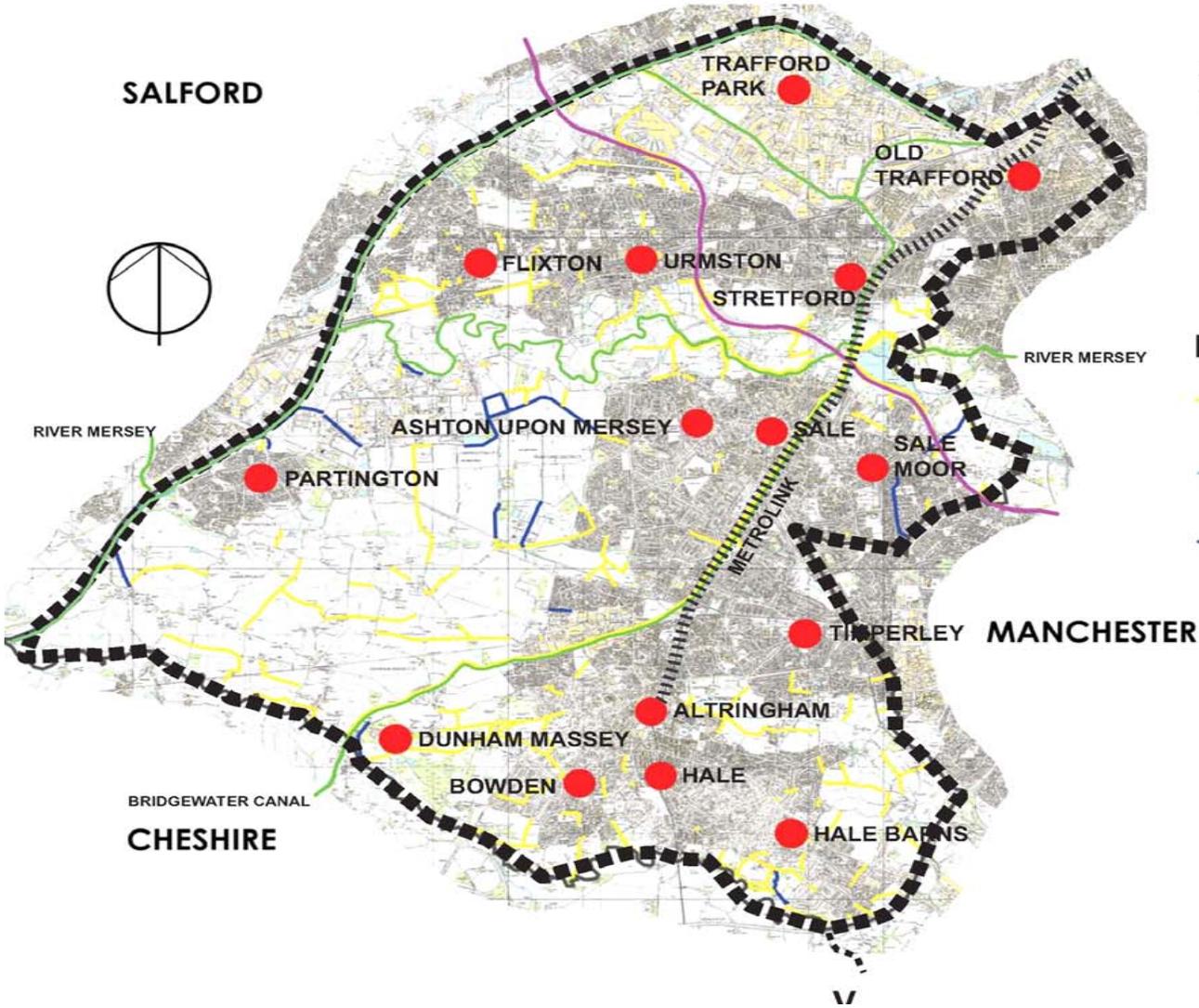
#### **Scope of the ROWIP.**

The ROWIP must assess the opportunities provided by the existing PROW network recorded on the Definitive Map. In addition it must look at unrecorded PROW and opportunities to improve the PROW network, including both statutory and permissive paths, as required by the statutory guidance.

Map 1 Distribution of Rights of Way in Trafford

Public Rights of Way

- Footpaths
- Bridleways
- RUPPS



## **SECTION 2**

### **Introduction to Trafford**

The Borough of Trafford is one of the ten Councils making up Greater Manchester. It is very diverse in character, ranging from urban in the north to rural in the south. The borough borders onto Salford to the northwest, Manchester to the east and Cheshire to the south.

Trafford is one of the smaller Councils within Greater Manchester, covering an area of approximately 10,600 hectares. It has a population of approximately 210,000 people, living in roughly 91,400 dwellings and supporting in the region of 127,000 jobs.

Trafford is a relatively prosperous and attractive Borough and contains several large and important shopping, commercial and industrial centres, as well as major leisure and sporting attractions.

Car ownership in the Borough is high and coupled with the demands generated by the substantial concentrations of industry and commerce, places considerable pressure on the local road network.

The Manchester Ship Canal and the River Mersey form significant barriers to traffic movement. They have greatly influenced the shape of the road network in the Borough and affected access to some developed areas. The A56, the only radial route passing through the borough, suffers from heavy peak hour congestion. Consequently, access to the main Regional Centre, Manchester, and the motorway network is often less than satisfactory.

The train, Metrolink and bus networks provide an alternative to the private car and lorry as means of moving people and goods from place to place in volume. These networks are important from a social, economic and environmental viewpoint, providing mobility for those without cars, helping to relieve road congestion and being relatively energy efficient. The public footpath and the developing cycle path network provide a further alternative as well as being a health promoting means for the public to travel short distances for employment, shopping, leisure and social purposes. By improving the rights of way and creating or enhancing links between schools, parks, housing, bus stops etc, the pressure on the strained highway network will be relieved. Further more it will improve the health of the Borough through exercise and reduced car emissions.

## **SECTION 3**

### **Trafford's Approach to Delivering their Right's of Way Improvement Plan (ROWIP)**

The format and content of Trafford's ROWIP will be broadly in keeping with the DeFRA Statutory Guidance on 'Rights of Way Improvement Plans' (November 2002).

It is intended that the Plan be presented in a clear, user-friendly format that is potentially convertible to web format.

Trafford's plan is being developed in two stages:-

#### **3.1 Stage 1: Assessment Stage**

This stage includes an assessment of the needs and demands of current and potential users, the condition of the network, and the Definitive Map and Statement.

**The development of the Stage One Assessment has two main objectives:**

3.1.1 To determine which of Trafford's corporate objectives and policies the ROWIP can help to deliver. This has been assessed by the following research:-

- Collation of all relevant strategies and policies, such as the Unitary Development Plan and Corporate Plan, to identify themes that the ROWIP can assist Trafford in delivering. (Refer to Section 6).
- Collation of existing local and national data about PROW and relevant guidance from Natural England. (Refer to Section 7 and 9).

3.1.2 To compile baseline information about the existing PROW network. This information will be essential for identifying areas in need of improvement and for future monitoring of progress. The following steps have been taken to establish the baseline information:-

- Review of how the network is managed (Refer to Section 8).
- Initial consultation with members of the public and key Stakeholders. (Refer to Section 9).
- An analysis of the current condition of the network, and the Definitive Map and Statement. (Refer to Section 10).

#### **3.2 Stage 2: Statement of Action**

This element of the plan is based on the Stage 1 assessment, but is developed to include a 10-year vision for the improvement of the Public Rights of Way (PROW) network. In addition, this stage includes a recommended 12 week consultation period.

The two stage approach is in accordance with the Government's guidance on developing a ROWIP. Together the two stages of the process will make up the Rights of Way Improvement Plan, which will be the subject of widespread consultation.

## SECTION 4

### Legal Definitions of the PROW Network

'Public Rights of Way' (PROW) are routes along which the public have a right of passage. Ancient Common Law states that you can pass and re-pass along highways at all times. Footpaths, bridleways and byways, as well as roads, are all highways. Footpaths, bridleways and byways only differ from roads by the type of traffic entitled to use them and the range of different surface types. Once a PROW has come into existence, there will be a public right of way over that land until there is a legal order to divert or extinguish it. Lack of use has no effect on the legal existence of a PROW.

PROW provide a convenient means of moving from place to place, mainly for short journeys. They can be used on a daily basis for walking, cycling and riding; for travelling to work, school or transport interchanges; for recreation and health improvement; or to visit local shops and facilities. These may be anywhere from the centre of cities, through the urban fringes of towns, to remote countryside; they can be narrow trails, or wide tracks.

'Local Rights of Way' are defined by section 60(5) of the Countryside and Rights of Way Act (CROW) 2000 as:

- The footpaths, cycle tracks, bridleways and restricted byways within the Authority's area, and
- The ways within the Authority's area which are shown in a Definitive Map and Statement as 'Restricted Byways' or 'Byways Open to All Traffic'.

#### 4.1 PROW Designations Recorded on the Definitive Map

- **Public Footpaths** are public rights of way for walkers but not a way at the side of a road.
- **Public Bridleways** are public rights of way for walkers, cyclists, invalid carriages and those on horseback or leading a horse.
- **RUPPs** (Road Used as a Public Path) are a type of PROW which may be shown on the Definitive Map. They are ways which, at the time they were put on the Definitive Map, were mainly used by walkers and horse riders even though not a footpath or bridleway.
- **Restricted Byways** is a new category of Right of Way introduced by the CROW Act 2000 which will be created primarily by the reclassification of RUPPs. A Restricted Byway will be a public right of way for walkers, pedal cyclists, those on horse back or leading a horse and for non-mechanically propelled vehicles such as horse drawn carriages.

- **BOATs** (Byway Open to All Traffic) are a type of PROW shown on the Definitive Map. Although motor vehicles are allowed to use them, the predominant use of BOAT's is normally by walkers, horse riders and cyclists.

### **PROW designations Unrecorded on the Definitive Map**

- **Cycle tracks** are routes specifically designated for cyclists. Walking is normally permitted along cycle tracks except where the tracks are in, or by the side of, a made-up carriageway.
- **Other Routes with Public Access**  
There are a number of routes that do have public access as a right and are not illustrated on the Definitive Map and Statement.
- **Green Lane** is a term with no legal meaning. It is a physical description of a usually unsurfaced track, normally hedged, and often, but not always, of some antiquity. A green lane may have the legal status of a footpath, bridleway, carriageway or it may carry no PROW at all.

### **Permissive Routes**

These may be recorded on the Definitive Map, although by definition they are not a PROW. They are routes which may be used by permission of the landowner and such permission has no legal status. The landowner may revoke the agreement, subject to conditions, at any time and so does not establish permanent rights. Public access may be for a limited period e.g. 10 years, and it is the responsibility of the landowner to maintain the route. The Countryside Stewardship Scheme is an example of a permissive path scheme. It is administered by DeFRA and offers financial incentives to landowners that set aside land for environmental improvement and public access on a permissive basis. The agreements are normally for a ten-year period.

Canal towpaths are available to walkers on a permissive basis, although many coincide with Public Rights of Way. Some are available to cyclists on the same basis, subject to obtaining a permit from British Waterways.

**Figure 4.1**  
**The Various Types of Public Rights of Way Recorded on The Definitive Map.**

ROUTE TYPE	LAWFUL USERS	LENGTH IN TRAFFORD
<p><b>1. PUBLIC FOOTPATHS</b></p>	 <p><b>footpath</b></p> 	<p>94km *</p>
<p><b>2. PUBLIC BRIDLEWAYS</b></p>	 <p><b>bridleway</b></p> 	<p>1.8km *</p>
<p><b>3. RESTRICTED BYWAYS – (RUPPS) or roads used as public paths</b></p>	 <p><b>restricted byway</b></p> 	<p>10.88km *</p>
<p><b>4. BYWAYS OPEN TO ALL TRAFFIC</b></p>	 <p><b>byway</b></p> 	<p>0km *</p>

\* As Contained on the Definitive Map and Statement

## **SECTION 5**

### **Rights of Way and the Local Transport Plan**

It is a requirement of the Countryside and Rights of Rights of Way (CROW) Act 2000 that the Rights of Way Improvement Plans have to be included in the Local Transport Plan (LTP) as a separately identifiable document.

The relevant LTP to Trafford is the Greater Manchester Local Transport Plan (GMLTP). The GMLTP is a statutory document prepared under the Transport Act 2000. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and is put together by the ten Greater Manchester authorities and the local Passenger Transport Authority (GMPTA) with the input of local stakeholders. It provides a basis for bids to Central Government for the resources needed to implement the plan. The First Local Transport Plan (LTP1) covered the period from 2001/02 to 2005/06. The second Local Transport Plan (LTP2), which was published in March 2006, covers the period up to 2011. It describes Greater Manchester's proposal to be a centre of excellence in transport, and outlines plans and programmes between April 2006 to March 2011.

All the Greater Manchester Local Authorities will have produced a Rights of Way Improvement Plan (ROWIP) during the first part of the LTP2 period. These ROWIP's contain detailed assessments of the potential of each authority's rights of way network to meet the present and future needs of various user groups, and identify measures to improve the networks. It is a requirement that a ROWIP contains a 10 year action plan for the management and improvement of the network.

#### **Links to the Greater Manchester LTP2 key objectives**

In the Greater Manchester (GM) LTP2, walking and cycling are recognised as key modes of transport for shorter journeys. One of the key objectives in the GMLTP2 is to encourage and facilitate these modes of transport. The ROWIP can assist in realising these priorities and objectives as described in Table 5.1.

**Table 5.1**  
**ROWIPs can assist in tackling the Shared Priorities of the ROWIP and GMLTP and so help realise GMLTP objectives**

ROWIP priority	Result
Encourage the use of non-motorised transportation by identifying network improvements that will increase the usability of the network for different trips	Management and reduction of congestion Improvement of air quality Improved road safety
Better integration of the rights of way network with the road system, offering opportunity for segregated use where appropriate	Reduced conflict between modes Improved safety for all users including horse riders
Improvements to the infrastructure to increase levels of accessibility to the rights of way network	Promotes inclusion
Improvements to the network to increase the facilities that are accessible through it, so improving opportunities for people with limited transport options.	Increases quality of life

**LTP guiding principles for PROW improvements**

It is proposed that the following guiding principles, outlined in Table 5.2, will guide the approach of all Greater Manchester authorities in improving the rights of way networks. They will inform the future assessments of PROW networks and future needs and programmes. They have also provided guidance to Authorities in drafting their LTP2 work programmes.

The common policy principles for the Greater Manchester authorities were developed to assist the authorities in drafting their ROWIPs.

**Table 5.2 The ROWIP's in Greater Manchester will be guided by the following principles:**

Objectives for PROW improvements	Examples of practical implication for assessment and work programmes
To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas.	Creation and improvement of pedestrian and cycle routes between town and district centres and local residential areas.
To improve road and community safety;	<p>Lighting Improvements along routes well used at night time.</p> <p>Design of routes to minimize crime.</p> <p>Alleygating where this does not sever strategic routes.</p>
To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population.	<p>Use of high quality, sympathetic and recycled materials where possible.</p> <p>Maximise proportion of trips made by 'active' modes.</p>
To increase the proportion of trips made by non-car modes.	<p>Creation of pedestrian and cycle routes for short trips particularly where there is a demand, (for example to schools or to public transport stops).</p> <p>Ensuring new development does not sever important routes and can be served by them.</p>
To improve accessibility by ensuring the rights of way network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice.	Making routes safe and accessible for people with mobility problems and vulnerable users.
To improve links with the rest of the country.	Ensuring PROW supports the National Cycle Network and other long distance paths, and to develop links to them, where this meets an identified travel need.
To maintain, improve and make best use of existing rights of way, and ensure all schemes offer long-term value for money;	Prioritise upgrading of existing PROW where these meet a locally identified travel need (for example in conjunction with a school or workplace travel plan).

To assist in improving health, the local economy and recreational opportunities.	Links from residential areas to the countryside.
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These principles and the resulting plan will support the priorities shared with LTP2, both through the actions in the plan and by supporting other policy areas including public health, sustainable development, walking and cycling strategies.

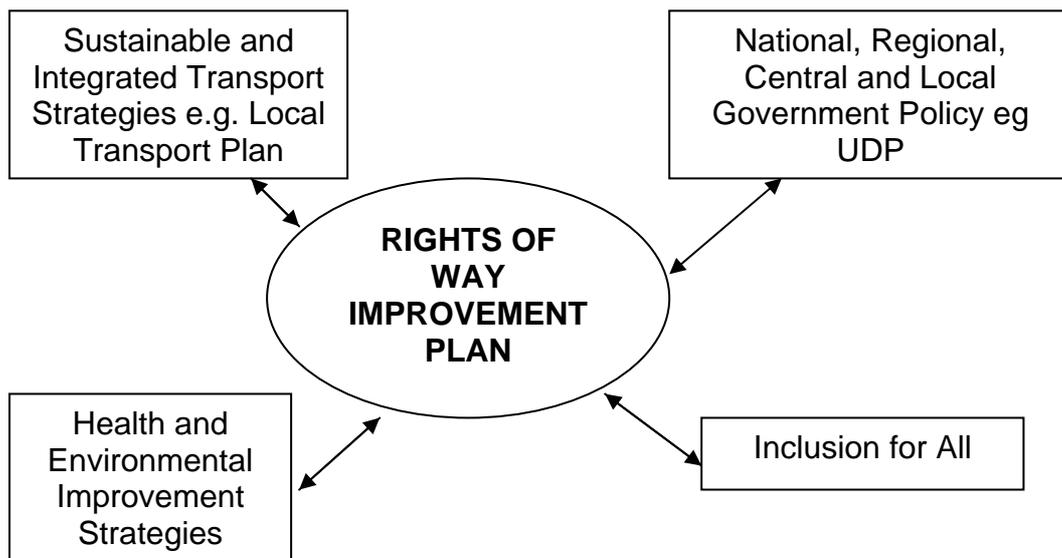
## SECTION 6

### Linking the ROWIP to other Documents and Strategies

It is important to recognise the contribution that improvements to Local Rights of Way can make in supporting wider priorities and objectives. The strategies and ongoing initiatives that these improvements can contribute towards can be grouped under the headings: Sustainable and Integrated Transport Strategies, Health and Well Being Strategies, Government Policy and Inclusion for All. It is important that the Rights of Way Improvement Plan (ROWIP) is integrated with these relevant associated strategies and their associated documents particularly the Local Transport Plan (LTP) from where potential funding may be sourced.

A key component to the success of the ROWIP will be how it can meet a wide range of public agendas in order to gain broader public support and to access new funding streams.

**Figure 6.1 The Relationship between Rights of Way Improvement Plans and other Plans and Policies**



### Summary of the Themes Contained in the Associated Strategies

There are repeating themes throughout the various strategies and these are as follows:

- Improvements in PROW will increase usage and contribute to improved physical and mental health, along with a reduction in congestion and pollution.
- Encouraging walking and cycling to school will improve children's health, as well as reducing congestion and pollution.

- Improve the safety of routes, by encouraging increased usage and better lighting.
- Improve green spaces, waterways and corridors.
- Link residential and leisure routes, businesses, schools, communities, social facilities, recreational areas and main public transport corridors.
- Link local PROWs to surrounding areas and national routes, such as the Cheshire Ring and the Trans Pennine Trail.
- Give higher priority to pedestrians and cyclists.
- Tackle environmental crime such as litter dropping and dog fouling.
- To make more PROW meet the needs of people who have impaired vision or have reduced mobility. This includes people with prams and children.

The documents reviewed in this section are those that are most relevant to the plan.

## **6.1 Sustainable and Integrated Transport Strategies**

### **National Documents**

#### **6.1.1 Walking and Cycling: An Action Plan**

##### **Produced by Department for Transport**

In June 2004, DfT published 'Walking and Cycling: An Action Plan', which sets out 42 practical actions aimed at increasing walking and cycling in England. It recognises that walking and cycling have the potential to make a positive contribution to many key public policy priorities, including health, liveability and reducing urban congestion.

*For further information refer to the following web site:-*

*<http://www.dft.gov.uk/pgr/sustainable/walking/actionplan/walkingandcyclinganactionplan>*

#### **6.1.2 Travelling To School: An Action Plan, Oct 2005**

##### **Produced by Department Of Transport**

The aim of this document is to bring about a change in home to school travel patterns, to cut congestion and pollution, but also to allow many more pupils to take regular exercise by encouraging children to walk, cycle or take the bus to school.

*For further information, refer to the following web site at:-*

*[http://www.dft.gov.uk/pgr/sustainable/school travel/travelling](http://www.dft.gov.uk/pgr/sustainable/school%20travel/travelling)*

### **Local Documents**

#### **6.1.3 Greater Manchester Local Transport Plan 2**

Rights of Way Improvement Plans (ROWIPs) have to be produced as a separately identifiable document within the local transport planning process. Integration of the ROWIP into the Greater Manchester Local Transport Plan 2 (GMLTP2) will offer new opportunities to maximise the contribution of the PROW network to the delivery of transport and wider quality of life issues. Common policy principles have been

agreed across the ten Greater Manchester authorities, to assist them in drafting their subsequent programme of action, which may then be eligible for GMLTP funding.

Refer to Section 4 and the following web site at:-

<http://www.gmltp.co.uk/localTransportPlanDocs.asp> for further information.

#### **6.1.4 Greater Manchester Walking Strategy 2002**

This document highlights the numerous benefits of walking and the need to promote this, encouraging it to become part of everyone's life.

For further information refer to the following web site at:-

[http://www.gmltp.co.uk/pdfs/GM\\_walking\\_strategy.pdf](http://www.gmltp.co.uk/pdfs/GM_walking_strategy.pdf).

## **6.2 Health and Well Being Strategies**

### **Local Documents**

#### **6.2.1 Environmental Protection – (Article on the Trafford Council Website)**

This document sets out advice on air quality to avoid and reduce air pollution.

For further information, refer to the following web site:-

<http://www.trafford.gov.uk/>

#### **6.2.2 Trafford Public Health Strategy 2005**

The key strategy objectives are:-

- To increase the physical activity of people in Trafford.
- To promote safe, healthy and independent communities.
- To improve health by controlling and preventing pollution of the environment.

