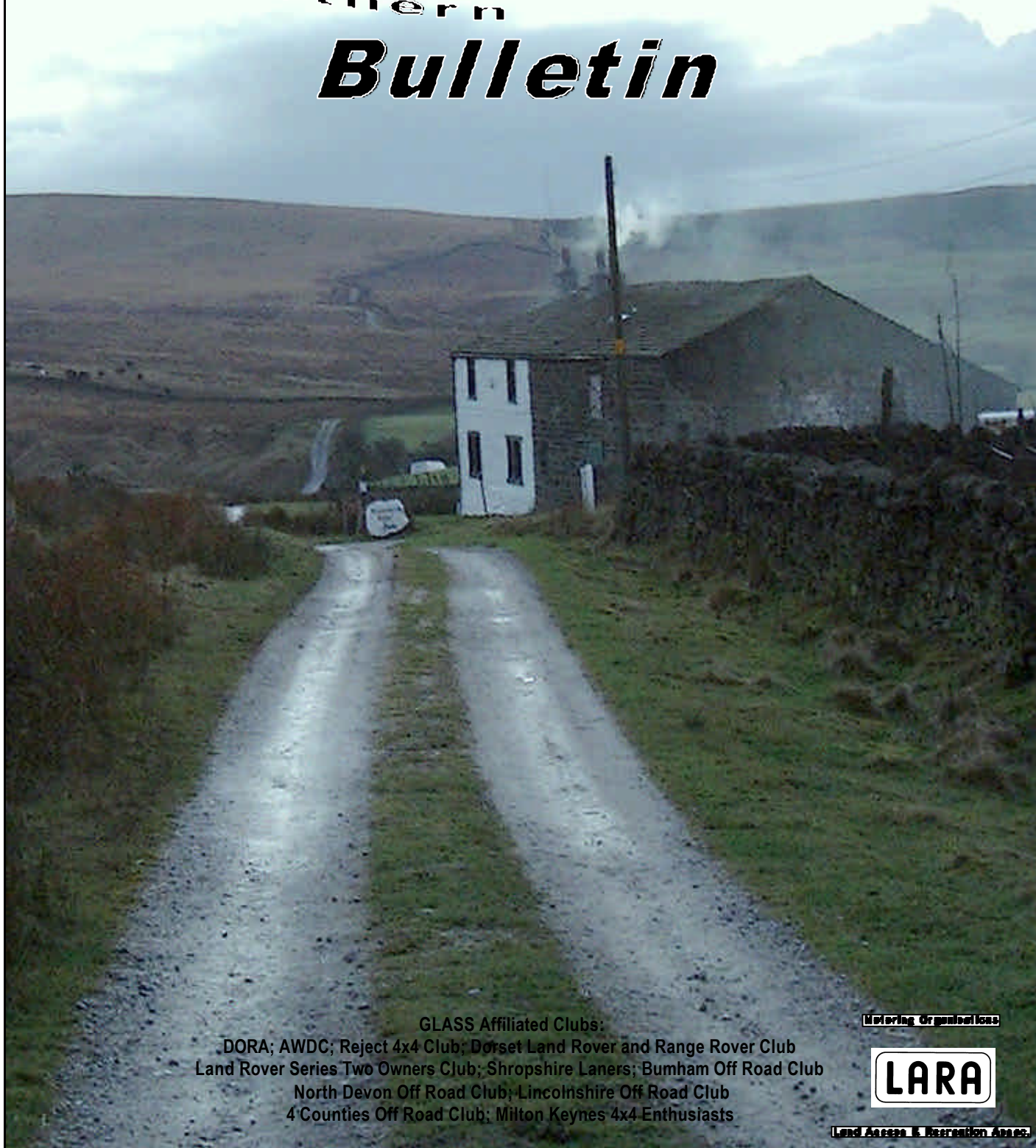


GLASS

Green Lane Association

Northern *Bulletin*



GLASS Affiliated Clubs:

DORA; AWDC; Reject 4x4 Club; Dorset Land Rover and Range Rover Club
Land Rover Series Two Owners Club; Shropshire Laners; Bumham Off Road Club
North Devon Off Road Club; Lincolnshire Off Road Club
4 Counties Off Road Club; Milton Keynes 4x4 Enthusiasts

Partnering Organisations:



Land Access & Recreation Areas:



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.

