

SIGNPOST

Magazine of the
Peak and Northern Footpaths Society

Number 69 - Autumn 2021



**TP6152 Standedge Looking South-West over Castleshaw
Reservoirs and Valley**

Photograph by Ken Smith



Welcome to the latest edition of *Signpost*. As we approach the end of summer I hope you have enjoyed the longer days and taken advantage of more hours of daylight to walk on our extensive network of Public Rights of Way. I certainly have and with some regret note the loss of about three hours of daylight since the end of June. But I am looking forward to the beautiful colours of Autumn and what is often a warm and dry September!

It has been a tough eighteen months for everyone as a result of the pandemic and subsequent and necessary lockdowns. As the rules have eased it has been great to see that footpath inspections have increased again. I am very impressed with the number of inspectors we now have in the Society, as you can see from this *Signpost*.

Some of the things which had to be suspended have restarted and I am especially pleased that the regular walks have recommenced. Although I was unable to attend, it was lovely to hear that a walk in memory of our former Chair, David Hurrell was a fitting tribute to David. Organised by his son Andrew and PNFS member and footpath inspector, Dianne Fortesque, it followed a route which included some of David's favourite walks.

Thank you to Andrew and Dianne for your organisation. I would encourage everyone to join the walks programme and over the next few months there will also be specific walks focused on the east side of the Pennines, I have already put them in my diary!

This edition of *Signpost* has many interesting articles and amongst them a trailer for our Half Yearly Meeting. This is a real opportunity for Trustees and the Management Team to meet members and for you to hear about how we are progressing as a Society, to ask questions and share your views. Do join us in November; as the notice says, further details will emerge.

You will know that HQ for the Society is Taylor House. Over the past few months it has been decorated and tidied. Thank you to all the members who have helped but in particular to David Brown and his wife, who do seem to have done a great deal. Thank you also to the members who have been filing and sorting archives for storage.

Every Society or organisation has to determine how it will run and fulfil its aims. Reviewing the approach on a regular basis is good practice. The officers of PNFS and others will be meeting at the end of September to take stock and agree the next steps for our strategy. We will hopefully be able to share our thinking at the next Annual Meeting, but expect to involve you as thinking develops.

Finally, you will see an article about the Path Checker App in the magazine. I used this whilst out inspecting paths recently and was delighted to see how it works, I thoroughly commend it to our Path Checkers.

Enjoy your walks and I look forward to meeting some of you in November if not before.

Kathy McLean, Chair

Half-Yearly Meeting

**This year's half-yearly meeting will be held
at 11 am on Saturday, 6 November 2021**

The arrangements have yet to be finalised. The meeting will be held either by Zoom, in person, or a combination of both.

Further details will be published on pnfs.org.uk nearer the time and in the October issue of *Waymark*.

Path Checker App

The Society now has its very own smart phone app called Path Checker. Our readers might remember my piece about the Ethels and the associated Ethel Ready app in the last issue of *Signpost*. I tracked down the developer of the app, Doug Colton and asked him if he could be tempted to develop something similar for PNFS. To my great surprise, Doug sent me a very enthusiastic reply. A few more emails followed and within a couple of days I received a special link which enabled me to install a prototype of the app on my phone. It was almost exactly as I had envisaged and it only needed a couple of minor changes to get it working perfectly.

Path Checker is free and can be downloaded from both the App Store and Google Play. It has three features. By default it shows the user's grid reference and allows them to enter details of an issue that they have just encountered. An existing or new photograph can be selected and then all the details can be emailed to the society by pressing a Submit button. The other two features are available via the 'Map' and 'PNFS' icons at the bottom of the screen. 'Map' shows the society's signposts and bridges via standard location icons. Selecting an icon shows a photograph of the signpost/bridge along with its details. 'PNFS' provides three links to the society's website, 'Join Us', 'Support Us' and 'About Us'.

Our new app simplifies the reporting of an issue, so we would now recommend that people use it instead of the OS Locate app. Why not download it now and try it out? Tell your friends and family about it as well. Who knows it might even encourage them to join the society? I'd like to say a huge thank you to Doug for developing such an excellent app.

Mel Bale, Trustee, Membership Secretary and Webmaster

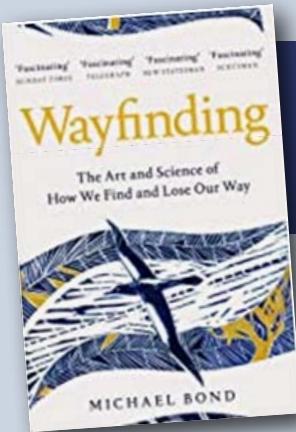


David Hurrell Memorial Walk

On 28 July 2021 the PNFS held a memorial walk to commemorate late chairman, David Hurrell. This was a circular walk starting and finishing at Grindleford railway station, taking in the spectacular Padley Gorge before heading up into the Longshaw Estate, then traversing the gritstone edges of Froggat and Curbar, and lastly to the Maynard Arms in Grindleford where we toasted David's memory and his contribution to the Society. This walk was led by David's son, Andrew and Dianne Fortesque, a friend of David, and a video of it can be seen at <https://youtu.be/RKI-OVVoA1s>. The top and middle photographs were taken on the walk. The bottom one shows David Hurrell on the PNFS Hathersage circular walk on 10 July 2019.



*Ken Smith,
Footpath Inspector*



Book Review: Wayfinding: The Art and Science of How We Find and Lose Our Way

By Michael Bond, published by Picador, 2020

The author, Michael Bond is a freelance science writer and editor. A consultant with New Scientist, he specialises in psychology and social behaviour, and how people interact with their environments. One of the purposes of this book is to explain how our brains make cognitive maps

that keep us oriented, even in places we don't know. From earliest times, our ability to navigate has been essential to us as a species, both in relation to our environment and to the peoples we encountered. Being lost, he states, 'touches something primitive, as for our ancestors in the Palaeolithic it would have meant almost certain death'. We have retained some of that primitive fear, as anyone who has been lost will recognise.

Exploring how individuals react when lost, Bond draws on examples from Search and Rescue teams in the UK and USA. Quoting Dartmoor Mountain Rescue, 'many hikers go wrong when they ignore their compass or their calculation of distance and try to 'retrofit' their surroundings with where they think they should be on the map'. The Mountaineering Council of Scotland report that an increasing number of walkers and climbers don't bother learning how to navigate, instead choosing to rely on GPS. He is critical of people's over reliance on GPS whilst also acknowledging how its technology can be life changing for those with a terrible sense of direction. However, he warns that such technology makes the rest of us worse at navigating when we don't have those devices to hand. One common attribute that all great navigators possess is an ability to pay attention. He draws on the experiences of individuals such as Shackleton and Francis Chichester to illustrate how their abilities saved their lives, and those of others, in Shackleton's case. If we are constantly walking around with our heads down looking at a device we ignore all that is around us. We don't notice landmarks or topographical features and have no real sense of where we are.

