

## Washgate – Summary of Regulation 7 Consultation Responses – Organisations

### Statutory Consultees

**Derbyshire County Council** – Providing comment as a Traffic and Safety Officer of the Highway Authority, Derbyshire County Council. Assume that colleagues in Maintenance and Rights of Way will provide separate comment from each of their points of view.

- No objection in principle to a TRO prohibiting vehicular access to Washgate.
- Note the list of exemptions in the draft Order and how this would affect those that reside within the restricted area (Leycote, Tenterhill). There doesn't appear to be an exemption for access to premises for general day to day purposes including deliveries, etc. Ordinarily, the exemptions would include something along the lines of "to access premises or land fronting the said length of road to which there is no satisfactory alternative means of vehicular access". Would also normally expect to see "delivering or collecting postal packets to premises" and probably a reference to refuse collection.
- In terms of signing a restriction such as this, signs to diagram 619 of the Traffic Signs Regulations and General Directions 2002 would be required to give rise to the restriction. It would also be advisable to have signs in advance of the start of the restriction to advise motorists and to deter them from driving to the start point of the restriction where turning manoeuvres will then have to be carried out. Happy to advise on the use of highway signage should the TRO progress to be made.

**Hartington Upper Quarter Parish Council** - set out the reasons why the TRO is needed in the Statutory Consultation last year. Accordingly fully support the proposal.

**Hollinsclough Parish Council** – devoted the major part of its meeting on 20th of April 2016 to a concentrated discussion of the proposal. It studied the statement of reason for the proposal in all its detail together with other documents and came to the following conclusions.

- In agreement with the proposal as presented to it but would wish a further exemption to be added to those proposed in the order.
- The route known as Washgate between Booth Farm and Tenterhill via Leycote has been for generations (historic use) and still is a shortcut for local people living in the northernmost reaches of the Staffordshire Moorlands (mainly the parishes of Hollinsclough, Quarnford, and Heathylee) and the contiguous parts of Derbyshire 'over the bridge' in their everyday life movements through the area.
- Feel very deeply, fervently and seriously that such movements of short travel from property to property along the route and beyond for purposes of work, personal interest and social communication and for dealings between local people using mechanically propelled vehicle should continue to be allowed.
- The point was made that such journeys are often taken by lone/ individual locals.
- It is strongly felt that such travel journeys in addition to the proposed exemption use for local agriculture and land management activities are part of the traditional way of life and culture of this area. Not to be able to travel would be an erosion of how the area has functioned in the past and continues to function nowadays. As one councillor commented "we are a society of busy bodies. We are visiting relatives and neighbours. That is what people are like. It is a way of life."
- Recognise the severe damage that has been caused along the route to the pitches and to ecosystems and the disturbance caused by mechanically propelled vehicle to other users of the route. Many of the 4x4 vehicles and trail motorbikes that have used the route hitherto have been 'souped-up' to increase their power and efficiency and that local people journeying as described above are not likely to be travelling using speed/power enhanced vehicles.
- The idea of a permit system was suggested.
- Matters of a more general concern were also raised by councillors:
  - who would police or how would a TRO at Washgate be policed.

- What would be the likely impacts of a TRO at Washgate on Limer and Swan Rakes which are also huge concern within the parish. How would they be policed/managed following a complete removal of mechanically propelled vehicles from Washgate.
- Mindful of a 3 minute speech made to the PDNP Audit Resources and Policy meeting by Professor Bellerby of Hollinsclough on 3rd of May 2013 urging the PDNP to prevent casual use of Limer and Swan Rakes by motorised off-road vehicles. Local people would not like to see an increase in use of the two rakes as an outcome of a TRO at Washgate.
- Not fully conversant with invalid carriages on the highway regulations but wondered whether more could be done for wheelchair users to gain access and enjoyment to safe appropriate sections of local rakes to give a better sense of inclusivity in the event of TROs prohibiting mechanically propelled vehicles from them.

**Peak District Local Access Forum** – a statutory body of volunteer members, appointed jointly by the Peak District National Park Authority (PDNPA) and Derbyshire County Council (DCC) under the provisions of the Countryside and Rights of Way Act, 2000. It covers the National Park area and the countryside of north-west Derbyshire around Buxton, New Mills and Glossop. Role is to advise both the authorities on the improvement of public access and opportunities for the purpose of open-air recreation and enjoyment of the area.

- Following on from the Local Access Forum meeting at Longshaw on Thursday 10th March, support the proposed permanent Traffic Regulation Order in respect of Washgate to restrict use by mechanically propelled vehicles at any time. This is in line with the letter and representations on 14th July 2015 which is still relevant..
- A meeting is being arranged with Staffordshire County Council to talk about resources, Rights of Way and Green Lanes issues. Washgate is a good example of where co-ordination with them and Derbyshire County Council is important.

**Auto Cycle Union** – the national governing body for motorcycle sport, and is organised with 'Centres' and Clubs, and so will be receiving objections directly from the local Centres and Clubs in addition to this one from Headquarters. Please regard this letter as being in addition to these individual objections, and on behalf of our Members locally and generally.