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MEMBERSHIP INFORMATION

The membership fee is now £18.00 per year (since the AGM) and the membership secretary is now Mrs Lin Codrai, 98 Ripon Way, Borehamwood, Hertfordshire, WD6 2JA. Tel 020 8386 3170 (email: membership@glass.org). Reps can get new membership forms AND labels to update the contact details of the 'Do more with your 4X4' leaflet. Contact Dave Codrai by post or e-mail.

REGIONAL PUB MEETINGS

AREA Manchester
PUB Crown Inn
Heaton Lane, Stockport, SJ 891903
WHEN 2nd Monday of the month
20.00

AREA South Wales
PUB Dunraven Arms, Bryncethin, Nr
Bridgend, 1.5 Km from M4 J36
WHEN Last Thursday of the month
CONTACT S. Seabrook 01656 767264

AREA Staffordshire
PUB The Dog & Doblet
Sandon A51 between Rugley and
Stone
WHEN 2nd Tuesday of the month
19.30

A MESSAGE FROM THE CHAIRMAN

The position of the magazine editor in my view is probably the hardest position to have within any organisation regardless of membership numbers. Getting the balance right of what to include and what not to include is the hardest thing to achieve. In addition, members are quick to criticise this fact; when it does not suit them. Well instead of that happening within this Association, I say to the membership, it is your magazine and so contribute to it and make a difference. Its your club write in and air your views on the Association, if we as a committee do not hear your views then how can we accommodate you within this Association.

The committee structure is working well, I think at last we have the right people in the right positions, doing what they do best. Do not worry, I keep a close eye on them all.

Since the AGM the RoW group [highways sub committee] have been involved in the following . . DETR Report & Forestry Commission Report. In addition, they will prioritise their efforts in the following areas

..
Dorset County Council's record of positive discrimination in RoW matters in the late 1950's
Lincolnshire County Council's refusal to accept GLASS onto the RoW forum.

Training courses for Reps and basic ROW knowledge for members.

Resources are limited so we will have to consider which will benefit members most.

Two dates for camping /laning weekends have been confirmed. With 4 more waiting confirmation.

Shows. LRW & LRO Shows have been confirmed for next year. With 2 further shows waiting conformation.

A box Trailer is required by the P.R committee, so if any members know of one for sale please get in touch with John O'Reilly.

Sponsorship for advertising in the Bulletins is required and the person tasked with this job is Dave Wilson, our commercial officer - watch out as he will also be beating the stick for contributions towards write ups in the Bulletins, please give him all the support you can. In addition, if you know of any company that would like to advertise with GLASS please pass on this information to Dave.

Following the AGM we have had our first committee meeting and have sorted the committee structure out.

We have fine-tuned the proposed constitution and members will receive this before the EGM in February. The EGM should be straightforward just to endorse the changes to the Association that in my view will only benefit us all if we work to the same goal.

In addition, GLASS and the AWDC will jointly publicise the Reps list from both clubs. Thus giving a bigger contact area, and in some cases, will lead to more than one Rep in some areas, thus helping each other out. I would like to see other Affiliated clubs putting their list of ROW reps to this as well, so we have a cross section of co-operative reps within the Association. This in my view can only make us stronger on the ground. The more reps between us the less chance of people pulling the rug from beneath us.

Regards,
RAY CLAYTON.
CHAIRMAN GLASS.

PROPOSED DOWNGRADING OF UCR IN UPPER CLYWEDOG VALLEY

An application has been made to downgrade the Unclassified Road that runs from just south-east of Tabor (from grid ref. SH 755172) to the A487 in the upper Clywedog valley, near Hafod-oyer (to grid ref. SH 762150). Objections to Mr. D. Coleman, The County Surveyor, Gwynedd County Council, Council Offices, Caernarfon, LL55 1SH. Tel: 01341 424473.

Referencing 'AM/PC/10/8/1 DC/RLE'

DUBCOTE LANE, YORKSHIRE DALES - UPDATE

Referring to Northern Bulletin N^o14 page 10 about the Ratione Tenurae (RT) road which was blocked with a trailer by the farmer. He has been forced to remove it though he has left in its place a token bit of wall and barbed wire which fortunately can be easily bypassed.