The book traces developments in research into the study of 'spatial cognition – how the brain acquires and uses knowledge about space'. There is a lot of detail about different experiments carried out in order to determine the role of the hippocampus, among other regions of the brain, in determining our ability to navigate. Navigation relates to all areas of our lives from social situations, visits to unfamiliar towns or cities, being in wide open spaces and even within our own minds. Many have found that walking has improved their mental health over the last eighteen months.

The chapter on brain diseases such as Alzheimer's looks at research being carried out into possible causes and cures. 'Lostness is not an inevitable consequence of old age', he says, but our spatial skills do get progressively worse after the age of 65. Even more reason to keep reading the maps! This is a very interesting and informative read.

Pauline Williams, Member

Signpost Report

On 11 May we had 537 signposts in total. We've just added S617 and S616, making a total of 539, but this report is mainly concerned with maintenance by Signpost Team members. *Photographs show S617 and John Hodgson installing it.*

New Signposts in August

S617 at SD68824 35318, Dinckley Grange Farm on Dinckley FPs1, 2, 3, 15. Erected by John Hodgson and Shirley Addy.

S616 at GR SK 34819 64457, Hilltop Farm, Ashover on Ashover FP9, IMO Margery Clutterbuck of Chesterfield and NE Derbyshire Ramblers.

Maintenance

May: S116, S169 and S181 which stand between Bowstones and Sponds Hill, had corroded and become unsightly. They were removed, shot-blasted, powder-coated, repainted and re-instated. S116 has been re-fixed to its angle-iron post, which has been hidden from view by re-using the sound two thirds of the old post which supported S240 at Whewells on Turton Moor. S285 near Upper House, Kinder, was rewedged by Steve Brown.

I retrieved the broken plate from S152 at The Peak School, formerly known as the Moorside Hotel. It is a thin and badly corroded plate dating from 1967, which had been broken previously in two pieces and repaired by using a very thin and bendable piece of metal as a backing plate. Finally someone must have stumbled on the stile and put their full weight on the plate which duly bent through ninety degrees. It has now been shot-blasted and powder-coated and re-backed using a redundant, modern-style PNFS signpost plate cut down to size, from our small but growing stock in Taylor House garage.

Steve Brown repainted S344 at Gowhole, IMO our former vice-president Sir Martin Doughty.

June-July: John Alexander, a new member of the Signpost Team, repainted S335 at Delamere and Steve Brown repainted S317 high above The Grouse at Birch Vale and three-quarters of S247 at Mill Hill.

I took delivery of ten tanalized softwood posts, because, due to Brexit, oak posts from France were unobtainable. I reposted S240 and S282, which John Hodgson reinstated at Whewells and Egerton with help from his friend Paul and signpost-team members Andy McMullan of Ramsbottom and Graham Fullarton of Belmont.



I began repainting the nine signs between Grindle Clough and the A57 at Moscar Lodge. Steve Brown repainted S343 (IMO Sir Martin Doughty) on the A6 at Newtown.

Retrieved and re-posted S262 using re-cycled parts of posts bolted together. Then fixed new MPs to S300 at Tom Wood, IMO Alan Bamforth, and S550 at Marple GC, IMO Margaret Ledger, Roy Clarke and John Drinkwater of Altrincham & Distict RC.

July-August: Steve Brown repainted S003 and F7 near Stony Ford and S098 at Chapel Gate. I had to give him my last part-tin of green paint! He also touched-up S174 and 182.

John Alexander of Lymm repainted S370 and S371 at Clare House Children's Hospice on The Wirral.

Richard Honeywell of Macclesfield repainted S232 at Kettleshulme.

Manchester and High Peak Ramblers have financed four new signposts at Chipping and an existing one at Slaidburn, IMO five of their deceased members. Nottingham HF have financed two, S571 and S606, at Ashover, IMO Fred Shepperson.

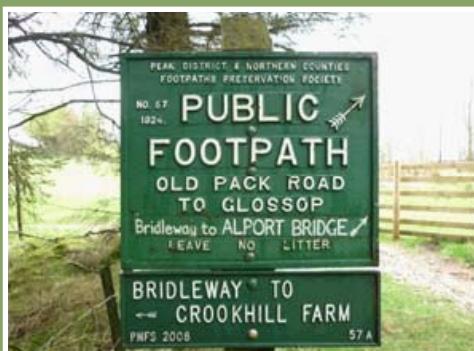
Prospects

Four new signs at Laund Farm, Chipping; four at Stretton Hall Farm, Clay Cross; one at Alton, Ashover and one on north bank of River Calder on Burnley and Pendle Ways at Padigham.

David Morton, Signpost Officer

Ladybower S057

On 6 May 2021 after a steady walk up Haggside, W of Ladybower Res'r, I cleaned S057. It has a tale to tell. It's been moved not once but twice. First from Derwent village when it was about to be drowned by the rising waters of Ladybower Reservoir, then more recently from the new res'r service road at the foot of Haggside, when off-road motorcyclists argued with PDNP rangers that the reference to the "old road to Glossop" gave them carte blanche to use what by then was a bridleway. I was able to get Paul Wetton, the chief ranger at Fairholmes, to re-erect it at the top of the hill and I added the cross-plate thanks to discovering a small, cheap foundry at Bakestonedale, a former brick works near Pott Shrigley.



David Morton, Signpost Officer

Inspector Spotlight: Cheryl Speight

Cheryl Speight is one of our new generation of inspectors who volunteered with PNFS in February this year. Like many other new volunteers, she joined us during the pandemic when many people started to look at their home areas in a new light. Cheryl started by inspecting her home town of Chorley (Lancashire) and then added Charnock Richard, Heath Charnock, and Withnell.



Cheryl has been exploring the trails in her home area since she took up running seven years ago. Ironically she says that “I actually began running on the trails so that I’d be seen by less people when I was out running! So, I’ve always been a trail runner, if only a runner for a few years”. She mostly runs and walks around Chorley and the West Pennine Moors around Withnell, Rivington and Anglezarke, so she now knows the area well after years of exploring this part of Lancashire. She loves the moorlands and feels strongly that we should all have access to them. “I value the right to roam and I want to protect that right for all.”

Since the lockdown and menopause, along with a recurring injury, she now runs less, but she still enjoys hiking, or a mix of run and hike. She says, “I enjoy being outdoors. I like to get out for my wellbeing and as a relief from the stress of work.”

