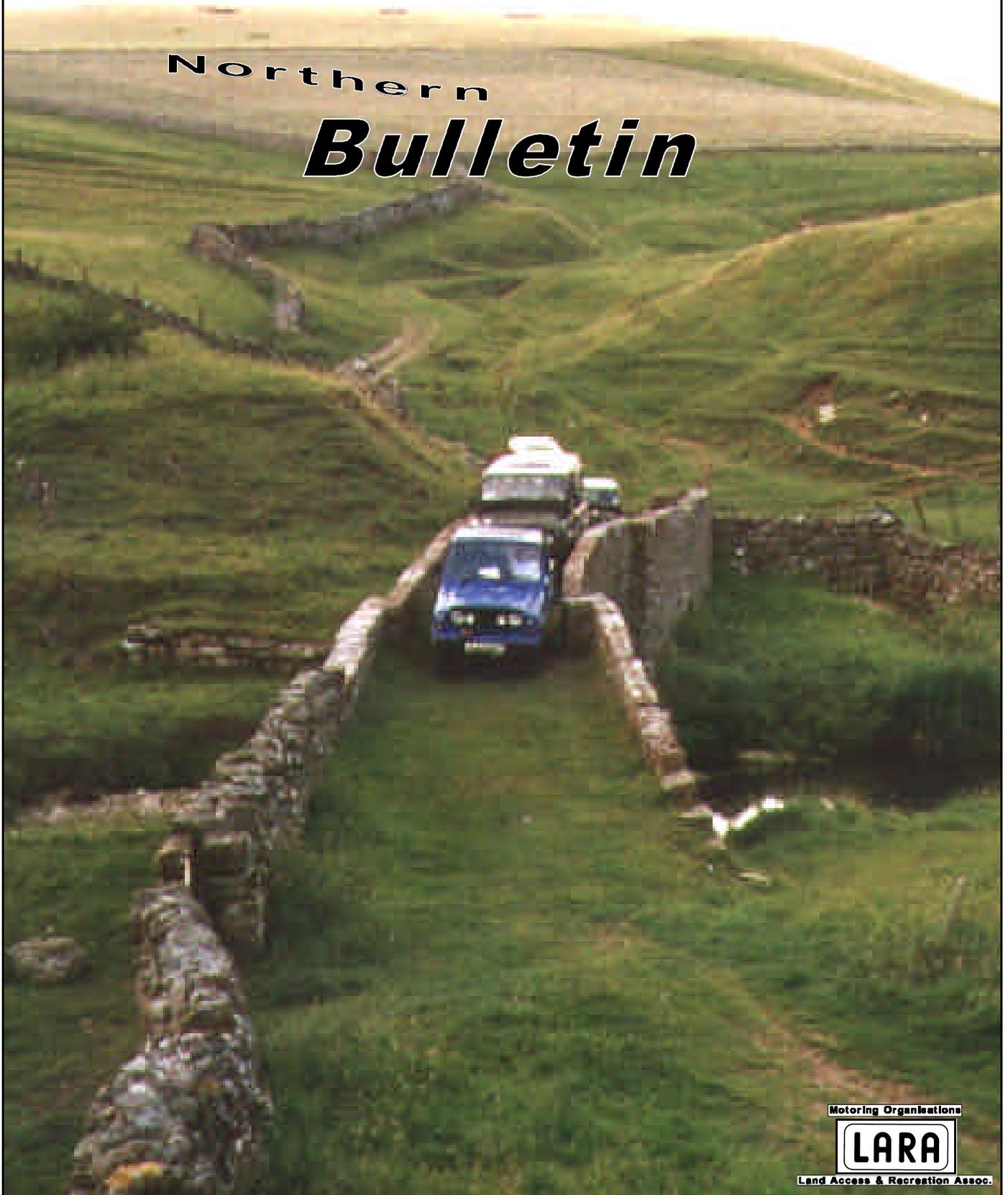


GLASS

Green Lane Association

Northern *Bulletin*



Motoring Organisations

LARA

Land Access & Recreation Assoc.

The Green Lane Association is a national user group protecting our heritage of ancient vehicular rights of way



When you are out laning and you come across anything that can be considered newsworthy, ie: blocked lanes, lanes badly rutted, hostile landowners etc, in fact anything that in any way affects our use of green lanes.

Keep an eye on your local paper under 'public notices' for any Definitive Map Modification Orders (DM-MO's) such as RUPP and BOAT (re)classifications.

Please send all details to the following addresses. Photos & documents are much appreciated.

Sorry if there's no news for your area, but unfortunately I've not been sent any !

