

Yorkshire Dales Review



No. 98 Spring 2007

- *Sharing the Dales – and Social Enterprise*
- *What is the Carbon Footprint of the Yorkshire Dales?*
- *Managing Green Lanes*
- *The new team takes over*

Yorkshire Dales
Society



£1.50

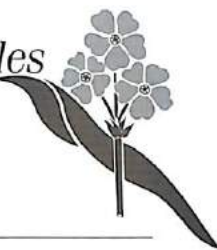
Yorkshire Dales Review

No. 98 • Spring 2007

Journal of the Yorkshire Dales Society

Editor Colin Speakman

Yorkshire Dales
Society



Sharing the Dales – and Social Enterprise

One concern that has been shared by the founders of the Yorkshire Dales Society since its very early days, is that the Society should become a “doing” organisation not just a talk shop, important as it is to ensure that views of a wide range of people who care about the future of the Dales are heard.

With our new office in Settle and our new office team in place, we now have the means to make a real difference in more practical ways, to add value to the work bodies such as the National Park Authority, Natural England and Local Authorities are doing, or in some cases to fill the gaps between public, private and voluntary provision.

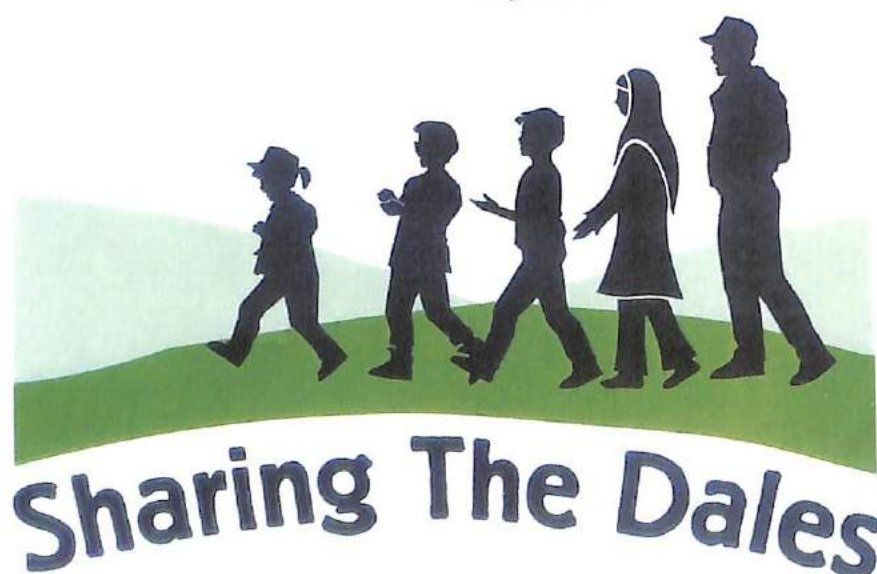
One area of need which has emerged with great clarity is that of sustainable visitor travel to the Dales, where, despite the efforts of the Yorkshire Dales Sustainable Travel Partnership, of which the YDS is a member, financial pressure on North Yorkshire County Council is imposing savage cuts to the otherwise very successful weekend Dalesbus network. Ignoring for the moment, the need to reduce the environmental impact of visitor traffic (an issue we deal with elsewhere), cutting the summer bus network reduces access to the Dales for a very significant percentage of the population. Around 25% of households in the major urban catchment communities for day visitors to the Dales do not have a car. But this itself masks many categories of visitors – young people, many older people, students, many overseas visitors, ethnic minorities, who do not drive or have access to that vehicle.

National Parks are provided and funded by the nation for the nation. Equality of opportunity has always been and remains a founding principle of the National Park movement, not one qualified by the phrase “only if you have access to your own transport”.

To be fair to North Yorkshire County Council, not only do they maintain a reasonable weekday bus network, but

contribute £50,000 to the Sunday and Bank Holiday network - still the most popular days for leisure activity. Sadly this still leaves a gap of around £30,000 for the operational and marketing of Dalesbus, which understandably NYCC believe should be filled by contributions both from the National Park Authority (to put it in perspective the highly praised Moorbus network receives around £300,000 from the North York Moors National Park Authority) and also from West Yorkshire, where a majority of day visitor originate. But the Dales Park Authority will this year offer just £4,400 towards Dalesbus, reflecting the fact that public transport provision is now among the Park Authority's lowest priorities, whilst Metro's only contribution is the printing of the pocket Dalesbus timetable.

Faced with this bleak picture, the Yorkshire Dales Society, in close partnership with the excellent Yorkshire Dales Public Transport Users Group, has joined forces in an imaginative project known as **Sharing the Dales**. This is centred around two new bus services, one restoring the lost Sunday link between Skipton and Ilkley, with some services going via Bolton Abbey, the other a limited monthly service from Huddersfield and Bradford connecting at Skipton for Malham. But both services will be linked to a programme of guided walks and visits, which will be targeted at urban communities,



including Mosaic and Outreach groups and individuals who hitherto have had to depend on special (expensive) minibus provision.

Funded by the National Park's Sustainable Development Fund, the aim of the project is to build patronage to ensure the service, if not self sustaining, will require relatively modest future subsidy in return for tangible benefits to many local people and visitors, and to the local economy.

But Sharing the Dales is only a beginning. To take this kind of project forward, potentially securing new sources of match funding not normally available to local authorities or National Park Authorities, what is needed is a combination of commercial enterprise and marketing skill combined with a commitment to achieve public benefit. This requires a different kind of mechanism than that of the more traditional voluntary amenity society. This is a requirement increasingly recognised by central Government who are now actively encouraging the setting up, especially in rural areas, of what are known as Social Enterprise Companies, which can deliver public benefit. Any profits earned by any commercial activity can only be used for its social objects or be retained by its linked charity.

The Society has taken legal advice, and this advice suggests that the most appropriate model is that of a Community Interest Company. The new Company will in effect be a totally owned subsidiary of the Yorkshire Dales Society, a company limited by guarantee (thereby reducing any financial risk to the parent body) the Society holding a single “golden share”.

However it will also operate in close partnership with another independent voluntary body, the Yorkshire Dales Public Transport Users Group, an organisation which has done so much to provide public transport services in the Dales which otherwise would not be available, including the popular winter Dalesbus 805 and the summer 803. Through the new Company the YDPTUG will receive the protection that company status will give over such issues as contracts with bus operators, and indeed the legal security for potential funders of a properly constituted corporate body.

