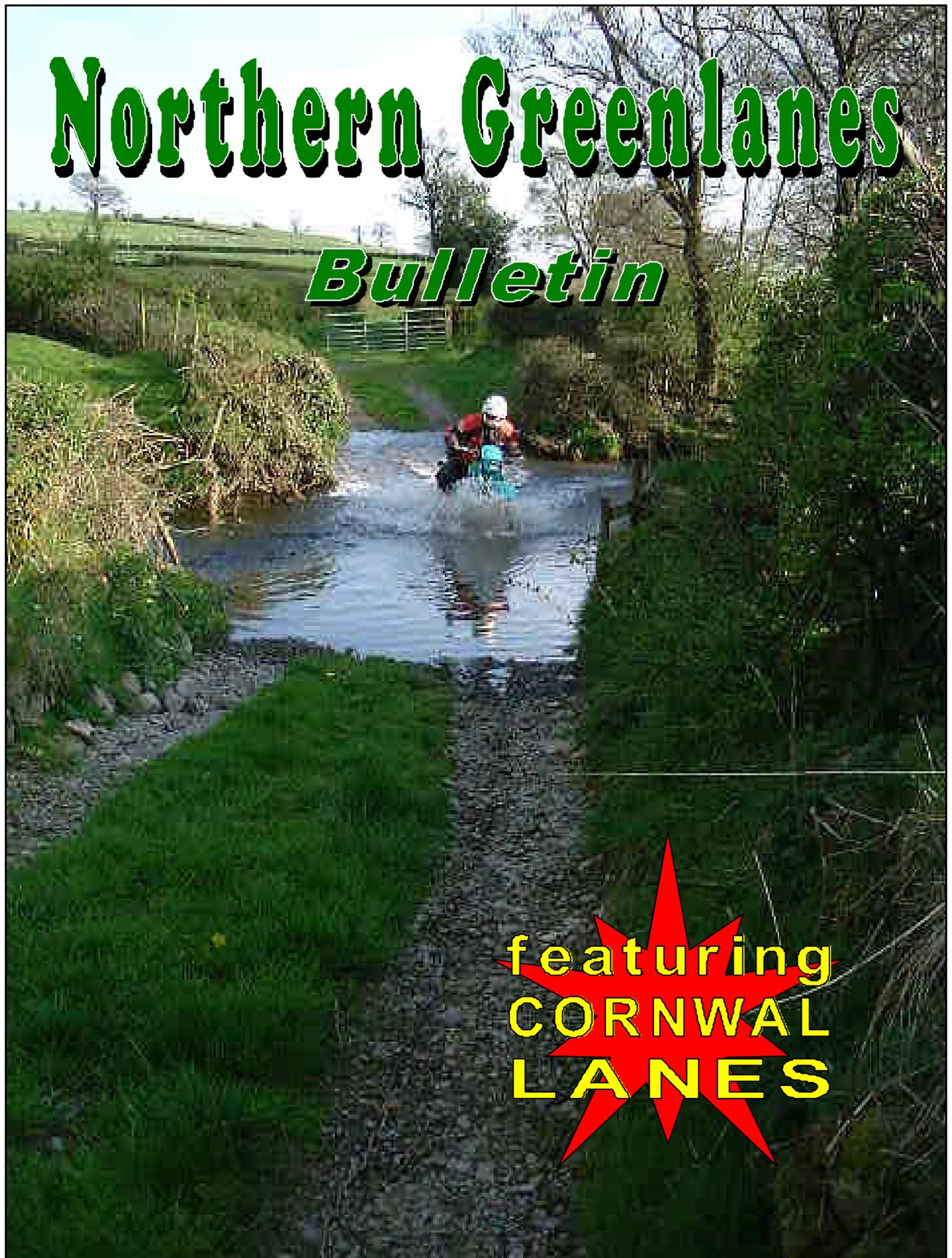


Northern Greenlanes

Bulletin



featuring
**CORNWAL
LANES**



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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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EDITORIAL

Welcome to the second of my 'Northern Greenlanes' news bulletins, many thanks to all those who have contributed, and I would like to invite any would-be future contributors if they would like to be involved, do you have any news you could share with other like-minded greenlaners. We all need to know what lanes are blocked, which landowners are giving us grief, which councils are trying to downgrade our greenlanes, or do you just have a good greenlaning story to tell - have a look through this bulletin to see what types of things we need. Please email me at the above email address - try to send pictures as well (25-40 kb jpg's are best).

