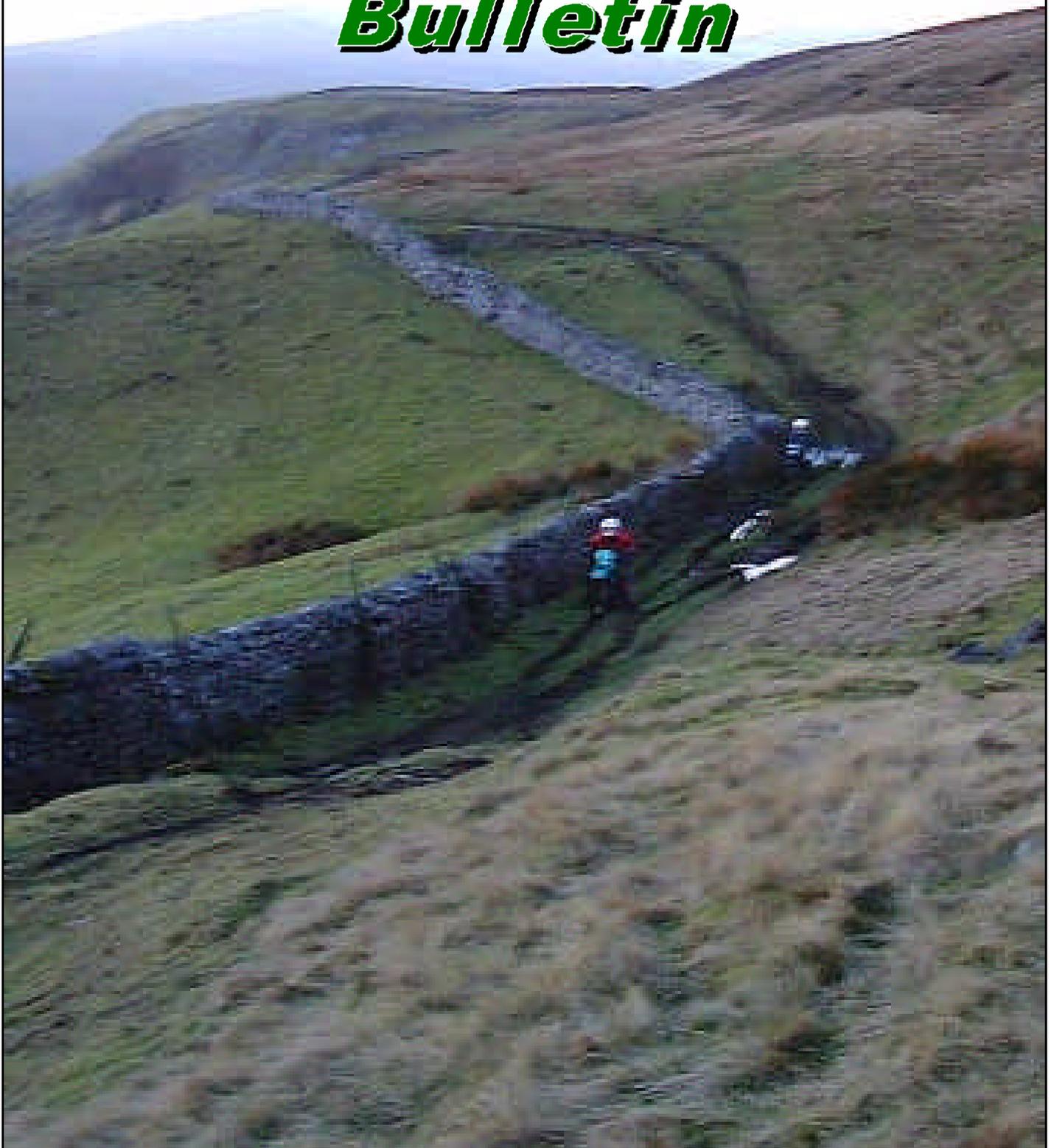


# Northern Greenlanes

## *Bulletin*





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## GLOSSARY

**BOAT** : Byway Open to All Traffic ;

- Vehicular Right of Way (VRoW).

**RUPP** : Road Used as Public Path ;

- VRoW if evidence exists, await reclassification if in doubt.