## **6.3 Regional, Central and Local Government Policies**

Improvements to the Local Rights of Way network has a key role in helping to deliver a wide range of central government and regional policies. Refer to Table 6.1.

**Table 6.1 Summary of Common Government Policy Themes**

<b>Policy</b>	<b>Action</b>
<b>Sustainable Development</b>	<b>Promote use of alternative modes of transport to cars.</b>
<b>Health and Well Being</b>	<b>Promote healthy activities.</b>
<b>Social Inclusion</b>	<b>To make sure everyone can benefit from public services, including rights of way</b>

## **National Documents**

### **6.3.1 White Paper – Developing an integrated transport policy (Department of Transport, August 2005)**

The key relevant points are:-

- Developing an accessibility strategy to give people a real choice.
- Promoting the use of school and workplace travel plans to encourage people to consider alternatives to using their cars.
- Creating an environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children.

*For further information, refer to the following web site:-*

*<http://www.dft.gov.uk/about/strategy/whitepapers/developinganintegratedtransp5697>.*

### **6.3.2 Planning Policy Guidance: Transport (PPG 13)**

This PPG's objectives are to integrate planning and transport at the national, regional and local level and to promote more sustainable transport choices, both for carrying people and for moving freight. It also aims to promote better access to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car.

### **6.3.3 Planning Policy Guidance: Planning for Open Space, Sport and Recreation (PPG17)**

This PPG describes the role of the planning system in assessing opportunities and needs for sport, recreation provision and safeguarding open space which has recreational value. The large degree of overlap between this and the requirement to prepare an assessment as part of the ROWIP has been recognised.

## **Regional Documents**

### **6.3.4 Regional Spatial Strategy**

**Produced by the Government Office for the North West, Published March 2003**

This strategy seeks to encourage further modal shift by targeting shorter distance journeys by the development of walking and cycling networks that are safe and convenient to use.

*For further information refer to the web site :-*

*<http://rpg.nwra.gov.uk/planning/spatial.php>*

### **6.3.5 Regional Planning Guidance for the North West (RPG13)**

The relevant key points are listed below:-

- The document highlights the need to move towards a more sustainable future as well as making the region a better place in which to live and work.
- It also encourage more use of enviromentally friendly modes of transport.

*For further information, refer to the web site:- <http://www.gos.gov.uk/497468/docs/273480/RPG13>*

## **Local Documents**

### **6.3.6 The Unitary Development Plan (UDP) (Soon to be replaced by the Local Development Framework)**

This sets out policies to improve the environment and reduce air pollution by promoting public transport, cycling and walking, and by creating safe and sustainable environments. It also sets out to create a network of safe and attractive major linear recreational open spaces, by linking and making better use of the river valleys, canals, disused railways and other areas of open space. In addition it requires provision to be made for special needs groups.

*For further information refer to the web site:-  
<http://www.trafford.gov.uk/>*

### **6.3.7 Greater Manchester Strategic Planning Framework**

This sets out ways to:

- Promote Sustainable Neighbourhoods
- Promote Sustainable Economic Development
- Promote Environmental Improvement
- Promote Sustainable Transport

## **6.4 Inclusion For All**

### **National Documents**

#### **6.4.1 Policies Supporting Disabled People**

The Disability Discrimination Act (DDA) 1995 and 2005 requires local authorities to take account of the needs of disabled people when providing services to the public and undertaking everyday activities. The CROW (2000) Act specifically requires highway authorities to assess the extent to which their network of local rights of way meet the needs of people who are blind, have impaired vision or have reduced mobility.

### **Local Documents**

#### **6.4.2 Race Equality Scheme for Trafford – Draft for consultation June 2005**

This sets out the following objectives and actions for Trafford:-

- Creation of welcoming multi-cultural environment.
- Addressing the social inequalities of the borough, in relation to resources, facilities and opportunities.
- Continued work on priorities identified in the Race Equality Scheme.
- Monitoring to be conducted across the service.
- Work carried out in respect of marketing and leaflets being produced by the service need to be accessible to all.

## **6.5 Other Relevant Policies**

### **Local Documents**

#### **6.5.1 Scrambling to Success - The Problems and Solutions to Illegal, Off Road Motorcycling in Greater Manchester.**

##### **Produced by Red Rose Forest**

This document looks at the problem of illegal off road motorcycling in Greater Manchester, which has increased alarmingly over the last few years. It looks at the current situation and possible solutions and emphasises that it is a problem that can no longer be ignored and that a consistent, coordinated approach is the only way to work towards a workable solution.

For further information, refer to

<http://www.redroseforest.co.uk/publications/pdf/fullreport.pdf>

#### **6.5.2 Strategic Access Study for the Red Rose Forest Area (TEP – The Environment Partnership on behalf of the Countryside Agency)**

This study includes an examination of the existing strategic access routes within the Red Rose Forest and its hinterland. It relates to the major existing, potential or planned recreational sites, as well as sites of strategic value and their links to strategic routes. It highlights gaps in the multi-user provision and recommends potential routes for inclusion.

#### **6.5.3 Parks and Open Spaces Strategy 2005 – 2010 (Draft 30/01/07) (Parks and Greenspace Strategy)**

This is a strategy which deals with improving 'Health and Well being, 'Improving Community Safety' improving quality' of parks and open spaces and 'Improving & Enhancing Sustainability'.

It examines issues and makes recommendations which include:-

- Investigate opportunities to provide links between green spaces and parks, by creating safe and accessible routes for walking and cycling, avoiding busy routes for use by commuters, pedestrians and cyclists.
- These are for example, the Trans Pennine Trail, Bollin Valley Way and the Bridgewater Canal.

- Efforts to be made to tackle environmental crime, which includes tackling litter and dog fouling.

*For further information refer to the web site:- [www.trafford.gov.uk](http://www.trafford.gov.uk)*

#### **6.5.4 Trafford Corporate Plan 2005 – 2008**

The Corporate Plan outlines the current priorities for Trafford Council and guides how the Council deploys its resources to achieve the vision of the Borough and improvement to services.

##### **The Key Objectives are as follows:-**

- To increase the safety of individuals and communities.
- To improve awareness of Trafford as a place to live, work and visit.
- To improve outcomes for all children and young people: –
  1. That they can enjoy good health and a healthy lifestyle.
  2. That their welfare is safeguarded and they know how to stay safe.
- To improve the cleanliness and sustainability of the local environment and the condition of the highway network.
- To support diversity and promote equal access to facilities.
- To improve access to sports, arts and leisure facilities.

#### **6.5.4 Trafford 2021: A Blueprint**

This document identifies ‘Twelve Quality of Life’ themes aimed at achieving the Trafford Partnership Vision by 2021. The principle themes relating to the ROWIP include:-

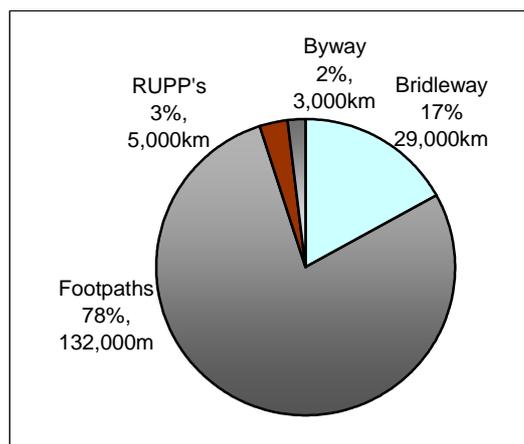
- Creating a highly integrated network across all different modes, by encouraging more walking and cycling, particularly for shorter journeys.
- Improve the safety and facilities of cycle routes.

## SECTION 7 Network Comparisons

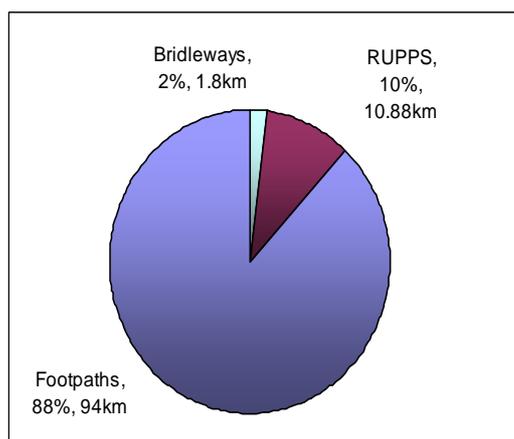
### 7.1 Introduction

There are over 169,000kms of Public Rights of Way (PROW) in England. Of this total, walkers can use 100% of the network, cyclists and horse riders 22%, and motor vehicles up to 5%.

**Figure 7.1**  
Composition of National PROW Network



**Figure 7.2**  
Composition of Trafford's PROW Network



Trafford has 259 designated Public Rights of Way, with a total length of 107km. There are 94 km of footpaths, 2km of bridleways and 11km of RUPP's shown on Trafford's Definitive Map and Statement.

**Table 7.3**  
Comparison with Neighbouring Counties

Category of Path	Manchester City Council	Trafford MBC	Salford MBC	Tameside MBC	Bury MBC	Bolton MBC	Oldham MBC	Wigan MBC	Rochdale MBC	Total Greater Manchester ROW'S	Cheshire County Council	Lancashire County Council
Footpaths (km)	73	94	119	269	280	350	375	435	430	2425	2500	5568
Bridleways (km)	5	2	3	9	18	2	35	38	80	192	0	383
BOATs (km)	0	0	0	0	7	0	5	0	0	12	500	30
RUPPs (km)	0	11	0	11	5	48	0	0	43	118	0	0
Total PROW (km)	78	107	122	289	310	400	415	473	553	2747	3000	5981
Cycle Tracks (km)	40	No info	44	No info	0	0	9	0	3	87	282	170

## **SECTION 8**

### **Management of PROW in Trafford MBC**

The Public Right of Way network length in Trafford is 107 kilometres, which consists of 259 paths. Trafford has an Engineer responsible for all Rights of Way issues in the Borough but has to balance this with other highway authority duties. This position sits within the Traffic and Transportation Section of the department for The Built Environment.

There is currently no regime of routine maintenance or safety inspections, which could mitigate claims against the Council and there is no dedicated budget to support any Public Rights of Way work.

Greater Manchester Transportation Unit undertakes the surveys for the BVPI (Best Value Performance Indicator) 178 inspections, every May and October to fulfil the requirements for the BVPI.

## SECTION 9 – CONSULTATION

### 9.1 Consultation Process

The Countryside Agency recommends using a citizen's panel to obtain the views of residents. This is because these panels are designed to be representative of the wider community within each authority's area.

Unfortunately Trafford MBC no longer has a citizen's panel, therefore, an approach was devised to best mimic the panel within the time and budget available. This was influenced by the recommendations of DEFRA and the Countryside Agency, as well as advice by Greater Manchester Transport Unit (GMTU). GMTU have extensive knowledge and experience in consultation and have already assisted Manchester City Council and Bury Metropolitan Borough Council with the consultation process for their ROWIPs.

**Table 9.1 Essential Criteria of the Consultation Process**

<b>Statutory Requirements</b>	<b>How this was undertaken</b>
To identify present and future needs of existing and potential users.	Refer to proposals 1 & 2 below
To capture the views of local people and visitors	Refer to proposals 1 & 2 below. Leaflets were also distributed in places such as Libraries.
To publicise to ensure public awareness of the consultation process.	Refer to proposals 3 & 4 below
Involve those with disabilities in the consultation process.	Contact and consult with special needs groups. Refer to proposal 2 below

The methodology used for consultation was as follows:-

1. 1200 questionnaires and letters (Refer to Appendix 4 and 5) were sent to a random list of households throughout the Borough of Trafford. These were selected from GMTU 'Addresspoint' which is a list of residential addresses in the borough.
2. In addition, approximately 280 questionnaires and letters were sent to interested parties, both within Trafford MBC and externally to organisations such as the Ramblers Association, British Horse Society, community groups, bike shops, equestrian centres, sports facilities, youth groups and special needs groups.
3. The questionnaire was also made available on Trafford Council's web site, with a link provided from the home page. The questionnaire could be completed on

line or printed off and mailed in. Information about the ROWIP was also provided.

4. The ROWIP was advertised in the Trafford Messenger, which is a free paper distributed to households throughout the Borough. This was to encourage and invite people to pick up leaflets at local libraries, visitor centres and council offices, or access it via the Council's Web Site.

(The questionnaires were numbered, so a record could be kept of the questionnaires that were sent randomly and those that were sent to interested parties. The analysis could therefore be done separately for each group).

Questionnaires were returned to GMTU for analysis.

### **Local Access Forum**

The Local Access Forum were also consulted which has representatives from landowners, walkers, cyclists, horse riders, horse carriage drivers and motor vehicle users.

A full list of consultees can be found in Appendix 1

## **9.2 Summary of the Questionnaire Results**

The questionnaire was posted to a random sample of 1200 Trafford residents and to 81 special interest groups. A further 197 were distributed internally to interested parties within Trafford MBC. Responses could also be made via the internet. A total of 649 responses were received. The full report on the returned questionnaires is contained in Appendix 2, but the key points are summarised below:-

### **9.21 Profile of Respondents**

- 649 questionnaires were returned.
- 70% of respondents were aged 35 and over.
- 13% were under 35.
- 54% of respondents were men.
- Responses were received from people living in all areas of Trafford.

### **9.22 Why are PROW used in Trafford?**

- 'Going for a walk' is the single most popular reason for using Trafford's PROW.
- The most popular daily uses of PROW are for getting to work/school/shops, going for a walk and dog walking.
- Over half of the respondents use them to get to local attractions (58%) or for getting to work/school/shops etc (52%).
- 42% use PROW for going cycling.

### **9.23 Where do people go?**

- The most popular paths were in the Dunham Massey area, the Mersey Valley around Sale Water Park and the Bridgewater Canal Towpath.

### **9.24 Why do people choose to use PROW?**

- Over two-thirds use a path because it is near to home.

### **9.25 What do people think of the physical condition of the PROW?**

- Over a fifth of the respondents felt the paths were in poor or very poor condition.
- A third of respondents think they are good or excellent.

### **9.26 What puts people off using the PROW?**

- Litter, dog fouling, poor condition or unsuitable surfacing are the main reasons that put people off using the paths.

- The next most selected reason that puts people off using the paths are overgrown paths as well as lack of information on where to go and how to get there.
- Other limiting factors included:  
 Dangerous animals along routes.  
 Need car parking facilities close to paths.  
 Unsuitable for disability scooters.  
 Need better links with public transport.

### **9.27 What are the priorities for improving PROW in Trafford?**

- Nearly two-thirds of respondents selected 'preventing motorised vehicles from using paths' as their highest priority.
- Also featuring highly in responses were to keep paths clean and improve the surfacing of the network.
- The high priorities stated in 'other' are to improve drainage, control youths and reduce vandalism, improve policing and safety, and provide adequate signposting.

### **9.28 Where would people go to find out about Trafford's PROW**

- Over half would use the internet.
- 45-50% of respondents would use maps, libraries and tourist information or visitor centres.

### **9.29 What specific changes would people like to make?**

These included suggestions for new routes and reports of obstructed, littered, muddy or overgrown paths. A full list of comments, sorted by area, is included in Appendix 2.

### **9.30 Other comments made on the questionnaire, not covered elsewhere**

The most common comments were:

- Requests for better maintenance.
- Requests for more information on PROW.
- Suggestions for better promotion of PROW.
- Complaints about litter and dog fouling.
- Requests for better signage.

## **SECTION 10.0 - ASSESSMENT OF CURRENT PROVISION ALONGSIDE INDICATED DEMAND**

### **10.1 The Current Definitive Map and Statement**

The Definitive Map shows the position and legal status of Public Rights of Way (PROW), whilst the Definitive Statement lists all PROW shown on the Map with a description for each entry with appropriate structures eg stiles, gates etc. The recording of a route on the Definitive Map and Statement is conclusive evidence, in law, of the minimum status, position and existence of PROW without prejudice to the existence of other rights. Together the Map and Statement form legal documents, which are maintained by Trafford MBC as the Surveying Authority.

The Definitive Map and Statement held by Trafford MBC is dated 10th February 1984 and was created by Greater Manchester Council as they were the Highway Authority for the Trafford area at the time of its preparation in 1982.

The Definitive Map comprises 13 bound paper sheets at a scale of 1:10000. The Definitive Statement consists of 33 pages of A4 referring to the status, and in some cases the width, of the rights over the routes described. It lacks a lot of the detail (e.g. boundary, types and stile and gate details) and it has never been formally reviewed. Modification Orders and Public Path Orders are shown by edits and marginal comments on the working copy of the Definitive Map and the original Statement.

#### **Irregularities Associated with the Definitive Map and Statement**

There are many anomalies on and between the Definitive Map and its accompanying Statement. These have not been formally itemised, but they are generally drafting or scripting errors. However, there are more anomalies between what is recorded on these documents and what exists on the ground. Resources have not been available to investigate every individual case, but the likely causes for this seem to be:

- Developments that have taken place resulting in the apparently unlawful loss of a PROW. These may have occurred because of a failure to identify the existence of the PROW at the Highway Development Control stage (planning) or failure to pursue planning conditions or legal processes facilitating the various Orders, prior to December 2002.
- Private works that have obstructed or effectively altered the course of the PROW. These modifications, be they wilful or in ignorance, may be perceived as permanent because of insufficient enforcement however, “once a highway always a highway”.

- Legal Orders and dedications that have not been formally recorded on the Map and Statement and many original Orders and associated paperwork have been lost. These may have arisen due to the lack of resource and responsibility being clearly established for this function during organisational restructurings.

### **Changing the Definitive Map and Statement**

The Definitive Map and Statement can be modified where evidence has been discovered to show it to be incorrect in a variety of ways. Anyone can apply for a Modification Order through the Council. If an order is made and confirmed, the Definitive Map and Statement will be changed to show the rights that exist when it is next updated by a Map Consolidation Order. There is currently no specific planned date to update the Map and Statement. However, this document highlights the urgent need for this, as well as conversion to GIS format, so that it can be easily amended. The map could then be made readily available within the Council, as well as to the public; for example, on the Council's website, on a read only basis.

Applications can be made to change the route of a PROW by applying for a Public Path Order. In practice such submissions are usually landowner applications for diversions or closures linked to planning applications. Again if an order is made and confirmed, then the route on the ground can be altered and reflected on the Definitive Map and Statement by a Legal Event Modification Order.

At the time of writing, there are four ongoing Definitive Map Modification Order applications to change the Definitive Map and Statement.

Trafford MBC, as Surveying Authority for Rights of Way, is consulted by the Ordnance Survey (OS) when the OS revise their maps. The anomalies between the Definitive Map and Statement and the actual situation on the ground make the provision of realistic reliable information difficult if not impossible.

## **10.2 Ease of Use – The Existing Condition of the Rights of Way Network**

This section of the document assesses the extent to which the existing network meets the needs and demands of users by looking at the physical condition of the network and how it affects the 'Ease of Use'.

### **Rights of Way Best Value Performance Indicators BVPI (178)**

In December 2000 the Government published new and revised Best Value Performance Indicators (BVPI's) in line with its programme to modernise local government. Best Value authorities are under a duty to seek continuous improvements in the way in which they exercise their functions and BVPI's provide a performance management framework for reporting progress.

'Easy to Use' means:

- Signposted or waymarked where they leave the road in accordance with the authority's duty under section 27 of the Countryside Act 1968 and to the extent necessary to allow users to follow the path (a public right of way wholly within a built up area and with a hard surface provided along its complete length and with a clearly defined route may be excluded from the need for signs).
- Free from unlawful obstructions and other interference, (including overhanging vegetation) to the public's right of passage.
- Surface and lawful barriers (e.g. stiles, gates) in good repair and to a standard necessary to enable the public to use the way without undue inconvenience.

Trafford Council, like many other highway authorities throughout England and Wales, have adopted BVPI 178 as their standard assessment method and every year, the Council carries out a random 5% sample of the Rights of Way network. This survey considers a host of issues that affect the ability of the public to use the routes with ease, these include, signage, surface condition, obstructions and the condition of gates and stiles.

The information is gathered by the Greater Manchester Transport Unit (GMTU) during the months of May and October in order to take into account seasonal weather conditions. The data gathered from the survey is used to produce a figure for the Best Value Performance Indicator 178 (BVPI), which is provided to the Audit Commission every year.

**Table 10.2 BVPI Results on Maintaining Rights Of Way**

<u>YEAR</u>	<u>PASS %</u>	<u>FAIL %</u>
2004 (Full Survey)	37	63
2005 (Random 5% sample of the network)	52	48
2006 (Random 5% sample of the network)	69	31

The survey work commissioned from GMTU requires more detailed scrutiny in order to be able to assess the network and make decisions about improvements. It has proved very difficult to retrieve the data necessary for the assessment stage of the ROWIP.

#### **Distribution of Rights of the Way**

The Rights of Way are distributed across the borough, except in Old Trafford and Stretford where there are no recorded paths. There is also a greater distribution of rights of way in urban areas than rural areas.

There are many unrecorded paths across the borough, which need to be recorded. A potential 'action' for the ROWIP could be to identify these routes and record them on the Definitive Map.

#### **Continuity**

Trafford's Rights of Way network is now fragmented, due to the growth in the built environment, leading to a loss of routes or parts of routes being effectively replaced by adopted highway. Very few new Rights of Way have come into existence.

#### **Access Land**

The Countryside and Rights of Way (CROW) Act 2000 created new rights of access to areas of open country and registered common land. The Government introduced the new access rights on a regional basis over 2004-2005 and the rights are now in force across England.

Where land is designated as Access Land, it allows people to enjoy areas of land without the need to stick to paths. Commonly known as the 'right to roam' this right covers some of England's most wild and dramatic landscapes, heaths, moors, down and areas of registered common land. The Open Access symbol is used to mark the boundaries of land available for area-wide access.

Most recreational activities that are carried out on foot, such as walking, bird-watching, climbing and running can be carried out on

access land. However, people cannot camp, cycle, horse ride, do motor sports nor drive any vehicle other than a mobility scooter or buggy.

Access Land is shown on a Conclusive Map, which is being prepared by Natural England. This is a statutory duty under the Countryside and Rights of Way Act 2000.

