

Comments on the content of Lake District Green Lane Alliance's Newsletter (February 2021), on behalf of representatives of the Hierarchy of Trail Routes in the Lake District group.

Summary: This paper critically analyses the content of the February 2021 Newsletter of the Lake District Green Lane Alliance (LDGLA). The newsletter focuses its attack on the professionalism of Lake District National Park Authority's staff and members by setting them against contemporaries in neighbouring national park authorities. Through an assemblage of distorted facts LDGLA seeks to discredit the programme of partnership-generated initiatives that have successfully managed recreational motor vehicle activity in the Lake District for 20+ years, and which are seen by countryside access professionals as an exemplar of cooperative management of conflict in a very sensitive

[LDGLA Newsletter is in the left-side column. Right-side column is analytical comments]

Newsletter 5
February 2021



By critically analysing a recent newsletter from the Lake District Green Lanes Alliance (LDGLA) this paper highlights how skilful manipulation of 21st century media can be abused to reduce what are complex countryside access conflict issues to binary questions of good and evil; how, by being drawn into an 'echo-chamber' (Change.Org) , people may be misled into believing that they understand an issue that has been presented to them in over-simplified form; how a strident, intransigent, opinionated, bullying, and skilled pressure group employs misinformation, misrepresentation, deception, fact distortion, half-truths, exaggeration, and corporate and individual character vilification, in seeking to derail attempts to resolve a conflict which the pressure group has artfully constructed. The paper appeals for conflict resolution in ways that are inclusive of all interests, especially those that may feel victimised and excluded. In its most recent newsletter (February 2021) the LDGLA plumbs more depths of deception as it divisively seeks to discredit Members and staff of the LDNPA by setting them against their contemporaries in the Yorkshire Dales and Peak District National Park Authorities.

LDGLA misrepresents the YDNPA Park Management Plan. The plan states that there is '97% compliance with Traffic Regulation Orders ...'. It shows that the great majority of potential users respect the regulation of use applied on some routes in the Yorkshire Dales. LDGLA omits noting that the same NP Management Plan also states that *'The use of byways and unsurfaced unclassified roads by recreational motor vehicles is not as contentious as it once was'*. Over a period of just over 3 years (2007-2010) YDNPA placed regulation orders on 10 unsealed roads. But 127 unsealed motor vehicle routes in the Yorkshire Dales NP remain open for use and without TROs. Significantly more unsealed routes remain available to MPV use in the Yorkshire Dales NP than are available in the Lake District NP. This despite the YDNP being approx.. 10% smaller in area than the LDNP. There are currently 4 TROs prohibiting MPVs in the Lake District NP, leaving 76 unsealed routes available to be used by MPVs.

The YDNPA Plan acknowledges that amongst the partners supporting the plan policy to 'Maintain green lanes and, where appropriate, manage use by recreational motor vehicles, including enforcing any restrictions imposed by Traffic Regulation Orders' are the **Trail Riders Fellowship (TRF)** and the **[Motoring Organisations] Land Access and Recreation Association (LARA)**.

Lake District and Yorkshire Dales: a shocking conservation fault-line

Not much more than the M6 separates the Yorkshire Dales from the Lake District National Park, but it feels as though they are divided by an Iron Curtain. In the Yorkshire Dales, a conservation-led policy deals with the environmental and social impact of green lane motoring. It has resulted in a 97% reduction on 11 of the most affected tracks since 2006, according to the YDNPA Management Plan. As David Butterworth, the CEO of the Yorkshire Dales National Park, said in a recent interview on Radio 4, the process hasn't always been straightforward:

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"If you get it wrong, it can cost you badly, and we were burnt quite badly in the early days, where the Court overturned decisions that were made in relation to Traffic Regulation Orders. Not because the kind of policy was wrong, but just simply because we got some of the process wrong. And we learnt a lot from that."