**UUCR** : Unsealed Unclassified County Road ;

- VRoW .. though some County Councils do not acknowledge them as such.

**RT** : Ratione Tenurae road ;

- Mostly VRoW, but not always.

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## A MESSAGE FROM THE EDITOR

Welcome to the first Bulletin of the 'Northern Greenlanes' website, some of you may know me from my time as GLASS Northern Bulletin Editor - of which I produced 16 bulletins over a three year period. This job I resigned from as a protest because of GLASS members copying material from this website onto theirs against my wishes, anyway GLASS's loss is your gain - this Bulletin being free to be read by anyone. I apologise for the background copyright notice on each page, although it makes reading a little more difficult - you will appreciate why I need to do it.

Anyone who wants to be informed of subsequent Northern Greenlanes Bulletins please email me at [btp@freeuk.com](mailto:btp@freeuk.com) and you will be notified as and when.

News and information in this bulletin applies equally to 4x4 users as much as trailbikers, although some lanes are unsuitable for certain types of vehicles - I will try to let you know this.

I personally started greenlaning in 1995 in an early Daihatsu Fourtrak, but in the last year or two I have been using a Honda 250 trailbike so my experiences are varied. This bulletin will concentrate on the Lake District, Yorkshire Dales and north Lancashire regions which are my 'home patch'.

I am not prepared to hand out lists of coordinates for greenlanes so please do not contact me requesting these. If you really want to find out which lanes you are legally entitled to drive then I suggest you read the 'Information' pages on the Northern Greenlanes website. There is nothing more satisfying than finding these lanes yourself - other than actually driving them !

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## MAP 103 (BURNLEY/BLACKBURN) - UPDATE

The Byway Open to All Traffic (BOAT) at SD903362 (Coldwell Reservoir) E.N.E. to 933373 shown on new (1998) OS maps is infact an error according to Lancs CC. Apparently there was a DMMO to BOAT from footpath, but it ended up being a bridleway. Update your map if necessary.

**Photo:**  
The 'Byway'  
in question



### LOCKED GATE

Recently there was a locked gate near Colton Church, south of Grizedale Forest (in the south Lake District), this has now been un-padlocked. We have Tony Hill, the new National Park Ranger for that area, to thank for that.

### LANCS DMMO

On the 11th January, in the Borough of Rossendale, a lane was upgraded to a BOAT, namely Public Footpaths 134, 107, 103, 100, and 99. (Haslingden, Borough of Rossendale), from a point at the Junction of Cribden End Lane (Public Footpath No. 135) and Laund Lane (Public Footpath No. 138) (GR 7928 2357) in a general northerly then westerly direction to a point at the junction with Kings Highway, (GR 7887 2471), a total distance of approximately 1370 metres.

### SO FEW RUPP'S ..

It has always struck me as strange why there are so few RUPPs in North Yorkshire. It seems that Brian Lewis may have found out why .. some of these roads have been given a Bridleway classification, as have most RT roads in North Yorkshire, yet on the draft Definitive map they were proposed as RUPPS, but had been objected to and added as bridleways. It seems likely that influential landowners may have been at work here !

There are available a lot if not all of the route the original walking schedules for the highways added to the Draft DM in 1951, that is for the routes outside the National Park. The walking schedules for these routes have been given to the Park Authority, Yes you have guessed it, all the schedules for these RT routes are missing!! or so they say, along with the objection sheets to show why they were down graded to Bridleways.

An example of these discrepancies can be found by visiting the RoW offices at Northallerton, on the definitive Map can be found a note fixed to a page opposite a map with a bridleway, (for reference MAP SE 07 NE ), this note said the following:

*Parish of Stonebeck UP 72/6/105 (NYCC File number)  
In Moor Lane Near Middlesmoor*

*The above route is incorrectly shown on the Definitive Map as a  
Bridleway by the former West Riding Authority.*

*The status is that of RT (N.B Open to all traffic )*

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*For further information see the above file and the 1933 Bradford  
Corporation Agreement for the continuation of the above road  
northwards.*

The argument here is that Ratione Tenurae roads ARE vehicular, they should have been put on the DM as BOATs in the first place - and not being subject to underhand tactics to be shown as bridleways and thus mislead us greenlaners !