Brian Pratt

GLASS Northern Bulletin
835 Briercliffe Road
Burnley, Lancashire
BB10 2HA
Tel: 01282 832448

JohnO'Reilly

GLASS Southern Bulletin
31 Fuller Road, Watford
WD2 5QC
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Pat Furniss

Greenlanes magazine
Giltbrook House
Giltbrook, Notts
NG16 2HR
Tel: 01159 389845

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.

Membership

Not a member ! Want to join ? Contact our membership secretary Matt Brookfield, 37 Roxholme Close, Ruskington, Sleaford, Lincs, NG34 9EF. Telephone : 01526 833818.

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Map marking

I will now mark up members maps with all vehicular rights of way, including UUCRs and RTs. Post your Landrangers (Not 1:25,000 maps) to me - maps include 89, 90, 91, 97, 98, 99, 102,103 and 104. Cost: 1 for £5, any 3 for £10. Co-ords for map 89 for free. Send your map(s), cheque (payable to Brian Pratt) and return postage to me.

For map marking in other areas contact your local Area Representatives listed on page 12.

narrow lanes - do we drive them ?

A couple of Sundays ago a few of the lads from north Wales joined us for a spot of greenlaning in the Lakes, we met on the A590 south of Kendal and made a bee-line for Coniston, we wanted to drive Walna Scar from east to west but before the trampers got there. Unfortunately it had snowed the day before, so we soon had to abandon the lane as it got tricky when we climbed higher, also one of the lads half shafts broke (yes, another Landrover!) so his day was over.

We then headed for Grizedale forest, there's a myriad of lanes here but only some are vehicular, and others are still TRO'd - so be sure of your route. No difficulties here apart from some idiot parked his car across the lane as it exited onto the *yellow* at SD337920 (LR map97) - this isn't the first time this has happened here, but we soon bumped it out of the way. We completed several more lanes to the south of here, the penultimate lane being BOAT/UUCR U5203 starting at the church at Cotton, here the direction of travel was difficult to figure out, the farmer had made an unbelievable mess of the field with a criss cross of tractor tracks, and the BOAT went through the middle of it.

Last lane of the day I thought would be U5230 heading southeast into Lindale - this I knew was quite narrow, but less than a year ago we'd been up it in a N-reg Jeep Cherokee and it survived with minor scratches. As we approached I could see the council had cropped the tops of the hedges so we ventured down, as we got past halfway it tightened up, branches were straining against the body work, it got narrower, a rear quarter window popped out of a Landrover, more branches *thwacked* against the side panels. Eventually we got out at the bottom. Some drivers weren't too happy .. missing window, plenty of scratches, but fortunately no dents (the window was put back in). But what about next time ? - do we avoid these very narrow lanes ? Well anyone whose been laning with me will know I will always have a go at them. This isn't due to some masochistic mud-plugging type trait that I have (before some do-gooder starts getting on his high horse !), but quite simply this .. if we don't continue to drive them, we will lose them.

Regular driving will, with a bit of selective pruning, keep the vegetation in check. Each successive drive will make it easier for next time - the choice is yours.

Abandoning these lanes will only leave them for motorcyclists, horseriders and trampers; there's few enough greenlanes with vehicular rights as it is. There is a UUCR to the north of here just off the A683 flanking the River Lune, I am told that in the 1960's you could drive your family car down it, it also featured in some of the local rallies (as in *rally cars*), but to look at it now its about four foot wide between massively overgrown hedges, oh, and yes, I have driven it !

Key snatcher

An incident has took place on Breast High Road (see 'Bridge Repair' article, Northern Bulletin N°11 - page 3), this is BOAT N° 355003 on LR maps 90/91. Apparently the landowner has taken exception to trailriders from legally riding this byway and took it upon himself to snatch the ignition keys from a bike.

The group of bikers were from Co Durham and they have reported the incident to the local RoW officer. The rider did manage to retrieve his keys (seemingly after a violent confrontation !) but the upshot is that users must be careful on this lane as the guy in question is of a volatile nature - I believe his wife once threatened Roger Wright (of Cumbria group TRF) with a pitchfork.

A spare set of keys might save yourself a lot of grief if it happens to you.