- Regardless of the merits of the use of the Washgate unsealed public road by the wider public with motorcycles and 4x4s, the ACU has a particular interest as regards organised observation trials, as currently run by three of its Clubs. At least one of the ACU's local Clubs, the Manchester 17, also has members who have used this road carefully and responsibly for touring motorcycling over decades, and it is not fair or necessary to take away their rights and enjoyment.
- As regards the motorcycle observation trials, at the moment Washgate is used once a year each by Manchester 17, the Reliance Trial, and the Bemrose Trial. All of these events are long-established, and the Bemrose goes back to 1921, making it considerably older than the National Park itself.
- These trials events are slow, low-impact, and organised and run in accordance with the ACU Handbook, which is a respected and regularly updated set of rules and codes of practice for our events. Our Clubs aim to be and are good neighbours in the countryside, and we seldom get complaints anywhere, and we have none for the use of Washgate. In our experience people out-and-about in the countryside are interested and not at all resentful when they encounter a motorcycle trial, often stopping to watch and talk. How then can we be running a harmful activity that should be prohibited? Our events are welcomed by the local community, and we bring a good economic benefit directly into the local rural economy in a place that is not one of the 'tourist hotspots'.
- Have copies of magazine reports of the Bemrose Trial (an example from 1935 is attached) reaching well back before the 1939-45 War, which show just how popular and highly regarded this event was (as it still is) and this gives the trial a legitimate heritage, just like (for example) steam trains and canal boats, neither of which seem to draw your ire. One of your responsibilities as a National Park Authority is to preserve the heritage of the area, and we believe that our long-established trials are heritage. It seems that in the reports to committee

regarding this traffic order no proper consideration has been given to the 'heritage factor' of our events, and that given your statutory purpose, this is a defect that should be corrected before any further decision is made.

- If there is a genuine need to regulate ordinary motor traffic on Washgate - and not convinced that there is any good case for a total prohibition - then it is entirely possible to make a traffic order such that the established events are respected and facilitated, and can continue with appropriate safeguards. As an example attach a copy traffic order made by Bath and North East Somerset Council in 2012, together with an explanatory note from LARA's Traffic Management Hierarchy, Part 2. Technical & Background Materials. This order was framed such that the long-established Allen Trial (with a considerable heritage, not unlike the Bemrose and the others) can continue, once each year, while excluding the local hooligans who had been damaging the road and adjoining common. If that can work in Bath and North East Somerset (and it has worked since 2012) then it will surely work on Washgate too.
- In summary, Washgate is part of our heritage and your traffic order is taking that heritage away very lightly, and for no good evidential reason whatsoever. That cannot be reasonable by any objective standard, and respectfully asks please to consider further the whole traffic order and, in any event, to protect the continuation of the ACU Clubs' observation trials events into the future. Are ready to meet with you and discuss this at any convenient time. Also welcome the opportunity to address your Committee on this matter.

**Ramblers' Association Staffordshire Area** - supports the proposed traffic order for Washgate, near Hollinsclough.

**Ramblers Association Derbyshire Dales Group** – support the introduction of a TRO on the route at Washgate. The area is remote and wild and scenic, of environmental and historical significance. Any kind of motor vehicle using this route could cause damage to the structure of the bridge, the ford and the route itself. We feel that motor use unless as stated in the exceptions is inappropriate in this remote area of the National Park.

**Land Access and Recreation Association** – LARA is a national forum advising and representing the primary organisations in motor sport and recreation regarding access to land and minor highways. This objection does not replace or supersede any from our Member Organisations, or from those organisations' individual clubs and members.

- Do not believe that an objective, evidence-based, case has been made out for a total prohibition of the public with motors from this unsealed public road.
- Washgate has been used by the public with motors for many years. Motorcycle use is known to go back at least to the inter-war period. Have never heard of problems being caused by motorcycle use, and believe that any impacts from 4x4 use have happened only in recent years when we have had long periods of very wet weather. Such use during vulnerable ground conditions should be managed, but a total prohibition is completely unjustified. We have set out what we think are appropriate management measures in our paper Traffic Management Hierarchy. Good Practice in Traffic Management on Unsealed Public Roads. (Parts 1 & 2), which you already have, but we will gladly supply again on request.
- Washgate is not in a 'honey-pot' area of the National Park, and the economic benefit of our Members' activities, put directly into the local rural economy, should not lightly be discounted.
- Know that the Auto-Cycle Union (ACU, one of our Members) has Clubs that run long-established motorcycle observation trials which take in Washgate. One of these trials, the Bemrose Trial, dates back to 1921 and so has a considerable heritage. Respectfully suggest that should be preserving this heritage, rather than destroying it. Trials of this type can be accommodated within the terms of a traffic order, as has been done for the Allen Trial just south of Bristol. The details of this are in our Traffic Management paper.
- As you know, LARA has been in dialogue with your officers for years now regarding the management of unsealed roads in the National Park. Are disappointed that, yet again, your approach seems to be a total ban, rather than a proportionate level of traffic management. Given Washgate's location, character, and its history of use, ask you please to break the mould

this time and to use a level of regulation that addresses the problems, but no more. Remain ready to assist you with this.

**British Horse Society (Derbyshire)** – The lane is mostly very narrow indeed and therefore wholly unsuitable for 4x4 vehicles. If 4x4 vehicles were to use the lane they would render it unusable by other users such as horse-riders because there are no passing places along much of the route. There is evidence of motorcycle use where the grass surface of the lane has been eroded by deep wheel ruts. These ruts are dangerous for horses to walk on and certainly preclude any trotting or cantering. I am informed by local riders that this section of the route used to be available for horses to canter on safely but that is no longer the case. Some of the route has steep gradients and this fact combined with its narrowness, blind bends and extremely rough surfaces means that horse-riders have to proceed with care. Use of the lane by motorcycles presents a danger to horse-riders who have very limited room for manoeuvre and cannot take rapid avoiding action on the uneven ground. In summary, the route in places is steep, it has badly eroded surfaces of grass with deep ruts, exposed bedrock, loose stones, broken stone steps and cobbles; there is poor visibility at some points on the route because of narrowness, sharp bends and high walls. The route seems to be well used by equestrians but a prohibition on recreational mechanically propelled vehicles (including motor cycles) would make it safer and protect the path surface from further damage. For these reasons considers it would be beneficial to the enjoyment by equestrian users and to the general amenity of the lane if recreational mechanically propelled vehicles (including motor cycles) were prohibited from using Washgate. There is no seasonal aspect to the hazards and damage featured at Washgate, therefore it is appropriate that the proposed TRO is a permanent measure. In conclusion, give full support to the proposed TRO.