Through her trail running she began to take an interest in maps. It all started with a watch which had ‘breadcrumbs’ (a way to navigate or find your way back) which gave her the confidence to go further afield exploring. She then began paying more attention to maps, teaching herself basic navigation. Just before lockdown she qualified for the NNAS Bronze Award. National Navigation Award Scheme (NNAS) is a personal performance, non-competitive, incentive scheme for all ages to learn navigation skills and gain confidence to get out and enjoy the countryside (see <https://nnas.org.uk/>). The NNAS course inspired Cheryl’s love of paper maps which is reflected in the collection of maps she has acquired.

On a run over her local moorland one day, she was attracted to one of the PNFS signposts and took a photo. Shortly afterwards she stumbled across PNFS on twitter and after a bit of investigating into what PNFS does, she joined up! She likes the idea that “there is someone (that’s PNFS!) who is actively trying to keep our footpaths open so that we don’t lose them - even if we don’t always use some of them. It’s our right to roam”.

She decided to become an inspector so that she could do her bit towards preserving footpaths. “The biggest problem around here”, she says, “are locked gates and landowners who are reluctant to give access to walkers. There are many footpaths that get overgrown because they are not maintained. If they are not kept, they become unused.”

Cheryl has found that being a footpath inspector is a novel idea to many runners. “I think that our presence amongst runners is small. Some have said to me they didn’t know that footpaths were inspected! I for one didn’t! Although I did know that I could report issues via ramblers.”

The way to raise the profile of PNFS among runners, Cheryl believes, is to put more posts on social media (Facebook, Twitter, Instagram). "We need to highlight what inspectors do and use their profiles and inspections that they post. We also need to interact with more posts with an outdoor profile on social media such as Ramblers, Slow Ways, LDWA, Ordnance Survey etc."

What are the attractions of being a footpath inspector? "I enjoy exploring the paths I have, and the satisfaction that they're mostly in good shape. I also love the chats with walkers while on my inspections. They seem genuinely interested (and appreciative) that they are inspected. I've had a runner who asked me directly to inspect paths near her, and I have done that. Admittedly, the waiting game after making a report, or raising a concern, can be frustrating, but I am loving finding new paths and I get the satisfaction of knowing I am contributing to preserving our rights of way that are so important to us runners and walkers."

If you would like to become a Footpath Inspector for PNFS contact me at inspection@pnfs.org.uk or ring 07841647275.

David Gosling, Footpath Inspection Co-ordinator

PNFS Signpost at Tatton Flower Show



I was contacted by Philip Saven, whose daughter is a teacher at Handforth Primary School. Tatton RHS Flower Show runs a competition for schools and the headteacher thought that one of our signposts would add interest. He chose S379 in Wildboarclough, which he had walked past and photographed as a model. S379 was erected in 2009 in memory of Bob Chaney of the Ramblers Association.

Philip contacted me about supplying a copy of our logo/badge, so I explained that we only had them in metal as lapel badges or as cloth rucksack badges. I advised him to ask the children, aged 7, to make one themselves and they had a competition and chose the best. Philip sourced the white letters from Tunnicliffe Signs.

David Morton, Signpost Officer



Stile or Obstruction? - Part 2

There has been much support for my rant about poor stiles in *Signpost 68*, Summer 2021. Writing that made me feel better but didn't achieve a great deal so here's some guidance on how to achieve improvements. A right of way may be dedicated subject to the right of the landowner to place stiles or gates across it. Any such limitation on the dedication should be recorded in the statement accompanying the definitive map. So in theory if it's not recorded in the statement there should be no limitation. A stile or gate erected other than upon dedication or by, or with the consent of, the highway authority is a nuisance at common law and an unlawful obstruction. An obstruction of the highway is one form of public nuisance. A public nuisance is some matter that materially affects the reasonable comfort and convenience of a class of Her Majesty's subjects who come within the sphere or neighbourhood of its operation. To commit a public nuisance is a crime at common law.

A highway authority may authorise the erection of a stile or gate and may impose conditions for maintenance, and for enabling the right to be exercised without undue inconvenience. The authorisation, together with any conditions, should be recorded in the statement accompanying the definitive map. Two points here, if it looks like a new fence line, was the stile authorised and is it recorded in the statement. If not, it should not be there. Section 146 of the Highways Act 1980 states: (1) Any stile, gate or other similar structure across a footpath or bridleway shall be maintained by the owner of the land in a safe condition, and to the standard of repair required to prevent unreasonable interference with the rights of the persons using the footpath or bridleway.

So what's safe? Is a stile safe until someone has an accident? DCC appear to take that view "*unless it concerned a matter of life or limb, nothing would be done about it*", "*could I please ask that you report stiles in disrepair or stiles that are difficult to climb over rather than older stiles that may need replacing or repairing soon?*" but also "*I've spoken with the farm manager yesterday and advised them to keep an eye on their stile as it may need replacing soon.*"

Difficult to climb: where do we seek guidance? British Standards BS 5709. Step-up should be no more than 300 mm from the ground, between steps and from step to top of cross rail. The top rail should not exceed 900mm from the ground and there should be a hand post. Through steps should be provided. Maintained by the owner, suggests a need to make inspections to determine the gate or stile is safe rather than waiting for a path user to fall and make a claim on their insurance. I did ask NFU Mutual if they advised their policy holders on this but had no reply. Perhaps it's subsection (4) of section 146 that explains a Highway Authority's reluctance to take action. The appropriate authority shall contribute not less than a quarter of any expenses shown to their satisfaction to have been reasonably incurred in compliance with subsection (1) above, and may make further contributions of such amount in each case as, having regard to all the circumstances, they consider reasonable.

So when reporting a difficult stile include the following: This stile fails to offer reasonable comfort and convenience, I consider it a public nuisance at common law. It is not being maintained by the owner of the land in a safe condition as required by section 146 of the Highways Act 1980 because it creates unreasonable interference with the rights of the persons using the footpath. It should be constructed to standards fit for modern usage no step up or over should exceed 300mm to avoid an accident which could lead to a claim for damages on the owner or occupier of the land.

Photograph shows Crich FP72 at Fritchley, a fence contractor's stile which looks good. See also photograph of another stile on rear cover.

Ken Brockway, Footpath Inspector

Hope Valley

I check seven parishes in Derbyshire's Hope Valley. Thornhill, Brough-and-Shatton, Aston and Offerton are small parishes, and the public rights of way can be checked in a few days. Bamford is a large parish, but it has few public rights of way and can also be checked in a few days. Hope and Castleton however are both large parishes with many public rights of way and checking them usually takes me a few months.