STOP PRESS: I have been reliably informed that the bridge repair mentioned in the article has been vandalised, and there's no guesses to who's likely to have done it - even the railway sleeper has been removed. It will be very difficult to cross the stream now (though not impossible). I suggest 4x4 users continue to use this BOAT though obviously be careful. We cannot allow these anti-access landowners to win !

bikers in the Lakes

We seem to be having a problem with overuse of Lake District greenlanes by some motorcyclists. CCM motorcycles of Blackburn are currently offering potential purchasers of their bikes greenlaning weekends for £150 including use of one of their bikes. This money is refunded if they buy a new bike from them. Unfortunately this has meant that large numbers of bikers (up to 20 at a time .. I've seen them myself !) are heading to the Lakes. This is obviously causing concern to us particularly as the Hierarchy of Trail Routes (HoTR) initiative is supposed to help limit number vehicular user's on sensitive greenlanes. To their credit they attended the recent HoTR meeting of user groups in Kendal, and by all accounts gave positive input. I just hope they keep their numbers down.

Road Research

An Introduction to Rights of Way Evidence. Part 5 (final part)

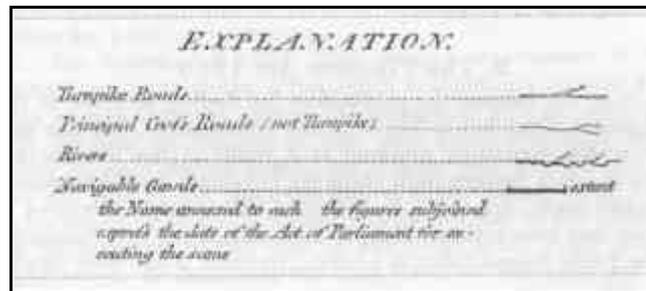
by Tim Stevens

9. The Finance Act 1910

This does not exhaust the possibilities for finding evidence at the local record office, but it does cover the main sources. You may also refer to the documents prepared as a result of the Finance Act 1910, in which farmers could claim tax reductions for fields crossed by public roads. Ask at the local Record Office, but be prepared to be told they have nothing. Most of these details are held 'centrally' at The Public Record Office in London.

10. Physical Evidence

At an Inquiry it is likely that the county's man will present some evidence of the ground surface and width of the lane, along with details of any gates and allied fixtures. This should not put you off doing your own survey, in which you can draw attention to any feature which could show the antiquity, the past use or extent of the route, and anything else that might be useful or interesting. Take black and white photos of old bridges, especially if they have date stones, or try taking rubbings like brass rubbings, although where you will find a cobbler selling heel-ball in this throw away age I just don't know. To make a record of the shape of the lane, take roads profile. Sometimes a combination of profile and photo is necessary, to show where generations of carriages and dynasties of wagons have been dragged, perhaps with skids under the wheels, leaving grooves now fossilised and grass-grown sweeping to and fro across the fellside. Look over the hedges into the adjoining fields, too. There is a lane on the Lancs-Yorks boundary, now walled and about twenty feet wide, but over both walls can be seen the remains of the banks which originally distinguished the road from the open ground beside it. A private route would surely not need marking out in such an obvious, and I nearly said permanent, way. The problem is of course that with a modern one hundred horsepower 4x4 Tractor a stony bank a few inches high presents no problem; why not plough it out and make it all tidy, and if it means less evidence for ancient highways that is perhaps a further bonus. And no use trying to point out that the tractor was bought with the benefit of subsidy actually paid to help preserve our heritage, and paid by the very tax payers whom the driver is keen to exclude.



11. Oral Evidence

I have always advocated that a motorcyclist should not shrink from making it plain where his interest lies, as the more that we are seen to take part in all the aspects of our culture, the more we will be accepted as a legitimate part of that culture. Now I am going to suggest the opposite course, because what we need to achieve is the co-operation of those who know most about the land and its uses. There is little point in saying to a farmer ..

'I am a greenlaner; can you remember if this route across your land was ever used by horses and carts?'

.. because the answer might be two words ending in *off*.

Sometimes you can get useful information from people living near an interesting route, sometimes from the locals in the pub down the road, sometimes from the land owners themselves. What I suggest is that you tell them you are doing some research for a Local History Project, which of course you are, and that you don't over emphasise the use to which their information might be put. Sometimes you may even find that those who are set most firmly against you will say helpful things like this ..

'It wasn't so bad before the war when it was only an occasional pony and trap, but no way do I want to give anyone any help to let 4x4's use it...'

