

GLASS

Green Lane Association

Northern *Bulletin*



Motoring Organisations

LARA

Land Access & Recreation Assoc.



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 !

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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.

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.

POCKSTONES MOORS TRO

North Yorkshire County Council has proposed a Traffic Regulation Order (TRO) on UUCR SN321G over Pockstones Moor (Map104 SE129593 to Map99 SE078616, Thruscross to Skyreholme). The order doesn't specify why but it is almost certainly because of the particularly boggy section at SE097611. This is the peaty section that has several streams running across the lane - even in summer it is difficult to pass but especially in winter the surface is badly churned up requiring winching in two or three places. Markers had previously been erected to encourage laners not to stray onto the adjacent land but little notice was taken of these.

Hopefully the Council intend repairing the lane, rather than having an endless TRO. We will be monitoring the situation.

PARKAMoor TRO ENDS

News of the end of this long running TRO on UUCR U5051 from Lake Coniston into Grizedale Forest was deliberately held back so as not to open the floodgates of laners onto this sensitive lane.

A lot of time, money and effort has been spent repairing the muddy section with some revolutionary techniques having been tried out. Please treat it with care.

BOOKSTORE

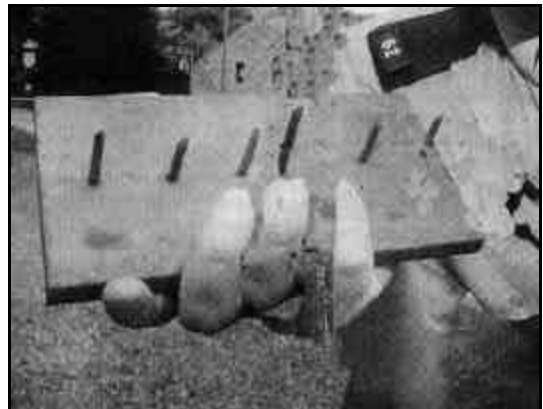
The new 4th edition of the popular "Off Road - 4 Wheel Drive Book" by Jack Jackson is now available for £19.99. Contains information on off roading, recovery, expeditions etc. One of the better books in my opinion. Published by Haynes from all good book shops.

LANE SABOTAGE

The grisly item pictured right (a piece of wood with several nails sticking out of it) has been found buried under the surface of some roads/tracks/footpaths around Skipton in Yorkshire.

Dozens have been found, with some being replaced within a week of being removed ! Obviously the work of a complete idiot who appears to be targeting mountain bikers (from the status of some of the lanes), but they can also do great damage or injury to anyone who drives or walks/falls on them.

Needless to say the police are trying to catch this mindless moron. In the meanwhile watch where you tread.



THE MEMBERSHIP

It is interesting to note that the number of GLASS members has doubled over the last 2 years to around 320. This reminds me of the debate in one of the Landrover monthly magazines between GLASS and the Ramblers where we both offered our views on greenlanes - when we were asked how many members we had, the Ramblers said 100,000; we said 160 (you should have exaggerated Dale !). Now we are only 99,680 behind !!!

DELIBERATE LANE DAMAGE

from Ian Boddison

Whilst attending the Stockport RoW users forum meeting Ian asked if any of the people present (including council officers) were aware of any specific case of lane damage caused by recreational lane use. Not surprisingly none of the walking group representatives could identify any instances within Stockport MBC. However, Geoff Funnell (RoW Officer) had received reports of lane damage to a BOAT and the damage had been suggested to him to be caused by recreational vehicles. After the meeting he put his opinion to Ian privately. He believes that the damage is deliberate and is caused by the anti-vehicular land owner. He has also had reports of said landowner driving his tractor up and down the lane repeatedly during the night with no reason (other than to damage the lane).

The route is BOAT 140, Black Lane. SJ 985873 to 992875

We appear to be hearing more and more of these incidents, send details in the Northern Bulletin, and we will try to name and shame them.

EVOLUTION OF THE RIGHTS OF WAY NETWORK

by Ian Boddison, Rights of Way Practice Officer - **Part 1**

As users of Green Lanes it is important that we understand how the Rights of Way Network is changing and evolving. We need to understand the threats that exist to the lanes that we use, the means by which changes are made to the network and indicators which may point to the existence of a long forgotten lane that has escaped being recorded or used for many years.

