

SIGNPOST

Magazine of the
Peak and Northern Footpaths Society

Number 60 - Summer 2019



Alport Castle
Photograph by David Morton



One of a number of things that Peak and Northern Footpaths Society does is to help to fund small bridges over river crossings where there were none. However, we have recently contributed £5,000 towards the repair of a damaged clapper stone bridge near Blackshaw Head, above Hebden Bridge on the Pennine Way. The Pennine Way was the first of many long distance walks and has gained particularly for being one of the longest walks in the country. The stone bridge over the river has particularly long slabs of stone, one of which became broken when a tree fell directly onto the bridge.

The two local Parish Councils of Blackshaw and Heptonstall have been particularly active in getting the bridge repaired, and the strong community spirit in the area has helped to drive the scheme of repair forward. A specialist stone repair contractor was engaged to repair the bridge, stitching the two halves of the broken sections together, leaving the bridge looking like it was before the damage occurred. PNFS's contribution of £5,000 has helped towards the repair and kept the Pennine Way open to the north of Hebden Bridge.

On 13 April 2019 the Society held its AGM in Stockport. Not as many people

attended as the trustees would wish for, but nevertheless it was a good meeting, and with a speaker from the Woodland Trust most people enjoyed the event.

We have decided that the Quaker Meeting House, close to Sheffield Cathedral, would be a suitable venue, which can be reached by the tram service, which runs every 12 minutes from the railway station.

For those of you who go on the PNFS walks you will know that we usually start and finish the walks at railway stations, except in a few instances when a short bus ride may take us a little further afield from the station. However there are indications that using public transport may get even more difficult. The largest operator of buses in north Manchester is about to pull out, leaving the running of routes to others. The mayor of Greater Manchester is not helping matters by insisting that buses should meet stricter emission standards to help with cutting down on pollution. This is more complicated than it sounds as some older vehicles cannot be modified.



Greater Manchester will need many more buses in a short period of time, which cannot be built and delivered. This will result in a much poorer service for those of us who try to use buses to help the environment. Buses are only responsible for 6% of emissions, so

running more buses would help to get us to leave our cars at home.

Greater Manchester and the North of England have been promised more and newer trains for many years now. Where are they? We were promised electrification, but this has been severely cut back when electric trains would bring much cleaner air for all of us. We now have thirty year-old electric trains operating out of Liverpool, and some are to be fitted with diesel engines! When you read this a few new trains may have been introduced, but don't get too excited.

Some better news is that Stockport is to have a new bus station with a walking link to the railway station - something of a climb I would have thought. Whether this will make much difference to those walking to Taylor House from the station I do not know. There is to be a garden built over the top which should help the environment of the town centre. Whether this will be built in the next five years is open to question, but links between different modes of transport is to be welcomed.

Peak and Northern Footpaths Society is a lover of the country side as well as a promoter of good accessible footpaths for as many people as possible, and clean air is all part of what we hope to experience whilst we enjoy the countryside.

As mentioned in previous *Signposts*, the Society is on the lookout for a new lady Trustee. So far there has been no person stepping forward to see if they may be suitable. There must be a person within the membership who could put their name forward for consideration.

David Hurrell, Chairman and Trustee

Editorial

I am delighted to present my second - and biggest so far! - edition of *Signpost*. Containing 24 pages, it is an extra bumper issue! Is this a record?

Thanks to our enthusiastic members who contributed to this issue, it has been a pleasure producing *Signpost*. Without them, this magazine would have far fewer pages.

Since my appeal for photographs for *Signpost*'s cover appeared in the last issue, I have received several entries which will be used in due course. Please carry on sending them, but they should show a footpath or bridleway, be in jpg format, may be cropped, and are accepted on the understanding that they have been taken by members.

Happy walking!

Shirley M Addy, BA, Editor and Footpath Inspector

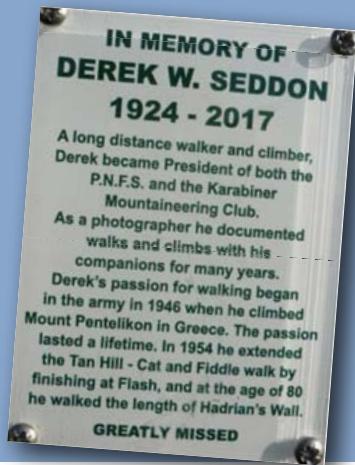
PNFS Badges

PNFS has a new **pin badge** available. It is 25 mm diameter with a single pin with a secure clip on the back. The cost is a minimum donation of £3 including p&p. Send your order with payment to the Treasurer at Peak and Northern Footpaths Society, 23 Turncroft Lane, Stockport SK1 4AB. Alternatively order online treasurer@peakandnorthern.org.uk.

A **cloth rucksack badge** is also available for £3 including p&p. Ordering details are as above.



Derek Seddon's Signpost



PNFS's much-loved, last-but-one president, Derek Seddon is commemorated on a new sign on the Rainow to Lamaload path and also on this old, tatty-looking sign south of the Cat and Fiddle, which was erected here after he finished the Tan Hill to Cat and Fiddle route, then kept going till he reached Flash! It is on our list for repainting.