## NEWS FROM COUNTY DURHAM by Graeme Wood

When County Durham created 18km of 'new' byways on February 4th this year they were immediately TRO'd for 6 months for 'maintenance work to be carried out' and that the TRO's were expected to be lifted after 4 months. Not surprisingly the TRO's stayed for the full 6 months and no maintenance was carried out. However Durham CC admitted that this was a mistake and there was never any intention to carry out any maintenance, the purpose of the TRO's being to protect the lanes in the wet spring which I guess is fair enough, as many of the objectors had been fearful of a huge influx of 4x4 vehicles. Now the TRO's are gone but there is a further public inquiry on October 5th where it is hoped some form of management policy can be thrashed out. Meanwhile the landowners are considering an appeal against the decision to upgrade to BOAT status. Interestingly in a recent consultation document the CC suggested that there are many more routes in Upper Weardale and to a lesser extent in Teesdale that could historically carry vehicular rights. I do know that old OS maps show around 20 RUPPS in Weardale, all of which were downgraded in recent years. So last Sunday as it was baking hot I threw the mountain bike in the back of the Landy and set off to ride and assess the potential for driving the new lanes. (All on sheet 92 with the top half of Hexham Lane on sheet 88).

**MIDDLETON LANE:** NY 997308 to NZ 063349 [the end of UCR 32.2]. This is over 8km long over magnificently beautiful desolate moorland with stunning views up both Weardale and Teesdale. Mostly a rough stony track, sunk into the heather in parts and maintained in a few sections by the landowners, it should offer no problems in dry weather (although I only cycled it). Sadly however it is not a through route; between 998310 and 010326 the track is currently non-existent. Here there is only very deep heather concealing very uneven ground, large holes and very large peat bogs. It would be very difficult to forge a route through with a vehicle - you would need a serious winch [ie one attached to a helicopter!]. But it's worth the drive from the eastern end and turning back. It passes the Elephant Trees (which down in Frosterley in Weardale can be seen silhouetted on the horizon as a family of elephants!) and the back of Weardale Off Road Centre. But be warned there are a number of private tracks, some of which are not marked on the maps, deviating from the lane and as there are minimal identifiable landmarks it is recommended that at least a 1:25 000 map is used with a compass or even better a GPS. It goes without saying that this is bleak fell country so be prepared for the worst, on a good day it is utterly fantastic, on a bad day it could be your worst nightmare.

**PIKESTONE LANE:** Leaving Middleton Lane at 042344 and crossing the doctors Gate Road to 083324. I tried cycling this route but after a few yards the track disappears and there is not even a rabbit track to show you where it is; and it's like this all the way!! Now this was one hell of a hard bike ride!! There is but one cairn to show you where the route goes - apparently there was once a line of cairns marking the then footpath but these have been dismantled [possibly to construct some of the substantial grouse butts nearby). Again there are a few visible tracks around but these are private, presumably for shooters or associated with old mine workings. I guess the old Series 3 could have made a route through as it was very dry and the ground is fairly flat with only moderate gradients but it does seem a shame to damage such unspoilt moorland (Oh no! Am I becoming an anti?).

**STANHOPE LANE:** NZ 094323 to 083324. A pleasant track through woodland and grazing land quite rutted and muddy in places, it hits the open moorland at the western end where it turns into the mythical Pikestone Lane. From here it is flatish all the way to Doctors Gate so you should at least in theory be able to get this far up (it was still hard work on a bike though!). Stanhope Lane has a few too many gates though! I ought to make a quick mention of the Doctors Gate Road, a UCR which passes through here from NZ 066288 which passes to the right of Grove House in Hamsterley Forest, which in itself is worth a visit (the forest, not the house!) up to 073337. It has to be one of the finest lanes in northern England and I'll write about it more at a later date. So for now you'll just have to check it out yourself although in wet conditions it's advisable only to drive it from north to south.

