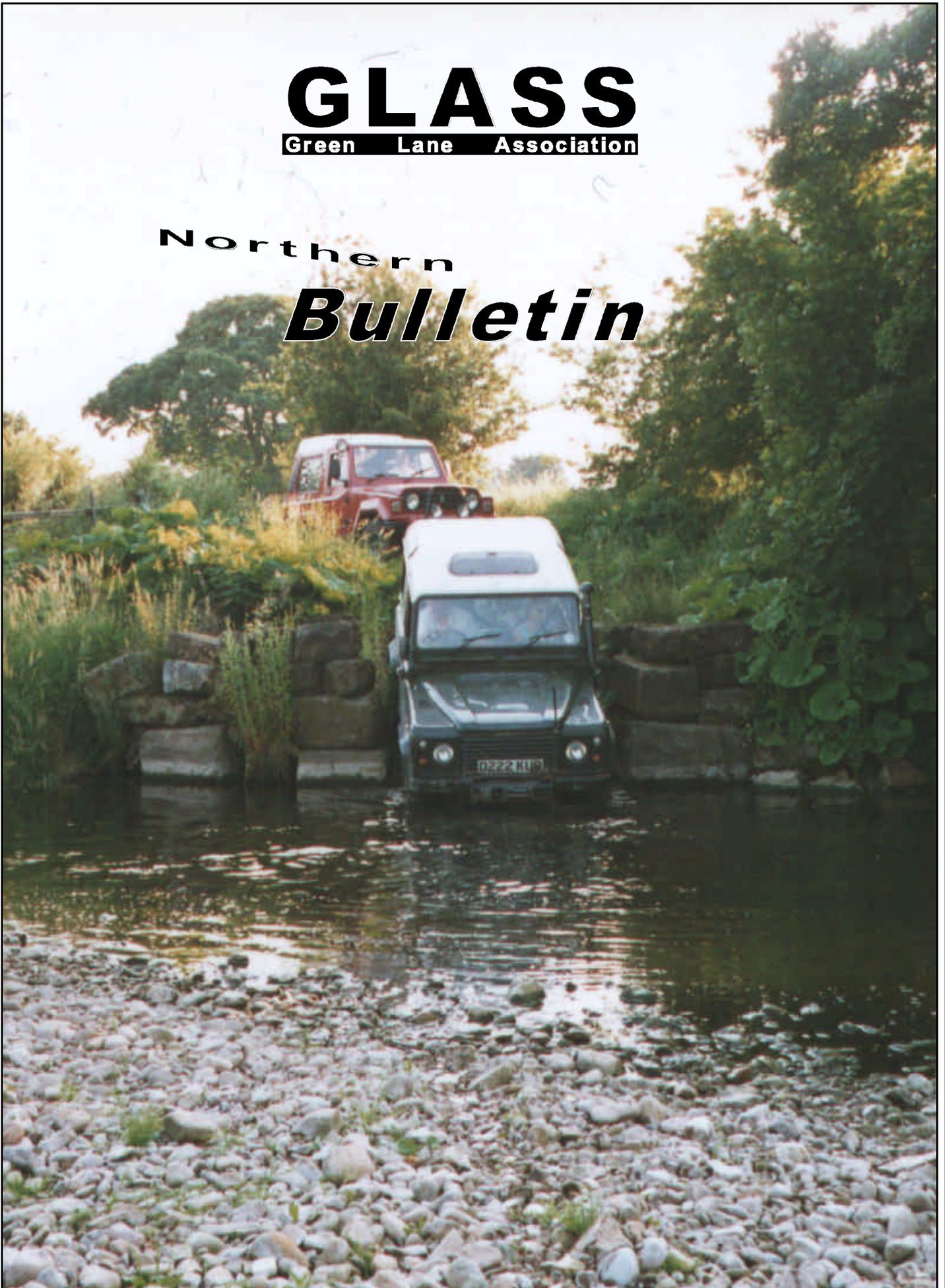


# GLASS

Green Lane Association

Northern

*Bulletin*





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 (DMMO's) such as RUPP and BOAT (re)classifications.