If you drive this lane I'm told he will still try to collar you and give you a bit of grief, the best approach is to come from the west and quickly drive passed his farm (Dub Cote Map98 SD820715) heading east up to Long Lane.

EVOLUTION OF THE RIGHTS OF WAY NETWORK

by Ian Boddison, Rights of Way Practice Officer - Part 3

The initial reason for this series of articles was as a response to a number of queries about notices published within The London Gazette. Last time we looked at the orders to keep the Definitive Map and Statement up to date. However, the highways shown on the DM&S are just one small group of highways - albeit a very important group for leisure use. This time we are going to take our first look at the one piece of legislation that affects all highways. Not surprisingly, it is The Highways Act 1980.

Assert and Protect

It would not be right or proper to refer to The Highways Act 1980, without starting with its most important section. Section 130 sits firmly at the very beginning of Part IX of the Act. It is so important that it needs the first subsection printing in full:

'130(1) It is the duty of the highway authority to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority, including any roadside waste which forms part of it.'

The above is so important that we will come back and deal with it in full detail before long. Indeed, it will form an entire article in itself. However, in all considerations of highway law, this one section must always be at the forefront of our minds.

Changes to the Network

You will remember that Definitive Map Modification Orders (DMMOs) and RUPP reclassifications do not, and cannot, change the rights that exist over a highway; they only affect the way it is recorded. Now we are going to look at a group of orders that do change the rights and therefore, the status of a highway.

The orders fall into two categories, and the legislation is contained within sections 116, 118 and 119 of The Highways Act 1980. Here we will be considering Stopping-Up and Diversion orders. It must be noted that any of these orders can also give rise to a Legal Event Order to modify The Definitive Map, but that the orders themselves are not in this case, about the recording of rights.

Public Paths

Firstly, let's take a look at public paths (footpaths and bridleways). If a council decide that they want to stop up, or extinguish, a public path then they make an order under section 118. The order can only be made if the authority consider that 'the path or way should be stopped up on the ground that it is not needed for public use'. The order must be advertised in manner similar to DMMOs and the objection procedure is essentially the same usually giving rise to a public inquiry if there are objections that are not withdrawn. An Inspector must not confirm the order unless he is 'satisfied that it is expedient to do so having regard to the extent (if any) to which it appears to him...that the path or way would, apart from the order, be likely to be used by the public.'

The next section, s119, deals with diversions to public paths and, in this case, it is the landowner not the highway authority who instigate the order. The criteria that must be met for such an order are that the proposed route secures the 'efficient use of the land or of other land held with it' or that it provides 'a shorter or more commodious path or way'. Most section 119 orders are indeed true diversion orders with two distinct parts: closure of one section and creation of another section. However, this section can be used purely to create a public path although there are other regulations in force specifically for this purpose which we will consider in a later instalment. The objection process is essentially the same as for a section 118 order and a public inquiry will usually result if there are objections that are not withdrawn.

Carriageways

Both sections 118 and 119 do not apply to carriageways - only to public paths. If either a diversion or stopping up of a carriageway is thought necessary then section 116 must be used. These orders do not involve the Inspectorate and do not result in a public inquiry. Instead they are dealt with at the magistrates court. This is also the first type of order that we are dealing with that must be advertised in the London Gazette. The vast majority of such orders do not affect green lanes but some do and these are important to us as they do remove the rights that exist on a highway; and they remove them forever.

The basic procedure is that a Highway Authority decide to make a stopping up or diversion order and they publish their intent to make the order. This must be done in the London Gazette, a local newspaper and by means of notices displayed on site. There must also be a copy of the order and

a plan showing the effect of the order available for public inspection during office hours. The notices must state when and where the court application for the order will be made. The council will arrange for the court to hear the order and the court will set aside just enough time for the order to be 'rubber stamped'. If anyone turns up to the court, the magistrates will invariably adjourn the hearing to allow full representation to be made. Usually the council will ask the court for an adjournment before the hearing if they know that someone is going to contest the order.

