



**50**  
**YEARS**  
**1995-2025**

**Green Lane**  
Association

# **IMPACT REPORT**

## **2025**







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# INTRODUCTION

**Welcome to the Green Lane Association's first ever impact report, celebrating our achievements over the last year and setting out our ambitions for the future as we come to the end of our 30th anniversary year in 2025.**



The Association is a national not-for-profit organisation that promotes inclusive countryside access for all users through education, physical works and legal action. Our core belief is that everyone has a right to access the countryside and to share multi-user public rights of way without prejudice to ability or method of travel.

Green lanes - byways open to all traffic and unclassified roads - are unique in that they can be used by anyone and everyone, no matter how they choose to access the countryside, whether on foot, bike, horseback, carriage or mechanically-propelled vehicle. Our work benefits all users of the unsurfaced road network and we seek to consider the needs of everyone, including those less abled or affected by disability.

The UK countryside has seen a significant rise in visitors in recent years, placing pressure on its natural landscapes and resources. While we encourage our members to go out and enjoy the countryside using public rights of way, we also make it clear that we expect them to do so in a responsible and sustainable way. Our Code of Conduct (see page 18/19) sets out how members should behave to minimise the impact they have on the environment.

With the local authorities responsible for maintaining these public rights of way under acute financial pressure, and climate change resulting in increased winter storms and higher volumes of rainfall, these

historic roads are at risk of deteriorating. A key part of our mission is to work with councils, communities and national parks to manage these rights of way effectively so that they can be preserved for all to enjoy. This report details some of the organisations we have worked with on this, and some of the ways we can help - whether through funding, volunteer hours or education. We believe in actively getting involved to keep routes open and well-maintained to facilitate responsible countryside access.

However, when this approach does not work, we are not afraid to refer access problems and delays in maintenance to our legal team, who will consider how best to respond, up to and including court proceedings. We do this on behalf of all users in the belief that statutory authorities must be held accountable if they fail to meet their legal responsibilities. Our legal team are knowledgeable and experienced in tackling these problems and their recent results are detailed on pages 11-13.

As members and financial supporters of organisations including The Ramblers, The British Horse Society, The Open Spaces Society and The Trail Riders Fellowship, it is heartening to know that so many groups are working to improve access to nature and that there is growing momentum around the importance of maintaining and improving our precious public rights of way.

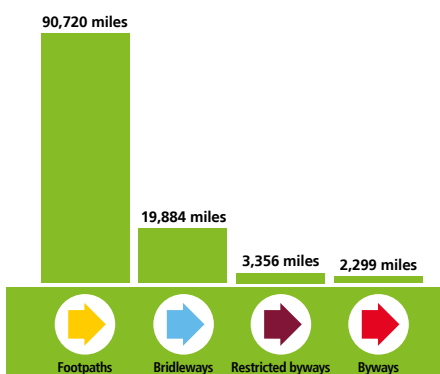
**Chris Mitchell, Chairman, 2025**

# IN NUMBERS

We have  
**6,500**   
**direct members,**  
but also represent an additional  
**25,000** via affiliated clubs.



Our unique route mapping and planning software, TrailWise2, shows data for **20,000 lanes** and has **45,000 user comments** to ensure up-to-date information.



**Byways Open to All Traffic make up 2.5 per cent of public rights of way in England and Wales.**

There are around **2,300 miles of BOATS**, 3,300 miles of restricted byways, 19,800 miles of bridleways and 90,700 miles of footpaths. Motorised users are only allowed to access an incredibly small amount of the rights of way network.



Green laning brings an economic benefit to rural communities (pubs, cafes, shops, accommodation). An Association survey found that members on average spent **£5,500 per year** on their hobby - something that brings significant benefits to many rural businesses.



**Green laning is legal provided the vehicle is road-legal, taxed, insured, and there are no Traffic Regulation Orders (TRO) restricting access.**

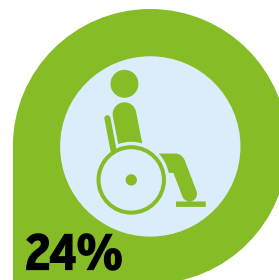
Driving on prohibited routes (eg footpaths, bridleways) could result in a hefty fine, and violating a TRO can lead to fines up to £1,000.