12. User Evidence

Many Local Authorities are so used to dealing with claims for footpaths simply on the basis of long use that they sometimes forget that there are other sorts of evidence. In the case of vehicular rights, the other evidence we have already covered is both more common and more persuasive, as it goes back so much further than the living memory 'user' relies on, and has so much legal standing. It also happens to be incapable of conveniently forgetting things that might help to confirm the public rights we need. This should not discourage you from looking for such evidence in support of carriageway status. The legal position is complicated by the fact that user is covered by two separate categories of law. In Statute law, (or Acts of Parliament), there is the statement that 20 years of use as of right is proof of the owners intention to dedicate, and therefore of your rights to ride (HA8Os31). In Common law, there is no set period, (in one case 18 months use was enough) and at the same time the outcome is less cut and dried. In Statute claims the owner has the burden of proving that your user was in some way invalid, but at Common law you have to prove the intention to dedicate. All you can do without legal (and expensive) assistance is gather all the evidence you can and hope it will be enough. To count in any case the user must be as of right, which means without using force or threats, without stealth or secrecy, and without asking permission. (In Latin, this is expressed as *nec vi, nec clam, nec precario.*) If the owner can show any of these to be an element of the use, that knocks that particular bit of 'user' on the head. However, the 20 years (or less) need not all be by the same person. Twenty different users in different weeks of twenty years will do nicely, and it doesn't seem to be all that critical that every year had some use in it. It is fatal though if the owner can show that access was denied, for instance by a legal locked gate, for a significant part of the twenty years, and especially if no-one complained about the obstruction. Never assume that someone else will do it, he is relying on you, and so are your grandchildren.

It should be obvious here that the older users are the most useful, so try the local sporting clubs, and seek out pensioners who might have long memories. The other sad side of this coin involves the possibility that your best witness might not last long enough to give his evidence. To reduce the risk of him pegging out before he is pegged down, get an Affidavit drawn up to cover the routes he used.

13. Conclusion

Even when you have done your best and accumulated all the evidence you can, it might not amount to much. After all, you are not an expert in these matters, in fact to be fair neither am I. We are not qualified in Local History, or Transport Studies, or Archeology, or Law. All we are doing is some research to support our hobby, research which should have been done by experts on behalf of the whole of the Public, but which has been neglected just as have the lanes themselves. It is easy to think that our efforts don't amount to anything worthwhile, that our results wouldn't convince anyone. Do not be downhearted, remember that in the land of the blind the one-eyed man is king. And don't be afraid to make your status clear to the authorities. Point out that you are an amateur in these matters, that you have been groping in the dark. How much more evidence could you have acquired if you had more skill, more experience, more time, more backing! When you are told that none of your evidence proves anything conclusively, it does no harm to reply that you understand that, but look at the persuasive power of all your inconclusive scraps put together. You do not need to prove anything conclusively, or even beyond reasonable doubt, the balance of probabilities is enough.

Whether you use green lanes on two legs or four, with or without a vehicle, remember that all users are up against the same problems, and the only way that those problems will be eased is for us all to use our best endeavours towards that end, and not against each other. This means that if you find a route which would be useful to others, you should tell them, and ask them to do the same for you. If we all knew and used all the routes we could use it would not be possible for landowners to use neglect to close anything off. There would also be more routes available, so that those who crave solitude on public roads are less likely to be frustrated. And would that not be a more worthwhile aim for all of us than trying vainly to deprive others of their legal rights?

<p>To purchase Tim's book send a cheque for £5 to : Tim Stevens, 99 Cheshire Street, Market Drayton, Salop. TF9 1AE.</p>

ratione tenurae roads

The Yorkshire Dales have quite a large number of ratione tenurae (RT) roads. Some years ago when I took a trip up to North Allerton to mark up my maps at North Yorkshire County Councils offices (don't forget to make an appointment and bring along your £10 fee !) I came across all these roads coloured in red. The key taped to the map cover stated ..

"Ratione Tenurae roads: Roads open to all traffic, the maintenance and liability of this type of road falls on the landowner who may request the District Council to consider rate rebate in respect of maintenance".

"Great", I thought .. another bunch of roads we can drive as well as UUCR's and BOAT's. So after several back-breaking hours marking up I headed off home ready to route plan for my next trip. At a later date Mike Mills and myself attempted to drive the RT road through Bordley Farm in the Yorkshire Dales (LR map98 SD942649) only to be stopped by the farmer and his farm-hands. "You're not coming through here .. f*ck off" was the extent of his vocabulary.

A letter of complaint was sent off to Bev Parker (RoW Officer, YDNP), she replied that each RT road needs to be researched before it can be deemed vehicular. "What about the definition of an RT?" (as above), I said. She said she knew nothing about that and stuck to her *research* bit.

I then rang Land Charges at NYCC (where the LoS maps are held) to verify the status of RT's only to be told that they were unaware of the quoted definitions existence - even though it was stuck on their own maps !

Some years later problems with a different farmer blocking the RT at Dub Cote, south of Horton in Ribblesdale produced another flurry of phone calls and letter writing, the net result being the letter reproduced right.

