

Yorkshire Dales Review



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*Yorkshire Dales
Society*



£1.50



Dales Business for Conservation - Yorkshire Dales Society Corporate Membership

Ever since it was first established in 1981, the Yorkshire Dales Society has recognised that the landscape of the Dales, and with it the conservation of the natural environment and wildlife habitats, depends crucially on the existence of a prosperous local community. "The landscape is a people" was always our mantra.

Increasingly, both Governments and National Park Authorities have followed the Yorkshire Dales Society's lead, and whilst social and economic issues in National Parks are not prime Park purposes under the 1995 Environment Act (simply because they are duties of other agencies including local authorities), Park Authorities are required "to seek to foster the economic and social well-being of local communities" within National Parks, even though they can't incur "significant expenditure" in so doing (an issue the current National Park Review is addressing).

The Yorkshire Dales Society has also long recognised that it is the small businesses of the Dales, whether they are involved in farming, tourism, local services such as transport, or new communication-based industries such as IT development or publishing, that contribute massively to the well-being of local communities. Tourism in particular can act as an economic generator to help kick-start enterprise in Dales villages and market towns. But business can have a positive involvement in a variety of conservation matters too, including the development and application of new technologies for example for pollution control, organic farming, sustainable tourism, renewable energy or environmental management.

Up till present the Society has had little direct involvement with the many enterprises in the Dales doing excellent work in these areas, but following a lively Business in National Parks Seminar

organised by Council for National Parks in the Dales in March, the YDS Council of Management is keen to involve Dales businesses in every aspect of the Society's work. They also want to ensure that the Society fully supports and reflects such activity, as well as the needs and concerns of small businesses in our own work with national and local Government, the National Park Authority and Nidderdale JAC.

We believe the best way of doing so is to invite suitable businesses - and by businesses is meant companies, partnerships, sole traders, even other charities and NGOs trading in the Dales - to join the Society as a Corporate Member. This is fully covered by our Memorandum and Articles.

To qualify, a business should be situated within the Dales (including Nidderdale) and:

- *Support the Society's twin objectives: "To advance the public knowledge and appreciation of the social history and the physical and cultural heritage of the Yorkshire Dales and to preserve its condition, landscape and natural beauty".*
- *Share the Society's concern to support economic activity in the Yorkshire Dales by encouraging sustainable development in all its forms, especially farming, tourism and small business within the Dales, providing such activity does not compromise the special landscape quality and natural beauty of the Dales.*
- *Support innovative ideas in business development, transport and communications technology which will help deliver a prosperous future for Dales communities, especially for its young people.*

Whilst details have yet to be worked out with our new Corporate Members, it is expected that the

Society will organise events or co-operate with other organisations such as the Settle-Carlisle Business Development Group with events and knowledge sharing activity throughout the Dales, as well as giving our own Corporate Members a chance to meet and discuss issues of concern. On a local level, this very much reflects the Council for National Parks' own Corporate Forum which now contributes much to CNP's work and influence with national bodies and statutory undertakings within the twelve UK National Parks.

Corporate Members will pay a higher annual membership fee than ordinary members - £26 for 1-10 employees, £52 for 10-50 employees, £100 for any business with over 100 employees.

In return the Society will publish and distribute to all its members an annual Dales Business for Conservation leaflet which will list all Corporate Members and what services or facilities, if any, they offer the public and other YDS individual and Corporate Members in particular. YDS Members

will be encouraged to support these Dales Businesses for Conservation at every opportunity.

If you run a small environmentally concerned Dales business or have friends or colleagues who do, we'll be delighted to send you or them details of Corporate Membership, either by post from the YDS office, or electronically via colin@countrygoer.org.

Colin Speakman



Graham Watson MBE

Graham Watson of Bradford, one of the founders of the National Park movement died on November 25th aged 94 at Cottingley Nursing Home, Bingley. His funeral was held at St Barnabas Church, Ashwell Lane, Heaton Bradford on December 3rd. Managing Director of Listers textile manufacturers of Manningham Mills, he was a founder member of the Yorkshire Dales Society and served on its Committee of Management for a number of years, and notably on the Yorkshire Dales National Park Committee from 1951-73. A Council of National Parks Vice-president, Graham was one of the original members of the Standing Committee on National Parks which later became CNP. In 1972 he was a member of the influential Sandford Committee which was set up to carry out a detailed review of National Park policy.

Graham was not only closely associated with the Yorkshire Dales National Park and the Yorkshire Dales Society, being recently elected one of our Honorary Members, but also with the

Lake District National Park and the Friends of the Lake District, being, for many years, a Ministerially appointed member of both National Park Committees; a unique distinction in the National Park movement, as well as being a long serving member of the Council of FLD.



A member of a wealthy mill-owning family, Graham will be particularly remembered in the Dales for his splendid gift to the National Trust of some 5,500 acres of farmland and moorland in Upper Wharfedale - now the heart of the National Trust's glorious Upper Wharfedale estate. A personality, Graham enjoyed fast cars and motorbikes and typically would arrive at YDS Council meetings in full motor cycle leathers at quite an advanced age. His final appearance at a YDS event at the age of 92 was at the dedication in Grassington of a specially stone carved Millennium bench to his old National Park colleague Arthur Raistrick in August 2000, pictured above.

The Foundation of the Yorkshire Dales Green Lanes Alliance

What the campaign against off-roading needs is a single, authoritative voice to counter the single voice with which LARA speaks. The last thing we want is the anti-off-roading movement to split up into small groups. Why then did a group of people in Yorkshire who want to ban off-roading, and who all subscribe to the principles and policies of GLEAM, set up a new, separate organisation?

The answer is that the Yorkshire Dales National Park gave us a well-known, immensely popular, clearly defined territory – and one in which the scale of the damage and nuisance caused by off-roaders was becoming a public issue. We hoped that by giving ourselves a name that would be locally recognisable - The Yorkshire Dales Green Lanes Alliance - and by limiting our objective to the banning of off-roaders from the green lanes of the National Park and the contiguous Nidderdale Area of Outstanding Natural Beauty, we might be able to capture and give voice to the anger that residents and visitors to the Park were beginning to feel. So, with pump-priming grants of £50 apiece from the local Ramblers' Association, and from the Yorkshire Dales Society, we had an inaugural meeting last November that set up a steering group, and had our founding AGM on 16 April this year.

Although the term 'green lanes' will always be useful to describe routes throughout the UK, there are some wide regional variations. So, before I give an account of what we've been doing, let me say something about the pattern of rights of way in the Yorkshire Dales, the landscape of the Dales, and the regulations governing the National Park.