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

**Brian Pratt**

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

**John O'Reilly**

GLASS Southern Bulletin  
31 Fuller Road, Watford  
WD2 5QC  
Tel: 01923 463213

**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.

# CONTENTS

- 1 Cover : River Eden near Brough, Cumbria
- 2 Editorial. Contents
- 3 'A Days Laning', Ordnance Survey maps
- 4 Evolution of the RoW network
- 5 Evolution of the RoW network
- 6 Northumberland news, Bookstore
- 7 Dales lanes research
- 8 Parkamoor (Lakes) complaint
- 9 Parkamoor (Lakes) complaint
- 10 Lincs lanes, Anti 4x4 propaganda
- 11 Notice Board, Durham news
- 12 Area Representatives

## WEARDALE NEWS by Graeme Wood

Grasshills Causeway which runs from Ireshopeburn in Weardale to above Langdon Beck in Teesdale has been resurfaced for much of the northern ascent by the addition of several million tons of 'hoggings'. A new track then veers off to the left before the summit towards a hut in the distance, maybe something to do with the water authority. Unfortunately this has taken away a lot of the challenge of this lane which had previously been a hard rocky bumpy slog (non damaging as the old track was solid - just very rough. The nice gully section remains though as it is past where the new track veers off. However as this is the highest road in England (yes, another one!) and is over very high exposed bleak fell it will no doubt all wash out very soon and go back to normal within a year or two!

## LONG LANE

Following on from Yorkshire Dales National Park Authorities potential BOAT classification of Moor Head Lane (see Northern Bulletin No14, page 10), It is now the turn of nearby Long Lane (Map 98, SD 818697 to 844715) which runs from Moor Head Lane to Silverdale Road.

From the documents YDNPA have sent me there seems to be quite a lot of historical and a reasonable amount of user evidence to support BOAT status, but again this road is already a Ratione Tenurae road which should in itself be sufficient evidence for it to be a VRoW.

If you have anymore evidence then pass it on to YDNPA (Tel: 01756 752748).

## A DAYS LANING by Nick Collins

This March saw 3 of us (all SJ's - myself, John from Manchester, Adrian from Hull area) meet up at Hawes in the Dales for a days laning. Snow still on the hills but a sunny day. I had planned ten lanes but as usual only managed half of them. Set off from Hawes and drove Cam road/West Cam road towards Kidhow gate. Apart from large rock step on initial ascent no problems. A fair bit of snow at the end but it had already been driven. Drove down to Langstrothdale and took the lane down to Horton in Ribblesdale where we stopped for lunch. Passed a few cave dwellers on the way who were friendly enough and by the amount of equipment they were carrying could have done with a 4x4 to get them to the pothole.

From Horton we went North West towards Selside and took the track over Crummack Dale. By the lack of tracks no vehicles had been along here for a while which is a shame because it is a lovely route and there is evidence of the old paved road. Some of the gates were narrow and I wouldn't have liked to have been driving a 110. We continued into Clapham through a couple of tunnels then retraced our steps back along Thwaite Lane. The next track took us past Pen-y-Ghent and up to Churn Milk Hole which is worth a visit as it is just as deep as some of the Buttertubs North of Hawes. We carried on over Dawson Close and decided to go for one last lane, the steep climb over Horse Head Moor.

The climb up from Halton Gill although extremely steep is on a good stony track. A few snow drifts on the way up were fun but on getting to the top we found a 3 foot drift up against the gate and guess what? .. the gate opened into the drift. With a bit of ingenuity we made an opening. I had four runs at the drift getting tugged backwards three times until I made it through. When we were all through we replaced the gate.

The descent was totally different. A lot of bikes had been over judging by the tracks which were over a 20 to 30 yard length. It was extremely slippery and you needed your wits to ensure the vehicle didn't get sideways and tip over. We eventually got to the bottom, where again there was a lot of unsightly bike tracks. At the bottom we were verbally abused by a farmer on a quad bike who insisted that it was not a legal ROW. His language was quite foul and we did have females in the party. We pointed out we had evidence that a ROW existed but it was pointless arguing with him so we placated him and went on our way.

Second trip was a few weeks ago. We started a bit further south near Grassington. The first lane was at Arncliffe Cote SD947705. After driving through the farmyard we came across a gate with a sign saying no vehicles or bikes. As we got out the lady of the house came out and I asked her if this was a ROW as we believed it was. She said it was not and it was presently subject to a Public Enquiry to stop walkers. She was very polite and in the interests of entente cordial we turned round. Not a good start but we went back down the road and drove Mastiles Lane. We took the long way round a couple of times but very accessible to new vehicles. We then tried to take the track over Calton Moor. This was extremely ill defined and in the end we turned back as it was getting extremely boggy and we would have done a lot of surface damage. We dropped into Malham for lunch then headed out North and took the track over to Langcliffe. This appears to be a much used route and is great fun but needs well prepared vehicles. Saying that I managed to get stuck in a water hole and had to bail out the footwell after being towed out. Further along an innocuous gully had me on two wheels resting against the bank. We carried on down to Settle then made our way back to Grassington via a couple more lanes which although scenic provided no great problem.