Trafford has one area of Access Land in Dunham Massey. However, this is recorded on the Access Land Maps as "excepted land". This means, because of their location or use, the land is excepted from the right of access. There is no right of access to excepted land regardless of whether or not it is included in the yellow or green wash on the Access Land Maps.

### **Obstructions**

There are many different types of obstructions on the PROW network, which inconvenience users. An obstruction is classified as anything that impedes the existing legal access. It is an offence to obstruct a PROW, and can lead to prosecution under the Highways Act 1980. The same Act gives the highway authority powers to stop or remove obstructions on public highways.

Building developments have obstructed parts of the network. The exact extent of this will need to be established in Stage 2 of the ROWIP. Closures and diversion orders are currently not up to date and have not been recorded on the Definitive Map due to internal processes.

Some are obstructed by dense vegetation, including cases where the vegetation is actually growing within the route of the path. It is the responsibility of the highway authority to clear such vegetation.

Many obstructions result from vegetation growing over from adjacent property. Although there are provisions in the Highways Act for serving notice on the owners or occupiers to remove overgrowth, these can be time consuming, and the Council has little resources to undertake this.

Problems are also found with adjacent walls, fences and hedges that may fall into neglect possibly under the incorrect presumption that they are the responsibility of the highway authority.

### **Structures**

This phrase encompasses not only "legitimate obstructions" such as gates and stiles but also engineering structures such as footbridges and subways. There are examples of a wide range of structures throughout Trafford, but in recent years, they have often been installed, replaced and modified with very little reference to Right of Way legislation.

## **Surfaces**

A Right of Way is actually a legal entity rather than an engineering structure and there are no mandatory standards as to what type or quality of surface should exist. In virtually all cases, the highway authority (or, in a few cases, the council as local authority and landowner) is responsible for the upkeep of the surface of Rights of Way. An acceptable standard of surface has been proven by case law to be based on considerations of the type of uses and users the path serves and what is reasonable in the circumstances.

In Trafford, where use is fairly heavy and for essentially functional purposes, then it is likely that a paved surface will have been provided. Where use is lighter and for more recreational purposes, the path may be no more than a worn line on the ground.

There are some anomalies to this pattern and because the intensity and nature of use has changed over time, a more systematic evaluation of requirements is now desirable. This must take into account the need to preserve the character of certain paths and also to accommodate the sometimes-conflicting requirements of different users - for example, those of cyclists, pedestrians and equestrians on bridleways.

## **Signing and Way Marking**

The requirements regarding the provision of signs and way markers are set out in Section 27 of the Countryside Act 1968.

*Signing* - Highways authorities are legally required to erect a signpost at every point where a footpath, bridleway or byway leaves a surfaced road (i.e. one with a hard, usually tarmac surface). Signs must state whether the route is a footpath, bridleway or byway, and they may give a destination and distance.

*Way Marking* - There is also a duty to place way markers where necessary to assist users to keep to the path. The way markers are usually colour coded according to the legal status of the Right of Way that is currently shown on the Definitive Map.

There also needs to be appropriate signing to indicate whether the path is part of a circular route, dead end etc. The destination, distance and some information about the route would also be of interest to users.

## **Environmental Issues**

Environmental problems arise from both the legitimate and illegitimate use of Rights of Way; both users and adjacent residents or landowners feel the negative effects.

Some of Trafford's Rights of Way are remnants of once heavily used routes; some routes now get very little legitimate use; some generate reports of drug taking, under-age drinking, vandalism and littering.

As little used paths only justify minimal expenditure on maintenance, this can result in purely reactive attention to issues such as weed infestation, littering and fly tipping etc.

### **Conflict with other Users**

Conflict between different uses or users of Rights of Way is an issue in Trafford. There is a particular problem with illegal off road motorcycling which has increased alarmingly over the last few years and has brought about a recent document called 'Scrambling to Success – The Problems and Solutions to illegal off road motorcycling in Greater Manchester', produced by Red Rose Forest. This issue needs to be investigated further and the problem areas need to be identified and tackled.

There is a nationwide problem of misuse of paths by powered two wheelers and occasional joyriding of car. These are a common source of complaint and one that is particularly difficult to solve without restricting use by those in wheelchairs or pushchairs. This should be considered when looking at improvements or new routes, so that further problems are not created.

## 10.3 The Needs and Demands of the User

As part of the ROWIP, the needs and demands of user need to be established. This includes those that presently do not use the network. This section of the Stage 1 ROWIP, examines the national and local needs and demands of the user.

### 10.3.1 Walkers and Runners

Walking is one of the most popular activities in the country and is the activity most commonly associated with public rights of way. Nationally 29% of all journeys are completed entirely on foot; 10 - 15% of the population never walk any distance (half a mile or more), but around 80% do so at least once a month. Between 10-15% of the population walk to work; walks to the shops account for around a quarter of all walking trips recorded by the National Travel Survey (NTS); and around half of all school children walk to school. Between 1985/6 and 1993/4 the number of journeys per person carried out on foot fell by 12% nationally and since 1985/6 the number of people walking to work in the UK has fallen by more than 33%.

#### **Where do people walk and who are they?**

Dog walking and jogging are typically undertaken regularly and from a home base. Most people walk on footpaths and footways alongside roads, but also make use of multi-use resources such as bridleways, towpaths and cycle-tracks. Compared with other physically intensive sports, walking is relatively ageless. People from higher socio-economic groups are more likely to take part in recreational walking than those from lower socio-economic groups; and adults from ethnic minority groups have lower participation rates in walking than the population as a whole.

In Greater Manchester, 26% of all trips during the working day are made on foot; percentages are lower during peak periods. During peak periods, schools and colleges are the most frequent destinations, with over a third of walk trips during the day being shopping trips; only 9% of trips to work are made on foot. Journeys of 1.25 miles or shorter account for 88% of walking trips in Greater Manchester.

Needs of People who walk (as identified in the DEFRA guidance):-

- Safe routes away from roads
- Access to attractions
- Circular routes
- Opportunities close to home for exercise such as dog walking and routes to school or work
- Access to CROW Act Access Land.

Meeting the needs of people who want to go walking or running is fundamental to the Public Rights of Way function.

**Table 10.3 Use of Different Access Resources (% of users)  
Source Entec (2001)**

Type of Route used	Walking or rambling	Running or Jogging
Footpaths	64	46
Country parks /public	53	25
Other open areas of land	50	32
Other paths or tracks	38	21
Bridleways	33	19
Pavements alongside main Roads	30	40
Canal Towpaths	30	17
Permissive paths or areas	25	11
Cycle Tracks	18	14
Green Lanes	16	11
Main Roads	15	23
BOAT	2	<1
RUPP	1	-
Don't know	<1	3
None of these	<1	2

### **Walking and Running in Trafford**

In Trafford, the results of the consultation undertaken revealed that the needs and demands of people in Trafford are very similar to those nationally.

The most common reason for using PROW is for going for a walk. The main purpose is for dog walking and getting to work, school or shops and attractions. Most people use PROW because they are close to their home.

The main things people want to improve are preventing motorised vehicles, the surfacing of paths, litter and dog fouling. Just under half the respondents think the paths are in an average condition, a third think they are good or excellent and a fifth think they are poor or very poor.

### **10.3.2 Cyclists**

Cycling is the fifth most popular adult activity in the UK; this is attributable to the increasing interest in health and fitness and environment and sustainable transport. Around 70% of the UK population never cycle, whilst around 10% cycle at least once a week. About 4% of the population cycle to work and a smaller proportion cycle to school and the shops. Cycling was the main activity on 2% of all day visits.

### **Where do people cycle and who are they?**

Nationally, most people (56%) cycle on main roads and secondly on cycle tracks and bridleways. Cycling appears to be relatively popular across all socio-economic groups, but with a noticeable decline from professionals, managerial classes to semi skilled / unskilled manual workers. Adults classed as students have the highest participation rate of 25%, which is more than twice the national average.

According to the 2001 Census, 3.24% of Greater Manchester residents travel to work by bike, which is higher than the national average of 2.8%. As 47.8% of households do not have access to a car, improving facilities for cyclists could provide many people with better access to jobs and services. In Greater Manchester, 40% would be encouraged to cycle if cycle routes were provided.

In 2002, 1% of trips to LEA Primary schools and 1.4% of trips to secondary schools were by bike.

### **Off Road Bikers**

Off-road cyclists have different needs and desires to 'road' cyclists. Off-road recreational cyclists fall into two broad categories:

- Those seeking the more adventurous mountain bike routes, which Trafford lacks due to its terrain;
- Those seeking cycling routes closer to home, such as disused railway lines and canal tow paths.

Commuters also use these routes when they are direct, avoid crossing road junctions and are of a high quality.

Needs of people who cycle (as identified in the DEFRA guidance) are:

- Improvements to the network in the form of maintenance, signage and way marking.
- Additions to the network to link up existing routes.
- Safe attractive routes away from busy roads.
- Provision for a range of users from family outings to experienced mountain bikers.
- New off road provision.

### **Cycling in Trafford**

The results of the consultation revealed that 42% of the respondents go cycling. The needs and demands of people in Trafford are again very similar to those of people nationally, as listed above.

### **10.3.3 Horse Riders**

There is an estimated 47 million horse-riding days per year. Statistics provided by the British Horse Society (BHS) in 2001 show that:

- 2.4 million people ride nearly 1 million horses each year (4.5% of the population).
- Horse owners and riders spend around £2.5 billion each year on horses and riding.
- Around 500,000 hectares of land is used to keep horses.
- 50,000 people are directly employed by equine industries and 200,000 indirectly.

#### **Where do people ride and who are they?**

Research undertaken by Sheffield Hallam University (2004), analysed horse riding data and surveyed equestrians to show that:

- It is an ageless and classless activity.
- Females undertake it predominantly.
- It has fairly uniform participation rates across the country.
- Mainly people who do not own a horse do it.

They also found that equestrians favour safe and off road routes. The improvements most commonly requested by horse riders are to create links, safe road crossings, parking and access to more existing rights of way. A safe connected network of off road/lightly trafficked routes is a critical factor in route selection by riders.

A study carried out in Shropshire (Rural Resources 2004) supported these findings along with the desire to have gates that can be opened without dismounting, and bridleways having a suitable surface for horses.

#### **Horse Riding in Trafford**

The consultation revealed that 5% out of 649 respondents go horse riding.

Also, 18% out of 649 respondents felt it was a medium or high priority to create new bridleways. It was also felt that separate routes were needed to segregate walkers and riders to avoid potential conflict. A safe connected network of off road/lightly trafficked routes were also considered a priority as highlighted nationally.

### **10.3.4 Carriage Drivers**

This activity is less widely practiced than horse riding and there is less research material available. Carriage drivers have the right to

use Restricted Byways as well as Byways and all other routes with vehicular rights. As there are no BOAT's in Trafford, it would suggest that there is limited use and little opportunity for horse drawn carriages. Further consultation is required to confirm this.

#### **Where do people drive and who are they?**

The research undertaken by Sheffield Hallam University in Hampshire showed that:

- Carriage drivers tend to come from older age groups than horse riders and are much more likely to own a horse.
- About half preferred circular routes and the other half were happy to use linear and circular routes.
- 66% said they would do more driving if they could.
- 43% of Hampshire's British Driving Society members admit to exceeding their rights on public rights of way.
- 70% use permissive routes and 52% have negotiated private arrangements with landowners. 30% pay for access (usually entry to country parks or to use toll rides).
- Route variety is desirable but difficult to achieve because of limited rights, meaning that there is a high tendency for drivers to use the same route repeatedly.

Needs of People who drive (as identified in the DEFRA guidance)

- Safe connected route of off road/lightly trafficked routes.

### **10.3.5 Motorised Users**

There are approximately 15,000 active off road drivers in the whole of England and Wales; two thirds of these are thought to be motorcyclists. Off road motoring is limited in Trafford as there are no 'BOATs' in the Borough.

The consultation has however revealed that motorised vehicles are used on PROW and it had the highest number of respondents (61% of 649 people) wanting to prevent motorised vehicles using PROW. As a response to the increasing problem across Trafford and the rest of Greater Manchester, Red Rose Forest have produced a document 'Scrambling to Success', which analyses the problems and solutions to the illegal use off road motorcycling in Greater Manchester.

### **10.3.6 Access for All**

The terms 'Access for All' and 'Easy Access' have become common terms which describe the provision of access for disabled people and people with reduced mobility through old age and lack of fitness, or because they are accompanied by small children. This can therefore apply to a large proportion of the population.

In Trafford, the consultation revealed that there is a demand for more PROW that are available to wheelchair users, prams and battery powered scooters. Barriers, stiles, poor surfacing and the lack of drop kerbs were mentioned in the consultation results.

## **SECTION 11**

### **Conclusions**

Based upon the desktop study and feedback from the questionnaires, the following conclusions can be drawn:-

#### **11.1 Summary of the Stage 1 Assessment**

##### **11.1.1 The Condition of the Network**

- In general, PROW are evenly distributed across the Borough, with the exception of Old Trafford and Stretford, where there are none. There is also a greater density of PROW in urban areas than in rural areas.
- The poor condition and unsuitable surfacing, as well as dog fouling, were the most commonly sighted factors that put people off using the PROW network.
- Restricting motorised vehicles from illegally using the PROW was voted the highest priority for the improvements required. In the latest edition of the 'North West Regional Newsletter' (April/May 2007), produced by Natural England, it was reported that there was an increase in the misuse of small-motorised vehicles nationally. In January 2007 the Department of Transport produced an information leaflet for Members of Parliament as a result of Members becoming concerned about this issue. Also, more locally, Red Rose Forest have produced a document called 'Scambling to Success', outlining the problems and solutions to illegal off road motorcycling in Greater Manchester.
- The Best Value Performance Indicators (BVPI) 178 results show that when a full survey was undertaken in 2004 of PROW, only 37% passed. The figure improved in the 2005 and 2006 surveys, when a random 5% of the PROW's were surveyed, to 52% and 69% respectively.

As the full survey undertaken is three years out of date and the latest surveys are only based on a small sample, it is recommended that a full survey and more detailed analysis is undertaken. This will enable more robust recommendations to be made in Stage 2 of ROWIP.

##### **11.1.2 The Needs and Demands of the User**

- The needs and demands of people in Trafford are comparable to those nationally, as identified in the DEFRA guidance outlined in Section 10.3.
- Most people in Trafford use the PROW network for walking (82%), with over half of the respondents using them to get to local amenities, work, school and shops.

- There is clearly already a demand for PROW's to be used for purposeful journeys. This shows that PROW's are an important tool to deliver on national, regional and local transport objectives to increase the use of sustainable travel for short purposeful journeys. Increasing participation in cycling and walking will also help meet government targets to improve levels of physical activity aimed at enhancing the health and well being of the public.

### **11.1.3 Definitive Map and Statement**

- It is clear from the Stage 1 study that the Definitive Map and Statement are out of date. Therefore, there is an urgent need for this to be addressed. It is also recommended that it is converted into an electronic format so that it is easy to update, reproduce and publicise, such as on the Councils website.
- Further investigation is needed to compare the Map and Statement to what is actually on the ground and update them accordingly. This may also be an opportunity to investigate other unrecorded PROW that are not yet shown. The numbers of these are currently unknown, but it is important to establish the extent of these to enable effective management and protection.
- Legal Orders and dedications have not been done for some time due to lack of internal resources. This will also need to be addressed.

## **11.2 The Themes**

From the Stage 1 assessment, the following 'themes' have emerged which will assist in developing the Stage 2 Action Plan. Within each theme a number of key issues, outcomes and actions have been identified:-

- Safe and Secure
- Clean and Green
- Healthy and Caring
- Strong Economy
- Skilled and Educated
- Creative and Enjoyable Leisure
- Proud

### **Safe and Secure**

- Ensure appropriate measures are taken to improve the safety and attractiveness where the off road network crosses or is affected by busy transport routes.
- Tackle the illegal use of the network, such as motorised vehicles, vandalism and anti-social behaviour.
- Create and improve off road routes to develop a connected, safe, self policing network that people are encouraged to use.

### **Clean and Green**

- Address problems of litter, fly tipping and dog fouling.
- Ensure the network is adequately signposted, maintained and free from obstructions.

### **Healthy and Caring**

- Encourage people to maintain and improve their health.
- Promote the benefits of exercise and advertise key routes and destinations, both functional and recreational.
- Create a range of circular off road routes, encouraging people to improve their health.

### **Strong Economy**

- Link ROW network to public transport routes.
- Improve and create off road routes that link communities with town centres and places of work.

### **Skilled and Educated**

- Improve and create safe off road routes to school, linking to local communities, improving children's health and relieving the pressure and pollution on the roads.

### **Creative and Enjoyable Leisure**

- Improve access / routes for mobility impaired and the partially sighted.
- Provide easy access / links to off road routes in urban and rural areas.
- To promote / extend/ develop the off road network, increasing the number of recreational off road routes for all user groups.
- Encourage those who do not currently use the network.

### **Proud**

- To create a positive image by providing an attractive, well maintained and usable network for both recreational functional uses.
- Promote ROW to visitors and residents, portraying the positive image of the council.

These fit with the corporate objectives, key strategies and priorities highlighted within this Stage 1 assessment. They will be used to form the structure of the Stage 2 Action Plan.

## APPENDIX

### APPENDIX 1 List of Consultees

Association/Company
Local Access Forum (9)
National Farmers Union
British Waterways
Peel Holdings Ltd
Altrincham Golf Club
Dunham Fores Golf Club
Flixton Golf Club
Hale Golf Club
William Wroe Golf Course
Altrincham & Bowdon Civic Society
Hale Civic Society
Timperley Civic Society
Sale Civic Society
Garrick Playhouse
The Club Theatre
Cheshire CC Countryside M'ment Service
National Trust
Manchester Wildlife
Mersey Basin Campaign
Mersey Basin Turst
Mersey Valley Countryside Warden Service
North Cheshire Wildlife Trust
North West Carriage Driving Club
Trafford Water Sports Centre
Gtr M/C Pedestrian Assn.
Health Walks
Manchester Area Ramblers Association
Peak & Northern Footpaths Society
Manchester Country Holidays Assn Club
Sale University of the Third Age - Walking Club
Red Rope
Ramblers Association
Long Distance Walkers Assn
Norther & Mid Cheshire Area Ramblers Assn
Bikelinks
Bikeright!
Altrincham Bike Shak
Bardsleys Cycles
Lebram Ltd
CTC - National Cycling Organisation
Cycling Project for the North West
Greater Manchester Cycling Campaign
National Cycling Centre
Seamans Cycling Club

Stretford Cycling Wheelers Club
English Federation of Disability Sport
Greater Manchester coalition of Disabled People
Henshaws Society for Blind People
Manchester Disabled People's Access Group
NCH Trafford Genie Project
N W Sports Assn - People with Learning Disability
BTCV
CSVO GO Manchester
Friends of the Earth
Manchester Environmental Education Network
Open Spaces Society
RIGS Group Gtr Manchester
RIGS Group Cheshire
British Waterways
Bridgewater Canal
National Farmers' Union
Stretford & Urmston Rotary Club
Sustainability North West
Voluntary Community Action Trafford
Association of Wheelchair Children
Dog Training Society - Altrincham & District
Girl Guiding - Urmston Division
Homewatch - Watch Schemes
Sale & Altrincham Conservation Volunteers
Trafford Allotments
Trafford Strong Heart Group
Trafford Tenants & Residents Federation

<b>Internal Trafford Consultees</b>
<b>TRAFFORD PARTNERSHIP</b>
25 Members
<b>EDUCATION</b>
<b>Further Education:</b>
North Trafford College
South Trafford College
<b>Community Learning:</b>
Broomwood Primary School
Davyhulme Library
Seymour Park Primary School
Waterside Arts Centre
+ 72 Schools
<b>YOUTH CENTRES</b>
YP@ Talkshop
Davyhulme Youth Centre

Gorse Hill Studios
Lostock Youth Centre
Old Trafford Youth Centre
Trafford Open Award Centre
Partington Youth Centre
Sale West Youth Centre
The Open Lock Project
<b>SPORTS FACILITIES</b>
Altrincham Leisure Centre
George Carnall Leisure Centre
Partington Leisure Centre
Sale Leisure Centre
Stretford Leisure Centre
Urmston Leisure Centre
Walton Park Leisure Centre
<b>LIBRARIES</b>
Altrincham Library
Bowfell Library
Coppice Library
Davyhulme Library
Greatstone Library
Hale Library
Kings Road Library
Lostock Library
Mobile Library
Old Trafford Library
Partington Library
Sale Library
Stretford Library
Timperley Library
Urmston Library
Woodsend Library
<b>THEATRES</b>
Robert Bolt Theatre
Poolside Theatre
<b>PARKS</b>
Parks & Countryside Service Ms Jo Owen Community Parks Officer Tel 912 5596
<b>Approx 30 interest groups:-</b>
Abbotsfield Park
Ashton-on-Mersey Park – <b>Friends</b>
Broadway Park
Cross Lane Park
Davyhulme Park
Denzell Gardens & Devisdale - <b>Friends</b>
Flixton Park & Gardens
Golden Hill Park
Gorse Hill Park
Halecroft Park - <b>Friends</b>
<b>Parks continued.</b>
Hullard Park
John Leigh Park - <b>Friends</b>
King George V Pool - <b>Friends</b>

Longford Park
Lostock Park
Moor Nook Park
Moss Park - <b>Friends</b>
Navigation Rd Recreation Ground
Newton Park - <b>Friends</b>
Pickering Lodge
Sale Water Park
Seymour Park
Stamford Park - <b>Friends</b>
Trafford Ecology Park
Victoria Park
Walkden Gardens
Walton Park
Woodheys Park - <b>Friends</b>
Woodsend Park
Woodstock Park
Worthington Park - <b>Friends</b>
<b>COUNTRYSIDE</b>
Trans Pennine Trail in Trafford
National Cycleway Network Route 62
<b>DISABLED GROUPS</b>
Sensory Services Team
Trafford Disability Information Exchange

## **APPENDIX 2 Results of the Trafford MBC Rights of Way Improvement Plan Consultation**

### **ASSOCIATION OF GREATER MANCHESTER AUTHORITIES GREATER MANCHESTER TRANSPORTATION UNIT**

Results of the Trafford MBC Rights Of Way Improvement  
Plan Consultation

**GMTU Report 1277 April 2007**

#### **SUMMARY**

This report presents the findings of a self-completion questionnaire survey undertaken during February and March 2007.