Many thanks in advance - your work will be credited if required.

NANT Y MOCH 'OFF ROADERS'

The police have relieved complaints from local people and land owners in the Nant y Moch and Ponterwyd area about vehicles being driven or ridden on farming land, causing rutting to the land, and in some cases, fences being damaged. Aberystwyth police, with the help of the Dyfed Powys force helicopter patrolled the Nant Y Moch and Ponterwyd area on 30th April, when checks were made on 22 drivers of 4x4 vehicles and motor cyclists. Obviously this sort of behaviour is frowned upon, hopefully none of our fellow greenlaners are involved, and assuming they are driving in places they shouldn't be - all responsible greenlaners should report those involved.

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ROAD TO NOWHERE

In the Derbyshire region two trailriders are in hospital with serious spinal injuries after riding along a disused railway line, they plummeting 40 feet after riding 'across' a now removed railway bridge. I don't suppose they were members of any recognised club which could have showed them where (and where not!) to ride.

HASLINGDEN BOAT

Yet another Lancashire DMMO south of Burnley in Haslingden. On O.S. map 103 from SD787237 heading northeast up Higher Lane (footpaths #131/132) past Slate Farm and eastward connecting onto Watery Lane (footpaths #107/134) at 793241.

CCM - IN THEIR DEFENSE ..

In Bulletin N^o 1 CCM Motorcycles were criticised for their 'rideouts' which sometimes consist of large groups of motorcycles on (usually) the Lake District and Peak District greenlanes. Letters of protest concerning the group sizes resulted in the following replies..

"Thankyou for your e-mail expressing your concerns. Firstly let me explain that we have not used the Yorkshire Dales at any time. The area you are talking about is in fact the Lake District. I should also like to inform you that our Factory Rideouts are run on a very professional basis with area sensitivity playing a large part. We run our Rideouts in groups of no more than 7 riders which includes a guide and a 'backman' who is there for safety reasons. Most of the riders that attend our Rideouts are beginners and so the speed at which we ride is kept to a minimum and all our Rideout motorcycles are fitted with quiet road legal silencers."

Yours Sincerely, Mr A Clews, On behalf of CCM Motorcycles Ltd.

"I have received your e-mail and generally agree with the main point I think you are trying to make. I should, however, be most interested to know the source of your information as it is incorrect. CCM has never run trail bike groups in the Yorkshire Dales. What do you consider "large" in this context?"

Our Rideouts are always run in a responsible way, liasing closely with local guides and TRF Groups to ensure that we try and co-ordinate our activities. Group sizes are kept to seven riders, being five riders, a guide and a backman. All the motorcycles are road legal, silenced, taxed and insured, and a number of our staff are trained in first aid. In short, we run the outs in a very responsible and professional manner.

Whenever possible, we also liase with the relevant National Parks authority and local land owners in order to facilitate the best possible relationships. We also try and choose routes best suited to the weather conditions of the day, always with the abilities of the riders in mind.

I do value you opinion - perhaps you might be interested in trying one of our Rideouts to see for yourself? I will send you a brochure in the post. When we have had contact with people like yourself in the past, genuinely interested in the proper use of the trails, we have found that their concerns regarding CCM have largely been unfounded - indeed some went on to join us as guides! We are always willing to listen and learn, and trust that we can look forward to a meaningful conversation with yourself should you have any further concerns."