Derek's widow Pat, who recently visited the new sign, writes "I thought I would just let you know that I have at last made it to see the signpost at the Cat and Fiddle. On Mother's Day, my two daughters took me to lunch at the Peak View restaurant, and then we went to see the signpost - my first proper outing for a long time! Daughter Catherine gave me some support along the stoney bits, but it felt great to get some very fresh air and exercise.

We thought it was a lovely spot for Derek. I expected it to be more lonely, but we met several groups along the way. I'm glad the path is well used. It was obviously a good day for a walk and I saw groups of people walking along the ridge above the Cat and Fiddle. The girls are planning to take me to the Walker Barn signpost next. They seem to think there is a simpler way without me having to climb over walls!

Many thanks for all your efforts in producing the plaques It means a lot to us. Best wishes to you and the PNFS."

Pat Seddon



Historic Bridge on Pennine Way Reopened

The Hebble Hole bridge is a grade 2-listed historic stone clapper bridge which carries the Pennine Way across the stream in Colden Clough, a deep valley west of Hebden Bridge in West Yorkshire at grid ref SD 967282. The bridge dates back to the seventeenth century. The bridge is made up of four stone monoliths, about 350 x 250 mm in section, supported on abutments at each end with a central pier. In the winter of 2017/18, a large tree fell onto the bridge, dislodging one of these beams which fell into the stream and snapped. Since the bridge is a listed structure it could not be replaced with a modern alternative and the decision was taken to employ specialist contractors to repair it. The total cost was about £30,000 and the Peak and Northern Footpaths Society agreed to make a donation of £5,000, the balance being met by the Pennine National Trails Partnership (PNTP) and Calderdale Council.

L-R: Jan Gibson (Calderdale Council RoW officer; two representatives of the contractors; David Hurrell, PNFS Chairman; Grayde Bowen, Chairman of Blackshaw Parish Council; Chairman of Heptonstall Parish Council; and Bob Proctor, PNFS Footbridge Assessor, PNFS; photo by Andy Leader

Work started last winter. Scaffolding to provide a working platform with a lifting gantry was erected over the bridge. The contractors lifted the broken stone beam on to the platform where it was drilled and stainless steel rods inserted in the fractured ends. An epoxy resin grout was applied and the two pieces were drawn together to make a permanent joint. With the drainage work that was done to direct water away from the bridge supports, the bridge should stand for another three or four centuries.

On 14 April 2019, an event was held to mark the re-opening of the bridge at which our Chairman, David Hurrell, handed over a cheque



to Nick Osborne of the PNTP for the Society's contribution to the cost (see photo). There was a good attendance with representatives of the local parish councils, the PNTP, and Calderdale Council attending as well as a couple of PNFS members and local residents. All were entertained by a local morris dancing side. An exhibition of photographs dealing mainly with the technical aspects of the repair was held at the nearby New Delight pub where the contractor's site engineer was on hand to answer questions.

I visited the site on a sunny day in early April and met many walkers, most of whom were doing circular works from Hebden Bridge taking in the full length of the pleasantly wooded Colden Clough. One local walker said, "It's a brilliant job. You can hardly tell it was ever broken and I'm really pleased that such a good repair was made." I fixed some of our plaques near the bridge which should give some useful publicity for the Society.

Bob Proctor, Footbridge Assessor

Sheffield FP41



The first is of this section of footpath, on the outskirts of Sheffield on the Peak District NP boundary, taken last year. The second is of the same section this year, when Sheffield Council resurfaced it after I had lobbied them to do something about the mess.

Confined between a fence and the edge of Oldhay Brook, there was no way walkers could avoid the bog. Well used, I spoke to numerous people using the path from adjacent suburbs who all complained about the state of the path. After making a nuisance of myself, SCC finally agreed to do something and this is the result. The grid reference is SK2983.8055 on the OL1 Dark Peak map.

John Harker Area Officer (Sheffield)



Unwanted Stile

I am the inspector for Alfreton and I recently reported this stile in the Amber Valley district of Derbyshire after walking FP71 on 29 March 2019. The stile was on a footpath added to the Definitive Map about two years ago based on user evidence by locals. Was this stile a legitimate limitation on the public use of this footpath at the time of dedication? Is it recorded as such in the Schedule Part 2 of the confirmed DMMO? If not, if it post dates the Order, then it is an illegal structure on the highway and needs removing. It is superfluous as there are no livestock issues here. If it is authorised in some way, it needs replacing with a BS5709 compliant gate.

On 3 April I received an email from Patrick Mountain, the County Council's Rights of Way Officer who covers this area. He agreed with me that the stile is superfluous and it has already been removed! Not bad.

John Harker, Alfreton Footpath Inspector

Post with the Mostest

I recall the previous editor asking for the post with the most signs, so I offer one. It was only possible to picture two faces but all have adequate arrows making a total of 16 with the obligatory DCC sign "Keep to the line of the path". Plus on the gate "No horse riding or cycling". Sad to say the post is rotten and I stood it up for the picture.

This waymark post is located at the meeting of Weston Underwood 10 and 52 with Ravensdale Park 13 and 14. I long wondered why Derbyshire is so bereft of waymarks, I now see they were all used at this one location.

Ken Brockway, Footpath Inspector



Signpost Report

New Signposts in Spring 2019

We have installed six new signposts as follows:

S580 at Knowl Farm, Norden, Rochdale

S589, 590, 591, 592, 593 on the moorland above Higher Gills Farm, Rimington and Middop, in the Ribble Valley to the east of Clitheroe and Pendle Hill, which should make PNFS better known.

