

Washgate – Summary of Regulation 7 Representations and Comment

These representations are a summary of the objections to and support for the proposal received. Most respondents made several comments as part of their representation. Individual items of correspondence may be viewed at the National Park offices.

Objections

<u>Representation</u>	<u>Comment</u>
<p>Amenity</p> <ul style="list-style-type: none"> • Washgate is an important route for Green Road riders due its location. Its acts as an important link to the wider network of green roads and as such loss of this amenity would be extremely inconvenient and tantamount to a denial of my rights • Am 68 years old and I enjoy seeing the countryside using my motorbike. More and more byways are having RTO's placed on them and it is increasing difficult to enjoy my activity. We only have about 4% use of all the trails in the countryside which should be shared as fairly as possible amongst all users. • It will have an impact on all the users of the lanes locally, as well as further afield if the lanes are shut. • There are 4 of us all over 50 who go out every week in all weathers all year round an on our travels pick up litter left by ramblers , we stop for tea and bacon cobs then have lunch also petrol , we are conscious of the environment and how beautiful Derbyshire is • As a trail rider I use this trail 4 to 6 times a year and my use does not prevent other Peak Park users from enjoying this amenity for all. • Closing this route to users of mechanically propelled vehicles will prevent them enjoying the amenities of the area as members of the public which according to paragraph number 1 section ii of your propose prohibition notice they should be able to do. The closure would be one less public amenity. • There are hundreds of miles of footpaths in right to roam places and bridleways and cycling routes to people's needs so why try to close a few places where motorbikes can go. • Appreciated the repairs carried out in Derbyshire and the installation of width restriction. • The limited amount a motorcycle use either in events or for private leisure use does indeed present outstanding opportunities for understanding and enjoyment of special 	<p>Washgate is an important recreational asset for all users.</p> <p>The Authority is conscious of the limited number of routes available for recreational motor vehicles in the National Park. The physical characteristics of this route means that it is valued by many different users yet there is evidence of conflict and damage occurring on this area of conservation and amenity interest.</p> <p>Whilst it is recognised that motorised vehicle users, in undertaking their chosen form of recreation, also appreciate the special qualities of the area, their continued use of this area by this mode of transport is adversely affecting those special qualities to a more significant extent than other users.</p> <p>In cases where there is a conflict between the NPA's two statutory purposes, greater weight shall be attached to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage.</p> <p>All recreational users are important to the local economy.</p>

character and qualities of the area and in no way inhibits that in other users apart from those who are seeking to find problems.

- Am 72 years of age, and would be deprived of this amenity as I am not fit enough to walk the road
- A weekend away driving the green roads is a family event, much enjoyed by all my family, we are not just a group of single men out for a few hours driving.
- my hobby is riding an enduro motorcycle on green lanes and byways, I have spent alot of money over the years on my hobby and it is wrong that you are stopping me doing this by putting a TRO on this lane
- My father first rode there in 1937 I rode from 1977 and my son has ridden from 2000.
- Nothing beats farther n son getting out exploring together , sadly my farther is no longer with us ,though in three years' time my son will be able to ride out with me , can't wait for that day it's going to be amazing to be able to show him the dales from the saddle of his own bike, of which he will have saved up and bought himself through hard work ,no time nor inclination to hang around on the street causing trouble .
- May not be able to walk any distance but can cover a great distance on my motorcycle and get to see great amounts of countryside , this is what gets me up in the morning ,the freedom to roam the lanes.
- These lanes are something to be treasured and used by all people from all walks of life being it by foot , car , tractor , mountain bike, motorcycle. There is room for us all in our national parks and nobody should be turned away just because it suits a few .
- The peaks district is for everyone to enjoy how they please
- As a trail rider,I have used the route called Washgates since i started motorcycling in 1976. I use the route probably three to four times a year. I have also cycled the route, (once), but have never walked it. In my years of riding this route, I have never come across horse riders, or cyclists and few walkers. Interestingly, I cannot recall coming across other Motorcyclists groups when I have been there
- Ride this route on my motorcycle 2 or 3 times a month with friends
- Used this route in organised motor cycle trials since the 1970's and Then in the 1990s when my son was old enough to take part with me. Was hoping to be able to take my grandson when he is old enough to ride his trials bike on the road.
- Ridden this old road many times in the 1950/1960s on my motorcycle and have enjoyed riding this road combined with other roads in this wonderful part of this country.
- Have artificial knees and motorcycling the green lane network is the best way to enjoy

the remote countryside. This is also a link road to local businesses that will surely suffer a loss if the lane is closed .

- It is a byway I use every time I visit the peaks and is one of the many historic byways myself and others ride as a healthy hobby and pastime
- Closing the lanes is crippling a great hobby for thousands of people.
- Won't be able to enjoy the PD with my ageing mates. We are not the enemy.
- There's not many places to ride away from busy roads, and those few routes left should not be closed.
- The use of MPV's along this route allows all users to benefit from the views and scenery.
- Already have little or no places to ride as it is, think we have around 2% and walkers have 98 %
- Plan to come and visit the Peak District for in order to enjoy the green road and countryside. Please don't close anymore lanes.
- Love riding byways as it allows me to get to remote locations would not otherwise get to on foot.
- The use of historic byways throughout the Peaks is the reason many people visit the area and this should not be deterred.
- The lads I see on bikes are always very polite and considerate and having the time of their lives. It would be such a shame to take this away from them they have just as much right as the walkers to use this lane.
- They live right next to Washgate and want it kept open to motorcycles as they themselves have been green laning in the Peaks for as long as they can remember. They are local through and through. They understand the economic impacts of TROs and are particularly outraged at the prejudice and cultural ignorance displayed by the PDNPA in relation to the cultural importance of motorcycling trail riding in the locality.
- Used the road both on a motorbike and with my brother on a tractor going back to the 1940s going from Hollins Farm past Fough Farm to Booth Farm and then Leycote through Washgate to Tenterhill when going to Flash auction and other places. The road from Tenterhill through Washgate to Booth has been used for hundreds of years by horse and carts as many documents will prove. There was once a fuller's Mill and later a corn mill at Washgate and local people would have travelled this road to and from the mill with horse and cart.
- The quiet enjoyment of Washgate lane by motorcycles is a part of my own cultural

heritage and that of the area too and has been for a century. When speaking with locals who live directly by this route – those who are most likely to be affected - they fully accept legitimate bike users as being no form of problem whatsoever.

- This road has been used as a road for longer than most roads and its vehicular rights should be maintained regardless of other users views.
- Riding motorcycles has historically been popular in this area.
- Green lanes and the use by motorised Vehicles is part of the rich history of the Derbyshire Dales.
- Ridden this classic lane for over thirty years. Motorised traffic has been allowed to use this green lane since the introduction of the motor vehicle.
- Banning vehicles from this road is contrary to the declared aim of "affording better opportunities for the public to enjoy the area". A person on a motorcycle is as much the "public" as anyone else.
- Many trials riders are over the age of 50 and appreciate the opportunity to follow their sport in a beautiful setting ,especially those who live in big cities .
- Proposal would be of benefit to very few foot users and would penalise the riders who use the lane with minimal conflict relative to other parts of the national park
- Not harming nobody, just trying to enjoy my time off.
- Spent many happy hours picnicing in the area and bird spotting. I use a motor cycle as my means of transport as it is most convenient for me and enables me to get away from busy roads. Many similar routes in the Peak District have now been closed and it is increasingly difficult to find such pleasant and quiet routes to visit.
- Come to trail riding in my late fifties and find it an extremely enjoyable pastime. Also use the countryside for walking, mountain biking and cycling. Aware of the need for countryside users to find ways to share the countryside with no particular users' interests taking priority over those of others.
- The proposal would have an adverse effect on the recreational value of the area by preventing its use by motor cycles
- Used this route carefully by motorcycle for many many years and it closure would be yet another example of the loss of these iconic lanes which I pay to maintain.
- I use the route approximately 4 times a year as it forms a loop of legal rights of way in the area. I rarely come accross other uses. The loss of the rights of way will severley impact my enjoyment of this area.
- Have spoken to the locals before about this and they are all in favour of keeping it open,

<p>many of the local families are bikers and use the route regularly.</p> <ul style="list-style-type: none"> Motorcycles are a more environmentally friendly to our countryside than users than other users. This is because there are very few motorcyclists trail users, (calculated at only 10,000 in the whole of the UK), compared to the Millions of walkers, horse riders and cyclists. All of whom need to be transported to the countryside. 	
<p>Historic Motor Cycle Trails</p> <ul style="list-style-type: none"> Manchester 17 trials motor cycle club uses Washgates three times a year as part of our annual national competitions. The club have used the route for the Bemrose event in March. The northern experts in November and the reliance trial in June. All these events have been run for between 102 years and 87 years. Ran 87th Bemrose national trial on Sunday 13th March 2016 and noticed the sign for the closure of Washgates. Would like to be given permission to use the track on event days only. To continue our annual events. Trials bikes are the small lightweight bikes that are the size of a mountain bike and have small engines. They are not the large powerful enduro bikes. The reliance trial only permits classic pre 1965 bikes (BSA, Triumph & Ariel type bikes). The average age of the riders are 60. Not the type of bikes or riders that cause trouble. Am 66 and have been riding a motorcycle trials competition since the age of 16 in fact I first became interested in trials at the age of 13 watching the 1962 Bemrose trophy trial which used Washgates as part of its route. Ever since then I have ridden most years in the three trials competitions which use Washgates on a regular basis The Reliance, Bemrose and the Northern Experts or Dave Roland. Trials are not a race but is competition divided into small piece of land where the competitor has to negotiate obstacles. It was the first and original form of off road motorcycle sport. The Bemrose has a long history from before the second world war in fact the Bemrose motorcycle trial goes back as after the first World War. The Reliance and Northern Experts also date from before the second world war. Trial bikes are low speed motorcycles of now very lightweight 60 kilos with a compulsory restricted tyre patterns so as not to damage terrain. Wash Gates is not used as part of the competition that is part of the route. You often mention the importance of heritage so why is the continuation of these historic events of no importance. These trials him to meet all your criteria - low impact, historic, heritage three times a year and no complaints. It's not unreasonable that an exception 	<p>The Authority recognises the heritage value of long-established motor vehicle events.</p> <p>The historic nature of the route and its setting in the landscape as well as the variety of natural and cultural heritage features and the physical characteristics of this route means that it is valued by many different users yet there is evidence of conflict and damage occurring on this area of conservation and amenity interest.</p> <p>Consideration of the use of this route by historical motor cycle trails will be balanced with their impacts on wider amenity and conservation concerns to assess whether these wider concerns can be adequately addressed to achieve the desired outcome.</p>

be made for these organised events which will run under the strict rules of the Auto-Cycle Union.