There is much debate about the meanings of place names, 'Hope' being no exception. Margaret Gelling writes that a possible origin is the Anglo-Saxon or Old English, 'hop', meaning 'remote, enclosed place' (*Place Names in the Landscape*, JM Dent, 1984). Most commonly it seems to refer to a small, enclosed valley or a blind valley, and it occurs as a place name element in other nearby places in Derbyshire and South Yorkshire like Ashop, Midhope, Hopedale, Stanshope, Hassop and Glossop. The place name translation more or less fits Hope Valley, enclosed as it is by high ground: on the north going west from Bamford Edge, Win Hill, Lose Hill and the Mam Tor Range, round Windy Knoll and Rushup Edge at the west end, then to the south going east over Eldon Hill, Bradwell Moor and Offerton Moor, its eastern end opening down the Derwent Valley.

Part of an interesting case study in Castleton parish concerns a medieval corpse route from Edale to Castleton. Edale acquired its first church in 1633, consecrated in 1634, so it is likely that its corpse road over Hollins Cross was in use for the best part of three centuries between 1300 and 1634, assuming Edale church had burial rights from its foundation. Hollins Cross relates to Hollins Farm, just down the slope on the Edale side. 'Hollins' often refers to holly trees, the leaves being used for winter fodder. 'Cross' almost certainly indicates that there may have been a cross at this junction of tracks, and this would have been an obvious place for corpse bearers to stop and rest after the climb from Edale. The entire journey – approximately three miles – would have taken about an hour and a half from Edale, given that the corpse bearers would have been moving at a solemn pace and carrying a weight, and perhaps it would have taken just over an hour back.

Ways along which the dead were transported for burial in distant mother churches have various names: church-way, kirk-way, corpse road, corpse way, corpse gate, lych way, lyke way, burying lane, coffin road, bier way, death road, funeral path and so on. As the corpse approached the mother church it would be left in the lych-gate, where the vicar would take charge of it. The elements 'lych' and 'lyke' (as in 'Lyke Wake Dirge' and 'lych-gate') derive from Anglo-Saxon 'lic', or Old Norse 'lyk', both words meaning 'body'. The place name, 'Liggate', for the area around and below Hollins Cross, might be a Scandinavian combination of 'lyk' and 'gata' (way, road) or a combination of Anglo-Saxon 'lic' and Scandinavian 'gata'. In that case its probable literal meaning would be 'corpse way'. Barkers Bank, to the east of Hollins Cross, is called Liggate Bank on some earlier maps. However an alternative meaning of 'Liggate' might derive from the Anglo-Saxon, 'Hlidgeat' - 'swing-gate'. The English Place Name Society ('The Chief Elements used in English Place Names' - EPNS Volume 1 Part 2 - 1930) adds that 'hlidgeat' especially refers to a swing-gate set up between meadow or pasture and ploughed land, and this could exactly describe the terrain at the top of Hollowford, with pasture on the hillside up to Hollins Cross and ploughed land adjacent to the top of Hollowford - 'Breedy Butts' and 'Windy Wappins'. The place name element, 'geat',

can also refer to a hollow or gap, as it does in nearby Winnats Pass - 'Wind Gates'. The side road - 'Siggate' - on the south east of Castleton, perhaps gives weight to the 'corpse way' interpretation.

Another interesting case study in Castleton parish is the Odin Mine near Mam Tor. This is one of the oldest lead mines in Derbyshire, and 'Odin' is often related to the Norse God of that name. But is there any evidence that Scandinavian settlers, presumably Hiberno-Norse rather than Danish at this point, were involved in lead mining here? My own untested theory is that 'Odin' might derive from a dialectal form of 'olden', perhaps pronounced 'owden', and some Victorian scholar who'd maybe read Matthew Arnold's 'Balder Dead' immediately jumped to the conclusion that 'owden' was the Norse God. As I said, there is much debate about place names.

David Sissons, Footpath Inspector for seven parishes in the Hope Valley

Inspect to Protect Rights of Way

It is a vital part of PNFS's work to 'inspect to protect' footpaths so it relies on its footpath inspectors. We now have 160 inspectors which is a large increase on a few years ago and we also now have an excellent online training course. However, there are areas within the PNFS region where we currently do not have inspectors and consequently have very little data on the condition of footpaths. These are:

STAFFORDSHIRE: Gnosall, Cannock, Stafford, Stone, Rugeley, Staffordshire East (Lichfield, Tamworth) ~ **LANCASHIRE:** West Lancashire, Fylde, Pendle, western side of Chorley, Wyre, and Lancaster ~ **CHESTER EAST AND WEST:** southern parishes ~ **BRADFORD:** anywhere except Bingley ~ **WAKEFIELD:** northern and eastern parishes ~ **DONCASTER:** all parishes ~ **DERBYSHIRE:** South Derbyshire

Would you consider devoting a little time to reporting footpath problems so that the Society can fulfil its role in protecting footpaths in these areas?

As a footpath inspector you would agree to walk the footpaths in your parish(es) once every two years (if you can), record your inspections on the PNFS Footpath Inspection Database, send reports of any faults to the Highway Authority, and monitor any progress of the faults you have reported. If necessary, the Society will apply legal pressure to get serious problems resolved.

Inspectors also respond to faults reported to us via Path Checkers and other walkers. They also look at any diversions, closures and creations to the public rights of way network. We will object to changes which are not in the interest of walkers.

If you are interested contact Footpath Inspection Coordinator, David Gosling 07841647275 or by email inspection@pnfs.org.uk

Parish Notes ~ Aireborough

Aireborough lies in the north west of Leeds and offers a range of walking experiences - from a network of easy-going permissive paths around a re-purposed psychiatric hospital (A on map) to areas of exposed but not too difficult moorland (B and C). There is a mix of farmland, woodland, golf courses, and parks, and some interesting paths embedded in the urban fabric. Throw in an area of Victorian mansions (D - many also re-purposed), and a semi-natural tarn now used for water sports right next to a noisy neighbour in the shape of Leeds-Bradford Airport (E), and the result is a very varied walking environment.

Aireborough includes

Rawdon, Guiseley, and Yeadon, and surrounding smaller settlements. It takes its name from the River Aire, though this is at the southern edge of the area and rarely glimpsed while out walking. Despite being next to the river the highest point in Leeds (F) also lies in Aireborough at a little over 340m on Hawksworth Moor (B) in the extreme north west. Hawksworth Moor is part of the much larger Rombalds Moor of which the rather more famous Ilkley Moor is also a part. A smaller area of moorland - Guiseley Moor (C) - lies in the north east and abuts the Chevin (G) which is just over the boundary in Otley and which has its own impressive viewpoints. Another easily reached viewpoint is located at Billings Hill in the south east of the area (H).