## ORDNANCE SURVEY MAPS

Maps can now be downloaded & used free of charge from the O.S. website, [www.ordsvy.gov.uk](http://www.ordsvy.gov.uk)

# **EVOLUTION OF THE RIGHTS OF WAY NETWORK**

by Ian Boddison, Rights of Way Practice Officer - Part 2

In the first part of this series we looked at the general evolution of the highway network. Now we are going to consider one of the most useful document available to us - The Definitive Map. But first a quick correction: last time I said the first Highways Act was that of 1835. The first Highways Act is actually the 1691 Act but, for our purposes, the 1835 Act is the first that we are concerned with.

## **What is The Definitive Map?**

The Definitive Map is quite simply a large scale map that all Highway Authorities outside Central London must keep and it shows the definitive rights of way that is Public Paths (footpaths & bridleways), Roads Used as Public Paths (RUPPs) and Byways Open to All Traffic (BOATs). Along with The Definitive Map there is a Statement which individually details every route shown on the map.

The Definitive Map and Statement (DM&S) came about as a result of The National Parks and Access to the Countryside Act 1949. And it effectively was created as a three part process. Firstly, all known routes were surveyed and placed on a Provisional Map which was open to public scrutiny and objection. As a result of public objections a Draft Map was published which had some modifications from the Provisional Map. Again this was open to objection but this time from only those with an interest in the land crossed by the routes. This led to The Definitive Maps, most of which were published during the 1950s. Because the process was quite involved and well documented as well as being open to public scrutiny, it can be reasonably assumed that the DM&S was drawn up correctly. Originally BOATs were not shown on the DM&S, they came about as a result of The Countryside Act 1968 which required that all RUPPs be reclassified as either footpath, bridleway or BOAT this requirement is now part of the Wildlife & Countryside Act 1981 section 54 (although the criteria for reclassification has changed slightly) and this is what we will be now considering.

## **Reclassification Orders**

Most Definitive Maps still show a number of RUPPs and the extent to which they have been reclassified varies enormously from one Highway Authority to another. Many areas have yet to begin the process and this is an opportunity for GLASS members to actively ensure that green lanes are kept available for continued use.

When a Highway Authority reclassify a RUPP, they must look at the evidence available. All other issues such as the suitability of the route or the local impact are irrelevant if these are real issues then there are means of addressing this once the route has been properly reclassified. The evidence needed for a reclassification comes in a myriad of different forms and a full discussion of historical evidence is outside the scope of these articles. However, the main documents that may be considered are Inclosure Awards, Tithe Maps, Finance Act Plans, deposited railway or canal plans, etc, etc.

It is usual for a council Rights of Way Department to issue a report, sometimes after an informal consultation with user groups, to the relevant committee along with a recommendation as either bridleway or BOAT (footpath reclassifications are quite rare). The committee will usually accept the recommendation and the legal department set about making the order. Making the order does not affect the right of way, this only happens if the order is confirmed. Upon making the order the council must serve a notice stating the general effect of the order, detailing where a full version of the order may be seen (this must be free of charge) and stating the last date for objections which must be at least 42 days after the order was made. The notice must be published in at least one local newspaper, must be served on all landowners who will be affected and served on all required persons (see right).

If no objections are made to the order then the Local Authority can confirm the order and the reclassification is complete (although the DM&S still need to be changed see below). If, however, there are objections, the Local Authority must submit the order to the Secretary of State who will appoint an independent inspector who will usually hold a Public Inquiry to hear the case of the council and the case of the objectors. The inspector will make a final decision on the matter with the only means of appeal being The High Court the cost and complexity of this effectively means

that the majority of the population have no means of appeal against an inspectors decision. During the time between placing an objection and the Public Inquiry, an authority must provide full details of what evidence they have considered to any objector requesting this information.

### **Who needs to be notified**

When serving notice of the making of a reclassification order, the Local Authority have to ensure that the notice goes to a number of people. They need to notify other Local Authorities (such as district councils) and also the landowners that might be affected but they also need to notify user groups.