The questionnaire was posted to a random sample of 1200 Trafford residents and to 81 special interest groups. A further 197 were distributed internally to interested parties within Trafford MBC. Responses could also be made via the Internet. A total of 649 responses were received.

The results show that:

- Nearly 92% of people who responded to the survey make use of PROWs.
- The most common reason for using PROWs is going for a walk.
- The most popular routes are in the Mersey Valley around Sale Water Park, the Dunham Massey area and the Bridgewater Canal Towpath. People often choose particular routes because they are close to home.
- Over a third of respondents think that paths are in good condition.
- Paths being 'affected by litter and dog fouling' and 'surface in poor condition or unsuitable' are the factors that most put people off using PROWs in Trafford.
- Respondents want the council to focus on 'preventing motorised vehicles from using PROWs', 'keeping paths clean' and 'improve surface of existing network'. Nature conservation is also seen as important.
- Creating 'new paths to ride a horse along' was the least selected high priority measure.
- The Internet, maps, libraries and tourist information or visitor centres are the most likely sources of information to be used to find out about PROWs.

Respondents also gave specific or general comments about Trafford's PROWs and these are included in Appendices.

Report 1277

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Ann Castle, Martin Carrington Jeremy Morewood

April 2007

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## APPENDIX 1. Other Comments

### 1. SUMMARY OF RESULTS

#### Profile of respondents

649 questionnaires were returned.

- 70% of respondents were aged 35 and over.
- 13% were under 25.
- 54% of respondents were men.
- Responses were received from people living in all areas of Trafford.

#### Q1. Do you ever use PROW's?

92% of respondents said that they did.

#### Q2. What are the main reasons why and how often do you use PROWs in Trafford ?

'Going for a walk' is the single most popular reason for using Trafford's PROWs, with 82% of respondents saying that they use them for walking at least occasionally

Over half of the respondents use them to get to local attractions (58%) or for getting to work/school/shops etc (52%).

42% go cycling and 33% use paths for nature study.

Looking at the different frequencies of use, the results show that:

- The most popular daily uses of PROWs are for getting to work/school/shops, going for a walk and dog walking.
- The most popular weekly and occasional uses are going for a walk, and getting to local attractions.

Q3. Where are the paths you use?

The most popular paths, each selected by over half of all respondents, were in the Dunham Massey Area, the Mersey Valley around Sale Water Park and the Bridgewater Canal Towpath.

72 respondents mentioned areas not listed on the questionnaire. The most popular of these were in Ashton upon Mersey and Timperley.

Q4. Why do you choose to use these PROWs?

Over two-thirds use a path because it is near to home.

Only 13% of respondents choose paths because of their quality.

'Other' reasons given for choosing PROWs included:

- Being away from roads and traffic
- Work related
- Nature Study/nice scenery/bird watching
- Used for walking or running
- To get to church/church hall.

Q5. How do you rate the physical condition of these paths?

Over a fifth of the respondents think that the physical condition of paths is poor or very poor

A third of respondents think they are good or excellent.

Q6. What stops you, limits you or puts you off using Trafford's paths and trails?

The two most important factors putting people off using Trafford's PPROWs were 'Spoilt by litter or dog fouling' and 'Surface in poor condition or unsuitable'. Each of these was selected by over 40% of all respondents.

The next most selected options were 'paths overgrown', and 'Lack of information on where to go or how to get there'. These were selected by over 25% of respondents.

Less than 1% of all respondents said they were not interested in using PROWs.

The main 'other' limiting factors for respondents included:

- Filthy/muddy footpaths
- Paths require more maintenance
- Dangerous animals in the vicinity
- Need car parking facilities close to paths
- Too narrow for disability scooter
- Need better connection with public transport

### **Q7. What are your priorities for improving PROWs in Trafford?**

The most selected high priority measure was 'preventing motorised vehicles from using paths'. This was selected by over 60% of all respondents.

The next two most important high priority measures were 'keeping existing paths clean' and 'improving the surface of existing network'.

When high and medium priorities are combined, 'preventing motorised vehicles from using paths' and 'keeping existing paths clean' were selected by 78% and 81% of respondents respectively

Measures given high priority by fewer than 20% of respondents were 'holding organised events and guided walks' and 'creating paths for horse riding'.

The highest priority for non-users was 'Focus on Personal Safety'.

The top four priorities given as 'other' means of improving PROWs were

- Improve drainage
- Control youths/reduce vandalism
- Improve policing
- Provide adequate signposting.

### **Q8. Where would you go to for information about Trafford's PPPROWs?**

Over half would use the Internet.

Places used by between 45 and 50% of respondents were maps, libraries and tourist information or visitor centres.

### **Q9. Are there any specific changes you would like us to make?**

These included suggestions for new routes and reports of obstructed, littered, muddy or overgrown paths. A full list of comments, sorted by area, is included in Appendix 1.

### **Q10. Any other comments not covered elsewhere?**

Many respondents used the space to reinforce answers they had given to other questions. The most common types comments were:

- Requests for better maintenance
- Requests for more information on PROWs
- Suggestions for better promotion of PROWs
- Requests for more or better signing
- Requests for more cycling facilities/cycle routes

A full list of comments, grouped by type of comment, is included in an Appendix 2.

## 2. INTRODUCTION

- 2.1 Copies of the Trafford Rights of Way Improvement Plan Survey questionnaire were posted to a random sample of 1200 Trafford residents. The sample was selected to cover members of the public living in postal districts across the borough. Copies were also distributed to 81 groups and organisations representing Rights of Way users and local communities and a further 197 to interested parties within Trafford MBC. A list of these groups is given in Appendix 4.
- 2.2 The questionnaire made clear that Public Rights of Way (PROWs) are off-road footpaths, bridleways and byways.
- 2.3 A copy of the questionnaire is included in Appendix 3.
- 2.4 511 paper questionnaires and 138 web-based questionnaires were returned and GMTU have analysed the survey results on behalf of MEDC Landscape Practice who managed the consultation for Trafford MBC.
- 2.5 Not all people answered every question, and figures in this report relate to those people who did answer the relevant question. This means that numbers of respondents vary slightly between tables. There may also be minor discrepancies in percentages due to rounding.
- 2.6 A profile of respondents is given at the end of this report but the main points to note about the respondents are:
- Over 70% were aged 35 and over
  - The largest groups were 'aged 50 to 64' and 'aged 65 and over'
  - 46% were women
  - 20% considered themselves to be less than fully mobile
  - 97% considered themselves to be white.
  - Responses were received from people living right across Trafford as well as some from outside the Borough (see map in Appendix 5).
- 2.7 This report presents the main findings of the survey. The data remains available for further analysis if required.

3. **Q1. DO YOU EVER USE PUBLIC RIGHTS OF WAY (PROWs) IN TRAFFORD?**

Table 1 shows that 92% of all respondents use Public Rights of Way in Trafford.

<b>Table 1. Do you use Public Rights of Way?</b>		
	<b>Number of respondents</b>	<b>%</b>
Yes	595	92
No	53	8
<b>Total</b>	<b>648</b>	<b>100</b>
Not answered	1	

4. **Q2. WHAT ARE THE MAIN REASONS WHY AND HOW OFTEN DO YOU USE PUBLIC RIGHTS OF WAY IN TRAFFORD**

Table 2 shows the percentage of respondents using PROWs by purpose and frequency.

<b>Table 2 Reason for and frequency of PROW use (% of 649 respondents).</b>						
<b>Purpose</b>	<b>Daily</b>	<b>Weekly</b>	<b>Monthly</b>	<b>Occasionally</b>	<b>All Users</b>	<b>Never/ Not answered</b>
<i>To get to work/school/shops</i>	21	14	3	13	52	48
Going for a walk	18	32	12	19	82	18
Running/ jogging	3	8	2	10	23	77
Dog walking	15	3	1	3	22	78
Getting to local attractions	7	21	8	22	58	42
Horse Riding	2	1	1	1	5	94
Cycling	7	10	6	19	42	58
Motorcycling	<1	<1	1	1	2	98
Nature study	2	7	3	21	33	67

These results show that 'Going for a walk' is the single most popular reason for using Trafford's PROWs, with 82% of respondents saying that they use them for walking at least occasionally

58% use them to get to local attractions.

52% of respondents use them for getting to work/school/shops etc.

42% go cycling and 33% use the paths for nature study.

23% of respondents run or jog and 22% walk dogs.

Looking at the different frequencies of use, the results show that:

- The most popular daily uses of PROWs are getting to work/school/shops, going for a walk and dog walking.
- The most popular weekly and occasional uses are going for a walk and getting to local attractions.

## 5. Q3. WHERE ARE THE PATHS YOU USE?

Table 3 shows the locations of the paths that respondents use. Respondents were able to select more than one area.

<b>Table 3 Locations of Paths Used</b>		
	<b>Number</b>	<b>% of Respondents</b>
Dunham Massey Area	373	63
Mersey Valley around Sale Water Park	363	62
Bridgewater Canal Towpath	347	59
Trans-Pennine Trail	292	49
Mersey Valley, north of Ashton upon Mersey	159	27
Urmston or Flixton	152	26
Bollin Valley south of Ashley Heath and Hale	150	25
Carrington Moss	149	25
Stretford	124	29
Timperley Brook Valley (Altrincham to Davenport Green)	96	16
Warburton or Partington Area	82	16
Brooklands Area (Baguley Brook)	78	13
Woodlands and Jack Lane Nature Reserve	52	9
Old Trafford	42	7
Other	72	12
<b>All Respondents</b>	<b>593</b>	

The most popular paths, each selected by nearly two-thirds of all respondents were in the Dunham Massey area and the Mersey Valley around Sale Water Park.

The 'other' areas they specified included:

- Church Lane, St Martins Church, Ashton-upon-Mersey (mentioned by 8 respondents)
- Timperley (6)
- Brooks Drive, Timperley (6)
- Altrincham (3)
- Chorlton Water Park (3)
- Hale (3)
- Larkhill, Timperley (2)
- Trafford (2)
- Lymm (2)
- Altrincham Golf Course (2)
- Longford Park (2)
- Devisdale (2)
- Abbots Close, Sale
- Canal Paths
- Danewell Woods
- Fletcher Moss
- Lindsell Road
- Millennium Reserve, Daresbury
- Stamford Brook
- The Quays
- Wellgreen Area
- Wythenshawe Park
- Chevihouse Close
- Cumbria Way
- Debdale Park Trail
- Moor Nook Park
- Golden Hill Park
- OllenbarPPROW Road
- Woodhouse Lane
- Brooklands Roundabout
- Cow Lane
- Dairy house Lane
- Deinsdale
- Hawthorn Close
- Irlam Locks
- Old Hall/KGV Pool
- Raglan Road
- Saddleworth
- Sale
- Stoney Bridge
- The Narrows, Altrincham
- York Drive

## 6. Q4. WHY DO YOU CHOOSE TO USE THESE PROW's ?

Table 4 tells us why people choose to use the paths they do. Most use particular paths because they are near to home or because they are their favourite paths.

Only 13% of respondents chose paths because of their quality.

<b>Table 4 Why people choose to use these paths most</b>		
	<b>Number</b>	<b>% of Respondents</b>
Near to home	402	68
Favourite area/routes	361	61
Easy to get to	284	48
Quality of paths	78	13
Other	97	16
<b>Total Respondents</b>	<b>593</b>	
Not answered	86	

Other reasons given for choosing paths include:

- Away from traffic (19 respondents)
- Work related (15)
- Nature study/nice scenery/bird watching (10)
- Used for Walking or Running (8)
- To get to church/church hall (7)
- Convenient for horse riding (4)
- Quieter away from cars (4)
- Paths are peaceful (4)
- Convenient for shops (3)
- Visiting friends and relatives (2)
- Good for walking the dog (2)
- Route to school (2)
- Travel and leisure
- Used for training guide dogs
- It is healthy
- Paths where disabled can be pushed
- Interested in Rights of Way
- Use them whilst they are available

7. **Q5. HOW DO YOU RATE THE OVERALL PHYSICAL CONDITION OF THESE PATHS?**

The results in Table 5 show that

- Over a third of the respondents think that the physical condition of paths is good or excellent
- 21% think they are poor or very poor.

<b>Table 5 Opinions on Physical Condition of Paths</b>		
	<b>Number</b>	<b>% Respondents</b>
Excellent	2	<1
Good	198	34
Average	259	44
Poor	89	15
Very Poor	36	6
<b>Total Respondents</b>	<b>584</b>	<b>100</b>
Not answered	65	

Responses to question 5 have been related to responses to question 3 (Where are the paths you use?).

37% of respondents who said they used paths around Sale Water Park or in the Dunham Massey area (the two most popular areas) said that the condition of paths was good or excellent. However 14% of Sale Water Park and 11% of Dunham Massey visitors thought that paths there were poor.

7% of people using paths in Urmston and Flixton thought they were very poor. This is a slightly higher proportion than for the other listed areas.

13% of respondents saying that they used 'other' paths not listed in question 3 thought that their condition was very poor.

8. **Q6. WHAT, IF ANYTHING, STOPS YOU, LIMITS YOU OR PUTS YOU OFF USING TRAFFORD'S PATHS AND TRAILS?**

The results in Table 6 show that the two most important factors putting people off use of Trafford's PROWs were 'spoilt by litter or dog fouling' and 'surface in poor condition or unsuitable'. Each of these was selected by over 40% of respondents.

The next most selected options were 'paths overgrown' and 'lack of information on where to go and how to get there'. These were selected by 30% and 26% of respondents respectively.

Only 3 (<1%) of respondents said they were not interested in using PROWs.

Other limiting factors mentioned included:

- Filthy/ muddy/ flooded footpaths (9 respondents)
- Paths require more maintenance (5)
- Bulls and dangerous animals in vicinity (3)
- Car Parking facilities close to paths (3)
- Too narrow for disability scooter (2)
- Need better connection with public transport (2)
- Lack of benches on walks
- Bikes being ridden on footpaths
- Fly tipping
- Need for better horse crossings
- Closure due to minor vandalism
- Taps for drinking water
- Fishermen
- Fallen trees near Flixton

<b>Table 6 Factors Limiting Use of Paths (All Respondents)</b>		
	<b>Number</b>	<b>% of Respondents</b>
Litter or dog fouling	256	42
Surface in poor condition or unsuitable	249	41
Paths overgrown	181	30
Lack of Information on where to go or how to get there	158	26
Poor signposting	146	24
Lack of circular routes	133	22
Too dangerous or don't feel safe	124	20
Poor lighting	120	20
Presence of motorised vehicles	115	19
Inconsiderate behaviour of other users	106	17
Don't have enough time	104	17
Stiles or gates	69	11
Paths obstructed eg by fences or buildings	67	11
Too much road walking required	67	11
Worried about getting lost or trespassing	66	11
No suitable paths near home	45	7
Prefer other areas	37	6
Health problems	36	6
Difficult road crossings	28	5
Not interested	3	<1
Other	58	10

<b>All Respondents</b>	<b>609</b>	
Not answered	40	

For the 53 respondents who had said that they did not use paths or trails in Trafford, the most selected limiting factors were

- 'Lack of information on where to go or how to get there' (42%)
- 'Too dangerous or don't feel safe' (32%) and
- 'No suitable paths near home' (28%).

Health problems were more of an issue for non-users with 17% selecting this option.

'Lack of information on where to go or how to get there' and 'spoilt by litter or dog fouling' were the only limiting factors in the top six for both users and non-users.

## 9. Q7. WHAT ARE YOUR PRIORITIES FOR IMPROVING PROWs IN TRAFFORD?

Table 7 shows the percentage of the 649 respondents giving each priority level to suggested improvements. The improvements are ranked in order of the percentage of respondents giving them high priority.

The results show:

- The most selected high priority measure was preventing motorised vehicles from using paths. This was selected as high priority by over 60% of all respondents.
- The next two most important high priority measures were keeping existing paths clean and improving the surface of existing network
- When high and medium priorities are combined, keeping existing paths clean was selected by 81% of respondents, preventing motorised vehicles using paths was selected by 78%.
- Measures given high priority by 20% of respondents or less were creating more off road paths accessible to public transport (20%), holding organised events and guided walks (15%), and creating paths for horse riding (5%).

It appears that few respondents were prepared to say that measures were not a priority – they preferred not to indicate a priority at all.

### **Priorities for Non-users.**

Further analysis has shown that the top three priorities for the 53 people who said that they did not use PROWs in Trafford were:

- Focus on personal safety (55%)
- Keep existing paths clean (49%)
- Prevent motorised vehicles using paths (49%).

<b>Table 7 Priorities for Improving Rights of Way (% of All 649 Respondents)</b>					
<b>Measure</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Low Priority</b>	<b>Not a priority</b>	<b>Not answered</b>
Prevent motorised vehicles using paths	61	17	6	3	14
Keep existing paths clean	52	29	6	1	12
Improve surface of existing network	44	31	11	1	13
More consideration for nature conservation	39	31	11	3	17
Focus on making existing network easier to use	35	37	8	4	16
Focus on personal safety	35	26	17	5	17
Create new off-road routes for cycling	33	27	14	11	15
Create routes accessible to those with mobility or sight problems	28	32	15	8	18
Create more circular routes	26	34	14	8	17
Create new paths to walk along	26	33	20	6	16
Make more safe road crossing points	25	29	19	8	19
Create attractive routes linking cafes/pubs/places of interest	24	37	18	7	14
Create more paths between built-up and green areas	24	38	15	7	17
Create more routes for local journeys	22	30	20	9	19
Create more off-road paths accessible by public transport	20	29	20	13	18
Hold more organised events and guided walks	15	26	25	17	17
Create new paths to ride a horse along	5	13	24	38	21

- The 'other' high priorities included:
- Improve drainage (6 respondents)
- Control youths, reduce vandalism (5)
- Improved policing (4)
- Adequate signposting (4)
- Remove dogs/dog waste (2)
- Improve maintenance (3)
- Remove litter (3)

- Parking spaces at access of PROWs (2)
- Removal of bike riders (2)
- Make all trails and paths accessible for disabled people (2)
- Clear barriers on paths (3)
- Increase gating to prevent misuse (2)
- Improve publicity (2)
- Enforce cycle prohibition (2)
- Improve facilities/lighting.
- Use existing assets and resources – improve them
- Prompt action to prevent rights of way being abolished
- Link Old Trafford to Irwell City Park in Salford
- Toilets on route
- Flower beds rather than new paths
- Secure fencing between paths and busy roads
- Create multi-use paths (riding/walking/cycling)
- Places to sit
- Look at good practice in other authorities
- Talk to local landowners/farmers
- Involve public in discussion and maintenance of their local paths
- Short walks suitable for elderly people
- Promote work of Trafford Physical Activity Coordinator

**10. Q8. WHERE WOULD YOU GO TO FOR INFORMATION ABOUT TRAFFORD'S PROWs?**

Table 8 gives the number and percentage of respondents who said they would use each suggested source of information.

The Internet was the most selected source of information.

The other most used information sources would be maps, libraries and tourist or visitor centres.

<b>Table 8 Where Respondents Go To for Information about Public Rights of Way</b>		
	<b>Number</b>	<b>% of Respondents</b>
Internet	340	53
Maps	320	50
Libraries	310	48
Tourist Information or Visitor Centres	302	47
Local newspapers	206	32
Trafford Council Offices / Town Hall	120	19
Ramblers Association	52	8
Bookshops	35	6
Local Community Groups	29	5
Other	21	3
Don't know	20	3
Would not look up this type of information	15	2
<b>All Respondents</b>	<b>642</b>	

The 'other' sources of information mentioned included:

- Word of mouth/friends (3)
- Clearer signposting and way signs (4)
- Leaflets collected over the years (3)
- Other horse riders (2)
- Sports centres
- Chester Records Office
- None –tried all but got nowhere – usually just shout

## 11. **Q9. ARE THERE ANY SPECIFIC CHANGES YOU WOULD LIKE US TO MAKE?**

Respondents had the opportunity to give details of any specific changes to the ROW network that they would like to see. A total of 243 suggestions were made which were specific to individual areas or paths.

All responses have been grouped by area or path and listed in Appendix 1.

Many of the other suggestions related to

- Particular muddy, overgrown or dirty paths.
- Problems with stiles

- Paths being closed or obstructed
- Illegal use of paths in specific areas
- Requests for new paths or cycle routes in particular places.

## 12. **Q10. ANY OTHER COMMENTS ABOUT RIGHTS OF WAY IN TRAFFORD**

Respondents made 263 other, more general, comments and these have been grouped according to the type of comment and listed in Appendix 2. Types of comment are given in order of popularity.

The number of each type of comment is given in Table 9.

Many respondents used the opportunity to re-enforce answers they had given on the questionnaire, with the highest number of comments being requests for better maintenance.

28 comments were requests for more information about PROWs eg improved maps.

20 comments were suggestions for new ways to promote the network.

10 comments were praise for Trafford's work on PROWs.

<b>Table 9 Numbers of General Comments</b>	
<b>Type of Comment</b>	<b>Number of Respondents</b>
Request or suggestions for better maintenance	37
Request for more information on PROWs	28
Request for expansion /greater promotion of network	20
Request for more or better signing	18
Request for more cycling facilities / cycle routes	18
Concern about personal safety/security	16
Request for better accessibility	14
Complaint about litter and or fly tipping	14
Complaint about dog fouling	14
Praise for Trafford's work on footpaths	10
Complaint about motorcycling	8
Complaint about overgrown vegetation	8
Request for more lighting	7
Suggestion about improved facilities eg cafes	6
Comment on physical safety	5
Unrelated comments about other issues in Trafford	5
Complaint about landowners / obstructions	5
Request for Alley Gating/Closures	4
Request for more bridleways / horse riding facilities	3
Problem with stiles	3
Request for more paths	2
Complaint about cyclists	2
Request for improved public transport	2
Other comment made by only 1 person	14
<b>All comments</b>	<b>263</b>

### 13. PROFILE OF RESPONDENTS

#### Age

Table 10 shows that 70% of respondents were over 35. Nearly half were aged 50 or over.

