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TRAIL

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways. EDITOR: Fred Ellison.

SEPTEMBER 2005 No. 325



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EDITOR

I'm sure that you will all be sorry to hear of the death from cancer of our Secretary, Ted Lowres. He was liked and respected by all trail riders who met him and will be sadly missed. Our condolences to Suki, his widow.

To quote Claes Tingvall, transport adviser to the Swedish Highways Agency:

"LONG-TERM, MOTORCYCLES MUST GO"

and you thought it was only trail riding that had problems! It's the 'thou shall not die ever' brigade again and incidentally I intend to put off the inevitable for as long as possible, but it seems that Claes has come up with something called "Vision Zero" in which there is no place for bikes. To quote "if you want to make a bike 100% safe it will no longer be a bike" and guess what - our government has commissioned a report to see if the great British public will accept yet another stupid idea from Europe.

Now if that sounds negative for bikes in general, it might not be for trail riders. In fact trail riding could become the solution. How many people are killed trail riding? None, to my knowledge, which is one of the reasons I took up the sport after two accidents (with a 20 year gap) where the driver made a right turn in front of me and afterwards said "Sorry I didn't see you". However, I digress, the question is should all bikers have to ride on green lanes thereby accomplishing Mr Tingvall's ambition immediately instead of having to wait until 2020 which is the target date to achieve his ambition

Fred Ellison

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COVER PHOTO from Roy Simcock

**All Contributions to the Editor, Fred Ellison, Sheepcote Farm, Moor Lane,
Wiswell, Clitheroe, Lancs., BB7 9DG. editor@trf.org.uk**
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

TRIBUTES TO TED

A man who loved the countryside & trail riding

TED LOWRES 20.4.1946 - 11.8.2005, TRF SECRETARY



Sadly Ted passed away at home on the 11th August 2005. Earlier in the year he had been diagnosed with a brain tumour, he had most of it removed but unfortunately it started to grow back and the treatment was not successful.

Ted was a gentle, kind and thoughtful man, one of life's "good eggs". He had a lovely laid back approach to life; he would always try to do the right thing and would always help others without judgement or pretence.

Ted loved trailriding and was an active member of the South London & Surrey group; leading runs, attending council meetings and carrying out research. However he wanted to put more back in to trailriding and he became TRF Secretary, he enjoyed this role and brought his gentleness and kindness with him.

Ted was a true gentleman and a great guy. We shall all miss him.

*Steve Sharp,
South London & Surrey TRF Group*

I just wanted to write and say thank you to all the trail riding fraternity who sent good wishes to Ted throughout his illness. He had cards and emails and recently some lovely ones from his own group the South London and Surrey.

He really loved trail riding and loved riding out on the open countryside, Wales was a particularly favourite place. He also enjoyed the time he spent on the committee as secretary. Ted also became interested in old maps and doing road research, many a happy hour was spent looking over these maps.

At his funeral Steve Sharp (South London and Surrey) paid a tribute to Ted and talked about him and his riding. I felt this was important as it played such a big part in Ted's life.

When you next have your trail meetings, please raise a glass to Ted as I'm sure he would appreciate it.

Best wishes, Suki Lowres

MEETING OF THE TRF EXECUTIVE

Sunday 25th September 2005

National Motorcycle Museum, Birmingham, 10:00 for 10:30

AGENDA

1. Chairman's introduction and report
2. Apologies for absence – Suffolk (Nick Harris)
 - 2.1 Notice of AOB:
3. Approval of minutes of meeting on 25th June 2005 - Trail No. 324
4. Matters arising (not otherwise on the agenda)
 - 4.1 UCR Report – Booklet & CD (Tim Stevens & Dave Giles)
 - 4.2 Derbyshire insurance claim (Tim Stevens)
 - 4.3 Letter to Llanarchinda Farm (Mark Holland)
 - 4.4 Payment of outstanding honorariums (Arnold Brewer)
 - 4.5 TRF Code of Conduct, Pocket size. (Derrick Collins)
5. Elected Officer Reports (prioritise on important points please): Vice Chairman; Secretary; Treasurer; Membership; Public Relations; Editor; Co-opted officers (BMF etc.)
6. Natural Environment & Rural Communities Bill (Tim Stevens)
 - 6.1 Progress report
 - 6.2 Time Limited Advisory Group Meeting
 - 6.3 Claims moratorium
7. Sustainability Assessment (Geoff Wilson)
 - 7.1 What is it, how will it work
8. Byway bonus (Andy Gerrard)
9. Wales Off Road Motorcycle Steering Group (?)
 - 9.1 Status
 - 9.2 TRF Involvement
10. Project Reports (? Dave Tilbury)
 - 10.1 ROW Contractors reports
11. Arrangements for AGM
 - 11.1 Current vacancies; National ROW Coordinator
 - 11.2 Membership fees etc. for 2006.
 - 11.3 A budget for 2006.
12. AOB (At chairman's discretion)
 - 12.1 Hull Group formation (Brian Thompson)
 - 12.2 Signage & County Roads not on the DMS (Mark Holland)
 - 12.3 Police liaison (Mark Holland)
 - 12.4 New issue "Making the Best of Byways" (Mark Holland)
 - 12.5 TRF Insurance & Risk Assessments ref NGLD (Derrick Collins)