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Another easily reached viewpoint is located at Billings Hill in the south east of the area (H).

For me a walk in Aireborough usually starts from somewhere on the A65 along which the Leeds-Guiseley-Otley bus service runs. Within minutes of getting off the bus it is possible to have left the main built-up area behind. Not being encumbered by a car means not being restricted to circular walks. Linear

walks can easily extend across the Airedale/Wharfedale watershed and finish in Otley (also in Leeds), or in Burley-in-Wharfedale or Ilkley (both in Bradford). It is equally possible to remain within Airedale and take in Baildon Moor and the Saltaire World Heritage

Site (I and J - both in Bradford). Bus and rail links throughout West Yorkshire are good so getting back home after a linear walk is not a problem, and multi-operator bus/rail tickets are available.

A major - but under-recognised - feature of the area is the Guiseley Gap. This is a glacial hanging valley linking Airedale and Wharfedale which has long been utilised for transport links between the two dales while avoiding steep gradients. A surprisingly good view across the Gap from a comparatively low-level is possible from the privately-owned Parkinson's Park (K). The Park was left for the benefit of local people by brothers Frank and Albert Parkinson.

After a period of decline the Park now has an active Friends group, and is a great example of local people coming together to support a community resource.

Aireborough may not have the widely-known scenic delights that can be found elsewhere in PNFS territory, but for the range of environments that it encompasses it is hard to surpass. I find it a good place for a winter's day outing as it is possible to include some fairly high-level walking with good views, but without being exposed to the vagaries of the weather for the whole day.

Here are some on-line resources that tell you more about the area:
en.wikipedia.org/wiki/Aireborough;
aireboroughhistoricalsociety.co.uk;
highroydshospital.com; aireboroughhf.wordpress.com/2019/01/14/new-guisley-gap-circular-walk;

parkinsonspark.co.uk/geology-2/geology;
leeds.gov.uk/planning/conservation-protection-and-heritage/conservation-area - conservation area documents giving useful information about landscape and building history; the ones of relevance to Aireborough are: Guiseley, Nether Yeadon, Rawdon Cragg Wood, Rawdon Littlemoor, Rawdon Little London, Rawdon Low Green, Tranmere Park, and Yeadon; wymetro.com - for public transport information

Andrew Harter, Footpath Inspector and Taylor House Volunteer

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.

Faults Report

In *Signpost* 67 I described the process for dealing with footpath faults reported to PNFS. On 1 July 2021 I had been doing this job for a year, receiving 320 fault reports. These were passed on, wherever possible to the appropriate PNFS Inspector (85% of total). The spreadsheet used to record faults provides data analysis, in the first instance by faults, recorded for each Highway Authority in the PNFS area, as below :

Derbyshire CC	93*
Cheshire East	67
Staffordshire CC	42
Stockport	37
Oldham	17
Lancashire CC	13
Tameside	12
All others	39 (none more than 7)

*Derbyshire figure includes High Peak(52), Derbyshire Dales (26), others (15)

What does all this mean? A high figure for faults reported could mean just that there are more faults (Staffs), or that PNFS has more members and a higher profile in the area (Stockport). Both factors will contribute.

The earlier report showed an even spread between the north and south of the PNFS area, but a strong bias to west against east and this trend has continued. The high figures for urban areas in the west indicate the effect of repeated lockdowns during the year restricting travel. This trend was not however found in Sheffield which recorded only four faults throughout the year; also, only five of the 52 reports from High Peak were from east of the watershed.

This information is produced for the Trustees, but we would also welcome comments from members, either through the faults report on the website or via *Signpost*.

John Fisher, Volunteer and Walk Leader

Concerns Over Haddon Path FP08



I inspected Over Haddon footpath 8 on 9 March 2021 and found a number of problems with the way marking and stiles. These were reported to the DCC a couple of days after this inspection.



Almost by accident I was out walking a route in June which ended up covering part of this path and found that the two worst tiles had been completely rebuilt making them much easier and safer to use.

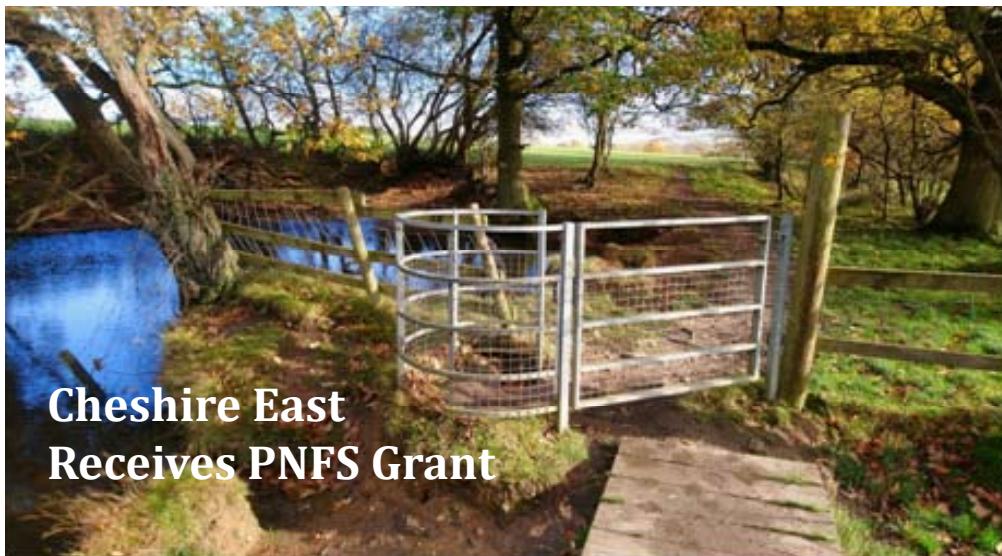
Merrick Iszatt, Footpath Inspector

Trusley FP11



I reported a rail across a footbridge on Trusley FP11 because I felt this was an obstruction on the footpath. I have been reporting a number of railed boundary crossings, see also Bradbourne 17, which can be easy to ascend but then hazard to descend because of the difficulty to secure the boot heel on the intermediate rail or turn so that the sole can safely use the rail as a step down. I usually ask for a through step stool but at a bridge this can be difficult to install. Bridges have been installed by the Highway Authority, not the landowner but there are many of these rails across them so I'm pleased to have received the following reply from DCC which suggests that the rails may have been installed by landowners without authority: *The rail has been attached to the footbridge, I've contacted our Structures Team for their advice and have been advised that the rail can be removed as it doesn't appear to affect the footbridge structurally. We will arranging works to remove the rail as soon as possible.*

Ken Brockway, Footpath Inspector



Cheshire East Receives PNFS Grant

PNFS has donated funds to replace stiles with gates on public rights of way throughout Cheshire East. We previously agreed to fund up to fifty gates to replace stiles within Cheshire East, a project that began in November 2020 and has been very well received. Due to its success, we have now agreed to increase the overall funding to £12,000 to be spent within a three year period.