Move a bit further west and you find yourself in a National Park and World Heritage site where nothing at all seems to have been learned from the Yorkshire example. Yes, in 2003 the LDNPA was adamant that green lane driving is indeed incompatible with National Park purposes. But now, despite exponential growth in the number of vehicles and increased pressure on the landscape, the Authority is firmly backing the cause of green lane motorists, to the extent that it is willing to fight for them in court.



The result is truly shameful: a huge increase in motor vehicles on fell tracks such as those at High Nibthwaite and High Tilberthwaite, loved by walkers because of their exceptional beauty and remoteness.

TROs in the Peak District National Park: a will and a way

Most green lanes in the Peak District are like High Tilberthwaite, Elterwater and High Nibthwaite – unclassified roads on which the legal rights of way are currently unknown. So far, the Peak District National Park Authority (PDNPA) has put Traffic Regulation Orders (TROs) on seven routes, and one was made by Derbyshire County Council. The National Park Authority publishes separate yearly figures for each of the green lanes with TROs. [The report](#) shows that, as in the Yorkshire Dales, these TROs have been highly effective in drastically reducing the volume of off-road vehicles.

It was the Land Access & Recreation Association (LARA) which 'advised' YDNPA that the manner in which they were seeking to apply TROs was wrong in law. LARA's intervention was not a vexatious one. It was regrettable (expensive) for all concerned that LARA had to challenge the process in the courts in order that YDNPA would apply the correct procedure. Had the process remained wrong the TROs would have been unenforceable. As a result of the challenge by LARA, not only the YDNPA, but also many other authorities, were able to apply TROs correctly thereafter (see references to Peak District National Park below).

This **misleading and misrepresentative** statement ignores the regulatory actions taken by the LDNPA long before any actions were taken by the YDNPA. Responding to issues that had arisen in the early 1990s, from 1995 the LDNPA developed policies and practices which introduced effective management of recreational MPV activity. In 2002, 2004, and 2005 the LDNPA had worked successfully with Cumbria County Council (the local highway authority) to have TROs applied in the Lake District. The LDNPA did not wait for the 2006 legislation which granted independent authority to NPA's to apply TROs. Working with partners the LDNPA had created a means of managing recreational MPV activity long before any other national park authority. The LDGLA conveniently chooses to ignore that.

LDGLA's ongoing assertion that there has been exponential increase in MPV activity is **gross exaggeration** for which there is no validation. Actual figures for use are available.

This is yet another **misrepresentation**. In the Stubbs -v- LDNPA (2020) court case the supporters of the LDGLA sought to force onto the LDNPA what was found by the court to be unfounded interpretations of the Sandford Principle; which, if approved would have made application of the principle impractical and potentially against the interests of all national park authorities. Contrary to the **bizarre assertions** levied, the LDNPA was not fighting for green lane motorists; LDNPA was acting in the interests of everyone, who by the mere act of being there could be seen to be putting pressure on the national park and creating conflict with the primary purpose of a national park. **Supporters of LDGLA put LDNPA to considerable unnecessary resource and financial expense.** The High Court roundly dismissed all of the grounds claimed by LDGLA supporters and endorsed highly the LDNPA's practices and applications of policy.

This is an example of the **half-truths that LDGLA frequently employs**. It's correct that the two lanes referred to are unclassified roads, as are the great majority of roads that are driven on each day. But the legal status of those routes is not unknown. That the routes have remained unsurfaced by tarmac is irrelevant to their status. The roads in question are public roads by reputation, in the same way as are all other roads in Britain.

How and why did the Peak District National Park do it?



The PDNPA was seen to be tolerating, even welcoming, off-roading. Local communities became enraged.

In one way, PDNPA was quick off the mark. As soon as the National Parks got their TRO powers (2007), PDNPA adopted a strategy for the management of motor vehicles and it put in place assessment criteria and a scoring system for deciding whether motor vehicle use of a track is sustainable. The assessment criteria were physical sustainability, conservation issues, levels of complaint,

whether the character of the route is being damaged, and whether the free passage of non-vehicle users is being prejudiced. Using these criteria, it created and prioritised an initial list of 23 routes in the Derbyshire part of the National Park which were causing the most concern. (The list was subsequently updated and expanded and now includes the most abused routes in other counties within the Park.)