Date of next meeting: AGM Sunday 30th October 2005 Heritage Motor Museum Gaydon, Warks.

Provisional for 2006: 21 January, 26 March, 24 June, 24 September.

Target finishing time - 16:00

NOTICE BOARD

SEPTEMBER EXECUTIVE

PLEASE NOTE DATE OF
SEPTEMBER EXECUTIVE MEETING
SUNDAY 25TH SEPTEMBER
CROWS NEST,
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TRAINING COURSE OCTOBER 15th

A training day for beginners open to all northern TRF members (in a group or independent) who are interested in saving lanes.

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Experienced TRF members will explain how they are making claims for Byway status to the local authority. The course will cover all basic rights of way and claiming procedures.

This will be held on Saturday October 15th in Knaresborough, near York, from 2pm to 5pm.

A fee of £5 will be asked for to cover costs.

If you are interested let me know on briant950@aol.com.

Brian Thompson
TRF Northern Project Officer

FROM THE SECRETARY

All members are asked for their requirements as to agenda items for the September Executive Meeting and the October AGM.

All members are advised that I am trying to ensure the byway bonus scheme is up and running again as soon as possible and to that end need to know about anyone who hasn't been paid for an acknowledged application, anyone who hasn't received an acknowledgement for an application and any new claims!

Andy Gerrard,
Tel: 01525 717634, Email secretary@trf.org.uk,

TRF MEDIA DATABASE

Remember to send media e-mail contact addresses with a brief description for inclusion in the TRF media database to receive our press releases.

Contact *Ian Packer*
Email: pr@trf.org.uk



RoW News

PARKAMOOD

The U5051 Parkamoor WILL BE OPEN FOR September 2005

Only the deepest potholes east of High Parkamoor and across Seven Wells are water filled. Otherwise the route is dry. All the fallen trees have now been cleared. There is now no need to use the track that has formed across the moor by users deviating around the obstruction. It is already grassing over and bracken is encroaching the bare ground. Please stay off this and it will re-vegetate quickly.

Dave Robinson, Trails Adviser, Lake District National Park Authority

Ratione Tenurae Roads of Settle Rural District

I've always been intrigued by RT roads and wanted to find out more. Here is the result of my research.

Background

Settle Rural District is the area of upper Ribblesdale within a 15 mile radius of Settle, the local market town for the Craven Yorkshire Dales.

The Settle Rural District Council was the local government body until local government reorganisation in 1974 when it was abolished and the new county of North Yorkshire was created.

The county archives in Northallerton have a useful document: 'Settle Rural District Council List of Roads Repairable by the above council in the rural district 2 April 1896'

This document lists and describes those roads that were maintainable at public expense by Settle RDC. It also highlights those roads not maintainable by the RDC but maintainable by reason of tenure (Ratione Tenurae or RT), which normally means repairable by the landowner or tenant for the public benefit.

A second document lists and describes all the RT roads in Settle Rural District by parish together with lengths in yards.

In January 1896 it is minuted that Settle RDC ordered the council surveyor to make a list of all RT roads within the district. In the minute they instructed the Surveyor not to include any public paths on this list. Cross reference with inclosure awards shows that the exclusion of public paths also included the exclusion of bridle paths from the RT list.

The document clearly differentiates between private roads, footpaths and bridle paths, and subsequent handwritten annotations show which RT roads were

taken over by the West Riding of Yorkshire County Council and their subsequent numbering system.