This is not an automatic process for all user groups and there are two distinct notification requirements. There are those user groups that are automatically notified (the prescribed bodies) and those which have to ask. The list of prescribed bodies was drawn up back in 1968 before many of today's user groups (including GLASS) existed. But the local authority are obliged to consult with any person or group who asks (although they can charge for this most councils are happy to consult for free) and it is important that each council consults with at least one GLASS member. There will be an opportunity in the next round of legislative changes brought about by The Right To Roam Bill for other user groups like GLASS to be included among the statutory bodies and naturally such a change will make the gaining of the information easier for all.

### **Changes to The Definitive Map**

A reclassification order alone does not alter the definitive map although it does alter the status of the route that is shown there. Neither does the reclassification order alter the public rights that exist the entire process is about the way the route is recorded and that is a consequence of the rights that exist, not the other way around. To keep the DM&S up to date, we must turn to the preceding section of The Wildlife & Countryside Act 1981, section 53. It is section 53 that is used to modify the map and gives rise to a Definitive Map Modification Order (DMMO). In effect there are two types of DMMO. Legal event orders and claims. The first is a routine procedure that makes the DM&S reflect any changes that have happened externally from the map. For example, a BOAT may have been stopped up as part of a planning application for a new development under different legislation, but the DM&S will still show it as being a BOAT. In this case a Legal Event Order is needed to modify the map the legal event in this case being the stopping up order. This equally applies to reclassification orders made under section 54 and it is usual to make a section 53 Legal Event Order at the same time as the confirmation of the section 54 order. There is no formal consultation with user groups nor is there any right of objection to a Legal Event Order simply because it is only a reaction to an event which has already happened and, in most cases, the opportunity for objections preceded that event (an objection to a planning application in the above example).

On the other hand, the procedure for dealing with a claim is broadly similar to that described above for reclassification orders. A claim is simply discovery of evidence that shows that the map is wrong; either because a route is missing, is included wrongly or should be a different status. There is a specific type of claim which comes about by dedication due to the public using a route for a number of years but that is really the same as a claim for a route to be added to the DM&S.

It is upto the Highway Authority to make the claim but the public can provide the evidence, place it in front of the Highway Authority, and then ask them to do something about it. The reality is that this is sometimes a very lengthy process with some claims still outstanding from twenty years ago! If the Highway Authority are satisfied (having considered all evidence available to them) that the route should be added, removed or altered as the case may be, they make a modification order and serve a notice of this in the same manner as is required for a reclassification order. Again, if there are no objections, the council can confirm the order but any objections will cause the order to be submitted to the Secretary of State who will appoint an inspector. With modifications, there is more chance that the matter will be dealt with by written representations than for reclassifications but a Public Inquiry is still the most likely outcome.

### **Important points about the Definitive Map**

The Definitive Map and Statement are very important documents in that where they show a right of way, there can be no argument that the way exists and that the public have a right to use it either on foot, on horseback (or leading a horse) or with a vehicle depending upon whether it is shown as a footpath, bridleway or BOAT. RUPPs are equally conclusive of bridleway rights and may well have vehicular rights as well. The great strength of the DM&S is that a BOAT is the only route

that we can be certain we can drive just because of its status. However, it must at all time be remembered that all routes depicted on the DM&S are without prejudice to higher rights existing. Some Highway Authorities and anti-vehicular groups will tell you that you cannot drive on a footpath, and this is true if the route in question is only a footpath. The fact that it is shown on the DM&S as a footpath does not stop it from being a carriageway. All orders under sections 53 and 54 of The Wildlife and Countryside Act 1981 have no effect on the rights that exist. Both sections are only concerned with correctly recording the status, and therefore the rights, applicable to the route.

Additionally, DM&S information is what is reproduced on Ordnance Survey maps but it is only the original Definitive Map that is conclusive. The OS have a disclaimer that Rights of Way information is only accurate to the limits imposed by mapping scale and this is quite a significant limitation on maps such as the 1:50 000 Landranger series. It is therefore important that you only rely on original information and take a look at the Definitive Map for yourself. Every Highway Authority has to keep the DM&S available for inspection at all reasonable times (which means office hours) so you can just walk in and see it. It is, however, better practice to make an appointment to see the DM&S and you will probably find that Rights of Way staff will be available to show you the maps (there will be quite a number of sheets), talk you through it and answer any questions.

### **FATAL ACCIDENT ON GREENLANE**

Sad to read that Carl Evans of Coventry, member of the Midlands Offroad Club was killed greenlaning in Wales. Apparently a river bank collapsed under his 110 and it rolled killing him. He was only aged 30. Does anyone know where exactly this happened ?

Greenlaners cannot now lay claim to there never having been a bad/fatal accident whilst greenlaning in Britain !