This funding will allow greater accessibility to pathways for more people. Cheshire East have warmly received this additional funding, stating that 'use of the borough's countryside has never been more popular than the levels that have been reached during the pandemic and that shows no sign of changing, as people continue to enjoy the benefits of being outdoors'.

Trustees have agreed to fund up to a further six Highway Authorities with the same level of funding to improve access to rights of way and open spaces across our area.

Cheshire East issued a press release regarding the grant on www.cheshireeast.gov.uk/council_and_democracy/council_information/media_hub/media_releases/council's-countryside-footpaths-to-get-welcome-improvement.aspx

Jenny Allen, Trustee and Secretary

A New Feature from OS Maps

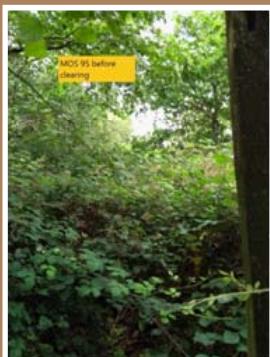
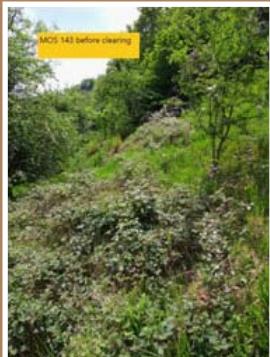
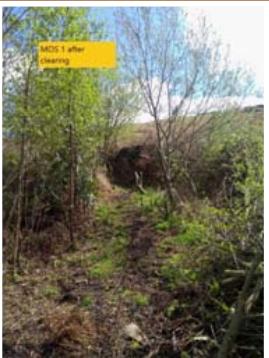
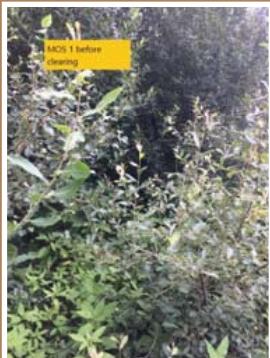
Previously, Snap-to-path only worked along Rights of Way in Britain's National Parks. Creating this dataset was a big undertaking: as well as digesting all the Rights of Way, we consulted with park rangers to check the connectivity between different paths, surveyed some paths on the ground and quality-assured the data. The magnitude of this process meant it was not feasible to roll it out across the whole country.

OS Maps - Snap-to-path is a helpful tool which will automatically 'snap' a route you're plotting to available paths, tracks and roads. It means you don't have to trace out every detail of your route by drawing hundreds of straight lines; instead just click two points on the map, and a route between them will be calculated automatically.

New Globally Snap-to-Path uses paths and tracks from OpenStreetMap. So it's important to highlight that the new Global Snap-to-path is not guaranteed to be along Rights of Way. We always recommend double checking your route by switching to OS's 1:25,000 mapping and making sure the route is either following a Public Right of Way or is within Access Land.

Ken Brockway, Footpath Inspector

Further Trials and Tribulations of a Footpath Inspector



After forcing Tameside MBC last year to clear a number of paths in Mossley using Sec 56 notices we thought we had got through to them we mean business. Not so. We later asked for a further number of paths to be cleared of surface obstructions. They said that they had spent their budget for the year but they would schedule the work for their new financial year starting April 2021. After much prevaricating they have informed us the work will be completed by September 2021. We feel this is not good enough. Our Courts & Inquires Officer for Tameside has been given authority by the C&I committee to again issue Sec 56 notices to Tameside MBC to have the paths cleared.

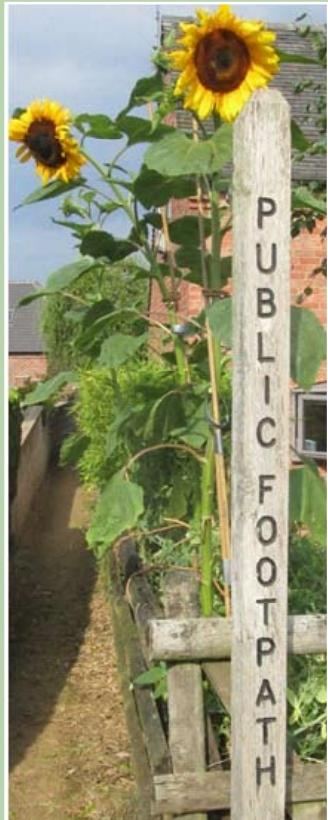
Having again become extremely frustrated with Tameside MBC both myself and another new member in Mossley decided to clear some of the more easier paths ourselves. Our first path was MOS 1 a useful path part of the Tameside Trail/ Oldham way. The western end where it leaves the Tameside Trail had become completely overgrown. The landowner actively discourages walkers by placing obstacles on the path at the rear of their cottage and moving the finger on the signpost on Lees road through 180 degrees. Our next path was MOS 143 just off Stamford Street at Mossley Cross Completely overgrown the whole length. We are hoping this will again become a well walked path. The next path was a short stretch of MOS 95 at the southern end where it leaves MOS 94. A useful short cut to MOS 96. Please try and walk the paths we had cleared last year behind the old Hollins College and the above three paths. Although mainly an urban area there are some very pleasant paths on the hillsides above the valley.

Paul Easthope, Treasurer and Footpath Inspector

Osleston and Thurvaston FP42

Before and after a good trim

*Ken Brockway,
Footpath Inspector*



Dalbury Lees FP25 in Lees

near The Cow, an up-market inn with a down-market name

Trusley FP21 and FP22

I have again received a positive reply regarding rails across Derbyshire footbridges. DCC wrote: "Derbyshire County Council Structures Management Team has now visited the footbridge and have understood your concerns regarding that there appears to be no need for the knee high rail. The Structures Management Team will be adding the structure to our database so that a job can be issued when budgets allow, to replace the entire footbridge as it appears to be approaching the end of its safe to use life expectancy. From today's inspection in its current relatively loose and partly rotten overall condition there is a potential risk that the knee high rail may be inadvertently giving some torsional strength to that end of the structure."