In this new series of articles, I hope to address the many processes which lead to changes in either the network itself or in the way it is recorded. As many members will already realise, GLASS has recently paid for copies of The London Gazette in order that we may have a better overview of forthcoming changes and, where necessary, take steps to protect the lanes that we need for our recreation and for the enjoyment of all; both of this generation and future ones. Providing an understanding of the notices published in The London Gazette was the inspiration for this series but it soon became apparent that a wider approach was needed if it was to provide a true guide to the processes at work. Like most subjects, Rights of Way is surrounded with myths and folklore many commonly held beliefs are simply wrong and we will attempt to set the record straight as we go along.

Before we can understand the changes to the network, we must understand what the network is and how it came about. Indeed, this is so fundamental that we shall spend the first part trying to understand just that. However, just a word of caution; this series of articles is not intended to a complete statement of the complex legal situation. Nor can it cover every aspect of the development and evolution of the network. It is simply intended to give readers a general overview of the processes.

What do we mean by Green Lane?

The term Green Lane has no legal meaning. It is generally accepted to mean any unsurfaced or roughly surfaced highway along which vehicles have a right to travel. And whilst we are on definitions: the term highway includes all linear public rights of passage (over land) and therefore includes footpaths and bridleways.

So, within this series, we will refer to vehicular highways as carriageway and, unless otherwise stated, this will be limited to carriageways without a made-up surface. We will talk about rights of way and then mean the right that exists over a highway this will not be limited to those routes shown on the Definitive Map which we will refer to as Definitive Rights of Way.

Where did it all start?

People have had a need to travel for many thousands of years. Most of the highways that we see today originated from people walking to the next village. The Romans are world famous for their roads and many are still in use. However, unfortunately for us, roman roads are not automatically current highways since the beginning of time (in legal terms) is 1189 and the Romans pre-date that slightly!

The situation was all very stable in the days when travel for the majority was limited to foot. Most folk did not have time to travel except out of necessity and rarely ventured more than a few tens of miles from their homes. However, from about 1700 onwards social change was significant a mail service started, Inclosure split the countryside apart, horses became more accessible to ordinary people, followed by the agricultural revolution and within a relatively short period of time, the canal system covered much of the country and then the railway system accompanying the industrial revolution. All of this social movement started to show on the existing highway network and parliament introduced the first Highway Act in 1835. It was more concerned with maintenance than with rights but, its introduction showed that the highway system was an integral part of the social fabric by this time.

Again the situation became reasonably stable with legislation to ensure that the highway network was maintained but, by the early years of this century, mechanically propelled vehicles were being developed. This, coupled with the increase in leisure time for town and city residents and the increase demands on land from expanding towns, again was putting pressure on the highways. However, this time it was the minor highways, particularly footpaths, that were suffering. In response to this the 1920s saw the start of a string of legislation to address some of the problems:

1929 Local Government Act transferred maintenance responsibilities from the parishes to the District Councils (or UDCs in urban areas).

1930 Road Traffic Act made it illegal for the first time to use motor vehicles on footpaths, bridleways or other land not being a road.

1932 Rights of Way Act addressed the definitions of footpaths, bridleways and minor highways. It also gave protection to these routes from being lost due to farming activities.

1935 Control of Ribbon Development Act placed safeguards on the highway network as townships expanded and took over open land.

Then the Second World War came along and the legislation stopped (although there was quite a number of wartime Acts that affected rights of way). But soon after the war came one of the most significant pieces of rights of way legislation. The National Parks & Access to the Countryside Act 1949 created the National Parks that we have today and also created The Definitive Map and Statement (see part 2 of this series). This was supposed to show all footpaths, bridleways and minor roads used either mainly as footpaths or mainly as bridleways. The process was slow but was, for the most part, effective. At last there was a place for rights of way to be recorded so that everyone could see where they were.

But problems with the minor highways (shown on the map as RUPPs) was soon apparent and in further legislation was needed in the form of the Countryside Act 1968. This did not replace the 1949 Act but repealed some sections. The main changes that this act made was place a duty on Highway Authorities to reclassify RUPPs as either footpaths, bridleways or Byways Open to All Traffic (BOATs). The act also allowed for the first time, bridleways to be used by bicycles. The reclassifications were almost unworkable and included the ability to reclassify routes according to how suitable they were for modern vehicles.