**LOST**

**There are over 40,000 miles of rights of way in England that are not officially recorded**

with nearly 8,000 applications for routes to be added to the official map were waiting to be processed.

**UNRECORDED**



Around 24 per cent of people in the UK live with a mobility-related disability.

**Green laning provides an inclusive way to access the countryside**

enabling people of all ages and abilities to enjoy the experience without any visible distinction between disabled and non-disabled users.



The Open Spaces Society estimates about 32,000 obstructions to public rights of way in England and Wales—equivalent to **one blockage every 4.5 miles.**

# WHAT IS TW2?

## And how does it help members green lane responsibly?



**TrailWise2 (TW2) is a route-planning and mapping platform that serves as a comprehensive national registry of vehicular rights of way in England and Wales.**

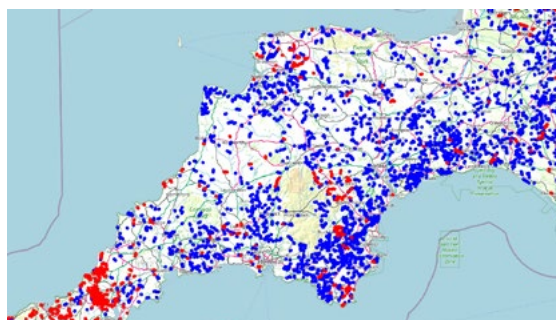
This innovative system allows users to view and contribute to a mapped database of unclassified roads (UCRs) and byways open to all traffic (BOATs). Each route entry includes detailed information on its location, legal status, physical characteristics, historical significance, and any other relevant details useful to users.

The aim of TW2 is to provide a centralised, up-to-date source of information - contributed by members and moderated by experts - for the benefit of the wider community. Managed by the Green Lane Association and offered to its members, TW2 is also accessible to official bodies involved in rights of way management, such as the police and local authorities, to support information sharing.

Every registered user can contribute to TW2 by adding comments to route details (eg whether a route is best driven from north to south). Whether it concerns the condition, usage, or legal status of a route, all contributions help build a comprehensive and current record. Comments, along with any accompanying photos, are visible to other users and may also be shared with official bodies when appropriate. This makes TW2 an invaluable resource for those wishing to enjoy the countryside responsibly.

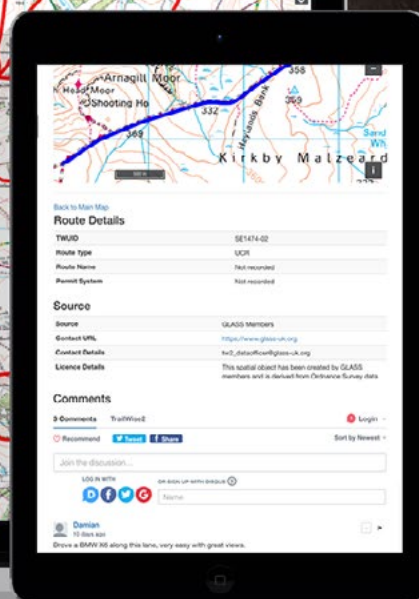
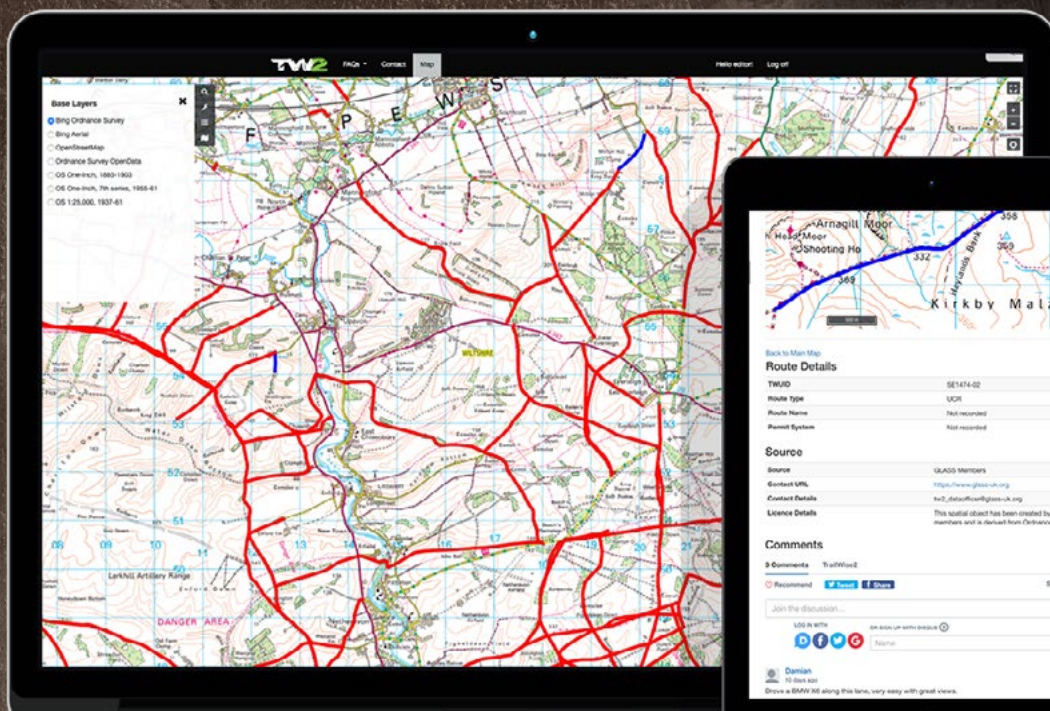
Registered users can view mapped rights of way and add comments, updates, or historical data, helping to create a dynamic picture of each route's status and condition. Unlike other mapping software, which only displays legal access routes, TW2 also helps users assess whether they are safe and appropriate to use, and if there are any temporary or full-time restrictions in place.