**HEXHAM LANE:** NZ 078389 to 077426. The only one of these lanes where the bike stayed in the back! Starting at the north (say hello to the New Age Travellers at Salters Gate) it's a grass track over rough grazing land ascending up to more excellent views and then a rough rocky track down into Weardale. A heavily padlocked gate half way has an unlocked gate a few yards to the left! The fears of masses of 4x4s on these new lanes seem to have been unfounded. A full month after the lifting of the TRO's it appears that no-one hardly has used these lanes. Only time will tell whether through routes are (re)created through this area.

## TRAFFIC REGULATION ORDERS AND VOLUNTARY RESTRAINTS

SN503G Scarhouse Rsvr (see page 6), V.R. - stay off this lane for duration of repairs.

SN321G Pockstones Moor (Map98/99), TRO - boggy/peaty - needs repairs.

Parkamoor (Grizedale Forest - Map97), V.R. - needs further repair work, keep off.

### COMMERCIAL OPERATORS

The following open letter was seen in a recent Landrover publication, it highlights how the action of the few can blight the *cause* of the rest of us ..

"I recently attended, as NL 4x4 rep, a Hierarchy of Trails Route Consultation Meeting, at the Lake District National Park Authority offices in Kendal.

In attendance were representatives of other clubs and organisations such as LARA, TRF BMF Red Rose and Cumbria Rover Club, the NPA rangers and others. In case you are not aware, the HoTR is about the green lanes in the Lake District National Park. The green lanes have been inspected and categorised as to their suitability for use by motorised vehicles. Such things as weather conditions, the type of ground, use by other groups are all taken into account.

This is all done to keep the lanes open to all groups, walkers, horse riders, cyclists and of course 4x4s and motor cyclists. Don't call them bikers please. I'm also one and I hate the name. Of course there is opposition, but by and large the majority of people involved are trying to work together. The Lake District voiced programme and is running a concern over grassy routes. They argued that use by motor-cycles and 4x4s would cause erosion. But what about the erosion on many a fell-side, right down to bed rock and visible from miles away caused by thousands of pairs of feet this was not mentioned, I wonder why?

Also there at the invitation of the working group, was a gentleman from Yorkshire. This particular commercial operator was at the centre of quite a bit of upset a while ago, when he led a convoy of about seventeen, 4x4s through The Lake District. He said that when he had been booked as guide, he was told that only ten vehicles would be in the group. When he had arrived over here, there was an extra six. I asked him if knowing how much trouble he had caused, he would do it again he replied yes. His argument being that if he did not take them they would go anyway He also related how in Yorkshire, he had got a green lane closed by deliberately over using it because the council would not allow him to do some repair work to it. Someone commented later that was sheer bloody mindedness.

Nine days later, in my postbox is an envelope containing an advertisement from this gentleman's company I assume they are being sent to all previous customers and I, am ashamed to say was one Though at the time I did not realise he was the person causing the trouble in the Lakes.

Tour of green lanes in the Lakes. He made no mention of this when at the HoTR. meeting and I can see why. The blurb mentions driving tracks, crossing rivers and bog crossing. Now any responsible off-roader knows you do not cross bogs on green lanes. Also you do not go in convoys of more than four. He states that group size is limited to ten. He as guide would make eleven. If he runs two groups at 15 minute intervals, which he claimed he did before, the groups are still too big and the time gap is not large enough. He also states that this could be the last year he runs these trips. The reason given is, "If governing bodies achieve current objectives, many of the green lanes across the country will be lost." If he and others like him continue to act in the selfish and irresponsible manner he does, just to line their pockets, they could well be. But maybe that is what he wants. In his opinion, future off-roading will be confined to commercial sites like his own. So perhaps he is trying to do his best to bring this about as soon as possible. Our loss, his gain?

He cares nothing about what people are trying to achieve nation wide, to keep green lanes open for all. Do we need people like this in our sport? think not. I certainly will not visit his site again. The man's a menace and has a total disregard for all true off-roaders and people who work live and care about the countryside."

The writer of the above shall (here) remain anonymous.

### RUPP UPGRADES

Gateshead Borough Council are wishing to upgrade two RUPPS to BOAT. These are:

- RUPP No 71 NZ 215612 southeasterly to NZ 216609.
- RUPP No103 NZ 216609 southwesterly to NZ 215608.

