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AFFILIATED ORGANISATIONS

Fleckney Walking Club
Footloose DLNS
Glenfield Parish Council
Leicestershire Footpath Assoc.
Market Harborough R.C
Mitra Milan Rambling Group
Oadby Hill Walking Club
Over The Hill
The Grasshoppers R.C.
Kibworth Rambling Club

**The deadlines for material
to go into these twice-yearly
newsletters are
June 15th and October 31st**

**The opinions expressed are not
necessarily those of the organisation
or the Area Officers. Unattributed
material is by the Editor.**

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OUR TWO HATS - WALKING AND CAMPAIGNING

The Ramblers is a strange organisation indeed it is often described as two organisations sharing one name. The democratic structure is that active members of the Groups elect area officers and national representatives but that the great majority of our members who do not get actively involved walking with their nominated group, are not represented. The members who are active in groups often just want to walk with fellow members and not get further involved which is fine. Some of them help organise and lead these walks which is greatly appreciated. Unfortunately even as walking groups they still need Chairmen, Treasurers and Secretaries and groups and areas across the country are finding it increasingly difficult to fill these roles.

We missed a great opportunity last year when general council did not agree changes on the table working towards a simpler structure and reducing the demands on volunteer officers. Basically last year we were trying to move to one man one vote to allow all members to have a say in the way forward and reduce the burden on group officers.

There is a great deal being done on the campaigning front both locally and nationally, often quietly in the background. We need to publicise this more as many people join the organisation just to support these activities with their subscriptions. See later pages for new opportunities.

Last year we had a major success locally after a 12 year battle, getting the Groby footpath re-opened. In the process we had to twice resort to involving the Secretary of State . None of this would be possible without subscription income but the fruits of such labours will be enjoyed by all walkers whether members or not.

The fear of suddenly being confronted by an unknown path being reinstated across their land has always worried farmers and other landowners, understandably so. This is the reason for the

2026 cut off date for claims to give everybody some certainty. Here in our region we have almost completed a massive exercise to identify every path which does not appear to be fully protected and we will be looking at these in more detail to see which might be most at threat and take appropriate action. Over and above this however, some of these not entirely official paths link two rights of way and quite obviously should have been included way back when. None of this should be of great concern to landowners as they are actually there on the ground and being used. Some landowners however having established that such links are not fully protected. Do try and close them and that can be a major problem for users.

The bigger problem by far however is where there is a missing link in the network which has been completely lost and is not visible on the ground and is not being used. If historic evidence can be found these can be re-opened. I cannot speak for the rest of the country but here on our patch we have taken the view that with limited resources we will, if we see such apparent gaps, only put major efforts into those which would serve a very real purpose or can be seen to be going to be of great benefit as developments take place.

Notwithstanding the legal situation a case arose which meant that the Ramblers thought it would have to test the law on centuries-old bridleways and footpaths being recognised as public rights of way. With the backing of RACO one of our area footpath officers has been fighting for 22 years to get routes reopened in the Cotswolds and has finally scored a victory at the Court of Appeal. He had spotted two bridleways in old documents that did not appear on the definitive map showing all public rights of way.

These bridleways had been recorded in the early 19th century by a land commissioner charged with enclosing large fields in common use and, by the authority of Parliament, he recorded them. When the RA asked Wiltshire County Council to add them to the map they refused to re-establish them. This led to an enquiry and an inspector appointed by the Secretary of State for the Environment, Food and Rural Affairs upheld the decision. That decision has just been over-turned by the Master of the Rolls, Lord Dyson who ruled that the Inclosure Consolidation Act 1801 had given commissioners the power to "set out and appoint" public rights of way.

Lord Dyson commented: "We have been told there are believed to be between 500 and 1,000 cases in England and Wales where public footpaths and bridleways set out and appointed by commissioners are not currently recorded in the relevant definitive maps."

From our researches to date we do not expect to find many such routes in our patch and where we do we would not object to reasonable diversion to reflect the current situation on the ground.