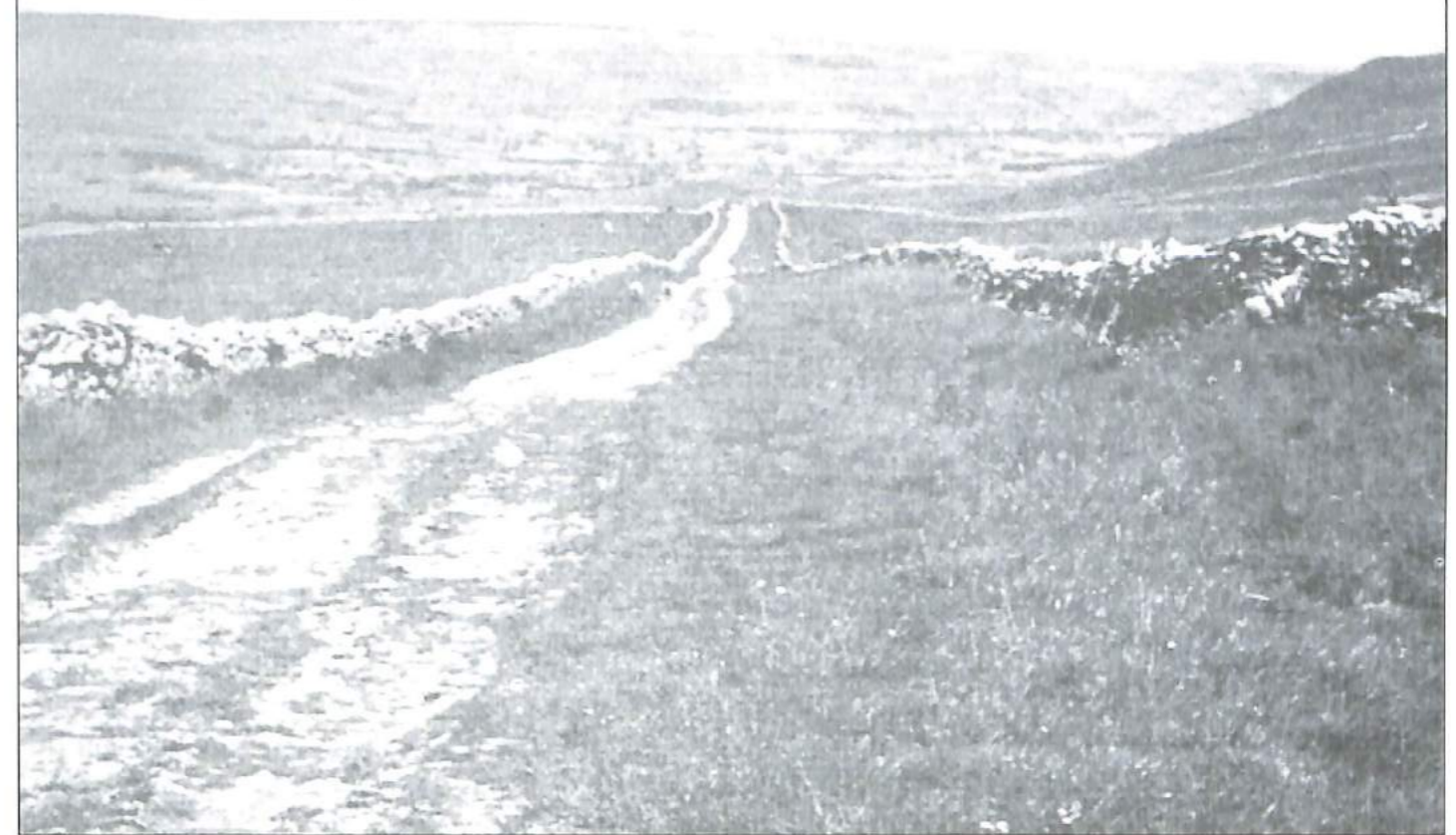
The patterns of the rights of way network. In the Dales green lanes are not a small addition to the network of footpaths and bridleways. There are nearly 1,500kms of footpaths.

There are just over 500kms of green lanes. And there are just over 600 kms of bridleways. Off-roaders are relentlessly campaigning to show that many of the bridleways have vehicular rights, so it's not fanciful to say that there may be something like 1000kms of routes on which vehicular rights might be claimed. So, the figures that off-roaders parade to show that off-roaders have only a derisory number of routes that they can use is not true in the Dales.

What are the routes like, and what sort of terrain do they cross? Typically, a Dales green lane starts down in one dale, rises up the fellside, often between drystone walls, usually along a made-up stony track that is used by farmers to get to their fields. Then, when the green lane reaches the top of the intake system of pastures (there's no arable cultivation), it heads upward across open peat moorland, sometimes defined on one side by a wall, but often simply running across the moor. It then crosses a watershed, maybe at 2000ft or so, and descends to the next Dale. What makes Dales green lanes attractive to off-roaders is that once they have made their way on motorbikes or in their 4x4s up to the unwalled, moorland sections of the route, they can depart from the track and rampage around to their hearts' content, making a racket and tearing up the vegetation. The central, moorland sections were commonly not surfaced during the days when they were used by packhorses and drovers. There never was much in the way of maintenance. They remained intact as - literally - green routes threading through the heather, only because, until about ten years ago, they were lightly trodden, and used only by walkers and horse-riders. There was never much agricultural machinery used up on the tops. Obviously, these moorland routes cannot stand the weight of vehicles, and many of them are now morasses – and peat moorland has a fragile surface of vegetation, and when it's worn away, the liquid morass that opens up has no bottom. In places the tracks have become wider and wider, as sections become impassable. Some are now over a hundred yards wide, churned up by wheels. Off-roaders, in short, are making a disastrous impact on the Dales. And the disaster is not limited just to the material damage that they do. Remote valleys that were once peaceful and quiet are now regularly disturbed by the row off-roaders make.

Another distinctive feature of the Dales green lanes is that they are often the key, natural, historic routes between dale and dale. Off-roaders tend to say 'if you don't like meeting vehicles in the countryside, go and walk on a footpath, or ride your horse or your pushbike on a bridleway. Stay away from the routes that have vehicular rights.' If you took this advice in the Dales, you'd find it difficult to plan a rewarding walk, horse-ride, or

Roman Road from Bainbridge to Ribbleshead



bike-ride. You'd have to forfeit some of the most beautiful tracks - or, rather, tracks that were once beautiful. Many of them are now ruined, and encounters with strings of motorbikes or landrovers are inevitable at weekends.

The purpose of the National Park is 'to conserve and enhance the natural beauty, wildlife and cultural heritage' of the area and to 'promote opportunities for the understanding and enjoyment of the special qualities of the area by the public' –and among these special qualities are 'peace and tranquillity.' These principles give the Park authorities a seemingly obvious obligation to ban off-roading. Formally, the Park Authority does have a policy that says that there should be no off-roading in the Park, but it's had little success in actually implementing it. Highway Law is not on the Park Authority's side.

How does the Yorkshire Dales Green Lanes Alliance tackle the issues I've raised here? We are not yet a year old, so we've had no spectacular triumphs, but we've made a start, both locally and nationally.

Locally, we've tried to recruit as wide a membership as possible. The name 'Alliance' was chosen deliberately - we didn't want to become simply a walkers', or a horse-riders', or a landowners' lobby. This has been a success. We have cyclists, landowners, farmers, equestrians, gamekeepers, bed and breakfast proprietors, archaeologists, cavers. Also, we have the support of many parish councils in the area.

We've done the usual things to publicise our existence and our aims. We've written to the press, had articles published. We're setting up a website. We've also been featured a couple of times on BBC local television. In one of the programmes, the BBC were able to capture on film a forthright encounter, on Mastiles Lane – a classic Dales green lane – between an Alliance member and a group of motorcyclists. We took a stand at the Malham Show in August and exhibited photographs of the damage that off-roading causes. To our agreeable surprise, the response from the public was almost universally favourable. Perhaps the most telling response came from an off-road motorcyclist who, after looking at the photos, acknowledged that it was undoubtedly off-roaders who were responsible for the damage. He ruefully conceded that the game was probably up, and that traffic regulation orders would have to be imposed in order to save the lanes.