### **LANCS PUBLIC INQUIRY**

From Northern Bulletin No12 ..a proposed BOAT covering several footpaths, bridleway and sections of UCRs - together forming a route from (Map103) SD793236 - 792231 - 805234-810233, which is around I mile long and is situated at the back of Rossendale ski slopes. A public inquiry was held at Rawtenstall Town Hall on Tuesday 19<sup>th</sup> October. Results of this in due course.

Contact the Planning Inspectorate John Greenslade on 0117 987 8889 for more details.

### **NORTHUMBERLAND NUISANCE** by Graeme Wood

One Saturday in June myself and two other GLASS members were laning in the Hexham area of Northumberland when we attempted to drive the UCR north of Newbrough 5 miles north west of Hexham. This is unsurfaced from NY878705 to the junction with the B6318 at NY884713. Just before the tarmac ends at the final building there is a gate and here we met a very irate farmer who waved a large stick around and was very definitely not going to let us pass or even attempt to open the gate. A minor verbal confrontation ensued and we turned back giving him the benefit of the doubt. However this morning I have checked with Northumberland County Council and this lane is in fact the U8138 and most definitely a vehicular ROW. So anyone attempting to drive this lane should be aware that there is a very large fat man with a very large stick, whose house is next to the road who will definitely try and stop you!! Be careful! Apart from that we had a great day!

### **BOOK STORE**

- "The Military Roads in Scotland" by William Taylor, Paperback - 208 pages  
(June 1996, Pub. House of Lochar; ISBN: 1899863087 £9.95)
- "The Drove Roads of Scotland" by A.R.B. Haldane, Paperback - 268 pages  
(October 1996, Pub. Birlinn Limited; ISBN: 1874744769 £9.99)
- "New Ways Through the Glens" by A.R.B. Haldane, Hardcover - 266 pages  
(October 1995, Pub. House of Lochar; ISBN: 1899863052 £7.99)
- "The Old Roads of Britain: Alston Moor. Hartside and Geltsdale" by Alan Kind  
(Hodology, PO Box 117, Newcastle upon Tyne, NE3 5YT £7.50)

## **THE END IS NIGH ?**

There has always been (in my opinion) an anti-4x4/greenlaning bias amongst the ranks of the Yorkshire Dales National Park Authority, they now are attempting to ban 4x4s (and motorcycles) from ALL greenlanes. Below is an extract of their New Proposals for the future ..

- 1. Make representations to Government for legislation to prohibit motor vehicles from all 'green lanes' in the National Park except for a) access to property; and b) specified routes or users exempted by the NPA. Pending any change in legislation, pursue conservation of 'green lanes' through exploration of managed solutions.
- 2. 'Open Access' and related legislation.
- 3. Explore approaches with the Countryside Agency on developing 'Open Access' mechanisms and an integrated approach to access and transport management.
- 4. Subject to the results of a full assessment of the likely resource implications, consider seeking a delegation agreement for all 'appropriate' UCRs in the National Park, including powers for Traffic Regulation Orders.

To justify their outrageous proposals they are using Section 65 of the 1995 Environment Act to back up their argument, YDNPA says .." A balance is therefore sought between the provision of access and recreational opportunities and the needs of conservation and the local community. Guidance on this aspect of the Authority's work is given in the Department of the Environment Circular 12/96. In particular, paragraph 16 describes the 'Sandford Principle' as follows: "...where it is not possible to prevent excessive or unsuitable use... so that the conflict between the two purposes becomes acute, the first one must prevail in order that the beauty and ecological qualities of the national park are maintained". This principle is now enshrined in section 62 of the 1995 Act. In addition, the Authority aims to manage activities in a way which enables damage to be prevented, by following the principles of precaution."

Unless you want to see these proposals made official YDNPA policy then our only chance is to write to them in strongest possible terms telling them of our opposition to this.

Write now to Tammy Barron, Administration Officer, YDNPA, Colvend, Hebden Rd, Grassington, Skipton, N.Yorks, BD23 5LB

## **DALES LANES RESEARCH**

The following lanes are currently being researched by YDNPA to verify (in their mind) their status. If you feel you have any knowledge which may contribute to confirming these routes as vehicular then write in to the address shown elsewhere in this Bulletin. Or, if like me, you already know them to be vehicular and think this 'research' is just a waste of time and money - then don't bother !