We have been awaiting the enactment of the Deregulation Act which has now happened but until official guidelines are issued the situation is still not entirely clear what the new processes will be.

This is a summary of Rights of Way clauses in the Deregulation Act 2015 issued by DEFRA

The rights of way clauses are part of a wider de-regulatory package of public rights of way reforms; other aspects of the reforms will be implemented through secondary legislation (regulations) and guidance. The existing legal processes for recording public rights of way are complex, slow and resource intensive.

The reforms make improvements to benefit users of rights of way, landowners, local authorities and developers alike by creating a simpler system for mapping, changing and extinguishing rights of way. The proposals are a balanced package supported by a group representing the full range of interests in rights of way. They make procedures more streamlined, and flexible, but also give local authorities more scope to use their judgement in dealing with insubstantial or irrelevant applications and objections, and enable the development of locally negotiated solutions.

Detail on the clauses in the Act

The clauses in the Act introduce a preliminary sift for applications to record rights of way, so that local authorities are relieved of the burden of dealing with poor or spurious applications. They also provide that local authorities (rather than applicants) approach landowners, but only where claims pass the preliminary sift, and enable the local authority to negotiate an alternative route with the landowner before recording the way; this will reduce the number of applications that result in costly dispute procedures. Provision for landowners to apply for gates on byways will also reduce the number of applications that are disputed and end up at public inquiry.

Other measures cut the number of cases that are referred to the Secretary of State for resolution; these include providing for recourse to a local magistrate's court rather than the Secretary of State where a local authority has failed to deal with a viable application and ensuring that any given case can go before the Secretary of State only once, rather than several times, which can often be the case at present. A similar measure enables authorities to refer only those parts of orders that are disputed to the Secretary of State for resolution.

Improvements to provisions for a 'right to apply' make it easier for landowners to get local authorities to respond positively to requests for the extinguishment or diversion of an existing right of way. There are a number of smaller procedural changes to cut the administrative and financial burden on local authorities and others. These include giving: local authorities discretion to disregard irrelevant appeals and objections, rather than having to submit them all to the Secretary of State as is currently the case; a fast track procedure for correcting minor administrative errors on the definitive map and statement, rather than having to go through the full modification order procedure; reducing the requirement for advertising rights of way orders in newspapers; providing that the courts quash only the Secretary of State's decision, where that is found to be at fault, so that the order-making process does not have to start all over again from scratch; providing that applications to have a right of way recorded do not have to be accompanied by copies of documents that are already in the authority's possession; enabling volunteers to transfer applications, so that work does not have to start over again where an applicant can no longer pursue it; Other measures reduce the scope for disputes over rights of way once the definitive map and statement is closed at the 2026 cut-off date.

One measure ensures that, just as rights of way cannot be claimed or upgraded after the cut-off, they also cannot be downgraded. Providing for local authorities to designate a right of way for protection during a short window after the cut-off will enable local authorities to derive maximum benefit from the work undertaken by volunteer groups in the period leading up to the cut-off date.

This WofW gives more detail of work we are doing gearing up for these systems and deadlines.

BEST KEPT FOOTPATH

The Best Kept Footpath Leicestershire and Rutland Ramblers award was presented to Saltby Estate at their Farm office on a sunny Tuesday 16th June. It was no surprise to find the footpaths in the area in great condition.

Peter Williams, John Howells and Stan Warren presented Chris Bates the Farm Manager the winners certificate and signage was installed on the footpath to signify that it was a winning path.



Alex de Capell Brooke the owner of Saltby Estate was present at the award ceremony and was delighted that his team had achieved the award. A certificate of commendation was also presented to Peter Osborne for Footpath K10 from Chaveney Road, Quorn to Swithland and he was equally thrilled at receiving it.

Nominations have now closed for this year's competition and the winner(s) will be announced at the AGM.

WALKING THE WEST HIGHLAND WAY

During the last 2 years I have walked the West Highland Way with my partner Ken Jones. It is a difficult walk and after the last time I said that I would never do it again. Unfortunately Ken passed away in December 2013 shortly after being diagnosed with Leukaemia.