Local Traffic Regulation Orders. The National Park and the local highway authority have got together to mount an experiment. They want to impose TROs on 4 green lanes in the Dales. The ground of the imposition is not the damage that off-roading has done (although that is bad enough), but the disturbance to the peace and tranquillity that off-roading brings; one of the principles governing the National Park is being invoked. Routes for the experiment have been defined, but it's a long job. We obviously support the experiment, but wonder why the Park authorities are, seemingly, so timid in introducing

controls that most visitors to, and residents of the Park want.

Recording the incidence of off-roading. We are giving Alliance members forms upon which they can record encounters with off-roaders. This is an irksome task. People go to the Dales to get away from forms, not to fill them in, but we simply have to have reliable data on off-roader damage. The information is trickling in.

Plotting the green lanes against Sites of Special Scientific Interest. A working group is identifying the green lanes that run through particularly sensitive environmental or historical sites. Many green lanes are themselves important 'linear monuments' in their own right, deserving of as much protection from motor traffic as an ancient building.

Ascertaining the needs of disabled users of green lanes. This has become important because one of the current, shameful ploys of LARA is to try to persuade the Minister that the only way to guarantee access to the countryside for disabled people, is to allow them to drive, or be driven, along green lanes. We are gathering evidence from disabled people whose expeditions, in wheelchairs or on foot, along the green lanes have been wrecked by the activities of off-roaders. A blind walker, for example, has reported how difficult it is to walk along a track that has been rutted by off-road vehicles.

National Activities. We've written to all the MPs whose constituencies include a section of the Park, and we've started to lobby the Minister, Alun Michael. He visited the Dales himself during the summer and was escorted by a Park official to a wrecked green lane. We followed up with letters to him, and these in turn led to a publication entitled *Making the Best of Byways*. This is the booklet that

contains the ministry's guidance to local authorities on what they should do with their green lanes. It's a hopeless document that might more accurately be entitled 'Making the Worst of Byways'. Alun Michael says that it's to be revised, and we've sent in a full commentary on what we see as its present deficiencies, and have made suggestions for its overhaul in the revised edition.

Summing up. We can't boast any triumphs, but I think that it's fair to say that we've made an impact. We may even have rattled the off-roaders a bit. Perhaps our greatest compliment came in an article in the *Trail Riders' Fellowship* members' magazine. The writer said 'The Alliance must be silenced.'

What next? There's been an understandable relaxation following the passing of the CROW Act. People have stood back, waiting to see how it will be implemented. But LARA have not been idle. They are already trying to subvert the provisions of the act. In response, anti-off-roading groups need swiftly to regroup and unite. We need a concerted campaign to lobby the Minister not only to stand firm on the Act's intentions, but to go beyond them, and pass legislation that would tackle off-roading head on. The challenge now is to get GLEAM, the Ramblers' Association, the Cyclists' Touring Club, the Association of National Park Authorities, the Council for the Preservation of Rural England – and all the rest of the groups who want to see off-roaders banished – to speak with one, loud voice. Our arguments are compelling, but the off-roaders are entrenched. We have a lot of work to do.

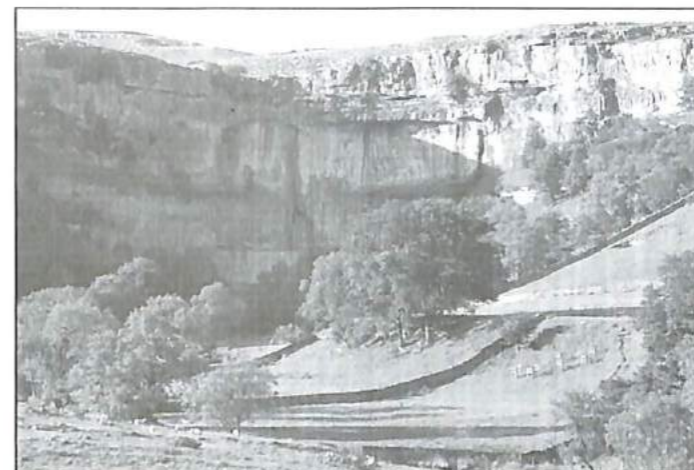
Michael Bartholomew (Chairman, YDGLA)
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The Death of a Silent Beauty

It is late evening in late November 2002. The days are short and the nights are long. The place is Malhamdale in the Yorkshire Dales, well-known for its beautiful landscape, in particular the dramatic cove that was formed as a result of tremendous forces reshaping the planet, when one part of the Earth's crust moved relative to another by nearly a mile vertically. Over a span of time covering millions of our lifetimes, we are left with the white imposing cliff we see today. The surface of our Earth is dynamically shifting constantly as we live our lives, and will continue to do so long after we are all dead. One day this lovely cove will look very different to its present form as a result of

these movements and climatic changes. In the daytime millions of people have appreciated this beauty and can contemplate the ancient beauty of the formation of our Earth.

But on this particular evening, there is no moon and no clouds in the sky. It is cold and most people, whether residents or guests, will be indoors. If you were out in the dale at this moment, you could look towards the point where the sun disappeared below the horizon several hours ago. You would see above you a dazzling display of thousands of stars in the sky. After a short time you would notice that these stars are not evenly



spread; some are clustered together, some are bright, others are dim and these stars have different colours. Soon patterns would emerge. One pattern in particular would become clear. This pattern of stars is like a large letter 'W' in the sky, known as Cassiopeia to astronomers.

Not so obvious is a faint smudge in the sky near this pattern. This smudge would be about the size of your thumbnail held out at arm's length. What our observer would be looking at is the Andromeda Galaxy. This is the only galaxy of the billions of billions of galaxies that exist in the universe that we can see from Earth with the unaided eye. This object is huge; the statistics almost defy belief. The Andromeda Galaxy is a collection of hundreds of billions of stars revolving in a spiral pattern. Just to count a billion of these would take about 30 years. The distance across this object is 160,000 light years and the galaxy is located about 2.27 million light years away from Earth.

A light year is the distance that light can travel in one year. Light travels about 186,000 miles in one second. So the distance of a light year in miles is about 1000, 000, 000,000 miles. If the average lifespan was 70, it would take just over 27,000 lifetimes to drive just one light year at our national speed limit of 60 miles per hour. So, it would take about four and half million lifetimes to drive across the Andromeda Galaxy and about eighty three and half million lifetimes to drive there from Earth.



The night sky — viewed from (left to right) the country, a town and a city

Imagine looking at the Andromeda Galaxy from Malhamdale as it was just over two million years ago - fossil light from one of the most majestic and beautiful objects in the sky; easily comparable in beauty to our well known Cove and much more ancient.

But think of those that can't see it - the millions of people that live in our towns and cities or those that live near brightly lit roads, or indeed any of those who are live near street lights, security lights, floodlights... Even now, here in Malhamdale there are glows getting brighter on the horizon to the south, the west and the east from Skipton, Settle, and the Ribbles Valley. Only to the north is it truly dark at the moment. To really see the Galaxy even here in Malhamdale, you would need to turn off your house lights.

To live in the 21st century means we live in a 24 hour world and we think we need to be surrounded by lights. Are we becoming frightened of the dark? As we bathe our environment in more and more light, the beauty of the Andromeda Galaxy will silently and simply diminish. There are many other objects that will also disappear from our view as we illuminate more and more of our hamlets, villages, towns and cities with no regard to the splendour above our heads. The Yorkshire Dales Society is committed to preserving the view of this splendour for ourselves and for those for who will follow after us.

