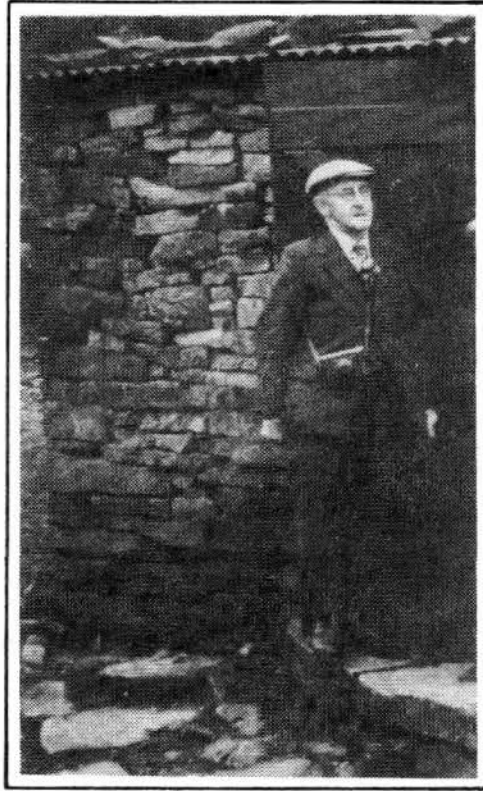


# **ANNUAL REPORT 1979 – 80**



**Peak and Northern Footpaths Society  
1894 – 1980**



**Harold Wild**

**Cover Photograph:** Dedication of view-finder and plaque in memory of Arthur Smith on Shutlingslow, 20/10/79. Group includes the President and Arthur Smith's daughter, Mrs. Malcolm (next to plaque), our Chairman and Mrs. Meadowcroft, Donald Berwick, and Stephen Morton, the Sheffield Ramblers' President.

Photograph reproduced by courtesy of the '**Macclesfield Express**'.

# PEAK AND NORTHERN FOOTPATHS SOCIETY

Founded in 1894; Manchester Association Founded 1826.

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MESSRS. G. S. Cooper, F. S. H. Head and L. G. Meadowcroft.

## FOREWORD

Having last year completed twenty five years as President, I felt that some people might well think that a change was overdue. I therefore gave notice at the annual meeting that I would retire at the end of the year, but at the request of the Society's Council I agreed to continue. In so doing I hope that I may still be of some service to this ancient Society whose roots reach back to 1826, and of whose long record we can all be proud.

Reference is made later in the report to the dedication in October last of a plaque and viewfinder erected on Shutlingslow in memory of Arthur Smith. This was the culmination of a great deal of preliminary work by a number of people, including the negotiation of a new right of way over the summit of the Low, and special thanks are due to our Chairman, Leslie Meadowcroft, for co-ordinating and progressing this work. In 1947 Arthur Smith had to obtain permission to scatter Edwin Royces's ashes on Shutlingslow, and I am sure both of them would be glad to know that it can now be visited freely.

Perhaps the most significant footpath event of the past year was the failure of the R.A.'s attempts to secure the quashing of the Secretary of State's decision in the Kirklees case -- a decision that seemed wrong in principle since it legalised retrospectively the building of a house on a right of way before a diversion order had been secured. The R.A. claimed that the S.O.S. had no such right to make an unlawful act lawful, but successive appeals to the High Court and the Court of Appeal were unsuccessful.

The R.A. thought that the offending house had been completed in all but the smallest detail, and the Appeal Court judges agreed that it "appeared to have been completed externally", but inside it had not been decorated and was short of a floorboard and other items. The judges held that these omissions were "a by no means minimal part of the permitted development" that could not be carried out legally without a diversion order. As the development carried out in anticipation of the order was illegal and therefore liable to demolition, it was necessary to validate it, otherwise, for example, a legalised upper storey might be left unsupported in mid air when the illegal ground floor was removed! Such is the law and only Parliament can now amend it.

Last year I expressed alarm at the destructive amendments to the Peak Park Structure Plan proposed by the D.O.E.'s regional officials at Nottingham; proposals which not only ran contrary to the Government's accepted policies on National Parks, but were inconsistent with similar policies approved in structure plans elsewhere. These discrepancies arise from the setting up of regional offices of the D.O.E. which are apparently "doing their own thing" with insufficient regard for national policy and insufficient supervision by ministers.

After the fall of the last government the new minister approved of a somewhat improved set of amendments to the plan, which however will still seriously hamper the Planning Board in carrying out its statutory duties. The Board is required to give "favourable consideration" to

industrial developments and there will be no general presumption against new mineral workings, though all such proposals, including limestone quarrying, are now to be "subject to the most rigorous examination". Other specific proposals are likely to stimulate commuter housing development in certain villages, country lanes may be upgraded, and so on.

Further evidence of official dislike of the present National Park system is contained in a report "Conservation and the Countryside Heritage" from the Countryside Review Committee -- a body composed entirely of un-named civil servants. They advocate a two-tier system in which special protection would be given to particularly beautiful small areas of the existing parks, whilst the much larger residual areas, together with the areas of Outstanding Natural Beauty would be managed at a lower level of protection by the local authorities with no ministerial nominees to represent the national interest. The "jewels", they suggest, could be managed by the Countryside Commission with advisory committees to represent local interests.

The objectives seem to be to reduce the area of effectively protected national park land drastically and, in particular, to eliminate nominees representing the national interest, who have long been resented by the local authorities, though they have no objections to special grants from national funds. Without such nominees the Lakes Planning Board, for example, would not now be opposing the threat to Wastwater and Ennerdale Water.

The lure offered is really effective protection for our most highly cherished scenery, but is such a degree of protection credible? Would Milford Haven have escaped if it had been so designated before it was required as an oil terminal, or would Great Gable if it had a solid core of uranium? A far more probable outcome is that the "jewels" would be no safer than at present, but that the second tier areas would be effectively downgraded to AONB status. Mr. Tom King, the minister concerned, has publicly emphasised that all this is merely "thinking aloud" by civil servants with "no endorsement from the government", but with a general review of National Parks due next year we shall have to be on our guard.

**FRANK HEAD**



## REPORT OF THE GENERAL SECRETARY FOR 1979

It is my pleasure to present for your consideration, my report for the year ended 31st December 1979.

On referring to my last year's report, I find that there are a number of matters on which I reported, which have continued during 1979 and indeed are likely to be with us during 1980. I feel therefore that it might be useful if I were to update just two of them which were perhaps of more importance than the rest.

You will recall our concern in 1978 at the apparent breakdown of the Agency Agreement system in Derbyshire and particularly in the Borough of High Peak, who made it quite clear that they no longer had the resources to deal with footpath obstructions. I think it can now be said that since the County Council took over the responsibility there has been some improvement and we look forward for a continuance of that trend.