- The route has been used for decades peacefully, quietly and successfully as part of the route for certain trials events such as the Bemrose, Dave Rowland and Northern Experts Trials. There has been no problem of any sort at anytime with any of these events using the route. Locals are happy with us and welcome us.
- The loss of this route would have a heavy impact on motorcycle trials in the area that have used the route as early as the 1920's, which could result in the downfall of local organised ACU approved clubs, which in turn would inevitably result in off road motorcyclist having to travel further afield to compete or turn to riding illegally. Consider the heritage of motorcycle sport in the Peak District before passing any order which would expel motorcycles from using washgate.
- This will affect the Bemrose and Reliance motorcycle trials which would be a great loss for the sport.
- Hollinsclough holds an important position in motorcycle trials history and would be a huge loss to the sport if access were to be denied.
- This area has been used for trials events for over 50 year where all riders respect where they are riding. It is used only twice a year.
- Been involved in the running of the Bemrose trial which took place only a couple of weeks ago. Stopped and chatted to many people out enjoying the countryside and not one person objected to the running of the trial and many were quite enthusiastic towards us which was great to see.
- It will endanger a number of motorcycle trial competitions which I enjoy competing in every year. Eg the Bemrose trial. Reliance trial. Not only are these prestigious national events which have been running for 80 years, but they also bring a lot of tourism to the local area. I make the 400 mile round trip from London to ride in them.
- These trial competitions rely on all the historic roads available.
- The type of events involving classic motorcycles to which I refer have been taking place in the Peak District for well over 100 years with little or no effect on rights of way. The types of motorcycle used are slow, relatively quiet and by nature of their own regulations only use Trials Universal type tyres which restrict damage to soft surfaces.
- It would be so wrong if traditional road trials can no longer be held in the peak district,
- This area has a big history in our sport.
- Washgate has been used in authorised motor cycle trials, such as the recently run

Bemrose Trial, for many many years and it is, together with other green lanes, an integral part of motor cycle sport.

- The route has been included in motorcycle Reliability Trials since before the Second World War.(Copy of a 1934 Route Card attached). Trials motorcycles are relatively low powered and are fitted with "Trials Pattern" tyres which have a smaller tread pattern than other tyres and cause no lasting damage to unsurfaced road surfaces.
- Washgates has been an historical part of of organised competition for many year. It can only be accessed by motorcycles and is not a popular walkers route.
- This implementation of this order will restrict access to the pre 65 motorcycle trials bikes that occasionally use that route. When I've attended trials there all the riders have shown the utmost courtesy other persons .That area has traditionally been used for motorcycle trials. The bikes themselves have very little impact on the environment as they are small,low powered and infrequently use the route. The pre 65 motorcycle trials are well organised and attended by mature well mannered individuals.
- The sporting and social aspects of these events alone should see them able to continue (especially as one off annual events), but to ban these events due to the reasons given appears to me to be without consideration to the pleasure given to hundreds of people to whom these events still mean so much.
- As a classic motor cycle trials rider am aware that Washgate has been used for several years since before the second world war for recreational, local need and Motor Cycle Trials use. Two national motorcycle trials, the Reliance and the Bemrose are particularly important to riders. Your Appendix 1states that - No claims for recording motorised vehicle rights have been submitted to Derbyshire County Council or Staffordshire County Council. How can this have been necessary with known continuous MPV use since at least the 1920s on a highway maintained at public expense.
- The events pass along the road once on the days of the events and all those involved pass by in less than two hours.
- The use of these historic pack tracks and lanes for motorcycle trials pre dates the setting up of the Peak district national park and the closure to satisfy your reasons of increased enjoyment for some may be a decision of our times and not a reasoned decision for all.
- Ridden in the m/c reliability trial that uses Washgate for the past 31 years and on some occasions have been an official observer No damage to Washgate or the path is caused by the motorcycle passing by. The packhorse bridge is not used by the motorcycles and

the river crossing is downstream so no support damage can be caused.

- For many years, the route has been used for Reliability Trials such as the Bemrose and Reliance trials which assess the balance and dexterity of the rider, they are not speed events or involve racing and as such, cause no lasting damage to the land.
- Ridden this route as a trials rider since the 1980's for over twenty years. For the past ten years have been an event marshall here. Have not seen any damage carried out by the trials motorcycles. At the end of each trial have always checked the area for any forgotten /discarded items, and left it as found. The event organisers were always mindful of preserving the countryside's flora and fauna, to the effect of excluding the riders from using the right hand side of the bank. In my experience the ramblers frequently spectate from the bridge and have never had one word of dissent or complaint. It would be detrimental to the surrounding areas to exclude these events as it would reduce the number of visitors to the area, thereby denying them possible income.
- There are 2 specific events, The Reliance and The Bemrose Trials, which use this road and in the World of Motorcycle Trials they are extremely prestigious, attracting entries from all over the UK and have to be limited in numbers because of this. Both these events have their roots in Reliability Trials from the early days of motor cycling and hence their prestige. With the advancement of competition motorcycles over the years the average weight of these machines is 70 to 100kg, which is considerably less than their forebears which weighed in at 150kg plus. Their suspension is completely different and tyres used are lightweight, soft walled rubber with special tread pattern. The effect of all these changes makes the bike a much more gentle user of the road and it is unlikely that you will see any deterioration where the bikes have passed. Because Washgate is used in transit only once in the events, all competitors will have passed through in a very short period of time, around 2 hours. This, in time, equates to less than 0.1 per cent of the total life of the countryside when any disruption might take place. Motorcycle Trials are run by professionally organised Clubs affiliated to the Autocycle Union (ACU) and/or Amateur Motorcycle Association (AMCA). The clubs ensure that all their members are aware and follow instructions relating to their events. The Clubs are closely involved with many landowners, who are happy to allow use of their land on a regular basis for events taking place over a long number of years. Care is taken by the Clubs to ensure that riders only use designated routes to ensure there is no lasting damage caused by each event. Final instructions make all entrants aware of this and particularly in road events where other road users are involved, horse riders, walkers or quiet areas for example. Any abuse is reported and action taken for future events. I am

<p>sure that the Organising Club will be happy to discuss with you any particular issues that you require addressing. Many of the competitors are retired and take advantage of this when visiting different areas in the country to stay and explore, so bringing revenue to those areas. Many of the competitors are retired and take advantage of this when visiting different areas in the country to stay and explore, so bringing revenue to those areas. Hope that in the above you can recognise that a professionally run event will not cause the sort of damage to the area that you refer to in your submission and you can agree to retaining the exemption</p> <ul style="list-style-type: none"> • The banning of vehicle rights of way on Washgate on a perfectly legal unsurfaced lane will destroy motorcycle competition in the area, and is a profound waste of taxpayers money • The landowners are happy to allow the trials to pass their way and some actually encourage it. 	
<p>Natural Beauty</p> <ul style="list-style-type: none"> • Used the lanes for the past 40 years and don't think there has been any lasting environmental damage. The lane has been blocked to prevent 4x4 damaging the lane as agreed with Peak Park previously • Vehicles using this UCR does very little damage to the natural beauty of the area and has been used for many years. • This road is the last green road with an outstanding view. • Around 5 bikes a day cannot be said to be detrimental to natural beauty and wildlife • By putting a TRO on this route, it takes away the accessibility to such beautiful areas. • Walked the route as a keen fell walker & cannot see that the amount of MVPs encountered spoil the tranquility of the area. • The suggestion that signage detracts on the visual setting not really a reasonable statement, as any human activity, say people enjoying this road by whatever form they choose detracts from the visual setting. • Do not believe the claimed intrusions and effects on the wildlife have any effect at all. Am a motorcyclist, and also a nature lover, and believe the two can co-exist especially for the limited amount of traffic being considered here. Wildlife is almost over zealously protected, but yet when the council and government pass plans for major roads, motorways and development, neither wildlife or indeed the local human population seem to be considered for too long. Local farming does in reality have a much more harmful 	<p>National Parks were designated on grounds of their scenic value and recreational opportunities.</p> <p>The route is not only a means to access special qualities but also a valued part of those special qualities. The historic nature of the route and its setting in the landscape as well as the variety of natural and cultural heritage features adds to the experience of using the route. The route also gives the opportunity for quiet enjoyment and to experience tranquillity, one of the special qualities that people value most about the Peak District National Park. Noise from motorbikes in particular can carry over large distances.</p> <p>Evidence is available to show that environmental damage is occurring as a result of motor vehicle recreation, both directly and indirectly. The impacts on the natural beauty of the National Park, and on its special qualities, are not just confined to the linear</p>