<b>Table 10 Respondents by Age</b>		
	<b>Number of respondents</b>	<b>%</b>
Under 16	1	<1
16-19	12	2
20-24	69	11
25-34	110	17
35-49	142	22
50-64	151	24
65 or over	153	24
<b>Total</b>	<b>638</b>	
Not answered	11	

#### Gender

Table 11 shows that more than half the people who responded to the survey, and who chose to answer this question were men.

<b>Table 11 Respondents by Sex</b>		
	<b>Number of respondents</b>	<b>%</b>
<i>Female</i>	284	46
Male	336	54
<b>Total</b>	<b>620</b>	
Not answered	29	

### ***Ethnic Background***

Table 12 shows all ethnic groups that were selected by respondents. Most respondents classed themselves as White.

<b>Table 12 Ethnic Background</b>		
	<b>Number</b>	<b>%</b>
White	607	97
Afro-Caribbean or African	3	<1
Asian	3	<1
Other	12	2
<b>Total</b>	<b>625</b>	
Not answered	24	

### ***Mobility or Particular Need***

Table 13 shows numbers of respondents with different levels of mobility, disability or particular need. 80% of respondents consider themselves to be fully mobile.

<b>Table 13 Mobility/Disability/Particular Needs</b>		
	<b>Number</b>	<b>% of Respondents</b>
Fully mobile	513	80
Reasonably mobile - have some difficulty climbing stiles	72	11
Use paths with young child in pushchair or with a toddler	49	8
Reasonably mobile – have some difficulty walking longer distances	42	7
Limited mobility – can only walk short distances on the level	31	5
Hearing impairment	25	4
Have other particular needs	13	2
Wheelchair user	6	1
Blind or partially sighted	2	<1

<b>Total Respondents</b>	<b>641</b>	
Not answered	8	

Other particular problems mentioned included:

- Wheelchair user (3 respondents)
- Needs toilet (2)
- Speech impediment
- Circulatory problems
- Rheumatism
- Mobility problems
- Deafness

## APPENDIX 1. Specific Comments

Area/path/location	Specific Comment
A56	Many major roads (eg A56) have extremely wide pavements; part of the pavements could be used for cycle lanes. Refer to the excellent cycle network in Holland where EVERYONE has a bicycle...and uses it.
A56	There are parts of Washway Road where the pavement are very wide, Parts of these could be converted into cycle lanes. Motorists need to realise cyclists are not a nuisance factor but legitimate road users.
Altrincham	The Narrows can be accessed from one place on Parkfield Road - to make sure that no public right of way is taken down on the narrow steps - they have put up new railings at the main entrance. Safer no gates (?!)
Altrincham	Please make it possible to cycle from Altrincham to the Trafford Centre safely. I try to cycle this route every working day but it is so unpleasant.
Altrincham	The pathway between Oldfield Road and Harrington Road gets very overgrown with nettles. Also the leaves that fall on it are never cleared and there is now a layer of mush/mud at the Harrington Road end that is difficult to pass without getting dirty shoes.
Altrincham	Footpath across Altrincham golf course from Wood Lane to Welman Way housing estate. This is used regularly by many people walking and cycling (a lot of postmen use this as a cut through). It is a great path, but the surface needs renewing (it is fairly inaccessible after heavy rain due to many potholes) and is a bit overgrown.
Ashley Heath	Also (reopen?) footpath which has been blocked off below the convent in Bowdon Vale which had been in use as a footpath for years.
Ashton-on-Mersey	Slow down traffic on the lane at the top of Torbay Road, leading to the Manchester Equestrian Centre.
Ashton-on-Mersey	Create a commuter route by Improving all aspects of the route from St Martin's Church, Ashton-on-Mersey SJ 772.67 929.57 to Meadow Road SJ 769.65 942.32 - Lighting, CCTV removal of obstacles to cyclists (gateways, horse crossings) increase size of kissing gates to allow loaded/larger cycles, cut back trees and hedges to allow sight lines for speeds up to 20/25 mph; smooth and wide good quality all weather and well maintained surface; signage at key points along route and within the 2 towns.
Ashton On Mersey	We would like to see Cow Lane cleared of weed and also the path that leads from Cow Lane onto St Martin's Road. Cow Lane also needs some sort of surfacing to stop it becoming very muddy as soon as we have some rain. The path which goes from the end of Church Lane down to the river beside the Ashton-upon-Mersey golf club also needs similar attention as it is frequently too muddy to walk along.
Bollin Valley	To create a right of way along the Bollin from Sunnybank Road through to the path leading to Grange Road, Bowdon.

<b>Area/path/location</b>	<b>Specific Comment</b>
Bollin Valley	We would suggest that discussions should be set up to open the pathway between Sunny Bank Rd and Ashley Mill footpath (Map Ref 762 858) The landowners have blocked this pathway without consultation after many years of use by the general public.
Bollin Valley	Make it clear on signs that cyclists can use Bollin Valley Way. Maintain all stiles - some have rotted. Ensure paths are regularly cleared of litter (rare) and fallen branches (common)
Bollin Valley	The Bollin Valley in Bowdon has been left to decay and has been blocked - why can this not be opened up and renovated as a priority?
Bollin Valley	Some of the footpath links to the Bollin Valley are very muddy and could benefit from attention.
Bollin Valley	(Make) up the gaps in the Bollin Valley along the river.making a river path below the (former) sewage works to link up with the rest of the Bollin footpath. The property is owned by United Utilities and is neglected.
Bollin Valley	Some years ago there was big improvement in Bollin Valley walks. This seems to be falling into disrepair and becoming more muddy and overgrown, e.g. bottom of Barrow Lane - water flowing over path because pipes blocked - trees across path.
Bollin Valley	The path on the north side of the River Bollin to the west of Ashley Mill is subsiding into the river. Could it be moved away from the river?
Bollin Valley	I very much want a right of way at the 'Green Bend' (Bollin Valley area) added to the definitive map. This was closed by a new landowner even though it had been in public use for well over 20 years.
Bollin Valley	Lower stiles in Bollin Valley area - Resurface muddy footpaths in Bollin Valley.
Bollin Valley	Improve your strategy for maintaining the existing path network (as an example, the section of Bollin Way footpath from Bankhall Lane (SJ 778857) to Hale Golf Course track (SJ 782852) illustrates the poorly maintained state of parts of the network) before extending the network. This will require additional funding and resources, I suspect.
Bollin Valley	Stop the deterioration of paths and stiles on Bollin Valley Trail.
Bollin Valley	New Definitive PPROW from North side of bridge at Coppice Farm (376745,385710) following the North side of the Bollin brook to bridge (375795,385250) between Ryecroft Farm and Briddon Weir Farm. This would make a very pleasant circular route without having to weave your way through the estate. The existing PPROW are very popular with young families and older users and the users who are surprised by the new fence erected by the landowner. No signs on Timperley golf course.
Bollin Valley	Add footpath along the Bollin that crosses land at The Green Bend - currently under application
Bollin Valley	A private landowner Green Bend Grange Road Bowdon has during last 18months closed a footpath which has been used by locals for over 70 years and the council are unwilling to fight to have it reopened because of the cost.
Bowdon	Urban footpaths need sweeping more often, particularly the roads round Bowdon. They still have leaves on from last year. Also some hedges need cutting back.

<b>Area/path/location</b>	<b>Specific Comment</b>
Bowdon	For routes used by school children - eg from Langham Road to West Road in Bowdon - better lighting, cleaner (especially dog fouling)
Bowdon	Great work being done by your garden team at Devisdale and Denzell House Gardens - Well Done.
Bowdon	Lighting at top of existing footpath off Vale Road, Bowdon.
Bowdon	When in a wheelchair or mobility scooter the Bowdon area is stressful. Pavements slope towards roads, road humps near crossings are lethal. Cars have no option but to half park on the pavement. Trafford itself is anti-disabled. Plans cannot be seen in Sale or Stretford Town Hall as there is nowhere to park and traffic wardens fine blue badge holders deliberately.
Bowdon	The pathways which run along Priory Street, Bowdon up to Bailey Walk and Vicarage Lane are poorly maintained, ie no litter cleaning, poor surfacing, poor lighting and overgrown with weeds etc. They need maintaining and resurfacing in short
Bridgewater Canal Towpath	Our main concern over the last few years has been the amount of rubbish and litter on the Bridgewater Canal Towpath. We are ashamed sometimes to live in Trafford and find it a poor example when taking our grandchildren.
Bridgewater Canal Towpath	Consider surfacing improvements to Bridgewater Canal Towpath, particularly between River Mersey & A56 roadbridge (Old Trafford). This section becomes particularly rutted and difficult to use in winter. Force/encourage Peel Holdings (or TMBC) to increase frequency of litter picking along the canal bank - in parts the amount of litter is a disgrace!
Bridgewater Canal Towpath	Also need to cut back nettles/brambles when necessary, esp. on short section of footpath linking towpath with A56 behind Gleeds Tool Centre.
Bridgewater Canal Towpath	I cycle along the canal towpath from Sale towards Manchester for work. In winter I use the A56 as the towpath is too muddy/puddled. Appropriate surfacing (gravel?) shouldn't be too visually intrusive! The surfacing on the section of bridleway alongside the towpath between the Mersey & the Watch House Cruising Club might be appropriate?
Bridgewater Canal Towpath	Resolve issue of whether towpath is a cycle route or not.
Bridgewater Canal Towpath	I am a fisherman but I am put off fishing the Bridgewater Canal because of litter and dog fouling
Bridgewater Canal Towpath	Cyclists can also be a problem for walkers.
Bridgewater Canal Towpath	The annoying thing about being a fisherman - I have to actually PAY for others to use the path along the canal. You do not mention fishing access although it is not quite relative.
Bridgewater Canal Towpath	Improve Bridgewater Canal Towpath in the Timperley/Broadheath area leading up to Dunham Town/Park.
Bridgewater Canal Towpath	Look to reopen other paths which have long been overgrown or blocked.
Bridgewater Canal Towpath	Timperley to Brooklands Towpath resurfaced in part but still muddy towards Brooklands. Needs resurfacing there and also between Broadheath & Timperley.
Bridgewater Canal Towpath	Put barriers up to make motorcycling and cycling more difficult on canal towpath (cycling prohibited there). In ares where cycling is allowed (T.P.T.) - enforce use of warning devices.

<b>Area/path/location</b>	<b>Specific Comment</b>
Bridgewater Canal Towpath	Good path surfaces would help. trying to separate the cyclists from the pedestrians would help, especially on the canal. Placing dog bins at regular intervals would help keep the paths clean. Litter bins, places for children to play safely and notes of interest would help. It would be nice to see areas set aside for small birds, bird feeders and baths etc.
Bridgewater Canal Towpath	Canal path badly needs resurfacing & has done for years, especially Timperley to Stretford - Very muddy and slippery!
Bridgewater Canal Towpath	Improve surface at the side of the canal. Can get very muddy in winter. Too many potholes.
Bridgewater Canal Towpath	The canal towpath is a great link from Trafford Town Hall to Sale Waterside, but the path gets muddy and you arrive with dirty shoes. This would be a good health walk for the workforce if the path were in better condition.
Bridgewater Canal Towpath	Improve towpath with a wider and more durable surface from Dunham Town to Altrincham to improve access to walkers year round. Prohibit cycling. The path is too narrow and cyclists inclined to force pedestrians onto the canal side of the path.
Bridgewater Canal Towpath	Bridgewater Canal towpath gets very muddy in sections - improve drainage and surface quality.
Bridgewater Canal Towpath	Bridgewater towpath goes straight through the borough. This is an ideal route for walkers and cyclists. A wide well drained path is required in order to get more people travelling to work by bike. Section between Timperley and Brooklands Station on the west bank is very poor. It is accessed via a footbridge at Smiths Field but is almost unusable as a route to either of the stations, especially Brooklands. I have cycled to work on the Bridgewater Canal towpath for 10 yrs. I would welcome improvements to the surface. Also the cutting back of bushes has not been carried out as well in recent years. Cycling should be the priority as the roads are so dangerous. Pedestrians have pavement to walk along, cyclists are expected to risk their lives on the big roads.
Bridgewater Canal Towpath	Some of the pathways on the canal are very muddy. I think this is made worse by overzealous pruning of the bushes and shrubs which should provide cover for small birds and animals, and also lack of proper path maintenance. It is also very litter strewn between Brooklands and Sale.
Bridgewater Canal Towpath	Improvements to date welcomed. However increase in young people on motorcycles on towpaths is a problem in summer months.
Bridgewater Canal Towpath	Potholes in Brooklands to Sale section.
Bridgewater Canal Towpath	Technically bikes are not permitted on the Bridgewater Canal Towpath - although I admit to ignoring this! - this is ridiculous - particularly as you should be encouraging people to cycle to work.
Bridgewater Canal Towpath	Paths get very muddy where not surfaced (Timperley - Brooklands - Sale)
Bridgewater Canal Towpath	My wife and I walk a lot along the Bridgewater Canal to Sale/Stretford/Altrincham/ Dunham - Last year, the Ship Canal company did a good job of improving the paths with hard core/grit. The worst problem is dog mess.
Bridgewater Canal Towpath	Improve the condition of the towpath
Bridgewater Canal Towpath	Please try to keep cyclists off the canal towpath. It's too narrow to pass in places. The signs put there are ignored. Instant fines maybe by parking wardens.

<b>Area/path/location</b>	<b>Specific Comment</b>
Bridgewater Canal Towpath	Clean up the area on the canal which is behind the Sale Harriers training area. This is always filthy with fly tipping.
Bridgewater Canal Towpath	Please persuade Peel Holdings to permit cycling on Bridgewater Canal/ Manchester Ship Canal and remove barriers obstructing towpaths.
Bridgewater Canal Towpath	Specific changes to the right of way network would be the improvement of the Bridgewater Canal towpath. Its current state is not good enough for access for all walkers, those with pushchairs and those requiring wheelchairs. Also, adjacent to the existing footpath/right of way, accommodation for cyclists is needed. The Bridgewater Way multi-user/shared route should be created. - The Bridgewater Way, improved and widened to accommodate all, including walkers, people with disabilities and cyclists, will improve the existing rights of way along the whole length of Trafford, together with creating better access for routes to schools and work within the A56 corridor. Please see brochure - The Bridgewater Way.
Bridgewater Canal Towpath	I would like to see more guided group walks. I enjoy walking on the canal towpath, but it can be very muddy.
Bridgewater Canal Towpath	There is a small but significant problem around Sale's canal towpath due to drug users and rough sleepers, which some people could find scary.
Bridgewater Canal Towpath	Bridgewater Canal (Sale to Stretford) is badly littered.
Bridgewater Canal Towpath	The public right of way has been signposted from Riddings Park along the canal but the fence dividing canal and Metrolink is in a very poor state. Likely to cause an accident for child/dog/metro.
Bridgewater Canal Towpath	A recent press release from Peel Holdings about the Bridgewater Canal Trust implied that cycling along the towpath was allowed. I believe this is not the case except when the work on the towpaths is complete - perhaps the council should make this point clear to the public?
Bridgewater Canal Towpath	In Sale there is not a big choice of paths/areas to walk so the towpath is the main recreational path and it could be a real attraction. However the state of the path is so poor that it is not used as much as it should/could be. I think it's a crying shame! Benches along the path would also be good and a real crackdown on people loitering, heckling walkers and dumping rubbish!
Bridgewater Canal Towpath	The canal towpath from Stretford to Sale is ...too narrow. Particularly from the Stretford side.
Bridgewater Canal Towpath	1) The track at the side of the canal widened so it is safe to ride on ie currently is too near the canal, frightened of children falling off bikes into the canal. Also cannot walk 2 or 3 abreast, and no space for passing other bikes or walkers. 2) More lighting needed and police patrol along side canal so it is safe for children walking to and from school. 3) A canal boat that you can pay and sit on to go to Altrincham or Manchester via the canal, embarking and disembarking probably near Sale.
Bridgewater Canal Towpath	Improve access to the Bridgewater Canal, especially cycle access. (e.g. remove the cycle ban)

<b>Area/path/location</b>	<b>Specific Comment</b>
Bridgewater Canal Towpath	I was interested to see Bridgewater Canal Towpath listed, as it is now a P.R.O.W. at the moment, as far as I know. I think there is a strong case for it to be made such, as unrestricted access for pedestrians and cyclists has been in place for some years now. It would make a great resource if upgraded to a better standard of surface, but I can see that would be very expensive.
Bridgewater Canal Towpath	I tried the Bridgewater canal route but the surface is a mess.
Bridgewater Canal Towpath	Number one request would be to have a quality cycle route linking Trafford with Manchester city centre. Something other than the A56! Currently the Bridgewater canal is used by lots of cyclists, despite us officially not being allowed to use this. Would be very happy if this could be turned into an official cycle route.
Bridgewater Canal Towpath	A cycle track / footpath alongside the Bridgewater Canal parallel to the many railway / tram lines would provide safe routes around the Borough. This would encourage people to leave their cars at home and walk or cycle to work.
Bridgewater Canal Towpath	Get approval for official cycleway down Bridgewater Canal. Extend Broadheath Trans-Pennine Trail to Timperley using spare railway land. Improve surface on this trail. Better signage needed on Carrington Moss and control of shooters - this land is a great resource but is underused.
Bridgewater Canal Towpath	Give access to cyclists to Bridgewater canal towpaths. The section from Stretford Edge Lane to Longford Bridge is particularly overgrown.
Broadheath	Curtail farmers - one public right of way has a sign saying 'Beware of the Bull' (near Broadheath)
Broadheath	The beginning of the footpath from Broadheath to Lymm is obscure. It is unfortunate that it could not use the obsolete railway track from Timperley tram station, or at least A56 Manchester Road. The obsolete railway bridge from Partington to Cadishead should be adopted for cycle and pedestrian use, especially now that the ferry service is discontinued.
Broadheath	The pathway across the fields from Sinderland Road Broadheath, towards Woodhouse Lane Sale now disappear into a building site where new houses are being built to the rear of South Trafford College.
Brook Lane	It would be useful to have cycle routes linking points of local interest and new/existing conservation areas (for exploring and encouraging wildlife/birds). Brook Lane could be radically improved if widened.
Brooklands Area	More wardens - I have been put off using Priory Woods as I have been flashed at and the man continued to pleasure himself in front of me. - The Baguley Brook area has lost a lot of old trees - these need replacing. By Dalebrook Road, 6 years ago small standard white birches were planted which are not in keeping with the oaks and ashes and these were snapped by vandals,
Brooks Drive	Brooks Drive (Baguley roundabout to Roaring Gate Lane) not specifically mentioned in your list. Good deal of public money & private initiative spent in improving this right of way over past decade.

<b>Area/path/location</b>	<b>Specific Comment</b>
Carrington Moss	The public right of way at the end of Isherwood Lane across Carrington Moss now has a road for the use of M.U.F.C. - the pathway alongside is not usable by horses, cyclists or walkers, but Manchester United is happy so who cares?!!! - Do not be blackmailed by the M.U.F.C.s of this world. Consider your residents, not big business when thinking about green land and rights of way.
Carrington Moss	Carrington Moss is a beautiful area but is often spoiled by fly tipping and motorbikes.
Carrington Moss	A section of the path from Danewell Woods to Carrington Moss (accessed from Carrington Lane by traffic lights) where it passes behind farm buildings (possibly Ash Farm) is in a dreadful state - again, it would be lovely if something could be done.
Carrington Moss	Car parking needed at Carrington near Manchester United (for walkers)
Carrington Moss	When planning new routes -discussions with local people - including horse riders. (Try getting through a narrow stile or opening a non-user friendly gate) or crossing busy traffic to get in correct lane - i.e. Traffic Lights at Banky Lane/Carrington/Manchester Road access from Carrington Moss to access Urmston Meadows/Sale Water Park route via Banky Lane.
Carrington Moss	Improve amount of access for horses Keep on top of fly tipping especially in Carrington Moss area
Carrington Moss	Isherwood Road, only has a pathway going part way down it, there is none after a while, this road is used by myself, a horse rider, and by dog walkers, and birdwatchers, to access the Carrington Moss. the speed on this road is at the moment set at 40mph, I think this should come down to 30mph. Please note some drivers do speeds over 40 [50+]! there is also no lighting on this road. The access road to the United football training ground was also put down over the original bridlepath...
Carrington Moss	Better signage needed on Carrington Moss and control of shooters - this land is a great resource but is underused.
Carrington Moss	Restriction of motor bikes on Carrington Moss/creating an area for these riders. More 'horse' signs on Carrington Lane/Isherwood road - possibly sleeping policemen on Isherwood Road as many drivers ignore horse riders plea to 'slow down'
Carrington Moss	Access to Mersey Valley west of the Carrington Spur to the Ship Canal and along to Warburton (even Warrington) would be good
Carrington Moss	The bridle way next to Manchester United's training ground is dangerous & unusable!
Church Lane, Ashton-on-Mersey	The drainage system between St Martins Church and the Golf Club is diabolical and requires immediate attention.
Church Lane, Ashton-on-Mersey	Church Lane, Ashton upon Mersey between St Martins Church and the A-U-M Golf Club - in heavy rain the roadway gets flooded and when the water drains away there is a large area of mud left on the cobblestones which makes walking difficult and dangerous.