The Greater Manchester Bill continues through its various stages and it would seem likely that it will reach the Statute Book sometime during 1980. There are still two clauses however which cause the Society some concern, namely 35 & 38. Clause 35 concerns the **temporary** closure of paths. We are in dispute with G.M.C. on this clause over the word **temporary**, the Greater Manchester Council felt that 2 years was about right and following negotiations have since reduced it to 18 months, but both the R.A. and ourselves consider this to be far too long and the petitioning of Parliament is to continue with Mr. John Trevelyan of the R.A. acting as our agent. Clause 38 concerns "Bulls on Footpaths" and the clause as it stands at the moment provides that "no person shall drive or lead or cause to be driven or led in any street or public place in a district any bull unless it is properly secured and kept under proper control and no person, being the occupier of any field or enclosure through which there is a footpath or bridleway, shall permit any bull to be at large in that field or enclosure" . . . though expressed in the usual legalistic terms, I think that the intentions are quite clear. On this issue therefore we find ourselves supporting G.M.C. against the Minister of Agriculture, Fisheries & Food who are not prepared to accept the clause. As we go to the press it seems likely that the Society will need to send a witness to give evidence before a Commons Select Committee to support our contention that the clause should remain.

I now deal with the story of the Government department which doesn't want to know! The department is the Department of the Environment in Manchester and the story so far is that in November 1977 a public inquiry was held into the diversion of F.P. Wilmslow 57, we unfortunately lost the case, which we occasionally do, but it was the comments made by the Inspector in his report which caused the Society some concern. These comments were . . . . . "Even less weight can be given to the objection voiced by the representative of the Peak & Northern Footpaths Society who lives some distance away" ... and again . . . "the only real objection

is from Mr. D. Lee, representing the Peak & Northern Footpaths Society, **he lives some distance away** and has no real connection with local feeling". We were very concerned at these comments, for the Society's Officers act on behalf of the membership, at the express request of Council so where the particular Officer resides is of no consequence whatsoever. Nor are footpaths solely the concern of local people. So we wrote a letter of complaint to the D. of E. dated 5.6.78 and received a reply asking for further details. We provided these on the 12.6.78 and heard nothing further, so we wrote again on the 30.9.78 and again on the 22.1.79, we sent reminder cards on the 4.7.79 and 13.10.79 . . . . .silence! . . . . . It is an unfortunate fact that some Local Authorities and apparently some Government Departments work on the principle that if they ignore letters the complainant will get tired and ultimately forget. You may be assured that we will not forget, for it is essential that we get this matter of principle resolved.

The Society's Council has been concerned for some time that the vast amount of correspondence, maps etc., which had accumulated over many years was spread over a very wide area, in many individual homes and was therefore largely useless for reference purposes. In an attempt to put the situation right, we have now taken a room in which all the Society's records can be stored together. If any member has old maps or documents which they feel might be of value to the Society, please contact me without delay.

May I now pose a question to all members and affiliated societies. . . . Have you or your members had cause to use footpaths 7 or 8 in the Parish of Hartington Middle Quarter recently? . . . . . these two paths come together at Glutton Grange Farm G.R. SK 085671. If you have, will you write to tell me if you have been prevented from proceeding by the Farmer. This problem of "obstruction by person" has been with us here for some time but it was thought that following representations to West Derbyshire District Council in July 1978 the problem had been resolved, but very recently a Y.H.A. walking party was turned back by the Farmer who insists that a right of way does not exist. There is no doubt at all that it does exist and this is confirmed by the District Council. Please write to me if you have used these paths at all, even if you have not been challenged and I may suggest that it is a good walking area and could be included in your walks programme for the future.

From time to time the Society is asked to mount a display at exhibitions, conferences etc., giving details of our activities. We feel that this is an excellent way of drawing the attention of the general public to the work we do and as a bonus recruiting us a few new members. What we really need however, to make a good job of this type of project, is an expert in the field of advertising, or someone with the expertise to design a display for us. It is possible that such a person exists within our membership who would be prepared to help, or advise? I would be pleased to hear from anyone interested.

In conclusion, I have to advise that some 67 paths were reported as being obstructed in one way or another during the year and all are

receiving attention. A total of 7 paths were reported as cleared of obstructions during the same period. You will appreciate that progress is slow and with the present financial constraints on Local Authority spending I cannot really see the possibility of any great improvement during the coming year, but please be assured that our efforts to maintain a satisfactory footpath network throughout the area will continue unabated.

**Derek Taylor.**

## **SIGNPOST SUPERVISOR'S REPORT FOR 1979 - 1980**

Started the year with plans for considerable progress but owing to the closing down of our suppliers John Needhams of Stockport it became necessary to find another firm to supply our needs in signpost parts. After a number of tries, much searching and several false starts have now found a Stockport firm able to supply our needs — Crossley & Sons.

Owing to increasing prices, and liability to vandalism, it was necessary to design a new type at a lower price, and more resistant to vandals. Sixteen of these arms are now held for fitting to a number of new and replacement signposts. The vandal resistance of the design has not yet been proved, as the first one fitted to the mutilated sign at Higher Waterside Farm near Otterspool Bridge was removed more or less immediately after we left the site and before the sealing Araldite had hardened. The police were of no help in bringing the strongly suspected perpetrator to account.

A suitable signpost on Strines Road, Marple (incidentally, my first signpost) has been renovated and modified and made available for Walter Brookfield to fit a memorial plaque. The sixteen steel arms supplied by Crossley & Sons have been drilled, rust cured and proofed, painted and five of them given sign writing; four for the Norman Redford signpost, and one for another replacement at Higher Waterside Farm.

Since September I have achieved very little practical work other than inspection of a few paths and signposts. I have provided Jack Ogden with paint for signpost repainting — Jack does a considerable amount of repainting for us, quietly and efficiently; few people are aware of the work he does.

**F. R. Mason.**



## COMMENTARY

### Bulls

As we anticipated last year, proposals agreed between the R.A. and the farming interests, under pressure from the minister concerned, were incorporated in the Countryside Bill, but the Bill itself lapsed with the fall of the Labour Government. The same proposals appeared in the new government's Wildlife and Countryside Bill but the farmers were less disposed to compromise, and wanted a new far-reaching concession to permit temporary diversions for lambing that aroused widespread opposition in rambling circles. At this stage it was feared that the government would revert to the complex proposals for new bye-laws recommended by the Advisory Committee for Agriculture and Horticulture, but the local authority associations raised strong objections to the extra administrative work in respect of temporary diversions of footpaths etc., that both of the above proposals would involve in certain circumstances. Like a lot of other people they don't want any more work!

It now seems likely that the government will seek to extend the provisions of the Scottish Countryside Act to England and Wales, which would permit beef breed, but not dairy breed bulls, accompanied by cows or heifers, to be in fields containing footpaths. Most English counties at present operate "total ban" bye-laws and such a change would mean a significant reduction in the legal protection afforded to the public in those counties. On the other hand the position would be no worse, or even marginally better in counties such as Cheshire which operate a "cow clause" bye-law. We would also have a uniform national law applicable everywhere, and avoid the possibly hazardous complications of temporary diversions. At the time of writing, pressure on parliamentary time seems likely to delay the introduction of the bill till next year at the earliest.

The Cheshire cow clause bye-law still operates in those parts of Greater Manchester taken over from Cheshire (Marple, Romiley, etc.) but at our instigation the G.M.C. is seeking to secure a total ban bye-law for the whole of the county in their private bill now before parliament. Unfortunately the proposed national legislation will militate against this desirable proposal.