Because it is constantly updated, TW2 contains the most recent information available. Users can be alerted to issues such as landslips or weather-related hazards, encouraging them to avoid routes in poor condition and thereby helping to preserve surfaces. A dedicated project team ensures TW2 is maintained and updated so that it provides the best possible user experience and the most reliable information. As a result, it justifiably maintains its reputation as a sector-leading resource.





# TW2





# TOGETHER WE ACHIEVE MORE

**We work with a number of organisations to keep green lanes open and in good repair. Our volunteers attend Local Access Forums to represent motorised users and to collaborate with other access groups, helping to ensure that public rights of way remain open and enjoyed by as many people as possible.**

We also engage with police forces and can act as their eyes and ears by reporting incidents of concern that our members observe on green lanes - from fly-tipping to illegal off-road issues.

We attend many events and shows to help educate and inform. This includes raising awareness among motorised users about the responsibilities that come with their right to access byways and UCRs, as well as informing the wider public about the legal rights of all user groups to access appropriate public rights of way.

Many of our members are highly skilled and very willing to roll up their sleeves to help keep rights of way accessible. In some cases - for example,

where the effects of climate change or lack of local authority maintenance have left green lanes in very poor repair - we are also able to help fund maintenance work.

Through membership, we also support a number of other access and disability organisations who share our view that the countryside is for everyone. These include the Ramblers, the British Horse Society, the Open Spaces Society, Disabled Motoring UK, the Trail Riders Fellowship, the British Driving Society and the Sport and Recreation Alliance.

See endorsements on the following two pages from just some of the organisations we work with and support:





# Testimonials from organisations we collaborate with



"As a constabulary we are keen to keep the green lanes open for people to use. It's so important that we work with the Association, their representatives, local clubs and landowners, as we want people to be respectful of the lanes and use them legally. As with any area of rural policing, it's a real team effort, and the Association plays such an important role in that."

**Sgt Rob Simpson,**  
*Rural Crime Team Supervisor,  
Cheshire Constabulary*



"Building a strong working relationship between the Essex Police Rural Engagement Team and the Association has been invaluable in helping to tackle crime and anti-social behaviour on our byways. Patrolling the lanes with Stephen (area rep) and other Association members has been a brilliant way of being visible to the public where few people would expect the police to be. It's enabled me to educate other public rights of way users on what responsible vehicle use looks like and has been a deterrent to illegal users in the process. The patrols have also highlighted problem areas of criminal activity such as fly tipping and vehicle crime. Just this past months, two stolen vehicles have been found due to the Association reporting suspicious activity to me."