Already there are national and international campaigns, in the UK led by the British Astronomical Association and CPRE entitled *Starry, Starry Night*. This suggests many simple measures individuals and local authorities (including highway authorities) can take to reduce light pollution whilst allowing local communities in areas like the Dales safe, secure levels of illumination. We'd like to look in more detail at what can be done in future issues of The Review. In the meantime, we'd be interested to hear your views, by post to the YDS office or e-mail us at lightpollution@yds.org.uk

Simon Fern

Marielle van der Zouwen

Marielle van der Zouwen is a Junior Research Fellow at the Department of Environmental Policy Sciences at the University of Nijmegen in the Netherlands.

In autumn 2001 and in 2002 she came on research visits to the Yorkshire Dales while studying for her doctorate on the theme of decision making in conservation issues in National Parks in the European Union. She is using particular case studies of three EU National Parks: Veluwe (Holland), Doñana (Spain) and the Yorkshire Dales National Park in the UK.

In the course of her researches, Marielle has looked at much detailed National Park legislation and documentation in each country, and interviewed widely and intensively from both its professional and voluntary sector, as well as many other associated bodies and individuals, in order to establish some key perspectives. She has found that overwhelmingly many people in the Dales have been unstintingly generous of their time, enormously helpful and greatly interested in what she was trying to achieve.

So far she has established that one of the key differences as regards the other two European national parks and the Dales, is the large amount of privately owned land in the Dales, especially land owned by farmers, but she also sees our Public Rights of Way network as a being a major difference.

Recent EU conservation legislation would seem to have the potential for great impact on many National Parks. The questions she is asking include what sort of impact has there been from this legislation on local conservation practices? Was there not already a rich tradition of conservation?

What are the implications and significance of the various Directives, Policies and the like? Is there still room for local initiative?

Here initial findings indicate that local interest groups have a major impact on the Yorkshire

Dales. However, the EU is a significant factor and does have great influence in the Dales, but surprisingly perhaps this seems, so far, to be less on the nature conservation side, and more on socio-agricultural issues such as the Common Agricultural Policy and headage payments.

Of particular interest in the Dales is the Limestone Country Project, which conserves and protects important limestone areas nationally and internationally. Funded via a conservation fund, it is helping to repair some of the damage done by CAP, such as the intensification of farming practices. Again on the plus side, the EU tends to build on existing schemes of DEFRA and Countryside Stewardship schemes.

There could potentially be difficulties with some conservation issues, with two separate bodies such as English Nature and the National Park Authority sharing responsibility for looking after the landscape, given that they have slightly different objectives, for example over the requirement of NPAs to promote "opportunities for the understanding and enjoyment" of National Parks rather than just the conservation of nature. But the Yorkshire Dales have a unique strength in the form of the Yorkshire Dales Millennium Trust which can bring new financial resources to help support the work both of English Nature and the National Park Authority in the Dales – and to help secure good partnership schemes.



Marielle met some Yorkshire Dales Society members informally at the YDS Walk and Lecture on Saturday November 2nd at Bolton Abbey.

National Parks and Climate Change: The National Parks Societies Conference at How Hill Study Centre near Norwich

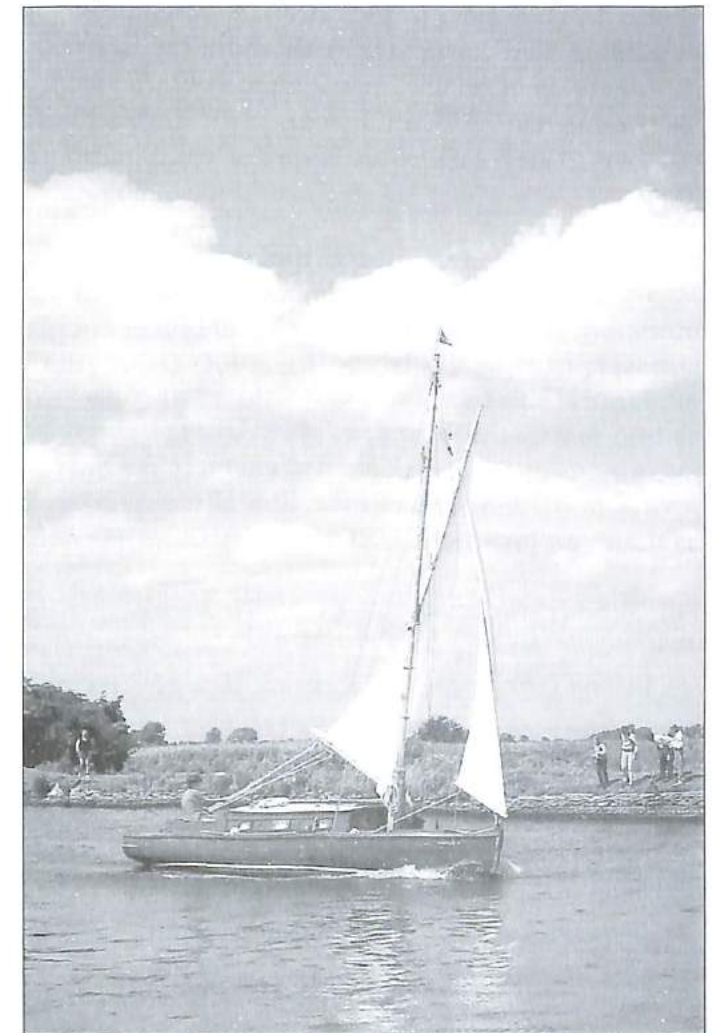
Perhaps the single most important point that was made to delegates at the 2002 National Park Societies seminar organised by the Broads Society in September at How Hills Study Centre (and attended by seven members of the Yorkshire Dales Society) was how everyone can influence what was likely to happen in 20-30 years time in terms of global warming and climate change, by the lifestyle choices we make now and the measures respective Governments put in place in our name to deal with such issues.

The packed conference room heard from Dr Mike Hulme from the Tyndale Centre at the University of East Anglia on *Climates of the Future: Choices for the Present* regarding the global nature of the problem of climate change, the trends in the UK and the nature of the challenge. A significant reduction in our carbon emissions would have a significant effect even though climate trends in the UK were already showing a warmer climate, fewer cold days and warmer nights, longer growing seasons, changes in rainfall with heavier winter rains and rising sea-levels.

Dr Hulme's colleague Professor Martin Parry lectured on *The Effect of Climate Change on Land Use, Landscape and Amenity in National Parks in England and Wales*. A 2nd degrees Celsius increase in average temperatures per annum, for example, would visibly affect the growth pattern of grass and heather at 80 metres above sea level. Global and climate change in England and Wales would affect agricultural yields and alter demand. By the 2050s it could have a dramatic effect on our lives, if we either do nothing or very little to alter our current life-styles. The implications for those at hunger risk, now placed at 500 million (with 190 million at high risk) are stark. It was estimated that there could be a shortfall in global cereal production during 2020-2080 of 50 million tonnes per annum because of desertification resulting from rising global temperatures. Even in Britain, a one degree Celsius increase in average annual temperature equals 10% yield reduction in East Anglia grain production. Cereal production could be driven out of the south-east of England by 2050s and into middle and

northern England. Perhaps we will be seeing more maize, sweetcorn, and miscanthus (used in biofuels) in the lower Dales. Landscape structure could well be affected, with larger fields required in the lowlands, causing loss of more hedgerows. But the implications for upland farming could also be significant.