After that good start, nothing effective happened. In fact, things moved in the wrong direction and the Peak District became the UK's off-roading Mecca. The senior leadership of the Park was opposed to using TROs. The PDNPA was seen to be tolerating, even welcoming, off-roading. Local communities became enraged. Lobbying was intense. There were angry public meetings with Park officials and national media coverage of what had become a huge row. (Sounds familiar?)

The only significant thing that happened between 2007 and 2012 was a misguided and badly mismanaged attempt at an Experimental TRO, an attempt which landed PDNPA in the High Court and with a large legal bill.

It was the Authority Members who came to the rescue. They began to see that they were being given poor advice, advice that was leading them to preside over the destruction of parts of the Park, the Park which it was their duty to protect. They started to listen to what their local communities were saying, they asked for and adopted a [new strategy](#) for managing motor vehicles and a [procedure](#) on making TROs, and they created a new post specifically to manage the Park's green lanes and the TRO process.



This is a **misleading and misrepresentative** statement which ignores actions already taken by the LDNPA prior to 2006. TROs (Traffic Regulation Orders) to manage the use of unsealed roads by motor vehicles were applied in the Lake District through collaboration between the LDNPA and Cumbria County Council long before 2006 (the year in which national parks were granted their own authority to impose TROs). That the LDNPA has not invoked the specific authority granted to national park authorities in 2006 is because on four occasions prior to 2006 the LDNPA had worked successfully to have TROs applied at Little Langdale ford 1980 (U5531), at Nibthwaite 2002 (U5051 & U5052), at Gatescarth 2004 (Byways 548015 & 361002), and at Rusland Pool 2005 (U5566). **LDNPA did not have to wait for the 2006 legislation; it took action in advance of that date.**

Also, that the LDNPA has had in place for 20 years a dynamic means of managing recreational motor vehicle use has made it unnecessary to implement any further TROs. LDNPA centrally applied its principles through a Trails Management Advisor (until 2006), and through its Trail Management Advisory Group (from 1999 To 2006), and, subsequently through its corps of Rangers and Countryside Access Adviser. Until LDGLA supporters commenced their **angry and exclusive divisive campaign** seeking removal of MPVs from the Tilberthwaite lanes few issues had arisen regarding recreational MPV use. It is alleged the motivation came from the campaign leader having a holiday home close to one of the routes. The *Save our Lake District* campaigners (predecessors of the LDGLA), and the Langdale Society before it, has refused to engage in any partnership way with any route use management discussions, and has relied solely on the view that anyone not agreeing with them is a villain worthy only of derision.

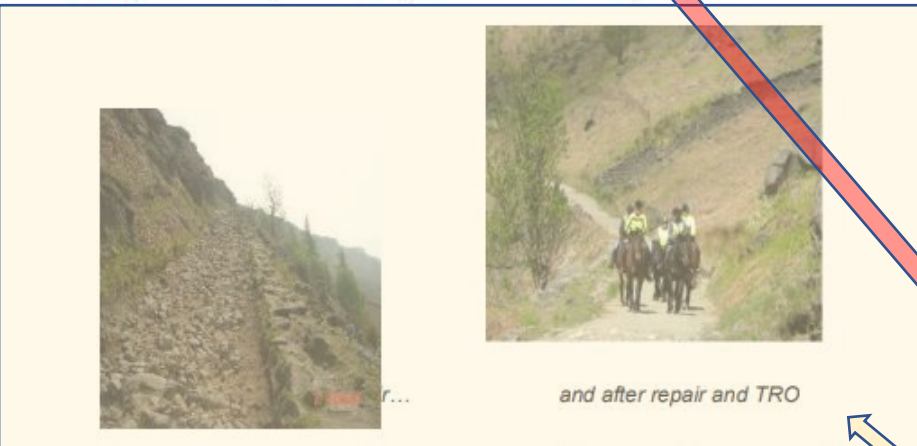
LDGLA choses to ignore that the 2004 Lake District National Park Management Plan included policies: *AR4 Work with relevant users, landowners and managers to manage recreational pursuits, resolve conflict, encourage responsible use and promote appropriate guidance; AR5 Collaborate with others to ensure that recreational activities, such as recreational green road driving, gill scrambling and large scale events, do not have a detrimental impact on local communities, nature conservation interests, historic features or the landscape.* See the LDNPA report of 2001 titled *The Lake District Hierarchy of Trail Routes Experiment*.