A History of PNFS Signposts - Part One

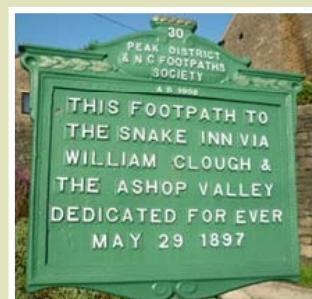
and some founder members and a few of our 15 signpost supervisors

This article was first released as an PNFS online talk by David Morton on 20 July 2021. Listen to it on PNFS's YouTube Channel at youtube.com/watch?v=4GeD6K7j27I.

The origins of PNFS and its signposts lie in the 19th century. Enclosures of the Pennine moors whereby these few, remaining common lands were grabbed by rich landowners who turned them into profitable, privately-owned grouse moors, which now receive large subsidies from the public purse. Class conflict ensued between the new owners of the grouse moors like the Dukes of Devonshire, Rutland and Norfolk on the one hand, and the growing hordes of ramblers, who, on Saturday afternoons and Sundays were, thanks mainly to early trade unions, escaping the heavily polluted air of our northern industrial cities via the railways to places like Hayfield, Glossop and similar termini on the Sheffield side. The railway companies helped this mass exodus to the moors by inventing cheap day-return and half-day circular train tickets. Tramcars and buses came later.

PNFS was founded on 16 August 1894 led by influential members of the new middle classes, to fight the closure of the Hayfield to Snake Pass pack-horse route by the Duke of Devonshire's gamekeepers. It was open to all classes and the min annual sub was half a crown – a day's pay for many. Our aims, etc were reported in the Manchester Guardian and some Sheffield papers. They outlined the long-standing use of the Snake Path by cloth merchants and their packhorses, Rotherham butchers who drove sheep along it to a meeting point with Hayfield butchers and Wesleyans attending Love Feasts. Hannah Mitchell, who became a working class suffragette from Alport Farm, mentions them. She became a Manchester councillor and magistrate and worked for Keir Hardie of the Independent Labour Party. She has a plaque at Alport Farm.

One of our largely forgotten founder members was Richard Pankhurst, a very able, well connected liberal/socialist barrister based in St James's Square. According to Wikipedia, Richard also campaigned for freedom of speech; free secular education for all; republicanism; Irish home rule; independence for India; the nationalisation of land; the disestablishment of the Church of England and the abolition of the House of Lords. He went to Manchester Grammar School and won a gold medal as the best law student of his year at Manchester's Owens College. He went on to marry Emmeline Goulden of Moss Side in 1878. He, with the help of Mrs Pankhurst, drafted and pushed through the Married Women's Property Act of 1882, then helped found the Independent Labour Party in 1895, with support from the Clarion weekly socialist newspaper and Keir Hardie as its first chair. I believe that he met the Duke of Devonshire or his lawyers on 11 May 1895, secured his and the shooting tenants' agreement on 30 September 1895 and in May 1897 the path, Hayfield BW64, was dedicated for ever (see S30 photograph).

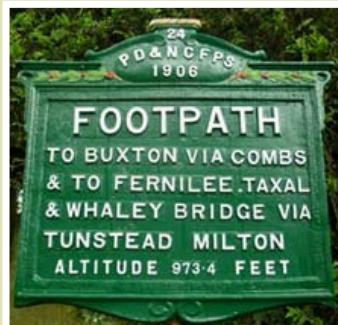


(Sadly he died in 1898 of ulcers aged 64 and is buried in Brooklands Cemetery, Sale.)

There was to be no trespassing or damage to property. As part of our agreement with Devonshire, we marked the Hayfield-Snake Path with direction posts or notices and small mileposts which I suppose were initially made of wood. In due course these rotted. In 1905 as PNFS grew and prospered the first (*see S1 photograph*) of our cast-iron signs appeared at Carr Meadow on Hayfield BW47 and near the white shooting cabin on Middle Moor, where BW47 joins

BW64. In the next few years around 20 more sprang up around Hayfield, the Snake, Tunstead Milton, Hathersage, Grindleford, Hope and the Edale Valley. They were painted white with black lettering.

They were the work of another founder member, Thomas Mower of New Mills, our first Footpath Inspector, who with his son Rowland, cast about 50 plates between 1905 and WW1. Thomas, after an apprenticeship at the mill at Phoside Farm, eventually gained a senior post at Hayfield Union Workhouse at Ollersett. Rowland was an engineer in his early 20s and had an artistic streak and access to a foundry.

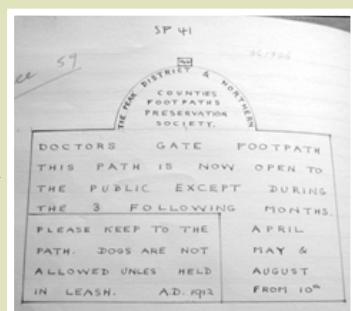


He carefully produced about twenty plates, which in appearance and quality (*see photograph of S24*) have never been equalled. I think that the most elaborate of these were notices 41 (*see photograph of sketch*) and 42 which for 20 years from 1912-1932 marked the ends of the Doctors Gate bridleway, from the Snake Pass to Old Glossop, telling walkers that the track was still closed to them during April, May and most of August. Both were removed and lost in 1932, the year when Lord Howard finally yielded. The path became open all year round, so ordinary signs were erected. One (S59) was cast in 1926 but it had to wait 6 more years on his lordship till 1932. It survived WW2 with 2 or 3 bullet holes and was renewed in 1953. It still stands where notice 41 once stood at Mossy Lea.

Due to WW1, when the society was suspended, no signs were erected from 1915-20, but then, at the age of 24, Harold Wild became Inspector of Footpaths and Signpost Supervisor. Harold, like Richard Pankhurst, was a man of principle. He'd been born in 1896, with a dislocated hip. This made one leg shorter than the other, so he was unfit for military service in WW1. Despite this, as a pacifist, he registered as a conscientious objector. He was called to a tribunal and spent a short time in prison.

To be continued

David Morton, Signpost Officer



Beighton FP47 Sheffield



The left hand photo was taken on 25 October last year on a walk my partner and I were doing. I reported the fallen willow tree to Sheffield Council's PROW Group. It is off Rother Valley Way at Holbrook Marsh Nature Reserve.



The right hand photo of the same path, was taken on 2 June 2021. The fallen tree has been chainsawed up and removed thanks to the PROW Group.

John Harker, Area Officer Sheffield

Membership and Website Update

I'm delighted to be able to report that our membership numbers continue to grow and now are just over 1,400! There was an excellent response to the renewal reminders that were either sent out with the summer issue of *Signpost* or emailed to those members who receive it electronically. Several members renewed despite saying that they are no longer particularly active, they just want to carry on supporting the society. If you find a renewal reminder with this copy of *Signpost* I would urge you to renew as soon as you can. Remember you can now renew online as well at pnfs.org.uk/membership.