I continued to catch up with inspections and visited forty-two, including 308 and 358, which are standing intact, but very close to the burnt heather on Marsden Moor NT estate. Most of the others were around Lyme Park, Wirksworth, Tunstead Milton and the Alport Valley, where I took the opportunity to visit the two memorials to the Rover Scouts who died there in a snowstorm in 1964 and to check S516, our most truncated signpost, at Alport Castle - see rear cover.

With the help of Roger Bennett of Buxton MRT and PNFS members Martin Riley and Joe Park, I got consents for new signs as follows:

S582 near Roaches Gate, Upper Hulme, Staffs., IMO the late John Mayer, who served Buxton MRT for 54 years!

S595 above Jordan Brow, Crompton Fold, Oldham, in honour of Ida Ashworth, BEM, who founded "Oldham Wednesday Walkers" in 1986

S596 at Abraham's Leap on the Sandstone Trail, IMO Brian Whitworth, late secretary of "Cheshire Tally Ho!"

The 60 cm stainless steel disc for Toposcope 3 was delivered and plans were made for its installation near the trig point on Win Hill. Frost, lambing and knee problems led to their postponement.

Maintenance

The main effort has gone into re-furbishing and re-instating signs with rotten posts. Five have been shot-blasted, powder-coated and fixed to concrete stumps. The aim is to make them more durable. They are:

S192 at Izaak Walton Farm near Ilam

S214 a rotten hardwood fingerpost near the old candle-wicks mill on the Todd Brook, Kettleshulme

S264 above Tansley Dale at The Farm, Litton, Tideswell

S265 at Hollingworth Hall Farm, Hobson Moor Road, Longdendale

S104 at Cumberland Brook, Clough House, Wildboarclough is one step off completion. NB: It will be set back from the road to avoid future damage by road salt.

Plaques were fitted to signs in Ashover in honour of retired Footpath Inspector Keith Feltham and local footpaths maintainer Richard Felton (read about it in this issue).

News flash! Editor Shirley Addy has joined the Signposts Team. See the Inspectors Newsletter for her model proposals for new signs.

David Morton, Signpost Officer

The Society's First Footpath Improvement Scheme

Following the slight change in our constitution last year. We immediately started to look round for suitable footpath improvement schemes. We contacted the Peak District National Park Authority to outline our new policy. After a productive meeting they presented two schemes. One near Hulme End in the Manifold valley on Warslow and Elkstone FP6 at SK1009 5908, the other near Hathersage. The Hathersage scheme turned out to be maintenance work and thus did not fit our "improvement" criteria.



PDNPA presented us with costings and David Hurrell and myself visited the site to ascertain the suitability of the scheme and if it was within the criteria of our new policy. We both felt that it did. The Trustees approved the expenditure and we then informed PDNPA we would donate the full cost.

The project was to remove a badly deteriorated boardwalk and replacing it with one twice the length. Initially one stile was to be replaced with a gate but we suggested a stile further down the path also to be replaced with a gate.

The project is now complete. This allows walkers to cross a very boggy area on the new boardwalk and to be able walk the whole length of the path back to the Manifold Trail without having to climb a stile. The total cost of the scheme funded by the Society was £3425.50 Pictures show the improvements and how it was before.



If you know of a footpath crying out for an improvement project then get in touch and we will assess whether it is one we can take on.

Paul Easthope, Treasurer and Trustee

Parish Notes ~ Darley Dale

When William the Conqueror's Domesday Commissioners passed through Darley and honoured it with four whole clauses: "King's land formerly King Edward. Church. 2 sesters of honey. £40 of pure silver" they would have noticed the yew tree, which was already

nearly a thousand years old. You can still see The Darley Yew today in St Helen's churchyard, near the graves of Sir Joseph Whitworth, the famous mechanical engineer, and his wife. The Whitworths lived at Stancliffe Hall and were responsible for developing the village of Darley Dale, the Whitworth Hospital and the Whitworth Centre for leisure and education. After Lady Whitworth died, Stancliffe Hall became a school, but recently it has returned to private ownership.

The parish of Darley Dale is bordered on the west by the River Derwent. The Derwent Valley Heritage Way passes by St Helen's Church on its route from Long Eaton to the Ladybower reservoir. In the summer, the haunting hoot of a steam whistle echoes up from the valley as the Peak Rail steam trains pass through Darley Dale station. The line runs from Matlock to Rowsley along part of George Stevenson's original railway from London to Manchester. Close to the station is the Red House. Previously an extensive Carriage Museum and carriage driving school, it still offers the opportunity for a ride in a real carriage drawn by film-star horses.

Just across the A6 are the former grounds of St Elphin's girls' school. The old school building was originally the Darley Dale Hydropathic Establishment but was bought by the school when it moved from Warrington in 1904. The stables were converted and dedicated as the Chapel of Our Lady and St Elphin by the bishop of



Southwell. The most famous pupil of St Elphin's was Richmal Crompton who wrote the Just William stories. The school is now an up-market retirement home, and the chapel has been deconsecrated.

North of St Elphin's lies the village of Two Dales. It used to be known as Toad Hole, but in 1850 the rector

decided that the name was undignified and changed it. To the east of the village is a complex of two mills, originally a cotton mill and a flax mill built by Daniel Dakeyne in the 18th century. Ladygrove mill was later used for lace and then animal feed. The mills were powered by water from three reservoirs in the valley. The Dakeyne family were responsible for much of the prosperity of Two Dales.