This is from Reg King, group engineer from NYCC, verifying RT's being vehicular - this is one of those milestone letters which every greenlaner (up here anyway) should have a copy of in his back pocket.

Below is a list of all the RT roads that I am aware of, I believe there are others but these ones I've sourced personally. Some are UUCR's for part there length.

Map 98

746695 - 775691
751694 - 787746
769692 - 767720
773621 - 758641
836630 - 853638
814695 - 843715
827711 - 820715
808726 - 831792
800767 - 802805
786803 - 829833
950627 - 942649
933649 - 947655
947655 - 937657
947655 - 944662
726635 - 741646

Land Charges
County Hall, Northallerton
North Yorkshire DL7 8AH
Tel: 01609 780780
Fax: 01609 779838

7 January 1999

Dear Sir

BIRKWITH ROAD AND DUB COTE LANE, RATIONE TENURAE ROADS, PARISH OF HORTON-IN-RIBBLESDALE

I refer to your letter dated 31 December 1998 enclosing a copy of a schedule of Ratione Tenurae Roads produced by Settle Rural District Council.

I accept that the information you have supplied in this and previous correspondence shows that the Dub Cote Lane from Dub Cote to Long Lane is a Ratione Tenurae Road. The general presumption is that Ratione Tenurae Roads are public roads which can be used by vehicles but not maintained by the Highway Authority. I am not aware of any evidence to the contrary with regard to the status of this road and I have enclosed a plan on which I have indicated the route of the road.

I confirm that the County Council will be reviewing the vehicle status of Ratione Tenurae Roads along with Green Lanes as set out in the report to the Highways and Transportation Sub-Committee on 11 December 1998. A further problem is establishing the landowner responsible for the maintenance of a Ratione Tenurae Road. The records held by the County Council are very limited in information and there is no obligation under Section 36(6) of the Highway Act 1980 to keep an updated record of Ratione Tenurae Roads.

I trust that you will be able to agree with the landowner that you should be allowed access along this Ratione Tenurae Road. Please advise me if you are denied access as this matter will then need to be referred to Legal Services to agree the appropriate action.

Yours Faithfully,
R. KING (Group Engineer)

Map 103

884530 - 902551
886527 - 905510
848600 - 856566

905565 - 931545
908510 - 910531

Map 99

065766 - 092742
241650 - 246637
246637 - 259635
246637 - 259628

118712 - 135718
202768 - 213758
236634 - 246635
306632 - 316612

Most of these lanes I've actually driven myself, but as always I cannot guarantee the reception you may get from the landowners. I personally have only had grief from Bordley Farm. If you are unsure of the exact route from the above start/finish co-ordinates then get in touch with me for more details - don't guess the route !

NEWS FROM COUNTY DURHAM

There have been no major problems on the lanes in County Durham this winter, compared to other areas our lanes see relatively little use. NERO (North East Rover Owners Club) called for voluntary restraint on the Doctor's Gate Road, although this only applied to the steep uphill section leaving Hamsterley Forest. This is now OK to use although it is recommended that in wet conditions this lane is only driven in a North to South direction.

Anyone planning to drive the UCR in Upper Teesdale (NY795350 to 842319) should beware that there have been minor confrontations with the farmer at Greenhills farm at the eastern end. No-one seems to have been prevented from driving the lane so far but he does continually try and block it with a van! It is recommended that the short UCR (NY901398 to 907402) linking Seeingsyke Lane (a BOAT) with Middlehope Lane (a UCR) in Upper Weardale is left alone for a while as the western ascent is becoming particularly churned up, although its probably OK to drive it in a west to east direction.

On Green Lane Day at the end of March members of NERO and others worked on Seeingsyke Lane which has become particularly rutted and potholed due to heavy agricultural use. Although several hundred tons of dolomite would have been handy we did greatly improve the drainage by digging new drainage points and opening up existing drains. This removal of surface water should greatly improve the condition of the lane.

News of the 'new' lanes recently upgraded to BOAT on Pikestone Fell above Hamsterley Forest is that they were subject to a 6 month closure order on 6th February although the good news is that the Council expect this to only last for four months. So at the beginning of June we'll have a good 20km of new lanes to check out!