<p>effect on wildlife than the issues being raised here. However farmers must farm, and with sensible approaches to environmental issues, farming (and other rural activities) can and should continue.</p> <ul style="list-style-type: none"> • Use of the landscape by man always has an effect. • While this area is no doubt of great environmental beauty, there are countless other such locations where walkers and ramblers can enjoy these benefits without the need to censure the enjoyment of other users whose occasional and fleeting passage creates no major disturbance • Closure will not improve the amenities or enhance the beauty. • Any wildlife that is there now is well used to every form of user, including vehicles which have been using the route for the best part of 100 years. • Visual impact is negligible to the point of irrelevance partly because of the geography and terrain and partly because of the incredibly low volume of vehicular traffic. The complaint is about around 5 vehicles a day in a deep valley most of which can't be seen by anyone other than someone standing close by. • Have never heard of this route being used by motorcycles at night • Any special interest sites by the side or adjacent to the road will not be affected by legal use by motor cycles. • As for the noise issue and providing a quiet route, how can this work when you have high edge raceway • There is a trials practice ground towards the north side, which always have trials bike on it when have ridden the lane, so I can't see why any noise from the byway would affect it more than the trails. • You raise the concern that fording the river could cause silt disturbance and pollution to the river possibly endangering the aquatic life. As motorcycles have been fording the bridge for almost 100 years and the species are surviving, this surely indicates that crossing the river causes no problems. • The suggested damage to the ecological, archaeological and landscape interests, the natural beauty, amenity and recreational value of the area, and the special characteristics of the route is highly exaggerated. 	<p>routes, but also affect the wider environment. This impact and the anticipation of the presence of motorised users can detract from the experience and enjoyment by other users. The reference in section 5 of the National Parks and Access to the Countryside Act 1949 to the purpose of understanding and enjoyment of the special qualities of National Parks suggests a focus on quiet outdoor countryside recreation associated with the wide open spaces, wildness and tranquility to be found within the National Park. (Defra 2007)</p> <p>Natural beauty should not be confused with wilderness. The definition of natural beauty recognizes that England has a landscape that is formed through the interaction of man-made and natural processes. It includes the wildlife and cultural heritage of an area as well as its natural features.</p> <p>Tranquillity is more than simply noise; it includes the landscape setting, natural sounds and visual intrusion.</p>
<p>Damage</p> <ul style="list-style-type: none"> • The Authority claims to be concerned about damage to the road and other users being forced from the route by vehicles or the `expectation' of meeting vehicles. There is no 	<p>The order is not being made on the grounds of preventing damage to the route but instead relating to</p>

evidence to show that trail bikes cause damage to green roads and objections to use by trail bikes are based on anecdotes. Am also unaware of any data log evidence on the volume of use by trail bikes.

- Motorcycles are relative light in weight and cause little wear to the surface in comparison to other vehicles. The report acknowledges that previous problems have been associated with 4-wheel drive vehicles. Surrey and Hampshire County Councils have acknowledged in a report from their Rights of Way department that "The recent assessment has indicated that motorcycles have not been the cause of erosion or damage to unsurfaced roads". This is evidenced by the fact that green roads that have been closed to vehicles with more than 3 wheels show no surface wear. Indeed sharp horse shoes cause more surface damage than soft motorcycle tyres and the weight of a trail bike is considerably less than an average horse.
- Peak Park has a responsibility to manage the lanes, but in my opinion is failing to do that, and blaming motorbike users for any erosion caused with is not the case.
- Please tell me that we are not being blamed yet again for the wear of tracks when we all know that the forces of nature ie rain is the main problem
- The damage to the road was done by 4x4s a few years ago and also when groups of horses use the road they also damage the setts/stone pitching
- Over a prolonged period very little repair work has been done to Washgate Lane by anyone PDNPA included despite being a responsible highways authority. Some but not enough. That alone is the primary reason for decline in ongoing the surface quality. Any route of any size and usage will inevitably deteriorate if not maintained. To effectively blame wear and tear exclusively on motor vehicles is both factually wrong and less than fair. All users contribute to wear which is then compounded by nature. The most significant surface damage was done by 4x4s and not motorcycles which do no more damage than horses.
- It's a road with a surface that gets direct contact with all user types. That means that it is going to wear. It should be appropriately repaired to the best contemporary standards relative to all legal users. That's what they would have done throughout history.
- Bikes have soft rubber tyres with excellent suspension taking out much of the pressure and use a rolling action leading to virtually no vertical impact.
- If a road surface is damaged, it is legally incumbent on the relevant Highway Authorities to repair it – that's what they're there for. Why has this not been done? Why is PDNPA trying to shift the blame onto vehicles when they haven't fully done their own job.

amenity and conservation. The NPA is not making the TRO to obviate the duty by the Highway Authority to maintain the route. The NPA is not the Highway Authority with its attendant responsibilities for maintenance.

Maintenance is a separate matter to the reasons for making the order although the state of disrepair of the route is a factor for the NPA to take into account when considering the impact on natural beauty and amenity. The natural beauty and amenity of the area and of other users is affected by motorised vehicle use on this route. Vehicle use contributes to the route deterioration and the state of disrepair can detract from the amenity of the route and area.

In the event of damage to a highway and which may or may not be caused by a lack of maintenance, TROs will be made if it is necessary to protect the natural beauty or amenities of the area

Evidence is available to show that environmental damage is occurring as a result of motor vehicle recreation, both directly and indirectly. 4-wheeled use has been physically restricted from a section of this route since 2009.

- In engineering terms it is possible to create a route and surface suitable for use by all the currently legal forms of use. That it consistently hasn't been done by not one but two Highway Authorities into whose remit this lane falls, raises serious questions about their readiness and willingness to do so.
- There would be no wheel ruts if the route had been properly maintained by the Authorities, in pursuance of their legal duties
- Part of the route is cobbles/setts or base rock, perfectly capable of prolonged use by lightweight motorcycles with soft suspension and rubber tyres run at lower pressures than for tarmac use.
- The lake district NPA's survey found that 97% of damage was done by agricultural vehicle, the most of the rest was done by walkers and horse riders. Motorised traffic counts for 1% of the damage and less than 0.5% of usage.
- Apart from the width restriction been added a few years ago the nature and condition has not changed in all the years have used the road.
- This is a route used on my trail motorcycle for over 30 years. It has always had the stone steps and therefore has never actually had a good surface.
- The claims of surface damage are misrepresented and recent inspection has shown good surface integrity
- Vehicular use such as motor cycle trials on an occasional basis do very little damage to the countryside and the geological strata recuperates within weeks, indeed a lot more damage is done through natural causes such as flood damage from heavy rainfall.
- The damage to this and all other Green Lanes is a consequences of the weather where heavy rain causes continual erosion and any impact from motorcycles in comparison is negligible
- Part of the reasoning for closure is based on the damage caused by wide vehicles, however from your own statistics wide vehicles have not used this road for several years. Motorcycles can easily pass on this road.
- Motorcycle trials bikes are very light weight, and have the ability to get over very rough ground causing very little damage.
- Agree that some damage is caused by traffic but it's not a lot and is more than manageable, far more damage is caused by farming implements, tractors and nature eg heavy rain.
- Off-road bikes don't do as much damage as you think, and can help to manage the roads appropriately.

- Can't see the problem with bikes up there because the track is mainly stone anyway so they are causing no damage to the track.
- The very limited amount of any possible damage caused by the passage of your claimed figure of 3.4 motorcycles per day has been greatly exaggerated. Any damage to the walls and cobbled surface is caused solely by the natural effects of nature and weather erosion exaggerated by the lack of routine maintenance. The route surface is still basically the same rock structure base that have ridden over for the past 40 years. It has always been partially covered by small rock fragments broken by the action of water and ice erosion. Have always been prepared to assist with maintenance and route improvements to such routes and given the opportunity would be very pleased to do so in the future.
- Appendix 4 refers to damage caused by use - of course this could happen. It is unreasonable to use this a justification
- Been using this lane for the past 20 years or so and in this time there has been little change to lane as of use by vehicles.
- Have never crossed the bridge on a motorcycle, the water is passable even when high and is the obvious route. Find the assumption that the wall damage was done by motorcyclists a claim made with no valid basis
- This is a popular cyclist route and, purely from a scientific standpoint, cyclists and pedestrians cause equivalent levels of damage (equestrians much more).
- Some users of these can cause a nuisance and prior to the large rocks being put at the end of this route, had encountered 4x4 vehicles causing damage to the walls, since they were put there, very few people use it, in fact have only seen one person during recent visits.
- The extremely low volume of motorcycles currently using the lane will cause very little if any damage to the surface and surroundings. Indeed it will flatten down loose rocks and horse hoof prints and make the lane more pleasant to the majority of those who also use the lane. Much of the lane is on bedrock and not therefore susceptible to damage. River Dove Crossing The floor of the river ford is by its nature on bed rock and not liable to damage by the fording of the Dove by motorcycles. The superb pack horse bridge is very narrow and to my knowledge not ridden over by motorcycles. Furthermore, motorcycles are unlikely to touch the bridge and therefore not liable to cause damage to it.
- Use the track probably 3 times each year and since the width restriction has been in