<b>Area/path/location</b>	<b>Specific Comment</b>
Church Lane, Ashton-on-Mersey	I would like someone in authority to take a serious look at the state of the cobbled road at the bottom and of Church Lane, Ashton On Mersey which, during heavy rain, is frequently flooded.
Church Lane, Ashton-on-Mersey	With regard to the bridle path past St Martins Church, Ashton On Mersey, leading to Mersey banks continually flooding and deep in mud and horse manure from the Riding School. Drainage badly needs immediate attention - this path is definitely a health hazard.
Church Lane, Ashton-on-Mersey	The public highway from the lychgate of St Martins Church, Church Lane, A.O.M. to the car park of A.O.M. Golf club is almost impossible to walk down after heavy rain, which causes extensive flooding and when the water has receded there is mud left behind. Consequently it is still most difficult to safely walk along.
Church Lane, Ashton-on-Mersey	The path skirting St Martins Church and church hall is difficult to negotiate due to cobbles having either sunk or gone missing. After rain it is at times impassable due to soil and horse manure being washed down the path from higher ground and blocking the drain - this also has resulted in soil being washed from between the cobbles when the path is flooded.
Church Lane, Ashton-on-Mersey	Footpath from Church Lane, Ashton (St Martins Church - Golf Club) to Millennium bridge over Mersey is disgraceful - it is almost impassable - caused by passage of vehicles/horses churning up the surface into mud and surface water. Hopeless for baby trolleys, cycles and (pedestrians) - it would be lovely if something could be done as this is the main path into the Trans Pennine Way and the banks of the Mersey.
Church Lane, Ashton-on-Mersey	Church Lane, Ashton-On-Mersey - narrow footpath on only one side of the road!. The road beyond the church lychgate is almost impossible to walk on due to poor drainage, which causes deep water flooding and thick mud residue. People wishing to use the church hall or golf club will have to build a raft if something isn't done soon!!
Church Lane, Ashton-on-Mersey	The road between St Martins Church and the church hall is more often than not flooded due to bad drainage, which trails mud into buildings, etc. If nothing is done we will need to PPROW down the lane! - It is very unpleasant for (the children) trying to get to Sunday school...and anyone else who wants to (enter) the church grounds.
Church Lane, Ashton-on-Mersey	The road between St Martins Church and the church hall is always flooded in the winter and when it rains in summer, children use this road to go to Sunday school v- in fact lots of people use it for all the different things taking place in the church hall.
Church Lane, Ashton-on-Mersey	Many paths in this area are reasonably surfaced. Unfortunately the one most useful to me becomes virtually impassable in wet weather. This path, which runs from the end of Church Lane, Ashton down to the Mersey and the footbridge to Urmston Meadows is a wonderful route for cyclists, walkers and riders but the state of the surface prevents people using it. I end up getting the car and driving to a road with better surfaced paths.

Area/path/location	Specific Comment
Church Lane, Ashton-on-Mersey	Inspect surfaces & drains. Floods/blocked drains putting off people and taxi drivers going to St Martins Community Centre & Ashton Golf Club. Is this area under management of Trafford? Trafford came ONCE last year to clear it out. Area floods in bad weather. Access to community hall virtually impossible. Cobbled area – water is lifting soil between sets. Equestrian Centre goes up and down many times a day with tractor, dropping manure (which blocks drain) and ruins cobble.
Church Lane, Ashton-on-Mersey	One path floods - impassable in wet weather. The site of the Equestrian Centre at the end of Church Lane would seem ideal but the huge tractor and trailer carrying stable bedding to a huge manure dump carries mud on it's tyres - sometimes it hasn't closed the trailer tailgate and much drops when it travels on the conservation cobbles passing the very expensive cottages and the Church Hall , plus the droppings of the horses as they are moved from the field to the stables. - Do these centres have no responsibilities to clear up their mess? This mud and manure has blocked the drains and the and the surprising amount of runoff...cannot get to the drains. The cobbles are difficult to walk on...the material between them has washed away - I have seen the tractor washing it's wheels in the flood water which does not help...The mud is awful...the water goes right across the path at times (and) it is a popular path for local people.
Church Lane, Ashton-on-Mersey	(Improve) the drainage between St Martins Church and Ashton on Mersey Golf Club and the rest of the path to the Mersey.
Church Lane, Ashton-on-Mersey	Improve access to Trans Pennine via St Martins Church - Golf Club - this section of road and pathways is uneven, cobbled and frequently waterlogged.
Church Lane, Ashton-on-Mersey	I usually cycle via back roads to the Golf Course at Church Lane on Ashton on Mersey. Then over the Mersey at the bridge under the Carrington spur. Then up the lane towards Urmston. The part of the route past the golf course is a disgusting mix of horse s**t, dog s**t and mud.
Church Lane, Ashton-on-Mersey	The area outside St Martins Church and Church Hall on Church Lane in Ashton on Mersey needs improvement as it gets very muddy and floods everywhere when it rains.
Church Lane, Ashton-on-Mersey	The path and roadway outside St Martin's Church and Church Hall on Church Lane, Ashton on Mersey floods and is very muddy in wet weather and the cobbles are dangerous as there is no grouting between them. The path continuing to the River Mersey is usually impassable for days after wet weather due to the potholes, which flood and cover the path.
Church Road, Flixton	Improve drainage on Church Road, Flixton to Golf clubhouse area. Access from Riverside Road/Southgate:- paths have been under water for some time.
Davyhulme	Dog fouling is everywhere, especially on the quieter rights of way, i.e. Bent Lanes, pathway that leads to Woodhouse Road! - You have to watch every step! - Also Lees Field, Gleneagles Road, which is our local football field and a right of way pathway.
Davyhulme	Pathway across Kingsway Park needed.
Davyhulme	Trafford General Hospital linking Moorside Road with Davyhulme Road is very overgrown, dark, and a poor surface.

<b>Area/path/location</b>	<b>Specific Comment</b>
Davyhulme Millennium Park	Another entrance to Millennium Reserve from Bent Lanes area. More dog poop bins in Davyhulme area. Picnic benches in Davyhulme Millennium reserve. More litter bins in drop area from local amenities (McDonalds).
Davyhulme Millennium Park	Millennium Walk has a lot of brambles.
Davyhulme Road East	We have no bus into Manchester or Trafford Centre - all the buses go up Kingsway. There are a lot of older people in this area and we are not able to walk to Chester Road or Stretford Mall - We need a bus to go along Davyhulme Rd.East.
Dunham Forest Golf & Country Club	Dunham Forest Golf & Country club have fenced off walkways which had been walked for 50+ years.
Dunham Massey Area	Recommend closing Oldfield Lane to motorised traffic from the Dunham Forest Golf Club to Dunham Town to make a safe walking/cycling route to Dunham Park and the many footpaths in the Dunham area. As the current road is single track with no footpath or verge for a considerable distance it is hazardous for pedestrians. The road is, in any case, poorly maintained with a stream running down part of it and accumulated mud in the centre of the carriageway.
Dunham Massey Area	I love walking around Dunham Massey Park (where the deer are) taking photographs in both summer and winter (depending on the weather.) It's always changing.
Dunham Massey Area	The maps supplied (by the kissing gates) around Dunham were really helpful in expanding my knowledge of the area: these should be used as widely as possible, maybe with signs about points of interest re: wildlife, history, etc.
Dunham Massey Area	Many times we have thought about walking the footpaths of Dunham Massey - which are at present very old dilapidated signs, ploughed farmers fields and locked gates.
Dunham Massey Area	Paths in Dunham area not always kept as clear rights of way by farmers. Notices indicating 'bull in field' (real or fictional?) - Stiles unnecessarily high and difficult to negotiate for the elderly, who walk with me regularly, spring to autumn from canal at Little Bollington to Dunham Woodhouses.
Dunham Massey Area	The canal towpath between Oldfield PROW and Dunham Bridge is very muddy and has potholes. The sections on either side of it have been resurfaced. Why has this section been overlooked?
Dunham Massey Area	There are many permissive paths in Dunham Massey but they are not used to their full potential as, so far as I am aware, there are no maps available which would enable the public to make them into circular walks.
Eddisbury Ave, Flixton	The nature reserve in Flixton is lovely & could be better publicised. Also the many allotments in Trafford could be used for educational purposes/selling vegetables/flowers etc if co-ordinated well.
Flixton	The Bottoms - remove fence to the golf course at Flixton
Flixton	The public right of way path between Church Road and Penny Bridge Lane which runs along Braemar Avenue and William Wroe Golf Course is obstructed by two large sapling trees. I have complained to Trafford Highways Department at Carrington, but it would appear that they choose to ignore any correspondence - perhaps the forum of this survey will enable an investigation into the problem.

Area/path/location	Specific Comment
Flixton	I live on Balmoral Road in Flixton. there is a pathway near the golf course and allotments. this is a nice walk except for the state of the paths and overgrown bushes and dog dirt. which hinders walkers and children enjoying this walk.
Flixton	Flixton footpath between Flixton Station and Penny Bridge is uncared for and is one that we should be proud of . The right to keep it the footpath open was fought for by the residents of Flixton who took on the local Squire and won a landmark court case . There was a blue plaque sited by Trafford to mark the event (but where has it gone?)
Footpath 22 Butteryhouse Lane, Hale	Footpath No.22, Hale - from Butteryhouse Lane to Whitecarr Lane. (3800, 3873). From where path No.22 emerges onto Whitecarr lane, along there to Clay Lane - this is dangerous to walk because since kerbstones were installed (about 10 years ago?) it is difficult to walk along the narrow grass verge as the surface was left very uneven. You risk a stumble, fall or sprained ankle, where previously the verge surface was more even and easy walking. As the road is very winding and carries speeding traffic, this has become more difficult to negotiate and has frequently deterred me from using a circular route using paths No 24 & 21 from Ash Farm, Clay Lane to Butteryhouse and returning via path 22. A tarmac footway is not needed, just levelling of the grass verge between the kerbs and slope of Hedgebank on the north side of Whitecarr Lane, allowing the natural vegetation surface to return.
Footpath 23	Complete Footpath 23
Footpath 23	Surfacing of Footpath 23. It links Woodhouse Lane to Sinderland Brook and is regularly user as a pedestrian route to Broadheath.
Footpath to rear of Grange Road, Timperley	This path runs behind our property between Grange Road and Heyes Lane, Timperley...it is rarely used by the public except for one day a year when the council clear the growth of weeds, debris, needles, syringes, condoms etc. prior to the walking group who annually walk through. We have groups of youths congregating on the path and using it for a meeting place to use drugs. I have very recently witnessed a person (during the day) using the path as a urinal. Last year we had our wooden fence panels lifted and damaged and found it necessary to replace them with concrete blocks. Our neighbours...have also had fence panels completely removed & thefts have taken place from their garden...they have young children and...it is very worrying for them to witness the bad language and obscene behaviour of these youths. (A neighbour has been) in touch with the police regarding these events, but the only conclusion would be to close the footpath as soon as possible.
Halebarns	Ensure that all existing rights of way are kept from being overgrown, i.e. Broad Lane to Halebarns
Halebarns	Some public footpaths in Halebarns are overgrown and if used as short cuts to public transport leave your shoes covered in soil etc. (OK if walking boots worn..)
Hawthorn Lane, Stretford	Section over Metrolink/Canal virtually impassable in January.
Heyes Lane, Timperley	Boggart Footpath, off Heyes Lane, Timperley - the East-West stretch from Heyes Lane has been encroached onto by fences from neighbouring gardens, cutting the width even more than originally approved. Lots of garden rubbish is dumped on this path and it is overgrown with nettles at the Heyes Lane end.

Area/path/location	Specific Comment
Irlam Locks, Manchester Ship Canal	I strongly feel that (as) a priority in terms of connecting places... an arrangement be made with Peel Holdings about Irlam locks. No route is shown over the great divide that is the Manchester Ship Canal at this place..If you look at the Welcome Cycle Network Map (Trafford), the only other access shown on that side is the Warburton Toll Bridge.
Longford Park, Stretford	It would be beneficial to all the people who live near the Rye Bank Rd. (Firswood) entrance if the council could concrete over this muddy area, not just for dog walkers but for people...with children & pushchairs and older people out for a stroll. Although I live on Cromwell Rd my complaint is that this entrance is always very muddy & dangerous....twice I have slipped in the mud. Please do something about this entrance.
Lostock Circle	I am very concerned that there are far too many vehicles on the road, and not enough pedestrian access to encourage people to walk short distances. Locally, it is frustrating that Asda and the Trafford Centre are inaccessible over the Parkway, as this is a short cut for pedestrians (see attached map)
Mersey Valley	Some Mersey Valley paths stop dead at railway lines/fences.
Mersey Valley	Walking or cycling along the Mersey is quite scary when youths are riding motorbikes. I don't like taking my children there as they are frightened. We need more accessible routes for children to ride bikes.
Mersey Valley	I would like to see litter bins in Mersey Valley to encourage less litter.
Mersey Valley	Mersey Valley and the Trans Pennine Trail are a real joy to walk and I feel lucky they are so close to my home.
Mersey Valley	Provide more seats along the Mersey Valley paths.
Mersey Valley	Generally create more routes for people to walk and cycle to work (away from main roads). The poor surface of existing paths means many routes cannot be used in winter. Specifically the path at the bottom of Meadow Close, Stretford leading to the Mersey Valley (Turn Moss) is just a mud track in wet and damp conditions.
Old Trafford	I feel very cut off living in Old Trafford. I can't think of any routes in my neighbourhood, nor how to walk to existing routes.I live near the Hulme/Moss Side border. There is no easy way to walk to Salford Quays or any of the canal towpaths. - How can we ensure that residents of Old Trafford are not isolated from the new Irwell City Park? How can Old Trafford residents benefit from the areas mentioned in Question 3 (which I've never heard of other than the towpath b- which I can't get to - and the Sale Water Park.
Old Trafford	More publicity about rights of way, but remember Old Trafford has no free newspapers for community matters.
Partington	Are there any plans to put in a bypass or a second road through Partington? When the main road is closed off we are isolated!
Partington	The obsolete railway bridge from Partington to Cadishead should be adopted for cycle and pedestrian use, especially now that the ferry service is discontinued.
Rifle Road	Rifle Road, Sale is an unsightly tip - clean up needed.

<b>Area/path/location</b>	<b>Specific Comment</b>
Rifle Road	M60 junction 6 Rifle Road beginning - go left where new gate has been put in, parallel to the slip road. This piece of meadow has rubble or other rubbish in it now and for some years has not been tended. Grass is overtaking other plants, e.g. cowslips.
Sale	Bridge from Walton Rd side of canal to link with railway bridge at top of Woodbourne road (would save walking to Brooklands Station and return.)
Sale	I cycle daily to work from Walton Road, Sale to Terminal 2, Manchester Airport. I use a section of Brooks Drive. I would love to be able to do more of this journey on cycleways. The traffic is very dangerous on Park Road and Roaring Gate Lane and Clay Lane near to the airport.
Sale	A more direct link from the new bridge over the M60 to Dane Road.
Sale	Pathways (cobbled, etc.) between terraced houses in Sale are in a very poor condition, causing people to trip and have accidents (ie Husband with broken arm and shoulder). Also too much dog fouling. Maybe bins would be an idea.
Sale	Urgent correction of flooded area on Cow Lane, Sale. Also surfacing of footpath between Sale Golf Club and Mersey banks. Neither path is currently passable without major problem
Sale	Also surfacing of footpath between Sale Golf Club and Mersey banks. Neither path is currently passable without major problem
Sale	Main priority - cycle lanes. Too many are found where they can be done without and disappear where needed, i.e., where roads narrow. Brooklands roundabout is dangerous cycling towards it along the dedicated track. It ends ON the roundabout between lanes of traffic.
Sale	Main priority - cycle lanes. Too many are found where they can be done without and disappear where needed, i.e., where roads narrow. Brooklands roundabout is dangerous cycling towards it along the dedicated track. It ends ON the roundabout between lanes of traffic.
Sale	There is a mismatch between routes shown on Trafford cycle maps and what is sign posted as a right of way for cyclists. e.g. School Road, Sale and routes by the canal.
Sale Water Park	Open a small car park on north side of lake at Water Park to give access to bird hide for those with limited walking. Access could be limited to blue badge holders.
Sale Water Park	Improvements to date welcomed.
Sale Water Park	The path that runs alongside the Metrolink from the Mersey to Stretford Cemetery is usually in bad condition and needs work on it. The path is strategic for circular walks.
Sale Water Park	The path around Sale Water Park lake gets flooded and very muddy next to the motorway - could do with better surface/drainage.
Sale Water Park	The new metal access gates to Sale Water Park (M60 Overbridge) are a pain for cyclists - any chance of replacing them?
Sale Water Park	Circular route around Sale Water Park, over Mersey
Sale Water Park	Priory Woods - recent developments make many of the previously used footpaths inaccessible. Seems counter-productive.

<b>Area/path/location</b>	<b>Specific Comment</b>
Sale Water Park	Jackson's Boat - Very unfortunate that the car park can no longer be used by walkers who are not pub patrons.
Sale Water Park	Maintain Sale Water Park - it is used extensively and needs regular maintenance
Sale Water Park	Ability to get to Sale Water Park by public transport.
Sale Water Park	In places, deep in mud and puddles that make it physically inaccessible
Sale Water Park	Very disappointed in the mess made of Sale Water Park's improvements. It started off very green, clean with clear paths, it now has muddy paths churned up by bike/vehicle usage, cans bottles and bags always in the water, limited access to paths around the lake. Nearly all the seats have been destroyed or burned. The sandy shore has been eliminated, spoiling the view and family environment. The cafe near the information centre could be the best provider of quick food, ice cream, coffee, with semi-sheltered seating outside for the 100s of dog walkers who are not acceptable in Main Bar/Restaurant. More usage of the land available for paths. Create walks of varying degrees of difficulty. Utilize local offenders to improve the paths, plant and clear rubbish. More dog bins and bag stations.
Sale Water Park	Café: toilets needed and picnic areas. Bad muddy areas on paths made by horses, cycles etc.
Sale Water Park	The bridleway at Sale Water Park has been blocked in two places, coming onto the car park by deckers & from the river bank to the far side of the park.
St. Martins Road, Ashton	More signposts. I appreciate the brick path past the stocks at St Martin's Church. You go up with the graveyard on your right (until you reach) the back gardens on St Martins Rd where the path narrows it has been trimmed. This is...much appreciated ...I take the dog that way regularly.
St. Martins Road, Ashton	A bridlepath between Nos. 13 & 32 St Martins Rd, Sale is used by motorbikes, horses, pedestrians and dog-walkers. The latter frequently do not clear up after their much loved pets. The path is always an eyesore - full of weeds and young trees which need to be treated to stop further growth.
St. Martins Road, Ashton	The public right of way to St Martins Church from St Martins Rd is often dangerously muddy. The access to St Martins Church Hall floods regularly, making it extremely difficult to use.
Stretford	Please could we have more bins for dog waste around Turn Moss?
Stretford	Improvements to crossings along A56 in Stretford...to encourage more visitors who are currently discouraged because of the subways and poor condition of pathways.
Stretford	Surface right of way from Edge Lane, Stretford through to Lime Road. A short cut used by many residents and pupils from Stretford Grammar. It is in a terrible state, potholed and muddy. Surely this would benefit a vast number of Trafford residents.
Stretford	There is a path (in between two houses) on the bend of Dalton Avenue (as if heading towards Audley Avenue). it leads into Lostock Park. it is overgrown and has a poor surface, i would definitely use it more if it was improved.

Area/path/location	Specific Comment
Stretford	Produce a map available as a leaflet and on the Trafford web site which indicates the rights of way network; a 1km OS grid should be superimposed together with the streets and their names. Signpost and designate cycle ways in Longford Park in Stretford (SJ 808 946) there are 2 wide cycle routes through it one running North- South the other East-West; they are connected in the middle. They are excellent routes to Old Trafford Football and Cricket Grounds from Stretford and Chorlton areas.
Talbot Road, Bowdon	I would like Jean Greer to be given more funds and backup to deal with people who deliberately try to close rights of way - I refer to the part of Talbot Road, Bowdon between Stanhope Road and Bow Green Road.
Timperley	Zebra crossing at Eskdale Drive, Timperley WA15 7XU. Crossing over Stockport Road on each side of the hill, children crossing by running between cars because there is no pavement on the same side of the road.
Timperley	Make footpath from Attenbury Lane to canal in Timperley a definitive right of way.
Timperley	Boggarts Way-walked in 2002 very overgrown-as were several other old paths in the Timperley area. Litter and old vegetation covering the paths.
Timperley	Lark Hill, Timperley - popular footpath to Lark Hill Centre and village. On 6.12.06, broke my ankle here. (Also) passage Shaftesbury Ave to Mosley Rd. - All walkways around Timperley need attention. There are so many new families living here, with several routes to schools.
Timperley	The original footpath around Timperley Old Hall moated site is completely overgrown and blocked off by a chain link fence. The footpath from Timperley Old Hall farm to the King George V pool is completely overgrown. The footpath from the golf driving range site to (the) pool is in a sorry state with fallen trees and overgrowth making access difficult. There is now no public access to Timperley Old Hall moated house platform since T.M.B.C. removed the bridge in 2005. The combined area of Timperley Old Hall environs and King George V pool is a potential nature reserve and one of historic worth to the borough. Renovation of footpaths would allow for a health walk trail to encompass these features.
Timperley	The path between nos. 36 & 38 Shaftesbury Avenue, Timperley is used by children going to school and is always in a disgraceful condition. Only half heartedly tidied up once a year - something should be done!
Timperley	Condition of footpath over Larkhill, Timperley is very poor (i.e., very muddy) -this path is used by many people as a quick route to shops and transport.
Timperley	The public footpath between Mosley Road and Thorley Lane, Timperley Village (across Larkhill). The surface condition is disgraceful and dangerous. There is no lighting or drainage. It is used by many elderly people to get to meetings at Larkhill Community Centre but is completely inaccessible in wet weather. The only part of the 'lane' to have been resurfaced is the vehicular access to the Centre from Thorley Lane. It has been said that a footpath from the Centre to Mosley Road does not exist

Area/path/location	Specific Comment
Timperley	Footpath running between Hawthorn Close and Moseley Close:- The lighting is frequently vandalised. I have reported broken lighting on several occasions and requested protection to be fitted to the lighting but no action has been taken. Bulbs are replaced but the lighting column lens remains broken - so it easy for another stone to be thrown and smash the bulb (Children the stones from the disused railway bridge). Could these lighting columns be fitted with a protective grill? There are two fl
Timperley	Footpath from Thorley Lane to Mosley Road is a popular path to the village and Larkhill Centre. If it is not better maintained we fear we will lose it altogether! It is overgrown, muddy and dangerous in places. Recently a pensioner fell here and was taken to hospital. Local councillors have been contacted and Timperley Civic Society have voiced their concerns.
Timperley	Please stop people putting up high fences further out than their garden borderline. Eventually the path becomes too small for prams, bikes etc., e.g. the path running from the backs of the (houses?) off Park Road, Timperley to Manchester Road is now nearly half the size it used to be because of selfish(ness).Also the Boggart (Timperley).
Timperley Brook Valley	Have a lower speed limit for cars on Shay Lane, Raining Gate Lane, Thorley Lane. Have a paved footpath from Runger Lane to the top of Shay Lane
Trans Pennine Trail	Trans Pennine Way between Altrincham and Lymm. The Trafford section is very poor compared to the Warrington end. The route needs drainage and surface upgrade urgently.
Trans Pennine Trail	At present there is no way out of Urmston via the Meadows owing to the closure of the flyover & more important for cyclists, the underpass under the motorway & Chester Rd towards Sale & Chorlton Water Parks. As this is the Trans Pennine Trail, I fail to see why it has been fenced off.
Trans Pennine Trail	Trans Pennine Trail gets very muddy around Dunham - Maybe resurface areas?
Trans Pennine Trail	The Trans Pennine Trail in Trafford would benefit greatly from an all weather surface, improving access and encouraging walking or cycling. The current surface is prone to be muddy and puddled in wet weather making it unattractive to walkers and cyclists.
Trans Pennine Trail	Trans Pennine Trail gets very muddy in sections - improve drainage and surface quality.
Trans Pennine Trail	Our bit of the Trans Pennine Trail (Broadheath - Warrington boundary) is a muddy wet disgrace.
Trans Pennine Trail	Improve/maintain signage and gates/posts on Trans Pennine Trail through Trafford. I use parts of the trail on a regular basis and it must be a mystery tour for those unfamiliar with the route. The gates and posts are of inconsistent design and not cycle friendly.
Trans Pennine Trail	Section of towpath immediately north of Jacksons Bridge is a muddy death trap.
Trans Pennine Trail	Paths get very muddy where not surfaced (Heatley to Rope & Anchor)
Trans Pennine Trail	Trans Pennine Trail (Lymm - Dunham section) is now in a poor state for walking because of damage to surface by horses and cycles seeming to use both sides.