It would be reasonable to assume, given the distinction made between the different classes of road, that a road listed by the county surveyor as maintainable by reason of tenure, that was not recorded as:

1. a footpath, or
2. a bridle path, or
3. a private road,

was a carriageway.

Under section 31 of the Road Traffic Act 1930 (which brought in the offence of drunk driving, banned racing on the highway and much else), a motor vehicle was clearly defined as a carriage for all purposes. The case of *Kane v Norfolk* (1949) also held that carriageway rights extend to motor vehicles.

Why RT roads are presumed vehicular

Landowners of RT roads with responsibility to repair could claim exemption from highway rates. Provision for this is mentioned in the Highways Act 1835 and again provision was made to claim exemption from highway rates under section 38 of the Local Government Act 1929.

All the land owners had to be contacted to be made aware of exactly what they were entitled to claim, so the location of the roads and the landowners liable to maintain these RT roads were listed and their details kept on record.

They could only claim for district roads and this would have excluded footpaths or bridleways as the costs of repair would have been so small.

Part of this process involved a list of questions to be asked of the landowner, records of these questions clearly show that the RT routes in question were considered to be carriage roads and an important part of the highway network of the time.

This presumption of carriageway status was carried from the time the highway boards handed over responsibility for maintenance to Settle RDC in 1896 and again when responsibility was handed over from Settle RDC to West Riding of Yorkshire County Council in 1930 under the Local Government Act 1929.

This explains why there has always been a general presumption by both the West Riding and North Riding of Yorkshire County Councils that RT roads are vehicular highways:

'...the general presumption is that *rationae tenurae* roads are public roads which can be used by vehicles but not maintained by the highway authority.'

Source: *Reg King, Group Engineer, North Yorkshire County Council 7th January 1999 (reported in Byway & Bridleway journal, 1999/7/51)*

Incorrect recording of RT roads on the definitive map as bridleways

Over the years, the existence and status of the RT roads had been gradually forgotten about, and many of the RT roads had subsequently become (tarred) classified county roads as more and more (but not all) were adopted by West Riding County Council.

Many were also tarred and adopted under the provisions of the Agriculture (Improvement of Roads) Act 1955, which provided West Riding County Council with funds to improve unclassified roads or unadopted roads that lead to livestock rearing farms to improve vehicular access. Once adopted, the RT responsibilities were extinguished.

With the advent of the definitive map after 1949, routes were surveyed by local people in the 1950s and 1960s. Many of these roads were marked on walking schedules as CRF (public carriage road or cart road mainly used as a footpath) or CRB (public carriage road or cart road mainly used as a bridleway). These designations originated in a 1950 guidance booklet compiled by the Open Spaces Society and approved by the government. The advice about the use of such terms was as follows:

"highways which the public are entitled to use with vehicles, but which in practice are mainly used by them as footpaths or bridleways, should be marked on the map CRF or CRB."

Although descriptive, these were not official descriptions for additions to the draft Definitive Map as contained in the National Parks & Access to the Countryside Act 1949. Routes with such a description were recorded on the Definitive Map as bridleway.

At the time, vehicular rights didn't seem important. Petrol rationing only ended in May 1950 (and reappeared again in 1957) and motor use for leisure was rare. In any case, recording on the Definitive Map as a bridleway was always without prejudice to the existence of higher unrecorded rights (ie vehicular rights). (Section 32(4)(b) National Parks & Access to the Countryside Act 1949).

In the words of Lord Diplock:

'The Definitive Map was made for the benefit of ramblers and riders.'

'Motorists are not among the intended beneficiaries, nor are cattle drovers.' *Suffolk County Council v Mason 1979*

The object of the definitive map was to provide clear, legal proof of minimum levels of rights of way.

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The Ramblers Association, who took an active part in the surveying process, had no interest in recording vehicle rights, as they were only interested in the rights of walkers.

The option to use the category Road Used as Public Path (RUPP) for RT roads seems not to have been used, presumably as the definition was unclear (it didn't automatically confer vehicular rights). In some cases, it was proposed for routes but with bridleway being later substituted after consultation with landowners.

There was also pressure from farmers and landowners to record RT roads only as bridleways. Only those RT roads adopted by the council had their RT responsibilities extinguished, and farmers and landowners were genuinely concerned that if a road that they had to maintain RT was categorised as a carriageway, they might be left with the onerous responsibility of maintaining to modern motor vehicle standard, possibly including the cost of sealing with tar. Vehicular use of roads increased rapidly with the end of petrol rationing in 1950 and the rise in private car ownership in the 1950s and 1960s. A strong reason for the addition of most of the remaining RT roads in the West Riding of Yorkshire to the definitive map as bridleways.