Dr Michael Green from the University of East Anglia spoke of *Green Potential Impacts of Climate Change on the Broads and their Policy Implications*. A Climate Change Policy Working Group was looking at the freshwater system with



the potential for salt infiltration, changes in biodiversity as well as implications for land use, recreation and tourism. There were differing implications for climate scenarios resulting from

higher or lower future greenhouse gas emissions, though change was inevitable because of the impact of emissions already within the system. Strategies are being developed at national and regional level to deal with some of the impacts, including Catchment Extraction Management Strategies and Water Level Management Plans to deal with likely future water shortages. Measures may include trickle irrigation, storage of winter water in new reservoirs, greater management intervention in terms of fen harvesting, scrub clearance and weed cutting.

Professor Tim O'Riordan was uncompromising in his message that our climate was no longer natural, but human induced and that low-lying countries like Malta and Mauritius could eventually disappear. Our current decisions will affect the climate in 2100. Three media items and their full implications were worth considering: pressure from the striking petrol truckers that had caused the government to remove the fuel duty escalator on the price of petrol, the recent flooding of parts of the M25 and its impact on traffic and in the catastrophic Elbe floods in Germany in August 2002 where 750,000 people had been displaced. Such headlines will soon diminish their impact, but profligate energy use, for example with rapidly increasing car and air travel, with consequent building of new roads and airports, will contribute to an ever worsening UK and worldwide situation.

The UK is unlikely to reach the Kyoto target of a 12.5% reduction in emissions by 2010 (and air transport is not included in that target). Energy consumption is likely to increase rather than diminish in the UK. Professor O'Riordan suggested carbon taxes at 10% and a "green energy audit" of every home, with subsidies, for example for energy saving insulation, to help the less affluent, as well as the more prosperous, to meet targets.

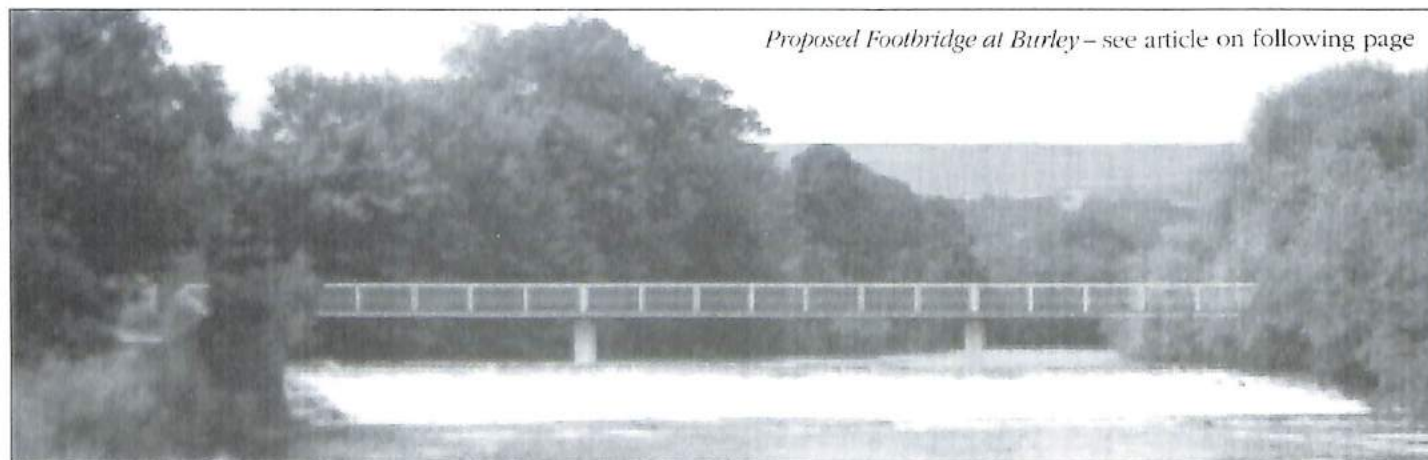
On Sunday Professor Peter Smith in his lecture *Renewable Energy and Buildings*, predicted that oil production would peak in 2004-7, but he also

indicated that more than 60% of all subsidies flow to oil, coal and gas with no subsidies to avoid pollution. There were numerous sources of renewable energy which could help to make us self-sufficient. This has huge implications for the design of energy-efficient houses – even in National Parks. Photovoltaics could now be produced on flexible sheets in any colour, even transparent for use in windows. Surplus energy generated could be sold back to the grid at a profit as in Germany. Modern wind energy generators were constantly improving in design, including small scale systems such as vertical axis systems suitable for urban use, and there were a number of other attractive designs available with little landscape impact compared with large wind farms. Wave power had been particularly well developed by the Japanese with machines that exploit both wave and tidal energy, whilst tidal streams could provide a base-load of energy in the UK. Geothermal energy was another option and Cambridge is in the throes of creating a hydrogen-powered bus to take commuters from the city centre to its science park.

The suggestion was that our moral obligation was not just to our own country, our own region, but also to help the third world with finance for its renewable energy.

The Conference included a choice of visits – all by boat – to enable delegates to see at first hand some of the problems of recreational use within the Broads, England's newest National Park, including the tensions between boating and conservation interests and how these are resolved, as well as examples of conservation projects by the Boards Authority and English Nature, for example to reduce the over-rich nutrients in the water of the Broads to encourage bio-diversity. The final seminar session concentrated on a variety of other issues of concern to a number of the National Park Societies in which affordable housing, the National Parks Review and membership issues were particularly prominent.

Fleur Speakman



Proposed Footbridge at Burley – see article on following page

Burley Bridge Association – The Tale of a Bridge

There is no safe river crossing across the River Wharfe between Denton Bridge, Ilkley and Otley, a distance of over five miles. Peter Young who has been representing the Yorkshire Dales Society in the campaign to build a badly needed footbridge over the River Wharfe to replace dangerous stepping stones at Burley in Wharfedale, sends us a report on progress to date. A bridge at Burley would be a particularly valuable asset for both local people and visitors to the area, providing much needed sustainable access into Nidderdale AONB for cyclists and walkers, including those with disabilities, as well as a being short-cut for local people.

The Burley-in-Wharfedale Footbridge Committee was formed in 1996. After no less than 34 meetings, mostly monthly, this Committee established the Burley Bridge Association in May 1999, representing a wide range of local individuals and organisations in the area, which has continued to meet regularly.

The first year or two of the Association's life was taken up with establishing a suitable design for a bridge and deciding its location. Seven sites for a footbridge were considered between Greenholme Mills and Leather Bank. Those further away from the right-of-way over the stepping-stones tended to be easier to bridge, but involved creating long stretches of footpath over private land.

The location finally chosen was for a bridge sited on the weir at Greenholme, using the redundant structure as a foundation and near to the right-of-way over the stepping stones. Planning permission was sought from the two local authorities concerned, Bradford Met. and Harrogate District. This was obtained from Bradford in 1998 and from Harrogate in July 1999, after initial lack of success.

Although the bridge is likely to be a relatively simple structure, because of the need for a high specification to meet a low maintenance requirement, and also for its design to be able to accommodate all kinds of users, its cost was at first estimated at over £200,000. The figure is being at present updated. One problem has always been the difficult local geography, bearing in mind the need to have the bridge nearly four metres above the river level when in flood.

The landowners concerned have been opposed to a bridge from the outset and this has always been

assumed to be a main reason why the many campaigns in the past have foundered. Having seen that planning permission was in place and perhaps realising that nowadays there are sources of funds unavailable to earlier campaigns, the landowners realised that this was a serious project that they must halt.