The pan is calling the kettle black here. In early 2020 supporters of the LDGLA also took the LDNPA to High Court, and despite the LDGLA case being soundly rejected by the judges the LDNPA was landed with a large legal bill to defend the actions that LDGLA supporters had challenged. The High Court found LDGLA's criticisms of the LDNPA to be ill-founded.

The critical moment came in 2012 when the Members threw out a futile officer recommendation for a partial, part-time TRO on a lane where the problems were clearly full-time (impacts on natural beauty and severe issues for walkers, equestrians and residents). Thereafter, the Members started to get better advice and worked their way through the seven full TROs which the PDNPA now has in place. **The whole process has been assisted by a change in senior staffing which removed internal, officer opposition to proposing or using TROs.**

What determines whether or not a National Park Authority decides to use a TRO is the capacity and readiness of the Authority's Members to question and, where necessary, challenge what their officers are telling them.

One of the earliest Peak Park TROs was on a route called Long Causeway. It is an instructive comparison with the Lake District. Like High Tilberthwaite it is an unsealed, unclassified road, had been severely damaged by motor vehicles and passes through an area of exceptional natural beauty. Also like High Tilberthwaite, it has been repaired at great expense by the highway authority. The Peak Park made its TRO on Long Causeway after repair and on the legal grounds of conserving natural beauty and restoring the track as an amenity for non-vehicle users.



The PDNPA has made some good progress but more Peak District TROs are needed. The Peak District Green Lanes Alliance is asking the PDNPA to turn its mind soon to these and other routes. Meanwhile, the lesson is that what determines whether or not a National Park Authority decides to use a TRO is not any constraint in the TRO or National Park legislation but the capacity and readiness of the Authority's Members to question and, where necessary, challenge what their officers are telling them. As they say, where there is a will, there is a way.

Although the LDGLA cites the PDNPA model as one that the LDNPA should aspire to there are similarities between PDNPA and LDNPA principles, policies, and practices in the management of recreational motorised vehicles. **There are currently 7 TROs in the Peak District National Park, and over 80 unsealed routes remain available for use by recreational motor vehicles.**

But there the similarities end; because despite the Peak District National Park Authority's strategy for the management of recreational MPVs promising that: **The Authority will seek consensus-based solutions to conflicts between different interest groups, ...** and that ... **The National Park Authority recognises the rights of responsible recreational motor vehicle users on legal and sustainable routes and will promote a spirit of co-operation with all user groups to try to minimise damage and disturbance, encourage voluntary action and to develop park-wide voluntary codes of conduct ...** in practice those are hollow promises.

.... the opinion of local MPV interests is that **PDNPA promises highly on cooperation, liaison, and consensus-seeking with MPV groups, but delivers none of it**, and that the closures have been made more for strategic reasons to disrupt use of the network than for justifiable reasons of route protection. That's clearly how LDGLA would also like it to be in the Lake District: that LDNPA should listen only to the pressure group's strident demands and that MPV user interests should be dismissed out of hand without fair consideration. Government advice is that TROs should be a last resort, when other options have been considered and exhausted. PDNPA's and LDGLA's view is that no other form of use management or regulation is worthy of consideration and that TRO's should be a first option. **PDNPA staff should be censured for applying processes that appear to be contrary to stated strategies, but LDGLA praises them. LDGLA clearly overlooks an authority breaking its own rules when the result suits them.** Sometimes we have to be careful of what we wish for.