## PROBLEMS ON WHITEROW ROAD

UUCR 138G, Whiterow Road, on the eastern end of Map98 from Horsehouse westwards was a road I was trailbiking on a few weeks ago, this lane is very rocky and narrow - having a 2 foot boulder near the Horsehouses end to climb over, this is easily bypassed on a bike but has to be climbed over in a 4x4.



Fourwheel drivers problems are further compounded by the 5 foot gate higher up which, because it is on a side slope, will almost certainly cause body damage in a Landrover. But possibly the biggest problem is getting on the lane in the first place which is made difficult due to vehicles parked across the lanes bottom end - this is particularly annoying if the lane has already been driven from west to east and you cannot exit. Unfortunately turning round is nigh on impossible, plus, assuming you can negotiate the boulder and gate again, then there is a 45 degree slippery grassy incline to get up!

**Photo:**

Whiterow Road blocked by pickup truck.

## GREENLANE DAY: SCARHOUSE RESERVOIR by Paul Sandever

I arrived at Scar House Reservoir car park at about 9am on Saturday the 25th of March (Green Lane Weekend). There were 7-8 other 4x4's parked in the car park and two Land Rovers had already set off laden with helpers to start work on the lane, otherwise known as Dead Mans Lane/Hill. I met up with other members of the Vauxhall Off Road Club - Rob, Victor and Simon (General Manager of VORC). I was there for two clubs the VORC and the Frontera Off Road Club (FORC). Victor was already out clearing the first stretch of lane and joined up with our group later. I signed in with Brian Lewis of LARA, and then we (Simon, myself and Ian from the Trail Riders Fellowship TRF) followed Brian over to the lane. Where he introduced us to Paul (I think that was his name) who asked us to help him move some drainage pipes (7-8ft long solid plastic pipes) to the T junction at grid ref. 047773 where a JCB was digging a trench to put the pipe in. I have to say that the JCB driver was an excellent guy and his skill with that piece of machinery was amazing to see - well done. The section from here up to grid ref. 046778 suffers badly with lack of proper drainage - hopefully with the drain and other ditches cleared this should rectify the problem. We were then asked to clear a wide enough path for an 8ft wide dumper truck to negotiate the track - so as to cart rubble etc further up the lane. This involved removing stone walling that had tumbled down on to the lane and large stones that reduced the width of the lane. The area we covered was from just before the T-junction down to approx. grid ref. 055772. A fair distance. After doing that our next task was to clear ditches and any drainage points and make new drainage points wherever there was water standing on the lane. This entailed digging a trench about one shovel's width away from the lane towards the Reservoir. We



were also informed that we had to mark this ditch with stones so as any walkers etc did not fall/slip/trip over the ditch and sue anyone - should watch where they are going (notice in the picture to the left a group of ramblers having their teabreak - and they left their litter!). How strange that there were no walkers helping with the lane clearance. In fact have you ever heard of them clearing paths? Anyway I'm getting off the subject now. We did our Alan Titchmarsh - we didn't have the body for a Charlie Dimmock - on these drainage points and as you can see from the photo's they are impressive (hope the wife does not see how good a job we did otherwise we will have to do a feature in our own gardens!). Victor left us just before lunch as he had work to do with being self-employed.

It was amazing when I drove up to the reservoir from Harrogate it was warm and sunny - a proper spring day - but how different it was



here very cold. But the work soon had us warmed up. We stopped for lunch at about 12.30 - Simon got his camping stove kit out and impressed Ian and me with his hot food while we ate cold sandwiches. While eating our lunch 4 motor bikes roared past ignoring the TRO's and it was only when they had reached Paul where they were informed that they should turn round and not abuse the lane while a TRO was

in force. The three of us then carried on with our newfound skills. At about 2.30pm we were told to inform the JCB driver to clear a section of ditch which ran under a wall. He cleared the section right up to the wall. The wall had obviously collapsed on to the old drain that ran underneath, so with some 6"x5ft piping we began by digging under the wall. All was fine except that the pipe wasn't coming through the other side (bit like the channel tunnel I was informed). I hammered on the pipe while Simon and Ian looked and dug on the other side for it. At last more volunteer help arrived (well not quite) 6 people came but only two lads, landscape gardeners (I recollect one was called Paul who I think drove a Land Rover V8) helped while the others watched me and Simon and these two lads struggling to get the pipe through. Ian had to leave by this point. It was nearly 4.30 by the time we managed to get two drainage pipes through and some decent stonewalling around it to protect it for many years to come.