But the CIC will also be able to carry out any of the charitable objects of the Yorkshire Dales Society, being a delivery mechanism of the Society, able to deliver environmental or social projects as and when funding is available.

Interestingly enough, as and when the new CIC was in the process of being created, it was evident that there was a similar crisis in the Forest of Bowland AONB,



The Dales & Bowland

Community Interest Company Ltd.

which lies adjacent to the Dales National Park. It now looks possible there will be another urgent project linked to safeguarding the future of the award-winning Bowland Transit network which operates out of Settle. For this reason, the new Company has been named as the Dales and Bowland Community Interest Company. Our constitution also allows us to already operate within Nidderdale AONB if the need arises.

The major advantage of having the separate organisation is that it can share office space and resources (and of course contribute towards overheads) without any risk of the work and focus of the main body, the Yorkshire Dales Society, being affected. The Society will continue to provide its core services and facilities for members, whilst developing our charitable work in various other ways.

One danger pointed out by the YDS Council of Management is that if the CIC is successful, won't the National Park and North Yorkshire County Council see this as an excuse to cut their budgets even further and do even less for sustainable travel? This is a real risk, but as the Park already plans to cut its transport budget to absolute zero in 2008/9 the risk is a reality. Moreover the existence and work of the CIC will not change the YDS's or YDPTUG's campaigning roles. We can and will continue to speak out at the injustice of reducing access to the National Park for all (just 1% of the National Park's budget would restore all the Dalesbus cuts and allow for a superb marketing programme which would help reduce subsidy).

But we can also prove in the most practical way possible that there are more effective ways of achieving fundamental Park purposes than by accepting failure.

Colin Speakman

A New Team takes over at the Yorkshire Dales Society

The Yorkshire Dales Society now has a brand new part time professional team in place in the Settle Office.

Heading the team is new Chief Executive Officer **Helen Noble**. Helen has had a distinguished professional career in UK National Parks, having worked for the Broads Authority as a Senior Administrator, the Yorkshire Dales National Park Authority as Corporate Management Officer and latterly as Head of Strategy and Policy for the Brecon Beacons National Park Authority. She was also formerly part time consultant Atlantic Isles Development Officer for Europarc (European Federation of National and Nature Parks), a perspective that will help to give her work for the Society an important international dimension.

Helen, a keen horse rider as well as a walker, has a deep passion for the Yorkshire Dales. She lives in Hellifield, on the edge of the Yorkshire Dales, close to the Settle Office. Helen, as the Council of



Helen Noble

Management's Chief Officer, will take over lead policy work for the Society, and overall responsibility for the Society's affairs and for external communications.

The second new key team member is **Anne Webster**, our part-time administrator. Like Helen, Anne has also had a very successful career in various aspects of office management and public administration, being for some years Town Clerk to the town of Maldon in Essex, but returning to her native Yorkshire where she now lives in Settle. Until recently Anne worked for Tyro Training, part of Craven College in Skipton, and part time for FEAST, the Dales-based local produce marketing organisation. Anne will be in charge of the YDS office, and work closely with the team of volunteers, and act



Anne Webster

as project officer, providing administrative support for Helen and for the Council of Management.

Anne stepped in at short notice in January following the sudden resignation of our previous Administrator, Stuart Willis, for health reasons. Sadly Stuart has had to cut his professional work load, including his work for YDS. However, we are delighted he has agreed to continue, on a purely voluntary basis, to act as manager and administrator of the superb Dales Heritage Forum website.

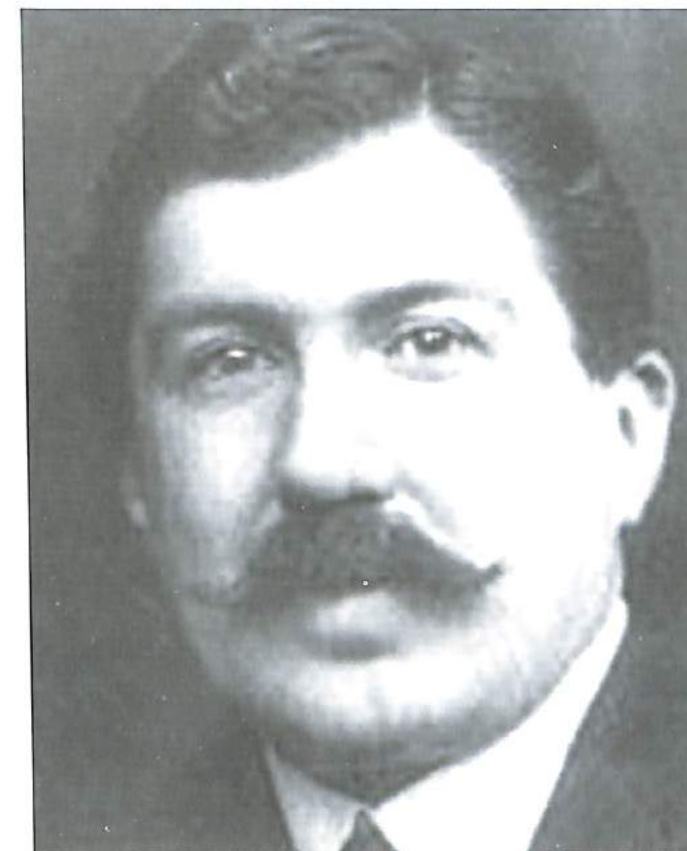
The other key player, already a familiar face at YDS events this Spring, though in a purely voluntary capacity, is **Ruth Evans**. Ruth is well known to many YDS members as Events Co-ordinator for the Friends of Settle-Carlisle Line, and has agreed to act as our own Events Co-ordinator, thus bringing the two organisations more closely together, as well as a wealth of experience to the job.

Though former Joint Secretary and Office Manager Fleur Speakman has formally retired, she will be seen taking part in YDS events whenever she can. The other half of the Speakman team, **Colin Speakman**, however has agreed to remain working part time for the Society for up to a year to help the new policy and administration team to find their feet, but also to help develop new project work, including the exciting new developments relating to the Dales & Bowland Community Interest Company.