The need for a total ban, and for its strict enforcement, was well illustrated earlier this year by the attack on our Vice-President and former Signpost Supervisor, Tom Ewart, who was taken unawares by a bull that he had not spotted in a herd of cows. Mr. Ewart was walking in the Bolton district where a total ban bye-law operates at present and sustained several broken ribs, but fortunately was rescued before worse happened and made a good recovery. We are pleased to say that after a less serious episode in Derbyshire the police warned neighbouring farmers.

### Roads used as Public Paths.

Last year we pointed out that the judgment in the Hood case and the D.O.E.'s subsequent policy statement limited the reclassification of RUPPs to a choice between bridleways and byeways open to all traffic, except in very exceptional circumstances. Reclassification now presents us with a dilemma that can only be resolved by new legislation. If bridleway status

is achieved the RUPP becomes liable to ploughing, which is a substantial hazard in some districts, but the alternative byeway status makes it open to all traffic. In theory the dilemma could be resolved by persuading the highway authority to make traffic regulation orders if vehicular use of a newly classified byeway is undesirable. "Sussex Footpath Worker" reports, however, that several southern counties appear very unwilling to make TROs despite their complete freedom to do so without public consultation, objection, inquiry or confirmation by the D.O.E. R. A. policy is to consider each case on its merits with regard to the likelihood or otherwise of ploughing.

In Devon 39 opposed reclassifications were determined after Inquiries, resulting in one footpath, 29 bridleways, two byeways and seven deletions, as against 17 footpaths, 14 bridleways, one byeway and seven deletions originally proposed. The deleted RUPPs were held to be unclassified county roads open to all traffic – a fine distinction. In some of the cases farmers objected to what they regarded as the creation of new bridleways but the Inspector and the D.O.E. were bound by the decision in the Hood case.

### **Definitive Map Reviews – New Evidence**

Under Part 3 of the Countryside Act 1968, new evidence brought forward to justify deletion of a right of way from the Definitive Map must be such that it could not reasonably have been produced before, but a recent court case reported in the R.A. Footpath Worker (R. v. Secretary of State for the Environment, ex parte Stewart) has established that the same does not apply to new evidence for the existence of an additional public path, or the upgrading of an existing one. Wiltshire C.C. had proposed to upgrade two footpaths to bridleway status on the basis of new evidence of equestrian user produced by the British Horse Society, but when objections were received and inquiries held the Inspector and the D.O.E. upheld the objections mainly on the ground that Horse Society's evidence of equestrian user prior to the relevant date of the first definitive map (1/5/53) was irrelevant. Mrs. Stewart for the Horse Society appealed to the High Court and the Queen's Bench judges found in her favour, quashed the Secretary of State's Order and awarded costs against him.

### **Removal of Obstructions – Parish Councils' Powers**

If a parish Council represents to the highway authority under Section 16(6)(a) of the Highways Act 1959 that a highway has been unlawfully stopped up or obstructed, it is the duty of the highway authority to take proper steps to rectify the matter, unless they are satisfied that the allegations are incorrect. A recent High Court case (R. v Surrey C.C. ex parte Send P. C.) has established that the authority has very little discretion but to act as the parish requires if there is strong evidence of a public right, even though it is not conclusive.

At West Clandon in Send Parish, Surrey, a number of householders extended their gardens over a non-definitive public path and obstructed it against the wishes of the local community and the parish council. From into action, and on 16/8/77 the parish made representations under Section

116(6)(a), but instead of securing the removal of the obstructions under S.124, or by applying for a declaration and injunction in the Chancery Division, the county favoured a package deal suggested by the Householders involving closure of the original path under S 110 and creation of a new path on land they had purchased beyond their gardens. The parish then applied for and secured a writ of mandamus requiring the county to carry out their obligations under S 116(6)(a).

The Queen's Bench judges said that they did not have to decide whether the path was public or not; there was very strong evidence that it was public including two separate counsel's opinions obtained respectively by the county and the householders, both of which indicated that the chances of disputing the right of way were "remote". The county could not therefore have been "satisfied that the allegations were incorrect" and should have acted on the parish representations.

Clearly this approach to the problem of obstructions could be used in other cases where there is ample evidence of public user and the parish council is prepared to act. In view of the above ruling, counties should be disposed to act without being forced to do so by writ or demanding "absolute proof". It must be added that this method is probably not open to individuals, and a recent attempt by one such to do so failed, but he is appealing.

### **Peak Park Planning Board**

The Board has informed us that under the Highways Act 1959 they have powers, parallel with those of the counties and district councils having agency agreements, for the making of closure and diversion orders, but as the planning authority for the Park area the Board is the **only** authority permitted to make diversion orders to allow development to proceed under the Town and Country Planning Act 1971.

Under the Local Government Act 1971 counties can delegate enforcement powers (re obstructions) signing, waymarking and maintenance work to district councils only, but the Board undertakes signing etc. with the permission of the relevant county or district, and of the landowners and tenants. The Board is not responsible for the production of definitive maps.

During the past year Task Force North have carried out three major footpath maintenance projects at Chapel Gate, Chee Dale, and Leadmill. Approximately seventy stiles have been repaired or rebuilt, two bridges constructed at Stoke Ford and two concession footpaths opened at Gradbach Mill and Thors Cave.

But the best news of all is the purchase by the Board of 975 acres of the Roaches and Back Forest. We may now hope to see a return to the position as it was in the later years of Sir Philip Brocklehurst's life, or something like it.

**F. H.**

## **PUBLIC INQUIRY INTO THE PROPOSED CHAPEL-EN-LE-FRITH AND WHALEY BRIDGE BYPASS**

### **INTRODUCTION**

National newspapers of the 8th November 1978 carried headings such as "Rambler's Victory by a Walkover", and "Ramblers put Boot in at big Road Inquiry". The story continued:

"Rambler Donald Lee walked all over a government department yesterday. He forced the Inspector to abandon a planned six-week long inquiry after just three hours. He claimed the Transport Department had not put notices at the ends of paths due to be closed by a bypass and so walkers did not know about the inquiry. Mr Nigel Macleod, for the department, said: It is with the greatest regret that I ask you to say that formalities have not been complied with and that this inquiry should be abandoned."

This was a surprisingly submissive reaction from the department, and a subsequent GMTAG Newsletter suggested "it is inconceivable that the Midland RCU forgot to place the notices. An alternative explanation is that they were not fully prepared for the inquiry and therefore engineered the postponement."

### **THE DEPARTMENT OF TRANSPORT'S PROPOSALS**

This Public Inquiry was held at the Palace Hotel in Buxton, and was concerned with the department's proposals to construct a new road to bypass Chapel-en-le-Frith and Whaley Bridge. Whether this would be an isolated improvement scheme or part of a grand design to improve the A6 trunk route between Manchester and Derby was, and remains, unclear. The bypass would start from the existing A6 road at Bridgemont, would run in an easterly direction to the south of Buxworth, Whitehough and Chapel Milton, and then turn to the south east to rejoin the A6 at Barmoor Clough. The proposed route would be 4½ miles long, and would contain dual 2-lane carriageways (24ft wide) with a central reservation at least 15ft wide and verges of 12ft minimum width. The scheme would contain only two junctions, a round-about at Bowden Lane and a "grade separated junction" of motorway standard where it crosses the A625 (Sheffield) road.

