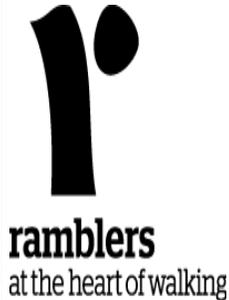


THE SHEFFIELD RAMBLER

The Newsletter of the Sheffield Group of the Ramblers

August 2012



Welcome

Well, here it is, a new venture: the first online version of our newsletter. As Christine said in the last paper edition, the committee are hoping that by going online we will be able ensure that the news we bring you is up-to-date. I hope you will all find something of interest in each issue.

Many of you will be reading this on our website and if you are happy to continue doing so, that's fine. But, if you'd prefer to receive the newsletter by email, all you need to do is register on the website and I'll add you to the distribution list so that the newsletter will appear in your email box each time it is produced. That way, you don't have to remember to do anything at all, just open your mail!

If you have any comments, or suggestions on how to improve the newsletter, please let me know.

Linda Cooley

Sheffield Country Walk

"Sheffield Country Walk" is to be revised in a different format and should offer longer sections, shorter sections, return routes and "escape" routes to the nearest bus services. There should be something for everyone, whether you like to walk long distances or short distances. It will take a few months to revise the walk, checking routes and raising the money to pay for it. If you have any suggestions let us know.



Sheffield Inner City Round Walk

A few "rare" copies of this twelve mile urban walk have been discovered lurking under a desk in Howden House. They are free and if you want a copy you could get one at the Tourist Information or from me. I will bring some copies to our Illustrated Lectures at the Quaker Meeting House.

Terry Howard

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Walks Programme 2013

The walks programme for 2013 is now underway with leaders beginning to submit walks. If you are wanting to lead a walk in next year's programme please send in your forms as soon as you can or alternatively hand them to any of the rambles committee (Paul Pugh, Judy Gathercole, Jackie Dauris, David Woodhead, Susan Rushworth or John Taylor) on a walk.

We will try to accommodate any preferred date you may request but the sooner we receive the walk details the better as there is an awful lot of work that goes into preparing the programme for print each summer/autumn.

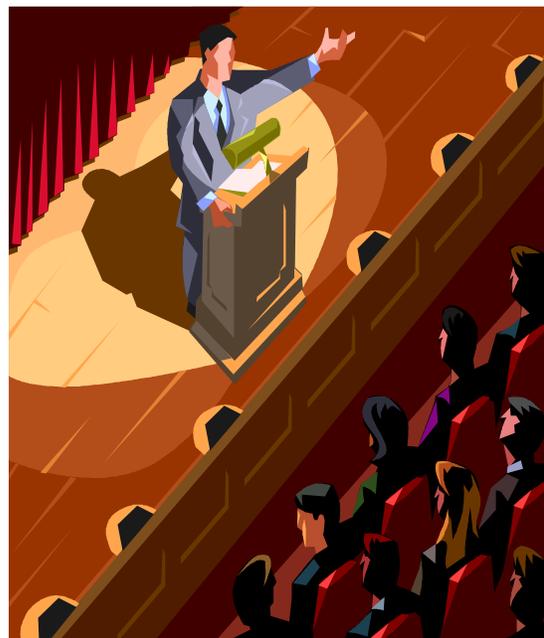
If you would like to lead a walk and have never done so before and don't feel confident in doing so on your own you could join up with another Rambler and jointly lead a walk. It's a very rewarding experience to plan out a route, pre-ramble it and then lead the walk with the eager walkers who turn up on the day come rain or shine.

Also if you are out enjoying a walk on a Tuesday and fancy leading a Tuesday walk please ask Christine Hewitt for a form as she will be carrying forms with her.

Happy walking,

Paul Pugh

Illustrated Lecture programme.



The first lecture, "Images of Wildlife and Wild Places" with Steve Drinkall will be held on September 25th at 7-30pm at the Quaker Meeting House.

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Footpath to Wharncliffe Woods Update

You may (or may not) remember that in the last issue of the Newsletter Sheffield City Council was asking for people to help them gather evidence about the use of the path that gives access to Wharncliffe Woods from More Hall Bridge on the A6102. This is the only way to cross the River Don between Oughtibridge and Deepcar.