It seemed to me that he went through a big challenge with what was happening to him, a self journey that no one could do anything to help him with. I therefore decided to walk that West Highland Way again, in May 2014 at the Spring Bank Holiday, this time as a sponsored walk, to raise funds for leukaemia research

It was 95 miles and this was my challenge to help raise awareness of this terrible disease and hopefully raise funds, which through sponsorship and the help of friends and fellow walkers, would go some way to eradicate this disease forever. I have to admit that although I enjoyed the walk, it felt harder than the other times.



After all that effort, I am pleased to say that the grand total raised was £1600.00. A BIG THANK YOU to all of you who kindly sponsored me. You are all stars - Jackie Seager

NATIONAL FOREST WAY

John Howells, our Chairman, and Ash Kotecha (pictured) walked the new route earlier this year.

John summed it up as a wet but enjoyable seventy five miles

Increasing numbers of our members are working our way through the various stages.



The route goes from Beacon Hill to the National Memorial Arboretum in Staffordshire. You can of course You walk it west to east or east to west, the choice is yours. Heading west you are walking into any foul weather but you do see the sunsets.

The Way is divided into 12 stages ranging in length from 4 to 7½ miles. You can knock these off one by one, returning each occasion or try walking it continuously which is feasible in three days. Finding where to stay can be a challenge.

This a very varied walk with the rugged features of Charnwood, the restored landscapes of the coalfield areas an then the parkland and large estates of Needwood Forest. Something for everybody as well as a physical challenge.

THE OTHER BRITAIN

Groups have been organising walks now for so long that it is hard to come up with somewhere different. The developing National Forest is opening up new opportunities in our area and new long distance trails are being created from time to time. We do like returning to the classic areas, the National Parks in particular but as TV's Countryfile and Secret Britain have shown us, even those of us who know the country better than most can still find bits we did not know about.

I have just returned from four days walking in North Yorkshire near Ingleborough and found it impossible to contrive walks I had not done before in the forty years I have been going there. Over the last two years however I have been seeking out lower level areas which I have perhaps not given enough attention to. I am

at heart definitely a high level fell walker but am now discovering surprisingly interesting alternatives. I spent a week walking the Brecklands, an area I had previously admired just passing through. Earlier this year I enjoyed walking the upper reaches of the Thames and walking in North Wales. Not the Snowdonia area but the rolling hills between there and the coast and the Dee Estuary.

Another area I had not visited for many years and then only briefly was Shropshire which came as a very pleasant surprise. I have now had two weekends walking the High Mynd circuit in each direction and have been on a break with my wife down there and explored a number of other walking possibilities. To my mind this county has a lot more to offer than many realise. I was first reminded to go there after one of our groups reported on an excellent trip and I know a few other groups have been there since, When I lived in Manchester it was just on the way to the south west and south Wales and when I lived near Ilkley it was a long way away with more dramatic areas closer.

I have walked long stretches of coast paths and look forward to more options as the new round England coast path rolls out.

I will I think be going back to Shropshire as I still feel it has more to offer and living where we do it is in range for even days out.

Loughborough group have recently had a trip to what sounds like a fascinating place even if the longest walk you can take in is only 5 miles long.

Hawkstone Park is an historic woodland fantasy with cliffs, crags, caves, deep woods and a series of extraordinary monuments and follies built over 200 years ago. Talk about stepping back into the past. I don't think anybody has counted the steps but many there are. The park contains numerous flights of steps, some natural ones carved into rock and some man made wooden ones getting people about this warren, built around dramatic sandstone cliffs rising very abruptly from the Shropshire Plain. It includes a ruined castle and a 100 foot tower which you can climb and enjoy the view (if you can cope with even more steps.)

In 1986 the Park was designated by English Heritage as a Grade 1 Listed Landscape in the recently introduced Register of Historic Gardens and Parks.