An important point about the wording of the legislation is that it only allows for a road to be diverted to make it 'nearer or more commodious for the public' or stopped up on the grounds that it is unnecessary - there is no other reason. This makes records of when green lanes were used essential, as when it is claimed a route is unnecessary, a pipe of recent survey forms showing public use 'as of right' make a persuasive argument. A further feature of the legislation is the need for the magistrates (there must be at least two) to make a site visit to see the lane in question although this is only done if the order is contested.

Section 117 allows a person other than the highway authority to request that the highway authority start the necessary proceedings to achieve either a stopping up order or a diversion order under section 116. The council, as highway authority, can at their discretion, charge costs to the person wanting the order made.

What can be done

If you suspect that a section 116 order will affect a green lane or other highway that we might be interested in, then it is essential that you let the council know that you will be making an objection. Then find out the full details of proposed order as some of these order affect only small sections of land adjacent to the highway. If it is going to affect a lane, make sure that the council have asked the court for an adjournment and make sure they are going to let you know when the new hearing is to be held. All that need to be shown is that the route is not unnecessary for the application to fail - or at least that is the theory.

If further help with these, or any other orders, would be helpful then please remember that I run a telephone help service to GLASS members everyday between 10am and 10pm.

Finally

In the next part we will turn to the other main set of orders for the diversion and stopping up of highways, the Town & Country Planning Act 1990. But before you put down this bulletin I suggest you read through section 130 of the Highways Act (above) again. I leave you with two interesting thoughts about sections 118 and 119

This legislation is drafted in a manner that always amuses me. Both sections 118 and 119 refer to "a footpath or bridleway (other than one that is a trunk road or special road)...". I do wish I could understand what was in the minds of the good people who wrote this legislation!

There is also a side effect of public path orders (sections 118 and 119). If they are applied to a footpath or bridleway that is subsequently found to have vehicular rights, then they have not moved or stopped up the vehicular rights. Indeed, in the case of a diversion, the order has had the effect of drawing attention of users to the existence of a route and creating another route - the former a carriageway and the latter a public path.

REGIONAL PUB MEETINGS

AREA Buckinghamshire

PUB Bull & Butcher

Ludgershall

15Km west of Aylesbury on A41

WHEN 3rd Monday of the month

CONTACT Gary Dawson 01296 747296

NOTE In association with Bux 4x4

AREA Cheshire & North Wales

PUB Red Fox, Tarporley

SJ 559611

WHEN 1st Tuesday of the month 19.30

CONTACT Dave Wright 01829 741857

or Mike Cattell 01244 33681

AREA Essex

PUB The Alma

School Road, Copford

TL 927227

WHEN Fortnightly - Wednesdays 20.00

CONTACT Rob Stroud 01621 819709

AREA - Surrey, West London & Middlesex

WHERE - Magpie Hotel

Thames Street, Lower Sunbury. Middx

WHEN - first Wednesday of the month at 20.00

Contact - Gillian Nelson 07831 520932

AREA Derbyshire, PUB The Commercial, Awsworth Road, Ilkeston

WHEN 2nd Friday of the month 19.30

CONTACT Chris Seagrave 01159 328334 or Ray Clayton 01159 326692

AREA Hertfordshire

PUB The Long & Short Arm

Lemsford

TL 221125

WHEN 2nd Wednesday of the month 20.00

CONTACT John O'Reilly 01923 463213

AREA Kent

PUB Duke of Wellington

Ryarsh

Between Wrotham & West Malling

Kent (Map 188 @ 670599)

WHEN 2nd Tuesday of the month

VIKING WAY, SKILLINGTON, LINCOLNSHIRE

from Matt Brookfield

It all seems to be happening over in Lincolnshire at the moment. Another problem which has been passed to me kindly from the Lincolnshire Fieldpaths Association (LFA), a great ally here.

On Buckminster Lane, Skillington, the local estate, Buckminster Estates, has ploughed up hedges on a green lane. The said green lane at present is neither a UCR nor a on DM. However the enclosure award dated 1794 awarded it as a public road 40ft wide.