A number of evidence forms have been sent to the Rights of Way Unit but we need more. Forms from individual members are more effective than relying on "Ramblers" alone. Please contact David Woodhead or Terry Howard for an evidence form if you can provide any evidence of how much this path is used.

David Woodhead

News from the Peak District Green Lanes Alliance

The Peak District Green Lanes Alliance (PDGLA) is an organisation that lobbies on behalf of walkers, cyclists, horse riders and carriage drivers to keep green lanes free from offroad 4x 4s and motor bikes as these vehicles are destroying ancient byways. The Ramblers Committee recently received the following news from its treasurer/membership secretary, John Newrick, about the latest developments in its campaign to permanently exclude all vehicles from green lanes:

"We are very pleased to be able to let you know that the Peak District National Park Authority agreed on Friday 20th July to go out to public consultation on its intention to use a Traffic Regulation Order (TRO) to permanently exclude all recreational motor vehicles from two iconic routes in the Peak District:

1) Long Causeway, GR. SK227-843 and SK247-844, which runs from above Hathersage to Redmires on the edge of Sheffield;

2) The Roych, GR. SK092-825 and SK066-842, which is part of the Pennine Bridleway.

These are the first of six lanes on which the Peak Park Authority intends to consult on the use of TRO's during this financial year.

We will alert you when the public consultations on Long Causeway and The Roych are announced. Meanwhile, thank you for your continuing support."

If anyone would like to know more about PDGLA, please visit their website at:

<http://pdgla.org.uk>

Linda Cooley

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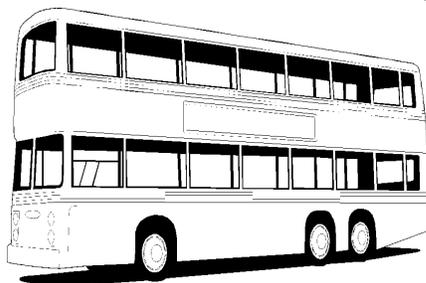
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Transport News

Bus services into Derbyshire

The buses to Bakewell, Chatsworth and Matlock, the 214,215 and 210, operated by TM Travel seem to be attracting increased patronage and the operator seems to be using Double Decker vehicles on these services wherever possible. The increased Sunday service on route X17 to Matlock via Chesterfield, operated by Stagecoach, is very welcome. An earlier bus to Matlock at 09.15 provides scope for walks in the Ashover area.



A bit of history

Just to explain how we got where we are with bus services in Britain, here's a brief summary of what's been happening over the last 25 years. Britain's bus services were deregulated by the Thatcher government in 1986 despite a pilot scheme in Hereford which caused chaos, but which was deemed successful by the government of the day. Deregulation was put into place everywhere except for Greater London, where timetables and fares were set by Transport for London and contracted out to various operators who had to run to the specified contract.

Under deregulation companies run services for profit, but services that are deemed socially necessary, even though they are financially unviable, can continue to run supported by government grants and local authority council tax. This has caused many anomalies. For instance, it is said that Derbyshire County Council withdrew financial

support from the Sunday service to Hartington and the morning weekday service to Derwent, because they were mainly used by people from South Yorkshire; this is why those buses no longer run. In 2008, the last Labour government amended the Transport Act to allow local authorities to enter into quality contracts with operators and to set timetables and fares, following the London model. West Yorkshire has decided to do this, despite the major operators being opposed to it. It will be interesting to see how this works. Let us hope it will lead to more co-operation between neighbouring authorities.

Proposed changes locally

Here in Sheffield, the South Yorkshire Transport Executive and the bus operators have formed Sheffield Bus Partnership, which has just been approved by the Transport Authority. This scheme is due to commence at the end of October. It will introduce new tickets that can be used on the buses of any operator and should mean bettercoordinated services, but it has not pleased everyone. Maps have been produced detailing all the proposed routes and level of service. Some services have been reduced and some withdrawn, but others have been increased. A consultation took place between 18th June and the 14th July and petitions were handed in to try and save some of those services proposed for withdrawal, e.g. the no. 4 bus along Psalter Lane.

To find out what is proposed for your local route in October, log on to www.sheffieldbuspartnership.co.uk

John Brightmore, Public Transport Representative.