Having been fascinated by Brimham Rocks near Pateley Bridge and the Brand closer to home, this sounds like somewhere I should include in my next itinerary

Roy Denney

SNIPPETS

ONLINE LOCAL MAPPING

If you want to look at the maps of right of way provided by your local authority visit:

Leicestershire http://www.leics.gov.uk/index/environment/countryside/paths/maps_of_paths/pathsmap.htm

Rutland <http://stratus.pbondemand.eu/connect/rutland/?mapcfg=prow>

Leicester City

http://citystreatz2.leicester.gov.uk/citystreatz/frame.npx?site=citystreatz_internet&lang=en&group=public&resol=2&layers=603&map=Highways&tabs=11100??

MORE PARK TO PLAY IN?

The Secretary of state has now confirmed the extensions of the Yorkshire Dales and Lake District National Parks. The Lakes will be extended south and east increasing in size by about 3%. The park was designated in the 1950s, and much of the land now proposed for inclusion had previously been earmarked for potential inclusion at that time. However the land was not previously included due to an emphasis on administrative boundaries and main roads in determining the boundaries at that time. The YDNP is to extend by approximately 25% to the north and west.

The net result is that the two Parks are now largely only separated by the corridor enclosing the M6 motorway and the West Coast Main Line. Ignoring this, the protection now is for an area 60 miles across and covering approaching 1800 sq. miles.

Personally my only beef and one I made to the consultation is the name YDNP. Nearly a quarter of it is in Cumbria and they even had the effrontery to take a little of my home county, Lancashire. I had suggested that park be renamed the Northern Dales National Park but apparently that would be a costly and difficult process.

TICK TICK

Lyme disease was a fairly rare illness, but it has recently started to become much more prevalent and the risk of infection should not be ignored. We are not only at risk when wandering woodland and moorland areas as cases spread into the suburbs. It is now thought over 3,000 people a year are being infected, possibly tens of thousands. Many people are unaware of the risks this little itch that goes away after a couple of days, it can eventually be life-changing or even fatal. People who walk in the countryside through rough vegetation are still most at risk. Ticks are found in any moist, rough vegetation in woodland, heath and moorland areas including deep vegetation such as bracken and often in others that are decaying in mats such as sedges, grasses etc. growing in also in leaf litter within deciduous woods and at woodland edges, in glades and by paths. The disease is caused by bacteria carried by the ticks.

Like most organisations whose members are active in the wider outdoors we do issue some advice from time to time which is just as well as there is a widespread lack of awareness regarding tick-borne diseases. Few people will be lucky enough to see a GP with sufficient knowledge to give a clinical diagnosis, i.e. based on symptoms, knowledge of a tick bite event, etc.

Symptoms include tiredness, chills, fever, headache, muscle and/or joint pain. blurred vision and a characteristic circular skin rash that may clear in the centre, giving a "Bull's eye" appearance. Later symptoms include recurring arthritis in the large joints, nervous system problems, Bell's palsy (paralysis of the facial muscles) and memory problems. Some people experience irregularities of the heart rhythm.

More details can be found on our website

AREA QUIZ

This years area quiz was hosted in an excellent venue by the Leicester Group. We met in the Linford (Newtown Linford) and 35 members attended. As the questions were set and asked by our Editor, a member of the Coalville Group, there was no home advantage but it did not stop a team from Leicester winning this year. Next years quiz is to be hosted by Coalville Group.

In recent years a team of Area Officers and a team from Loughborough have been providing the winners but going back further Loughborough have won it 10 times, Leicester groups have now won it 5 times, Hinckley 4, Coalville 3 times and Lutterworth and Rutland once each.

PATH WARDENS

The National Forest Company are now looking for some volunteers to adopt bits of the National Forest Way and keep an eye on it. They want names before the end of the year and will provide some simple training and guidance early in the new year. If interested please contact Caroline Scothern at the NFC, 01283 551 211 or cscothern@nationalforest.org

Tony Andrews, for many years a Vice President of the Area, passed away at home in the early hours of Tues 13th October after a long illness. He was 81 years of age.