At the end both I and Simon thought we were pretty strong and fit until we attempted this day repairing the lane. I was aching all over and still am three days later, Simon was feeling the same as well and he was coming back on Sunday for more punishment - hope you got an easier job on Sunday and have you recovered yet?

Now everytime I drive this lane (when it reopens) I will stop and look at the work we all put in and appreciate this lane more than I used to. And even though my body is not looking forward to the next Green Lane Weekend my mind is.

### **ANOTHER LANCS DMMO**

A BOAT is added to Map 103, again in the Rawtenstall area: GR837248 west then south to 836248 then SW to 835247 continuing SW to 820236.

Further details from:

Max B. Winterbottom,  
County Secretary and Solicitor,  
Christ Church Building,  
County Hall,  
Preston,  
Lancashire,  
PR1 8XJ.

## ARNCLIFFE COTE TO STREETGATE - HANKIES OUT

The Anti's are at it again, and the *Dalesman* magazine as usual is their mouthpiece. To drum up anti 'greenlaning' feeling with the public prior to the recent Public Inquiry the following appeared in their letters page ..

"I have noted the recent comments of the Yorkshire Dales Landscape Conservation Officer in regard to the damage to the environment at the Winskill Stones. Equally important is the damage to our green ways by off-road vehicles.

A proposal to designate the bridleway from the C394 road at Arncliffe Cote — Littondale to Streetgate — to that of 'Byway Open to All Traffic' is a matter of concern to those who have at heart the long term well being of our Yorkshire Dales National Park. The effect would be an unacceptable increase of noise in a National Park, a serious risk of injury to pedestrians and horse riders, unnecessary disturbance to the local farming community and the desecration of a green way that is part of our heritage and worthy of conservation. The way in question traverses a precious open space where in spring the bubbling call of the curlew rings over open pastures and the skylark on high sings a hymn to the wind. The current proposal is set to destroy a precious section of the Yorkshire Dales National Park. If the serious erosion involved as the result of use by off-road vehicles was more widely known, the resultant outcry would stir the authorities into positive action and thus ensure that the promised public inquiry will be more than a formality." - Edmund Hirst

Hmm, Edmund Hirst .. how many times has he been in the Daleman's letters page, well despite his romantic wallowing I'm afraid Mr Hirst is just trying to put the frighteners up the public. Firstly 4x4's cannot physically use this lane due to two 4 foot gateways, secondly on the occasions I've used this lane I've never seen another 4x4 or trailbike, infact it is so little used that in most places it is very difficult to follow the track on the ground - it is just green grass !

**Photo:** Mastilles lane - it is in poor condition, but if you must drive it keep near the original track



## NORTH YORKSHIRE COUNTY COUNCIL AND UUCR'S

Mike Moore, Director of NYCC, officially tells us here if we can drive on Unsealed Unclassified County Roads (UUCR's). If you write in to ask him this is what he will tell you ..

**Mr. Moore:** We advise what statement the Council would now give in response to an enquiry by a member of the public asking if he can drive his Landrover on an unsurfaced unclassified road, the answer would be as follows :

*"The road referred to is shown on the County Council's records as an unclassified road, maintainable at the public expense. The road is considered to have very little public utility. The road has been maintained to such a standard as to be safe and fit for the ordinary traffic of the district entitled to use it and is reasonably passable for the ordinary traffic of the neighbourhood.*

*Such vehicular traffic as may have used the road in past years has primarily done so for the purposes of gaining access to land adjoining or abutting the route. Such public use as there may have been is believed to have been largely pedestrian or equestrian. In accord with the views expressed by central government we can give no guidance on the rights which attach to the road you refer to nor its status. If you wish to establish that vehicular rights exist then please submit any evidence in support and that will be given careful consideration. However, I must make it clear that notwithstanding that a particular route is subject to vehicular rights, that of itself does not necessarily impose upon the Highway Authority an obligation to improve the route such that is reasonably passable by all vehicles at all seasons of the year."*

So there you are, clear as a bell ! Well its saved you a stamp !!