Beside the village, Hall Dale Brook and Sydnope Brook become Warney Brook and flow down to the Derwent. Both Dales have attractive footpaths through their wooded valleys. Circular walks can be completed through Hall Dale using Bent Lane, and through Sydnope Dale using Butcher's Lane and Back Lane. At the head of Sydnope Dale lies Sydnope Hall which was extended and remodelled in Tudor style by the 19th century physician and traveller Sir Francis Scheverell Darwin. He also built the unusual Sydnope Stand which is a residential house on Farley Lane that looks like a castle when viewed from Sydnope Hall! The nearby Forestry Commission woods on Darley Moor are a popular place for a less demanding stroll. If you are very quiet, you may even see the occasional Red Deer.

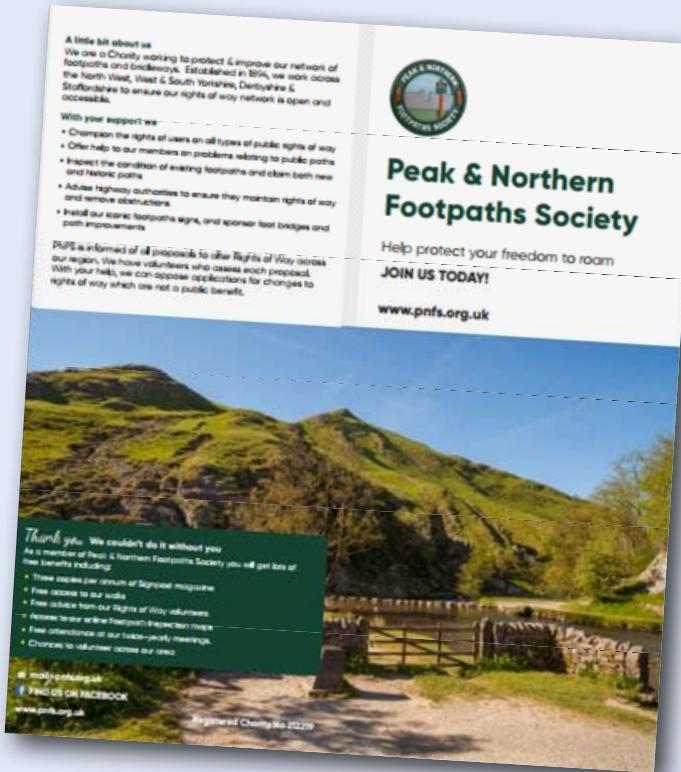
Richard Whiteside, Member

This article is part of a series of Parish Notes which will be published both on the website and in future editions of the magazine. Readers who would like to contribute are encouraged to contact Mel Bale at webmaster@pnfs.org.uk.

Membership News

June is often the busiest month of the year for me as membership secretary as this is when the society's membership year officially begins. Many of our members remember that it is time to renew their membership without any encouragement from me and my Taylor House postbag will soon be bulging with their renewal forms and most importantly their cheques.

Understandably, other members prefer to receive a formal reminder. So this year I have decided to include a renewal form with this issue of Signpost for all members who normally pay their subscription by cheque. Please consider completing the Direct Debit mandate on the form to avoid the need for reminders in the future and most importantly do sign the Gift Aid declaration if you are eligible to do so. If you have already renewed please ignore this reminder.



A small group at Taylor House, headed by fellow trustee Jenny Allen have redesigned our membership leaflet.

The new leaflet updates the benefits of becoming a member of the society, in particular free access to the society's Footpath Inspection Database and also enables prospective members to indicate ways in which they might like to help the society in its work.

It is hoped that the redesign will prompt more people to join the society. A copy of the leaflet can be downloaded from:

www.pnfs.org.uk/membership/documents/membershipleaflet.pdf.

Please do contact me at membership@pnfs.org.uk if you have any questions or concerns about membership of the society.

Mel Bale, Trustee, Membership Secretary and Webmaster

Ramblings

We are today familiar with free access to walk and often cycle along canal towpaths. British Waterways Board and now Canal and River Trust actively encourage this use but it wasn't too long ago that I held a licence granting permission to cycle the towpaths and I well remember boating through Birmingham feeling very isolated unable to gain access to streets from the numerous bridges.



A book by Hugh Potter *The Cromford Canal* reminded me of this significant change of attitude. One picture shows two signs, one plainly reads "No Public Right of Way". The other more wordy threatens prosecution to anyone riding or wheeling any bicycle without consent. Another picture offers a sign from the BWB era, it reads "All persons found trespassing on foot or horseback on the banks of the Cromford Canal or leaving horses or cattle to graze thereon or fishing in the canal will be prosecuted under the acts of parliament regulating the said canal ... By Order."

With so much of the Cromford canal destroyed by opencast mining we are, to my mind, incredibly fortunate that the old course is preserved by the inclusion of the towpath as a public footpath. The question is, with so much past effort made to prevent access how did the towpath end up becoming public?