This led to anomalies that exist to this day. For example, the Arncliffe to Malham Tarn road is a normal 'tarmac' classified county road used daily by cars, but because the first 900 yards out of Arncliffe (Darnbrook Rd) were repaired Ratione Tenurae, it was added to the definitive map as a bridleway. It is still a definitive bridleway today.

Example 1: Foxup Road, Horton in Ribblesdale

The western part of Foxup Road (RT road from Foxup to Horton) was claimed by Horton in Ribblesdale parish council in 1951 to be a CRB (public carriage road or cart road mainly used as a bridleway). It was proposed to record the route as a RUPP on the definitive map but this was changed in June 1953 and ended up being recorded as a bridleway.

The use of the word 'road' in Foxup Road should have been a clue here, as in the 2003 paper 'Road & Way' researching terminology & definitions used in official highway records:

Use of reference to 'road' prior to 1929 can with confidence be said to imply a

vehicular way'. (p15, para 2, 'Road & Way' by AW Fry, FCA June 2003).

Example 2: Dub Cote Road, Horton in Ribblesdale

Dub Cote Road is recorded as a 1,980 yard RT road in Horton parish from Four Lanes Ends through Dub Cote Farm and up to Long Lane, another RT road which the Yorkshire Dales National Park Authority regards as vehicular and wishes to upgrade from bridleway to byway.

Under the operation of the Agriculture (Improvement of Roads) Act 1955, the council took over responsibility of the road from Four Lanes Ends as far as Dub Cote Farm but not beyond.

The 1957 walking schedule refers to a CRB (public carriage road or cart road mainly used as a bridleway) between Dub Cote Farm and Long Lane, yet the route is recorded as a definitive footpath.

The whole route had the same legal status (RT), yet part is now an all purpose sealed road for all traffic, and part legally only a footpath.

Andrew Brocklehurst

(with acknowledgement to the Ancient Road Conservation Volunteers website)




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Boboneleg Continues to Ride



Hi Folks, the last time I wrote to 'Trail' was back in July '03 when I wrote an article on how I had got back to trail-riding after losing my left leg in an accident two years earlier.

In the story I told how I fitted a 'Kliktronic' gear-changer to get around the problem of changing gear with a prosthetic leg. The Kliktronic has given nearly two years great service but recently has been playing-up on runs, mostly I suspect because of

water ingress but also after getting knocked when riding through deep ruts.

I also have a Harley-Davidson Sportster and fitted forward-controls mounting the gear-lever in a more upright position than normal and use my heel to change gear, this works perfectly well and so I started looking for a commuter bike that I could use in the same manner.

In November '03 I bought a Honda Transalp and of course it wasn't long before I wanted to use it on some easy trails.

Another TRF member, Tony Steel, had an Africa Twin and told me that he was planning a big-trailie ride across Salisbury Plain and down to Sammy Miller's bike museum in Hampshire. Well this was right up my street and we had a great day out. I have since ridden the Alp around our local lanes, around trails in Wales and led a run around the Cotswold's. You can see a report of one of my runs at www.onmyboot.co.uk.

Anyway I was confident enough to try to use my heel on the Serow now but it is almost impossible because of the position of the gear lever and the fact that it uses a 'linkage' type gear change so I thought about getting a different bike. I had a test ride on a Honda CRF 230 but although I could change gear on it I found it a bit high. At the dirt-bike show I sat on a Gas Gas Pampera and it felt fine but I was concerned about the build quality.

I continued to persevere with the Serow, stripping the kliktronic down and thoroughly cleaning it after every ride. Then I remembered that I had bought an

aftermarket gear lever for a Yamaha XT660 on Ebay, it cost me the grand sum of £4.14 (inc' p&p) and you never know when these things might come in handy! I fetched it out of a drawer and offered it up to the Serow. It fitted a treat but was a bit close to the casing so I mounted it in a more upright position so that if (when) it got knocked it would clear the casing.

I rode up the back lane but couldn't change down properly so back into the garage and mounted it

in a position somewhere between the previous two positions. Back up the lane and it was fine, took it out for 15 mins on the road and never missed a gear. Now I needed to get it onto the trails and see how I would get on.