The farmer removed this hedge without prior planning permission. After a telephone conversation with LFA, we had decided our first action will be to ensure South Kesteven District Council enforce the Hedge Row Protection Regulations and insist the hedge is replanted. However there are concerns here that they may back off. So please anyone who has five minutes please could you write to them.

Again at the same location and the same farmer but this time on a UCR they obstructed the highway by using boulders these are nearly as big as a Land Rover. The farmer has gone to great expense here to obstruct the lane because the machine required to put them in place would be something like a tracked excavator, and there is no way in the world we could move these with winches. Their reason for this is that they had several problems with travellers last year and are trying to stop them coming again. I am in the processes of writing to LCC, however has anyone got any good workable ideas or examples of width restrictions to lanes to prevent or deter travellers, I have been speaking to the Local riding school who used use this lane. Apparently not only is the farmer a JP, Ex-Councillor but also a SIR (something to do with funds given to old Maggie many years ago). If anyone has any pictures - they would be great for me to take to LCC. Please note that this lane is over 60ft wide at the beginning.

LAKES LOCKED GATES

from Brian T. Colling

This information regards a locked gate in the South Lakes. It is at Colton Church, south of Grizedale Forest, Lake District, just west of where lanes 5203 & 5204 meet up. The farmer just down the road from the church has locked it because he blames 4x4 vehicles for killing and maiming several of his sheep, though he has no evidence of this. I have reported this to Tony Hill the National Park ranger for this area, and he says that he will have a word with the farmer. The next time I pass I will check again and report again.

SCAR HOUSE RESERVOIR - LATEST

There is now a Voluntary Restraint (VR) on UUCR 503G north of Scar House Reservoir (N. Yorkshire) because of the boggy section at SD 044782. It is imperative that this VR is adhered to as this is likely to be a test case of co-operation between User groups and the County Council so that the user groups can help repair the lane - something the CC hasn't previously been keen on (they would rather TRO it!).

In mid February will be a meeting at North Allerton between NYCC, Yorkshire Water and several user groups including Yorkshire 4x4, Yorkshire Rover Owners, Red Rose Landrover Club, North East Landrover Club, White Rose LRC as well as GLASS members.

AWDC Rights of Way Officer Brian Lewis is helping to organise things, a mechanical digger is being supplied but individual hands-on help is required. If you can donate time and effort to repair this lane please contact Brian direct on 01524 241541.

FARMER PLACES BOULDER ON LANE

The RT road Clapham Lane from Selside to Clapham/Austwick has had a four foot wide boulder placed across it at the Selside end of the lane (see Map98, Wensleydale SD 785756 for Selside).

Apparently Landcharges at North Yorkshire CC (North Allerton) had given the farmer incorrect information on the true route of the lane so the farmer thought he would legitimately block what he thought was a track being illegally used by greenlaners.

NYCC has been informed of their error and hopefully the situation will soon be resolved.

GLASS EXTRAORDINARY GENERAL MEETING

Takes place on Saturday 5th February at The Grange (off Sky Blue Way) in Coventry, 11am - 5 pm

SOTBY/HEMINGBY GREEN LANE NETWORK - PROPOSED PROHIBITION OF DRIVING ORDER

news from Matt Brookfield

Linc CC are proposing a TRO up in the Wolds, they say this action is being taken in an attempt to prevent instances, frequently recorded, of vehicles being driven along/parked on these lengths resulting in fly-tipping and general neglect of the area, this presently having a detrimental effect on the Green Lane network. They say they recognise the historic value of these routes, many of which form important off road links for County Council promoted bridle trails, cycle routes and walks. They say that by removing unnecessary and inappropriate vehicular usage from this Green Lane network and its subsequent effect will enable traditional management techniques to be reinstated, which is vital to maintain an enhance the character, history and nature conservation value of the network. At present very little management such as traditional haymaking or grazing is taking place.

Matt wrote to Mr Mickleburgh of Lincs CC stating he has driven this road approximately 7 times in the last 2 1/2 years, and every time he had driven it he never considered flytipping a problem.

His last visit to this lane was on the 26th September this last year, which he took pictures, copies of which will be sent to LCC before the 17th December deadline as part of his evidence, it was clearly evident at that time that fly-tipping was not a problem.