Yours sincerely, Peter Swift, Managing Director

Though commendable that they have reacted in a reasonably positive manner, the group sizes have been bigger than they have indicated (I've seen them myself), whether its a case of two split groups catching each other up or whatever, they need to ensure there is a bit enough gap between groups and preferably if they split onto altogether different routes - the proof will be in the pudding.

* CCM Rideout 2000 Dates *

LAKES: March 3-5th, Apr 31-2nd, May 12-14th, June 9-11th, July 7-10th, Aug 4-6th, Sept 1-4th & 29-1st, Oct 13-15th, Nov 3-5th.

DERBYSHIRE: March 17-20th, Apr 14-16th & 28-1st, May 26-29th, June 23-25th, July 21-23rd, Aug 18-20th, Sept 15-17th, Oct 27-29th.

Complaints ? Tel: 01254 296300, Fax: 01254 296301 e-mail: info@ccm-motorcycles.com

DERE STREET - SCOTTISH BORDERS

This famous Scottish road that runs from Pennymuir to Whitton Edge has been threatened with closure from the Scottish Borders Council. They have agreed to hold a Public Inquiry to decide its fate. The Byways & Bridleways Trust, Northumberland TRF, and various individuals have objected. Tim Stevens of LARA is also helping.

Objections to:
The Scottish Executive,
Inquiry Reporters Unit, Edinburgh. Tel:01835 824000.
Ref P/RDS/4/1/96/B/1

CHESHIRE DMMO'S

Lanes near Nether Alderley on O.S. Landranger map 118, SJ 848765 to 859860, SJ 848765 to 861756 and SJ 876755 to 883755 (Fittontown Fm) have a proposed reclassification to Byway.

'VEHICLE INTRUSIONS' IN THE DALES

Spotted in a Yorkshire Dales publications' letter page recently

"SIR — .. discussed at the Craven District Councils Forum meeting was not only 'damage done to greenlanes' - such as Mastiles Lanes, but also by vehicles leaving green lands, and moorland tracks, driving over commons and moors, which they have no right to do.

As a member of the RSPB, I am well aware that I can still listen to, and see, skylarks and other birds in the beautiful Dales, which are disappearing in other areas. I cannot see how vehicle intrusions can help to preserve these habitats. Most people do not want to deny others the right to enjoy themselves providing they do no damage.

Perhaps some Langcliffe sites or disused quarries could be provided, at a reasonable charge, to test their four and two wheeled vehicles, instead of talking through their tyres in the aforementioned places?

By the way, the Area Forums are not only open to town and parish council members, but to the general public who can attend and make their views known."

CK Imrie, Stoney bank, Long Preston.

I really don't see 'skylarks and other birds' leaving the countryside big style as a result of a handful (if that) of 4x4's or trailbikes passing along a greenlane come weekend. Surely the farmers themselves are up and down these lanes several times each day - does it make a difference ? - of course not !

Mr Imrie just doesn't understand what greenlaning is all about if he thinks an alternative is to charge about in quarries and off road sites. 'We want to be IN the countryside Mr Imrie just like you, except we do it in vehicles whereas you do it with your binoculars - Would you like to birdwatch ONLY in a quarry ?

Photo (right) :
Greenlaners helping to maintain the UUCR at Scarhouse Reservoir (in their spare time Mr Imrie).
Photo courtesy of Paul Sandlever



GREENLANING IN SCOTLAND

Ordnance Survey maps for Scotland differ from English/Welsh maps in that BOATs, RUPPs and 'other rights of way' routes are not shown - this is because their rights of way have evolved differently from ours. Vehicular rights of way can be claimed for routes that have historically and continuously been used by 'cart and carriage'. The Road and Bridges Act of 1878 defines road types that fall into this category.

The following lanes are believed to be vehicular, as always nothing is guaranteed and if you are challenged - you are on your own ! Not all lanes will be suitable for 4x4's but all are ok for trailbikes, if in doubt have a reccy and try talking to the locals.