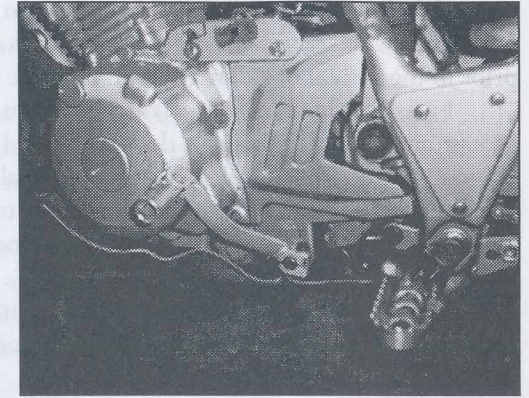
My first ride was just out on the local lanes and I got on fine with the gear-change although I managed to ride like total novice, ah well you can't win 'em all. A week later I led a run around the Cotswold's and had a great day and again the gear-change was fine. I have since been on a run along the Ridgeway from Beckhampton all the way to Streatley and then a big loop through Oxon and Wilts back to our start. The Serow covered 222 kms that day and never missed a beat.

On 6th July I left home with six others on our big trailies to go to the Stella

Alpina Rally in the Italian Alps. We rode some trails on our way there, did the rally and then went to the Drome area of France for three more days of trail riding. The scenery was awesome, the trails were fantastic and the bikes (6 Hondas and a BMW) never missed a beat.

I now have a Serow and a Transalp in need of some serious cleaning so I'll bid you farewell.

Yours, Bob



Fun and Games in North Yorkshire.

First of all our thanks go to Phil Fawcett and Family who organised and ran the Ayton Weekend Two Day Camp and Enduro Course on a special Farm site in North Yorkshire. Much work was done by members of the Teesside and North Yorkshire TRF prior to the arrival of riders from all over the country.

I was involved in guided runs out from the camp site onto the North Yorkshire Moors and beyond. Being a devote coward I avoid Enduro type courses like the plague. Many like minded riders, especially those from the Flat Earth Society (Lincolnshire etc.) assembled for the day's run. We duly split the riders into groups: Slow, easyish, sightseeing; Medium, more lanes, longer ride; Expert, more demanding lanes, hard day.

I headed for the more remote lanes with my group of slow riders. Suprisingly enough we only met six walkers and two horses in our hundred and ten mile round trip.

Talk about mixed ability riding, it was just as well I had David with me to stretch them out on the longer lanes.

First incident occured in Farndale when one rider (no name-no shame) took a dive into the beck but was saved by a single strand of barbed wire fence. Out came the cameras, then came the rescue. Fifty miles later he started putting Diesel into his Tank: "Are you sure you are alright?" Yes, he said, just a bit shaken up.

The journey over the moors was greeted with amazement by the riders from "down south". We don't have hills they said, these are fantastic. There is no doubt we sometimes take our countryside for granted and it isn't until you are out with visitors to the area that the splendour of the moors and valleys is highlighted. They were certainly impressed by the wide openness and wild beauty of the Grouse moors, not to mention the fantastic coastline.

We had ridden from Ayton to Farndale to Cropton and arrived in a local Tea room

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for lunch.

We were left in no doubt as to the waitress's name. When she leaned over, she had Molly tattooed on her nether region. Some sophisticate from London, in our party, said "it had something to do with left luggage", but we didn't believe that for a moment. Things like that are unheard of in North Yorkshire. Calm down, calm down.

Fed and watered we headed for Langdale End via Blackdale, across wide open fields, and secluded valleys. Next stop was petrol but seven miles from nowhere, the second incidence occurred.

A hose leak on a CCM. The hose was far too near to the exhaust and had burnt a hole in the radiator pipe. "I have been waiting to use this waterproof tape for ten years" said one eager rider. We pooled our resources and we were soon back on the trails.

After petrol, in Burniston, we followed Ripley Road to climb to a splendid view point. Fortunately that day you could see right down the coastline to Scarborough, Filey and Flambrough Head, very impressive, another photo opportunity. Then it was across the moors again as we headed back to Ayton via Fylingdales, Grosmont, Glaisdale and Commondale.

The moors have been very dry this year, which makes trail riding so much easier, so we covered twice the distance we would normally have done with a slow group.

Duly returned to the campsite, some zoomed off to the Enduro course, others couldn't wait to have a lie down, most important of all, everyone agreed, it was a great day out.