The Bird's Eye Primrose

*It's exactly 100 years since the publication of Clapham born Reginald Farrer's seminal book on alpine gardening, **My Rock Garden**.*

*Explorer, botanist, plant collector, Buddhist (he was fascinated by the Buddhist philosophy of reverence for all living things) Farrer (1880-1920) never forget his native Dales, especially at this time of year in Spring when his favourite alpine flower was in bloom, *primula farinosa*, the mealy or bird's eye primrose, dainty yet tough and vigorous, which flourishes in the Yorkshire Dales like no where else in England. It was this evocative, carefully*



observed description by Reginald Farrer that became the inspiration for the choice of the bird's eye primrose as the logo for the Yorkshire Dales Society:

Primula farinosa is the "Meibuts" of North Western England, and the centre of distribution is the mountain-masses of Ingleborough. From the days of my remotest childhood, when my anxiety was always whether I should return to the country in time to see it, *primula farinosa* has been my best friend among English wild flowers. Such a gallant little thing it is, and so fragrant, and so dainty, and altogether so lovable. It is a thriving species, too, increasing by leaps and bounds, until places where ten years ago there wasn't a single plant are now stained purple with it in spring. You cannot frequent this countryside without seeing it, for not only does it swarm on the mountains in places, but it covers the railway cuttings in the valley below, and here and there makes great patches of colour on the very

highway sides, growing so stout and strong that you can scarcely believe that it is not some vigorous show Verbena, with solid heads of blossom. All through winter nothing is seen but a round, fat bud. Then, with spring, unfold the mealy little grey leaves, in themselves a joy. And then June begins, up go the white stems and out come the semi-globular trusses of lovely pink, golden-eyed flowers, looking so sweet and friendly there is no resisting them. A curious characteristic it has too, which shows how it still remembers the alpine and glacial period. For in the high places it hurries eagerly into bloom, as early as it can, like a true alpine, anxious to get its flowering over safely in the brief flash of summer, before glacial winter descends again; while in the valleys and on the rich railway cuttings it makes no such hurry, but takes its own time about blossoming. So that whilst the Scars are pink with it, you will not find as much a bud in the warm lands beneath, until the hill-plants have all withered and gone to seed.

Reginald Farrer 1907



What is the Carbon Footprint of the Yorkshire Dales National Park?

National Parks claim, quite rightly, to be beacons of conservation excellence, protected landscapes where great natural and cultural landscapes, wildlife habitats

energy consuming lifestyles have the moral authority to ask the Indian or Chinese people, who individually use perhaps one tenth of our energy requirements, not to

Greener Travellers – mountain bikers near Threshfield.



and the built heritage can be conserved and enhanced by a variety of techniques. Park Authorities act, not just as local planning authorities, but as catalysts to persuade other public, private and voluntary agencies to contribute and work together to help ensure that future generations can enjoy that rich natural and cultural heritage we can all now experience.

But as the recent Stern Report and Intergovernmental Panel on Climate Change Report make clear, the greatest single threat to future generations comes from potentially devastating change which the world's leading scientists all now agree could result from the environmental, economic and social consequences of man-made global warming.

The Stern Report in particular indicates that whilst it is right to affirm that the problems will only be solved by massive inter-Governmental and national action, much can be achieved by individuals making the right kind of personal choices - cutting down on the electrical gadgets we use, insulating our homes, taking less long haul holidays by jet. How can people in Britain with huge

build more power stations ironically to supply our cheap consumer goods, when we ourselves contribute massively to the problem as individuals?

National Parks are, in their own right, major visitor attractions. Something like 8 million visitor days per year are estimated to be made to and within the Yorkshire Dales. These visitors also leave what is now termed their "carbon footprint" in terms of the goods and services they consume as visitors, but above all by their mode of transport.

Over 90% of visitors to the Dales drive here in their own car - say 7.2 million visitor days. Let's assume that every car has at least three occupants - more than the true average. This represents 2.4 million car trips per annum. Let's very cautiously assume each round trip is just 100km - or 60 miles (Leeds to Grassington return) and is made in a small, modern fuel efficient car (not a 4x4) which achieves 160 grammes per kilometre - slightly less than the current EU average for new cars.

This equates to an actual output of 16 kilogrammes of

CO₂ per 100km trip. If this is multiplied on an annual basis by 2.4 million trips it would create, at an absolute minimum, 38,400 tonnes of CO₂ from all those nice family trips to the National Park. Based on similar



figures used elsewhere, this equates to a large industrial plant or small power station - and these figures are almost certainly gross underestimates.

If these figures seem an exaggeration, consider the super-market sized car parks packed to overflowing on fine weekends in every large Dales' village, with lines of unrestricted on-road parking at places such as Burnsall, Horton, Reeth or Malham.

Astonishingly, despite the crucial national importance of this area of work, no actual research on day and staying visitor driving patterns and subsequent emissions has been done either by North Yorkshire County Council or the National Park Authority, as both consider traffic and transport issues in the Yorkshire Dales to be a "low priority".

So much for meeting the Government's CO₂ reduction targets and the Park's reputation to be at the cutting edge of conservation. The negative environmental impact of tourism traffic is, to quote Al Gore, too much of "an inconvenient truth".

This is not to argue against the use of the private car in the Dales. Without the visitors private cars bring, the



Traffic overload at Malham.

economy of the Dales would collapse. The Yorkshire Dales Society could not function without most of us being able to reach events quickly and easily by our cars. The Society is not, nor has ever been anti-car, indeed we welcome the freedom the car has brought to Dales communities and their visitors. But if for only one journey in five, visitors could be persuaded to walk, cycle, share a car, enjoy a day on the superb Settle-Carlisle line or take the excellent Dalesbus network for a point to point walk, that would achieve a massive saving of 7,680 tonnes of CO₂, per annum - a really worthwhile reduction in the Dales carbon footprint. Interestingly enough this is precisely in line with the EU's recently agreed climate change pact, which as they are legally binding on EU national Governments, the National Park Authority will have to meet.

So if we truly care about the environment we live in, and its value for generations to come, we should think carefully about our own carbon footprint, the fuel we burn, the gadgets we use, the size of car we drive, the distances we travel, the trips we make abroad, the mode of travel we use.