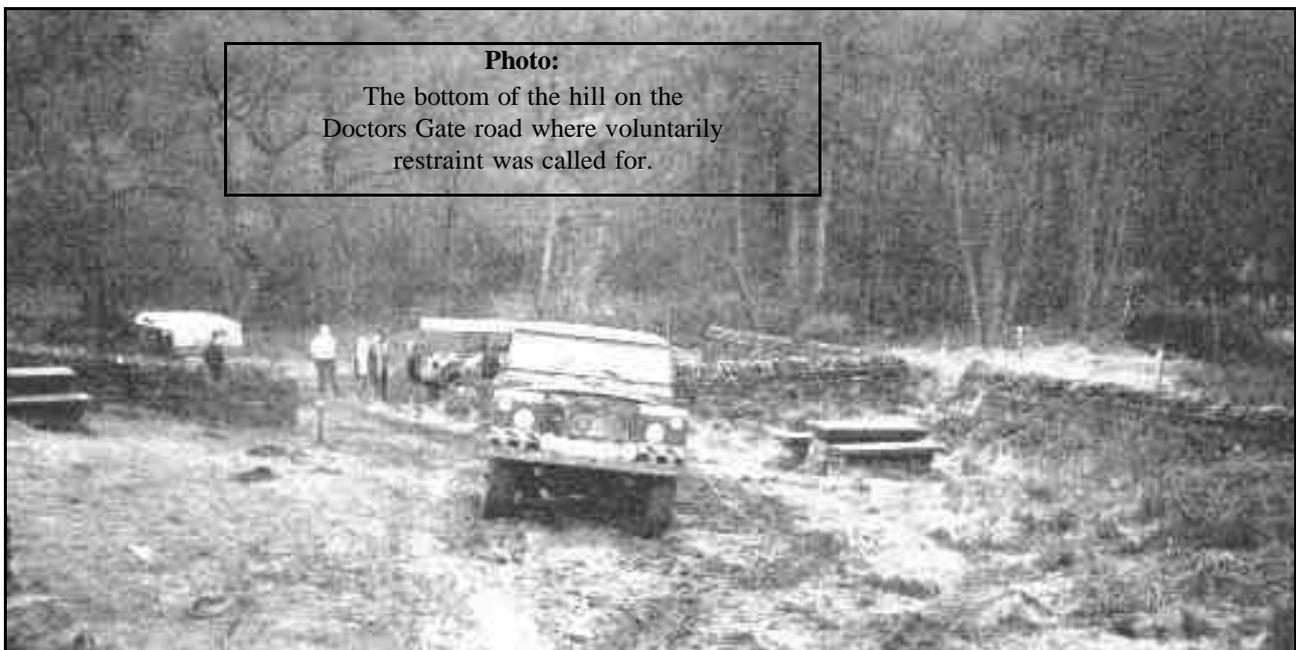


Photo:
The bottom of the hill on the Doctors Gate road where voluntarily restraint was called for.

Cheshire TRO's

by Paul Byron

There are 2 TRO's in East Cheshire that I know of which affect 4 wheel drive vehicles but allow motorcycles (at least there's only a car shown on the sign), these are :

UCR - UW/4/188, Cumberland Track (Macclesfield) SJ 988698 to SK 003653

UCR - UW/4/190, Tagsclough Hill (Macclesfield) SJ 985677 to SJ 991663

There are another two TRO's in this area but they affect 2WD vehicles as well, the most notable being an order made in 1938 for a route known as Bank Lane (UW2608 - SJ 971765 to 983766) which "restricts the use of the lane to vehicles requiring access only, with an exclusion for the Royal Automobile Club and the Autocycle Union for the holding of motor or motorcycle reliability trials".

The council have no record of why the order was made, but of course have no intentions of changing it.

GLASS committee meetings/AGM

Committee Meeting: Saturday 1st May 1999, Derbyshire, 12.00pm (To be confirmed).

Committee Meeting: Saturday 25th August 1999, Welsh borders.

Committee Meeting: Saturday 4th September 1999, Weston Park.

Annual General Meeting: Saturday 25th September 1999, Coventry.

Laning Advice required

New GLASS member Andy Bailey has a couple of holidays lined up for this year and would like advice on where to go laning when in Southern Brittany, France - in the Radenac/Locmine region, around about Aug/Sept and in the Fort William region of Scotland in Oct/Nov.

I think Owen Sayer off the *RoW Mailing list* could help on Scotland, email: OwenSayer@aol.com and I've seen several articles on laning in France in the LRO, LRW and particularly in TBM (Trail Bike Magazine) which could be worth trying to get a copy of. Otherwise if any GLASS members can help then contact Andy on Stafford (01785) 228148 or email: andy@snowlab.demon.co.uk

Bad boy scramblers

Prior to buying my own trailbike I had visions of the typical trailrider wearing an old Belstaff wax jacket, a pair of plastic waterproof pants and riding some old *trailie*. Truth is most have the latest state of the art monoshock bikes and are kitted out in WulfSport motocross gear, no bad thing other than the aggressive image they present to other greenlane users. Unfortunately I've witnessed some who are actually treating greenlanes as a motocross track - I exaggerate not ! The Dales lane over Great Whernside north of Angram Rsvr (sorry not accessible to 4x4's - 3' gates !) are often ridden by motocross bikes with no lights, no numberplates and no road tax. They bring their bikes in vans and on trailers, parking on Waterboard land to the east. This particular lane has a boggy peaty surface

and these bikers method of riding through it is by a full power - rooster creating blast straight across - causing a real mess.