**Sergeant Callum Barber,**  
*Essex Police*



"Dyfed Powys Police Rural Crime Team work closely with our partner agencies to help reduce rural offences. These include illegal off-roading throughout the force area. Over the last 12 months, my team have worked closely with the Green Lane Association to educate members of the public in relation to lawful activity. The Association has proved valuable in their extensive knowledge of rights of way in the countryside. My team will look to carry out further initiatives with the Association and thank them for their hard work in keeping our countryside protected."

**Sergeant Paul Roberts,**  
*Dyfed Powys Police  
Rural Crime Team*



"Thank you to the off-road community and volunteers for helping us make space for nature. Our Surrey Hills Society and Surrey Choices have been out with the Green Lane Association creating dead hedges near Ranmore to protect our precious wildlife from illegal 4x4 activity."

**Surrey Hills National Landscape**



"The council has a duty to keep the surface of public rights of way in a fit state for public use, and for this reason, work to improve the surface of this important public right of way was a priority when resources became available. I'm delighted the Association was able to help us restore this important route."

**Councillor Karen Shore, Deputy  
Leader and Cabinet Member for  
Transport and Highways at Cheshire  
West and Chester Council.**



"The Trail Riders Fellowship continue to work with the Green Lane Association and others on a number of fronts to improve public access and believes in the power of partnerships to resist the continued inequality and discrimination in responsible and sustainable countryside access."

**Graeme Collins, CEO of the Trail  
Riders Fellowship**

# Testimonials from organisations we collaborate with

“

“As a full member of LARA, the Association provides essential financial support through its subscription and active support for LARA projects. It is a source of reliable information about green lane users’ needs, expectations, attitudes and behaviours, which is vital in dealings with central and local government, and other stakeholders. It also provides reports and analytics about benefits and impacts of green lane motoring. The Association is active in sharing intelligence on potential threats and opportunities relating to motor vehicle interests. It has a rights of way team, which takes action to negate threats that materialise across the green lanes network, including litigation where necessary. This is important in keeping as much of the network as possible open to all recreational motor vehicle users. The Association gives LARA access to its TrailWise2 interactive green lane mapping system, which helps with understanding and triaging incoming notifications of rights of way and traffic management processes.”

*Dave Waterman, from the Motoring Organisations’ Land Access and Recreation Association (LARA), an umbrella organisation and forum that brings together the leading national associations in motor sport and recreation.*

“

“I have worked with the regional reps for GLASS for coming up to 10 years by way of my role as the Rural and Wildlife Crime Sergeant for both Derbyshire and now South Yorkshire Police. Having joined them in setting up voluntary Countryside Watch groups in the Peak District National Park, whereby we utilised WhatsApp groups to facilitate greater reporting and additional eyes and ears in the most remote rural locations in our region. Allowing us a platform through social media and their magazine to educate their readers in relation to responsible green laning, and again engaging the additional eyes and ears from the wider Association community to tackle rural crime in the countryside. The Association enables us to use TrailWise2 to check on road statuses and educate users of the correct routes to take. As an organisation, they are always receptive and supportive to any crime prevention initiatives that I have tried to push out, republishing my media articles and Facebook pages to the relevant stakeholders who use the countryside for recreation. The above support has been above and beyond that expected and very much appreciated.”

*Motorcycle and Rural Crime Team Sergeant James Shirley, South Yorkshire Police*





# OUR LEGAL WINS



**Where possible, we work to keep public rights of way open to all users through collaboration, maintenance projects, and partnerships with a range of landowners and public bodies.**

Unfortunately, obstructions and access disputes are common in many parts of the country, and these can prevent our members, and other users, from exercising their legal right to access byways open to all traffic (BOATs) and unclassified roads.

We welcome opportunities to engage positively with landowners and local authorities, offering support with maintenance and other issues. This can include signage, repair work, education, and, on occasion, funding.

Our team of area representatives and legal officers are highly skilled at addressing these challenges. Where necessary, we escalate issues to senior figures within the relevant organisations. If this does not result in rights of way being open and accessible, we may take legal action to protect the rights of our members and the wider public to enjoy these routes. Legal action is always a last resort, but it is an area in which we have recently achieved some notable successes.