There are no simplistic solutions. Change may have to be gradual, and reflect new lifestyle patterns that are less energy dependent. In the context of visiting the Dales, because even partly loaded buses are much more efficient per passenger kilometre than cars, especially if modern, low emission buses are used, using existing public transport requiring no extra output can help make a difference - providing buses are well loaded and not carrying empty space. Which is why cutting the provision and marketing of the popular Dalesbus network, thereby limiting travel choice, can only be described, in the context of the carbon footprint and the conservation policies of the Yorkshire Dales National Park, as irresponsible, a complete contradiction of what the National Park was set up to achieve.

Managing the Use of Green Lanes in the Yorkshire Dales National Park

Mark Allum, Access Officer Project, with the Yorkshire Dales National Park Authority, describes the important new management strategy for the Yorkshire Dales which balances the demands for access to the ancient network of green lanes and tracks by motorised and non motorised users alike, with the overriding need to protect and enhance a nationally important landscape and natural heritage.

A survey conducted in 2005, found that more than 240kms of footpath and bridleway in the National Park were being used by recreational motor vehicle drivers, in addition to the Byways Open to All Traffic (BOATS) that can be legitimately used by recreational motor vehicles. Use of these rights of way was in the belief that they had public motor vehicle rights – but these ‘higher’ rights had yet to be proven.

The use of unsurfaced routes (green lanes) in the Yorkshire Dales National Park by recreational motor vehicles has been a cause of great concern for many years. Residents and visitors have cited damage to the surface of green lanes, and the impact of vehicle noise on the peace and tranquillity on the surrounding area, as their main concerns. The Yorkshire Dales National Park Authority’s response, over the years, has been to monitor the situation on the ground, and lobby Government to seek a change in legislation. In 2003 the appropriate management of ‘green lanes’ became the subject of considerable debate at a national level.

The NERC Act

Legislative change came about in May 2006, when the Natural Environment and Rural Communities (NERC) Act came on to the statute books. The Act, amongst other things, extinguishes, subject to certain exceptions, all unrecorded public rights of way for motor vehicles. Historic use by horse and carriage, can no longer give rise to a Byway Open to All Traffic (BOAT) under the legal principle ‘once a highway, always a highway’. The Act, once the relevant section has been commenced, will also provide National Park Authorities with a power to make traffic regulation orders on rights of way and unsurfaced routes within the National Park boundaries. As a result of the NERC Act, the National Park Authority

believes, any possible ‘higher’ rights for recreational motor vehicles, that may have existed on the footpaths and bridleways of the National Park, have now been



TRO at Clapham on the Pennine Bridleway.

extinguished - though there will be a few rare ‘exceptions’. These ‘exceptions’ could include those routes where an application to make a footpath or bridleway into a Byway Open to All Traffic was made prior to 20 January 2005, the ‘cut-off date’ for claims for BOAT status based on historic use by horse and carriage. Whether or not these applications will result in the routes changing their status to BOAT will depend on the historic evidence available to support the claim.

The outcome is that the Act removes the possibility of many bridleways and footpaths, some of which were well-known for their use by recreational motor vehicles like Occupation Road above Dentdale, the Craven Way between Dentdale and Ribbleshead and routes over Carlton Moor in Coverdale becoming BOATS on the basis of historic use.

Recreational motor vehicle users continue to have a legal right to use BOATS and may have possible but as yet ‘unproven’ rights to use some unsurfaced unclassified County Roads which are not a footpath or bridleway. (These are the routes that are often depicted on OS maps as ‘other routes with public access’).

What has the Authority been doing since the NERC Act?

Over the last nine months, the Yorkshire Dales National Park Authority has been working hard to make people aware of the changes brought about by the NERC Act. Information has been placed on our website www.yorkshiredales.org.uk and clear signs explaining the changes, for users, have been placed on affected routes around the Park.

In response to this changing situation the Authority has considered what management is appropriate for unsurfaced routes, where there are still possible or proven public rights for motor vehicles. Through public consultation it has produced *Management of the use of ‘green lanes’ (unsurfaced routes) in the Yorkshire Dales National Park*. This document translates the broad policies of the National Park Authority into a framework that incorporates new legislation and Government guidance, and will ensure a consistent approach to management of the use of unsurfaced routes by recreational motor vehicles in the Yorkshire Dales National Park.

The YDNPA has also established an Advisory Group to give advice on the management of individual routes. This group consists of representatives from the Local Access Forum, members representing other user groups, including motor vehicle users, and local land managers and business operators, as well as colleagues from the county councils and Natural England.

In order to identify which routes in the National Park are potentially the most sensitive to the use by recreational motor vehicles a ‘vulnerability’ mapping exercise was carried out using a methodology developed for the Countryside Agency and trialled in the North Pennines. The methodology was adapted for use in the National Park by adding tranquillity as an additional factor to be evaluated. A total of 102 routes were identified as having ‘possible’ or ‘proven’ public rights for motor

vehicles in the Park, and passed through this process as follows:

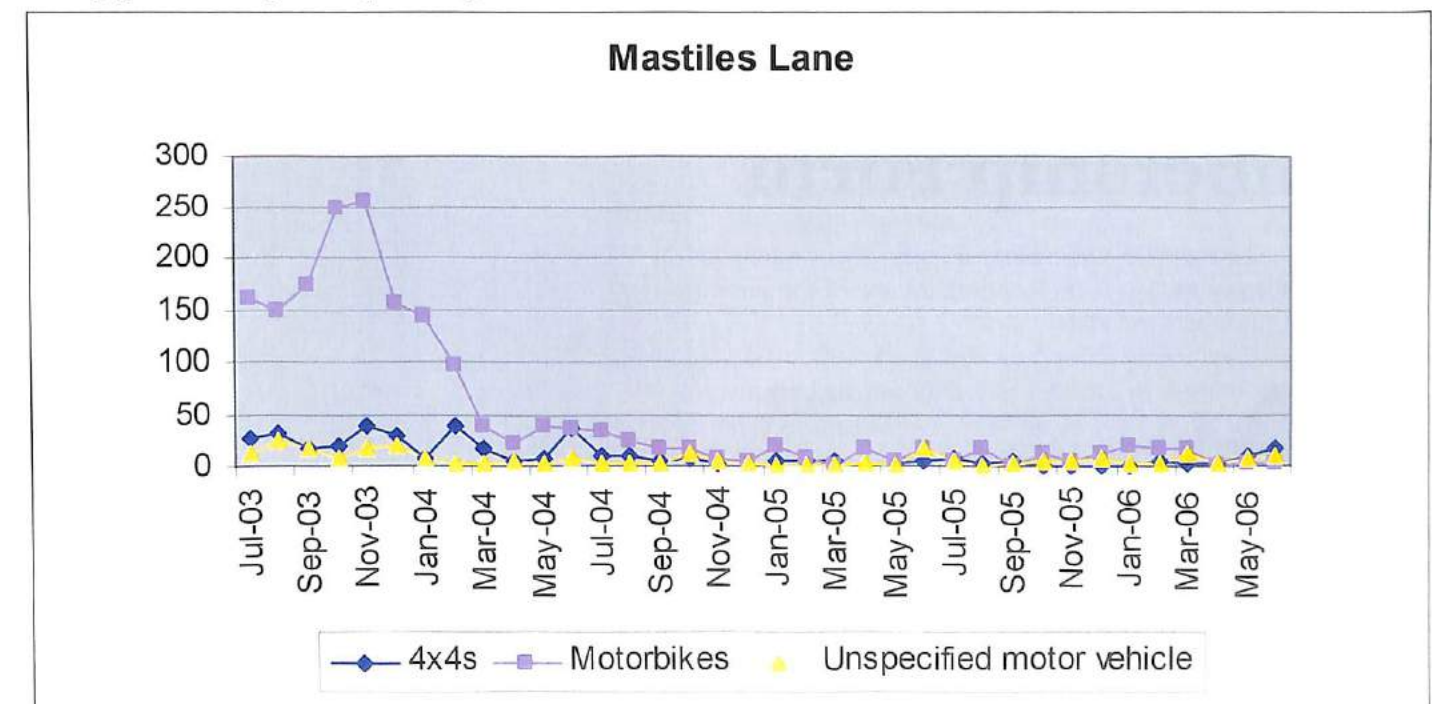
- 28 routes are potentially highly sensitive, which includes four routes currently covered by a NYCC traffic regulation order
- 23 have a moderate or unknown sensitivity
- 51 have a low sensitivity

The Advisory Group have identified the first ten routes which should be looked at to establish what management measures, if any, are required. Possible options for management of individual routes include:

- Do nothing
- Repair the route
- Maintain the route
- Seek voluntary restraint on use of the route from specified users
- Place legal restriction (traffic regulation order – TRO) on use of route from specified users eg:
 - Limit use of the route to a specified number of users each month (a permit system)
 - Seasonal restriction on use (preventing use at specified times of year)
 - Other partial restriction (eg preventing use for certain number of days or at certain times of day)
 - All year round restriction on use.

On the four routes in the Park currently covered by traffic regulation orders, recreational motor vehicle use has reduced by around 90% since the introduction of the orders in March 2004. In the case of Mastiles Lane this has reduced the average number of motorcycles per month from 173 to 19.

The Authority’s next step is to look at the individual unsurfaced routes assessed as ‘sensitive’ on the ground, particularly in terms of the impact of walkers, cyclists, horse riders and recreational motor vehicles, as well as other users and factors.



Enforcement and Illegal use

Whilst we are working with motor vehicle users to manage legal use of green lanes, we are also working with police to tackle illegal motorcycling and 4x4 driving. The new clarity that the legislation has brought about means that the police are able to bring action against motor vehicle users who are acting illegally either by using non-road legal vehicles or by driving on a footpath or bridleway. This has led to a number of motorcycles being seized because the owner did not have insurance, as well as fixed penalty notices, and notices that mean a repeat offence will lead to the vehicle being seized.

So what is the future of motor vehicle use of the 'green lanes' of the Yorkshire Dales National Park?

In 2005, DEFRA published a *Framework for Action* which stated how the Government intended to take forward the issue of mechanically propelled vehicles on public rights of way, and it is this document that resulted in the NERC Act. However the foreword to this report by the then Minister, Alun Michael, made it clear that "it would not be proportionate to go as far as some respondents would like, and ban motor vehicles from all public rights of way" recognising that "there are places where the surface conditions, or surrounding vegetation or terrain mean that motor vehicles have an unacceptable impact on the surface of the ways" and "there are also places where motorised vehicles have a significant impact on other users". The key issue is that whilst the Yorkshire Dales

Vehicle damage on the Stake pass, a Roman Road as well as a Byway Open to All Traffic.



National Park Authority believes the use of unsealed routes by recreational motor vehicles is inappropriate in the Yorkshire Dales National Park, it also recognises that this is a legitimate activity. As the Government's *Framework for Action* stresses 'conflicts of interest and inconsiderate or confrontational behaviour have to be tackled through legislation and co-operation'.

The real test of new legislation is whether this has resulted in any changes on the ground and to peoples' experiences of using these routes. In many ways it is too early to tell, but our network of vehicle loggers are already giving signs that recreational motor vehicle users are respecting the new legislation, and it should be acknowledged that governing bodies such as LARA and the Trail Riders Fellowship together with local clubs are helping to publicise the situation to their members and encouraging them to respect the legislation.

Please pass on the Membership Form

With this issue of the YDS we enclose a copy of our much admired new "Save our Heritage" membership form featuring a view of the great peat house and smelt mill at Grinton, Swaledale.

Please help the Society by using it to recruit a friend, relative or colleague – the Society needs every new member we can recruit to carry on our work. But please do not use this leaflet to renew your own membership subscription.

And an apology to anyone who may have experienced a delay in membership renewal or after joining. This was owing to the somewhat complex process of upgrading our office computer systems and the inevitable gremlins that delay progress. Hopefully everything is now back to normal and working well.



Hazel Brow Organic Farm, Swaledale



Hazel Brow Farm, Swaledale, a Corporate Member of the Yorkshire Dales Society, is a traditional family run farm located in the middle of Low Row village, in the heart of Swaledale within the Yorkshire Dales National Park and the Pennine Dales Environmentally Sensitive Area (ESA). The farm land ranges from internationally famous hay meadows at 200 metres above sea level, bordered by the river Swale, to wild heather moorland at 550 metres above sea level.

Family member Marion Thompson invites YDS members to visit the Farm this Spring.

Hazel Brow is a typical Dales hill farm combining both Dairy and Sheep farming, providing interest and knowledge to visitors, both young and old.

Our Visitor Centre which opens from the end of March to the end of September each year gives a taste of rural life, beginning with the lambing season where you may see the birth of a lamb or even twins, a new life for the farm. Join in bottle feeding the orphan lambs or keep a watch on the pregnant ewes from the comfort of the tea room. There are demonstrations of shepherding skills and explanations of problems encountered during this busy season.