We believe that they have taken efforts to persuade North Yorkshire County Council not to issue Footpath Creation Orders in respect of the links required from the bridge to the rights-of-way, only short distances, but crucial in this case. At present we are requesting NYCC to take this step, but so far they have not done so.

Interestingly a NYCC planner told us informally on one site visit that they might look more favourably on the bridge if it went directly across the right-of-way itself. In response to this we have taken steps to prepare drawings for this position. However it is a more difficult location requiring a longer bridge with pillars in the river, and still requiring some footpath creation. A bridge on the weir site was more hidden in their opinion.

We are confident that in general local opinion is in favour of a bridge – and as one goes further away from the bridge area, then support amongst walkers and others is probably universal. The BBA chairman John Sparshatt has now become a member of the Burley Community Council committee, which we hope may be to our advantage.

If the present impasse continues (though this is only one of many that seems to have made the campaign so long-drawn-out), then eventually we might be forced to consider a Public Inquiry. This might be to our advantage because then both sides would have their day in court, and the landowners would have to state the reasons for their objections, in public in front of an independent inspector. If it happened that a bridge could not be built, it would be a serious matter, because the way over the stepping-stones is now virtually blocked and an important right-of-way would be closed to public use.

The Burley Bridge scheme has been a slow and complicated business and frustratingly, there is still no date when we can expect a bridge to be built. However, there is a definite feeling that in spite of

or perhaps because of the protracted negotiations, there has never been a better time to ensure the bridge really is built this time.

Peter Young

(For further details of the Burley Bridge Association, or to send a donation, please contact John Sparsbatt, Chairman, Burley Bridge Association, 30a Sandholme Drive, Burley-in-Wharfedale, LS29 7RQ tel 01943 864613).

Yorkshire Dales Green Lanes Alliance

Mike Bartholomew, Chairman of the Green Lanes Alliance, responds to the various articles on Green Lanes issues in the autumn issue of the YDS Review.

The welcome coverage that you gave in the Autumn issue of the *Yorkshire Dales Review* to the problem of off-roading left one important contention unchallenged. Both Mr Rogers ('A green lane driver speaks out') and the editorial comments that followed his letter contended that there is such a thing as responsible off-roading. Underlying both Mr Rogers' letter and your editorial is a belief that it is possible to combine, on one hand, a respect for the fabric and character of the green lanes, with, on the other, the practice of taking motor vehicles onto them, for fun. The Yorkshire Dales Green Lanes Alliance argues that this belief is mistaken.

Nobody who goes into the National Park for recreation can afford to be complacent or sanctimonious. If we want to keep the Park in good condition, each of us has to take responsibility for the damage that we cause and has to resolve to make as small an impact on the landscape as we possibly can. The boots of the generations of walkers who have trudged through the Dales have scuffed away the surfaces of the most popular footpaths. The hooves of horses likewise leave their mark, particularly on the damp sections of bridledways. The tyres of mountain bikes leave their tell-tale grooves on the wet sections of tracks. But the activities of walkers, horse-riders and cyclists are positively benign when compared with the traces left by the passage of recreational off-road motor vehicles. Off-roaders bring noise and fumes. The size and weight of their vehicles is intrusive. They present hazards for small children and disabled people who are not agile enough to jump out of their way, and who have difficulty walking, or manoeuvring their wheelchairs across the ruts that off-road vehicles make. Off-roaders turn the unsurfaced moorland sections of the green lanes into morasses, and, above all, they are out of character with the natural beauty, and the peace and tranquillity that the National Park is supposed to preserve and enhance.

If off-roaders left their vehicles where the tarmac stops, and took to their feet, a horse, a push-

bike, or, if needed, a specially-designed, rugged wheelchair, the damage to the fabric of the Park would be spectacularly reduced, and peace and tranquillity would be enhanced. Mr Rogers, who is a walker, would surely concede that he does far less damage when he's strolling along in his boots than when he's behind the wheel of his 4x4. In short, those who are committed to making as small an impact as they can, when heading away from the tarmac to reach remote places, don't drive 4X4s or ride motorbikes to get there. 'Responsible off-roading' is a flat contradiction in terms.

At present, off-roaders have a good deal of highway law on their side. They are legally entitled to take their vehicles onto many miles of quiet moorland tracks, and their organisations are efficiently and tirelessly gathering evidence whose purpose is to show that more and more quiet tracks carry unacknowledged vehicular rights. And when these vehicular rights are established, off-roaders will certainly insist on exercising them. Indeed, they are already doing so, even before the vehicular status of the tracks has officially been determined. The prospect, under the present law, is that we will see many more recreational vehicles on many more green lanes. The only lanes from which they will be barred will be those upon which 'traffic regulation orders' have been placed. Do off-roading organisations support these orders? They do not. They are, for example, fighting tooth and nail to defeat the mild proposal of the Park and highway authorities to place experimental traffic regulation orders on just four of the most ravaged, noisy lanes.

Off-roaders who want to distinguish themselves from other, supposedly irresponsible off-roaders are in a bind. They want to do what Mr Rogers says he does - that is, to travel in groups of vehicles along the green lanes, but they want somehow to be perceived as being different from other off-roaders who do the same thing. They want to believe that, unlike other, reprehensible off-roaders, they leave scarcely a mark, that they make scarcely any impact, and their activities are fully compatible with the character of the National Park. They are, the Alliance contends, mistaken. Imagine hundreds of

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Book Reviews

THE GLORIOUS TREES OF BRITAIN - Piers Browne (with foreword by HRH Prince of Wales). John Murray £35. Available in bookshops or by post from Piers Browne at Heugh, Nappa Scar, Askrigg, Nr Leyburn, North Yorkshire DL8 3JY (please add £5 postage and packaging).

Piers Browne is a writer and artist who lives in Wensleydale, who is known nationally for his



sensitive interpretations of the natural world, in oil paintings, in etchings and also in his writing, prose and poetry.

The Glorious Trees of Great Britain is, on one level, a celebration of the special qualities of our (mainly) native species of trees, not as a botanical guide, but as living, visual features of both our landscape and of our culture.

Each section of the book deals with a species of tree, from Oak and Ash to Yew and Box. Each has an introduction by environmentalist Professor David Bellamy which blends natural and cultural history with folklore and historic detail. Each has a selection of poetry and prose, dating from medieval times to contemporary

authors, including Piers himself. Some poems will be familiar, some new to most readers, but all give a poet's sharp insight into the uniqueness - what the great Victorian poet Gerard Manley Hopkins, who is included in this anthology, called the "inscape" - of the trees that are our lifelong companions which in many cases predate and will

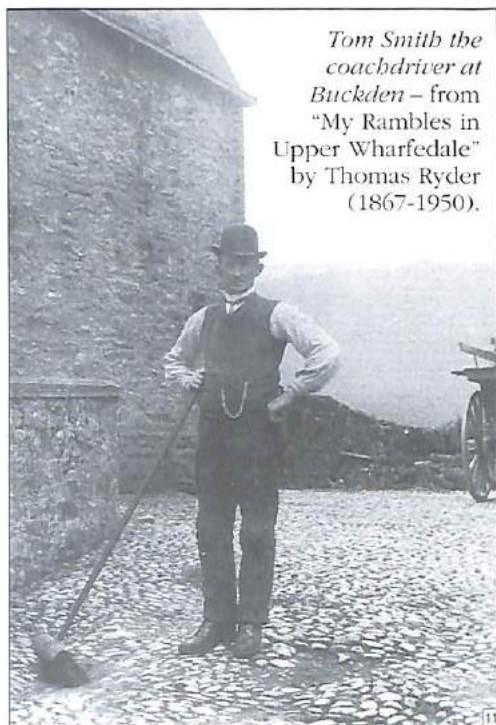
long survive us. 'Time Lords' as David Bellamy so evocatively describes them. And each has a selection of Piers' paintings and etchings, from the melancholy and moody, to the quirky, delightful and even amusing. All are superb.