- Status of BW/UCR Turbury Road, Kingsdale, Ingleton.
- Status of UCR Ling Chapel to Deerstones, Beamsley.
- Status of UCR Langcliffe to Malham via Gorbeck.
- Status of BW/UCR Redmire Fm to Halton Gill via Horse Head.
- Status of Mastiles Lane from Kilnsey to Malham.
- Status of Foxup Rd, Halton Gill to Horton in Ribblesdale.
- Status of Craven Way, Ribbleshead to Dent.
- Application of BOAT at Middleham Rd, West Witton.

Note for laners: Not all of the above are physically passable in a 4x4's. Attempts to do so will weaken our argument that we are responsible greenlaners and may prevent them being opened up fully in the future.

## **QUICKIES**

- The obstructed BOAT in Dilhome near Stoke in Staffordshire (SJ9645) is now open.
- Welsh water are using 'pollution' from vehicles as a lever to get 4x4s banned from lanes near Claerwen Reservoir, however, several dead sheep seen rotting in the water are a bigger pollutant !

## **PARKAMOOR (LAKE DISTRICT) COMPLAINT**

This all started a couple of months ago when I, as GLASS representative for the Lake District, recieved the following letter of complaint from Bob Cartwright - Head of Park Management (LDNPA).

Dear Brian

### **"RECREATIONAL VEHICLE USE IN THE PARKAMOOR AREA"**

I have received a complaint from Colton Parish Council alleging that a group of seven or more vehicles from your association was seen using unauthorised routes through Grizedale Forest Park, Including the north/south route across Parkamoor where LARA is promoting voluntary restraint from use.

If this information is correct it is worrying on two counts; firstly the group exceeded the recommended number of vehicles in a convoy under the provisions of the Lake District Green Road Code; secondly, the group seemed not to have complied with the request for voluntary restraint in this area and has used routes which do not carry vehicular rights.

I would be grateful if you could shed any light on this incident. The group was allegedly photographed and became aggressive on having their photograph taken. Perhaps one of your members might recall the incident, therefore.

Yours sincerely Bob Cartwright.

This accusation, if not acted on, would not have done our (GLASS's !) reputation any good at all. I immediately put out a call for information about the allegation on the GLASS email forum. One of the accused phoned me with his side of the story - which to me sounded like the more plausible account of the events. I then wrote back to Bob Cartwright ..

Dear Bob,

Thank you for your letter concerning the complaint from Colton Parish Council. GLASS is the only national 4x4 club dedicated solely to greenlaning, our membership has tripled in the last two years and, being a club who actively promotes sensible and legal driving of public highways, we take any complaints very seriously.

I made enquiries via the GLASS Email Forum and a member, to his credit, responded and recounted a similar incident from about four weeks ago.

A group of four vehicles (not seven) made up of families (including women and children) had been camping over the weekend in Coniston. They had entered Grizedale from the north end of Lake Coniston (U5049), turned SW. near to the Visitor Centre and up lane U5151. After continuing towards Parkamoor they had to stop due to a large tree that has fallen across the track at SD316929 (Are you aware of this ?). They backtracked to point SD318930 where they came across 2 youths (early 20's ?) taking photographs of their vehicles, now bearing in mind the TRO has finished and according to LARA there is no official Voluntary Restraint in force, I'd consider that an intrusion. Nevertheless one of the GLASS group who happened to be a middle-aged mother of some of the children approached them, pleasantries were exchanged and apparently it was smiles all round, no more.. no less.

The lady in question is very perturbed if these two youths have tried to make an issue of what was really a non-incident. You really have to believe that the two youths may be part of the anti-vehicular access brigade hanging around greenlanes with camera's, they certainly seem to have some hidden agenda! Or is it Colton Parish Council?

After this, they proceeded on what they thought were legal greenlanes, if they strayed onto lanes they shouldn't have then they apologise. Having said that there are more lanes on the ground than on the Ordnance Survey maps so mistakes can sometimes be made (He is not altogether sure which non-vehicular lanes they are supposed to have used !).

I hope this information can be of help, I am not naming names in this letter. What may be of more interest is the identities of the two youths, and which organisations they may be members of.

Also, what is the VR situation (Tim Stevens certainly isn't aware of any !)? And, when will the fallen tree be removed?

Yours Brian Pratt

Dear Brian

**"RECREATIONAL VEHICLE USE IN THE PARKAMOOR AREA"**

Thank you for your letter of 7 August 1999 and its comprehensive response to the complaint received from Colton Parish Council.

From what you say, it appears that the group was entirely within its rights and in compliance with the Green Road Code. I do however have a photograph allegedly of the group and it clearly shows more than four vehicles involved.

