

## Greener Motorsport: Challenges, Barriers and Opportunities.

This was the title for a workshop held at the *East Midlands Sustainability Expo* on 16 October 2007, hosted at the impressive Rockingham Speedway complex near Corby.

A dozen speakers, including Dave Luscombe for the ACU, and John Symes for the MSA, delivered a wide variety of perspectives on how the possibly contradictory concepts of environmental protection and motor sports might be reconciled. There was a wide range of approaches on offer, ranging from making racing cars run on biofuels, through using reactive braking systems to store useful amounts of energy in small flywheel systems, to Honda's F1 team doing an energy audit on its entire engagement with the racing circus. This includes making the transporters run on biofuels, and even small details like the coffee-making equipment, but not, it seems, extending to the drivers eschewing helicopters and private jets for personal transportation.

the carbon footprint of events as a whole? The amount of fuel consumed, and pollution caused, by race vehicles is tiny in comparison to that resulting from all the participants and spectators travelling to and from the meetings themselves. OK, exactly the same is true for, for example, horse and cycle events and football matches – not to forget the legions of hikers who drive miles out into the countryside every weekend. It would be possible to get a good proportion of spectators to Rockingham Speedway, or Brands Hatch, by public transport, but not for a moto-cross meeting or trial well away from any town. And while it is possible to make future race vehicles much lighter on fuel, what about the 'classics' that are still a numerically and economically significant sector in four- and two-wheeled sport? Will these get dispensation from future regulations?



Is it time for moto-cross to migrate to permanent venues with public transport?

Photograph: Dave Tilbury.

There is certainly a strong push – particularly within top-end car circuit racing – towards embracing 'green technology', with a clear purpose that at least some of this will trickle down to everyday road vehicles. At the least, if and when government says to motor sport '*what have you done to clean and green your sport?*' then the specialist racing industry sector will be able to say '*this is what we have done ... we are ahead of the game.*'

LARA came away from the workshop with concerns that this admirable push towards sustainability might have unsought effects on other parts of motor sport. What about

The top end of motor sport is taking the 'need to green' very seriously. Will the lessons learned trickle down to grass roots sport, or will the changes from the big players simply make the bottom end look bad by comparison? And if the government says '*all sporting activities must look to their whole event carbon footprint*', will local, clubman level, motor sport be able to answer that challenge? Could the sport look to some sort of internal initiative such as encouraging participants to convert their transports to use biofuel or LPG? Discuss?

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## Recreational Traffic Management in the Yorkshire Dales National Park.

Following the recent commencement of the new provisions introduced in the Natural Environment and Rural Communities Act 2006, the Yorkshire Dales National Park Authority is consulting widely on a set of proposals to manage recreational motor traffic on a number of routes. *Geoff Wilson*, LARA's Regional Officer, asks that all organisations with an interest in using these routes, whether for events or recreation, ensure that they respond in time.

The Yorkshire Dales Green Lanes Advisory Group has taken a leading role by carrying out detailed surveys of the routes, including their condition and traffic, and has made recommendations to the National Park Authority – but the Authority is not bound to accept these and is seeking wide consultation on the proposals. The Yorkshire Dales Green Lanes Advisory Group is constituted to provide guidance and advice to the Authority, and others, on the management of individual unsealed routes (green lanes) with possible or proven public mechanically propelled vehicular rights within the Yorkshire Dales National Park. Its full terms of reference can be found via the LARA website. The Yorkshire Dales Green Lanes Advisory Group has made the following recommendations on the most sensitive routes in the National Park:

- Cam High Road, which would get a year-round permanent TRO for mechanically propelled vehicles (MPV).
- Ling Gill: ditto.
- Foxup Road: a year-round permanent TRO for MPVs, reviewed after 5 years.

- Gorbeck Road: Winter TRO for MPVs, October-March, making it one-way for MPVs, monitor and review.
- High Way: full TRO for MPVs on south end, Hell Gill to Cotter Road, leaving a through route via Shaw Paddock. Review after 5 years or when BOAT repairs made, whichever sooner.
- Stockdale Lane: full TRO for MPVs on weekends, review after 5 years.
- Harber Scar Lane: full TRO for MPVs on Sundays, monitor for displaced use.
- Arncliffe Cote. Careful ongoing monitoring, temporary TRO may be necessary.

The National Park Authority is seeking substantive comments and suggestions by 10 December 2007. LARA does not recommend that individuals make responses, as the decisions will not be decided on the weight of the competing postbags, but please do ensure that your regional and/or national organisation has made a response. Further details of the proposals are available from Natalie Thompson at [Natalie.Thompson@yorkshiredales.org.uk](mailto:Natalie.Thompson@yorkshiredales.org.uk).

Cumbria TRF members  
surveying conditions near  
Gearstones, Cam High Road.



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