Again, further legislation was needed and came in the form of The Wildlife & Countryside Act 1981. This is the current act that controls the Definitive Map and, whilst not perfect, is substantially more workable than its predecessors. Again, it has not replaced either of the earlier Acts and parts of both are still in force. This Act is only concerned with the Definitive Map and Statement but not all the highways that interest us are included in these documents. For other carriageways, we have to look a bit harder as there is no one place where they are recorded indeed many are not recorded at all. Fortunately, there is one piece of legislation which covers all highways, whether recorded or not The Highways Act 1980. We know of 42 separate pieces of legislation which affect rights of way or the way in which they are recorded, and over the next few parts of this series we will be able to look at the most common of these in detail. This will include: where they are advertised (if at all), what effect they have, what can be done about these orders, etc.

In part 2, we will be considering the Definitive Map and Statement in more detail and the Reclassification and Modification Orders that are made to keep it upto date and to modify it.

NEWS FROM COUNTY DURHAM by Graeme Wood

Durham County Council's prediction that the newly upgraded BOATS in Upper Teesdale and Weardale (mentioned in previous Bulletins) would be open for vehicle use in early June failed to come true. Instead a consultation document was produced coupled with a questionnaire. The questionnaire I found to be quite misleading as it implied that vehicle use on byways would cause problems and strict control was likely to be needed. Neither of which are true in this area as lanes here are so little used. A recent drive up Seeingsyke Lane in Weardale showed the only permanent damage I know of in the area i.e. massive potholes and ruts caused by agricultural vehicles; damage that is certainly a potential hazard to cyclists and horse riders. Voluntary user control worked very well this winter in the case of the Doctor's Gate Road. As mentioned in the previous Bulletin, NERO (the North Eastern Rover Owners Club) had called for voluntary restraint on the particularly steep soft surfaced hill leaving Hamsterley Forest to prevent the possibility of damage in wet conditions. The lane has now satisfactorily dried out and is quite safe to be used. No holes, no ruts and no hazards to other users - voluntary restraint works! A couple of recent trips over 'the state line' to Alston in East Cumbria produced a nice surprise in a very enlightened attitude to signposting. All Boats are clearly signposted with red arrows and unsurfaced UCRs are clearly signed as 'Public Byroads'. In some areas there are fears that such a practice could lead to over usage but here the lanes proved to be hardly used at all but still in excellent condition.

PEAK DISTRICT NEWS

from Ray Clayton

The Police

Referring to Northern Bulletin N°12 page 7 concerning police patrols on certain Peak Park Bridleway/UUCR's which have lead to the arrest of 3 trailriders, on the right is the police's reply to the query about the situation.

RUPPs

To date 50 routes have been reviewed. Three S54 Orders have been confirmed; four further Orders have been made and await confirmation. Twelve remain in the system awaiting their turn in the Order making process. The balance will remain on the Definitive Map at their present recorded status. Nineteen await consideration by Committee.

The work on dual status routes has been contentious. The County Council has taken the view that the depiction of a route as a non classified highway (often termed unclassified county roads by other authorities) on the list of streets only confirms that the route is maintainable at public expense whereas some vehicular user groups consider that such a depiction confirms the presence of public vehicular rights. Whilst there has been some debate surrounding these differing views, the review process has served to engage user groups more directly and positively on issues relating to the recording and future sustainable use of public rights of way.

Two issues should now be pursued:

- The positive signing of those dual status routes which have been reviewed in order to reinforce the current status recorded in the Definitive Map and Statement.
- The production of a Recreational Motoring Access Policy. This would be a useful management tool for those routes which have been, found to carry public vehicular rights and should be done in final consultation with the County Council's agents, partners and the user groups.

Far right, is a table of the RUPPs and Dual Status routes that have been/are up for review in the Peak District, unfortunately I haven't recieved the start/end co-ords for these lanes but Ray (01159-326692) or the National Park should be able help.