**Natural England** - no objection to the implementation on the making of a permanent traffic regulation order (TRO) on Washgate to restrict use by mechanically propelled vehicles at any time.

**Friends of the Peak District** – welcomes the National Park Authority's consultation on the future of recreational motorised vehicular use of Washgate. Have no further evidence to add to letter of 6 July 2015 in response to the consultation under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007. Given the sensitivity of the historic quality of the route, the conflict between recreational motorised vehicle users (RMVUs) and other users, and the damage caused by RMVUs, fully support the use of a permanent TRO restricting all RMVUs on Washgate between Leycote in the east and Tenterhill in the west at any time.

**Trail Riders Fellowship** – object to the proposed TRO on Washgate on the following grounds:

- The proposed order is over-restrictive
- There is a uniquely rich tradition of motorcycling on the green roads within PDNP that is older than the park itself. The TRO will spoil that traditional fabric of the countryside
- Motorcycle traffic will be displaced onto black roads, with the result that riders will adapt by using more powerful machines to ride enthusiastically between the remaining green roads. The net effect will be an increase in noise, greater loss of opportunities for quiet enjoyment, and increased danger to all road users.
- The tro proposed amounts to an extremist preservation approach. PDNPA should adopt a moderate approach based on principles of conservation.

**Peak and Northern Footpaths Society** – very strongly supports the making of a TRO for all the reasons described in the relevant documentation. In particular, the reasons for the TRO which would enhance the recreational experience for all walkers are strongly supported.

**Peak Horse Power** - The Peak Horsepower bridleway group has over 300 individual members. All the bridleway groups and riding club based in the National Park are affiliate members. Washgate is a longstanding riding route. Horse riders are currently excluded from it because its use by motor vehicles has made it dangerous. Responded to the initial Regulation 4 consultation on whether or not to put a TRO on Washgate. Our view remains the same, namely that only a full TRO preventing use of the route by all types of motor vehicle can restore use of the route to horse riders. Are not

repeating here the entirety of our Regulation 4 response. As our views have not changed refer you to it. Fully support a TRO on Washgate on the grounds of 'preserving and improving the amenities of the area' and 'affording better opportunities for the public to enjoy the amenities of the area or recreation'. A TRO made on these grounds will restore Washgate as a riding route and preserve an amenity which is important to all riders based in the Washgate area. This includes a trekking centre which has advised us that they have had to stop using the route due to the presence of motor vehicles. The Washgate area is being degraded by vehicle noise and fumes and by the physical damage which recreational motor vehicles are doing to the surface of the route and to its verges, trees and flora. Support use of a TRO to 'conserve and enhance the natural beauty of the area'. Have noted the exemptions in the proposed Order and have no objection to them. Congratulate PDNPA in its efforts to protect Washgate and other riding routes.

**Peak District Green Lanes Alliance** – supports the proposals for a TRO for Washgate and have nothing further to add to our earlier Regulation 4 submission.

**Association of Peak Trail Riders** - object to the proposed Traffic Regulation Order on the route known as Washgate. The following objections are put forward using our long experience as motorcycle trail riders in the area. Cannot comment on other mechanically propelled vehicles and their suitability for this route. The reasons for this objection are as follows:

- There is no evidence that the presence of a small number of motorcycle trail bikes briefly present and in transit along the route have a detrimental effect on the scenic quality, relative wildness, natural or cultural heritage of the route. In fact as motorcycles have been using all unclassified roads in the area for over 100 years they are part of the cultural heritage of the area.
- There is no evidence that the presence of motorcycle trail bikes impede on the opportunity to enjoy tranquillity and quiet enjoyment by other users on the route as they are required by law to be properly silenced in accordance with construction and use regulations. As the route is technically challenging it requires great finesse in terms of throttle control and balance and is impossible to traverse above about 5mph. In any case the number of motorcycles using the route a few and far between (5.7 per day in 2015) and as the route is only short any effect is very transitory.
- Particularly since the width restriction of 1.3 metres was introduced can see no evidence of walls being damaged, historic stone pitching or drainage suffering for motorcycle use. Motorcycle trail bikes have little to no impact as they have to be lightweight to control. Any damage to pitching or drainage is due to heavy water downpours that regularly affect the route, along with frost damage and poorly maintained drainage. The adjacent walls are in poor repair to such an extent that they are falling down. Sheep, deer and heavy weather over time are all helping to push over these walls.
- The route is very adequately wide all along and therefore does not need widening. Therefore there is no threat to the 'species rich verges' that 'provide a wildlife corridor'. If the route had been widened in places as claimed then why are those species still there today? During the summer months the verges are heavily and lushly vegetated, the 'wildlife corridor' firmly intact and unaffected.
- 'Conflict with other users'. Not aware of any conflict with other users as sited in 'Appendix 5-Washgate-Special Qualities'. Please provide independent evidence or police reports. It would also be useful to have the dates on which these incidences occurred.
- 'Opportunities to experience dark skies'. Due to the technically challenging terrain along the Washgate route and the width restriction in place effectively limiting it to trail bikes it would be impossible to traverse it on one during the night. Motorcycle trail bikes are notorious for their poor headlights and it is our educated opinion that night riding does not take place for those reasons. Attempting it would result in serious injury.
- In closing the beautiful and iconic route to motorcycles the PDNPA is once again damaging local trail riding businesses and associated support businesses such as B&Bs, cafés, pubs etc. This TRO will further damage motorcycle tourism coming to the area and continue to destroy the already very limited access available.