The **divisive and personal** nature of LDGLA campaigning is illustrated here. The LDGLA's supporters **have a history of targeting individual staff members for very personal criticism, and encouraging others to do so.**

In LDGLA misrepresentation style the pictures are not honest 'before' and 'after' representations. The left side picture shows the route when it had been subject to a landslide / rock-fall, and the right-side picture of the horses is a section of route with different land profile and that was never in poor condition.

Little Langdale: the centre of an off-road network



For many people, residents and visitors alike, Little Langdale is the epitome of the Lake District – surrounded by Lingmoor, Greenburn and Wetherlam, it is the ideal place for walks. But it has also become the epitome for some of the things that have gone wrong in the Lake District. As if the often busy tarmac road through the village wasn't enough, Little Langdale is encircled by four green lanes that are heavily used by off-road motor vehicles. Only one (marked in blue on the map below) green lane is classified as a bridleway and so forbidden to motor vehicles.

If you want to climb one of the mountains, you always start on a green lane. And these green lanes are the best walking routes for families with smaller children or for those who can't manage more challenging walks. To have them spoiled by the overbearing presence of motor vehicles, or even the threat of meeting a convoy of 4x4s or motorbikes, is the exact opposite of what the LDNPA calls "spiritual refreshment". As the mountaineer, writer and photographer Bill Birkett who was born in Little Langdale put it: to see the valley damaged in this way "is a very singular and continuing sorrow."

The LDGLA persists in **disingenuously employing the term 'off-road'**. The use of the roads in question is as much 'on-road' as is the use of any other road; except that they have remained unsealed by tarmac.

The unsealed public road that links the Tilberthwaite valley with the Little Langdale valley is one of three public roads that lead out of the head of Little Langdale valley to other valleys. The other much higher passes lead to the Duddon valley (Wrynose Pass) and to the Great Langdale valley (Blea Tarn Pass). These two routes are very narrow and regularly are very congested with tourist traffic, and they pass through landscape that is equally typical of the World Heritage site as the Tilberthwaite route. If the lobby group rational for seeking closure of the Tilberthwaite road is genuine then there would appear to be equal reason for the closure or those other two routes to also be sought.

Activist residents of Langdale have a long record of being **unwilling to engage in resolving recreational traffic issues** in ways that may result in some understanding of how use may be shared. Comments of the Langdales Society were reported to and considered by the LDNPA TMAG. (TMAG meeting minutes Monday 11 April 2005). During 2006 the Langdales Society attempted to draw the police authority into their concerns over the levels of traffic and visitors in the Langdale valleys. The police refused to be involved, stating at that time that it was regretted that the Langdale Society members appeared to be making recreational motor vehicle users into a scapegoat for the largely unrelated traffic and visitor related issues in the valleys.

But the assertion that a mountain walk will 'always start on a green lane' isn't true is it, and is another example of **LDGLA's willingness to mislead, misrepresent, and exaggerate?** The great majority of walkers heading for the Lake District hills do not touch a green lane; and where a walk includes a section of green lane the chance of a walker (or cyclist, or horse rider) meeting a motor vehicle is low.

Mr Birkett conveniently overlooks that in his younger days he was known for riding a motorcycle 'off-road' to reach the start of his mountain climbs. He's clearly unwilling to permit later generations to take the learning curve that he did.

That is the local context for the claim made by the LDNPA in its Assessment Report on High Tilberthwaite and High Oxenfell (1.4.1): that only a tiny percentage (3.7%) of the "linear network" including footpaths (!) can be used by off-road motorists.



In the case of Little Langdale 80% of green lanes are accessible to non-essential motor vehicles. The impact on residents, particularly farmers, and visitors is summed up by one of the over 500 comments the LDNPA received in response to its survey:



Recreational 4x4 vehicles and motorcycles ruin these tracks and destroy the enjoyment for everyone else. The area is too small, special and fragile to support these destructive activities.