If fly tipping is a problem, which there is no evidence on the ground to suggest so, Matt say's it is no more a problem on this lane than any other lane within the County of Lincolnshire. All it will do is push the problem somewhere else. Or is there a long term plan by Lincolnshire to TRO all Green Lanes with this problem, or maybe the real problem is the travellers and this is a way to remove them by restricting legitimate users.

Matt suggests that LCC should contact groups like ourselves (GLASS), who would be happy to help remove this fly-tipping to a more accessible location for the district council to pick up. As an example, The Viking Way at Cranwell had particular problem with garden waste during this summer. GLASS members and members of Lincs Off Road, borrowed trailers and moved approximately 20 tons of waste to more accessible point for the North Kesteven District Council. GLASS would strongly recommend this approach first.

PARKAMOOR VOLUNTARY RESTRAINT

from John Windsor

I was walking the route from Parkamoor to the car park at Satterthwaite in the Lake District last Sunday. Two Landrovers emerged from the lane into the car park (one a Camel trophy job) and they said that they had come over from Parkamoor. They admitted that due to a boggy patch, they had to detour onto a forestry commission track. I have taken a picture of a boggy section of the lane in the forest, (not the Parkamoor bit). This is how bad these lanes can get at this time of year, so drive them sensibly. Remember also Parkamoor has a Voluntary Restraint on it again.



LANCS DMMO

There is a public inquiry for a proposed BOAT N.E. of Haslingden, Lancs. (Map 103 SD 787237 - 793241) at the Town Hall, Rawtenstall, Lancs. on Tues 15 Feb 2000, at 10 am.

Turn up or write to .. Planning Inspectorate, John Greenslade, Room 15/01, Tollgate House, Houlton Street. Bristol, BS29DJ. Telephone: 1179 878889. Quoting the following reference FPS/C2300/7/67.

LOST LANE

Map90 551036 to Map91 605015 between the A6 and A685, this is shown on OS maps as a bridleway but is believed to have higher rights. I've never driven this lane but I understand access through a farmyard to use it is required, and permission to use the farmyard has been withdrawn by the farmer due to the excessive numbers of motorbikes .. 50 one weekend ! - mainly from CCM Motorbikes who run £150 greenlaning weekends to the Dales/Lakes, they have been warned about their behaviour several times but have not heeded the warnings. Result - one lost lane !

QUOTES FROM THE ANTI'S ..

- "The most attractive course of action would be the creation of a new class of highway, a byway on which motorised vehicles would be generally prohibited, except for access" - J.A.Burns (*from Dalesman letters page*)
- "Congratulation on your article regarding keeping green lanes 'green'. It is a crying shame the damage that 'Yuppie Jeeps' and trail bikes do to the surface of these lanes, and as stated the only way to stop permanent damage is to prevent their access legally" - Tim Rathmell, Starbottom, North Yorkshire (*from Craven Herald letters page*)

GATESGARTH PASS

The BOAT Gatesgarth Pass from Haweswater south to Sadgill is in extremely poor condition, particularly where the steep incline is at Adams Seat. User groups have decided only to use it a north - south direction to minimise any further damage BUT I cannot recommend 4x4's use this lane at all except in the driest of summer months because of its extreme steepness and slippiness. You have been warned !

GOYT VALLEY

Peak District (White Peak) OS outdoor leisure map 24

Peak Park Rangers have asked greenlaners to keep off the UCR from 021714 to 018716 near Derbyshire Bridge south of Goyt Valley due to damage suffered from 4x4's.

DERBYSHIRE PROSECUTIONS

The previously reported prosecution to 2 motorcyclist charged with riding on a bridleway (with possible higher rights) Frith Hall Lane, Brampton, Derbyshire has been dropped by the Crown Prosecution Service according to the TRF Trail magazine.

Other lanes in Derbyshire to be wary of the police are Lumb Lane, Belper and Grimsell Lane, Holmsfield and others, even though many are on the 'list of streets'.

HOTR - WHAT IS IT ?

In previous Bulletins we have mentioned progress of a scheme in the Lake District known as the Hierarchy of Trail Routes (HoTR), but what exactly is it ? For the benefit of new GLASS members, and in the words of the LDNPA themselves, here is the answer ..