Regarding the two youths to which you refer, I suspect that at least one of these was a University student undertaking research for his thesis. Shortly after the date of this incident he came to interview me and mentioned that he had met a group on Parkamoor. He also confirmed that there had been no animosity between him and the group although they had wondered why he was photographing them and their vehicles. If he did not explain his motives for being up in that area and taking the photographs perhaps he should have done.

Finally, turning to your question about voluntary restraint, you might be aware that there is general agreement to introduce a discretionary Traffic Regulation Order on some of the routes in the Parkamoor area but this is taking time to get through the County Council administrative machinery.

Meanwhile, the work which has been done on the east/west route seems to be standing up well and we see no immediate need for voluntary restraint on that route. The north/south route on Parkamoor is a different kettle of fish however and we are seeing evidence of erosion once more. I have therefore asked the Area Ranger, Tony Hill, to liaise with Tim Stevens to see if we can reinstate the voluntary restraint arrangements on that route as soon as possible and pending the introduction of the TRO.

Yours sincerely, Bob Cartwright.

I then had an email from the photographer involved recounting his recollection of the incident, now call me a cynic, but the finger now points at Colton P.C., read on and decide yourself ...

Dear Mr.Pratt

I have just recently become aware of a complaint made by Colton Parish Council regarding an incident in the Grizedale area in mid-July. I am a Masters student at Imperial College, London and have been carrying out an investigation into the use of green lanes in the Lake District. I took a couple of photographs of the group of users at Parkamoor/Grizedale to which the complaint refers. There is photograph which shows a group of 6 vehicles but it was from a meeting of one group of 4 and another of 2. One of the members of the group asked me why I was taking photographs and I explained it was for a university project, which they seemed happy with. There followed a brief conversation from which I established they were from GLASS. We discussed the fallen tree and I advised that they contact the NPA about getting it removed. There was no animosity involved from either side, and certainly no abuse as I am aware has been implied. It was definitely not an unpleasant experience. I was unaware of who GLASS were and as part of my inquiries I asked a member of Colton Parish Council, during a discussion about the history and future of the green lanes in the area. He was unaware of your organisation and appeared concerned about the fact that they were using the routes. However, at no point have I said or implied to anyone that I wished to complain at anything, and I am very disappointed that I appear to be implicated. At a meeting I had with Bob Cartwright I explained the situation and again confirmed the fact that the members of GLASS to which I spoke were not abusive in the slightest. I have no hidden agenda, and just have an interest in the management of this activity in the countryside. I would very much appreciate it if you could convey to your members concerned particularly the lady to which I spoke that at no time have I tried to make an issue, or suggested in any way that this activity was anything other than a pleasant encounter.

Yours sincerely, Neil Hornby.

Dear Brian

**"RECREATIONAL VEHICLE USE IN THE PARKAMOOR AREA"**

Further to Bob Cartwright's letter to yourself of 26 August 1999, I can confirm that the fallen tree at CR 316/929 has been removed. I am still awaiting the production of voluntary restraint signs from Mr Tim Stephens of LARA. Please don't hesitate to call myself as the Area Ranger on any issues regarding rights of way in my area.

Yours sincerely, Tony Hill (S.E. Area Ranger)

## LINCS LANE HELP

"ANCASTER RUPP NO 12 POTTERGATE ROAD, LINCOLNSHIRE."

Matt Brookfield asks all members for their help on the above RuPP. The local farmer to the above RuPP has ploughed it up. Lincolnshire County Council is at present taking legal action against the farmer to reinstate the lane. However they are seeking only to reinstate 3 m of the lane. In the enclosure award of 1770 described it as "a public horse carriageway and Drift road of a breadth of 60 ft". I have strongly objected to 3m being reinstated and ask that legal proceedings go for 60 ft.

This is where Matt needs members help. Please if you have five minutes could you write to Lincolnshire County Council asking them to ensure legal proceedings request the lane be reinstated to its true width of 60 ft.

Please write to:

Steve Radcliffe, Lincolnshire CC, County Solicitors Dept, City Hall, Lincoln, LN1 1DN.

## ANTI 4X4 PROPAGANDA

It is unfortunate that the Yorkshire Press has decided that it no longer wants to see four wheel drives and motorcycles on the greenlanes in the Yorkshire Dales and surrounding regions. They seem to forget that many of the lanes that hords of trampers 'ramble' on every weekend wouldn't be there if not originally created by vehicular traffic - and that many would soon be overgrown if they were banned, making them impassable for walkers. Below is a selection from the letter pages and editorials from influential local papers/magazines such as the Craven Herald and Dalesman. It is a shame that they continuously print this blinkered blurb week in week out.