<p>place I have seen no further deterioration in the path or the general area. I am quite happy and wish that the bridleway be left open to motorcycles as it is at present. They create no damage to the surroundings as you claim.</p> <ul style="list-style-type: none"> • Have observed erosion of the path caused by storms and wintery weather • The argument that the environment and paths are damaged by bikes is rubbish, the huge number of walkers cause far more problems, as do the hooves of horses. Note that some time after a TRO was placed on Chaplegate there were calls for it to be repaired yet again. And just look at the routes around Kinder to see the muddy quagmires caused by walkers. • The erosion suffered in recent years has been due to the irresponsible use by 4 x 4 vehicles, which I agree should be banned or pay for the damage they have done. But motorcycles are only as guilty as pedestrians and horses when it comes to erosion and disturbance. • The route is used not abused • Motorcycles will keep Washgate clear of excessive overgrowth • This is a historic lane that has been driven and ridden for many years, closing it to MPVs would see it descend into a condition that would mean no one could use it - just like many lanes that have been lost before. Once you remove vehicles you remove the only people willing to put effort into maintaining lanes. • Am a 46 year old man that has ridden responsibly along Washgate many times on my motorcycle never causing any damage or creating any loud noise or dropping litter. • As with other trails that have been sanitised, it has ruined the use for many and achieved nothing. • There's no reason to apply a TRO to this road, it cannot be accessed by 4x4 anymore and the ground has sustained no damage at all in recent years. Have used this lane over the past 25 +years, furthermore in all this time have only ever seen 5 people walking on it. • The damage was done years ago & can't see that there is anything left to preserve 	
<p>Discrimination</p> <ul style="list-style-type: none"> • The PDNPA is openly prejudiced and biased against vehicle users, with members of the Authority taking public positions and being members of pressure groups opposed to recreational drivers and riders this is a conflict of interest and should be declared • This is directly against the Park's own strategy of welcoming "all" users to enjoy 	<p>The National Park is for everyone and use of recreational motor vehicles on routes with proven rights is a legitimate activity. The Authority does not have a policy of banning use of these green lanes as</p>

"diverse" recreational activity.

- If we are not careful the national parks are going to become like theme parks totally controlled for sectional minorities which seem to me to be the ramblers. Everybody applauded the mass trespass on Kinder Scout. Right to roam has been introduced and as a landowner this has been a burden. However the proposed restriction for the use of a rough track three times a year which has been used continuously since before the second world war seems to me a decision outside rational logic would appear to be pandering to preferred sectional interests.
- By restricting this road to foot traffic there will be an act of discrimination against the disabled who can only access this road by motorised means. Equality Act 2010 calls this 'discrimination by association'. Although there are vehicles designed to operate on uneven ground, these are expensive and by forcing the less able to use these when they cannot afford such device is a form of discrimination against the poor.
- By restricting this road you are ignoring the original purpose of the national park in that is dedicated to the use by all individuals no mention was made in the original dedication as a means of enjoyment.
- This road is being used by motor vehicles for many years and has given access by a sector of the community that would not otherwise visit and enjoy this area. A restriction would therefore exclude this portion of the demographic consequentially taking away this amenity from a segment of society. This is against the ethos of the PDNP in encouraging visitors.
- Many of the so-called reasons for closure seem to be based on nebulous presumptions and generalities, pre-conceived ideas about 'vehicle users' as a whole.
- Motorcyclists who has access to far less than any other user group are not trying to ban others.
- Prior presumption of general fault of one party or group alone based on supposition alleging 'they may all be dangerous' rather than specific cases of actual danger.
- This lane should be available to any vehicle or person
- Being a disabled driver of a 4x4 , cant walk and driving these ancient byways is the only way get to enjoy the countryside.
- Idea of closure to MVPs to be undemocratic
- Removing the legal status of green roads will create problems for disabled users, who presently can use them, with the excellent 'off road' motorised wheelchairs now available: As stated above, the green roads will fall into disrepair, making them unusable

a matter of principle, and there are opportunities for recreational motor vehicle users to enjoy the area on other routes by their chosen mode of transport.

The Authority will promote opportunities for everyone to understand and enjoy the National Parks' special qualities in a responsible way but where there is a conflict with the conservation of these special qualities then action will be taken including the use of TROs where appropriate.

It is the Authority's view that recreational motor vehicle use needs to be managed on some 'green lanes', and that this may include restrictions on use using the powers granted to NPAs. This is assessed on a case by case basis. Where there is a need to preserve the amenity and conserve the natural beauty of the route this may outweigh the needs of mechanically propelled vehicular users of the route notwithstanding that such a restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles.

The route will still be available for non-motorised use and the proposed TRO will not prevent those with limited mobility using tramper style vehicles. Reasonable access can also be provided for disabled users.

There are also users with other kinds of disability such as hearing or visual impairment, or learning difficulties that might be affected by motorised users on the route. The damage and associated loss of amenity also affects users of this route.

for the disabled users, or at the very least dangerous, as 4x4 cars and such would not be able to support them, nor help should something go wrong. My son is confined to a motorised wheelchair, which has the ability to be used on well maintained green roads, his access to, and enjoyment of, the countryside would be severely limited, along with his sense of freedom and equality!

- It appears far too easy for due process and hence, use of publicly funded resources to be hijacked by special interest groups seeking to exclude legitimate activities.
- The proposal an unnecessary infringement on the increasingly limited opportunities available to people driving agricultural / historical and recreational vehicles in the UK.
- These lanes are for everyone, not just walkers whom I am sure will be able to continue to use this and other lanes despite the damage they cause and the litter they leave.
- Gradually shutting down every route available to this user group is unfair - the park should be encouraging users to come to the Peak District, to enjoy themselves and spend money in local businesses. Announcing to a user group that they are not welcome is not helpful.
- Have a disability with my hip this greatly reduces the distance I can walk, the PDNP look to give no thought to disabled people ,yes you may have a centre or two with disabled facility's but that's it .All national parks are the same sadly lacking in thought to the needs of disabled persons .
- There are areas of natural beauty in Derbyshire that have huge amounts of use which have become damaged and are never targeted for restriction or closure. The damaged caused by excessive numbers of walkers and horses, is never highlighted. The river Dove has numerous ford and pedestrian crossings that will effect aquatic species, but these are not highlighted as issues. Large amounts of money have been and continue to be used to repair bridleways and footpaths. This is seen as the upkeep of the countryside.
- When will you think about the local businesses and an inclusive society - just because our interests are different to yours it does not mean that we should be discounted.
- The total mileage of off road routes open to motorcyclists is a very small percentage of the total available to ramblers, horse riders and mountain bikers. Ramblers in particular have virtually unrestricted access to the Countryside under the Right to Roam legislation.
- Motorcyclists are being openly persecuted by Peak District Council. We are a minority user group. My group has a code of conduct (do not exceed 20mph, stop for horses,

The Authority operates a democratic process via the consultation and the consideration at committee. Decisions are made in an open and transparent way and Members consider all relevant arguments and evidence put before them before making a final decision.

The register of members interests are recorded at www.peakdistrict.gov.uk/register-of-members-interests. Members may have personal interests which may not be prejudicial to the decisions taken.

<p>etc). We do no harm. This is our chosen recreation and you are persecuting us. Stanage, The Roych, Chapel Gate etc etc. You pick and choose lanes to close in an obsessive effort to stop motorcyclists.</p> <ul style="list-style-type: none">• Please take into account the views of the minority who travel long distances to ride responsibly and who do not have the same clout as the walkers who also, in their great numbers, cause environmental wear and tear to much of our expensively maintained beauty spots but have greater influence by virtue of their numbers.• Reasons for the Order are exaggerated, coloured by the previous damage by 4 x 4 vehicles and influenced to a high degree by the unwillingness of Ramblers to share the countryside and their aim to exclude all motor vehicles from unsurfaced vehicular rights of way throughout the country.• It tends to be incomers who object to the 4x4s and motorbikes.• The park management are discriminating against vehicle users, the amount of the public right of way network that vehicles can use is minute, around 2% of the total public right of way network.• There has little consideration for other management alternatives for the route.• The authority has a duty to protect the rights of all users. The order further reduces the small minority of routes open to vehicular users. The order appears to be on the same grounds as all the other TRO's with very few issues listed specific to this particular route.• Proposal is biased and a misrepresentation of the facts.	
<p>Displacement</p> <ul style="list-style-type: none">• Closing yet another lane to vehicle users will only increase pressure on the remaining open lanes.• PDNPA seems to have an agenda at play to remove all recreational vehicle users from unsurfaced roads, doing so will only push legal users to other areas damaging local businesses that rely on trail riders and 4x4 drivers or worse still increase the illegal use.• It will put further pressure on the remaining BOATs and UCRs still open to vehicles, damage local businesses that rely on trade from trail riders and 4x4 drivers and push users to illegal activity as the demand for such routes will not just disappear because you put TROs on them all.• Closing the remaining lanes will only encourage illegal riding of protected areas as there won't be anywhere left to ride legally When they say go use a proper enduro most of the	<p>The Authority recognises that the closure to vehicles is likely to place additional pressure on other routes. However the matter required a specific response within the context of the work on other routes. Monitoring to determine the amount of displacement onto other routes will be undertaken.</p> <p>It is accepted that a TRO will affect legitimate recreational motor vehicle users. Monitoring will be undertaken and any illegal use would be addressed with the Highway Authority with regards to the</p>