- To conclude 1200 individual members and 55 local businesses lodge our formal objection to this action. Believe many of the reasons put forward to support the closure are subjective and unproven. Challenge the PDNPA to provide independent evidence to support their claims. Clear that the PDNPA is not showing balance and fairness in this regard.

**Manchester 17 MCC** - have been asked to represent all of the trials riding clubs of the ACU Cheshire Centre and the East Midland Centre to formally object to the proposed closure of Washgate by imposing a Traffic Regulation Order to cover all recreational motorised vehicles.

- As your officers will no doubt have advised you this route has a history of use by motorcyclists and that it is used as a principal route for the internationally prestigious Bemrose; Reliance; Dave Rowland and Edinburgh Trials. Can prove history back to 1921 when Col KL Bemrose first introduced the trial to the area, which has been run ever since that date, except for the period of World War II. The most recent event of the Bemrose Trial was March 2016.
- These trials are part of the history and culture of the area, supported by the local landowners and farmers who willingly give their permission for motorcyclists to ride over their land and access. They know from experience that the minor wear to the grassland on the day of the event recovers very quickly and that the bedrock is hardly ever marked at all.

Summary of Grounds for Objection -Statement Of Reason

- Sect. 6 - you state that there are habitats of national importance but do not state; what they are; exactly where they are nor why they are important; you state that there are three internationally recognised species but do not state your perception as to how our limited activities has any direct detrimental effect
- Sect. 7 - the 'panoramic' views of the route are greatly over stated as the route is primarily passing through a winding shaped valley, the main beauty is the ford and its neighbouring bridge
- Sect. 8 - part of the natural and cultural heritage is the fact that the route is documented as having been used by motorcycles from at least as far back as 1921, most probably even longer; the Peak District has a vast array of peaceful and tranquil experiences and so a few occasional motorcycles using Washgate is not going to destroy that
- Sect. 9 - Refers to Appendices to which I will refer later.
- Sect. 10 - you state disturbance but do not clarify who or what is disturbed, know for a fact that the resident farmers immediately located to the route have no objection to motorcyclists using it; you state user conflict, but I know of no such conflict over the past 43 years of my personal use. Indeed I have had many pleasant chats with other users, being able to pass on local knowledge of the history of the route and how it links to other locations. I recently spent time with a school group telling them of the history of Washgate; how it fits into the area; the derivation of the local names; there are no records of disturbance being registered with the Police; the verges are not ridden on by motorcyclists, although I have seen evidence of them having been walked upon; the illegally erected and oversized signage is itself detrimental to the beauty of the specific location, discreet signage at the entry points would be far more in keeping than the large notice at the river crossing; we consider that the boulders placed at the northern end to prevent use by horse carriages and 4X4 vehicles have been installed illegally, whilst we do acknowledge the need for a vehicle width restriction
- Sect. 11 - since repairs have been undertaken by DCC the route must be a legal right of way for vehicles or DCC has acted illegally by spending public finances on what would otherwise be a private location; the stone pitching is not 'historic' but is a relatively modern method of route maintenance; in the past recreational motorists have offered and have undertaken many voluntary repair ventures in conjunction with DCC and PDNPA, regrettably of recent years the PDNPA has then seen fit to undermine that goodwill by placing unnecessary TROs on to otherwise legal rights of way for recreational motorists
- Sect. 12 - the maintenance for motorised vehicular use is minimal bearing in mind the financial costs incurred to repairing other footpaths and bridleways, as an example please look to the Jacobs Ladder area in the parish of Edale; the suggested anticipation of the meeting with vehicles is exaggerated beyond comprehension; improved signage would emphasise that the route has vehicular access; the recreational motorists use a relatively narrow band of track and to the side of which are two designated footpaths, which are never violated; fail to understand

how a legal route, used by a very limited volume of motor cycles (your vehicle logging system refers) detracts from the focus of using the route by other users

- Sect. 13 - your statement regarding adversely affecting use is total speculation and negatively inspired discriminatory propaganda; 'beauty' is in the eye of the beholder and you have recorded that motorcyclists do value the beauty of the Peak District, if we did not then we would not wish to continue to use such few routes
- Sect. 14 - the river crossing by motorcyclists is not made by using the packhorse bridge but using the original line of the Ford so there is absolutely no chance of users passing each other on the bridge; if there were to be need for different user groups to use the crossing then typically the motorcyclist following their Codes of Practice would allow pedestrians to cross first; the so called 'guidance suggestion' is not applicable in this situation nor appropriate to the location
- Sect. 15 - Refers to Appendices to which I will refer later.
- Sect. 16 - the width restriction is totally appropriate; the overall numbers of vehicles is minuscule (your own logging statistics refers); there has never been nor currently exists any conflict other than in the mind of a relatively small number distractors
- Sect. 17 - the limited daily use (again your figures) and the annual events are minuscule in the scale of use of the total area of the Peak District National Park
- Sect. 18 - the volume of motorcyclists using the route, either daily or annually, is minuscule in comparison to the number of other recreational users in the Peak District at any given time frame
- Sect. 19 - the nominal volume of users on this highway is so small that there is no need for further restrictions other than vehicle width; upon what specifics are the values placed upon the route by motorcyclist any less than those other users?; you say that there are alternative routes for vehicles but the whole point is to value the characteristics of this specific route; there are a multitude of alternative routes for ramblers in the immediate vicinity of the route designated solely for use by ramblers or horse riders; if motorcycle riders wished to use the alternative routes then they would ride alternative vehicles but they exercise their right to choose lightweight motorcycles designed and maintained for use on such routes as this
- Sect. 20 - an exemption to become sub section 'g' should be recorded that the route 'can be used in perpetuity for the benefit of motorcycles being ridden whilst taking part in the historic reliability and skill events such as the Bemrose; Reliance; Dave Rowland and Edinburgh trials'; object that we should have to apply to the discretion of the PDNPA as such discretion is not binding upon the Authority to allow such use
- Sect. 21 - there is no balance of consideration otherwise given to recreational motorists using a legal highway and therefore to have their rights so severely and discriminatory restricted