There is also exciting news about the website as well. The trustees have appointed a website designer to work with us to redesign the society's website. Our aim is to make it more visually attractive and appealing. We want to show that PNFS is a lively organisation, involved in a range of activities with the protection, promotion and improvement of rights of way at the heart of what we do.

Key to this redesign is having the best images to project the society. If you have any photographs that you think would be suitable for use on the website please send them to me either by email (membership@pnfs.org.uk) or marked for my attention to Taylor House.

Mel Bale, Trustee, Membership Secretary and Webmaster

World record? Number of PNFS signposts in one walk now reaches 25!

I see in *Waymark* No 2 that David Gosling claims a new record of 20 signposts in a day (it's actually 21, don't rob yourself, David), exceeding my 19 in the Hayfield/Rowarth area (which was published in *Signpost* 66). Coincidentally his route is similar to one I walked in October 2015 when 25 signposts were visited, some new and some revisits.

There's some overlap with David's of course: mine included 3 on the canal, I didn't go to Marple, but had extras north-east of Mellor and at Whittle in a 9 mile/6 hour day.

Starting from New Mills Golf Clubhouse, here's my list. The locations are easily checked on the PNFS website.

166, 495, 494, 494, 496, 242, 501, 199, 461, 197, 464, 465, 204, 194, 312, 502, 503, 467, 468, 469, 256, 336, 466, 483, 482, 346.

A few points of interest from the day's notes are:

At Strines I met another PNFS member who photo'd my marked-up OS map for future reference.

Nice arched stone footbridge over the Goyt giving access to Strawberry Hill. S501 wrongly aligned at the time; here I met the only other walkers seen all day!

Friendly 3rd generation farmer at Whittle - he pointed out a 16th Century water trough beside a strange block stone stile.

I agree with David Morton's remark in his talk that the signposts, etc do get you to some out of the way places.

Finally, being of a certain age I can't help seeing a tenuous link between my signpost bagging of today and my teenage steam loco spotting in the 1950s.

Well, they are both green metal things with numbers and names on them ...

Gordon Richards, Nottingham Rock & Heather Club

This walk can be viewed on our website at <http://pnfs.org.uk/routes>.

Congratulations go to Gordon for his achievement. If anyone thinks they can beat his record, bear in mind that there is a time limit of 48 hours per walk. To prevent any frivolous claims from landing in my inbox, this limit involves continuous walking and excludes any cafe/pub or overnight breaks - Editor



Walks for PNFS Members

Short and Longer walks are on Wednesdays; East Side walks are on Tuesdays
IT IS VITAL that attendees check all train times and pnfs.org.uk for any updates

Short Walks - John Fisher, Walks Co-ordinator

Any comments or suggestions for future walks to John Fisher, johnfisher560@btinternet.com, 01625 439298 or mob 07432 825624

8 September - Leader: Brian Lomas (0161 688 5237). Linear walk, Hale to Knutsford, 7 miles, level; Manchester Piccadilly 10:40. Walk starts Hale station 11:15

13 October - Leader: Ross Myddelton (07941 547378). Walsden circular, 7 miles, along Reddyshore Scout and Chelburn Moor; Manchester Victoria 10:37. Walk starts Walsden station 11:05

10 November - Leader: Udo Pope (07717 802468). Marple circular, 7- 8 miles; Manchester Piccadilly 10:19.

Walk starts Marple station 10:45

December joint walk - see Longer Walks

Longer Walks - David Bratt, Walks Co-ordinator

29 September - Leader: Gavin Miller (07951 746323). Linear walk Altrincham to Wilmslow, 10 miles/600 ft ascent by Bollin Valley Way; Manchester Piccadilly 09:41, Stockport 09:52; walk starts 10:15 Altrincham Interchange platform 4 (adjacent to car park); return by train to Manchester Piccadilly or Stockport service 88 bus to Altrincham Interchange

27 October - Leader: Phil Gadsby (0161 748575). Linear walk Flowery Field to Romiley, 10 miles and around 1,000 ft ascent; Manchester Piccadilly 10:03. Walk starts Flowery Field railway station 10:15

24 November - Leader: Bill Minshall (0751 892 6031). Alderley Edge circular, 10 miles/1,200 ft ascent; Manchester Piccadilly 09:30. Walk starts Alderley Edge railway station 10:20

15 December - Leader: David Bratt (07401 789 400). Combined Christmas short and longer walk. Congleton circular 8 miles/1,200 ft ascent. Macclesfield Canal, the Cloud, the Bridestones; Manchester Piccadilly station 09:44. Walk starts Congleton railway station 10:30. Christmas drinks/ optional dining at around 15:00 at the Queens Head by Congleton railway station.

East Side Walks - Ken Brockway, Walks Co-ordinator

Email great.english.walk@gmail.com, 01773 287225

19 October - Leader: Ken Brockway (01773 287225). Chesterfield circular 10 miles, explore unrecorded ways and Chesterfield Canal. Trains Nottingham 9:44, Derby 10:12, Sheffield 10:22. Walk starts Chesterfield railway station 10:30. **16 November** - Leader: John Kidd (01283 701991). Upper Amber Valley, South Wingfield and Wessington, 10 miles. Bus Comet Derby 10:05, Chesterfield 10:15. Walk start 10.45 Shirland Church (SK39944 58474)

14 December - Leader: John Harker (07929 051978). Circular walk Beauchief Abbey, ancient woodlands, plus PNFS signposts to bag, 10 miles. Chesterfield Coach station 09:53 (from Matlock 9:14) X17 bus to Woodseats Library or Sheffield Interchange 9:40 X17. Walk starts 10:20 Woodseats Library S8 0SH

The Peak and Northern Footpaths Society

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mail@pnfs.org.uk

Benefits of PNFS membership include access to the society's Footpath Inspection Database and our members-only Facebook page - find out more at pnfs.org.uk/membership/benefits. Follow PNFS on Twitter, Instagram, Facebook and Youtube - click their icons on pnfs.org.uk.

A New Style of Stile

A PNFS member makes a close inspection of a new metal stile installed on Kirk Langley FP37 from the crossing of BR35.

Made by Secure-a-field of Ridgefield Business Park, Copt Oak, Beacon Road, Woodhouse Eaves, Loughborough LE12 9YE. This design was introduced in August 2020 and claimed to be compliant with BS 5709:2018. Note also to the left a dog latch complete with lead hook.

Ken Brockway, Footpath Inspector



***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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and 15 November**

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