<p>casual riders won't be able to get round them there way to demanding,</p> <ul style="list-style-type: none"> • This will cause further upset as it's likely riders will just ride anywhere then, rather than in the majority trying to stay legal avoiding upsetting other users where at all possible. • They will likely move to even more sensitive areas and this impact has not been considered. Banning this group results in complete disengagement with the community who uses green lanes. With little obvious justification for a TRO, users will assume TROs are illogical and will simply all regulations and go where-ever they please. 	<p>appropriate selection of barriers and the police in relation to enforcement.</p>
<p>User conflict</p> <ul style="list-style-type: none"> • As a regular visitor to the area it is my experience that the vast majority of motorcycle Green Road users are careful and considerate knowing full well there is significant unjust and illogical discrimination against them. Also contribute to the local economy both in terms of accommodation and general leisure spending. • Am a member of the Trail Riders Fellowship and we ride responsibly, causing very little damage and are considerate to other users. • Have lived in the vicinity of Wash Gate all my life, and have never had an issue with people using the lane. • There is equal danger to the motorcyclist from other users and arguably more so. There is no danger if everyone is careful and sensible as they should be and no-one is selfish or silly. It's a multiple use route - anyone who doesn't expect other users and act accordingly is a danger to themselves and everyone else if someone is ignorant of that or negligent, that it not the fault of anyone else. • It's effectively a country lane used by different groups. • Vehicles can move through slightly faster than other users. This doesn't mean they are universally using inappropriate speed – for their own safety, no sensible bike rider does that. It means they're gone in a relatively short space of time consequently reducing any spurious impact they may have. • Act and drive responsibly respecting and sharing with other users • This is a road, other users should reasonably expect to meet vehicles on a road. by your own logging figures, 6 motor cycles per day surely is not high volume, and unless statistics of recorded accidents or incidents to prove otherwise, conflict is only perceived by other users. • Used this road on a motor bike without a problem since 1982, can count on one hand the number of other users other than motor vehicles encountered. it does not get used. 	<p>Washgate is an important recreational asset for all users. All users need to act responsibly in order to reduce the potential for conflict</p> <p>Mechanically propelled vehicles are visually and aurally intrusive and there are difficulties in passing and avoiding other users. Government guidance suggests that 'a level of recreational vehicular use that may be acceptable in other areas will be inappropriate in National Parks and incompatible with their purposes.' (Ref: Guidance for National Park Authorities making Traffic Regulation Orders under section 22BB Road Traffic Regulation Act 1984, Defra, 2007).</p> <p>The Authority does not accept that it is reasonable to expect non-motorised users to go elsewhere to avoid conflict. There are also alternatives for motorised vehicle users where they do not come into conflict with others to the same extent and, for those seeking to use the affected route as a through-road, there are alternative routes on sealed metalled roads in the area.</p>

It is to steep and rocky for horses and mountain bikes.

- A group of us that used this regularly and seldom do we encounter any other user.
- Joined the Trail Riders Fellowship, and uphold the codes of conduct when riding. Have seem many other users, be it on horse, foot or cycle, that do not. However, understand that the majority of all users probably respect the countryside.
- Used this road regularly on my motorcycle since 1999. Have never seen anyone walking, horse riding or cycling on this road. Therefore any evidence supplied by these users must be viewed with suspicion. Have only ever seen people walking on the footpath that crosses Washgate next to the river.
- The use of TRO seems to imply this road is a highly trafficked and a busy route, your survey figures indicatng 3.6 motorcycles and no cars could hardly be construed to be a highly used road. It would be logical to suggest that actually meeting a motorcycle on this route would be unlikely, and even on a sunday minimal. Do not recall meeting any other users when have travelled along this road.
- Ridden this lane on a motorbike probably 25 times over the last 15 years and have only met walkers once on the lane, did also once meet some volunteers repairing a section of stone work. A friend had a similar experience, the lane is very little used by anyone other than motorcycles as it is very isolated and the views are very limited.
- Respect any person I meet on the roads and will help anybody I come across
- Used this road regularly on my motorcycle since 1999, Never seen anyone walking, horse riding or cycling on this road.
- It is inevitable that motorcycles, horses and walkers will meet during their use of the road. However, the majority of motorcyclists are very respectful of both horses and walkers. Most walkers and riders acknowledge this respect as we always give way to horses and pass walkers with care. Would much rather meet a motorcycle than a horse on a narrow pathway when we too go out and enjoy walking in the countryside. Those walkers that object do not seem to realise that there is room for everyone in the Peak District if only there was a bit of give and take.
- seen first hand, verbal and physical abuse by members of the walking fraternity when doing nothing more than riding slowly on a country road, which not's let forget, these green lanes are.
- The majority of the public who drive such routes are respectful to livestock, by leaving gates as found; respectful to other users of the area, such as walkers, horse riders, etc. And respectful to the environment by only driving the designated path.

<ul style="list-style-type: none"> • The route will still be open to use by Carriage drivers, horse riders and mountain bikers which will continue to affect the “quiet enjoyment” of others using the route. · • 4x4 Groups actively pursue the legal and responsible use of our lanes, make sure any illegal activity we see is reported to the police, along with photo and video evidence: will not be able to do this, if cannot legally access the lanes. Also carry out voluntary lane maintenance, either on roads needing repair, or supporting other groups, including the walking and horse riding clubs. Ability to carry equipment and materials to areas needing repair is greatly appreciated by the latter. Another issue that is often overlooked is the access the green roads provide for Emergency Services, especially Mountain Rescue, who need the roads to drive their 4x4 vehicles to help walkers and suchlike who have got into difficulty. 	
<p>Economic Impact</p> <ul style="list-style-type: none"> • The impact is not only on motorbike users if its closed but on local businesses as well, such as Flash Bar Stores, who has a large proportion of trade from bikers, and is in favour of keeping the lane open, and also lives in the area. • Keeping the lane open has very little impact on local people, and the environment locally, but shutting the lane has a massive impact on locals and businesses alike, and should be prevented in this rural area • Barring it to motor vehicles would deter my wife and I from visiting PDNP and hence the local community would not have the benefit of income in hotels and restaurants etc • 4x4 drivers also provide a boost to the local businesses around the green roads. We need to buy fuel, food and sundry supplies, often spend an entire weekend at local B&B's and campsites, and use the cafes, snack bars, camping shops, and also gift shops and any tourist attractions. • Extra income for the National park and local business is generated by these events and jobs would be lost and businesses may have to close through lack of trade from loss of these events. • Considering the claims of nuisance caused by vehicles, based the low daily average usage, and that fact that two properly organised events account for nearly all the usage on this road, any nuisance is restricted to a few hours per year. Consideration should be given to the revenue these events bring to the area, participants travel to the area using hotels, restaurants, cafes, and petrol stations etc. • You will affect local business too as we always stop on route for a brew and breakfast 	<p>All recreational users are important to the local economy. Closing routes to motor vehicles can have beneficial as well as negative effects on the local economy.</p>

<ul style="list-style-type: none"> You will affect local business too as always stop on route for a brew and breakfast The cafe shop at flash will be severely affected by its closure especially in the winter months. Trail riding brings a large amount of money into the park, more so in the winter months when we make up a large percentage of visitors. Fuel stations and cafe's would suffer The two motorcycle trials referred to attract visitors from all over the UK to take part and the long distance travellers will invariably stay overnight locally. I cannot imagine that anyone wanting to visit the area will change their minds at the prospect of a chance meeting with a motorcycle. Very few would even be aware of our presence. Derbyshire has had a good reputation for the number of un-surfaced roads and visiting motorcyclists using them have contributed enormous amounts to the local economy. Not only that, but it seems incongruous to me to leave them open to walkers and horse riders when it's the motorcyclists that contribute to the maintenance with road fund licences and other taxes such as fuel & VAT. 	
<p>Alternatives</p> <ul style="list-style-type: none"> Urge you to make an exception for these historic events of course would like the restriction which are currently in place to remain as a vehicle width restriction Continued use by motorcycle should be allowed both for private leisure purposes and particularly for these very special historic events. Rather than total restriction should implement seasonal winter closures and a permit system allowing sensible drivers to continue and enjoy the countryside. This is a lane have used often over a number of years. Would be happy to participate in its renovation. Reconsider their application for a permanent closure and perhaps even embrace the history of organised events and the interest they bring to the area. Liaise with user groups such as the TRF, to set up working groups to police and repair the lane where needed. Feel there is an argument for continued access of motorcycles in conjunction with a sympathetic view on the needs of the area. Time and money could / should be better spent on other issues If this trail is being damaged, then identify the time of year it is being damaged and close it during that time, but allow access when it is in a good condition. Ask that the Bemrose and Reliance trials be allowed to continue even if you choose to 	<p>The management of recreational motorised vehicles within the National Park is a high priority work area for the Authority. Members of vehicle user groups are on the Peak District Local Access Forum and inform and advise the NPA.</p> <p>Members are aware that a variety of measures can be used to resolve issues around recreational vehicular use. The consultations undertaken offer the opportunity to suggest alternatives and for them to be considered by Members. All consultation responses have been given due regard. The decision to pursue a different course of action after having regard to all relevant considerations doesn't negate this.</p> <p>Where a least restrictive option achieves the desired outcome then this may be considered to the recommended approach.</p>

restrict vehicular access to recreational motorists in general. Various landowners and tenant farmers in the surrounding area currently continue to allow and indeed encourage Observed Sections for the Trials to be located on their land, they recognise that our sporting activity causes absolutely no lasting damage to their land. May also wish to take into account that our organised events attract both National and International visitors to the Peak District and that they make a positive contribution to the local economy