He was born and raised in Welwyn Garden City and after National Service in Germany he worked in Harlow for A.E.I. He moved to Leicestershire with his Family in 1968 to take up a position with G.E.C., where he remained until he retired.

Tony was an early member of Coalville Ramblers and was a member for almost 30 years. He held various positions on their Committee during that time including being their Chairman for many years.

He was also an active member of the Swannington Heritage Trust and a member of the Royal British Legion. Tony has donated his Body to Medical Science at Sheffield University.

CAUTION WITH HORSES

A member recently reported being scared off a walk by horses in a field so we made enquiries about what is permitted where rights of way exist.

I have been out to look at the path and a right of way is clearly marked up the side of a field in which when I was there, there were 6 large well kept and possibly thoroughbred horses completely at liberty to wander at will around the field. They looked at me with curiosity and moved slowly towards me but were otherwise no trouble. I have always advised people to make noises to ensure they don't surprise animals and I did make sure they knew I was there.

Apparently the man concerned had been walking with his dog but it was on a lead. The horses may have been disconcerted by the dog. As far as I can tell they did not charge them or indeed do any harm but he lost his confidence when he felt threatened and retreated rather than complete his walk.

Having talked to a contact in the National Farmers union, this was his response:

"There are no specific rules about horses and the NFU does not put out any special guidance about them and walkers. The general rule applies that land managers must not have animals which are dangerous in fields with public rights of way in them. My wife is the equine expert in the family and she says that horses can be curious about dogs and she would generally keep dogs on leads around horses rather than let them off, but in the unlikely event the horse(s) are obviously upset by the dog, perhaps because there is a foal nearby, let the dog off the lead to fend for itself. Horses are most unlikely to harm people, but if you feel they are coming too close for comfort then "make yourself big and shout" is her advice - easier said than done, I know, for those unused to animals. As you know there are roughly ten incidents a year with cattle and walkers - the numbers involving horses are extremely infrequent and not recorded as far as I can tell.

The slight exception to all this is when you enter a field of horses that are used to being fed by passers by, when the horses can and do mither those who enter the field. This is why you see some signs asking you not to feed them.

I do understand the man's point about losing confidence and curtailing his walk, because it's happened to me on several occasions with livestock. It's a shame, but discretion is the better part of valour."

There are probably more problems with horses when they are being ridden on shared routes and this is usually where they are surprised by a cyclist or walker. It is often the horse rider who comes off worse so once again the answer is, make yourself known to be there.

DETECTIVE WORK

Do you fancy doing some research and delving into historic archives?

Area officers working with the local access forum and other interested groups have drawn up and mapped over 3000 paths in the two counties which do not appear to have full legal protection. We do not have the manpower to claim all these not least because of the time it takes to either collect historic evidence or seek out witness statements. We do therefore need to prioritise and will be trying to decide which to work on

There are also possible other routes within the area which we do not know about; some just because we have not come across them but some as they no longer exist on the ground. We do not expect there to be many of this nature in our patch but we may come across some as we gear up our research. The research itself is a fascinating challenge which members may wish to get involved with. Since the 18th Century cartographers and surveyors began compiling county atlases, often funded by the local gentry, including such as the Duke of Rutland. They were to provide information about the public road network in the area but what is a road. Most maps of the period differentiate between Turnpike Roads and Cross Roads and Bye Roads. Some also identify Mail Roads, and a few also identify Bridle Roads. One map, known as King's Map uses the classification Public Carriage Road.

It would be reasonable to presume that if a way was included on such a map as being a particular type of road, then both the map maker and the subscribers paying for the survey, believed in good faith that the way was open to the type of traffic one would reasonably expect to find on that type of road. In many cases the type of traffic which used a road would not be limited by its legal status, because at this time, unless a route was created by some legal event such as an enclosure award, it would not have one. What would create a limit on the type of traffic using the way would be the condition of its surface, its width, and the custom and practice of its use.