Whether pictures are there to illuminate the words or vice versa is irrelevant. These are ways of seeing, perceiving, responding to landscape. There are trees within Dales such as a shimmery silver birch and a Samuel Palmer-like Pine in Wensleydale under a golden orb of the sun, hazels in Freeholders Wood, arched golden sycamores in Askrigg to justify space in the Yorkshire Dales Review, but this is really a book which is less about a particular sense of place than a tribute to those living beings that add so much to our sense of place. A superb bedside book, an anthology to constantly dip into with a strong environmental message - the tailpiece notes that within 20 years of the publication of this book three quarters of the world's forests will have been destroyed - but also to rest and refresh the spirit. What better way to use that post-Christmas book token or wipe away the January blues!

CS

MY RAMBLES IN UPPER WHARFEDALE by Thomas Ryder (1867-1950), available from Kingfisher Productions, The Dalesmade Centre, Watershed Mill, Settle, North Yorkshire, BD24 9LR, at £9.95, post free. Order line 0870 747 2983.

For nearly sixty years, Thomas Ryder, a Leeds tailor who loved the Dales, took and processed his own photographs of landscapes, local people, buildings and settlements and presented them in lecture form to photographic societies, church and recreational groups throughout the area, enlivened by some highly entertaining anecdotes. *My Rambles in Upper Wharfedale* by Thomas Ryder is the text of an Edwardian Lantern lecture of 1907 with over a hundred black and white photographs from original glass slides. The text has been sensitively edited by Dr Michael L Ryder, the author's grandson, with additional recent photographs by Barrie Pepper and a forward by Bill Mitchell. We follow the River Wharfe from Bolton Abbey up the dale to Cam Fell and its source, along much of what is now the Dales Way, with some additional comments from the modern-day editor - the original providing a most fascinating historical and sociological record. Thomas Ryder's heavy glass



Tom Smith the coachdriver at Buckden - from "My Rambles in Upper Wharfedale" by Thomas Ryder (1867-1950).

slides were a l w a y s carried by himself in a s p e c i a l wooden box, already a formidable weight when empty. But his real achievement was the way his words and pictures could conjure up for his West Riding audiences a shared

delight in the beauty and the splendour of the Dales and its special cultural heritage; feelings as strong today in our region as they were a century ago.

FS

THE LIVING MOORS OF YORKSHIRE by W. R. Mitchell, published by Castleberg Press, at £7.99, available post free from Castleberg, 18 Yealand Avenue, Giggleswick, via Settle, North Yorkshire, BD24 0AY.

Equally at home while deftly summarising some of the characteristic wildlife of the Yorkshire moors, aspects of its topography, or enlightening us on Matilda's favourite snack food - ham sandwiches

and liquorice allsorts, (surprising since she is a friendly and somewhat disreputable moorland sheep!), Bill Mitchell effortlessly conveys much information in highly readable form. Inspired by a meeting with Wilf Hutton whose collections became the focus for the later Ryedale Folk Museum, the book's essence has been distilled over fifty years and includes some background information on mining, quarrying, stone crosses, drove ways and packhorse ways, with some attractive illustrations.

THE DALESMEN OF THE MISSISSIPPI RIVER by David Morris, reprinted by William Sessions Ltd, York, England, first published 1989. Cost £9.25 post free. ISBN 1 85072 062 2. Order from Morris Books at 1, Prior Avenue, Richmond, N. Yorkshire, DL10 4AY or dmg@swale86.freestyle.co.uk or locally or from the publishers.

The Dalesmen of the Mississippi River by David Morris is an account of the families who left Swaledale and Arkengarthdale in the early nineteenth century to seek a new life in the country of the Upper Mississippi River. Suffering the usual hardships of a long sea voyage, and with Yorkshire haverbread (oatcake) helping to supplement their meagre rations, these unemployed lead miners were keen to make full use of their expertise in a new environment, but had to adapt to very different conditions. It is an absorbing account, which gives another perspective on dalesmen's lives in the 1830s-1850s, when conditions improved back at home for a time, before a second wave of emigration began again as lead mining finally collapsed in the 1870s.

FS

Yorkshire Dales Green Lanes Alliance - continued from page 12

vehicles (4x4s and motorbikes) spread across the Dales doing what Mr Rogers does in his, and the problem becomes plain. Imagine five hundred, or a thousand or more, and the dire implications are inescapable. And these figures are not fanciful, given the rising popularity of off-roading: this year, for instance, over a hundred motorcycles were counted on one September day descending a single moorland track to emerge in a tiny Dales' hamlet.

In the long run, half-measures will fail. There is no way in which off-roading can be regulated so that only a select few are allowed to indulge in it, on a few, carefully selected routes. Green lanes are either open to motor-traffic, or they are not. And if they are open, off-road vehicles will use them. And as the number of off-roaders rises, the damage and nuisance that they will cause will worsen. The only way to ensure that the fabric and character of the

green lanes in the National Park, and the adjoining Nidderdale Area of Outstanding Natural Beauty are preserved, is to prohibit recreational off-roading on every one of them, and to encourage off-roaders to find less damaging ways of encountering the Dales.

Mike Bartholomew

(Chairman, Yorkshire Dales Green Lanes Alliance)

THE SETTLE-CARLISLE RAILWAY CALENDAR 2003 - by Pete Shaw

Send for your copy of this favourite calendar by top S&C photographer Peter Shaw (Cheques to Peter Shaw Photography) 33 Temple Rhydding Drive, Baildon, Shipley, BD17 5PX.
Price £6.99 includes p&p.

Winter Events

A programme of walks and talks through the winter months in Lower Wharfedale, Nidderdale and the Three Peaks areas, with the opportunity to hear from Yorkshire Water, and learn about the history of Nidderdale's woodlands and the Ingleborough National Nature Reserve. A reminder that lecture admission is now £2 for YDS members and £3 to non-members unless otherwise stated.

SATURDAY JANUARY 11th WALK: THE ENCHANTED PLACES IN LOWER WHARFEDALES. Meet on the bridge over the river at Pool at 10.30 prompt for a five mile easy walk. Buses from Bradford, Leeds, Ilkley and Otley. Pub, café or packed lunch. Drivers - park at Village Hall (10 mins walk away). There is a short moderate climb to Riffa Wood. An easy walk via field paths to Leathley Hall, Leafield Lane to Riffa Wood, then crossing A658 Harrogate/Otley road to Castley and back along the Wharfe to Pool Bridge. **Leader: Chris Hartley**, tel: 01943 873197 or mobile 0787 6343675.

LECTURE: SUSTAINABLE RESOURCES AND THE STAFF OF LIFE by Miles Foulger, Environment and Catchment Manager, Yorkshire Water, a company who are also major landowners and countryside managers in Nidderdale AONB. Pool-in-Wharfedale Village Hall, 2.15pm.