Professor Saeko Yoshikawa writes about the impact of off-road vehicles on Wordsworth's landscape

On a sunny day in late September, I walked from Coniston to the Duddon Valley via Walna Scar. This was the route William Wordsworth recommended as the best approach to the valley: he walked it as a schoolboy, with Coleridge and Sarah Hutchinson in 1808, and again with his wife Mary in 1811. Offering magnificent panoramic views, it is indeed a fantastic route, but as the path gets steeper it becomes more and more stony and broken —more like a line of rubble than a mountain track. The cause of this damage was revealed on my return walk—four off-road motorbikes. At first I was amused by the bikers' struggles, but then realised that their wheelspin and skid was literally tearing up the path beneath my feet. When they gave up on one impassable stretch, they set off across a less-damaged route, tyres gouging ruts as they went. The noise and stench of two-stroke exhaust fumes were appalling.

The point made in the LDNPA report is that just 3.7% of the public rights of way network in the Lake District is unsealed road legally useable by recreational motor vehicles. Given that on over 96% of public rights of way network is free of recreational motor vehicles, isn't it reasonable to ask other users to be tolerant of possibly meeting motors on the other 3.7%?

The Tilberthwaite and Little Langdale valleys are recreational honey-pots in the Lake District. Anyone seeking only solitude in the Lake District is ill-advised to go the Tilberthwaite or Little Langdale valleys. But clearly many people appreciate the 'security' and vibrancy of being at a honey-pot location. Tarmac-sealed highways which have the same landscape and habitat characteristics as the unsealed highways run in both these valleys; but there are no calls for those narrow and steep sealed highways to be closed.

It is not contested that the Tilberthwaite Valley is a significant part of the conservation legacy of the area. However, it is a giant leap of interpretation that recreational motor vehicle activity should be singled-out amongst all the other late 20th and early 21st century activities that take place in the valley as having some particular impact on it.

If Ms Yoshikawa's 'late September' walk was post 2006 then the motorcycles she met on Walna Scar were indeed there unlawfully. In 2006 the Walna Scar road was accepted as bridleway only (not lawful for the passage of motor vehicles). The professor's experience illustrates that effectively regulating public highway use (by any type of user) requires more intelligence than just barring it by law.

It cannot be denied that use by motor vehicles does have an erosive effect on unsealed highways, just as walking, running, cycling, & horse riding has an erosive effect on footpaths and bridleways. The major factor in erosion and degradation of unsealed roads and paths is lack of regular maintenance and changing weather patterns resulting in flash flooding. In December 2015 a single storm resulted in £6 M worth of damage to over 200 paths, and bridges in the Lake District. This damage was caused irrespective of use.

'Truly now there is "no spot of English ground secure from rash assault": evoking Wordsworth's 1844 sonnet on the Kendal and Windermere Railway, S. H. Leeder lamented in 1907 how 'the motor-car [had] taken possession of the English Lake District'. While strolling along the road by Windermere—'one of the most beautiful in the country with its moss and fern-grown walls, its peeps of mountain and lake', he and his wife were knocked over by a speeding car. To early motorists the Lake District mountains seemed 'to be only another challenge to the "horse-power" of new cars', remarks Leeder, 'and a winding narrow road seems to offer nothing but added thrill of rushing ahead' for those who 'seem to cultivate mere speed to the exclusion of every other consideration' (*The Times*, 9 September 1907).



Here Wordsworthian values like 'silence' and 'loneliness' were regarded as vital recreational resources.

60 years after Wordsworth's lament at the 'rash assault' of railways, the Lake District was threatened by motorcars and, as Leeder said, 'the character of the country' was altered to such an extent that 'the pedestrian and the cyclist [were] being driven away'. The end of the First World War brought a further 'inundation' of motor vehicles, particularly charabancs, onto the Lake District roads. 'What Wordsworth

or Ruskin would think', one article wondered in 1925, 'if they could see the procession of motor vehicles passing through Lakeland on a fine week-end'. But this mid-1920s article was not entirely hostile. So long as they 'keep to the roads', it argued, 'in the Lake District it is not difficult even now to find byways among the hills where one can be as secluded as one wants to be'. As long as 'the rights of the public in these out of the way places can be secured', motor vehicles might be tolerated (*Northern Daily Mail*, 24 August 1925).