The parish claims for the Definitive Map offer a clue. C.L Soar of 17, Leabrooks Road Somercotes surveyed paths at Pinxton and Pye Bridge. One he describes as starting near the basin (Pinxton), round the basin, through a stile and on to canal side, it continues through to Crimea Cottages. Another is from Crimea Cottages to Main Road, Pye Bridge he states, the path comes alongside the canal. Opposite the Acid Works is a FG (field gate), path then goes another 50 yards and crosses canal at a bridge (canal emptied of water, bridge out of use, path now crosses canal which has been filled up solid at this point). From this point the road is tarmac under Railway Bridge. Road maintained by Midland Acid Co. Ltd. This survey was made in February 1952.

These are the only paths along the canal and most of this is on the none towpath side so it's safe to say that in the Alfreton Urban District which covered Ironville, Riddings and Somercotes they did not claim as footpaths the towpath that is today recorded. It must have been a later addition.

We may never know who carried out the Ripley survey on 13 September 1952.

Despite the form demanding the full name and address of persons who carried out the survey, we have only an illegibly scrawled initial. Who ever it was, we should congratulate them because path no 81 reads Cromford Canal Towpath. Start point Hammersmith (Tunnel End) finish point U.D. Boundary Ambergate. All roads and footpaths along its route have access to it with the exception of Hartshay Hill near the Gate Inn.

The form also asks for grounds for believing path to be public. Here our anonymous supporter adds - There is some doubt as to whether this is a public right of road although the public have used the towpath for as long as can be remembered. The path condition is said to be good and passable in all seasons.

Thos B Thorpe (Senior and Junior) of Leashaw Garage, Holloway together with Thos Walker of Leashaw Holloway and Walter G. Cooper of Chapel Lane Holloway carried out the survey for Dethick, Lea and Holloway parish. Many of the claimed paths link with the canal including the one that passes over Gregory tunnel. Their real claim to fame however is path 40 which became FP39 as it is today, this is described as, canal towpath from Leashaw Farm at parish boundary, through Gregory tunnel, over footbridge near aqueduct cottage to canal terminus at Lea Wood Wharf. They claimed uninterrupted public use of fifty years stating the general condition was good and it was passable in all seasons. The survey was carried out between August 1950 and February 1951.

After the parish had returned the forms to the County Council they would have been inspected, most maps and forms have amendments. There was also a final tribunal stage but we have no records of this for Derbyshire. We should be grateful to the men of Holloway and A.N.Other of Ripley for at the very least setting a ball rolling that resulted in the whole towpath being recorded as public footpath.

Footnote: Leashaw Garage at Holloway is now operated by Norman Thorpe Limited. Mr Thorpe is the great grandson of Thomas.

Photographs reproduced with kind permission of Friends of Cromford Canal Archives. The sign 'No Public Right of Way' is from the period 1948 to 1962 so covers the same period when the path was added to the Definitive Map.

Ken Brockway, Footpath Inspector

Watch the movie of a PNFS walk

Watch the PNFS Congleton circular walk held on 24 April 2019 through the below links:

Movie of Walk - <https://youtu.be/BT59dhyf-Qo>

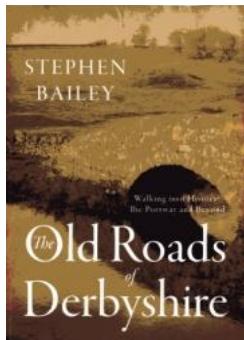
Fly Through of Walk - <https://youtu.be/uSg5XGgXKjU>

OS Map of Walk - <https://www.ordnancesurvey.co.uk/osmaps/route/3279497/pnfs-congleton-curcular-walk>
Mywalkingmovies - <https://youtu.be/5gYxPH8Zhw8>

Ken Smith



Book Review: The Old Roads of Derbyshire by Stephen Bailey



I was delighted when I was asked to review Stephen Bailey's *The Old Roads of Derbyshire*. Although I live in the Ribble Valley, my husband and I usually spend a week walking in the Peak District each year, and I find old roads fascinating but I do not possess many books on the subject. Hence I could not wait to start reading it.

This book represents 20 years of research and extends the scope of the author's earlier book, *The Derbyshire Portway: Pilgrimage to the Past*. The first half traces the development of the road network from prehistoric tracks up to the twentieth century. As the author points out, many old roads survive as footpaths or bridleways. I love walking on holloways and green lanes, but generally archaeologists and historians tend to avoid the subject of roads and concentrate their excavations on burials or settlements.

In *The Old Roads of Derbyshire* Bailey presents the latest thinking, supported by references and a comprehensive bibliography. For example, there is growing recognition that the Romans built some of their roads upon earlier ones. Our early forebears were nomadic and itinerant trade was essential for the exchange of vital goods. As he describes roads through the ages, we meet their users including jiggers, pilgrims and tramps and how their travels were sometimes guided by stoops, bridges and inns. Although the routes are in Derbyshire, there is much historical information to other parts of England. The book is very well illustrated and many walkers will find their walks enhanced by an ability to read the landscape.

It is in the nineteenth century that we meet those who walked in the countryside for pleasure. The Romantic poets popularised this pastime, although it was in the 1900s that more working-class people had the leisure to cycle, walk or climb. One of the earliest walking clubs was the PNFS, of which the author is a member, and one of its signposts is illustrated.

The second part includes a detailed walk route of the 60-mile Derbyshire Portway, which runs from Sneinton, Nottingham to near Mam Tor. This existed before the arrival of the Romans and can be still be followed today. The route is divided into eight stages accompanied by diagrammatic maps. For each stage, Bailey gives a detailed historical overview with points of interest, followed by separate succinct route directions for walkers. In addition to the Portway, the author offers three historic routes for walkers.