<b>Area/path/location</b>	<b>Specific Comment</b>
Trans Pennine Trail	Trans Pennine trail needs resurfacing from Altrincham to Lymm - too many ruts & puddles.
Trans Pennine Trail	The surface finish in Trafford is inferior to that in Warrington. It becomes muddy whenever it rains and it becomes unusable. Signs are damaged or missing.
Trans Pennine Trail	Build a more direct route from Manor Avenue to Trans Pennine Way (past the rubbish dump). - The Trans Pennine Way is terrific - let's develop more links to it. Also, develop the canal as a commute route into the City of Manchester.
Trans Pennine Trail	Make tracks useable in all weathers - .weather proofing and good drainage required (Trans Pennine Way is an example of poor track conditions in winter) - Dedicated routes between villages/towns (eg. Hale & Wilmslow) or to places of interest (eg. Dunham) would be great.
Trans Pennine Trail	Please improve the surface & signing on Trans Pennine Trail.
Trans Pennine Trail	Improvement to surface of Trans Pennine Trail - it's very muddy after rain.
Trans Pennine Trail	The surface of the Trafford section (Warrington border to Sinderland Road) of the Trans Pennine Trail is very poor - obviously 'built on the cheap' compared to older sections of Warrington Trail. See also Manifold Trail (Derbyshire) for example of excellent surface. We prefer to ride bikes there rather than local T.P. Trail. Trans Pennine Trail (Trafford section) is impossible to use with a cycle trailer for younger children due to 'High log horse jumps' or short cycle 'kissing gates'. Other trails provide more successful anti-vehicle barriers which exclude anything more than a single normal bike.
Trans Pennine Trail	Trans Pennine Trail - from Bay Malton pub, the trail towards Sale and Stretford is lacking in signposts - crossroads - no signs - which way do I go?
Trans Pennine Trail	Put signs for the Trans Pennine Trail at access points along the main roads in Urmston & Stretford. Without them, many people do not know that the T.P.T. exists. Voters & their families should not be kept in the dark about this safe, pleasant route. These signs were missed off in 2000.
Trans Pennine Trail	Please reopen bridges over the motorway (Trans Pennine Way)
Trans Pennine Trail	Trans Pennine; Broadheath to Rope & Anchor - very muddy.
Trans Pennine Trail	The T.P.T. by the side of the River Mersey is muddy and quite difficult to traverse in places. The rough terrain makes it unsuitable for cyclists. This would benefit from improvement.
Trans Pennine Trail	1. Surface quality of the TransPennine Trail (TPT) is often very poor. 2. Very poor signage – non-existent in many parts. 3. Too many gates / fences on the TPT, which seem to be increasing. I understand there maybe a concern over motorcyclists, but other parts of Greater Manchester seem to manage their routes without so many gates. 4. Improve access to the Bridgewater Canal, especially cycle access. (e.g. remove the cycle ban)
Trans Pennine Trail	The Transpennine Trail could do with much improvement in the section between Sale Water Park and Seamons Moss. Parts of this are difficult to follow and very muddy.
Trans Pennine Trail	Trans Pennine Trail would benefit from a better surface (too many large holes which fill with and retain water.
Trans Pennine Trail	Trans Pennine Trail would benefit from a better surface (too many large holes which fill with and retain water.

Area/path/location	Specific Comment
Trans Pennine Trail	The horses and bikes churn the surface up and everyone who walks there after it has rained gets a mud bath!
Trans Pennine Trail	Better signs of direction, especially the Trans Pennine Way, I find myself trespassing on a certain area where the landowner says its his where as the signs direct you to that area as the Trans Pennine Way!
Trans Pennine Trail	Improve and upgrade the Trans-Pennine Way underpass under the A56 Chester Road. It is an eyesore, subject to fly-tipping from the road above, used by drug users, house old prams and shopping trolleys and road maintenance equipment such as traffic cones not to speak of the foul water in the adjacent culvert. It is unsafe and unpleasant to use and not at all in keeping with the regional and local significance of the path that it accommodates. A better option would be to replace it with a bridge
Trans Pennine Trail	All the TPT needs to be off road. Some sections are very, very dangerous where they are on fast sections of road. Unless work has been done recently some are impassable. Of the 17 local authorities responsible for TPT Trafford's section is the poorest! Ask TPT in Bradford.
Urmston	The path between Easbrook Lane - off Queens Road, Urmston towards Meadowgate beside the Mersey oxbow lakes is impassible most of the year due to mud and erosion. Please improve the surface for walkers. - There are very few crossing points. There seems to be no route from Urmston to Flixton. The Kickety Brook path under the A56 vis very frightening and sinister. The surface is poor, it is poorly lit and you cannot see if anyone is hiding there!
Urmston	People use the large area behind Grangethorpe Road and Carlton Crescent (called Mersey Head Plain) day and night for dog walks and some horse riding. Very nice and useful - but noisy bikes must go elsewhere.
Urmston	Urmston Meadows opposite Barowfield Farm - a link from Urmston Meadows to Urmston Meadows South - abandoned wagon containers and railway wagon need to be cleaned up and landscaped. - Route from narrow steel bridge at the end of Easbrook near the former playing fields towards Stretford/Sale and the Trans Pennine Trail is permanently muddy. Path needs to be relaid or another created nearby.
Urmston	Coming from Urmston & going over the Millennium Footbridge, heading under the motorway towards Ashton On Mersey, the surface is very muddy whenever there is rain, making it difficult to use with bikes and prams. Would be great if some hard core could be put in there.
Urmston	My most used path - Stamford Rd along railway to Abbotsfield Park - is used by many people of all ages. It is left to overgrow so.it's almost impossible to walk through with small children or pushchairs...to my knowledge it has not been properly cleared for the past 3 years....I feel this should be done every year - some of the chestnut trees on this path have a protection order - neighbours had chopped down many by the time the council got round to it! - We need...to remind people of this order.
Urmston	The other path I use a lot is from Stretford Rd to Highfield School - this is not cleared on a regular basis as it should be - only after phone calls ..by many...people did it get cleared.

<b>Area/path/location</b>	<b>Specific Comment</b>
Urmston	There is very little publicity about the extensive walks in and around Urmston and it's meadows.
Urmston	Car parking needed at Urmston Meadows (for walkers)
Urmston	Many people now use the path that starts at the bottom of Lorretto Road. You can walk or cycle to Stretford, Sale, Chorlton and further afield both for pleasure and to go to work. Although some of the path is well lit by the motorway lights it would be great if there was proper lighting for regular users. I don't mean big glaring lights to disturb the wildlife but some thing vandal proof that would light the way.
Urmston	Conditions under foot are very important to one member of this family, so slippery surfaces, overgrowth and unmaintained stiles are a serious deterrent to use. Some prime examples of poor path surfaces lie in the Mersey Valley adjacent to Jacks Lane nature reserve in Urmston. Giant puddles after rain are common making progress on foot almost impossible. Use of rubble infill and better drainage maintenance would help considerably.
Urmston	Can you please explain why Trafford Council discriminates against the disabled and people who are old and have to use wheel chairs or electric mobility scooters as this is the situation in Urmston Meadows. The Meadows is a beautiful place full of wild life and birds singing, the health walk is great if you can get over the railway sleepers, stiles and locked gates that have been installed at all of the entrances to stop motor bikes which does not work anyway ie: Riverside Drive, Southgate, Ceder
Wainwright Road, Altrincham.	(We wish to) specifically complain about the terrible state of the pavements in the Wainwright Road area of Altrincham. Other pavements in the area have been completely resurfaced and they do not get as much use as Wainwright Rd. There are bumps in the pavement 2-3 inches high, cracks, etc. In 26 years they have not been resurfaced fully, just patched. They are a DANGER.
Wainwright Road, Altrincham.	We have lived in Wainwright Rd in Altrincham for 47 years and the pavements on both sides are in great need of repair, never having been done since we lived here! Surely they are due to be done?

## **APPENDIX 2. General Comments**

<b>General Comments ( Not related to very specific areas)</b>
<b>Requests or Suggestions for Better Maintenance</b>
Improve secondary paths - after rain some become very waterlogged and muddy.
Better surfaces & drainage-more gravel.
In wintertime, occasional maintenance of the horse areas which become virtually impassable with use would be appreciated.
A condition survey of rights of way at regular intervals with follow up maintenance.
Regularly maintain routes
Drained surface, liquid mud churned with hooves, pools of filthy water to cycle/walk through has driven me back to the roads.
Ensure stiles and gates are in good working order
Keep surfaces A1
Good maintenance is essential
Write to neighbouring properties to remove/fix fences, overhanging trees/brambles.

<b>General Comments ( Not related to very specific areas)</b>
More planting of endangered plants and help with wildlife.
Towpaths are narrow in places making it difficult for walkers and cyclists to pass.
Facility should be available to report on poor surfaces, cleanliness, stiles etc and to see action taken to put the faults right.
(Carry out) drainage work on paths that become virtually impassable because of flooding/surface water.
Fences, gates and posts - often in need of repair or painting - Poor maintenance.
Improve surfaces of existing pathways to make walking possible in all weathers.
Better surface needed especially in winter
Footpath repairs.
Regular maintenance of well used areas eg stiles - horse box access areas and gateways. These areas become worn-out by constant traffic and need regular repair.
Maintain canal towpath area.
Better surface
Some paths just need bad potholes filling in, often near to stiles/access points.
Regular inspections should be made
Level out existing paths.
The condition of paths etc is important
More clearly defined footpaths would be useful - some are no more than mud tracks in the autumn/winter.
Paths and some car parks need hard core to fill in large and numerous holes.
General maintenance regularly much needed - I am pleased that there is a prospect of some care for these useful places.
There are plenty of public rights of way in Trafford but maintenance of these paths is nil and so makes the existing ones useless.
Better surfaces will always be desirable
Many paths are simply impassable after rain. Drainage seems to be an area that has been neglected on most paths I've used.
Some paths, particularly on the canal bank could be surfaced better as they can be muddy after rainfall.
(Upgrade) the quality of surfaces.
It is important to keep footpaths and rights of way open and in good repair, especially over farm land.
Pathways through the countryside via scenic routes should be kept in pristine condition.
Like most environmental matters, there is a serious lack of investment e.g. staff that could do the work but more importantly, to MAINTAIN the public right of way network and continue the work to completion.
In wintertime, occasional maintenance of the horse areas which become virtually impassable with use would be appreciated.
<b>More Information</b>
Grading of the right of way network, i.e. easy, moderate, demanding, suitable (for) children, etc. A book or sheets showing different parts of the network, including directions and lengths (eg. A simple ordnance survey map.)
Very difficult to have info at hand for general public to see the footpaths and rights of way, pubs and public toilets. - Perhaps a leaflet drop every 6 months would vastly improve the usage of the walks and countryside available - Cheers..
Make sure that landowners & local residents know that path is right of way.
A map of local rights of way should be available at libraries, on internet and at tourist information offices.

<b>General Comments ( Not related to very specific areas)</b>
Publish routes on the TMBC website. Most residents don't know where the routes are, or whether or not they are legal.
Are the network of rights of way and walks on theTrafford.gov.uk website?
Mention where information is held when advertising.
More information about where they are, made more accessible, eg. Local library.
More maps showing local walks and circular routes.
More clear detailed info is always good.
We need to raise the profile of the walks in Trafford. People are not aware of the many routes available.
Provide a booklet giving circular route walks with some indication of path surface, points of interest, where to park or public transport access points.
A booklet of footpath routes especially circular walks would be very useful.
Maps, information sheets
Local maps of public rights of way with path number, i.e. No.26, Name Road to Name Rd and name of connecting roads.
Advertise more widely how to access paths etc and where they lead to.
Has anybody checked the G.M. Cycle Network Map 9 (Trafford)? - key links, bridges, locks and underpasses are missing from the map, for example the Lowry Footbridge at Trafford Park/Salford Quays and new bridges over the M60...A user would recognise this but a potential user would remain in the dark.
Please send me info re: cycle paths.
Info re paths on Sale Water Park etc
Up to date map showing footpaths bridleways etc
Greater literature on the range of walks/routes within the borough would be useful.
A detailed map of the whole of Trafford showing all rights of way
Make sure the general public know of the paths and trails.
Provide more information on existing foot paths, an article and map in each edition of Trafford Today would be a good start. Devote more resources to Rights of Way.
More information as to where (the rights of way) are.
Produce leaflets (with a map) that give detailed information on points of historic or natural interest along the route.
Ensure that information on Rights of way is correct and that council officers check records before giving information to the public.
More clear detailed info is always good.
<b>General Request for Extension/ Greater promotion of the Network</b>
Need to make sure all suburban footpaths are on the Definitive Rights of Way map, i.e. those in areas not surveyed in the 1980's.
More strategic links across & through borough relevant to today's needs e.g. improved National Cycle Network, Trans Pennine Trail etc.
A one off guided tour would be great, advertised in local papers, maybe the first Sunday in every month - also mention where information is held when advertising.
Change/improve existing urban landscape with more concern for improving walkways, more walking freedom, traffic safety and security.
Over recent years I have noticed more and more cyclists taking advantage of the public rights of way. This includes families - any improvements will further encourage these trends.
Publicise suggested routes.
New ideas for walks. Many of the walks we did as children are lost to redevelopment but can you (ensure) that those lost are replaced? They won't be the same but can become 'new friends'. In a class 2 yrs ago, we worked out a 'J.P.Joule Trail' but...never got it published.
Lets make these changes happen.

<b>General Comments ( Not related to very specific areas)</b>
Have publicised accessible walks. Have circular route which is interesting and accessible.
Be prepared to give talks at various venues, I.e. with Woodsend Community Group meeting at our local library - soon to become the new community centre we hope.
Organise walks with kiddy quizzes, showing points of interest.
A visitor centre in precincts would be helpful - easy to hard walks promoted - maybe print a walk in local paper once a week
Advertise more
More free organised walks in Trafford to explore path networks & gain greater info on local patches. More regular health walks to promote urban countryside.
(Aim for) the continuity and integration of routes [at least a plan to work towards this) with reasonable and attainable targets for progress.
Join up all the odd stretches of paths to create more circular walks.
Produce a log book/card with list of areas and make available to Trafford residents via (local outlets). Resident records in log any walks/ horse rides/ cycle rides completed on a Trafford Right Of Way - at completion of target (ie 10 mls per month, 30mls per yr, etc) submit to Trafford MBC and receive a certificate of achievement.
Possibility of featuring walks/ circular routes in local newspapers eg. Sale & Alt. Messenger? Trafford Today (council newspaper)?
More linking of paths
The Council websites are impressive on the written aspect but poor in delivery.
<b>More or Better Direction Signing</b>
More signs/information on the actual site of the pathways would be excellent Information signs should include information about caring for the countryside, not dropping litter, shutting gates etc - as well as general area information.
Make sure rights of way are well marked and kept to.
Make sure that there is a signpost at each end of each public right of way.
Signage (needs attention) especially PROW signs across fields where it's sometimes not apparent in which direction to walk.
Signposting needs improvements - often caused by vandals.
Indication of links to buses, tram, trains etc - signs giving approx. walking times to destination.
Improve signage to canal pathways - it's beautiful along there, but not easy to find. Signage saying 'footpath' is useful, but it would be really useful if it told you where the footpath went. Perhaps occasional 'You are here' (signs) too. - I hope a similar exercise will be carried out on cycle paths and lanes on roads - as these could be much improved to key locations in Trafford.
Better signposting to alert people to presence of paths.
Better signposting
More signs to say it is a public right of way.
Better sign posts
How about every 1/2mile or so having a fluorescent coloured pole (then) walkers could be aware they are on the right path.
It helps when walk trails state nearest bus or train routes.
In addition to current improved signage add direction/destination/distance in miles/km.
Improve waymark signs and increase their numbers.
Better signposting will always be desirable
Better signage
Signpost the routes.
<b>Cycling Facilities / Cycle Routes</b>
Bike routes - extension to Fallowfield Loop - or something similar?

<b>General Comments ( Not related to very specific areas)</b>
Cycle routes - high importance because we all have bikes (2 adults, 2 children) - we would use these bikes more and leave the car at home ...if (there were) a cycle route/path separate from vehicles. Roads are too dangerous for cycling with the speed of traffic.
Take advice from cyclists on the type of facilities they want or would use. 'Improvements' in the past have been poorly designed and unattractive to users
More cycle paths as roads very busy & feel dangerous to use at busy times. If you don't focus on this, more people stick to the car, damaging the environment & also not learning to appreciate this precious world.
Would like more cycle paths.
More all weather dedicated cycling routes would encourage recreational cycling. The roads in this area are too crowded for cycling to be a pleasure.
In areas that are not heavily pedestrianised create more cycling paths on the pavements. I find cycling on paths on roads dangerous, particularly when paths suddenly end.
Make it legal to cycle on paths and canal towpath.
Many roads in Trafford are not suitable to cycle on as drivers do not look out for bicycles, especially in the mornings and evenings. Wherever possible cycle lanes need to be separate from the road.(describes how was hit by car).
More cycle paths-especially to encourage teenagers to cycle to school.
More cycle friendly paths.
I would like to see all paths open up to cycle use, part of my role as a youth worker is to introduce cycling as a safe sustainable activity. A better cycle network would help this, especially if linked to a responsible riding campaign.
<b>More Accessible Cycle Safe Routes</b>
Encourage cycle paths, even along canal towpaths, with responsible dual path use. Cycling to work along canal and other paths, for example, reduces the number of cars on the roads i.e. congestion and pollution.
Off road bicycle routes should be a top priority
Improve cycleways with better markings and lighting
More bikeways.
Where (new paths) coincide with traffic routes,
<b>Personal Safety / Security</b>
Ranger or warden in the areas to maintain good behaviour and reduce damage to fencing, trees, etc.
Warden in attendance on a regular basis
Personal safety
Install telephone boxes on paths & trails in case of emergency. Not everyone carries/owns/remembers mobiles.
Troublemakers loitering
Car parks: should be visible to all - to cut down on crime and theft, bushes surrounding them should be removed.
Tell people that there is a warden service that patrols this area and make it safe for children.
It would be a good idea to increase the number of wardens to increase feelings of safety.
As indicated in section 7 a random police presence on Trafford's pathways may encourage more usage by regular citizens who at present may feel threatened or intimidated by antisocial behaviour.
Safety is an issue, but how to resolve it?
Safety is the number one priority - particularly for schoolchildren. Agree access rights for ALL users including cyclists/dog owners/fishermen!

<b>General Comments ( Not related to very specific areas)</b>
(Don't) close rights of way where it makes it too long to walk around. It decreases safety. Rights of way through cul de sacs should be left open - alley gating should not be left with any dead ends.
Make paths safer
Safety aspect of high importance
Terrified of using these places - accosted by dogs and laughing owners
Rights of way. if in an area known for crime, to be carefully monitored.
<b>Accessibility</b>
They should be child friendly & older mobile people should also be able to use them with ease.
I would like some (rights of way) to be available to and suitable for battery-operated scooters for people unable to walk much.
We have set off on a trail a few times - my husband loves to walk. I have a mobility scooter - we have got a little way and then had to go back. There are obstacles on all pathways; metal barriers, stiles and horse crossings that scooters cannot be carried over. We would love to do all the trails & pathways in Trafford and we think it's about time these were made available for everyone and not just the able bodied.
There are routes that are not accessible to wheelchair users & are difficult for pushchair users (eg over railway lines). A level alternative is required. You need to have a professional access audit carried out before work is completed. You may contact MOPAK (0161) 273 5033 for a quote for the work. The Fieldfare Trust lists some standards ( <a href="http://www.fieldfare.org.uk">www.fieldfare.org.uk</a> ). (Re: alternative versions of questionnaire - This should be in large print (at least 20pts) on the front of the document.
I have a double pushchair probably about the size of a wheelchair. The pathways could be made more accessible.
Need more paths suitable for pushchairs.
More improvements to help disabled and vision impaired people with walking.
Better access points in the town centres and other contact areas, i.e. railway stations.
There is some wonderful scenery, make it accessible for green people who don't drive.
Children and young people (must) have access to safe routes - this includes disabled children.
(Design) a more efficient device than the current gates for stopping illegal off-road motorbikes as they are difficult for cyclists too
Some routes not easy with push chair. Wellington boots needed for these. Could any literature suggest 'gumboots recommended'?- NB. There's a difference between recreational use and walking to work - you don't want muddy shoes in the latter case!
I often cycle down on the meadows & find it really difficult to get my bike through the stiles (as I have back baskets) and have noticed that even those without the baskets have a problem.
(Improve) the negotiability of barriers especially for cyclists, those with wheelchairs, prams etc.
<b>Litter and Fly-Tipping</b>
Litter problems in some areas.
Waterways (to be) cleared (of) waste.
Any new rights of way to be kept clean.
We want nice clean safe areas to walk where people use litter bins.
Please keep all rights of way/footpaths free of litter .The rubbish left is a big eyesore.
Keep pathways and walk ways clean.
Fines for litter criminals - wardens to give fines.,
Ensure the countryside is kept free of litter & fly-tipping please.
More focus on removing litter
Too much litter in more popular areas.
As I am interested in nature conservation I would be a little wary of 'keeping paths clean' becoming overzealous. Litter removal and maybe bramble control desirable.