Derbyshire CC Countryside and Access Sub-Committee - report extract

Following a public consultation exercise the Department of the Environment, Transport and the Regions (DoETR) has published a practical guide ('Making The Best Of Byways') The guide was of primary interest to highway authorities but it was aimed at a wider audience which may have concerns about vehicular access to the countryside.

The guide was essentially a common sense approach to the management of the minor highways, which offer great recreational potential to the public. The County Council was developing recreational and transportation policies that would encompass increased use of these routes but their future maintenance would be of major concern.

A County Council policy was being drafted for presentation to a future Committee, which

DERBYSHIRE CONSTABULARY

1st March 1999

Dear Sir,

Use of Unclassified Roads - Hope Woodlands/Ladybower

Thank you for your letter of 18th February 1999. I have checked with our Bakewell Section and I am advised that there has been no local police operation to deal with the use of unclassified roads in the Hope Woodlands/Ladybower area. Complaints have been received, however, about the alleged misuse of officially designated bridleways by motor cycles and four-wheel drive vehicles in that area.

I understand that the Peak District National Park Authority arranged for notices to be erected, their purpose being to advise prospective riders/drivers of the legal status of these routes, as determined by the Highways Authority. I am advised, however, that some of the notices have been destroyed by persons unknown, which seems rather pointless since they may have helped to prevent breaches of the law.

Local police officers have been instructed to report alleged offenders for any breach of the law relating to the use of bndleways which may came to their notice.

Parish	Status	Path	Consultations Imminent [Y]	Consultations	Reported to Committee	Order Made	Reviewed Status	Dual Status?
Buxton	Rupp	10		13/09/1995	11/06/1996	26/06/1997	BOAT	
Buxton	Rupp	28		13/09/1995	11/06/1996	26/06/1997	BOAT	
Castleton	Dw	40	Y					Y
Castleton	Dw	41		13/09/1995	11/06/1996		Remain Dw	Y
Chapel en le Frith	Dw	13	Y					Y
Chapel en le Frith	Dw	144		13/09/1995	11/06/1996		BOAT	Y
Chisworth	Rupp	19	Y					
Edale	Dw	16		13/09/1995	11/06/1996		BOAT	Y
Green Fairfield	Dw	10		13/09/1995	11/06/1996		BOAT	Y
Green Fairfield	Fp	4	Y					Y
Green Fairfield	Fp	5	Y					Y
Hartington Upper Quarter	Dw	104		13/09/1995	11/06/1996		Remain Dw	Y
Hartington Upper Quarter	Rupp	80		13/09/1995	11/06/1996	26/06/1997	BOAT	
Hayfield	Rupp	34		16/10/1996	17/12/1996		Dw	
Hope	Dw	29		13/09/1995	03/09/1996		Remain Dw	Y
Hope	Dw	32		13/09/1995	03/09/1996		Remain Dw	Y
Hope	Dw	40	Y					Y

Parish	Status	Path	Consultations Imminent [Y]	Consultations	Reported to Committee	Order Made	Reviewed Status	Dual Status?
New Mills	Rupp	165		16/10/1996	19/02/1997		Dw	
Peak Forest	Dw	44	Y					Y
Peak Forest	Dw	54		13/09/1995	03/09/1996		Remain Dw	Y
Peak Forest	Dw	55	Y					Y
Peak Forest	Dw	57	Y					Y
Peak Forest	Dw	58	Y					Y
Stoney Middleton	Dw	13	Y					Y
Tintwistle	Rupp	8	Y					
Tintwistle	Rupp	10	Y					
Tintwistle	Rupp	15	Y					
Tintwistle	Rupp	16	Y					
Tintwistle	Rupp	17	Y					
Tintwistle	Rupp	19	Y					
Tintwistle	Rupp	22	Y					
Whaley Bridge	Rupp	71	Y					
Whaley Bridge	Rupp	79	Y					

address recreational Off Road Driving. "Making the Best of Byways" although written in consultation with interested groups, contained misleading statements that were now under review by the DoETR. There was a presumption that vehicular rights existed on all unclassified roads, an issue that has been contested directly by this Authority. This matter was now under review by the DoETR.

Although considering Traffic Regulation Orders, the document did not identify that Section 22 of the Road Traffic Act enabled Highway Authorities to impose Traffic Orders in environmentally sensitive areas within National Parks.