It was a pleasure to read *The Old Roads of Derbyshire*. I can heartily recommend it to both walkers in Derbyshire and landscape historians everywhere. Members can buy a copy directly from the author, post free, by sending a cheque made out to S Bailey for £9.75 to 7 Hindersitch Lane, Whatstandwell, Matlock, DE4 5EF.

Shirley M Addy, Editor and Footpath Inspector

A Gap Discovered

A gap has been discovered where Derbyshire, Long Eaton footpath 59 meets Cleveland Avenue. The unrecorded path at just 32 metres passes between houses along a tarmac surface, to all the world and his dog this looks like an adopted path. The path is well used, providing easy access to washland of the River Erewash which forms the boundary with Nottinghamshire.



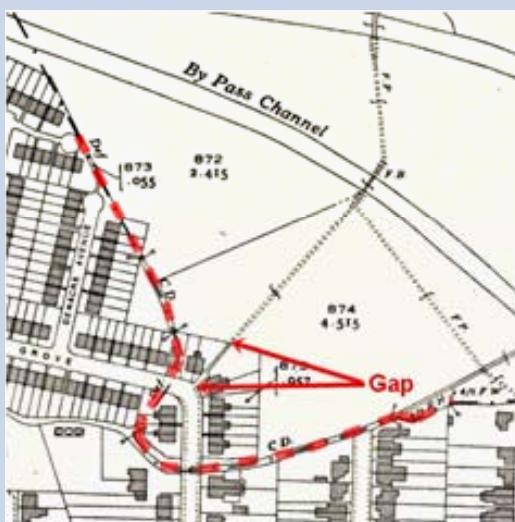
An interesting feature of this gap is the fact that although the streets and houses date back to 1910 this corner of the Long Eaton 'Estate' was until 1992 in Nottinghamshire when the boundary was changed along much of the Erewash valley. The narrow strip along which the footpath passes remains unregistered while the adjacent houses are registered (Land Registry) and make use of half the route for access to their garages.

The resolution of this gap is being promoted by Derbyshire County Council with a Creation Order under Section 26 of

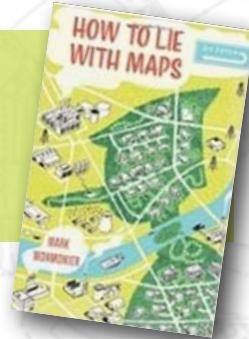
Highway Act 1980. This is fortunate because historical evidence was proving difficult to find. It also means that DCC will foot any costs, £1,000 estimated for making and advertising the Order and £57 for a finger sign fixed to an existing lamp post.

The Committee report justified the action "To protect the public's right to use the path and ensure that there is provision for proper maintenance should any issues arise, it is proposed that the route is formally recognised as a public footpath." A motto that could well be attributed to PNFS.
Ken Brockway, Footpath Inspector

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Book review: How to Lie with Maps by Mark Monmonier



A book title like this seems apt in a world where terms such as *fake news*, *post-truth*, and *alternative facts* are commonly used. But is the author trying to teach the reader how to lie - or spot other peoples' lies? After reading this book you will be well equipped to do both. In fact this is a new edition of a book first published in 1991 by American academic Mark Monmonier though it is aimed at a lay audience.

The author starts with the basic issue that any map is selective in what detail it shows and there are often geographical distortions. Think of the London Underground map - scale, direction, and position have all been manipulated (and almost all ground level features omitted) in order to illustrate the Underground network efficiently. Provided this is understood no harm is done and the map user can successfully navigate the system. However the same map would be useless for finding one's way around at street level. The careful choice and presentation of information to accurately convey a message are what Monmonier calls the "white lies" of mapping.

The author then goes on to explain how maps can be used to give a partial, biased, or even totally misleading impression to the unwary - particularly when someone is trying to deliver an advertising or political message. He illustrates his arguments with numerous examples such as how developers use cartographic embellishment to promote their projects, to the use of maps in political and military propaganda.

This new 2018 edition has been updated to take into account the digital revolution. While this has brought huge benefits Monmonier highlights the dangers inherent in having vast data sources and powerful mapping tools available to so many people untrained in cartography and/or with an opaque agenda. Therefore map users must be ever more cautious about taking maps at face value. Although written from an American perspective this is an accessible account of how maps can be used - sometimes with benign intentions, sometimes with malevolent intentions, and with a huge grey area in between.

Here in Britain we may feel safe from any cartographic manipulation - after all we are in the reliable hands of Ordnance Survey. However the OS Greenspace Map was heavily criticised on first publication (<https://www.oss.org.uk/we-criticise-new-ordnance-survey-map-of-greenspaces/>) because of the way it classified publicly accessible land. Did OS deliberately set out to deceive us? Surely not! More likely the rush to respond to a Government election manifesto commitment resulted in a poorly thought out map.

Andrew Harter, PNFS Member and Taylor House Volunteer



If you have any unwanted - but still serviceable - outdoor clothing or equipment an excellent way to dispose of it is through the Gift Your Gear scheme (<http://giftyourgear.com/>). This passes on donated items to UK community organisations, youth groups and charities working with young people in the outdoors.