Only 1120 yards (14%) of the road would be at ground level, with 3000 yards (38%) in cutting and 3800 yards (48%) on embankment. The road would intrude seriously into the countryside in many places and to an alarming extent at the southern end between the A625 and Blackbrook Hamlet. A total of about 154 acres of land would be required, and the cost of the scheme was



estimated to be £11 million at May 1978 price levels, which means nearly £16 million at 1980 prices. Some 20 public footpaths would be affected, although the Society's objections related only to 14 footpaths which were seriously affected by the proposals.

## **THE SOCIETY'S OBJECTIONS**

The Inquiry re-opened in January (1979) and the Society was involved on the opening day, two further full days in February and March in addition to a meeting in Manchester with a representative from the RCU. The Society's objections were concerned with both the environmental effects of the proposed bypass and its effect on the footpath network.

The Society was concerned that the department's traffic forecasts overstated the likely growth in traffic, due to exaggerating probable increases in the Gross Domestic Product and understating probable increases in the price of petrol; subsequent events have shown very clearly that, over the past two years at least, the department's assumptions were wrong and we were right. The department's proposals were for a road of virtually motorway standard with a capacity exceeding 35000 vehicles daily, or some three times higher even than the volume of traffic predicated by the department. We suggested that, in a climate of cuts in government spending, such extravagance could not possibly be justified. We also attacked the ludicrous statement of the department's chief witness that a schmee of this scale and design "would blend harmoniously into the rural landscape". We suggested that the department's solution was out of all proportion to the problems it was trying to solve, and that a road built to much lower standards of width, alignment and gradients would provide a much cheaper scheme, reduce considerably the impact on the surrounding countryside and would reduce only slightly the benefits to vehicles using the bypass.

We were also very critical of the department's figures in the Cost Benefit Analysis; for example, their estimates of the reduction in cost of road accidents grossly exaggerated the number, and therefore the cost, of road accidents at the present time. Also, whilst a significant proportion of the benefits to road users related to leisure journeys, no figure was included to reflect additional walking distances and times for pedestrians.

## **EFFECT ON THE FOOTPATH NETWORK**

The department's original proposals allowed for just one footpath to cross at road level since, they argued, "to allow pedestrians to cross the bypass on the line of the existing footpaths is not desirable on grounds of safety." They implied this was now the policy of the

Department of Transport but were unable to produce any document setting out this policy or to quantify the alleged danger to pedestrians. The effects of the department's proposals on footpaths in that area were alarming; for 13 of the paths affected the "alternative" (mainly existing) routes were at least twice and up to eight times the distance of the existing route, were far more devious to follow and involved walking along road.

It was very evident, both in the inquiry and during our meeting with the RCU, that absolutely no thought had been given to the needs of the pedestrian. The plans and schedules in the Order were extremely difficult to understand and made no attempt to identify the alternative routes that walkers were expected to follow or the extra distances involved.

Fortunately, our efforts and those of the other objectors, including the Ramblers' Association and the Youth Hostels Association, were not in vain. At our final appearance at the Inquiry, the department conceded that most of the existing footpaths would be allowed to continue substantially along their present routes and they would erect stiles and signposts on either side of the road. Some re-alignment would be necessary where the present line of a path would involve crossing a very steep embankment or cutting, but such changes would be kept to a minimum. This change of attitude by the department is extremely important in relation to this particular bypass if it proceeds. It is also extremely important in the context of other road proposals in the future.

We can now only await with considerable interest the Government's White Paper to be published shortly, which will identify those road schemes which are to proceed and those schemes which have been scrapped. Our fingers are firmly crossed.

John F Houfe February 1980

## ODYSSEY FOR THE 80's

By Donald W. Lee, Closure & Diversions Secretary

1979 was another good year for us with plenty of successes leaving us greatly encouraged as we enter the 80's. Here are five of the most significant victories, pride of place going to an assessment of the bitter Ashworth Valley dispute. Then we consider two notable inner city matters, an "old straight track" success near Wigan and finally detail Britain's first urban footpath rationalisation attempt which we thwarted at Dewsbury.

**Rochdale M.B. - Footpath 95 Heywood** (2½" O.S. Sheet SD81/O.S.  
Ref. 833.126 to 835.127)

This 300 yds. rural path past Delph House Farm, Birtle, turned out to be one of the toughest nuts we have had to crack for some time. Indeed it was a hark-back to more repressive times when conspiracies were hatched to keep townspeople out of the countryside. The landowner on discovering that footpath 95 was on the Definitive Map, promptly denied it was ever public, blocked it up and asked the Council to close it for him in 1976. As it is a useful link path for ramblers leading from the Bury side to the Ashworth Valley, we told Rochdale Council that we should oppose any closure moves very strongly since the only alternative involved a dangerous road walk. We also pointed out that merely because a landowner chose to ignore the legal status of a Definitive right of way, this was insufficient evidence for a Council to suggest, as Rochdale were doing, that the path was not really public at all. Greater Manchester Council, when considering the matter as Highway Authority, told Rochdale Council that they thought the path was an asset to walkers in a highly popular rambling area.

Despite all this evidence that the path was needed, the Council insisted on promoting the landowner's case and advertised a Closure Order under Highways Act, 1959 (S. 110) on the legal ground that the path was "not needed for public use". Extensive publicity ensured that a large number of individual objections (40) to the closure were lodged. The Council still persisted in their attempt, not only flying in the face of reason but also of their ratepayers who wanted the path retained.

In due course a Public Inquiry was called, shortly before which we organised a pre-Inquiry walk with a three figure attendance and full police protection. When the result of the Inquiry was eventually announced it was a complete vindication of all we had argued. For two fundamental reasons at least this result is of general importance. Firstly, the main plank of the landowner's and Council's joint case was that the path, although clearly marked on the Definitive Rights of Way Map was not really public at all. Had closure been confirmed, therefore, the status of the Definitive Map would have been weakened, and we should have

been faced with all sorts of people quoting the Heywood case as an example of how definitive status could be successfully challenged. Luckily, they will now have no precedent such as that. The second main reason was that closure would have meant walkers having to use a narrow road and another unfortunate precedent would have been set. Therefore, it seems relevant to quote the Secretary of State's own words in his decision letter rejecting the Council's closure application "The fact that the footpath has been little used, apparently owing to obstructions and lack of signposting, is not in itself considered to be indicative of a lack of need by the public for the footpath. The large number of objections to the Extinguishment Order and the evidence presented at the Inquiry indicates that in general the public wish to use this path and the Secretary of State considers it reasonable to believe that their use is likely to increase, given the removal of past impediments and the provision of adequate signposting.

It was contended that satisfactory footpath links exist in an east-west direction. However, neither footpath 96 nor bridleway 46 link up with other footpaths or bridleways without the use of a road, whereas footpath 95 links directly with bridleway 40 providing a direct east-west link without the use of roads. It has been contended that Birtle Road is lightly trafficked and is a suitable alternative route to walkers when used in connection with footpath 96 or bridleway 46.

From evidence given at the Inquiry that five cars in five minutes used Birtle Road on a summer Sunday afternoon, it is considered reasonable to conclude, however, that traffic will be at its heaviest when most walkers will also be using the road, thus constituting a danger to both types of user".