Poultry are reared for home use. Holding a chick,



collecting eggs or bottling milk are activities you can share on the farm tour. Piglets arrive in May when the lambing is completed – along with the goats – who return to the main farm holding from their winter quarters. If you fancy trying your hand at milking, now's your chance!

During the summer months we have Border collie puppies to befriend and the farm kittens to cuddle – always a favourite with the children. In a secure pen nearby and close to his work, lives Basil the bull, he likes a "hello" or even a "Hi Basil" will do as you make your way around the farm buildings.

You may take part in a guided tour or wander round the farm at your leisure. We have a field and riverside nature walk and a safe picnic and play area. Our café serves mainly home produced, local food and we stock a range of gifts, cards and crafts. Why not explore the village and surrounding area by taking one of our self guided circular walks from the farm?



The loft above the café is an area displaying farming memorabilia, a farming year video, a collection of competitions and quizzes

and even a corner depicting the life of Low Row Methodist Chapel – now closed.

Talks, workshops and demonstrations throughout the season include spinning, quilting, rug, stick, cheese and butter making – all held on specific days so please contact your local Tourist Information Office or see our website for further information.

A true Yorkshire welcome awaits you from our team of friendly staff and even better, a discount is available if you arrive by bus – see you soon!

Marion Thompson

Hazel Brow Farm is located near Low Row on the B6270 3 miles west of Reeth, and is served by Dalesbus Bus 30 (weekdays) from Richmond and from Spring Holiday 2007 fortnightly on Sundays Dalesbus 803 direct from Leeds and Harrogate (see www.dalesbus.org.uk for details). For details of opening times (closed Mondays and Fridays except Bank Holidays) and admission prices see the web site www.hazelbrow.co.uk tel 01748 886224.

Photographs: Top left - Hazel Brow Farm Visitor Centre; Bottom left - Children feeding lambs; Above - The Calvert family.

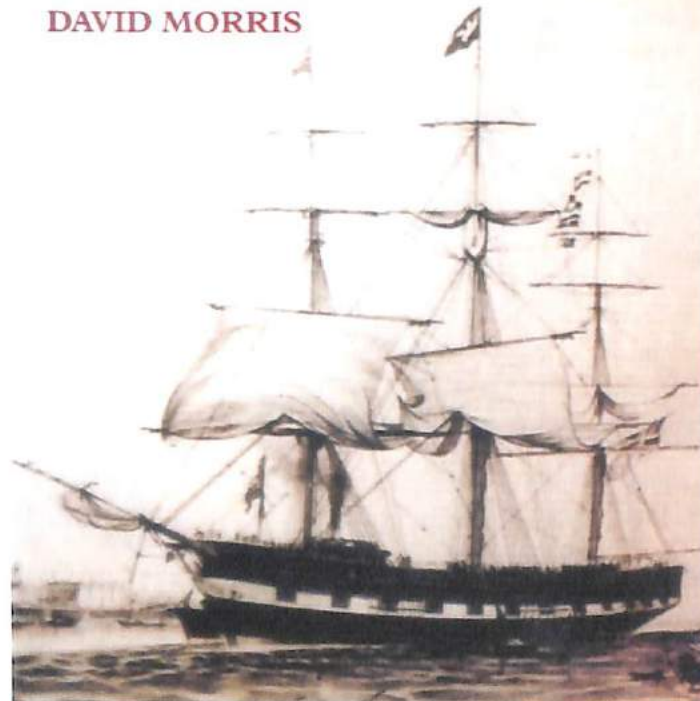
Book Reviews

THE PIONEERING EMIGRANTS BY DAVID MORRIS, from local booksellers in the Richmond area at £8.95, or by post (please add £1.95 for p&p) from Castle Hill Books, 1 Castle Hill, Richmond, North Yorks. DL10 4QP. Tel: 0800 015 3232.

David Morris reminds us in *The Pioneering Emigrants* that our own history and an indelible part of the history of Australia, Canada, America, South Africa and New Zealand concerns their successive waves of immigrants,

THE PIONEERING EMIGRANTS

by
DAVID MORRIS



some as convicts as in the case of the earlier settlers in Australia and New Zealand, others as economic migrants. But perhaps more surprising is the account of an earlier destination for numbers of Scots. Such was the poverty and overcrowding in 16th century Scotland, that Poland though not particularly prosperous seemed a more desirable place where previously in the 13th century the first Scottish communities had been founded on the Baltic coast. Welcomed by the Poles as prospective merchants and tradesmen, by the end of the 17th century it was reckoned that 30,000 people of Scottish descent had made their home in that country.

Conditions on the sea-going sailing ships to the New World were notoriously poor with food scarce, hygiene non-existent and with passengers and crew often at the mercy of some extreme weather conditions. On arrival, thin, infertile soil, a shortage of supplies, the ravages of disease and the constant threat of violence made survival

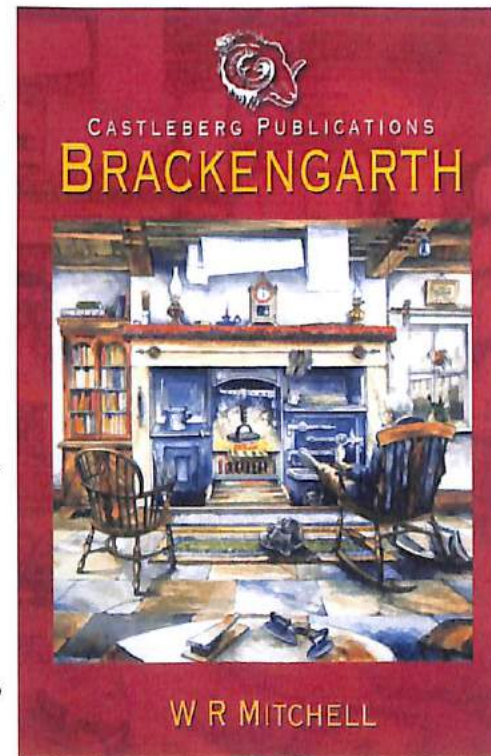
once more often a formidable challenge. Voyages improved as the steam clipper boats entered service, and many overcame initial hardships and achieved success. In the second part of his book David Morris gives biographical details of many Dales' migrants with details of additional families who sailed from various British ports. This very readable book makes an interesting companion piece to David Morris' earlier book *The Dalesmen of the Mississippi River*.