Details of how to donate and what they accept are on the website. I find the most efficient way to donate is to take the items into one of the Rohan chain of outdoor clothing shops. However this particular method is usually only available in March and September when Rohan do a link-up with Gift Your Gear, so it's best to check out the Rohan website first (<https://www.rohan.co.uk/GiftYourGear>). In previous years Rohan have given a 15% discount on same-day purchases to anyone making a donation. So Gift Your Gear enables you to declutter, avoid contributing to landfill, helps others, and can save you money.

Andrew Harter, PNFS Member and Taylor House Volunteer



Huddersfield FP60

I reported this overgrown footpath on the outskirts of Huddersfield. I also reported it to a contact I have in Huddersfield Ramblers. He passed it to a team in their Group that does path clearance.

I attempted to walk this footpath which connects to the towpath of the Broad Canal adjacent to the Huddersfield Town training ground. The photo shows that overhanging shrubbery rendered the path largely impassable even before the main growing season has commenced. I was forced to turn back.

A few days later I received an email from my Huddersfield Ramblers contact that two committed volunteers Adrian and Janice had cleared the footpath. A good example of collaborative working.

John Harker, Footpath Inspector



Ashover's Signposts

S556 and 558 are two of twelve signposts which now stand in the parish of Ashover, North East Derbyshire, where previously we had none.

Keith Feltham, our Footpaths Inspector for Ashover and sixteen other parishes and our member Richard Felton of Ashover Parish Council were very helpful in the process and Richard met with me on 15 February, when I attached commemorative plaques to show our appreciation (see photo).

Unfortunately Keith, whose suggestion in the spring of 2017 initiated the whole process, including the repair by Derbyshire County Council of the stepping stones on the River Amber, was unable to attend, due to being away on holiday, but was subsequently pleased to see the plaque.

David Morton, Signpost Officer



Manchester's Green Trail

Manchester City Council, TfGM, City of Trees and The Ramblers set up a series of fourteen walks connecting many of the City's parks, woodlands and open spaces.

This was called the "Manchester Green Corridor" and is now being revised and relaunched during "Love Your Parks" week, 14-21 July (to celebrate 150 years of public parks in Manchester). The actual date for the relaunch has not been set yet. The aim of the Green Corridor is to create a high quality walking route across the City of Manchester via its Parks and open spaces that will:

1. increase usage of the parks, woodlands and open spaces which will make them livelier and as a consequence safer (less anti-social behaviour), sustainable and more inviting places for people to visit;
2. encourage healthier lifestyles and reduce car usage by promoting walking routes that are accessible to everyone by public transport.

The main reason for the revision is, since its launch in 2012 some of the routes have been crossed by the metro thereby requiring a re-route and what I found strange on checking route 4 (Heaton Park to Queens Park) was that although Heaton Park is Manchester's main park both this route and the previous route stopped at the park gate and did not go into the park. I persuaded the committee to extend the routes to encompass the park and to do this in other parks as well. I and several other ramblers have been responsible for checking the routes and TfGM for producing maps.

Unfortunately there is not the funding for printing thousands of leaflets but the intention is to produce pdf docs for each walk with a map of the route which will then be posted on "the Manchester and Salford Ramblers" website www.manchesterandsalfordramblers.org.uk (which I am the editor for) for the public to download.

Geoff Jones, Member

Seen on the Moors



Seeing John Harker's photographs in issue 58 of Signpost (p14, Seen on the Moors) reminded me of a memorial that I saw adjacent to PNFS signpost 418 at Langden Castle in the Trough of Bowland.

In 2014, several memorials were erected in memory of the eleven pilots who were killed as their planes crashed in the Ribble Valley and Forest of Bowland during the World War II. This one remembers three of them, who were of the RAF, Polish Air Force, and Royal Canadian Air Force. A few small pieces of metal still remain of these warplanes.

Shirley M Addy, Editor and Footpath Inspector

Blast from the Past



Peak District & Northern Counties Footpaths Preservation Society.

Hand cart dating from 1890-2 used for conveying footpath signs to locations and also for recruitment drives.

Whilst sorting out for disposal dozens of local history, transport, canals and stamp albums from my father-in-law we came across this photograph and caption in the history of Hayfield section. There was no other reference to it. I thought the society would like it for their archive.

Graham Smith

Anston Footpath 5 Rotherham



A good example of how a cross-field footpath on arable land should look. The farmer has left a two metre strip across the field between Mill Lane and the A57. The Highways Act 1980 only stipulates 1 metre for a cross-field footpath.

John Harker, Area Officer (Rotherham)

Billingham and Langho FP29



In June 2017, I reported an obstruction on the above Ribble Valley path to the Lancashire County Council. The stile was completely obstructed and concealed by a hedgerow on Whalley Old Road and blocked by domestic clutter at its other end at the bottom of a slope. Although the LCC acknowledged my report, nothing was done so I contacted them again in October 2017. I then received a predictable response stating it was 'experiencing a vast increase in the number of reports of this nature and unfortunately resources continue to be reduced.' The matter was then passed to Courts and Inquiries Officer, Jenny Allen. In January 2019 I was told by the LCC that FP29 had received new gates and steps installed from the road.

When I visited the new gates, my initial thought was that the roadside one looked over-engineered. However, I have to say that the LCC have excelled themselves and they also added well-constructed steps from here. Intime, the gate will get weathered and blend in with the countryside landscape.