The following are the results of our most recent legal actions:

## **Aarhus Convention challenge**

A High Court ruling has confirmed that challenges to traffic orders on public rights of way are covered by costs protection under the Aarhus Convention.

The Green Lane Association brought the case concerning Sandy Lane, a byway open to all traffic in Bedfordshire, which was twice made subject to an experimental traffic order by Central Bedfordshire Council in 2024 and 2025. The Association argued that its legal challenge qualified for Aarhus costs protection, which prevents legal costs from becoming prohibitively expensive in environmental cases.

After successfully overturning the first order, the Association faced a renewed order from the Council, which then disputed the costs protection. The High Court has now confirmed that experimental traffic orders made under the Road Traffic Regulation Act 1984 are provisions of national law relating to the environment, meaning they fall within the scope of the Convention.

The case attracted attention in legal media, including Solicitors Journal and Local Government Lawyer, for clarifying how the Aarhus Convention applies to traffic order appeals following the HM Treasury & Anor v Global Feedback Limited case last year.

## Swan Rake and Limer Rake, Staffordshire



Swan Rake and Limer Rake, two unsealed county roads in Hollinsclough, had long been in poor condition due to erosion and lack of maintenance. After being closed for major repairs in 2017, Staffordshire County Council reopened them in 2024 but imposed a permanent Traffic Regulation Order (TRO) banning motorised vehicles.

The Green Lane Association, along with over 400 others, objected to the TRO on the grounds that it discriminated against motorised users, particularly disabled people who could not access the routes on foot, bike, or horseback. When these objections were ignored, the Association launched a High Court challenge.

Faced with the legal case, the Council withdrew, and the High Court issued a Consent Order quashing the TRO and awarding costs to the Association. The repaired routes, now featuring improved drainage and resurfacing, are accessible to all users.

## Sandy Lane, Central Bedfordshire



The Green Lane Association successfully challenged an Experimental Traffic Regulation Order (ETRO) imposed by Central Bedfordshire Council on Sandy Lane, near Milton Keynes. The High Court quashed the ETRO after it was found that the council had not followed proper consultation procedures. The court also ordered the council to pay the Association's legal costs.

The Association plans to work closely with the council to ensure the route, and others in the area, are properly maintained and protected, supporting responsible access to the countryside for all users.

Following our 2024 challenge to the initial ETRO, the council remade the same order in 2025. This remade order is now the subject of a further legal challenge from the Association, which we are waiting to hear the result of as this impact report was published. We remain hopeful of a favourable outcome.

### Here's a snapshot of our work in numbers during 2025:



Overall number  
of cases  
responded to

**59**



Number of  
court cases  
attended

**4**



Number of policy  
consultations  
responded to

**10**



Number of  
TROs challenged

**10**



## Cwm Maethlon Byway, Gwynedd



The Green Lane Association successfully secured a consent order under Section 56 of the Highways Act 1980, compelling Gwynedd Council to repair a section of the Cwm Maethlon byway, near Machynlleth, so it can once again be used by walkers, cyclists, horse riders, and vehicles. The court also ordered the council to cover the Association's legal costs.

The route, also known as Happy Valley, had deteriorated over several years, worsened by Storm Doris in 2018. Previous repair efforts, funded by the Association and carried out with Snowdonia National Park Authority, restored one section, but another section became impassable, forcing users onto protected land. After repeated attempts to engage with the local authorities, the Association issued a Section 56 notice, leading to the consent order.

## Whitestones, Wrexham



The Green Lane Association won a court case requiring Wrexham County Borough Council to restore the surface of the Whitestones unclassified county road, ensuring access for all recreational users. This builds on a previous High Court challenge that overturned an Experimental Traffic Regulation Order restricting vehicular use. The court also ordered the council to pay part of the Association's legal costs and to ensure its green lane network remains open to vehicles.