BRACKENGARTH: LIFE ON A DALES FARM BEFORE THE 1914-1918 WAR BY WR MITCHELL, published by Castleberg Press at £4.99 and locally available or direct from Castleberg Press from 18 Yealand Avenue, Giggleswick, Settle, BD34 OAY. Please add 50p p&p.

This delightful short book *Brackengarth*, gives fresh insight into life on a Dales' farm before the 1914-1918 war, and was written from recordings by the author Bill Mitchell while listening to the tales of farmer James Norman Swindlehurst, who was born in 1895. Sheep would vary their monotonous diet of heather with juicy yellow-flowered moss-crop, but over-indulgence could cause problems. The farmhouse chimney was regularly cleaned by using a holly bush attached to a cart rope, and the farm's churned butter in 35 butter boxes was allowed to travel free on the train to Lancaster, but James himself had to pay 2s. 3d.

There was wry humour for what couldn't be helped, even though milk was originally put through a sieve, after milking, a bit of dirt might still be around, but as one farmer said, "Milk tastes o' nowt till t'cow's put a foot in t' bucket." Sheep washing seemed to

entail one farm worker standing up to chest height in freezing cold water after a stream was dammed for the purpose, then having each sheep in turn thrown to him, and all made bearable by occasional nips of whisky. As always, engagingly told, Bill's book makes us have a new respect for the "old ways".



FS

A Landscape Legacy – National Parks and the Historic Environment

This is the title of a handsome new publication by English Heritage and the former Countryside Landscape Access & Recreation Section, (now part of Natural England).

The booklet focuses on the fact that our English National Parks do not actually demonstrate "natural beauty" as such, but are "cultural landscapes of national and international importance, reflecting many centuries of human influence on the landscape", whilst at the same time being living landscapes that "need to evolve to ensure the continued vitality of their communities".

It is recognised that this can only be achieved in National Parks and other protected landscapes by teams of dedicated heritage professions including archaeologists and historic building conservation specialists working alongside their landscape, nature conservation and recreation colleagues to deliver what is described as "integrated management" of the landscape.

Four major themes run through the booklet, **Understanding, Valuing, Caring,** and finally **Enjoying**, the authors rightly emphasising the close, mutual connections and interdependency of all four aspects. Each is illustrated by case studies from each of the National Parks. Some are especially interesting. For example in the Lake District (and also in the Dales)

work to rebuild and restore traditional farm buildings indicates real economic benefits to local communities, with every £1 spent in building conservation in key ESA areas delivering £2.49 of wider economic benefit in the community. Similarly a scheme in the Broads on Sustainability Design for new and restored buildings is intended to inspire "a cultural change in the whole design process" among builders and house owners, to put sustainability, in terms of energy conservation, at the heart of the process. The Yorkshire Dales receives special praise for its "Buildings at Risk" survey which contributed to the rescue of such important sites as Farfield Mill and Gayle Mill, and also for the Park's outstanding Out of Oblivion web site (www.outofoblivion.org.uk) which gives superb access at a click of a button to the "core" of the Historic Environment Record of the Yorkshire Dales. The management of the Hoffman Kiln site at Langcliffe is also quoted as an example of excellent practice, consolidating and enabling sustainable access to the site without promoting it as a general tourist attraction.

Copies of the booklet can be obtained from English Heritage Customer Services on 0870 33 1181 or e-mail customers@english-heritage.org.uk (Code 512+8). It is also available on line at www.english-heritage.org.uk or www.helm.org.uk.



Gayle Mill

Walk the Viaduct

Sunday 22nd July offers a unique opportunity – to walk across the Settle – Carlisle Line's famous Ribblesdale Viaduct.

That date is the final day of a two week July closure of the line - as part of a five year programme of renewals and upgrades to England's most scenic railway line. Network Rail has agreed with the Friends of the Settle Carlisle Line, to lay on guided walks over the viaduct. A temporary car park will be set up at nearby Horton in Ribblesdale with free shuttle buses being provided by Northern Rail. Northern's rail replacement bus services from Leeds and Carlisle will also call at Ribblesdale.

Friends Chairman Mark Rand said, "This is a one-off opportunity for people to be able to walk over the Ribblesdale Viaduct – normally busy with trains day and night." Ruth Evans Event Organiser says, "I want this to be one of the highlight days in the history of the Settle-Carlisle Railway. There will be interactive events for the children to take part in, so all the family can have fun." Ruth further says that perhaps the Ribblesdale site has not seen so many people there, since the shanty towns existed.

The Friends were formed 26 years ago when it was said that the Ribblesdale Viaduct was beyond economic repair and the line would have to close. Happily, the Ribblesdale Viaduct was in nowhere near as bad a state as had been thought and was repaired. Viaduct Engineer Tony Freschini, who is helping to organise the July event, says, "We were able to waterproof, strengthen and repair the viaduct which now carries the heaviest



freight trains and is probably as good, or better, than when it was completed in 1875. Walkers will be able to see for themselves at very close quarters and take in the stunning views from this new vantage point".

The viaduct is a quarter of a mile long, has 24 arches, the tallest 104 feet high. It took five years to build.

The event will help to raise money to pay for developing the Ribblesdale station site, recently acquired by the Settle – Carlisle Railway Trust. Tickets, limited in number, are due to go on sale from May onwards and will cost £15 each. People can receive emailed notification when tickets go on sale and further information by registering their interest at www.ribblesdalewalk.co.uk

Besides the viaduct walk there will be free guided tours of the former shanty towns on the Ribblesdale site, exhibitions and attractions for the family in the Ribblesdale Station area.

Obituary: Ralph Atkinson



It is with great sadness that we record the recent death of former long-term Yorkshire Dales Society Council of Management member Ralph Atkinson at the age of 77. Ralph's encouragement and perceptive comments in Council meetings will long be remembered by his colleagues. Although born in Coventry, Ralph grew up in Bradford, studying for an agricultural degree in Bangor at the University of North Wales, and marrying his wife Pat before obtaining an additional diploma in tropical agriculture from the Imperial College of Tropical Agriculture in Trinidad. Work for the Colonial Service in Uganda 1954-1962 was followed by the birth of his three children. His work for the Overseas Development Agency, and the Food and Agriculture Organisation (FAO), enabled him to work in a

variety of countries including Iraq, Kenya, Malawi, India, Bangladesh, Afghanistan and Turkey.