RESOLVED that "Making the Best of Byways" publication be welcomed as a useful reference document for the development of policies relating to access to the countryside,

subject to the specific comments noted within the report.

In publishing the document, 'Making The Best Of Byways', the Environment Minister Michael Meacher said:

“Motor vehicles on byways can cause considerable localised damage. There may be a need for better management of byways at local level, We therefore: acknowledge that there may be a case for changes to the road traffic regulation powers of highway authorities. We intend to consider whether the scope of the circumstances for making traffic regulation orders should be widened to include nature and landscape conservation. We also intend to look at the scope for streamlining the procedures surrounding traffic regulation orders;

The County Council is developing recreational and transportation policies that will encompass increased use of these routes but their future maintenance will be of major concern. A County Council policy is being drafted for presentation to a future Committee, which will address Recreational Off-Road Driving. This is being written in consultation with user groups and it aims to identify suitable routes for access as well as developing management strategies for the overall management of these minor “unsurfaced” highways.

‘Making the Best of Byways’ although written in consultation with interested groups, does contain misleading statements that are now under review by the DoETR. There is a presumption that vehicular rights exist on all unclassified roads. This is an issue that has been contested directly by this Authority and, following other comments passed to the DoETR the matter is now under review. Essentially there is no definition of what public rights exist over them. The term only identifies that they are publicly maintainable and therefore highway authorities are not in a position to state whether vehicular rights exist unless they have been confirmed by a review of the evidence.

Some of these routes in Derbyshire, where they are recorded in the Definitive Map and Statement as a Public Right of Way and appear on the list of streets, are currently being reviewed as part of the statutory reclassification of Roads Used as Public Paths. This research enables the County Council to be confident that at the time of the review particular rights exist.

Although considering Traffic Regulation Orders, the document does not identify that S22 of the Road Traffic Act enables Highway Authorities to impose Traffic Orders in environmentally sensitive areas within National Parks. This is an option that may be considered in the future for the management of routes in sensitive areas or where it may be desirable to encourage “quiet” recreation.

The document should be welcomed as an informative guide. It contains useful guidelines that may be adopted in the future by this Authority to manage minor vehicular highways.

The Derwent And Hope Valleys - the way forward ?

The Peak District National Park Authority (PDNPA) has been in discussion with representatives of vehicle user groups and would like to conduct an experiment in the Hope Valley which would provide an opportunity to evaluate an approach which vehicular users under the auspices of LARA, were advocating. In order to benefit from the lessons of the experiment and to ensure that it was compatible with the County Council’s Rights of Way functions, it was proposed that the Rights of Way Officer represent the County Council on an Officer Working Party which would oversee the scheme.

It was considered important that the County Council’s participation would not indicate support for the measures beyond the experimental stage or for extending vehicular rights generally in the countryside.

Routes had been identified within the Hope and Derwent Valley areas that were thought to be capable of sustaining controlled motorised vehicular access (like the HoTR in the Lake District). Since the Users Groups had suggested this area as a trial area, it would be necessary for them to gain the support of the owners of the land in order to develop this project.

The experiment would be developed in partnership with the PDNPA, the County Council and representatives elected by the User Groups to act on their behalf. It was envisaged that routes would be selected and surveyed over the forthcoming months with a view to discussing the results at meetings of the officer working party. Such a scheme might produce a long-term benefit through a working framework to control motor vehicle activity, which could be viewed as controversial by many people.

There are various roads and tracks in the countryside with possible public rights of vehicular use. Measures are being taken to resolve their uncertainty, before including them in this scheme.

D'YER KNOW A BLOCKED LANE ..

by Dave Tilbury (taken from the RoW forum)

Ever been along a greenlane only to find your progress halted because the farmer has parked his old wrecked trailer partially across the lane, or the land owner has dumped a load of rocks across your right of way. Is the way bounded by fence or hedge? There no reason why the public should not be able to pass and repass over the full width. We have cases that tell us that anything that impedes free passage over the full width is an obstruction no matter how temporary. So why not point out some of these previous court case quotes to him, and see if it may convince him to shift the obstacle ..