#### Appendix 1.

- Status - Staffordshire CC record the route as a 'County Road' and not as a 'footpath' as you claim, please have somebody peruse their records as we have done
- Highway Authority Records - the legal status must be confirmed by the simple fact that DCC has spent public finances on repairs and maintenance; the legal status is clear from historical evidence such Tithe records; the legal status is clear from presumptive use; the legal status is clear if you were to more closely study the various historical references such as Dodd & Dodd plus other published reference books and maps
- Claims - there is no need for claims to have been submitted by recreational motorists as the route is clearly a highway no matter which terminology is used
- Private use - the local farmers have no claim for Private status as the route is a public highway; the local farmers have always regarded the shared use and have never made any complaint to any motorcyclist
- Vehicle logging; - the recorded nominal vehicle use is minimal especial in reflection to the footfall; please clarify why the years of 2008; 2009; 2011 and 2013 have not been not recorded?; please clarify why there no are figures for use in the year 2016?
- Events - you have totally ignored the regulations for historical use, despite correspondence between myself and your officer describing the historical benefit
- Access - the route is not, as your report claims, a footpath; the boulders are an illegal restriction and should be removed

#### Appendix 2 - Conservation Interest

- Ecological Interest - an SSSI cannot be applied to the 'right of way' such as the physical impact on the ground; the route only abuts it does not cross any SSI, which must be to the side of the route; the route does not cross the Coleslaw Pasture SSI; motorcyclists ride on the bedrock route and do not veer onto the verges; a route should be measured between the enclosing walls and physical barriers; if the route were to be a footpath then there could still be interference to the verges by those users still accessing the route; the effect of a motorcycle crossing the river is no more likely to cause injury nor detriment to species further down stream than farm vehicles; horses; bicycles nor pedestrians
- Archaeological Interest - the packhorse bridge is also recorded on the Cheshire Historic Environment Record
- Landscape Interest - the area has clearly been defined by the industrial and farming influence of mankind; the strategy must have due regard to historical use and diversity whilst managing recreation, this must include historical motor vehicle use.

#### Appendix 3 - Natural Beauty and Recreation

- Natural beauty - the route and its features does not detract from the beauty of the environment but actually are the intrinsic to that beauty
- Scenic quality - this is not compromised by the route nor use
- Relative wildness - remains totally intact
- Intrusiveness/tranquillity - motorcycles and their riders are not viewed as a threat by wildlife, totally unlike the disturbance caused by ramblers
- Natural heritage features - this has already been addressed by my comments
- Cultural heritage features - the motorcycle events previously referred to are included by this title
- Association - the motorcycle events are part of our National and International reputation; the events are totally supported by the landowners and tenants
- Recreation - the events should be regarded as being included in the term of 'special experiences' as they are Nationally and Internationally recognised
- Presence - there would have been no presence without the need for transport facilities; the fact that there is a county highway adds to the experiences
- Range of outdoor recreational experiences - the motorcycle events previously identified are totally encompassed by this statement
- Scope for management of recreation to enhance recreational opportunities or protect conservation - the continuation of the named events will improve the skills and reputation of this Nation's motorcycle trials riders; the former condition has not been impaired by the use by motorcyclists, enclose a photograph, at the conclusion of this submission, which clearly shows the how similar is the condition of the surface of route back in 1939; only nominal maintenance is required to control the erosion by natural forces such as by water; motorcyclists work in unison with the Rangers in monitoring the condition of the route and will continue to assist in its maintenance for the mutual benefit of all users

#### Appendix 4 - Impacts of Mechanically Propelled Vehicles

##### Ecological Impacts.

- Loss of vegetation - the route has not and will not be widened by the use of motorcycles; motorcyclists do not need an increase in width to travel across the ford nor the bridge; the boulders blocking the route are illegal and inappropriate; the signage is unnecessary, inappropriately positioned and inappropriately sized; there is no Voluntary Restraint in place and the route could be better managed by appropriate width restriction only; the recorded vehicle logging shows that the route is not used by 4X4 vehicles; there has been no damage caused by motorcyclists to the walls; have in the past seen ramblers inappropriately walking on the top parapet of the walls of the bridge, naturally we have asked them not to do so both for their own safety and to protect the bridge; have also seen ramblers throwing rocks into the pools and watercourse, again in a friendly manner we have asked that they refrain from such
- Damage to the drainage - the stone pitching is not 'historical' and the deterioration is by weather induced erosion not by the passage of lightweight motorcycles; surface water runoff is a result of climate change and reduced maintenance; motorcycles have not damaged the boundary walls; motorcyclists are fully prepared and committed to join in with the other voluntary groups in



maintaining this and other similar routes throughout the Peak Park; PDVUG, LARA and the TRF on behalf of all recreational motorists have repeatedly made offers to the PDNPA to undertake such maintenance on this and other similar routes but the offers have been ignored and the PDNPA has repeatedly failed to act upon such offers