Green road driving in the Lake District National Park is a highly emotive issue where strong opinions are voiced both for and against. Recreational vehicular use of green roads is a legitimate activity where vehicular rights exist but there has been, and still is, growing concern that the increased use of these routes is not compatible with National Park objectives. In 1994 the Lake District National Park Authority (LDNPA) began to explore a consensus-led management approach to a situation that was not improving under current statutory legislative measures.

The Hierarchy itself is a definition of 146 unsealed routes with each route placed in an agreed category of voluntary management, ranging from free use to no use. The key principle used in the Hierarchy's structure is sustainability; all routes were assigned a category based on a survey of their condition and suitability for various vehicle types. One of the objectives of the Hierarchy is to show that a system of agreed self-regulation by users is, when complied with, an appropriate and successful management tool. By encouraging respect for all other users and the environment in which they ride or drive, the Hierarchy approach also aims to show that the imposition of new legal measures is not necessary or justified.

BOOK STORE

The term 'cross road', which appears in the legends of many historical maps, is obscure and much misunderstood. Yet there is a wealth of evidence to show what the term means and how it has been used as part of the common English language since 1675, when Ogilby published *Britannia*, England's first road itinerary to the present day. Susan Taylor has trawled through dictionaries, map libraries, cartographic reference works, Post Office archives, government documents and historical literature to bring together in one publication the numerous examples of common usage of the term "cross road" over 300 years. Her findings include a High Court judgment which supports her conclusion that a cross road, shown on a map, was intended to indicate a secondary road or byway for people to use on horseback or with wheeled vehicles. The Planning Inspectorate has now acknowledged the importance of this research and is issuing guidance to its inspectors on the meaning of the term. The facts presented in *What Is A Cross Road?* are invaluable to everyone attempting to recover bridleway or byway status for routes on the definitive map and local authorities responsible for weighing the evidence for a Definitive Map Modification Order.

www.rightsofway.org.uk website



picture & text from

"What Is a Cross Road?"
by
Susan Taylor
ISBN 0 9530573 0 5

Send your cheque or postal order for £7.00 (including postage and packing to: The South Pennine Packhorse Trails Trust, The Barn, Mankinholes, Todmorden, OL14 6HR

RECOMMENDED WEBSITE



Contains plenty of very interesting information mainly related to horseriding around Yorkshire, but with a lot of information relevant to all rights of way users.

A lot of the indepth description of the Pennine Bridleway Route is particularly useful as some of it is also vehicular, but check first before driving any of it !

Check it out at ..

<http://www.rightsofway.org.uk>

COPPICE LANE, STAFFORDSHIRE

This is definitely a UCR. It was researched this last summer. The gate was put up there is a deterrent to joyriders etc as there had been problems with burnt out cars up there. Fair enough - but the lock should not be there!

Mr Richard Harris of Cannock Chase District Council - 01543 462621 (fax 01543 462317) promised that he would get the lock removed and admitted that it should not be there (it certainly makes the gate into an obstruction).

We would be stirring up a hornets nest if we tried to get the gate removed - so best left, however we believe that any vehicular user is quite within their rights to break the chain on the padlock! Certain people have the key! So its up to you - Mr Harris is being hassled to get the lock and chain removed first. The road is marked as UCR's 100 & 102 on the Staffordshire County Council Publicly Maintainable Roads map 1988.

Also, a lane in Upper Longdon, SK058145 to north is obstructed through lack of use, again this is a UCR on the above mentioned map. All Staffordshire UCRs are vehicular. This is a great lane. Use with confidence!

DERBYSHIRE EVENT (PEAK PARK PROJECT)

Just a short note to inform you of the forth coming Derbyshire bash 2000. The event will take place over the may bank holiday 2000, this year it falls straight after Easter weekend, so we have two bank holidays following each other this year. As you can see I have made the event longer this year, and due, to the continuing success of the event. I have had no option, but to hire a marquee, so we have more room to enjoy ourselves. The pub just cannot hold us all now so this will act as an extension to the function room. The interest for this year has been great, and I hope we can make this event even better in the years to come.