Seekings v Clarke - 1961 [bb p169] "anything substantially prevents free access over the whole carriage way is an unlawful obstruction"

Vanderpant v Mayfair Hotel Co (1930) 1 Ch. 138 at 152 it was said, "An encroachment on a highway is by common law a public nuisance. It is no defence that the obstruction is made on a part of a highway which is not habitually or ordinarily used for passage. It is no defense that the obstruction is in other ways productive of public benefit, and however reasonable may be the use of a highway by an owner of adjoining premises the public right is a higher right than his and he must yield to the public right."

Harvey v Turo Rural Council (1903) 2 Ch.638 by Joyce J. who in his judgement said "in the case of an ordinary highway running between fences, although it may be of varying and unequal width, the right of passage or way prima facie, and unless there be evidence to the contrary, extends to the whole space between the fences, and the public are entitled to the entire of it as a highway, and are not confined to the part which may be metalled. All the ground that is between the fences is presumably dedicated as a highway unless the nature of the ground or other circumstances rebut that presumption.... It is an established maxim that 'once a highway, always a highway'. The public cannot release their rights. Mere disuse of a highway cannot deprive the public of their rights. Where there was once been a highway no length of time during which it may not have been used will preclude the public from resuming the exercise of the right to use it if and when they think proper. Even if the highway authority had actually consented to any obstruction or encroachment upon the strip being part of the highway, such consent could not legalise that which was otherwise illegal."

James v Haywood (1630) [bb194] "erecting a gate across a path even if it is not locked or fastened is a public nuisance at common law"

ANOTHER YORKSHIRE TRO ?

A lane much talked about in this Bulletin is in danger of being TRO'd, (ie 4x4's banned). This is UUCR SN503G at Scar House Reservoir, Middlesmoor, aka Dead Mans Hill. (Map 98 SD 060772 to 045808). This is likely due to the boggy section on the top of the hill.

This again is likely to end in 4x4's and motorcycles to be banned for years, where the real solution should be to call for voluntary restraint and for the County Council to get on with a repair, but somehow you get the feeling that funds will be *unavailable*.

Please write and complain to: Reg King, Land Charges, County Hall, North Allerton, North Yorkshire, DL7 8AH.
Tel: 01609 780780.



LOCKED GATE, CEREDIGION

from Elwyn York

There is a locked gate on the Nant-Yr-Arian Byway (Byway 14/76 SN 718813 - 734833) in Ceredigion, Wales. This is at the intersection to where the byway joins the main road adjacent to the forestry centre. Although there are concerns about fly tipping in the area, it isn't adequate enough reason to block a Byway. Please send letters of protest to Ceredigion County Council.

DUB COTE : STOP PRESS

Referring to Northern Bulletin #13 (May 1999), the RT road through Dub Cote farm south of Horton-in-Ribblesdale (Yorkshire Dales) to Long Lane which was blocked by the farmer. Reg King, the Group Engineer for NYCC, has written to tell me .. 'Legal Services are taking action to remove the structure that is attached to the gate. Section 143 Notices under the Highways Act 1980 are intended to be served on the tenant and landowner within the next few days'.

TOTLEY MOOR, PEAK DISTRICT

In recent years the condition of Bridleway 60, Moss Road, Totley Moor, has been the a serious concern within the county council and the Peak district national park authority. The land through which the road runs forms part of the peak park eastern moors estate and includes an area of special scientific interest. The precise route of the road has proved difficult to ascertain due to severe damage and erosion and the subsequent opening up of adjacent routes which have themselves become unusable. It is proposed therefore to proceed with the introduction of a prohibition of vehicles on the route to enable essential maintenance and reconstruction to be carried out, and to prevent future erosion and damage by unauthorised and inconsiderate users. If you would like to comment on the proposal, please write to me at 'David Harvey, Director of Environmental Services, County Hall, Matlock, Derbyshire.' by 2/7/99.

ANOTHER COMPLAINT ?

Sir,

Walking with wife and two friends on March 14th on the path between Askham (Helton) and Pooley Bridge (on Moor Divock), we were followed by a convoy of five four-wheel drives. Further up the path we noticed how the vehicles had churned-up the ground. The path is already wider than I remember it being in the past and I just wonder if this is due to other four-wheel-drive expeditions.