Photo:
The Seeingsyke -
Middlehope link road
(see page 7)

COrrECTION

A small but significant mistake in the last Northern Bulletin N°12 ..please insert the word '*not*' on page 8, 7th line up from the bottom, before the word '*win*'.

R of w Battles in the local rag ..

Referring to Northern Bulletin N°12 (Page 6, '4x4s on footpaths'), the Yorkshire Dales 'Craven Herald' left no doubt in the readers mind that the four wheel drives on a footpath near Penyghent (unintentional or otherwise) was deliberate .. big photo showing resultant ruts etc. Only the week before was an article highlighting Parish Council representative Wilf Fentons views " .. *I'm concerned about public rights of way and their use and abuse .. vehicular rights on green lanes, plus difficulties over the definitive map, problems with mountain bikes using footpaths and motorbikes on bridleways (bridleways .. read dual status UUCR's - Ed) blah blah blah*".

Recently the Craven Herald's letter page also contained the views of Tim Rathmell who lives guess where? yes Starbottom, just where there happens to be a greenlane that the locals aren't happy with "*Unless the county council and NPA take prompt action this damage (to greenlanes) is likely to increase markedly over the next 10 years (..why only 10 years ? -Ed) because of the increasing popularity of off-road leisure motoring and also because revisions to the Ordnance Survey maps will highlight the 'hidden' unclassified road network (..only the ones that aren't already bridleways and footpaths -Ed). We may have to face irreparable damage, loss of tranquillity (..not that old chestnut again -Ed) and an increasing burden of maintenance costs*". He goes on to suggest the local authorities reclassify all UUCRs as 'byways' with an automatic prohibition for motor vehicles.

Funnily enough I was recently greenlaning in the northern eastern York Dales near to Starbottom and we were going to drive the lane that heads due north from Kettlewell but didn't bother because from the village we could see approximately a hundred *trampers* heading towards us - we also found ourselves amongst a couple of coach loads of trampers on the RT road south of Scarhouse reservoir, Mr Rathwell conveniently forgets to mention this overuse by walkers whilst slagging off every other User (and lets face it, these coach trips are all around the country and are usually organised by the Ramblers) !

It is very difficult to get the views of the vehicular user published in the Craven Herald so it makes a refreshing change to come across the following letter.

Pampered cyclists

SIR — So a handful of four wheel drivers got lost in a fog and ended up on a footpath.

Have you never heard of ramblers straying off the right of way in such circumstances? Not to mention the many mountain bikers deliberately trespassing on footpaths, whizzing silently past pedestrians with every chance of a nasty accident. At least one can hear a motor car approaching and keep out of the way.

It was good, however, to learn that the national park authority at last intends to tackle the mountain bike policy, unlike your editorial policy which sneers at the legal rights of recreational motor vehicles while turning a blind eye to blatant illegal acts by the pampered cyclists.

I do wonder if Mr Wilf Fenten's parish councils have the depredations of mountain bikes on their agendas — if not Farnhill Parish council could perhaps inform them.

Your editorial of February 19 shows your own ignorance of the facts in this matter of vehicular rights. The old county roads of the Dales and elsewhere were in fact used by wheeled vehicles, carts and carriages, hence the carry over of vehicular rights to the motor age. Many of the minor country roads now bearing tarmac were still rough as recently as the immediate post war years. I myself took my pedal bike over the then "green" road from the head of Coverdale to the top of Park Rash.

Even more interestingly, my research into old roads revealed that within living memory, the delightful single track road over Bowland Knotts carried two parallel lines of flat paving stones, known as "wheel stones" which must have been used by the early motor cars.

Finally the article on threatened local species (Craven Herald, February 12) makes no mention of the nasty motor vehicle. It is to be hoped that the national park authority, when considering the future of cross country motor routes, will not allow the Fenten vendetta against the motor vehicle to rule the roost but will be prepared to spend a small fraction of the £1 million spent on over used footpaths to be applied to the repair needs of the green roads and their legal vehicular use.