These lanes are located in the south east of Scotland in the East Lothian region ..

with acknowledgement of an article in TBM magazine.

O.S. Map 66		O.S. Map 67
503756 - 511757	394704 - 383708	579699 - 575706
480758 - 494765	393724 - 397709	583713 - 576720
455758 - 451764	390709 - 412695	575748 - 581739
425713 - 445723	415668 - 435682	584779 - 578785
415719 - 418725	408639 - 435650	568797 - 579798
430715 - 428724	465634 - 463637	579808 - 577805
405705 - 415429	412682 - 505698	574814 - 577804
380707 - 397709	517680 - 528684	584824 - 591816
383708 - 377699	558684 - 556694	558765 - 569764

RUPP'S .. THE FUTURE

The Government's new 'Countryside and Rights of Way Bill 2000' proposes that all RUPP's be redesignated as Restricted Byways (RB's) ending all forthcoming reclassifications of existing RUPP's. RB's would only confirm a RoW on foot, horse or non-motorised carriages. Also future claims for historical vehicular rights to have the Definitive Map modified will be capped at 25 years - meaning once this time has elapsed then any potential claims would be lost.

At present it is understood that the 'higher right' of the UUCR would not be affected - but this is not definite.

To counter this proposal, lobby your MP as soon as possible with your concerns and suggested alternatives - future greenlanes are in your hands !

LAKE DISTRICT QUICKIES

Parkamoor: Maintenance work completed last year on the peaty section is proving unsuccessful due to 'moving' of the unstable base. It is now temporarily TRO'd.

Gatesgarth Pass: There is proposed maintenance to improve drainage and for water diversion. User groups still advised not to use at present.

Garburn Pass: User groups earmarked for this summer to shift some boulders to block a shortcut.

Walna Scar: Needs work on culverts and drains, 4x4's requested not to use it until this work is completed.

Old Coach Road: Requires work on a seriously washed out section at the northern end.

info from LARA/HoTR newsletter.

LANCASHIRE COUNTY COUNCIL AND BLOCKED RIGHTS OF WAY

Lancs CC recently made an astounding statement regarding blockages on a RoW subject to a claim .. " *It may not be appropriate to take formal enforcement action, the CC must exercise discretion .. if the route is subject to downgrading then enforcement is unreasonable*".

They seem to forget what Justice Lane (R v Surrey CC ex parte send Parish Council (1979) ..) had to say .. " *The authority must at all times act with the object of protecting the highway and of preventing or removing any obstruction ..*". Lancashire County Council certainly 'forgot' this when the Kings Highway RUPP at Accrington was blocked by the Anti's for several months before the Public Inquiry, causing the route to get seriously overgrown to the extent that I believe it influenced the PI outcome (downgrade to bridleway) despite overwhelming historical evidence.

CORNWALL LANES by David Goode

It's a long way to Cornwall; you fall off the end of the M5 at Exeter and it's still a long way - so is it worth it?

Cornwall is not an obvious choice for green laning. I think it happened because Mandy had been watching Wycliffe too much. In the last few years Mandy and I have driven green lanes in most parts of the country between Hadrians Wall and the South Downs but last time we were in Cornwall, 20 years ago, was with surf board, bright yellow kit car and, possibly, purple flares. The promise of good weather and accommodation just before Easter pointed us to a week exploring the byways of Cornwall - and I had a new set of Bridgestone Dueler MTs to play with. If we'd planned this more than 2 days in advance we might have been able to get a head start on green lane info. from the local GLASS rep but we didn't. In fact we regard finding out for ourselves to be part of what green laning is about, even if it does mean that sometimes we miss some particularly interesting lanes.