- All effort should be made with riders/drivers to come to the 'table' and consultation between stakeholders to agree on a maintenance regime to keep this route in good condition through voluntary repair days. Would be interested in helping out if the route remains open to road legal machines.
- The current width restriction on this road is sufficient. It allows motorcycles to use the road, but not cars. No more needs to be done, it is fine as it is. It is safe the way it is. It is sustainable the way it is. Your authority's time & resources spent on this is needless, especially in times of austerity and cutbacks in budgets. Your time and money must not be squandered on trying to stop all recreational vehicle use. None of your proposals, reasons or appendices are justifiable.
- For those who cannot tolerate any occasional motorised vehicle there are many more routes to walk where all motorised vehicles are entirely prohibited.
- The proposal makes no allowance for electric powered motorcycles which do not fall foul of your noise or physical pollution objections, I appreciate that this is not much of a current issue but these machines are under rapid development and could be the way forward in my opinion and laws being made now could soon look draconian
- Request that the order was changed from "mechanically propelled vehicles" to "motorised vehicles" - as it's motorised vehicles that cause the vast majority of damage.
- The current width restriction has been sufficient to stop heavy vehicles. Do not think any further action is needed.
- The current width restriction on this road is sufficient. It allows motorcycles to use the road, but not cars. No more needs to be done, it is fine as it is. It is safe the way it is. It is sustainable the way it is. Your authority's time & resources spent on this is needless, especially in times of austerity and cutbacks in budgets. Your time and money must not be squandered on trying to stop all recreational vehicle use.
- The alternative put forward around limited access for organised events would be a reasonable justified and proportionate compromise that should suit all interested parties

Priority routes remain priority routes even where a restriction may be in place. The monitoring, management and review of measures adopted will continue to take place.

4-wheeled vehicles have an impact on the route surface and adjacent land by virtue of their width and weight. At certain times on certain sections of the route there may be less impact by motorcycles used in a responsible manner.

The NPA is not the Highway Authority and does not have responsibility for maintenance. The NPA adopts a range of measures in reducing the impact of motorised use. This includes the use of volunteers where the works are of a nature suitable for volunteering.

- Find a solution that allows perhaps seasonal, weight restricted access so that this lane is not lost to our use forever..
- Request that the reliability trials be allowed continued access to this route
- The National Park was created, among other reasons , to provide an area where the public could enjoy the facilities that the countryside can offer and pursue their chosen leisure pursuit providing that it does not cause damage or diminish the enjoyment of the Park for other users. In the case of Washgate, this is an established UCR that is used responsibly by the motorcycling fraternity to pursue their chosen hobby and the Peak Authority should be using its resources to work responsibly with the national organisations representing these users rather than actively pursuing an agenda to close these routes down. Such an approach is adopted in the Lake District National Park and forms an effective partnership where all parties are able to work together sensibly and avoid unnecessary confrontation.
- A number of councils that restrict motor vehicle use of unsurfaced routes by seasonal bans, one way use etc and this sort of regulation could be applied on Washgate. For instance would consider it reasonable to ban all motorcycle use during "summer" when there are more other users about but allow it during the winter months of March and November say. I gather there are two traditional historic one day motorcycle trials held on specific dates using Washgate as part of their route and it would seem reasonable to allow these to be run providing they met all the legal requirements for running competitive motor events on public roads.
- Two wheel traffic should be allowed to continue along this route
- It will be unenforceable and legal challenges are excessively expensive. Other TROs e.g. the Roych remain regularly used by motorised vehicles despite expensive bans. The money used to enforce these bans could be much better spent.
- Agree that the route is, in places, too narrow for a 4x4 but not for a motorcycle. If a horse can safely use it then so can a motorcycle and with no more risk of damage. And there are possibly more horses do use it than motorcycles.
- Although today's machines are mostly petrol driven, alternative power sources are increasingly being developed and introduced such as electric and hydrogen: these emit no exhaust noise.
- Whilst a 4x4 owner, this closure affects everyone. If it's closed to motorbikes, soon, it will be closed to push bikes and horses.
- It is thin so should only be for motorcycles, I have never seen any 4x4's on the trail but

<p>this doesn't mean they don't use it.</p> <ul style="list-style-type: none"> The silent majority of pedestrians & horse riders prefer motorcycles to use these un-surfaced roads because they control the vegetation which has prevented the use of other routes when they have become overgrown. 	
<p>Information</p> <ul style="list-style-type: none"> Proof and extent of damage to watercourses and noise and disturbance to wildlife. What assets? What impact? How are around 5 motorcycles a day supposed to affect the designated heritage assets. What is an undesignated heritage asset? Some of the erected signage may be of questionable legality What does visual envelope mean? If PDNPA are proposing to exclude vehicles as a result of excessive noise, are they then going to allow them again when progress makes them quieter. Appendix 4 refers to the use of the river as a turning point - has any real research been done to prove beyond doubt, rather than hearsay, that 3.6 motorcycles per day rather than horses, pedestrians, dogs etc are the main cause of damage. Would ask that it is proven that this comment refers to motorcycles and not historic reference to four wheel vehicles, prior to it being considered a fact for consideration. Appendix 4 states " the impact from the passage of vehicles during the day or night is affected by the visual envelope of the route, the popularity of the route and the special characteristics of the area" Cannot find anyone who understands what this sentence means or is trying to say, therefore fail to see its relevance in justifying a TRO. Has any work been undertaken to prove wheel ruts are wholly due to vehicle use rather weathering or other usage. There are several references to a voluntary code of conduct not being adhered to - who is aware of this voluntary code of conduct and how are users requested to voluntarily comply. The inference is that all and sundry know of this and ignore this The use of vehicles by your own logging data is low. Not enough consideration appears to have been given to making the route No motor vehicles except solo motorcycles. Not enough consideration appears to have been given to No vehicles over maximum width. No consideration appears to have been given to restricting usage to certain times of the day or days of the week. Is the 2 wheel use all motor or does it include push bikes? 	<p>The statement of reasons and the route management reports set out the different components of natural beauty and impacts and are there to provide relevant factual information; they do not seek to make a judgment on the final decision to be made.</p> <p>The legislation allows for TROs to be made on grounds of natural beauty and amenity and the NPA is the appropriate authority to make the decision on whether this outcome would be met by a restriction.</p> <p>TROs will be considered where appropriate having regard to all relevant considerations at the time including comments provided in response to the consultation undertaken and by undertaking the balancing exercise provided by s122 of the RTRA 1984. If a TRO is made on a route it does not change the status of the route.</p> <p>Members of vehicle user groups are on the Peak District Local Access Forum and together with the Green Lanes Forum contributed to the code of conduct at www.peakdistrict.gov.uk/greenlanecode.</p>

Support

<u>Representation</u>	<u>Comment</u>
<p>Importance of the Route and Area</p> <ul style="list-style-type: none"> • Am absolutely certain that this is the right way forward for this beautiful, unique area. • The area is too beautiful, historic and quite unique to be allowed to be annihilated by motorcycles. • As a riding and trekking centre we have been using this route since 1976, although it is quite steep it was, in those days, a very safe route for horses and riders of all abilities as the surface was specifically designed and constructed for use by animals and horse drawn vehicles and the horses rarely slipped on the old surface. • Unbelievable that, when so much is spent on the preservation of listed buildings and the strict planning laws associated, ancient routes such as this are afforded so little protection. • It is not just about the amenities for tourists and the quiet enjoyment of the countryside this is a part of our rural heritage that is in danger of being lost. • As one of the few true trekking centres left in the Peak Park we offer a very special experience for riders of all abilities who want to explore this wonderful area from horseback without being confronted by noisy, fume belching vehicles. • Washgate lane is a beautiful and historic packhorse lane which been badly damaged by vehicle used in recent years. The stone pitching and lovely old packhorse bridge are a very important part of our heritage and need protecting. The lane runs through countryside which is important ecologically as are the banks of the lane and again they need protection. The area around the bridge is very peaceful and tranquil and is ideal for people to relax without noise and pollution from motor vehicles. • The use of Washgate by motorbikes spoils the peaceful nature of this beautiful, historic setting. Enjoy, as do my B&B guests, a walk along Washgate and this is spoilt and is in fact dangerous if motorbikes are encountered. • An ancient right-of-way, originally established for transit on foot or by non-mechanically propelled vehicles. Its original purpose as a packhorse route is now obsolete and commercial traffic in the modern era has no need for it, and does not make use of it. The route has become a heritage feature in a National Park, on which mechanically propelled 	<p>National Park designation offers opportunities for understanding and enjoyment of the special qualities of the area for all users. National Park designation does not preclude use of such routes by recreational motor vehicles as a matter of principle. The natural beauty of this area and its amenity value is recognised.</p> <p>There is no duty on NPA's to promote quiet enjoyment. The NPA will however promote activities in keeping with the special qualities of the Peak District. The NPA will also have regard to whether there is a conflict between recreational use and the conservation of the area in order to meet its statutory purposes.</p>

vehicles have no rightful place. Over the last thirty years the use of the Washgate route by such vehicles has destroyed much of the heritage value.