SATURDAY FEBRUARY 8th WALK: TO THE NORBER ERRATICS. Meet at the National Park Car Park Clapham at 10.30. Train 0819 from Leeds, 0955 from Skipton to Clapham, arrives 0927 (1¼ miles from village). This is an easy to moderate walk of 4½ miles with a quarter of a mile ascent to Norber Erratics. Pub, café or packed lunch. **Leader: Dennis Cairns**, tel: 01282 812956.

LECTURE: INGLEBOROUGH ENGLISH NATIONAL NATURE RESERVE AND OTHER SITES OF SCIENTIFIC INTEREST IN CRAVEN by John Osborne, Assistant Reserve Manager, English Nature. Clapham Village Hall, 2.15pm.

SATURDAY MARCH 8th WALK: IN NIDDERDALE. Meet in Pateley Bridge, Southlands car park (river end) for a moderate 4 mile walk at 10.30am. Bus 24 0930 from Harrogate bus station, arrives 1020. There are a number of steep sections. Packed, pub or café lunch. **Leader John Hone**, tel: 01423 711471.

LECTURE: SEEING THE WOODS FOR THE TREES: THE HIDDEN HISTORY OF NIDDERDALE'S



WOODLANDS by Ian Dormer, local expert. Pateley Bridge & Beverley Village Hall, Pateley Bridge (behind Main Street), 2.15pm.

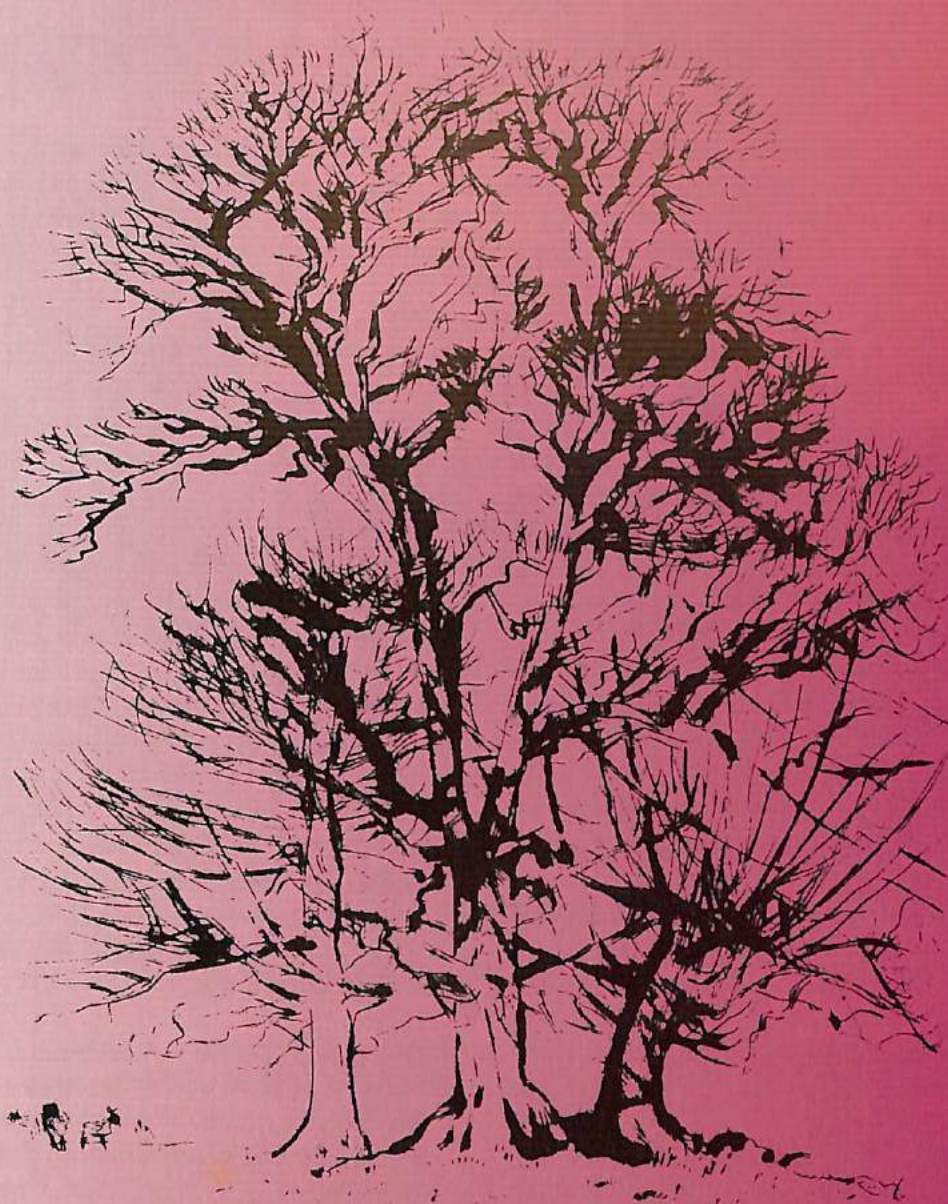
SUNDAY APRIL 6TH: WINSKILL FARM PAST, PRESENT AND FUTURE. A short walk and visit to Winskill Farm, above Langcliffe, a traditional Dales hill farm now a study centre for Dales farming, archaeology and wildlife, run by leading Dales archaeologist Tom Lord. Come by train on the Settle-Carlisle line to Horton in Ribblesdale (Leeds 0900, Skipton 0942, Settle 1000 - drivers park Settle - bring packed lunch) for moderate 7 mile walk, or meet party at Stainforth Car Park at 1 pm for a shorter 4 mile walk (both walks with steep ascent via Catrigger Force) to meet Tom at Winskill at 2pm. (Limited parking at Winskill for those unable to do the walk who would like to come on the visit). Fee for farm visit/talk £2 - please book (numbers limited) with the YDS Office in advance, by 31st March. Cheques made out to Yorkshire Dales Society, and sent to the YDS, Civic Centre, Cross Green, Otley, LS21 1HD. **Walk leader Colin Speakman**, tel: (01943 607868.)

ADVANCE NOTICE - KEEP THE DATE FREE
The AGM will be in West Burton Village Hall on Saturday May 10th, 2003, with a walk hopefully linked to the Redmire railway on Sunday May 11th.

DIRECT DEBITS AND GIFT AID

We are delighted to report that virtually 70% of our members now pay their Yorkshire Dales Society subscription by **Direct Debit**. This is a great help to the Society as it means that we can be assured of regular trouble-free subscription payments. Please do consider making your payments by this method. We notify you in advance when a payment is due and should there be any change, there will always be ample notice if you wish to withdraw. Ask for a direct debit form if you do not already have a copy.

Gift Aid is a splendid way of giving a donation to the Yorkshire Dales Society without cost to yourself. As long as you are a UK resident and pay tax, you are eligible to gift aid your YDS subscription and any donation to our organisation which is a registered charity. About 60% of members already do so. We are sure that we can improve on this total considerably. (Only the few members who pay by CAF or NCVO who already receive a tax concession are not eligible.) Ask for Gift Aid details if you would like them.



Front Cover picture: *Chris Hall feeding his sheep prior to FMD on Malham Moor.* Photo by Peter Sharp.

Back Cover Drawing: *Three Sycamores, Easter* by Piers Browne, from "The Glorious Trees of Great Britain" reviewed on page 13.

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Views expressed in the YDS Review are not necessarily those of the Yorkshire Dales Society.

Any contributions should be sent to the Editors, The Yorkshire Dales Society, The Civic Centre, Cross Green, Otley, West Yorkshire LS21 1HD. Telephone/Answerphone 01943 461938.

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