**Manchester City Council - FP121 (Longsight)** (2½" O.S. Sheet SJ89/O.S. Ref. 870.936 to 868.959)

This rather neglected path connects Kirkmanshulme Lane, Longsight, to Redgate Lane, Belle Vue, and is one of the few tangible remains of this inner city area's rural past. British Rail wanted to close the path so that they could extend nearby carriage sidings, but instead of asking the City Council to consider the matter, they chose the rare method of promoting the closure by means of a Parliamentary Bill. The notice given to the public of this closure attempt was appalling. Nothing was erected on site; no proper notice appeared in the press or The London Gazette and if we had not investigated carefully from information received the public would literally have been sold down the line by B.R. Luckily the "City Enquirer", an underground newspaper, graphically exposed B.R.'s plans. The City Council were alerted and they decided to object by threatening to petition Parliament. We intended to do the same with the help of John Trevelyan of The Ramblers' Association, but in the event a Select Committee hearing in London proved unnecessary as B.R. capitulated and decided instead to offer a reasonable diversion.



**Manchester City Council FP 192 (Withington)** (2½" O.S. Sheet SJ89/O.S. Ref. 951.929 to 954.929)

Footpath 192 is a delightfully enclosed flagged path that evocatively bisects avenues of Victorian villas between Heaton Road and Fairholme Road in Withington, one of Manchester's more affluent inner-city suburbs. Local historians and others interested in ancient footpaths will be fascinated to know that this hidden path is one of the few surviving bits of the ancient direct field path between Withington and Peel Moat. People living adjacent to the path wanted it closed because they alleged it was being misused. Apparently, before this latest attempt, three others over the preceding 20 years had been quietly snuffed out by the Council. However, this time things got a little out of hand and the City Council went so far as to invoke their superannuated Manchester General Improvement Act of 1851 to advertise closure (incidentally local Acts are being superseded as from 1980, so thankfully this will be one of the last of such undemocratic cases). This Act involves objectors lodging formal Appeal in the Crown Courts, which we did and by press publicity informed others of the procedure they should adopt. Notably the Withington Civic Society, one of the most active groups of its type, also gave Notice of Appeal. All this gave the Council cold feet and they withdrew the closure application so that the path stays. The Civic Society and our Society are now in discussion to plan a village trail incorporating this path as an integral feature.

**Wigan M.B. - Bridleway 8 (Standish)** (2½" O.S. Sheet SD51/O.S. Ref. 104.564 to 106.564)

A dispute notable on several grounds - two local authorities in open conflict with each other, ramblers and horse riders publicly co-operating(!), a detailed planning permission virtually overturned, and finally the bridleway itself on the line of a probable prehistoric straight track, the line of most of which can still be followed by present day footpaths leading northwards towards Preston.

Bridleway 8 is a well-known route used by local people and by ramblers. When Wigan M.B.'s Planning Department gave permission for some houses to be built on Littleton Grove, adjacent to the path, both planners and developers just so happened to arrange it so that the gardens of the new houses would incorporate the old track, whilst to put the seal on things a new house was planned to go across the path at the north end. Bridleway users were dismissively directed on to an indirect and boring estate road. When the Order was advertised under the Town & Country Planning Act, Section 210 ("diversion of the highway in order to enable development to be carried out in accordance with planning permission granted") there was uproar locally. Amongst the many objectors were the highway authority, Greater Manchester Council, whilst the Wigan Footpaths Society, as active as ever, capitalised on the local interest by arranging a notable public walk over the path in full glare of press and T.V. publicity.

The Inquiry (Inspector Mr. T. Millington) took an incredible 3 days, such was the strength of feeling though, of course, we had to bring out the big guns since it is notoriously difficult for any objectors, no matter how good their case is, to sway a 210 Order due to the "Catch 22" planning aspects. Wigan Council seemed pretty confident that they merely had to argue that, as the estate for which planning permission had been given had been designed so as to take in the path, the Order would be automatically confirmed. However, against all the odds the Secretary of State accepted the Inspector's recommendations that the public interest demanded that the bridleway be left open. Since not even the Secretary of State can overrule a planning consent of this nature, all he can do is to refuse to confirm the Order which he proceeded to do. At the time of writing Wigan Council are pondering deeply on what to do next but whatever happens the bridleway is safe.

**West Yorkshire County Council - Footpaths 26/29/30 and an Unnumbered Path at Thornhill, Dewsbury** (2½" O.S. Sheet SE21/O.S. Refs. 249.187 to 251.188 and 250.189 to 251.186)

The Society has nothing but condemnation for the County Council in daring to promote this most unjustifiable of Orders which in effect was Britain's first-ever urban footpath rationalisation scheme. Thornhill is an historic hilltop village to the south of Dewsbury with many traditional features, although somewhat spoiled by a new "executive" estate between the church and the main village. The one saving grace of this intrusion was that in granting planning permission 10 years previously Dewsbury Council insisted that the developers retained the old village footpath system as an independent network for pedestrians. Despite the new occupants being fully aware of the existence of this admirable system before moving in, some of them seemed to have developed a persecution complex against the paths, and there had been agitation for some time for the paths to be closed "as they lower the tone of the estate". These paths were habitually used by villagers to get to the main village street, to bus stops, to the church, to the pub, to the school and to the shops. Some of them were surfaced, whilst some had recently been cleared and cleaned as part of a job creation project undertaken by Kirklees Council. Readers will realise, therefore, how astonishing it was for closure under the Highways Acts (S.110) as "not needed for public use" even to be seriously considered by the Council, let alone advertised and pushed as far as a Public Inquiry. Of course, the pro-closure lobby stood to gain extra land if the paths were closed so that they could extend their gardens. The Inquiry (Inspector Mr. J.H. Chadwick) was told by the County Council's Footpaths Officer, Mr. Eggins, that it had been an arbitrary decision by the officers as to the lengths of paths in

this part of Thornhill that they should close, and they had not taken any census of users to find out how many would be inconvenienced by closure. One of the pro-closure residents had, however, taken a census from his front window for 2 hours one Sunday morning when he had "only" counted 30 people using the path!

You may assume that from then on the Inquiry developed into a farce and the result was self-evident. The Department of the Environment accepted the Inspector's recommendation that all the paths should stay and I can do no better than to conclude this review with direct quotations from the Inspector's final recommendations

"In my estimation the order paths, together with associated paths in the vicinity, form part of a comprehensive network of pedestrian ways which affords useful and direct routes between different areas and specific social amenities. They also possess the recreational value not only of forming attractive ways in themselves, but also providing links with adjoining areas in which there are pleasant pathway walks away from traffic. They appear to me to possess historic connections, and to have been carefully integrated into the new housing layout as a special feature within it. Considered together, they form to my mind a fundamental part of the social and visual character of this part of Thornhill, which would suffer were the order to be implemented.

In view of these considerations, I do not accept the availability of alternative routes to particular destinations, mostly along estate roads, to be sufficient reason to close the paths in question. In general terms, I am convinced that nearly all the lengths of order paths have not been, or will not continue to be, as well used as other paths in the area which it is intended to retain. Rather, the many objections indicate to me that these paths for the most part represent an amenity greatly appreciated by the local public."