May I remind you that this is your event and input from you is important, I have had no complaints about past events so we must be doing it right. However, if you or your club as a whole has any input to improve the event or wish to be involved more, please come forward. All offers of assistance will spread the workload.

If I can be of any assistance to you please telephone me on the above number. Hope to hear from you soon and please support this event if you can. GLASS may co-ordinate this event but, I assure you that every one of the clubs involved in this project will be mentioned in any press releases that are put out, by myself.

Thank you for your clubs assistance in this project.

Ray Clayton, 30 Boweswell Rd, Ilkeston, Derbyshire, DE7 8EE. Tel 0115 9326692.

Clubs involved are GLASS, Dora, AWDC, Buxton LRC, Friendship Romley 4x4, Glossop 4x4, Landrover Series 2 Club, Lincs Off Road Club, Milton Keynes 4x4, Peak and Dukeries LRC in conjunction with the peak park ranger service. It takes place on Wednesday 26th April to Monday 1st May, the venue is the bull In Thorn Inn on the A515 Buxton To Ashbourne Road.

There will be caravan and camping, off road course courtesy of Buxton Off Road Club, kids bouncing castle all weekend, sat night disco, raffle, lane repairing with the ranger service on the limestone way. RoW forum, treasure hunt over the weekend, friday night quiz etc etc.

The cost for caravanning and camping, Wednesday to monday is £20.00, this includes the disco etc.

if you only come for a day, or just to the, disco sat night we would, appreciate a donation towards the project.

YDNPA - " EVERYONE WELCOME, EXCEPT 4X4'S "

The Yorkshire Dales National Park Authority had asked Michael Meacher to consider a change in the law to prevent the damage of unclassified county roads by irresponsible users of off-road vehicles and motorcycles.

But Mr Meacher has told members of the authority he has been given no evidence to support a total ban. Mr Meacher wrote: "We are aware that problems can arise from the use of green lanes and byways by motor vehicles. "At the same time, we have to recognise that motorists have a right to use byways which have been classified under the Wildlife and Countryside Act 1981 as being open to all traffic." The reply was met with dismay by national park chief executive Heather Hancock. She said the request was aimed at unclassified county roads and byways open to all traffic, but the minister appeared to have sent a standard reply dealing with only the latter. Mrs Hancock said: "We are a national park authority with special responsibilities and we have a lot of expertise on the ground. "I am not sure that is recognised in the response we have got from him." She said: "We are going to have to find another more effective way of getting through to him, possibly through the association of national parks, which is an immensely strong body."

DERBYSHIRE LANE STATUS ?

Derbyshire CC have asked Tim Stevens to advise greenlaners of the status of this route, and if possible discourage continued vehicular use. FP 86 Hartington Upper Quarter, near Buxton GRs: 022713 - 020716.

Has anyone got evidence that this route might be more than a footpath? It links an untarmac track to the north, which is not recorded as anything on the DM&S. Is there evidence for the status of this route? At the south, it joins FP 81, which appears to be a possible pre-turnpike road. Has anyone evidence for this route, too?

Any help you can offer please contact LARA's Tim Stevens, email: timLARA@aol.com

BLOCKED LANCASHIRE BOAT

A GLASS member brought his map (LR 103 Blackburn/Burnley) for map marking, mine is the older 1990 but his is newer 1998 up to date with red dots (UUCRs) shown, but I also notice a new BOAT that I was completely unaware of. It starts at SD903362 (Coldwell Reservoir) heading E.N.E. to 933373 where it stops, but from here going N.W. is the red dots therefore making what looks like a continuous route.

I'm not sure if there is maybe a route continuing from 933373 through to 948385 but there could be. I walked the route recently and took several digital pictures (see below). One or two problems .. 2 locked gates at western end and large boulder across the track at 911361 (all photographed), I have written to the County Council to find out if it is really a BOAT (as opposed to an Ordnance Survey error), and request the locks be removed.



Above: Large boulder
Left: Locked gate at 946385

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Northern Bulletin Website

<http://www.btp.freeuk.com> The site contains useful information on greenlaning, photographs of northern greenlanes, lists of phone numbers of local authorities, links to other websites, a screen-saver, a 3D greenlaning art gallery, various videos and copies of older Bulletins. Previous download glitches are now sorted.

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