We do now have a comprehensive list of all known Enclosure Acts and details of many old maps where any evidence from them can be found. As a starting point we perhaps need to define and identify the roads indicated. Turnpike Roads were usually shown on old maps by two solid parallel lines, often with the positions of mile posts indicated. They were roads on which a toll was collected at gates, generally owned and maintained by private companies and open to general public traffic including pedestrians, horse riders, goods cartage and passenger carriages. Usually surfaced and maintained to a reasonable standard.

Mail Roads or Mail Coach Roads were usually shown on old maps by two solid parallel lines, sometimes differentiated from other routes by a row of dots, and often with the positions of mile posts indicated. A major, or main road specifically used by the Royal Mail to regularly convey post and fare paying passengers to and from London and provincial towns and cities and forming part of a time-tabled network, these were generally maintained by the public purse, but sometimes using Turnpikes, and open to public traffic including pedestrians, horse riders, goods cartage and passenger carriages. Usually surfaced and maintained to a reasonable standard

Cross Roads were usually shown on old maps by two narrow solid parallel lines or parallel broken lines and were generally cross country linking more frequently used Mail Roads or Turnpike

Roads, generally maintained by the public purse and open to public traffic including pedestrians, horse riders, goods cartage and passenger carriages. They were often unsurfaced and incapable of being used by carriages and wagons during wet periods and in some cases very rarely if ever used by public carriage traffic.

A Public Carriage Road was usually shown on old maps by two narrow solid parallel lines or parallel broken lines. Generally maintained by the public purse and open to public traffic including pedestrians, horse riders, goods cartage and passenger carriages. These again were sometimes unsurfaced and incapable of being used by carriages and wagons during wet periods.

Bye Road and Bridle Roads were minor roads, Bye Roads usually shown on old maps by two narrow solid parallel lines or parallel broken lines and generally maintained by the public purse and open to public traffic including pedestrians, horse riders, goods cartage and passenger carriages. Again often unsurfaced and incapable of being used by carriages and wagons during wet periods and in some cases very rarely if ever used by public carriage traffic. Bridle Roads were usually shown on old maps by a single thin black line or as a broken line with cross bars at intervals. Usually maintained by the public purse and open to public traffic including pedestrians and horse riders, they were often unsurfaced and poorly maintained. In some cases infrequently utilised even in dry weather by public goods cartage and passenger carriages.

Many of the early maps varied in interpretations but they do build a picture which can be invaluable in evidence. We hope to create some form of points system to identify those which we feel we need to apply our efforts to.

In deciding which routes to collect evidence on we need to decide how much the route will be well used and of amount of public benefit: Is the route close to, or would it serve a populated area? Is the route in particularly attractive countryside? Does the route serve local services or places of employment? Will it increase travel choice? Being pragmatic with limited resources we need to decide how achievable is the proposal? Is there potentially good historical or documentary evidence? Is there potentially good user evidence? If we are relying on historic evidence we need to give it higher priority as any such evidence is likely to be not accepted after 2025.

All routes are useful to somebody but we feel that we need to give weight to how the route fit into the surrounding network? Does the route close a critical gap? Is the route currently obstructed? Is there no reasonable alternative nearby?

We currently have over 20 volunteers helping the area in one way or another but more are always welcome and people have in the recent past expressed an interest in delving the archives. This may not be everybody's cup of tea. As an organisation we have those active in groups who primarily just want to walk in company, many who would rather walk alone or with family and friends and many more who support our campaigning activities by subscribing to the Ramblers. Those who are no longer active might well want to help with research work. Some want to volunteer at tasks outdoors and do not fancy visiting record offices etc but there is a role for everybody within the Ramblers. We must not forget the many walking members who themselves volunteer to lead walks and those volunteers who fill the roles at group and area office.

The one thing we must all bear in mind is that if we do not protect our paths we will eventually have far less places we can walk safely

THREE MEN ON A BUS

We all know how challenging it can be organising a circular walk to get back to your car but one of the compensations for those no longer young is the chance to ride buses for free. On the basis that if we don't use them we could lose them I would commend you to take advantage. Apart from making walk planning easier the monies the company receives for our journey helps keep the service going for those who have no other means of travel.