## HAROLD WILD

It was with great regret that I learnt on July 6th of the death of Mr. H. E. Wild, at the age of 83. He was the last of the founders of the Manchester arm of the Ramblers' Association still known to us to-day, and was one of the little group of eleven people who met on November 26th 1919 to form the Ramblers' Council under the leadership of the late Harold Sutcliffe. He attended as the Secretary of a club known as 'Mac's Ramblers', together with representatives of the Manchester Rambling Club, the Salford Rambling Club, the C H A Manchester Groups, and the Sheffield Clarion Ramblers' Club. After a few months, Mr. Wild became the Council's Hon. Secretary, and remained so until 1924, by which time the Council had amalgamated with a rival body to form the Manchester and District Ramblers' Federation. In those days he was an active walker, capable of doing 25 miles with the best of them, despite having been handicapped from birth by having one leg shorter than its fellow.

In 1924 he became concerned with the Society, which had outlived its first enthusiasm and was in need of rejuvenation. He transferred his services to us, and it was in this sphere that he played his principal role, remaining active until fairly recently when age and ill-health forced him to drop out. Between 1924 and 1954 Harold Wild was successively Footpaths Inspector for Derbyshire, Secretary of the Society, and Signpost Supervisor, after which he remained on the Council as an elder Statesman and Vice-President whose opinions were much respected and highly valued. For me he was the last link with the old Society as it was before the upheaval caused by the 1949 Act and the Footpath Survey. I associate him with such notable personalities as Col. Crook, Arthur Moon, P.M. Oliver and Thomas Boulger. He spent many hours visiting county record offices seeking documentary evidence to support his claims.

His most notable achievement was probably the reopening in 1940 of the old bridleway between Westend Clough in the upper Derwent Valley and Alport Castles. It took him seventeen years of persistent effort to persuade the Devonshire Estates to remove the obstructions. In pre-access days he also negotiated the permissive use of the footpath from Edale up Grindsbrook to Kinder which now forms the start of the Pennine Way.

Having seen a claim (still frequently made) that the London based Commons, Open Spaces and Footpaths Society was the first amenity society in the country. Harold Wild contested it "as a Mancunian", and after diligent researches published an article in the Manchester Review for 1965/6 (pages 242-250) which proved that the Manchester Association for the Preservation of Ancient Footpaths, founded in 1826, had remained active until 1896 when it was wound up and its funds transferred to the Peak & Northern Society which had been formed two years earlier. It can, therefore, be claimed that the P & N is the



oldest surviving amenity Society in the Country. Happily, Harold was able to take part in the 150th Anniversary Celebrations held on November 14th and 15th 1976. He was a man of uncompromising integrity, wholly devoted to the Society and the footpaths cause. Manchester ramblers have much for which to thank him.

**Frank Head.**

### **ARTHUR SMITH MEMORIAL.**

Several years of protracted work culminated in blue sky and sunshine one Saturday afternoon last October when upwards of eighty ramblers and friends of the late Arthur Smith gathered together on the summit of Shutlingslow to pay tribute to his memory and work.

Before dedicating the viewfinder Dr. Frank Head paid tribute to Arthur Smith's devoted and enthusiastic work for countryside amenity and footpath preservation. In the face of physical adversity he continued to fight those who would try to take away our national heritage, not only through the media, but actively at hearings and public inquiries where he undoubtedly made his presence felt. One of his many successes was the establishment of the right of way along the tow paths of the Macclesfield and the Peak Forest canals.

Present at the ceremony was his daughter Mrs. Jennifer Malcolm who expressed her own and her mother's appreciation of the tribute paid to her father's memory by the Society and the Ramblers' Association in establishing the memorial.

It was particularly gratifying to have a representative of our Sheffield members present in the person of Stephen Morton who gave his own tribute of appreciation.

The memorial is of engraved stainless steel countersunk into the natural rock, and delineates many features of the surrounding countryside throughout a 360 degree traverse.

**L.G.M.**

## ANNUAL DINNER 1979.

We have had previous Secretaries of the Ramblers' Association to address us in the past, but this was the first formal occasion on which we had the opportunity to listen to Alan Mattingly who gave a well researched and detailed address, as befitted a person who had risen from the ranks of the R.A.

It was also nice to welcome our old friend from over the Pennines, Stephen Morton of Sheffield, to give the response on behalf of the Society.

Our new venue - the Masonic Temple - seems to be proving popular with our members, perhaps it's those magnificent portals of the entrance hall that set the tone for an evening of good living with friends of similar interests. Whatever the root cause, our attendance numbers are increasing and we have had to take a larger room.

L.G.M.

## CHESHIRE DEFINITIVE MAP REVIEW

One of our Footpath Inspectors who is also the Footpath Secretary for the Ramblers' Association East Cheshire Group (formerly Macclesfield & District) would be glad of any help in claiming footpaths which are not shown on present maps as "definitive". These may well be routes which folk have used for ages but which were not claimed in 1955 when Cheshire's first definitive footpath map was produced. East Cheshire Group has submitted claims for about 50 such paths and additional evidence would be useful — evidence of usage as of right for a period of 20 years or more is required from at least 6 different people for each path. Older members will remember the grand work done by the late Arthur Smith in this area and in Derbyshire and Staffordshire, and now there is a chance to carry on the job and possibly fill in a few gaps.

If you think you may be able to help, please contact Mrs. Marjorie M. Cooper, 7 Broughton Road, Adlington, Macclesfield, SK10 4ND, or telephone Prestbury 829652.

## FOOTPATHS REPORT FOR 1979.

### Cheshire County Council

**Prestbury F.P. 17 (Macclesfield B.C.)** A.H.A. Section 110 case and the resurrection of a 1975 diversion order as an extinguishment order to "regularise" a situation where a 20 year old house has been built across a path. There is a perfectly good alternative by the "Old Coaching Lane" but its status is in doubt and we are endeavouring to get the Council to divert the path onto this route to safeguard its future.

**Withington F.P. 17 (Macclesfield B.C.)** A Section 210 case where a devious route is proposed as a diversion which will only be required if a planning application, yet to be granted by Cheshire C.C. is approved without modification. Otherwise a much less devious route, in accordance with a planning permission already granted, is all that is required. Holding objection lodged and subsequently withdrawn.

### Derbyshire County Council

**Bamford F.P. 3 (Peak Park)** A Section 210 case (see last years report) with the inquiry fixed for hearing at Lose Hill Hall. Should be some local support with the R.A. objecting as well. The P.P.P.B. have been unusually intransigent in this affair. Mr. D. Lee appearing for the Society.

**Brockenfield F.P. 1 (N. E. Derbyshire D.C.)** This case has occupied the Society's attention since 1973. Now a diversion order has been issued which will make permanent a temporary diversion made for gannister workings. Mrs. Evison has done a lot of work on this case and has reported local opposition. The Council are using the "more efficient use" argument yet the new route will sterilise twice the area of the original path for ploughing purposes. Inquiry held 5.12.79. Result awaited.

**Dronfield F.P. 14 (N. E. Derbyshire D.C.)** Result of Inquiry received. The D. of E. have decided that the path can be diverted as the Council wished. They admitted that it was not perhaps the optimum route but "there was no obligation on the Local Authority to provide the best!" The Inspector also said that he would be personally embarrassed by a path at the end of his garden. A poor decision and a bad Inspector's report.