At first sight the OS maps show that central Cornwall is full of BOATs (i.e. byways, as well as fishing vessels) and I also noticed the large number of buildings shown, which I assumed to be dilapidated barns, old tin mines, etc. The first day's laning was a bit of a disappointment - all the byways we drove were stone access tracks used by Mini, Reliant Robin, skateboard, etc. to get to the many cottages along the way. Others were well-used tracks to farms, quarries or lock-ups and many were tarmac or concrete; scruffy, uninteresting and no sense of history despite the obvious industrial archaeology of the area. Mandy said it reminded her of Mansfield which summed it up pretty well.

Back to the OS map and reassess, looking for byways and UCRs with the longest gaps between buildings, with unfenced sections or steep gradients. This was better and I got the chance to put the new tyres to the test on the first lane of the next day which was superb. The descent to the stream was straightforward enough and firm underneath a bit of mud but the tight dogleg onto a narrow bridge with unforgiving stone pillars was a tricky shuffling manoeuvre because the ground was very soft making precise steering difficult. Once across the bridge there was a fairly steep climb up the other side of the valley using a shallow, zig-zagging holloway. A 2m path had been recently cleared through the gorse, brambles and saplings but not always at the bottom of the holloway. This meant a climb and a varying sideslope, weaving around the trees that hadn't been cleared and the stumps of those that had. Speed was out of the question but the sideslope would have been enough to have my old worn Trackers clogged and spinning on the uphill side well before halfway. However, the Duelers were excellent, the Landy just walked up it at low revs without the slightest hesitation.

After this we found a great variety of lanes; the one thing they all had in common was that it was raining hard persistently all week flowing down every track, lane and path. We like laning in the rain when we're in popular areas like the Lake District, Peak District or Cotswolds because it means the walkers and riders are all sitting in the cafes or trudging along the tarmac instead of cluttering up the byways, but this was too much of a good thing.

Just outside Truro we started along yet another tatty stone access track but halfway along, careful navigation revealed the true route to divert from this track along a grassy way across the open common with open views over the Well actually it was too misty to see anything but we're sure it was a nice track.



Onto the Roseland peninsular there was a UCR which started through a farmyard where a partially unloaded truck-cab 90 was blocking the way. We stopped and I walked through to check the line of the route and a way round (or driver of) the obstruction. When I got back Mandy said that the farmer had come out to see why we were parked there and expressed concern that we might have broken down. Mandy had hesitantly suggested it might just possibly be some sort of right of way.



'It certainly is', he replied 'you can take a vehicle down there, it's a bit slippery but you'll be alright in that if you're careful. I'm terribly sorry about parking in the way but no-one has used this track for years, I'll move it straight away.' If only they were all like that! It was a good track, part enclosed, part field-edge (unploughed), part grass, then holloway through pine forest and over a newly repaired culvert.

From here it was 2 miles of tarmac (more correctly, it would have been 2 miles of tarmac if I had not set off in the wrong direction) but an interesting 2 miles - unfenced forest road with lots of deer leaping across in front of us, up the hill to be faced with the sight of acres of daffodil fields and a rather curious private tarmac road far superior to the local public roads, which passed, crossed then went underneath the public road. I presume it was a way of getting the lorries full of daffodils onto the main road network.

Next another UCR took us through a farm and along the edge of a pasture - a bit softer this time but it was downhill; over the stream and gently uphill where shallow ruts pointed us to the gate and onto 100m of tarmac, past a rather beautiful ruined church and onto another stone track which must have panoramic views over the Tresillian River when the cloud lifts. We drove along a firm track, open on one side, driving a gaggle of pheasants along in front of us. At the end of the ridge the grassy track develops deeper ruts made by a tractor with a much wider track than our Discovery - we were ploughing a furrow with the diff guard but it was too soft to be a problem. Then it was back onto the more frequently used farm track with traces of tarmac on the steep climb up to the road.



A byway near Perranporth has the distinction of a cider farm shop/restaurant on it

(which we recommend) but the track has nothing else to commend it - over a mile of straight, slightly pot-holed, wide stone access track.