● *"I fully support the creation of a new byway classification which could prevent powerful vehicles churning up the natural surfaces of green lanes. The argument of the "well-organised four wheel drive lobby" that the lanes were used by vehicles in the Middle Ages and that that precedent gives them automatic right to do the same throws doubt on their ability to think of anyone else but themselves."*

● *"A proposal to designate the bridleway from Arncliffe Cote to Streetgate - to that of 'BOAT' is a matter of concern to those who have at heart the long term well being of our Yorkshire Dales National Park.*

*The effect would be an unacceptable increase of noise in a National Park, a serious risk of injury to pedestrians and horse riders, unnecessary disturbance to the local farming community and the desecration of a green way that is part of our heritage and worthy of conservation.*

*The way in question traverses a precious open space where in spring the bubbling call of the curlew rings over open pastures and the skylark on high sings a hymn to the wind. The current proposal is set to destroy a precious section of the Yorkshire Dales National Park."*

● *" For most people who live in these parts it is a simple solution. Modern four wheel drive vehicles and ancient tracks used by packhorses and men on foot simply do not go together. That's why the National Park's decision to add its voice to the growing calls for a ban on vehicles on so-called "green lanes" is likely to find overwhelming support among its constituents. It is a marked departure from the previous policy of finding agreement and consultation with official bodies representing the four wheel drive brigade. Alas, responsible and pragmatic as these official groups were, it was invariably the non-members who saw boggy tracks as a challenge to drive through, and the more damage left behind the greater the enjoyment.*

*Legislation is now needed to bring some sense into an incredibly tangled legal situation. The laws governing rights of way have not altered to take account of modern transport. Any move to restrict the rights of four wheel drive vehicles to use these lanes is certain to be resisted by interest groups. Among them are the representatives of horse and carriage groups, which few people would argue cause any serious damage to the countryside.*

*The four wheel vehicle drivers do have a legal right on their side. Whether they have a moral right to take precedence over the conservation of green lanes is another matter. For many readers of this newspaper the answer will be an unequivocal no. Putting aside all the tangled legal arguments, the simple issue is that most people equate the Dales with images of stone walls, barns, beautiful scenery and sheep - a place in which to enjoy the countryside in peace. No painting or scenic shot of the Dales has ever included a large motorised vehicle ploughing through the mud."*

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### Northern Bulletin Website

<http://www.btp.freeuk.com> (also at  
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## QUESTIONS AND ANSWERS FROM DURHAM by Graeme Wood

Anyone know anything about the Corpse Road over Cross Fell on the Cumbria/Durham border? I believe officially its only a UCR for a short way at the Garrigill end. But on NERO (North East Rover Owners) maps its marked as a RoW all the way apart from a short section near the summit. Plus I've seen maps of TRF boys marking it as a RoW all along. I've been told its a 'Permitted RoW' all the way over; and a 'Permitted RoW' as far as the bothy, Greg's Hut at the Garrigill end. Presumably this is where the confusion has arisen but I don't know who owns the land so that I can confirm this. Plus locals in the pub in Garrigill agree that its OK to drive plus that there's another route over Cross Fell, which deviates from the Corpse Road that is also OK to drive. I also know that it gets driven by 4x4s and the TRF (Trail Riders Fellowship) people regularly and no-one gets any hassle. OK I'll admit it, me and two others drove it recently! The majority of the way is a great grind but bad peat bogs on the top mean it should only be attempted in dry weather.

In the pub in Garrigill pride of place goes to a photo of a police Range Rover well stuck in a ditch on the Corpse Road - the locals are immensely proud of this photo! I'm assuming its not a legal RoW (although history suggests that it should be .. no one could possibly transport a body that far over such terrain without using a wheeled cart) but is it a 'permitted RoW'?

Theres also another Corpse Road in Swaledale, again not a legal RoW but one that ought to be. And does anyone know why the people of Garrigill didn't just get a vicar to consecrate some ground there rather than going through the ordeal of hauling bodies over Cross Fell to bury them on the other side? Any information would be appreciated.

## POWYS TRAFFIC REGULATION ORDER

UCR C1081 near Great Cantel Farm, Powys where the road has partly slipped into the river has had a permanent TRO proposal advertised. Map 148 top left, SO 1472.

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