Three of us have been increasingly doing just that. Our various interests gave occasion for visits to all sorts of places and we have taken to doing these trips together and making a full day of it, taking advantage of this concession. We have walked heritage trails through some of our historic towns, walked canal and riversides and walked country lanes and paths between bus routes.

We normally gather at St Margaret's about 10.30 and aim to get wherever we are aiming for by noon. With a good knowledge of the bus networks and timetables it is surprising where you can get to within two hours. Saturday is even better as the bus pass is valid on earlier buses and brings places like Cannock Chase and the Peak District into play. We have even been to Manchester for the day all free of charge.

The other great benefit of using buses is that you can eat and take respite in some wayside pub without worrying about drink driving.

We need to match diaries with each other and some dates are dictated by some event we wish to take in so the dates are agreed in advance and if the weather turns iffy we have been known to visit some interesting museums to keep out of the rain.

Our latest trip was on a Saturday in October when we caught the Skylink to Derby and transferred to the Trans Peak. This is a very useful service for walkers as it goes through Matlock, Bakewell and Buxton and various points in between. We had in mind a walk but also planned to abort to a day in Bakewell if the weather was poor. As it happens it was a glorious sunny day so the walk was on.

We got off the bus in the middle of nowhere just this side of Buxton and walked just under a mile to the village of Chelmorton where we had lunch in a charming inn. We then set off for just under five miles to the village of Sheldon where suitable refreshment was taken in another extremely welcoming pub before we walked another mile and a half and descended several hundred feet down to Ashford in the Water to get the bus home. You have to be prepared to sit long hours on a bus but you do see a lot more than if you were driving.

The pub in Chelmorton is the Church Inn, not surprisingly, beside the church at the end of a cul-de-sac. (SK17 9SL - 01298 85319) This is a very welcoming establishment which has been in the same hands for many years. It has a

pleasant outdoor area and charming interior and provides excellent good value food.

The one in Sheldon is the Cock and Pullet (DE45 1QS - 01629 814292). This 'rustic' inn looks like it has been unchanged for centuries but it was actually knocked through into a neighbouring barn comparatively recently, not that you can tell. Again it was very welcoming with a good range of drinks and an interesting and good value menu.

There is no excuse for lingering there too long and missing your bus as I have never seen so many clocks in one place. It was distracting at 3.55 when they started chiming 4.00. This went on for at least ten minutes.

Why not give it a go? Leave your car at home and see where the buses can take you.

Buspass Roamer

Editors Note

We are always willing to bring welcoming establishments to the attention of members. If you were pleasantly surprised and did not know what to expect other members are probably in the same boat so do share any good finds.

We do not feature these regularly as we are not a pub guide but from time to time members do let me know and I will occasional pass them on when space permits

A group of members recently used the 27 out of Leicester to go to Thornton from where they walked down past the church, round the reservoir, down the tracks towards Ratby and finally through Martinshaw Woods to Groby. They popped into the Stamford to wait till a 29 was due and stayed so long they watched two buses go by.

Those of us living locally know how this pub (LE6 0DJ - 0116 287 5616) has been transformed but those from further afield may not. It was extensively refurbished and now has a proper restaurant area and pleasant outside seating; it has a good range of drinks and a very extensive menu including very tasty good-value light bites.

Other pubs in walking areas which have been recently recommended are :-

The Wheatsheaf, Greetham, (LE15 7NP - 01572 812325) handy for the Exton Estate
Leathers Smithy,, Langley (SK11 0NE - 01260 252313) by reservoir in Macclesfield Forest
George Inn, Hubberholme N Yorks.(BD23 5JE - 01756 760223) in upper Wharfedale
Watermill, Ings Nr Windermere (LA8 9P - 01539 821309) on A591 Windermere-Kentmere
Black Bull, Coniston (LA21 8DU - 015394 41335) central lakeland

You may well already know of some of these but fellow members may not. Everybody's idea of a good pub is different but these should be worth bearing in mind