In 1986 Ralph retired to Bentham (an area that held very happy early scouting memories), and became a Liberal Democrat Councillor for Craven District Council the following year. A school governor at both Bentham Grammar School and Primary School, Ralph also served on a number of other important local bodies, and was a very committed member of the Yorkshire Dales National Park Authority.

Ralph's Quaker faith was very much in tune with his personal idea of service to the community, and as a long-time friend and colleague Wendy Dowbiggin emphasised, that as well as being one of nature's gentlemen, "when he undertook a task he gave it a 100 per cent of his time." Our sincerest condolences go to his wife, children, grandchildren and other family members.

FS

Spring Events 2007

Join fellow Yorkshire Dales Society members on what is guaranteed to be an enjoyable and informative full or half day out in the Yorkshire Dales this Spring – longer days, wild flowers and hopefully some warmer weather.

Saturday May 12th – Yorkshire Dales Society Annual General Meeting

2pm Function Room, Falls Hotel, Aysgarth. See separate flyer for full details. **Parking at the Falls Hotel.** Bus 73 from Northallerton High Street d. 1138 to connect with Bus 156 from Bedale at 1205 a. Aysgarth 1305.

After the meeting there will be a **talk by Anne Keily of Yore Mills, Aysgarth**, to be followed perhaps by some local entertainment – and a visit to the historic mill with its new green energy water turbine.

Sunday May 13th – Castle Bolton

Our traditional post AGM walk led by Chris Hartley from Aysgarth Falls to Castle Bolton – 7 miles some steep sections. Bring packed lunch. Meet National Park car park by Visitor Centre, Aysgarth – 1115am – DalesBus 800 from Leeds d. 0930, Ilkley 0915.

Saturday June 2nd – Discovering Hebden - a joint event with Craven CPRE

A full day event in the company of local historian, writer and editor David Joy – a morning walk followed by an afternoon talk on the village. Meet outside Hebden Village Institute (parking close by) Bus 72 from Skipton direct to Hebden d. Skipton Bus Station 1105 (from Ilkley catch 0925 service 74 to Grassington NP Centre and connect with Hebden Bus at 1130). Afternoon talk 2pm at Hebden Village Institute. Packed lunch – or local pub.

Because of limited capacity on the walk and seating capacity in the Institute advance booking by telephone essential – please ring 01929 825600 and leave your name, phone number and a message to reserve your place.

Sunday 10th June – Haymeadows at Winskill - a Sharing the Dales Event

Colin Speakman will lead a six mile walk along the Ribble Way to Winskill Farm to meet Dales farmer, archaeologist, naturalist and YDS Honorary Member Tom Lord to look at the flower rich meadows at Winskill Farm. One steep ascent - bring packed lunch. Catch the train to Settle d. Leeds 0900, Keighley 0929, Skipton 0943 (Cravenlink bus 774 from Ilkley d. 0910). Motorists park Settle and meet group at Settle Market Place at 1015.

Saturday 7th June – Malham Peregrine Walk

Ian Court of the National Park authority will lead a walk to Malham Cove to meet RSPB experts to look at the habits of this astonishing bird. Meet National Park



Centre 11am – Bus 843/210 d. Skipton Bus Station at 1000. Bring packed lunch.

Monday 25th June – Sunday July 1st – Spotlight on Ingleborough

A week of special events to look at the rich natural and cultural heritage and recreational opportunities of Ingleborough with its National Nature Reserve. For details contact Yorkshire Dales Millennium Trust on 015242 51002.

On **Sunday 15th July** there will be a Family Day of Events - join us by catching the 0900 train from Leeds d. 0900, Keighley 0929, Skipton 0943 (Cravenlink bus 774 from Ilkley d. 0910) to Ribblesdale.

Sunday 22nd July – Celebrating 60 years of Malham Tarn Field Centre

Meet Malham Tarn staff for a visit to the Centre and walk around the Estate. Meet National Trust Malham Tarn car park half mile west of Street Gate at 1030 – bus 809 d. Ilkley 0920, Skipton 0950, Settle 1030.

Saturday August 4th – Buckden Pike Ridge Open Access in the Yorkshire Dales

YDNPA Upper Wharfedale Ranger Ian Mann will lead a walk over part of the new public access areas to explain how access paths are used – a steep climb involved. Meet Buckden Car park 11am. Bus 72 d Skipton Bus Station 1005, Grassington 1030 (connection on service 74 d Ilkley 0935) a Buckden 1059. Bring packed lunch.

Cravenlink Bus Service Launched

The new YDS/YDPTUG Sunday Cravenlink bus service 784/884 between Skipton and Ilkley, connecting with trains and buses to and from Leeds, Otley, Bradford and Keighley, starts Sunday April 22nd, and will run Sundays and Bank Holidays until November 11th.

Buses leave Skipton Bus Station at 0825, 1025*, 1325*, 1525*, 1725 and 1855, and Ilkley at 0910, 1145*, 1445, 1620* and 1820. Services marked with a star* (884) operate via Bolton Abbey and Embsay. For full timetable, plus details of Sharing the Dales Events, please contact the YDS office.





Front Cover picture: Turkeys at Dent Head Farm.

Back Cover picture: Thorns Gill Bridge.

Photos by Colin Speakman.

Printed by John Mason Printers, Park Avenue, Skipton.

Published by the Yorkshire Dales Society.

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

Any contributions should be sent to the Editors at the Society's new address opposite.

Yorkshire Dales Society NEW ADDRESS:

The Yorkshire Dales Society, The Town Hall, Cheapside, Settle, BD24 9EJ.

Telephone/Answerphone 01729 825600.

www.yds.org.uk

See also –

www.yorkshiredalesheritage.org.uk

www.dalesandbowland.com

The Society is a Registered Charity No 515384.

Membership Subscription Rates

Single Adult £15, Family/Couple £20

Single Retired £12, Retired Couple £16,

Affiliated £26, Corporate – category A £26, category B £52, category C £100.

Change to Direct Debit if you haven't already done so, write or call the YDS office. Your reminder contains your membership card and details of your membership. Please return the relevant tear-off slip with your cash payments to the YDS office. Please sign your Gift Aid form if you haven't already done so.