- Damage to the watercourse - there has been no damage by 4X4 vehicles since the illegal blocking of the route by use of boulders; it would have been preferable for other methods of vehicle control to have been introduced and maintained but again the PDNPA refused to work in conjunction with or implement the suggestions made by PDVUG; LARA and the TRF
- Noise and disturbance - unlike ramblers and mountain bikers motorcyclists have far less impact upon bird behaviour as they are not seen as a threat; all recreational motorcycles are road legal in respect of efficient silencing; MOT; insurance; driver licensing; etc; all competition based motorcycles must conform to the ACU codes and when travelling on the public highway they must also conform to the Construction & Use regulations, plus other highway legislation as appropriate; ramblers paddling in the pool cause far more sediment disturbance than the passage of a few motorcycles crossing the ford, which is bedrock; ramblers having picnics in the vicinity of the ford and bridge cause more continual noise and disturbance to wildlife; ramblers having picnics in the vicinity of the ford and bridge cause litter pollution to the area and the water course; dog walkers allowing their pets to toilet in the area of the ford and along the route cause serious potential health hazards to children, livestock and the environment

#### Archaeological Impacts

- Impact on heritage asset - presume that comments refer to the single incident of damage to the listed building which was a coping stone that had been dislodged, but with no other damage sustained it is inconclusive that it was caused by a vehicle; comments regarding the inappropriate use of PDNPA erected signage has already been submitted

#### Landscape and Visual Impacts

- Visual impact of vehicle movements - vehicles have every right to use the area whether it be day time or night time; the route in question is never used at 'night time' by trials riders; motorcyclists very rarely ride such routes at night although late evening might be a possibility however discussion with the local residents informs us that no night time activity has been recorded on this route; the situation regarding stone pitching has already been covered
- Wheel ruts and damage to character - wheel ruts would be typical for heavier farm vehicles and not motorcycles; motorcycles do not create wheel ruts, especially when travelling on bedrock; there are no wheel ruts nor to the best of our knowledge have there ever been any on the specific route other than on the upper most section on the Derbyshire side; there is no current damage since recreational 4X4 vehicles have not used the route (refer to your own logging figures)
- Signage - we concur that the signage, which has already been referred to, is illegal, inappropriate in size; wording and colours, inappropriate in location

#### Social impacts

- Deterrence of use by non-MPV users - concur that appropriate signage is required and have repeatedly requested such; concur that your current signage is inappropriate for the location; PDVUG; LARA and the TRF, have on numerous occasions offered to part and even match fund costing of appropriate signage of routes in the Peak District National Park but you have repeatedly rejected such; have offered to voluntarily assist with or to erect signage but such has been repeatedly rejected too; refute that voluntary codes have not worked, the TRF; ACU; LARA and Manchester 17 MCC codes of practice are upheld; vehicle logging records show a daily visit of numbers far less than the normal code figures that we suggest even as a single group
- Noise impact on people - concur that appropriate noise silencing is required and I have already explained our approach to such; if there should be inappropriate noise levels then that should be a matter for the Police and not the PDNPA nor the Highway Authorities; will gladly continue to support such action by the Police against inappropriate use by motorists

#### Appendix 5 - Special qualities

- Natural beauty - the location has been produced and induced by agricultural and industrial processes; drainage and erosion are natural processes managed by intervention for society's own purposes; evidence of use is far more clearly seen on the adjacent footpaths of the immediate area; evidence of usage by ramblers using the routes connecting to such as the

Pennine Way are far more intrusive to the eye than a few motorcycle tyre tracks hidden between vegetation and the boundary walls; the maintenance of footpaths and bridleways incur far more expense than the unsurfaced routes, jointly used by recreational motorists

- Sense of wilderness - the presence and evidence of use by a greater number of other users, e.g. ramblers, in bright clothing; chatting; playing of music; bicycles; even agricultural vehicles and their processes are far more intrusive to the location than that induced by an average of less than four motorcycles per day
- Clean earth, air and water - the natural pollution resulting from animal waste is far greater than a few motorcycles passing by; the exhaust pollution by most motorcycles in a day's use will be less than that produced by the volume of ramblers who have been driving into the Peak District
- Importance of wildlife - motorcyclists cause less damage to the environment and are less of a threat to wildlife than any of the other human leisure activities
- Thousands of years of human influence - recreational motorised users will have no negative effect upon such ideals
- Trees, woodlands, hedgerows etc - there is no damage sustained to the features unlike the patchwork of footpaths
- Opportunities to experience tranquillity - noise is a fact of all human endeavours; noise which spoils tranquility to one person could be as simple as the 'chattering' of walkers; will there be a ban on the various 'new' activities regarding music festivals, e.g. "Y Not festival" and marriage receptions held in farmers' fields; which can be seen and heard for miles around the venues?
- Opportunities to experience dark skies - have already made an answer to this erroneous claim regarding motorcycle use, we are reliably informed by the immediate neighbours that the route is not used at night by motorcyclists; does this mean that neither ramblers; mountain bikers nor horse riders will be able to use head torches; nor lights required by law after dark?; will Duke of Edinburgh participants not be allowed lighting?; will there be a ban on camping lights through the Peak Park?; will there be a ban on the various 'new' activities regarding music festivals, e.g. "Y Not festival" and marriage receptions held in farmers' fields; which can be seen and heard for miles around the venues?
- Opportunities for outdoor recreation and adventure - you propose to remove those very rights from a single minority group who wish to fulfil the values of this category
- Please take a close look at the attached photograph and compare the route with its current condition, after an intervening time of some 77 years. The surface then as now is bedrock strewn with small stones caused by natural erosion.
- We concur with the route as shown on your map.