I'd like to know: a) is this allowed?; b) is this a right of way for motor vehicles?; c) can the authorities do anything about it (ie put a stop to it)?

**Andrew Keeling,
Lancashire**

In the June edition of 'Cumbria' magazine is a readers letter of complaint about the *behaviour* of 4x4's in the Lake District, reproduced here. I like how he refers to his wife as 'wife' - almost as if its her first name. There appears to me to be a slight inconsistency in the facts here - 'we were followed up the path' he says. then 'further up the path we noticed how the vehicles had churned-up the ground', well it reads to me that the 4x4's had apparently caused damage *before* they had even got there ! Impossible I'd say, or at least Mr Keeling didn't actually see who did cause the damage and assumes it is 4x4's!

Maybe we can dismiss it as another *Anti* spreading yet more exaggerated tales and the twisted truth !!!

POTENTIAL BOAT

The YDNPA's Public RoW Committee is due to discuss whether Moor Head Lane in the parish of Horton in Ribblesdale and Stainforth (See L/R Map 98 SD 818697 to 834686) should be considered to be made into a Byway Open to All Traffic, this is on Thursday 1st July at 10.00am at the Dales Countryside Museum, Station Yard, Hawes. The meeting is for the public to listen and not be heard so Bev Parker tells me.

If you've any opinions in advance of this meeting then direct them to : Bev Parker, Def. Map Officer, YDNPA, Covend, Hebden Rd, Grassington, Skipton, N.Yorks, BD23 5LB. or tel : 01756 752748.

Need I tell you that the lane is already an UUCR (IN122G), and that by continuing with their stubborn stance on not presuming UUCR's to be vehicular, then they continue to waste money on pointless Definitive Map orders

NOTICE BOARD

FREE LAMINATING ?
GLASS has purchased its own laminator,
if you want to use it ring Matt Brookfield

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Free laning etc, 8-10 Oct '99
Ring Ray on 01159 326692

WESTON PARK
3rd, 4th and 5th September 1999
Ring John, 01923 463213

Northern Bulletin Website
<http://www.btp.freeuk.com> (also at
<http://home.freeuk.net/btp>). The site
contains useful information on green-
laning, photographs of northern
greenlanes, lists of phone numbers of
local authorities, links to other web-
sites, a downloadable screensaver, a
3D greenlaning art gallery and various
videos.

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NEW EMAIL ADDRESS
Please note my new email address is
btp@freeuk.com

AREA REPS: Are you a Rep.?
Are you listed? Are details
correct? Contact me if not!

LANING WEEKENDS

Is anyone interested in a weekends
green laning in wiltshire, based
around Calne on the weekend of the
31st July and the 1st August. Can you
let Gren Thomas know a.s.a.p. on
01639 791941.

There is also another trip on August
bank holiday 27-30th August based
near Lampeter there is the use of a off
road site if required and B+B and
camping on site or nearby at a cara-
van park. This makes a great base for
laning in mid wales. Interested? phone
Chris Gilbert on 01222 628701 before
1st August.

GLASS CLUB SHOP

Per item price incl p+p

Tee Shirt (Made by Fruit of the Loom - 100% cotton)
Green with green logo / Medium or Large **£8.50**

Base Ball Hat (one size adjustable strip)
Green with green logo / 100% cotton **£6.50**

Coffee Mug (green with green logo) **£4.50**

Car Sticker (green with GLASS logo) **£1.00**

All goods are top quality and have "GLASS"
logo's on them. All prices include postage &
packing. To order, write to:-

**GLASS CLUB SHOP, Halcyon, Tyr Winch,
Old St. Mellons, Cardiff, CF3 9UW.**

Enclosing details of your requirements and
your cheque made payable to **GLASS**, (don't
forget your name and address). All profits are
ploughed back into GLASS.

AREA REPRESENTATIVES

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 12 Vicarage Street
 Ilkeston
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 DE7 8QL
01159 328334

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Trevor Kent
 15 Landbrook Rd
 Ashton-U-Lyme
 Lancashire
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0161 339 4400

Mid & S.Glamorgan
Alun Knight
 16 Heol-Y-Fedwen
 The Coppice
 Tonteg
 Mid Glamorgan
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 1 Linden Way
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