Less than half a mile west of this is one that looks similar on the map but turned out to be a complete contrast; it starts from the north alongside deer enclosures then a sharp but shallow ford calls for balancing the approach angle with not getting cross-axed. We got across at the first attempt but with a loud graunching noise which I took to be caused by nose-diving into the stone bank at the far side of the brook though there were no signs of contact so I put it down to the tyres hitting the wheel arches at the limit of suspension travel. Then it's a gently winding holloway up the hill on a stone surface.



Near Newquay we took a byway which, unlike most of Cornwall's rights of way, was unsigned but ran along a sandy track to a National Trust car park. We slightly overshot the point where the byway turned off the track just before the car park entrance. Rear visibility is never good in a Land Rover, especially in wet weather, and reversing back up to the place we should have turned, I put a wheel over the edge of a 20' drop and the vehicle started to slip sideways. Stamping on the brake held it still, then diff lock on, low 2nd engaged, full lock left and we gently pulled back onto the level, but only after a slight but heartstopping lurch of the back end further over the edge. From here the track is grass and bedrock, giving way to undulating sand though still as a clearly visible shallow cutting, past the large burial mound (and 'no vehicles' sign) and onto the village track.

Near St Just there's a cliff-top byway which is useable by any vehicle but does give spectacular

views of the old tin mines, the waves breaking on the rocks and the mist and rain. Nice place for lunch, but we eat it inside with the vehicle being buffeted by the gale - as Mandy said, not so much a Land Rover as a mobile conservatory. At one point the track splits for about 50m where one route skirts round on the level and the straight route drops into a hole and climbs steeply up the other side on loose stone. It's enough to get the passengers reaching for the grab handles but as so often, the Discovery takes it very undramatically.

Finally, a byway which runs through a country estate near Camborne: it's signed at both ends and waymarked as byway status. As we drove through the entrance gate onto the tarmac path a pair of estate workers arrived with a miniature tractor and trailer which they parked 20m in front of us and started loading with rhododendron branches. I assumed the noises coming from under the hood of the waterproof jacket were some form of communication so I wound the window down a couple of inches and stopped alongside. It took a while to understand what was being said because: a) strong Cornish



accent; b) noise of heavy rain on the roof; c) hood drawstring was pulled to tight to allow jaw movement. The gist of the conversation was familiar: 'you can't come down this way', 'it's a public byway', 'they don't drive down here', 'a byway is open to motor vehicles', 'where are you going?', 'through to the Leedstown road', 'but it's straight across some bloke's field'. .. at this point they resumed loading the trailer so I pulled off the tarmac to go round, ..'oi! We've spent all last week doing that grass', 'sorry, I didn't want to disturb your work by getting you to move out of the way.' .. glancing round at where we've driven there is a barely discernible line of flattened blades of grass. (sulky silence).

We drove on, wondering what crop would be blocking the 'straight across some bloke's field'.

It turned out to be a well-used old stone track about a foot above the level of the field as successive ploughing had lowered either side. Getting to it was another matter; the tarmac path led us between the hall and the golf course but then turned away from the line of the byway. A stone surface was just visible between the rhododendrons so we pushed through and found a field gate. On undoing the chain the gate fell to the ground with a resounding crash; there were no hinges - it hadn't been touched for years as there was a stile for walkers to use. I carried it out of the way and got covered in green slime in doing so. By now the soured atmosphere of the estate workers had cleared and we enjoyed a grass track, then the stone one across the field to the ornate gates at the lodge and out of the estate.

The day we left for home was sunny and dry. We set off on a route to avoid the bank holiday weekend traffic and ignoring the 'road closed - local access only' signs enjoyed 10 miles of completely deserted good-class road. We came to the barricaded section of road but Mandy said it was no problem; 'left up the hill then there's a RUPP that leads back to the main road.' The first half mile was wide stone track then it suddenly stopped - turning round, disappointed, we noticed that what had seemed to be a thick hedge was actually 2 hedges with what had once been a track in between. I paddled down the route and returned with bleeding arms and wet feet - I wasn't dressed for laning! I decided it looked driveable: the soft surface made it slippery but it had a firm foundation so there was no danger of getting bogged down. A couple of fallen trees and several substantial branches had to be cut but they were all soft and only a few minutes work with the bow saw. This and one or two other minor diversions meant that it was over 9 hours getting home but we agreed it had been a good week.