### Other Organisations

**Green Lanes Environmental Action Movement (GLEAM)** – Support proposal for a TRO on Washgate to prohibit access at any time by mechanically propelled vehicles, except for farm vehicles and emergency vehicles. Support the prohibition of mechanically propelled vehicles to unsealed unclassified roads such as Washgate for the following reasons:

- The tracks themselves came into existence to serve the modest needs of mostly local pack-horses and horse-drawn carts, as well as pedestrians and livestock. Recreational motor vehicle users call them roads, but they are not roads in any normal sense of the word. They have no sealed surface (i.e. no tarmac or concrete), and use by powerful modern motor vehicles for purely recreational purposes is destroying the fabric of these lanes.
- 4x4s and motorcycles create noise and disturb wildlife, deep in the countryside, where peace and tranquillity might reasonably be expected.
- Recreational motor vehicles make the use of green lanes by farmers, walkers, equestrians and pedal cyclists difficult and, quite often, dangerous or impossible.
- Green lanes used to be a valuable resource for disabled people, as the lanes have no stiles, and used to have reasonable surfaces. But the surface damage that has been caused by motor vehicles, driven and ridden by the able-bodied, have ruined them for disabled people.

Encounters with strings of vehicles, deep in the countryside, are hazardous, especially for sight-impaired, hearing-impaired or learning-disabled people.

- The cost of repairs to green lanes by local authorities is prohibitively high – up to £75,000 per mile. Furthermore, repairs seldom produce permanent solutions. If a track is unsealed and if it is regularly used by non-essential vehicles, repairs will swiftly deteriorate. Green-laning organisations sometimes do their own repairs, voluntarily, but as a contribution to the overall problem of devastated green lanes, such voluntary efforts make scarcely any serious impact, and are as short-lived as those carried out by local authorities.
- Set against the cost of repairs by hard-pressed highway authorities, the money that green-laners contribute to the rural economy is derisory. In any case, if green-laning were to be prohibited, 4x4 drivers and motorcycle riders will still be able to enjoy green lanes, and spend just as much money, when they arrive on bicycles, on horses, or on their feet. Moreover, the health benefit to people who leave their vehicles where the tarmac stops and go on to enjoy green lanes under their own steam, is obviously far greater than the supposed health benefit of riding a motorbike or viewing green lanes through the windscreen of a 4x4.
- Also suggest that an alternative approach to imposing a TRO on Washgate, and which would have the same practical effect, would be to classify it as a Restricted Byway. Such a classification would be less likely to be reversed than the imposition of a permanent TRO.

**North Derbyshire Youth Motorcycle Club** - object to the proposed Traffic Regulation regarding Washgate Bridleway. Our interest in keeping the route open is that since 1921 have traversed that bridleway for the Bemrose Trial, which you are aware of, and would like to keep the trial route for the future. Used for this year's trial in March and walking the path, less than two weeks later it was impossible to see that it had been used. Having read in detail all 5 Appendix on your Notice of Proposal, find the prognosis for the area very difficult to agree with. Almost everything that has been written seems to have been 'cut & pasted' from some other notice, thus having little relevance to Washgate. The route of the path is mainly on cobbled surface, which has high banks where natural course grass is growing. It is hidden almost completely from view. The local farmers are the persons who maintain the condition of the land, which you describe in great detail. After all are only considering the bridleway. Have spoken to the farmer at both ends of the path and neither consider the motorcycles create any disturbance or damage to the path. Regarding noise, the farm tractors create more noise and ground disturbance than any number of motorcycles. You touch on Recreation. Please bear in mind that the trial attracts people from all over the U.K. You will be denying and restricting quite a number of people's activity, which we claim is against the Parks principles.

**Northern British Bike Pre-1965 trials Championship** – writing to you as the coordinator of the Northern British Bike Championship which is a national competition for Classic British Trials Motorcycles and we are a non-profit making club. Our series has run for 18 years and we have been responsible for working alongside the South Liverpool Motorcycle Club in planning, organising and running the Reliance Cup Trial.

- The Reliance Cup trial is in excess of 100 years old which is almost as old as British motorcycling itself. The format covers a 26-mile lap of Derbyshire and its surrounding areas. Use several venues that are linked by minor roads both classified and unclassified, farm tracks and moorland crossings. All the observed sections are on land that farmers and landowners have granted as permission to use much of the land is owned by Lord Derby and I have attached our Health and Safety Risk Assessment which shows how we deal with meeting general public on route, events are covered by Public Liability Insurance via the AMCA.
- The motorcycles that are used are all of British manufacturer and all date before 1965, they are part of our country's history and we feel that their use in properly organised approved events are a credit to our heritage. They are, due to their age, quite low in power in comparison to many modern trail bikes which also use very different tyre characteristics which we feel could possibly have an effect on unmade roads, but also feel that there would need to be a lot more traffic than the three vehicles highlighted in your appendix 1.
- The Reliance Cup starts from Booth Farm and our first group of sections are on the limestone outcrop just above the farm. The second group of two sections are sited as they have been

since 1934, one in the stream at wash gate and the other one within this group is the climb out at Tenterhill. The closure of Washgate would seriously affect the historic route of our event. The Bemrose Trial, which dates back to the 1950s is run by similar club to ours, would also be affected dramatically by the loss of this byway.