Number of lanes with threatened vehicular rights challenged

**38**



Number of lanes out of repair challenged

**4**



Number of lane obstructions challenged

**3**

# OUR AMAZING VOLUNTEERS

**Our network of area representatives regularly organise lane clearances and maintenance sessions in order to keep byways and unclassified roads accessible and open to all users.**

We are fortunate to have a network of highly-skilled volunteers with expertise - and certification - in everything from chain saw operations through to drainage work and engineering. We ensure that maintenance work is done to a high standard and following all health and safety protocols, including detailed risk assessments. Here are just a few of the green lanes that we have helped to keep clear and open:

## Lancashire



Eight volunteers came at short notice after this green lane in Lancashire was blocked by a tree and other debris. This had meant that some users had deviated from the right of way, leaving a 'scar' on the nearby land. One of our volunteers was qualified to use a chainsaw and brought the relevant safety gear to help clear the route. As well as clearing the lane, we also made good the 'scar'.

## Somerset and Bath and North East Somerset

Volunteers have recently spent a total of 123 hours clearing back vegetation on multiple lanes equating to a total of 1.3Km of byway and UCR. These included the Two Rivers Way, which was cut back to increase clearance from 5ft to 8ft. It was great to meet passing walkers and cyclist while we were carrying out the work who thanked us for

our efforts. Similarly, we cut back vegetation on a lane near Farmborough which had become very overgrown and forcing other users to go through water to avoid the hedge.



We also cut back trees and bushes on The Fosse Way, at Radstock and Featherbed Lane. At both clearance sessions we were again thanked by other users who appreciated our efforts.

## Wiltshire



We're pleased to be involved with a long-running project to waymark the Salisbury Plain Training Area (SPTA). Project Ubique recognised the difficulties being experienced by both the Ministry of Defence and public rights of way users of SPTA due to a lack of certainty, clarity and consistency of signage on the Plain. A group was set up involving the MoD, the Defence Infrastructure Organisation,





Wiltshire Council and various user groups with the aim of signing the public rights of way throughout the training area so that rights of way were clearly marked and easily understood.

Over the years, this group has installed more than 500 signposts carrying over 1,500 fingers, roundels, destination and information signs. The SPTA is now recognised as one of the best waymarked areas in the country. The group's membership has changed over time but the founders remain involved and current active members include representatives from the MoD, Wiltshire Council, Wiltshire Bridleways Association, Treadlightly and the Green Lane Association.

Association volunteer hours average out at about 120 per month from March through to November each year, with often unrecorded recces going on through the winter periods in preparation for the spring. Group members now have the title of the 'Salisbury Plain Rights of Way Volunteers' and have expanded their signing activities to other areas in Wiltshire at the request of countryside access officers throughout the county.

on the project. A section of Strata Florida, in Mid Wales, had its surface reinstated, with work carried out to improve drainage and install post and rail fencing. Over the last few years, sections of the 12.5km track have been reported as being in poor repair, with particular problems caused by high volumes of rain water and poor drainage, which has damaged the surface, making access difficult in parts. The Association worked with the landowner of one section to fund and carry out repairs to make sure that the route can continue to be enjoyed by all users.



## Wales



Repairs have been carried out to a section of one of Wales' most iconic green lanes after the Green Lane Association worked with a local landowner

In total, 1,000 tonnes of material was used to repair a 1.75km length of the track, creating a level surface without ruts or holes. Infill material was used to reinstate the surrounding land, and stone was added to the surface. Drainage channels and ditches were dug to allow surface water to run off the route in order to maintain the surface during adverse weather. Pipes were re-opened, connecting to nearby drainage ditches so that water can be removed from the area.

Signs were also put up reminding users to keep to the track and CCTV cameras installed at points along the route so that this can be monitored. The work took 10 days to complete – a remarkable achievement given the remote nature of the site.

# MEMBERS' STORIES

**Around 24 per cent of people in the UK have a mobility-related disability. In addition, many people may find it difficult to walk, cycle, or ride a horse for other, non-visible reasons, such as neurodiversity or mental health conditions. Using motorised transport to explore the countryside helps ensure truly inclusive access, as disabilities or difficulties are not visible.**

## Meet Joseph – inclusive countryside adventures for children with autism



Joseph is nine years old and lives in Devon. He has autism and some visual problems which combine to make accessing the countryside challenging for him. Sensory processing issues mean that being out in rain and hot or cold weather is painful to him and his eyes are sensitive to the light so a bright sunny day can also be difficult for him to manage.