- Firstly it is very beautiful. The setting is stunning and idyllic. The day I walked it there was only the sounds of birdsong and the River Dove chortleing along. The Grade 2 Packhorse bridge puts you immediately back into the 18th century when the main tradelinks were via the long and winding tracks and trails across our countryside. Probably not as romantic as it sounds but definitely part of our culture and history that future generations should be able to appreciate. The narrow and steep ascent up the Derbyshire side of the bridge is quite treacherous but not impossible. The Packhorses were also metal shod and the way the stones are laid out means the horses can get a toe hold. A sign had been nailed to a tree by the bridge, threatening to take the bridge down if the lane were to be closed to bikers.
- This is an area of the Peak District that is remote, wild and scenic, allowing vehicles to use it would ruin that environment.
- Preserve the natural beauty of the area and the peace and tranquility of a wild place
- Washgate lane runs through beautiful countryside which is very important ecologically. The stone pitching and wonderful packhorse bridge are an important part of our heritage. The area around the bridge is one of the most beautiful and tranquil places in the National Park.
- There are so few safe off road routes already, we need all we can get
- This area between Hollinsclough and Axe Edge is generally a relatively quiet part of the Peak District where one can escape the "madding crowd" even on busy weekends - we need to keep it that way for our children.
- Ban motor traffic to preserve the route's tranquillity and natural beauty for the benefit of the whole community, rather than just for a small part of that community who might use the route for recreational motor vehicles.
- The Peak District NP came out of people's desire to find fresh air, peace and tranquillity and to enjoy healthy recreation away from the pollution, noise and buildings of a city. That has not changed. People still need somewhere to go which is quiet, clean and beautiful to enable them to cope with the rigours of daily life.
- Horses create no environmental damage and the bridlepaths offer horse riders an important safe alternative to riding on our increasingly busy roads.
- The environmental and social impacts are of great significance.
- It is a beautiful historic route and one of the few routes in the Peak District that has

cobbles or setts to make the steep downhill and uphill climbs easier for horses.

- Have a good understanding of how the countryside and beautiful, tranquil areas have positive outcomes on peoples' health and mental well being when getting out and walking and getting away from detrimental effects of everyday modern life. I am also very much in favour of preserving historic sites. It is important not to lose touch with knowledge of how our forefathers lived and worked in order to compare and assess our lives today.
- Lived in the locality for approximately 40 years. Washgate was once a quiet place of natural beauty where walking was a safe and pleasureable activity. Then, the river carried a number of trout.
- Find the area to be timeless, peaceful and restorative.
- Love the wild beauty of the Upper Dove Valley
- This area is away from the more popular visitor places of Derbyshire and the Peak District, and so the wonderful scenery of the area is appreciated by those of us who love the more wild and remote places where we can enjoy the peace and quiet of the countryside. The ancient route is of historic significance
- This is a remote, wild, tranquil area.
- Help users to quietly enjoy this charming secluded area
- Washgate Lane is a beautiful old pack horse route with historic stone pitching and a lovely old pack horse bridge. It is rich in wild life and plant life and is a wonderful place to study nature. It is very peaceful and quiet and ideal for relaxing.
- This route is attractive and forms part of a natural circuit from Hollinsclough for walkers, but is becoming badly damaged by vehicles.
- Allow this route to return to its natural attractive state, and allow people with a love of nature and quiet enjoyment of the landscape to rediscover the peace and tranquility that it affords.
- Health authorities give the same advice to the public to avoid obesity as well as heart disease and stroke. That means more people, more elderly and more disabled people, walking or riding green lanes and byways. The government is calling on the countryside to make a greater contribution to the UK's economy. That means more tourists using green lanes and byways such as the Washgate. The damage and erosion caused by motor vehicles including trail bikes, put walkers and horse riders at risk.
- The Peak District is food for the soul and a place for restoration of the mind after busy times elsewhere.
- Walking in peaceful countryside is incredibly important to huge numbers of people in the

UK. Millions must partake in the activity. Yet the tranquillity they seek can be ruined by a minority of people who take motorised vehicles into the depths of the countryside. In addition, the tracks themselves can become impassable, even on foot. Wildlife is also adversely affected.

- The area surrounding the historic Washgate Bridge is a magical place, redolent of a time when packhorse trains were one of the main means of transport for goods. Its natural beauty lies in its tranquility which is being destroyed by motorised vehicles roaring through it and causing damage to the track, bridge and surrounding area.
- As a Mountain Biker have enjoyed these challenging trails
- To have the noise and disruption caused by these vehicles in a village is bad enough, but to visit such a remote and quiet area as Washgate for relaxation, only to encounter noisy motorised traffic is just not acceptable.
- It is generally a serene and beautiful route to walk and requires desperately to be preserved in a natural condition.
- The Upper Dove generally is a quiet, secluded area and should not have its peace and fresh air destroyed by the passage of motorised vehicles.
- Washgate was a favourite walk and the grass area by the bridge a picnic spot of choice. It had a unique quality of remoteness and tranquility shared only with sheep and wildlife. During the 1980s and 90s we walked and rode the Washgate route many times. Again, it was a delightful, tranquil place - magical really. At that time the whole route was easily, and enjoyably, walked and ridden. To see it today is so sad, especially as it means that our children will be denied the experiences that we have always enjoyed.
- Historic interest of the route as a packhorse route with a listed bridge
- The route of Washgate lane is through an area of great beauty and this is best appreciated by those who can pause and enjoy the tranquility of the area, its rich flora and fauna and far reaching views.
- It is in one of the more remote and quiet parts of the Peak District and therefore particularly attractive to the many people who, like me, visit the area for quiet recreation.
- It is a beautiful area with wide views and peaceful countryside when the bikes and 4x4s are not spoiling the location.
- Live in an exceptionally beautiful, peaceful part of the Peak District and while there are many public footpaths in the area for people to enjoy this wonderful part of the Peak District on foot, motor vehicles, 4x4s and motorbikes are ruining the area and destroying surfaces of footpaths, bridlepaths and particularly the old cobbled road to Washgate.

<ul style="list-style-type: none"> • Value the route for the feeling of remoteness and timelessness. Find the presence of vehicles simply jarring and incongruous in such a setting. The setting of the packhorse bridge is delightful and the replication of the historic pitching on its approach from the Derbyshire side should be protected. • Many people who seek to enjoy the National Park within the wider area, including the highly popular Chrome Hill and Hollins. 	
<p>Route Condition</p> <ul style="list-style-type: none"> • Am a local resident and have been walking on this route for many years. Observe how the path and track ways are being damaged by the motorcycles - sometimes quite drastically. After a weekend, when there is more motorcycle activity, the whole contour of the routes can be changed with stones being churned up and sometimes smashed. The vegetation is sometimes severely disturbed as a consequence. • As these are important historical tracks, I have been extremely disturbed to see the damage being caused and am absolutely certain that this is an important and necessary step to be taking - and not a moment too soon. • Over the years due to the use by trial bikes the stones became loosened with the resulting water erosion doing the rest and in some areas washing the surface down into the stream below. In more recent years 4x4 vehicles have also started using this totally unsuitable route. • The route we follow goes through the river with a choice of paths on the Staffordshire side, however, the direct route up the hill is now so bad that we cannot use it so we turn left after the river onto the bridleway where the horses have to negotiate a large slab of stone usually by jumping onto the track above – not an ideal situation for riders who are unfamiliar with this route. Due to this obstacle the bridleway is virtually unusable travelling in the opposite direction. • The poor surfaces also have a bearing on our horse's health in that we are now experiencing more cases of lameness due to wear and tear on their joints as a result of poor surfaces. • The surface of this track has been damaged by motorised vehicles in such a way as it makes it difficult, unpleasant and dangerous for walkers, pedal bikes and horses, this is unfair to those users. • Very sad to see the damage caused by the cobbled track by the use of motorbikes. • As regards the damage to the track and bridge. It seems obvious from the number of 	<p>The monitoring of condition over the years shows that there has been a discernible deterioration of sections of the route.</p> <p>The legislation dealing with the clarification of status and vehicle use does not have regard to suitability for such use. Where use is considered inappropriate or excessive, powers to make TROs are available to Highway Authorities and also to NPAs for unsurfaced routes.</p>

times it has to be repaired that the weather and the bikers are doing very little good to the area.

- These byways were constructed for pack horse traffic and local horse drawn carts. The surface is completely unsuited to the demands of today's motor vehicles. The surfaces have survived 100's years and have been destroyed in the last decade or two.
- Washgate is very vulnerable to damage by motor vehicles; it was never designed for such use: its traditional soft surface has already been substantially undermined; the future of the packhorse bridge must surely be a cause of concern.
- There are plenty of roads and avenues where motor vehicles can drive; getting a balance between the wishes of all Peak Park users cannot be easy but these traditional lane should be reserved for "lighter" users.
- Exclude motor vehicles, that have caused enormous damage to it.
- The surface of Washgate has been badly damaged by vehicles making it impassable for horses so in effect horses are by default excluded from using it.
- The cobbles have been trashed by off roaders and this cannot be allowed to continue.
- The footpath has become a playground for uncaring people on motor-cycles who have damaged the structure of the path; making it unsafe underfoot and in walking unhindered.
- Over the years have seen the damage to the structure and wildlife inflicted by motorised 2 and 4 wheel vehicles. I can think of no other historic structure that would allowed to suffer such damage.
- Such routes were never intended to suffer the erosion of high-powered mechanically propelled vehicles.
- Once saw two motorbikes revving and wheel spinning in order to get up the Washgate and could see the immediate damage.
- Help prevent further damage to the paved section of the old packhorse track on the Derbyshire side.
- Significant damage to the route particularly to the section from Tenterhill to the River Dove where the route is particularly narrow in places.
- Require more maintenance and associated expense because of the damage caused
- The destruction that vehicles cause to tracks such as Washgate is well documented and undeniable. Attempts made by motoring/motorbike organisations to carry out repairs have been short-lived.
- The documents you provide confirm what have seen as a walker on Washgate from time

to time: that motor vehicles have caused considerable damage to the surface of the trail. I have also seen volunteers at work repairing the damage so as to restore the original form. The book by AE and EM Dodd on Peakland Roads and Trackways illustrates the damage to Washgate on pp 86-7 (2000 edition).