**ME Price,
Heather Cottage,
Farnhill.**

NEW GLASS Press Officer

We have a new Press Officer called Paul Stewart. He has an excellent background, including working for the Mirror. He plans initially to contact all major papers, and the 4x4 press to notify them of the change. Here is his first press release , a report on the recent Green Lane Day ..

"National Green Lanes day '99 (28/03/99) was being hailed as a great success by GLASS - The Green Lanes Association as reports came in of volunteers clearing Byways, RUPPs Bridleways and UCRs across the country.

Among the many volunteers on the Sunday was Green Lanes day coordinator and GLASS Berkshire rep Michael Dyer who was involved in the clearance of Woodcock Lane in Shinfield where a great deal was accomplished in a long working day. One high point was the underwriting by Wokingham District council of the cost of a JCB and driver for the day. Mick said 'I am delighted and encouraged by the amount of voluntary work carried out today by members of both 4x4 and 2x1 user groups and by the enlightened attitude of the council, this has helped to make this particular right of way easily available to all classes of user'.

Old Oddley Lane near Princes Risborough in Buckinghamshire was also the scene of major activity. In a well organised event run by Buxton 4x4 club aided by members of GLASS and Herts Landrover Fanatics, over 300m of the totally overgrown section of the lane was cleared. This, added to previous work by the club means over half a kilometre is now clear and a time when the job is completed is in sight. Civil engineer Gary Dawson, organiser for Buxton 4x4 and a GLASS member said ' We hope the some time in the near future the route will be drivable, our main aim is to get it open for all users'.

In Derbyshire at the Peak National Park Over 60 people including members of the Series II club took part in a mass tree planting. Following discussions with the Park Ranger service and using £1600.00 raised by GLASS and the ACU 600 trees were planted to control erosion in an area previously used by walkers, riders & 4X4s.

Further work was reported from many other groups around the country."

Paul can be contacted via email: pictures@audio.ndirect.co.uk

Do You USE LINCOLNSHIRE LANES ?

If so, Matt Brookfield wants to hear from you ..

Over the coming months I will be trying to establish what damage, if any, is caused to 'Green Lanes' by recreational 4x4's. As you can imagine over here Lincs the ground gets very wet and boggy this time of year which leaves lanes in a mess. However in most cases this mainly because the local farmers use them for access to fields. Unfortunately we get the blame which is the purpose of the report to actually prove we aren't as bad as they say we are.

To help me do this I'm looking for volunteers to undertake surveys for me. This would involve filling in a form and taking some photographs. This could quite easily be fitted in during a trip out.

Secondly as part of this report I'm trying to establish how many people use these lanes. If any member out there use Lincolnshire lanes, be it once a year or once a month, please contact me as I have a questionnaire I would like you to complete (this could be done over the phone as it would only take 10 minutes of your time)

Straying from the track

from Brian Heslop

Over the Easter weekend I went camping at Grizedale and armed with a new LandRanger Sheet 96 (some UCRs marked) I did a little exploring. Going over from Nibthwaite Grange to Ickenthwaite at approx grid ref SD 305888, I came across a very p*ssed-off farmer on his quad bike. He volunteered that it was a PROW, but wanted to make sure I was going to stick to the track. I responded that I was and asked if the the track was firm, because if it wasn't I wouldn't even use it.

The problem was a Landcruiser and another vehicle had come through earlier, left the track and torn some large ruts in the field, damaging his drains, he was so fed up that he was thinking of locking the gates. I said I was a member of a national organization for the responsible use of lanes, he said 'LARA?', no GLASS, but affiliated to LARA.

The lane itself is fine, they were just being irresponsible leaving the track. I checked a couple of days later, the gates are still unlocked. I don't have any of his details of the farmer, but wonder if it would be worthwhile trying to contact with a view to possible assistance?

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Northern Bulletin Website

The website has been revamped to be more user-friendly and has been relocated to <http://www.btp.freeuk.com> (also at <http://home.freeuk.net/btp>) and contains lots of useful information on greenlaning in general, many photographs of northern greenlanes, lists of phone numbers of local authorities, links to other websites, and particularly interesting are a downloadable screensaver, a 3D greenlaning art gallery and various videos including Gorbeck Road, the Kings Highway, Stanage Edge & the Peak District, Mastilles Lane, Artengill Road and new for 1999 .. Walna Scar and crossing the River Lune.

BACK ISSUES
Issues Nos 1,2,3,9,10,11&12 of the Northern Bulletin are available
revamped in A5 format - send £1 and stamped SAE for each.

NEW EMAIL ADDRESS
Please note my new email address is
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PEAK DISTRICT
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