GARGRAVE TITHE MAPS

Tithe Maps dating from 1838 owned jointly by the Civil and Parochial Church councils of Gargrave were recently put on view at Gargrave Village Hall.

Tithes were one-tenth of the annual produce of land or labour, formerly taken as a tax for the Church. The maps were created to show the church the amount of land and acreage of land and show who owned it in order for it to collect taxes. The maps of Gargrave, Bank Newton, Coniston Cold, Eshton, Flasby and Winterburn, some which are six foot square, were on public display before being stored at the County Archives at North Allerton.

GREENLANE DAY INCIDENT

by Grame Wood

For National Green Lane Day (NGLD), NERO (North East Rover Owners Club) had organised a day of work on the Doctors Gate Road through Hamsterley Forest, a UUCR. NERO RoW person Fred Wright had liased closely with Durham County Council and not only was Doctors Gate selected at the Council's request but a representative from Durham CC Highways Dept came along. Unfortunately for us a mountain bike race had been organized along the very section of UCR that we were working along. The race organisers had informed Forest Enterprise (through whose land this UCR passes) but neither the organisers nor Forest Enterprise had informed Durham CC, a legal requirement if any form of racing (or any activity that may cause an obstruction) is performed on a public highway.

So in the early morning we suffered some abuse from race marshalls, the race organiser didn't even tell the marshalls when he found out we were there! Our work was to include tree trimming and drainage work including digging grips across the track to divert the water run off - not an easy task with mountain bikes hurtling past! So much of our work could only be done on the track edges; we did as much as we could without tackling the track itself and always had a watch to warn of incoming cyclists. When the cyclists broke for lunch we had two hours to dig some of our grips but when racing resumed we had to stop as there was no work could continue. So at around 2pm we drove back to the Grove car park in the forest.

Now I can understand that the cyclists were angry, they pay their entrance money and expect a decent race so some backlash was to be expected, but the majority were very polite and we all did our best to avoid disrupting the event. The race organisers and Forest Enterprise are at fault here - I met some bikers not in the race who had been told by race marshalls that they couldn't proceed down the UCR, nor were there any warnings posted to warn pedestrians and picnics of which there are many in the forest on a sunny spring sunday.

I do not believe that we were at fault but obviously our attempt at good public relations may go wrong off roaders always get the blame! But the majority of cyclists who fly down one of the hills we cleared will never know that is the off roaders who cut down the branches that would otherwise tear their faces off!

Oh well one can only try!

However despite all this we had a succussful day. About 30 NERO members turned up and some good drainage improvements and tree trimming was achieved.

STOP PRESS: Just had the head ranger from Hamsterley Forest on the phone asking about the above events (he thought it was a GLASS organised affair). Turns out the race organizers had informed the police of their intention to use the county road but not the council and also that NERO had not informed Forest Enterprise of our intentions. Not a legal requirement but it would have been good manners!

VIKING WAY BLOCKED

See Map 130 at grid ref 890237 on the Lincs/Leicestershire border. Large boulders are blocking the lane near to the water tower. User's have gained access to the lane via a gap in the hedging, but the boulders need to be removed. Complaints to Leics. County Council at Melden.

GWYNEDD STOPPING UP

The following Welsh UCR's are proposed to be stopped up by Gwynedd Council:

UCR from the A487 (SH762150) to Gwerngraig (SH758154), the UCR adjacent from Gwerngraig to Hafod y Meirch (SH 762160) and the UCR from the A487 to Lletty'r Goegen (SH 758157).

Photo right :

North of the Trough of
Bowland