Saturday night saw a social evening in full swing and due to the generosity of local motorcycle dealers and tradespeople some great prizes were won in the raffle. One guy was so embarrassed after winning four prizes, he kindly declined the fifth.

So next year watch out for the advert in Trail Magazine and come and enjoy two days of guided runs. If you hate camping stay at a B&B.

Sunday evening saw the departure of all the riders, each took a little bit of North Yorkshire home with them.

Hope to see you all next year.

John Robinson, Teesside & N. Yorks. TRF

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The Most Challenging (Diabolical?) Lane for Six Months?

On June 26th, we eventually reached this "interesting" lane about 2.30pm, having started at 10.30 am from Ron Lyford's Woolcott Farm at Shirwell and after covering many others, some dusty, others muddy, to the north and west, the most beautiful being the coastal one from Lee Bay, past Shag Rock, to Ilfracombe, with marvellous views of the rugged coast and to Lundy and Wales.

The land descends directly from the east of the very busy A361, Broughton to Ilfracombe Road. Initially it looked innocent enough, being covered in long, lush green grass. Even so, I did wonder why crafty craftman and the day's Leader, Ron Rickarby, sent in the youngsters of "The Heavy Mob", Bazra Barry, Brian Friend and Richard Bates on their big bikes first. Back marker Ron Lyford and I soon found out. Trying to ride the central ridge we found our feet being pulled from the rests, and almost from our torsos, by the vegetation. As the bikes tended to go on this left our feet well behind, acting as anchors, despite frantic efforts to free them, so that, at such an angle, it was difficult to keep the machines upright. Several of us fell, including most of the "Heavy Mob", into the deep hidden ruts on either side. As I lay there I thought "What a bloody stupid thing to be doing at

3 3/4 years short of 80". Kindly Ron Lyford, once he'd picked up his own Serow, helped me with mine, despite this being his first outing since a hernia op. Progress was exhausting - it would have been quicker and less tiring to have walked. Then swarms of horse flies, smelling our sweet sweat in the afternoon heat, attacked us, helping themselves liberally to copious draughts of our blood. We had no hands free to push them off. After what seemed to be an eternity, I saw trees ahead and thought "at last, there will be no cloying vegetation under them", only to find myself on a steep descent, with loose rocks and a large hazel branch impeding progress of my lower lip, as the Serow continued onwards, unable to find braking grip! The next obstacle was a narrow, deep gully by a tree root that snagged on the footrests. Once we'd

helped each other through this I next found my thick head being forced backwards by a large, horizontal hazel, followed by a second soon after.

As we slid downwards, with little braking available, we were very aware of the fast, nose to tail, hidden traffic just below, on the A361 and prayed that we would be able to stop before "mixing it". Drivers could NOT have anticipated several exhausted, muddy, dusty riders to slither out from the dense cover on their left. On checking my mirror for following traffic, I found that I no longer had one - merely a 1/2" jagged stump of the shank.

When I reached home (after 90 miles, using less than 1 gallon of petrol), a trifle "tired", I found several areas of dried blood just below my lower eyelids, caused by those insects, a thick lower lip, cut against my teeth by pressure of that branch and aching thighs, caused by "excessive use". All of this in just ONE little lane - usually we do 20 or 30. Anyone mad enough to join us?

John Chilcott,

The Oldest Swinger in the West (allegedly)

Derbyshire Born, Derbyshire Bred...

...Strong in the arm and thick in the head.

This cruel and allegedly untrue doggerel was commonplace in Yorkshire during the editor's schooldays. But Derbyshire folk do have idiosyncrasies, as illustrated by a letter of 3rd May (actually, a standard text) from Derbyshire County Council concerning a DMMO application to add a BOAT in the parish of Hucklow. DCC states:

"The definition of the term Byway Open to All Traffic (BOAT) simply reflects the fact that public vehicular rights have been found to exist, however it also makes clear that such routes are used mainly by walkers and horse riders. For this reason the county council is under no obligation to provide a surface suitable for the passage of motor vehicles. In practice such routes are normally maintained to bridleway standard".

Is DCC being deliberately disingenuous, or have officers simply misunderstood the legal position? S.54(7)WCA81 states, "Nothing in this section or section 53 shall... oblige a highway authority to provide, on [a BOAT] a metalled carriage-way or a carriage-way which is by any other means provided with a surface suitable for the passage of vehicles". Surely that merely means that the bare fact of recording a way as a BOAT does not of itself oblige the highway authority to metal it, or similar? But it does not remove the basic duty to keep the route in repair for the ordinary traffic of the neighbourhood entitled to use it - even though, in practice little such work is done unless a householder along the route wants car access.