As a result, he is extremely reluctant to walk or cycle in the countryside as both activities will see him go into sensory overload which may trigger a meltdown where he is unable to regulate his emotions and becomes agitated and distressed. It would be very easy for Joseph to simply stay indoors and watch TV or play on a device but, luckily, Joseph's Dad, Guy, is a keen green laner who is able to take him out in his Land Rover on the green lanes near his home. This helps to get Joseph into the countryside in a regulated and predictable environment which offers him a sense of comfort and control so that he feels safe and calm. Guy is also a Volunteer Lengthsman for the Green Lane Association, meaning that he regularly drives local green lanes to ensure they are free from litter and obstructions and are in good repair.

***"I just like going outside and seeing what's there. If I cycle then I'm worried I might fall off and walking is too much for me. I like it better being in Hetty (the Land Rover) – it feels better for me,"*** Joseph said.

## Meet Colin and Tamara – a way to connect and continue with hobbies

Colin and his wife Tamara, both living with chronic health conditions, have found green laning – a legal way to drive on unsealed public rights of way – vital for maintaining their mental health and staying active in the countryside. Tamara's osteoarthritis, nerve damage, and spinal injury, along with Colin's fibromyalgia, limit their ability to walk or cycle.



Green laning allows them to enjoy nature, continue hobbies such as photography, and socialise with new friends, all without visible signs of their health conditions or the need for adaptations. Colin, who serves as the Green Lane Association's area representative for Northamptonshire, also helps keep lanes open and organises meet-ups for members, enhancing community engagement.

Through green laning, Colin and Tamara can explore local and regional routes, including parts of Wales and Derbyshire, providing them with opportunities for relaxation, recreation, and connection with the countryside that would otherwise be difficult due to their conditions.

***"We've made some good friends green laning and it gives me peace and relaxation. It's done wonders for my mental health because when everything went a wrong with my back it was a very, very low point. Green laning has given me something to look forward to enjoy again. I've been able to get back into nature, which is where I tend to be happiest,"*** said Tamara.



## Meet Red – looking the same as everyone else while green laning



Redmond, known as Red, has cerebral palsy, a condition that affects movement, posture, and coordination. Motorised access through green laning enables him to enjoy the countryside, participate in outdoor activities, and benefit from the social opportunities provided on trips organised by the Green Lane Association.

Driving his Land Rover allows Red, from Cornwall, to access routes he could not navigate on foot, while also ensuring his disability is not visible – he can take part alongside others without standing out. **“When I’m in that car, driving, I’m no different to anyone else. The car is a great equaliser physically because I can drive exactly where you can drive,”** he explains.

Red highlights the importance of motorised access for people with disabilities, challenging negative stereotypes and ensuring everyone has the right to experience the freedom and enjoyment of the countryside. He emphasises that, for him, his Land Rover is the only way to access these routes safely and independently.

## Meet Graham, David and Simon – green laning for health, charity and community



Graham, David and Simon, three motorcyclists from Lancashire, have turned to green laning to overcome physical and mental health challenges while exploring the countryside. Graham, who has arthritis, uses his natural talent for planning routes

to raise funds for Cancer Research UK, collecting over £5,500 to date. David recovered from work-related stress and a pandemic-induced breakdown by returning to green laning and joining the Green Lane Association. Simon, aged 82 and a cancer survivor, enjoys accessing the countryside safely despite health limitations.

Their outings provide friendship, exercise, mental wellbeing, and social connection, while also supporting local businesses by stopping at rural pubs and cafés. The trio act responsibly on public rights of way, often reporting issues such as fly tipping or damaged fencing to local authorities.

Graham summarises their approach: **“We’re in our fifth year now. Everyone seems to enjoy their day out and we’re raising money for a good cause, so that’s two boxes ticked.”**

## Meet Ken and Marlene – accessing the Lake District via green lanes



Ken and Marlene, from Cumbria, have relied on green lanes to maintain their connection to the countryside that has been part of their lives for over 50 years. Marlene’s mobility has declined due to back problems and breathlessness, but using byways and unclassified roads in a 4x4 allows the couple to continue enjoying the Lake District together, including its remote scenery.