As Jenny says, it is taken them a while but hurrah that's now done!



Shirley M Addy, Editor and Footpath Inspector

Walks for PNFS Members

Please check all train times - Check pnfs.org.uk for any updates

Short Walks

John Fisher, Walks Co-ordinator

Wednesday, 10 July

Leader: David Hurrell (01142 886474)
Hathersage circular via Stoke Ford;
7 miles, one steady climb
Train from Manchester Piccadilly 09:40
or from Sheffield 10:14
Walk starts Hathersage Station 10:40

Wednesday, 14 August

Leader: John Fisher (01625 439298,
mob 07432 825624)
Greenfield to Marsden via Standedge
Trail; 7 miles, one steady climb
Train from Manchester Piccadilly 10:17
Walk starts Greenfield Station 10:40

Wednesday, 11 September

Leader: David Gosling (07841 647275)
Disley circular via Whaley Moor and
Lyme Park; 6 miles, one moderate climb
Train from Manchester Piccadilly 10:11
Walk starts Disley Station 10:40

Wednesday, 9 October

Leader: Ross Myddleton (07941
547378)
Entwistle circular by the Witton
Weavers Way; 8 miles, undulating up to
1,000 ft
Train from Manchester Victoria 09:41 to
Entwistle (request stop), via Salford
Crescent and Bolton
Walk starts Entwistle Station 10:20

Wednesday, 13 November

Leader: Udo Pope (07717 802468)
Marple circular, via Mellor and Cobden
Edge; 8.5 miles, 1,500 ft ascent
Train from Manchester Piccadilly 10:19
Walk starts Marple station 10:45

Wednesday, 11 December

Leader: John Fisher (01625 439298,
mob 07432 825624)
Macclesfield circular; 7 miles, some
climbs
Train from Manchester Piccadilly 10:35
Walk starts Macclesfield Station 11:00
Followed by Xmas pub social with Long
Walkers at Wetherspoons, Macclesfield



From Greenfield Station towards Bleaklow - Ken Smith

Longer Walks

David Bratt, Walks Co-ordinator

Wednesday, 26 June

Leader Vince Joyce (01942 603 626)
Circular walk Greenfield
11 miles, 2,300 ft ascent
Manchester Piccadilly 10:17
Walk starts Greenfield station 10:40

Wednesday, 30 July

Leader Gavin Miller (07951 746323)
Linear walk Cat and Fiddle to
Macclesfield
12.5 miles 1,400 ft ascent
Shining Tor/Windgather
Manchester Piccadilly 09:35
Arrive Macclesfield 10:00 then bus to
Cat and Fiddle

Wednesday, 28 August

Leader Dave Rigby (01484 846412)
Linear walk Slaithwaite to Greenfield
10 miles, hilly
Manchester Piccadilly 10:17 or
Huddersfield 10:28
Walk starts Slaithwaite station at 10:50

Wednesday, 25 September

Leaders Ken Brockway (01949 843572)
and John; email
leicestershire.footpaths@gmail.com
Walk details as per website in due
course

Wednesday, 30 October

Leader Brian Lomas (0161 6885237)
Circular walk Newhey
10 miles hilly
Walk starts Newhey Metro stop at 10:30
Walk details as per website in due
course

Wales Footpath 23 Rotherham

A footpath through oilseed rape photographed yesterday. Looks good now. Problem with rapeseed is it falls over when mature. Will the path be as good then?

John Harker, Area Officer (Rotherham)



Details of Half Year Meeting

It has been decided that the Half Year Meeting will be held in **Sheffield on Saturday, 19 October 2019**. You are requested to note both the change of date and venue. The change will allow the members living on the east side of the Pennines the opportunity to attend with a little more ease.

The meeting will be held in the Quaker Meeting House in the centre of Sheffield, adjacent to Sheffield Cathedral, but the times of the meeting will be as previous starting at 11.00 hours and finishing by 15.30 hours. A cold buffet lunch will be provided for those who wish.

For those arriving in Sheffield by train, there is the Blue Route tram service from the tram stop at the rear entrance of the station accessed from the footbridge at high level. The tram will show 'Malin Bridge' on the indicator, and will leave from the platform next to the station exit. Trams run every 12 minutes, and take 12 minutes to reach the Cathedral tram stop. The Quaker Meeting House is to the left of the Cathedral when leaving the tram, but is just out of site.

For those travelling by car there is a long stay car park on Campo Lane which is the road below the Quaker Meeting House. This is an expensive car park, and there are cheaper ones available a short walk away.

Further details will be given nearer the date of the meeting, but please make a note in your diaries of the changes to date and venue.

The Peak and Northern Footpaths Society

Taylor House, 23 Turncroft Lane, Offerton, Stockport, SK1 4AB
Registered Charity No 212219
0161 480 3565

mail@pnfs.org.uk



On Birch Hat stands S516 which the NT Peak Estate, after approving and erecting for us, then cut down to a height of 18" and removed our JUP for good measure without so much as a by-your-leave. In a good snowfall, it will disappear from view like Badger's boot scraper in Wind in the Willows; ironic in a location where three fit young men died of exposure in

a snowstorm.
*David Morton,
Signpost Officer*

***Signpost* is edited and published for the Society by
Shirley M Addy**

**Contact via editor@pnfs.org.uk or by post via Taylor House
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