Byway & Bridleway Extra, 15.08.05



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letters

CODE OF CONDUCT.

It would seem to me that in today's atmosphere of controversy, confrontation and public concerns over Trail riding in general, we, as members of the T.R.F. must bear in mind several factors when out riding in the Lanes.

1. *Our own attitude to other users of Green Lanes.*

I was taught, many moons ago, that "Respect for persons" was the cardinal moral principle on which to base my judgement of people. (How high is that Horse?) Respect for persons includes ramblers. Contrary to popular belief most ramblers welcome seeing Trail riders. I have had gates held open for me on numerous occasions. I never fail to say Thank you. Meeting Trail riders breaks up the monotony of tramping across miles of moors and lanes, that are in the main deserted and gives them something to talk about. Also if you take the time, you can exchange pleasantries on the virtues of the open countryside. Just because they do not ride bikes does not mean they do not share the same appreciation of the environment. Ride with an open mind until proven otherwise, then just smile. All it takes is self control.

What you must do is ride as though there is a family, a horse rider or another trail rider around the next corner. When you do see a group of walkers, slow down, it only takes a second and shows them you are being considerate. Smile, say good day, wave at the children, show them you care. Don't fulfil the expectations of the minority of militant ramblers and tear by without a word.

Horses are dangerous! They are dangerous to the riders if you scare them. They are dangerous to you if you scare them. It is generally accepted that when you meet horses, stop, stop your engine. When I am out riding and meet horses I will usually turn round, if the lane is narrow, and choose another route. Again, overtaking horses is dangerous, be patient. This may seem

like "stating the bleeding obvious" but to many riders these considerations never cross their minds.

Riding with due care and attention is a Law that particularly applies to Green Lanes.

2. *Green Lanes as roads.*

You have to share these roads with people. Green Lanes are different to Tarmac roads. Most of us have been guilty of thinking "What are walkers doing in the middle of the road". Yes, some will not move over but they are few and far between. The rest are in a world of their own enjoying the countryside and need time to react. Give them that time by slowing down, it will be noted and appreciated.


Trail riders must earn respect from the general public, you can't expect respect. We must improve our image. Most walkers have an image of off-road motorcyclists as depicted on the T.V. at motorcross events flying through the air or as illustrated in magazines and advertising. Trail riders have as much in common with Motorcross riders as walkers have with Naked Ramblers. So remember you can make a difference. Make sure it is a positive image you project.

3. *Low impact riding*

I remember the early days of mountain bikes. Again the ramblers were up

in arms about damage to bridleways and scaring walkers by not giving a warning. Those who used a bell were accused of arrogance. You can't win. YES you can. We must stop tearing away from gates leaving tread marks in the grass or mud, minimise rutting and above all do some Lane repairs. Most TRF groups have Green Lane days and people willing to react to reported erosion on some lanes. Be pro-active get out there and make a difference. Every member should give up one day riding a year for Trail maintenance. This is the way forward. Councils do not have the money, we can raise money and spend it on Lane maintenance. No rutting, no complaints in that area. Get it?

All this is a matter of common courtesy. We have come a long way in the last two years in addressing complaints. Smaller groups, quieter



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exhausts. Now lets see more consideration for other users, through basic good manners. Remember, showing off, yes we have all done it, is not good for the public image of Trail riding. Enjoy your Trail riding but remember you are in the "public eye".

The Highway Man

EVIDENCE

Trail riders of the future will owe a debt to an unsung band of workers from Settle to Hull who are finding evidence on the lanes we ride in the north. A surprising amount of work goes into preparing each claim but without claims we will lose our centuries old rights to use roads given incorrect status on the definitive map.

Several enthusiasts know how to gather the evidence and others are guided by Brian Thompson, a retired RoW worker employed by the TRF to help the north regions groups and individuals.

It seems from TRAIL that many other parts of the country (Derbyshire excepted) have yet to discover similar enthusiasts and our successors will have reason to envy what we have. Each region has a contractor like Brian and it is hard to believe there are not hidden enthusiasts who would do some research. The internet is a useful link and Brian has had great success asking in the magazine for 20 year user evidence and putting people in touch with others who have useful skills. Some set up map data bases, others look at public records etc.