Marlene highlights the importance of accessible routes: **“Otherwise, I would never see that type of scenery – the tops of mountains – it’s beautiful. I can take a chair and just sit somewhere and look at the scenery or read a book and just enjoy listening to the birds.”**

Ken appreciates that green lanes allow them to continue sharing their love of the Lakes, including with their son Christopher.

The couple are committed members of the Green Lane Association and advocate for keeping these legal routes open to all users, including those with disabilities.

# OUR CODE OF CONDUCT

## The importance of responsible driving & riding on green lanes



**You've probably noticed that the Green Lane Association often reminds our members about the important of driving responsibly on the lanes. We stress this because the Association exists to protect the lanes and the rights of vehicular users to use them.**

Driving responsibly on green lanes protects not only the physical condition of these routes but also the rights of all users to enjoy them. Irresponsible use can lead to environmental degradation, disrupt wildlife habitats, and cause conflicts between different user groups. This is why we have a Code of Conduct that drivers and riders must follow to preserve these routes for future generations, ensuring they remain accessible to everyone who values the countryside.





# Drivers' & Riders' Green Road Code of Conduct

## Be legal:

### use only public vehicular roads with known vehicular rights

- » Know that not all green roads have vehicular rights.
- » Ask locally, or check with your local authority if the route, or its status is not obvious on the ground.
- » Observe lawful closure signage.
- » Report any unlawful obstructions to the highway authority.
- » Keep to the defined track - beyond the road there is no public right to drive on common land, moorland, sand dunes, or beaches.
- » Ensure your vehicle and yourself are fully road-legal, green roads are subject to the same laws as tarmac roads.

## Be wise:

### pay attention to the Four Ws

- » **Weather** - Do not travel on unsealed roads when they risk surface impact beyond a point of natural recovery when the weather improves.
- » **Weight** - Do not use roads which may be damaged by the wheel pressure applied by your vehicle.
- » **Width** - Do not use roads that are too narrow for your vehicle. Avoid damage to trees, hedgerows and boundaries.
- » **Winches** - The use of winches on public roads is inappropriate and should not be required.

## Be eco:

### respect the countryside and observe the Countryside Code

- » Close all gates unless instructed otherwise.
- » Guard against all risks of fire.
- » Take your litter home and that left by others if you can - plastic bags can suffocate livestock if swallowed.
- » Be aware that wildlife faces many threats and many species are in serious decline. Green roads are valuable habitats so avoid driving on the margins.
- » Take special care in spring and early summer when breeding, migration and flowering are at their height.

## Be good:

### an ambassador for motorists

- » Make responsible motoring a form of quiet enjoyment of the countryside.
- » Avoid disturbing the tranquillity of National Parks and peaceful areas of the countryside.
- » Make as little noise as possible and aim to leave no trace.
- » Expect to meet walkers, cyclists and horses being led, ridden, or pulling carts. They have as much right to be there as you do and they should be respected, as you would wish to be respected by them.
- » Take particular care with horses, children and dogs. Best practice is to stop your vehicle and engine to let others pass.
- » Thank those who choose to give way to you and acknowledge others with a friendly smile and wave.
- » Travel at a quiet and unobtrusive pace of no more than 20mph according to conditions.
- » Choose and use only tyres that are road-legal, not aggressive in appearance, and not destructive in use.
- » When travelling in groups keep to a small number, four 4x4s or six motorcycles - less in sensitive areas - in other areas up to six 4x4s **MAY** be acceptable or up to eight motorcycles.
- » Be considerate of group sizes at meeting points or food stops.
- » Remember that these routes are public roads, not moto-cross or safari courses. Use of roads by rallies, classic trials, etc, is governed within the law of the land by the requirements of the event authorising bodies (Motorsport UK, AMCA, ACU).
- » Only by working together can the various and different users ensure safe and trouble-free continuation of access to these routes.

*This Code is revised and reissued periodically.*

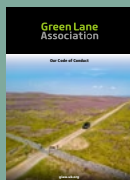
*This version revised March 2025.*

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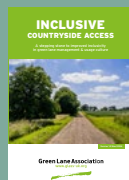
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## Further information:



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