**New Mills F. Ps. 46/48 (High Peak B.C.)** Council propose minor, but un-natural diversion to placate a farmer. A H. A. Section 111 case with a hearing at New Mills Town Hall on the 11th December, 79. This is the first time the Society have been offered a hearing as opposed to an inquiry. The main difference is that there are no advertisements of the hearing on the path itself or in the press. The Society are to publicise all such hearings by statements to the local press as appropriate. Result awaited.

### Greater Manchester Council

**Ashton-under-Lyne F.P. 120 (Tameside M.B.)** This case involves the absorption of a well used path (between New Market Road and Gravel Hall - ¼ mile from Daisy Nook) onto an estate road and we have asked for a replacement at the edge of the proposed new development to replace the amenity value loss. The Council who own the land on which the housing development is to take place, will not agree. This is a case where we can, with justification promote the idea of "amenity compensation" paths.

**Dunham Park Paths (Trafford M.B.)** Following cancellation of the Public Inquiry at short notice discussions took place and a much reduced scheme has been agreed. This will retain the straight track from Dunham Town to Altrincham which was the main bone of contention. The scheme in general now appears acceptable.

**Failsworth F.P. 21 (Oldham M.B.)** There are proposals for the diversion of this path for a factory extension near Roman Road, Street Bridge, Hollinwood. In 1969-71 we successfully resisted closure of this towpath on 3 separate occasions. In 1976 Oldham Council indicated that the extension could take place without interfering with the path. Since then, the firm, Gay Displays have been continually pestering our C & D Secretary and the Council to get the path moved and the Council have finally given in. It is only a small diversion but it does spoil the linear nature of the potential walk from Hollinwood to Daisy Nook. Objection has been lodged.

**Golborne F.P. 44 (Wigan M.B.)** A Section 210 order. It is proposed to replace the path by an extremely devious diversion mostly by estate roads, when a short passage between houses would be sufficient. Wigan Footpaths Society also opposes and we are to object. This case is now subject to G.M.C. "anti-ginnels" policy.

**Heaton Mersey F.P. 135 (Stockport M.B.)** We objected to the original proposals in 1977 but the order was withdrawn on a technicality. Now the Council have advertised a new and more extensive order. The path is an important one leading from Didsbury Road to the River Mersey and there is a chance that by objecting we may be able to negotiate a new route. The Society to submit a holding objection.

**Heywood F.P. 95 (Rochdale M.B.)** A closure case where G.M.C., having gone on record as saying the path would be a most useful one to ramblers, have been "persuaded" to drop out of the running. Over 100 people turned out for the pre-inquiry walk and the result is awaited with interest.

**Manchester F.P. 121 (City of Manchester)** See C & D Secretary's Report.

**Middleton F.Ps. 46/48/49 (Rochdale M.B.)** A case which has been going on for over 6 years. More than 20 houses/gardens over paths, the diversion lines having been agreed a long time ago. The builders, Milbury Homes wrongly assumed they could forge ahead and when the Council told them to stop they refused. All houses now sold and occupied. Following an Inquiry the section 210 order was refused due in part to technicalities but also because the Council did not choose the most logical route in one case. The Secretary of State accepts the Society's suggestion for a better solution and will therefore advertise a "variation" order.

**Middleton R.U.P.P.90 (Rochdale M.B.)** A Section 108 H.A. Case set down for hearing on 14.1.80. This track is one of the main access points into Rhodes/Alkington Woods and the proposal is to close it for 60 yards and make people use the new industrial estate road nearby.

**Orrell F.P. 17 (Wigan M.B.)** A H.A. Section 108 case. The path is not walkable and the Council have known it to be obstructed for 3 years and done nothing about it. G.M.C. in giving their assent to the closure use the circular argument that since the path has not been usable for a year it "Therefore serves no useful purpose and the making of the order will enable it to be removed from the definitive map". Case subsequently lost due to perhaps the fact that the Society were unable to be represented in Court.

**Standish Bridleway 8 (Wigan M.B.)** See C & D Secretary's Report.

**Tyldesley - New Hall Farm Estate (Wigan M.B.)** A T.C.P.A. case involving some 20 paths, with the pre-inquiry walk well attended. A three day hearing followed with many unsatisfactory aspects being revealed. The decision of the D. of E. followed with almost indecent haste and allowed closure or diversion of all the paths. A bad decision with the Society taking legal advice as to the possibility of an appeal to the High Court succeeding. Subsequently agreed that the actions of the Inspector and the Local Authority warranted reference to the Ombudsman and the Council on Tribunals.

**Tyldesley F.P. 63 (Wigan M.B.)** A Section 210 order to allow a field path to be replaced by estate roads. There is a possibility of negotiating an alternative route over a landscaped area. Also local opposition.

**Urmston F.P. 23 (Trafford M.B.)** A case which could have been amicably resolved but is now subject to G.M.C.'s anti-ginnels policy.



**Withington F.P. 192 (City of Manchester)** Over the past 20 years there have been 3 separate attempts by adjoining occupiers to get this path closed for private reasons, but these have always failed due to objections by users. This year the City advertised it once more, no doubt "to test the water" again, under their local 1851 Act, so an appropriate appeal was lodged in the Crown Court. Subsequently it appeared that the water was "too hot" and the proposals were quashed after a local campaign.

**Worsley F.P. 11 (City of Salford)** The Council proposed a diversion for Council Housing and Open Space. They have commenced building over the path and belatedly applied for an order. A compromise solution is in the offing.

### **Lancashire County Council**

**Haslingden F.P. 368 (Rossendale B.C.)** A proposal to close a short connecting length of path. Following a site meeting with Councillors and Officers, and in view of certain assurances given regarding the retention of a length of path which was to have been closed, we have withdrawn our objection.

**Leyland F.P. 33 (South Ribble B.C.)** A Section 210 case involving outright extinguishment for an extension to school playing fields when a slight diversion would appear adequate. Objection lodged.

### **Merseyside County Council**

**West Sutton F.P. 21 (St. Helens M.B.)** The Council and Pilkington Glass proposed closure of a potentially useful footbridge as it has fallen into a state of disrepair. Magistrates Court hearing lasted all day and closure was granted, with no reason given by the Magistrates for this decision. Another unsatisfactory Section 108 case.

### **South Yorkshire County Council**

**Whitwell F.P. 21 (Bolsover D.C.)** Modification order confirmed after Inquiry, which in effect puts path onto estate roads whereas the D.C. originally wanted path to run over a landscaped area. A poor decision.

### **Staffordshire County Council**

**Cheadle F.P. 38 (Staffordshire Moorlands D.C.)** There has been a bizarre turn of events in this case. In 1976 S.M.D.C. proposed using Section 210, for an "estate road" diversion of an important path. We objected and suggested a better line following a stream. This was accepted by the Council who re-advertised the order in 1977. A few objections were made and there was a representation from the local R.A. to say that they preferred the original 1976 diversion. Matters were complicated by the order having been anticipated by the builders. Following the Inquiry the order was refused, but the matter has still to be resolved practically due to various deficiencies.

### **West Yorkshire County Council**

**Denby Dale F.P. 50 (Kirklees M.B.)** The Council propose closing a well used path giving good views so that some householders can incorporate it into gardens. They have since informed us that the application has been dropped (no doubt due to the large number of objections we encouraged)

**Dewsbury Town Centre (Kirklees M.B.)** A Section 209 case – developers have received outline planning consent for redevelopment involving closure of various footpaths. The Kirklees F.P. advisory panel (on which the Society is represented by Mr. D. Lee) recommended certain retentions, but this has been ignored. It would be quite feasible to provide extra links in the development. We have objected to the closures.