Can I suggest that TRAIL list all the Contractors every month with contact details, including email and area covered, so active researchers can get in touch with each other. ^{Ed} Good idea Dave. Will see what I can do.

A quick look on a modern OS map at the definitive status of the routes you ride will give a shock to many who ride using a 'marked up map'.

Maybe groups not keen to do active RoW work could offer funds towards employing researchers and defraying the costs of volunteer researchers. This happens in the north where group representatives meet every few months to discuss any issues. The money will be useless in the bank when the trails have gone.

Dave Loney



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AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star PH at Star on A38.

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton.

BRISTOL Glenn Summers, Tel: 01454 619246
4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

CAMBRIDGE John Brooker, Tel: 01767 692805
1st Thurs, Golden Ball, Boxworth.

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, 8pm, Pencaron Club, Bodmin.

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, The Gilpin Bridge Inn, Levens, Nr. Kendal.

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 811949
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

DEVON Rob Williams, Tel: 01626 364564
2nd Tues, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott.

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis.

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Breaston, South Derbyshire, J25 on M1.

EAST YORKSHIRE Peter Hall, Tel: 01405 862616
1st Tues, The Plough, Snaith.

ESSEX Dave Anderson, Tel: 01277 657783
2nd Wed, The Wheatshaf Public House, Hatfield Peveral.

EXMOOR Ian Sadler, Tel: 01884 821547
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton.

GLOUCESTER Geoff Wilkie, Tel: 01453 811412
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE
Nicola Graham-Adriani, Tel: 01582 623 277
2nd Thurs, 8pm, The Old Guinea, Ridge, Near Potters Bar.

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 510533 or 01782 833222 (work)
1st Tues, 8.30pm, The New Inn, Leek Road, Longsdon. (A52, 1.5 miles West of Leek).

ISLE OF WIGHT Andy Hawkins, Tel: 01983 617232
1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW.

KENT Anthony Evans, Tel: 01732 360884
2nd Wed, 9pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Black Bull, Hall Lane, Mawdesley.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, 8pm, Manvers Arms, Monks Road, Lincoln.

LODDON VALE David Cook, Tel: 0118 901 4481
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading.

MANCHESTER Phil Kinder, Tel: 0161 339 5343
2nd & 4th Mon, 9.00pm, Arden Arms, A6017 in Bredbury.

MID WALES John Mason, Tel: 01597 811141
Last Thurs, 7.30pm, The Crown Inn, Rhayader.

NORTHUMBERLAND Chris Moody
Tel: 0191 387 3507 6-10pm or 07860 302001 (mobile)
1st Tues, 8pm, North Durham Motorclub, Annfield Plain, Nr Stanley.

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.

NORWICH John Jenkins, Tel: 07721 880463.
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Peter Cole, Tel: 01844 214075
3rd Thurs, 8.00pm, Royal British Legion Club, Rutten Lane, Yarnton.

PEAK DISTRICT John Ward, Tel: 01335 370191
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

RIBBLE VALLEY Mark Wolstenholme, Tel: 01282 432088
2nd Tues, Penlde Hotel, Chatburn, Clitheroe (off A59).

SOMERSET Greg Hughes, Tel: 07887 821472
2nd Thurs, 8pm, The Crown Inn, Fivehead, Nr. Taunton.

SOUTHERN Lee Wildsmith, Tel: 02380 611110
3rd Thurs, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
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SOUTH NORTHANTS
Graham Walker, Tel: 07841 158820
2nd Mon, 9pm, The Live & Let Live Pub, Harpole, Nr. Northampton..

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Thurs, Welsh Institute of Sport, Cardiff, 8pm.

SUFFOLK Richard May, Tel: 01787 374073
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON Phil Male, Tel: 01793 731777
1st Wed, 8.30pm, The Sun at Liddington, Swindon.

SUSSEX Nick Harris, Tel: 01798 344594
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

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THAMES VALLEY Gary Hiller, Tel: 01932 851291
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Paul Clark, Tel: 01564 741700
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Peter Dyson, Tel: 01274 571747
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford.

WILTSHIRE Vic Price, Tel: 01380 724651
1st Tues, The Bell On The Common, Broughton Gifford.

WORCESTERSHIRE
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523
1st and 3rd Tuesday, White Hart, Fernhill Heath, Worcs.