But for how long would such 'out of the way places' survive? One hundred years on, some of the most beautiful tracks are still being invaded by off-road bikes and 4x4s. That being so, perhaps we should recall what was said when a projected road across Styhead Pass was rejected in 1919. A *Times* correspondent remarked, 'a much larger public than was supposed is deeply interested in preserving the silence and the loneliness of the Scafell group for rest and inspiration', adding that 'real recreation of the mind and body, with each year's added pressure of work, makes this national playing-ground a more important asset to the people's welfare' (*The Times*, 7 August 1919). Here Wordsworthian values like 'silence' and 'loneliness' were regarded as vital recreational resources. From silence come rest, inspiration, and 'recreation of the mind and body'— a 'public welfare' that we all now sorely need after the long difficult period of Covid pandemic.

Should it be a surprise that a professor of Romantic Studies at Kobe City University, Japan, should invoke William Wordsworth to emphasise this? Readers will decide for themselves how much of what Wordsworth wrote in the early 19th century they think has relevance in the 21st century.

Below Ms Yoshikawa draws on George D. Abraham's 1913 book *Motor Ways in Lakeland* which went through a number of publications. Abraham's many books about mountaineering and tourism in the late 19th and early 20th centuries serve as much as a record of the significance of motoring to the heritage of the Lake District as does Wordsworth. How much the heritage recorded by Wordsworth and Abraham should reflect on the management of activities in the Lake District today must be a matter of opinion; but where heritage has value one set of memories should not be embraced while another is dismissed.

Is this 'selective' nostalgia? William Wordsworth and other Romanticists opposed a railway being run through the Lake district, but in the 21st century many people would welcome the opportunity to arrive in the heart of the Lake District by train, or take a 'scenic train ride' through the heart of the Lake District as they can through the Yorkshire Dales (Settle – Carlisle line) and through the Scottish Highlands (West Highland line). That they cannot is partly William Wordsworth's fault. Should we thank him for that ... or just accept that his views were a sign of those times, and that today is another time?

Even adventurous G. D. Abraham, the first motorist who drove over Wrynose and Hard Knott Passes in 1913, recommended switching off the engine and taking to your feet in order to find 'a peace seldom stirred by the whirr of motors' ('Motors and Mountains', *Autocar*, 29: 877, 10 August 1912). Open-air activities such as hiking and mountain climbing will unquestionably help to heal some of the traumatic after-effects of the current pandemic. And as we look forward to vaccines that will help cure the Covid curse, it is all the more necessary to protect the physical wellbeing of Lake District mountain paths from the ever-more damaging disease of motor vehicles.

Saeko Yoshikawa, professor of English at Kobe City University of Foreign Studies, Japan, Author of *William Wordsworth and Modern Travel: Railways, Motorcars and the Lake District, 1830–1940* (Liverpool University Press, 2020).

And the option and possibility to '*switch off the engine and take to your feet in order to find places seldom stirred by the whirr of motors*' remains in most of the Lake District, and even most of the honey-pot that is Little Langdale today. To say otherwise is an exaggeration. 96% of all unsealed public rights of way in the Lake District are free of motor vehicles, and large swathes of the Lake District are Open Access Land where public access is permitted only on foot.

Footnote: Heated issues need collaborative solutions, not continuing warfare. Passionately dedicated people need to recognise that righteous intransigence is not a strategy; it's just a satisfying attitude

National Geographic Magazine, May 2016, when reporting on environmental conflicts in Yellowstone National Park, USA

Compiled on behalf of representatives of recreational motor vehicle interest groups in the Lake District

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