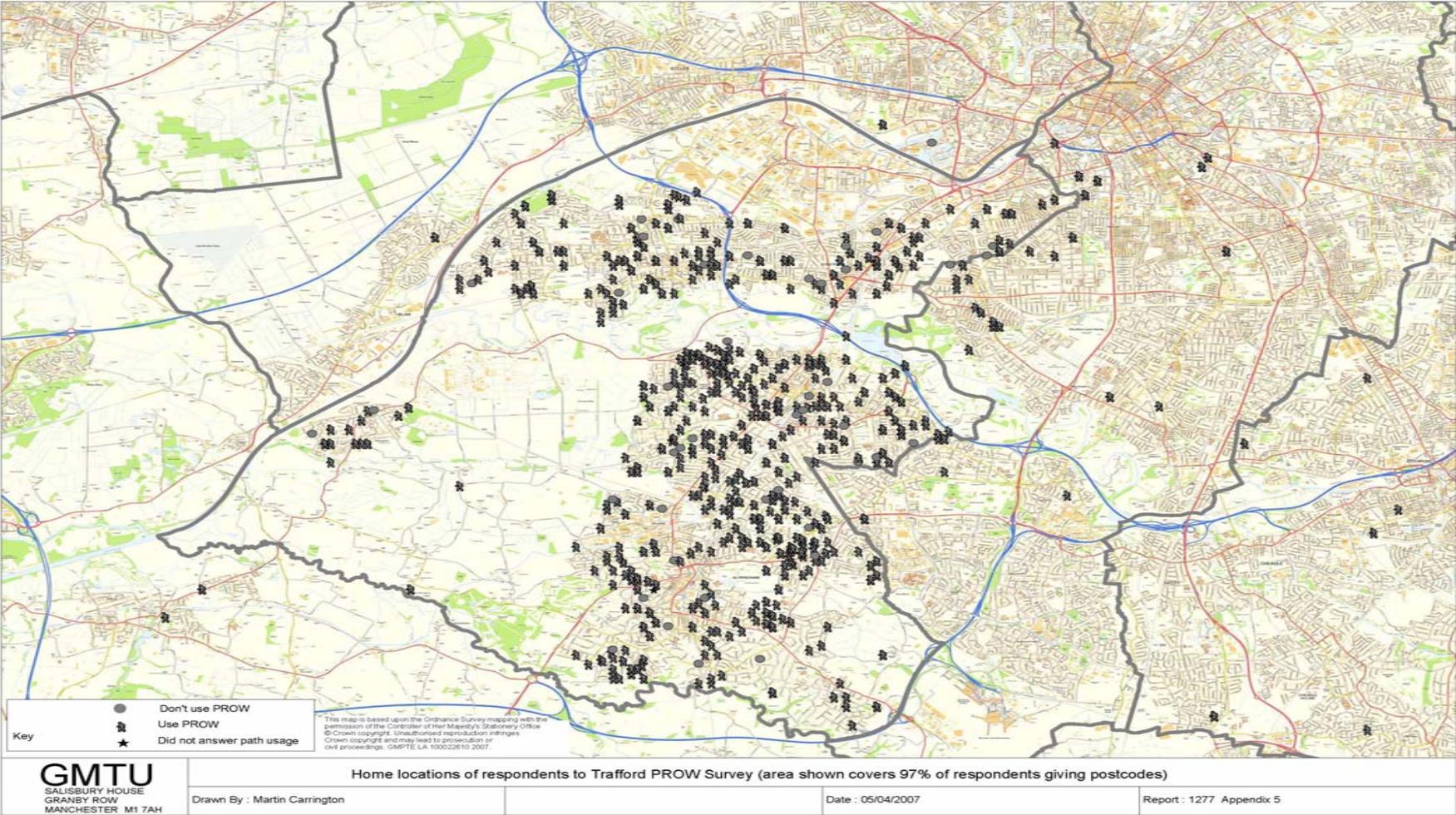
<b>General Comments ( Not related to very specific areas)</b>
I see the clearing of litter on footpaths as a priority. Would it be possible to encourage local residents to take part in a 'Litter Pick' on a few designated days in the summer?
Increase litter bins
Large areas covered by broken glass
<b>Dog Fouling</b>
Dog fouling need to be addressed.
We want nice clean safe areas to walk where people use dog bins.
Please keep all rights of way/footpaths free dog dirt. .
Fines for dog fouling - wardens to give fines, bins for responsible dog owners.
Too much dog fouling.
Dog fouling is a big issue. Fines for those that allow dogs to foul the footpath don't seem to be a deterrent - as no-one is ever around to police this issue.
too much dog muck in more popular areas.
Litter is not just a responsibility for the local authority. Dog & litter bins are a great help.
(Keep) paths clean and clear of dog fouling.
More dog wardens to ensure people clean up after their dogs.
Keep paths clean from dog muck.
Increase dog litter bins
More dog wardens that work weekends & evenings too - please enforce fines for those who don't 'pick up' - litter wardens to enforce fines.
I think that there should be stronger discouragement to people who walk dogs and use the paths as a 'dogs' loo'. Perhaps a warden to ensure that dog walkers are carrying the necessary hygiene equipment.
<b>Praise for Work So Far</b>
We are very lucky having such public rights of way in Trafford, so we do not have to go far before we are in the countryside.
Consider you have covered this subject well
Thanks for doing this survey - I hope it brings some good changes in
Thank you for improvements to date
Thank you for improvements to date
Overall, happy with what is available.
I really value our (public rights of way) - not sure how i'd keep fit without them - please remember they are very important and much appreciated by users, especially our Trans Pennine Trail section.
Just to say generally good
Think this survey is great idea. We have in Trafford a wealth of interesting P.R.O.W., mostly ancient with historical background. Encouraging use would be advantageous in terms of health/interest and knowledge.
Better quality provision exists in Trafford than where I live.
<b>Motorcycling</b>
Definitely a need to restrict motor vehicles (quad bikes, off-road bikes etc) as these rip up the pathways.
Study the use of rights of way by off road motorcyclists. I feel these people are dangerous and are breaking the law.
Find and advertise places for youths with motor bikes to go.
Teenagers riding motorised - 2 wheelers on footpaths, bridleways etc are dangerous and frightening in groups.
Keep trial bikes off paths
It would help if motorcyclists were stopped from using pathways.
Try to stop motorcycles riding on the bridleways.

<b>General Comments ( Not related to very specific areas)</b>
(Would like) to see police/wardens walking/cycling regularly along paths tackling issues like off road motor bikes, all of which would serve to enhance my enjoyment of Trafford's path network.
<b>Overgrown Vegetation</b>
Overgrowth clearance on a regular basis
Shrubs cut back so people can have a clean view of any undesirable people or even animals.
Overgrown paths
Ensure all public rights of way are unhindered by vegetation.
Summer - too many nettles.
Improve the quality of rights of way generally by keeping undergrowth especially nettles and brambles, cut back in the growing season, as well as hedges that border on rights of way
Make sure rights of way are left clear of nettles and brambles.
Open up the existing routes that are overgrown.
<b>Lighting</b>
More lighting
Good lights
As a deaf person, I find some of the paths scary due to insufficient lighting.
Urban paths need good lighting whereas rural lighting would spoil certain paths.
Plenty of lighting
As a solo woman cyclist/walker, lighting & perhaps who to phone in an emergency would be very. helpful.
Open spaces are an important part of play strategy. Lighting and safe routes to open spaces are an issue
<b>Facilities</b>
More seating required along paths.
Need more dog bins
I've not noticed much dog fouling on the walks we do but there are a lot of dogs on the walks. I expect the walkers are conscientious but dog waste bins would help them a bit more The dogs enjoy the walks.
Add bark to make paths less muddy and drinking water taps, Add maps on signposts.
Benches are essential for disabled - stone slabs are good (cannot be vandalised!)
Provision of litter bins
<b>Physical Safety</b>
Wooden steps and bridges are slippery when wet.
On some footpaths, fencing to keep away cows and bullocks.
Give priority to separating routes for cyclists, walkers and car users so that it is safe and enjoyable for all.
I do not wish to see tarmac ways but safety underfoot is a big consideration.
Segregation from cars will always be desirable
<b>Unrelated Comments</b>
The upkeep of floral attractions carried out by Trafford - Excellent.
It may not be relevant here, but we find increasingly that vehicles are being parked on pavements, causing considerable obstruction to pram-pushers, people with wheelchairs and even pedestrians. Quite often this practice by drivers is absolutely unnecessary, ie. there is plenty of space on the road. Such drivers need education!
Dropped kerbs should be on every paved area where pedestrians regularly cross the road or enter premises for ease of access for wheelchairs, prams and trolleys, posts erected at certain dropped areas to stop vehicles parking on pavements and obstructing pedestrians.

<b>General Comments ( Not related to very specific areas)</b>
When in a wheelchair or mobility scooter the Bowdon area is stressful. Pavements slope towards roads; road humps near crossings are lethal. Cars have no option but to half park on the pavement. Trafford itself is anti-disabled. Plans cannot be seen in Sale or Stretford Town Hall as there is nowhere to park and traffic wardens fine blue badge holders deliberately.
Mostly covered by responses in questionnaire
<b>Complaints About Landowners / Obstructions</b>
All landowners illegally blocking public rights of way (to be) prosecuted and the right of way restored.
Take action against those parking vehicles on cycleways/tracks.
Public rights of way should not have bulls in the fields.
One farmer who has had lottery grant .. is obstructive in pathways for horses.
Farmers should be politely reminded of their obligations to maintain the rights of way.
<b>Requests for Closures/Alley Gating</b>
Give more consideration to 'alley gating' for people closely affected.
Close those areas that were opened decades ago as shortcuts but now only serve to harbour criminal activity. Pathways that run through housing estates should be closed to provide safer communities.
Gate paths that are crime or anti social behaviour generators.
Close unnecessary crime generating footpaths allowing more focus and improved resources for useful, well lit routes that people can use more often and in safety. Reduce the number of pathways to a manageable size and focus what limited resources you have on cleaning and maintaining the rest.
<b>Request for Horse Riding Facilities</b>
Many routes are used by walkers/cyclists and horses. Horses in particular cause damage to paths and need separate bridleways.
More signed parking suitable for horse boxes.
The bridleway I use is always flooded due to the horses fouling along the road, which in turn blocks the surface water drains leading to flooding.
<b>Stiles</b>
Instead of stiles would it not be better to have kissing gates? These would be better for children, older people and those with limited mobility.
Replace stiles with gates - The mobility problem re: stiles refers more to my wife than me.
Maintenance of stiles is very important and some need to make getting on and off easier.
<b>Requests for More Paths</b>
Bring definitive map and statement up to date. Progress and bring to fruition claims that are with Trafford Council to add paths to the definitive map. Allocate more resources to rights of way work
More traffic free circular routes linked to the existing Transpennine, Bridgewater towpath. Mersey to promote use for children and cyclists in particular .where these coincide with traffic routes, much wider cycle lanes and better marked crossing points.
<b>Complaints about Cycling</b>
It should be statutory for cyclists to have a bell and use it.
Can bikes have bells?
<b>Public Transport</b>
Reduce car use by improving, extending and reducing cost of using public transport, especially on Sundays when many people go for walks.
Some bus routes have been taken off & with hourly services on Sundays; you can't go far if you don't have a car, which is a shame in spring and summer. It limits you to short walks or none.
<b>Other Comments about PROWs</b>

<b>General Comments ( Not related to very specific areas)</b>
Separate walkers and horse riders
No diversion/no closure/no change for changes sake - 1 - Absolutely essential to claim all urban roads for the definitive map before it is too late. 2 - Resist 'crime' closure which would otherwise be divisive.
Hadn't really given much thought to the r.o.w. network, but this survey has aroused my interest and we will look into it with a view to using it more.
Link with a cycle support network/ taxi if you break down and need to get home.
Horse riding causes severe damage to the paths
Need to get more women (those without dogs) to use paths.
Separate paths for horse riding and cycling, mainly on earth tracks as they churn it up.
Could you not abbreviate your mailing address?
I found this questionnaire by coincidence in the library and passed it on to a handful of my friends who also live in Trafford. This sort of questionnaire should be...posted to all households in Trafford.
More (practical) support for volunteer friends groups
Because of increased congestion on the roads it is imperative that we maintain all public rights of way and create more walking. Walking plays a part in guarding against obesity and high blood pressure and aids mental health. Free walking spaces are important for children.
More (segregation) between walkers and cyclists/horse riders
Firstly, there has to be a serious discussion (public meeting) to see if there is interest and a chance for an exchange of views on the subject.
(I want) (some)where I don't have to worry about my dog being attacked by other dogs.

# Appendix 3 Home Locations of Respondents to Trafford PROW Survey



## Appendix 4 Copy of the Questionnaire

# Rights of Way Improvement Plan **User Survey**

Urban



Rural



## Don't delay – have your say on Trafford's paths and trails

Trafford MBC is producing an Action Plan to improve, maintain and provide Public Rights of Way. We need YOU to tell us about your experiences, not just of paths and trails, but also of greenways, canal paths, cycle paths – in fact any route you use to get around that cannot be classed as a pavement or carriageway.

The feedback you give us will be used when the Council draws up its Rights of Way Improvement Plan – a document that all authorities must produce under strict guidelines from the Government.

The plan will look at how we maintain and improve the current network of 106km of Public Rights of Way and other paths and trails in Trafford as well as assessing the future needs of users.

The consultation doesn't just apply to the keen walker, avid cyclist or horse enthusiast – it also includes people who use, or might in the future use, any of the Borough's paths or trails to get from A to B, whether travelling to work, school, the shops or anywhere else in the Borough.

So don't delay, have your say, and play a part in shaping the future of Trafford's paths and trails. The Public Rights of Way survey should be returned by **16 March 2007**.

For further information please see [www.trafford.gov.uk/rightsofway](http://www.trafford.gov.uk/rightsofway) or email [Jean.Greer@trafford.gov.uk](mailto:Jean.Greer@trafford.gov.uk) Alternatively, if you would like to fill in the questionnaire online, please go to [www.gmtu.gov.uk/trafford\\_prow](http://www.gmtu.gov.uk/trafford_prow)

Thank you



**1. Excluding roadside footways, do you ever use footpaths, bridleways or byways (Public Rights of Way) in Trafford?**

Yes     No (If you ticked No, please go straight to Q.6)

**2. What are the main reasons why and how often do you use Public Rights of Way in Trafford?**

(Please X one box on each row)

	Daily	Weekly	Monthly	Occasionally	Never
To get to work/school/shops etc	<input type="checkbox"/>				
Going for a walk	<input type="checkbox"/>				
Running/jogging	<input type="checkbox"/>				
Dog walking	<input type="checkbox"/>				
Getting to local attractions, eg. parks	<input type="checkbox"/>				
Horse riding	<input type="checkbox"/>				
Cycling	<input type="checkbox"/>				
Motorcycling	<input type="checkbox"/>				
Nature study	<input type="checkbox"/>				

**3. Where are the paths you use? (Please X all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Mersey Valley around Sale Water Park      | <input type="checkbox"/> Trans-Pennine Trail                                    |
| <input type="checkbox"/> Mersey Valley north of Ashton upon Mersey | <input type="checkbox"/> Dunham Massey area                                     |
| <input type="checkbox"/> Woodlands and Jack Lane Nature Reserve    | <input type="checkbox"/> Brooklands Area (Baguley Brook)                        |
| <input type="checkbox"/> Carrington Moss                           | <input type="checkbox"/> Warburton or Partington areas                          |
| <input type="checkbox"/> Urmston or Flixton                        | <input type="checkbox"/> Bridgewater Canal Towpath                              |
| <input type="checkbox"/> Old Trafford                              | <input type="checkbox"/> Bollin Valley south of Ashley Heath and Hale           |
| <input type="checkbox"/> Stretford                                 | <input type="checkbox"/> Timperley Brook Valley (Altrincham to Davenport Green) |
| <input type="checkbox"/> Other (Please specify) _____              |   |

**4. Why do you choose to use these public rights of way?**

- |   |  |
|---|--|
| <input type="checkbox"/> Near to home                 | <input type="checkbox"/> Favourite area/routes |
| <input type="checkbox"/> Quality of paths             | <input type="checkbox"/> Easy to get to        |
| <input type="checkbox"/> Other (Please specify) _____ |  |

**5. How do you rate the overall physical condition of these paths?**

- Excellent     Good     Average     Poor     Very poor

**6. What, if anything, stops you, limits you or puts you off using Trafford's paths and trails?**

(Please X up to five things you think are the most important)

- |   |   |
|---|---|
| <input type="checkbox"/> Don't have enough time                                 | <input type="checkbox"/> Paths obstructed, eg. by fences, buildings |
| <input type="checkbox"/> Not interested   | <input type="checkbox"/> Inconsiderate behaviour of other users     |
| <input type="checkbox"/> Health problems  | <input type="checkbox"/> Presence of motorised vehicles             |
| <input type="checkbox"/> No suitable paths near home                            | <input type="checkbox"/> Too dangerous or don't feel safe           |
| <input type="checkbox"/> Lack of information on where to go or how to get there | <input type="checkbox"/> Spoilt by litter or dog fouling            |
| <input type="checkbox"/> Too much road walking required to or between paths     | <input type="checkbox"/> Prefer to visit other areas                |
| <input type="checkbox"/> Poor signposting, eg. lack of signs and waymarkers     | <input type="checkbox"/> Paths overgrown                            |
| <input type="checkbox"/> Worried about getting lost or trespassing              | <input type="checkbox"/> Poor lighting                              |
| <input type="checkbox"/> Stiles or gates (too many or poor condition)           | <input type="checkbox"/> Difficult road crossings                   |
| <input type="checkbox"/> Surface in poor condition or unsuitable                | <input type="checkbox"/> Lack of circular routes                    |
| <input type="checkbox"/> Other (Please specify) _____                           |   |

**7. What are your priorities for improving Public Rights of Way in Trafford?**

(Please X one box on each line)

	High priority	Medium priority	Low priority	Not a priority
Focus on making the existing network easier to use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the surface of the existing network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Focus on personal safety, eg. improve lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Keep existing paths clean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prevent motorised vehicles using paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create new paths to walk along	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create new paths to ride a horse along	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create new off-road routes for cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create more circular routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make more safer road crossing points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create more footpaths accessible by public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create more footpaths linking urban and rural areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create more routes for local journeys, eg. to shops/schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create routes accessible to those with mobility or sight problems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More consideration for nature conservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create attractive routes linking cafes/pubs/places of interest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hold more organised events and guided walks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (Please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**8. Where would you go to for information about Trafford's Public Rights of Way?**

- |   |   |
|---|---|
| <input type="checkbox"/> Internet                               | <input type="checkbox"/> Maps   |
| <input type="checkbox"/> Libraries                              | <input type="checkbox"/> Local community groups                       |
| <input type="checkbox"/> Bookshops                              | <input type="checkbox"/> Ramblers Association                         |
| <input type="checkbox"/> Local newspapers                       | <input type="checkbox"/> I would not look up this type of information |
| <input type="checkbox"/> Tourist Information or Visitor Centres | <input type="checkbox"/> Don't know                                   |
| <input type="checkbox"/> Trafford Council Offices/Town Hall     | <input type="checkbox"/> Other (Please specify) _____                 |

**9. Are there any specific changes you would like us to make?**

Please use the space below to tell us about any changes to the Right of Way network that you would find useful. Please give us as many details as possible. We cannot promise to respond to all requests for improvements, but it will help us to build up a picture of what is needed. (Attach additional sheet if required.)

**10. Any other comments**

Please use this space to make any other comments or suggestions about Public Rights of Way in Trafford not already covered in this questionnaire. (Attach additional sheet if required.)

PLEASE TURN OVER

## Appendix 5 Copy of Letter

### Rights of Way Improvement Plan | User Survey

To all Trafford Residents, Workers and Visitors,

We are contacting a random number of the general public about a consultation exercise that the Council is currently undertaking about Trafford's Public Rights of Way.

Trafford MBC is producing an Action Plan to improve the Public Rights of Way network. We need **YOU** to tell us about your experiences, not just of paths and trails, but also of greenways, canal paths, cycle paths – in fact **any** route you use to get around that cannot be classed as a pavement or carriageway.

The feedback you give us will be used when the Council draws up its Rights of Way Improvement Plan – a document that all authorities must produce under strict Government guidelines. (See [www.naturalengland.org.uk](http://www.naturalengland.org.uk))

It doesn't just apply to the keen walker, avid cyclist or horse enthusiast – it also includes people who use, or might in the future use, any of the Borough's paths or trails to get from A to B, whether travelling to work, school, the shops or anywhere else in the Borough.

**So don't delay, have your say, and play a part in shaping the future of Trafford's paths and trails. The Public Rights of Way survey should be returned by 16 March 2007.**

For further information please see [www.trafford.gov.uk/rightsofway](http://www.trafford.gov.uk/rightsofway) or email: [Jean.Greer@trafford.gov.uk](mailto:Jean.Greer@trafford.gov.uk) Alternatively, if you would like to fill in the questionnaire online, please go to [www.gmtu.gov.uk/trafford\\_prow](http://www.gmtu.gov.uk/trafford_prow)

Thank you