**Dewsbury F.Ps. 26/29/30 (Kirklees M.B.)** Objectors were given only 3 weeks notice of this Inquiry, but luckily the local Dewsbury R.A. had been doing plenty of ground work before this and the inquiry was very well attended. The "expert" witness brought by the Council admitted that an arbitrary choice had been made in selecting lengths to close and one of their own witnesses actually gave evidence that with regard to one length down for closure "only" 33 separate pedestrian journeys were made in the space of 1½ hours on a recent Sunday morning. We have asked the D. of E. to censure the Council for wasting public money on an inquiry where the result must be a foregone conclusion.

**Huddersfield F.P. 107 (Kirklees M.B.)** An unreasonable diversion proposal for a new industrial estate. Following our objection, the Council moderated it to something more acceptable and will now re-advertise the order which will not now be objectionable.

**Lipton F.P. 24 (Kirklees M.B.)** A proposal extinguishment of a 100 yard length of path which would ruin the continuity. The path has already been appropriated and the Society has suggested a diversion.

**Spensboro' F.P. 50 (Kirklees M.B.)** West Yorkshire C.C. propose closure of a length now severed by the M62 Motorway, but equally a small creation alongside the Motorway would result in the retention of a useful link path. The Society are to object.

D.T.

## INSPECTORS WALKS.

The following series of Saturday walks are intended not only to provide an additional social function for our members and friends, but to give further insight and contact into working insight and contact into the working of our Society, and in particular our Footpath Inspectors.

**1980**

**7th. June.**

Mr. B Kenyon Hayfield Rtn Bus Mersey Square,  
Stockport 13-05 Arr Hayfield 14-00

**5th July.**

Dr. A Bateman Holmes Chapel Rtn Train  
Piccadilly 12-45, Stockport 12-56 Holmes  
Chapel 13-24

**2nd August.**

Mr. D Lee M/cr Cathedral (Fennel St) 10-00  
for the "Incredible Journey" Easy Pace

**6th Sept.**

Mr. J Potts Disley Rtn Piccadilly 13-35  
Stockport 13-47, Disley 14-05

**4th Oct.**

Mr. G. R. Estill. Partington Bus No.255  
Piccadilly 13.35. Greyhound Hotel arr. 14-22.

All walks are on the first Saturday of the month, and will be of an easy/moderate grade, It is suggested that a flask and food be carried, together with suitable clothing and footwear - preferably boots.

**PEAK AND NORTHERN FOOTPATHS SOCIETY**  
**INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER 1979**

EXPENDITURE					INCOME				
1978	£	p	£	p	1978	£	p	£	p
<b>Annual Report</b>					<b>Subscriptions:-</b>				
343.00 Printing			254.30		118.00 Ordinary members			154.00	
<u>58.10</u> Distribution			<u>53.01</u>		93.00 Husband and wife members			121.50	
401.10			307.31		48.64 Transfer from 10 year Subscription Account			51.88	
200.00 Honorarium - Secretary			200.00		.50 Junior members			1.00	
189.25 Postages telephones			202.36		<u>172.26</u> Affiliated societies			<u>128.00</u>	
195.44 Stationery typing, duplicating, printing			92.25		432.40			456.38	
Travelling expenses:-					150.65 Donations			201.48	
113.05 Closures and diversions secretary	85.69				Interest:-				
9.37 Inspectors	25.57				1348.19 Deposits and investments	1577.89			
7.72 General Secretary	10.78				100.60 Share of interest on P.M.Oliver Trust Fund	<u>152.66</u>			
35.14 Others	<u>40.69</u>							1730.55	
			162.73		5.45 150th Anniversary Books - Profit on sales			5.72	
82.10 Literature, news			76.50						
44.20 Hire of Rooms			46.70						
12.00 Subscriptions to Kindred Societies			25.00						
5.20 Hire of room for Annual General Meeting			4.10						
6.55 Maps, plans			21.35						
5.00 Insurance			5.00						
12.00 Advertising			13.00						
- Contribution to cost of memorial to Arthur Smith			5.51						
125.83 Annual dinner	214.94								
123.50 LESS income	<u>194.40</u>								
			<u>20.54</u>						
1320.45			1182.35						
Balance being excess of income over expenditure									
carried to Accumulated Fund			1211.78						
716.84			<u>2394.13</u>						
<u>2037.29</u>					<u>2037.29</u>			<u>2394.13</u>	

# BALANCE SHEET AS AT 31st DECEMBER 1979

1978				1978			
£	p		£ p	£	p		£ p
		<b>FUNDS:</b>				<b>DEPOSITS AND INVESTMENTS</b>	
11323.26		General Fund-Accumulated balance	14472.62	10076.10		Investments at cost (a)	14076.10
1997.17		Defence Fund	1855.88	2104.43		Bank deposit	2227.37
232.23		Survey Account	232.23	12180.53			16303.47
179.81		Signpost Account	215.06			<b>CURRENT ASSETS:-</b>	
175.08		Arthur Smith Memorial Fund		179.27		Stock of 150th Anniversary Books	159.39
79.66		Edwin Royce Memorial Fund	79.66	449.10		Debtors - Inland Revenue	475.56
13987.21			16855.45	1648.07		Cash at bank	375.91
		<b>LIABILITIES</b>		15.00		Cash held on Petty Cash Imprest Account	15.00
40.00		Received in advance		2291.44			1025.86
7.00		Creditors	7.00				
437.76		10 Year Subscription Suspense A/C	466.88				
484.76			473.88				
14471.97			17329.33	14471.97			17329.33

## (a) INVESTMENTS

## COST PRICE

	£	p	£	p
Local Authority Loans	3000.00		3000.00	
Local Authority Stocks	2901.12		2801.25	
Treasury Stocks	3490.33		3613.14	
Public Corporation Debenture Stocks	2792.07		2968.13	
Ordinary Shares	1892.58		2072.04	
	14076.10		14454.56	

Market Value at 31.12.79  
 " " " "  
 " " " "

R. Walsh, Honorary Treasurer.

Auditor's Report: I have examined the Accounts for the Year ended 31st December 1979 which are in agreement with the books of account. In my opinion the Balance Sheet shows a true and fair view of the Society's affairs at the 31st December 1979.

D. Staunton, Honorary Auditor.



# FUND BALANCES

	Balance at 1st Jan 1979		Income during year		Expenditure during year		Balance at 31st Dec 1979	
	£	p	£	p	£	p	£	p
General Fund-Accumulated Balance .. .. .	11323	26	2394	13			14472	62
			(a) 1837	58	1182	35		
			(b) 100	00				
Defence Fund .. .. .	1997	17	22	50	163	79	1855	88
Survey Account .. .. .	232	23					232	23
Signpost Account .. .. .	179	81	35	25			215	06
Arthur Smith Memorial Fund .. .. .	175	08	11	02	186	10		
Edwin Royce Memorial Fund .. .. .	79	66					79	66
	13987	21	4400	48	1532	24	16855	45

(a) Capital sum on distribution of PM Oliver estate.

(b) Legacy from - J. C. Willison.