- Both are events would only be in this area for a maximum of 2 hours on the day of each trial. Neither club use or ride over the historic Packhorse Bridge and therefore are not likely to cause any damage to it, pollution cannot be considered a problem as motorcyclists have been fording the river crossing for many years and as yet have caused no environmental problems. On a very positive note, our event brings over 120 riders to Derbyshire on an annual basis. Many travel long distances, stay in Buxton and the surrounding villages, and bring much earned economic benefits to the local area.
- At our first round which was held on 3rd of April, we had on hand up petition which was signed by the majority of the riders taking part in that day's event. That petition is attached for your records many of us feel that if you have to continue with the restriction of a vehicular access you would view the historic use of Washgates for the 2 Reliability Trials to be allowed to continue. Would like to think that you would be able to find a way round the proposed order to benefit all users of this wonderful part of our country.

**Rough-Stuff Fellowship** - a non-competitive off-road cycle touring organisation and believe that the use of mechanically propelled vehicles is despoiling the Peak National Park. They should actively be discouraged, since the effect is to make bridleways and BOATs very difficult for walkers, horse riders and cyclists and to destroy the general peace and pleasant atmosphere of the Park

**Staffordshire Moorlands Motorcycle Club** - officiated at the annual Bemrose Trophy Motorcycle Trial on Sunday and learned that there is a proposal to close Washgates to traffic.

- The event last Sunday was the 87th running of the Bemrose Trial which started in 1921 and has run every year since ( except 1940-1946 ). On Sunday 150 competitors took part in the event, which has National Status, from all over the British Isles. The Bemrose has always been one of the most prestigious events in the National Trials Calendar. The route on Sunday also included Tenterhill and Hollinsclough as it has done every year in living memory.
- My father competed in the 1947 event and these sections were used then; I competed in the 1960's, 70's and 80's and Washgates and Hollinsclough were included every time.
- Another event which uses these sections is the Reliance Trial which is held in June. This trial is even older, having started in 1911, and this year will be the 97th running of the event. The Reliance is restricted to Pre 1965 machines and regularly gets an entry of over 100.
- Appeal to take into consideration the history of these events which are still active after all this time keeping up the tradition of motorcycle trials in this area.
- Attach a Route Card from the 1959 event, in which I competed, which shows both Tenterhill and Hollinsclough included in the route.

**Yorkshire Classic Motor Cycle Club** – write as an objector to your proposals for the TRO for Washgates and as a classic motorcycle trials rider in his mid seventies. I am the president of the Yorkshire Classic Motorcycle Club and have been riding trials motorcycles since the late 1950s.

- In the past - have used this Green Lane many times over the years competing in the Bemrose and Reliance trials and have personally not noticed any significant changes other than the effects that winter the varying severity have had over the years to the surfaces.
- There are more loose stones and rocks now than they used to be but these have come away from the bedrock over time due to heavy frosts and the flow of water down the steep tracks. The passage of 4x4 vehicles will not have helped as quad bikes and other four wheel drive transport do create ruts and caused damage. These vehicles have powerful engines and have the ability to create problems if driven irresponsibly. However as these have been stopped due to width restrictions some time ago they have no bearing on the future.
- Current position - the ramblers association are a powerful body who would like nothing better than to have sole access to all open spaces and green lanes and fight hard to restrict uses of rights of way that have been shared on certain historical routes for decades. Organised

recreational riding of trials motorcycles is just as much a pastime for thousands of people as walking or horse riding. These activities can coexist without conflict if common sense prevails.

- Low powered motorcycles with soft modern tyres do not damage the hard surfaces of bedrock such as that at Washgates. They are ridden at slow speeds and keep to the tracks causing no damage to verges or bankings. Any observed sections are marked so that riders have to stick to the track and keep inside the flags away from the sides. Trees, grassland, shrubbery or verges in this area have never been damaged or eroded by motorcycles passing by them. There is a code of conduct stressed in the entry forms of each event that reminds riders and their responsibilities while riding in the countryside or on private land.
- Motorcycles have always forwarded the River Dove with caution and care as these places are slippery and a ducking is lurking for the speedy or unwary. An average of 3 bikes today crossing is surely not the reason why river bank are being eroded or water quality affected.
- With regard to the two organised events that use Washgates the Statement of Reasons suggests that the use by motorcycles detracts from the enjoyment of others. These events use the area on 2 days per year or 0.005% of the time available to other users. The riders pass through within an hour of the first man arriving (they only take 5 hours to do the 30 miles circuit) which is a small part of one day causing the minimum of disturbance.
- Finally The Reliance trial is held in June. The suggestion the wildlife and birds nesting in particular are being disturbed is wide of the mark. Birds nest in early spring not mid summer and very little wildlife all have a habit or feed so close to a lane where walkers and horse riders are in close proximity.
- Solution - if you seriously believe that casual motorcyclists are causing the problem then why not gate the entrances and exits to Washgates with prohibition notices stating pedestrians and horse riders only and allow the Bemrose and the Reliance trials organisers to apply for restricted access on their trials dates. Notices could be put up put on the gates informing locals, walkers etc of the intended events giving them the choice to stay clear.
- Two days use for say 3 hours in total period is not going to upset the world or cause any problems that won't recover within a few days and this at least keeps some balance and equality between all parties. This is an important part of both these events and without it both will be significantly diminished.

**Yorkshire Dales Green Lanes Alliance** - Our purposes can be viewed at [www.ydqla.co.uk](http://www.ydqla.co.uk). Have watched at close quarters the programme for the imposition of TROs by the Yorkshire Dales National Park Authority. After overcoming spurious legal objections from LARA, the programme has succeeded in the imposition of ten key TROs. This has unquestionably improved both the general amenity of those who come to the Park for quiet recreation, and the fabric of the TRO'd lanes. Therefore welcome the proposed TRO on Washgate. The reasons for the order are entirely cogent. Wish you well in your endeavours to preserve the heritage embodied in the great network of green lanes in PDNP. A TRO on Washgate will be a valuable contribution to the preservation of the special qualities of the national park.