- Presently the Derbyshire side of the route is in pretty good condition where the paving has been repaired, the Staffordshire approach to the Packhorse Bridge is and has been for sometime in deplorable condition.
- Seen the damage caused on the Staffordshire side of the River Dove and the damage caused at the ford on the River Dove. Seen the excellent repair work done by the volunteers and heard that at times they have to repair previous work because of damage by motor cycles.
- Motorcycles are totally unsuited to this old and fragile bridge
- Serious erosion along most of the route caused by 4 wheel and 2 wheel vehicles, in particular the portion either side of the River Dove. Remembered walking this route in the early 1980's up to the late 1980's and there was nothing like this type of damage to the route or indeed to other routes in Derbyshire. The increase in car ownership and motorcycle riders searching for 'so called' challenges has meant that they will ride anywhere they can gain access to.
- Remember walking there in the 1980's when the old cobbled surface leading up to the east side of the bridge was still relatively intact, before it started to get worn down to the bedrock by off-roaders. The condition of the paths in more recent years has become quite dangerous for walkers and horses. The blocking off of the lower part of the path on the east side has helped to stop further damage in the short term.
- Unsealed tracks are not designed to take heavy levels of recreational vehicle usage and such usage also detracts from the enjoyment of other users.
- Seen how the surface and the verges of the route have been seriously damaged by vehicle use. One of the interesting features is the stone pitching which has suffered greatly. This type of route was never intended for use by modern road vehicles and cannot stand up to repeated vehicle use.
- Both 4x4 vehicle and motorbike use has seriously damaged the old cobbled surface along substantial sections of the route near the packhorse bridge in the years since 2008 when I first walked the trackway. It was hoped the damage would be minimised when 4x4 vehicles were prevented from using the route, but it has clearly continued due to motorbike use. The verges are being eroded and increasing areas of the surface between

<p>the enclosing walls are now heavily rutted.</p> <ul style="list-style-type: none"> Over the years the perfect packhorse bridge has deteriorated as have the path and walls through the use of the area by mechanised vehicles. 	
<p>Conflict & Impacts</p> <ul style="list-style-type: none"> On one occasion the ride had to turn back due to a 4x4 having been abandoned on the track (Staffordshire side) making it impassable. Due to the surface of the track can now only use this route for more experienced riders. Horse riders and walkers are deterred from using the lane because of the danger of meeting vehicles on the steep and narrow sections. The noise and disruption by motorised vehicles is disturbing to the countryside, its wildlife and those wanting to enjoy peace and quiet. Tracks free of vehicles are very important to horse riders to ensure safety. Before trail bikes and 4X4 had become recreational vehicles no one foresaw the terrible damage done to unmetalled byways, trails, and bridleways by these mechanical vehicles and Washgate is no different. Continued use by the motorised brigade will degrade it to the point where even they can no longer navigate the route, their response then will be to wreak other routes or increasingly widen the existing byway. Mechanical vehicles, when not used on metalled roads, are incompatible with the National Park founding principles. We need central government legislation but until then a permanent TRO for Washgate. Walked this route several times and more recently the noise / traffic by the bikes has ruined our day to the point that feel shouldn't be able to walk that the route and am trespassing. With friends walked two weeks ago - bikes came up behind up and were "pushed" out of the way. The smell of the petrol and my friends dog being scared really made us feel like trespassers. As a horse rider am primarily concerned with the increasing number of accidents involving horses and riders in collisions with motorised vehicles. But am also worried about other user groups e.g. walkers with children, dogs etc in this situation being upset or injured by trailbikes when confronted with bikers who may be in the throes of the adrenalin rush (zone) of competing over rough ground. Can empathise with their desire to stay on board their bikes and navigate these challenging routes. It is the same on horseback or on foot but the level of difficulty keeping a plunging, frightened horse on its metal shod feet without coming off it and losing control of a large, now dangerous animal I believe is quite a lot more severe then coming off a bike. Bikes usually just fall over and lie there 	<p>Not all vehicle users are irresponsible, however, the type and level of use and nature of the route and the in parts limited opportunities to avoid vehicles can exacerbate conflict and safety concerns leading to deterrence of use by non-vehicle users.</p> <p>Where issues of safety exist, these will normally be dealt with by the Highway Authority acting in co-operation with the police, with the National Park Authority providing any support we reasonably can. However fears for safety may be a contributory factor impacting on the amenity of users. Where the NPA are considering making a TRO on amenity grounds, safety reasons may be an additional consideration in support of this ground.</p> <p>Minimising impact is a key concern. Some impacts may only be temporary but when taken cumulatively are of more significance.</p>

helplessly, they don't get up and run off. Individual bikers seem to be more considerate, group behaviour can be a different story. Once a horse has been badly frightened by motorised bad behaviour it may take many months of retraining to gain their confidence in traffic and loud noise situations, if it ever does. That can mean the horse may never be safe to ride again which could end in retirement or being humanely put down. Bikers probably may not have such problems, although I'm sure they do suffer from falls and broken bones. Their bikes, for the most part, can be repaired. Their egos may take a bit longer. Horse riders have a different relationship with their horses. Walkers also value their children and dogs.

- The holloway of the lower part of the track means that if a bike were coming down or up there would be no easy escape for walkers or riders. Helmeted bikers would be unlikely to see or hear in time. presume the oncoming bikes would be audible to people at the bottom or top of the track, necessitating their waiting. Traffic light system would disturb the ambience of the area also expensive to maintain.
- From reading the blogs and websites of the trail bikers, they seem to want to make the routes as difficult as possible for their own purposes. Therefore disrupting the paving, troughing the edges and polluting the air with noise and fumes could be part of their plan to put other people off.
- The use of motor vehicles seriously disturbs enjoyment of the countryside in this remote and very wild spot.
- It is inappropriate to allow motor vehicles to access this remote part of the National Park. The obvious reasons are noise and damage to the land, disturbing wildlife and the natural beauty of the Park
- Vehicle use is very damaging and prevents walkers, horseriders and cyclists from using the lane safely and enjoyably
- A National Park is for quiet appreciation of its surroundings. It is not for noisy, polluting and dangerous off road vehicles that destroy the environment for everybody else.
- Walkers and horse riders should also be accommodated and in places where they can be assured there will be no motor vehicles
- The extent of damage by off road vehicles is such as to render Washgate unusable to other users.
- Have been disgusted to see the environmental damage done to this route as a result of "off-roaders", such activities are incompatible with my understanding of what a National Park is meant to be.

- Essential to protect the delicate ecology of the area. Essential to protect the route surface itself, including the negative impact motor vehicle would have on it and its archaeology
- One of the main functions of a National Park is to create an environment of peace and tranquility wherever possible and to protect the natural landscape. By permitting so-called 'recreational vehicles' (i.e. 4x4 vehicles and trail bikes) on to green lanes and similar minor routes, they are allowed to create noise and environmental damage. This runs totally counter to the above functions.
- Used to love walking in the Peak District but over the last few years my pleasure in the wonderful scenery and peace and tranquillity have been ruined by the presence of ever increasing numbers of off-road vehicles.
- They introduce unwanted noise and pollution into some of the few places where we can escape them.
- As a horse rider it is at best unpleasant and at worse very dangerous to encounter motorised vehicles on off road routes. Due to the terrain there is difficulty in passing, the driving is unpredictable as opposed to driving nice and straight on a tarmac surface. They come upon you when you least expect it and the damage they cause to the surface makes for difficult crossing for horses and people. We need to preserve off road routes for non motorised vehicles because we have fewer options as horse riders
- Vehicles are wrecking the surface and the enjoyment of other users.
- Vehicle use is inappropriate in this remote area of the National Park due to its scenic and historical significance, and motor vehicles would cause damage to the structure of the route, the bridge and the ford.
- The river no longer seems to support the numbers of fish it once did and seen an oily sheen on the water that can only have come from these machines.
- Witnessed the disruption that the volume of motor-cycles cause as they pass through the farm yard of Leycotes. Their determination to exercise what they consider their right in using this route is very worrying and does not lend itself to reason. Only by firm and forceful intervention have prevented these motor-cyclists using my own private farm lane as a further adjunct to the Washgate route. That, however, has not prevented the illegal use by them of some of my land which is not within view of the farm.
- This area is not suitable for motor vehicles which cause damage to the ground, bridges, etc.
- Upsetting to see how many tracks have been tarmaced over to accommodate motorised vehicles over the years.

- Recreational motor vehicles makes it unsafe for non-motorised users and spoils their experience of the natural beauty and special qualities of this part of the National Park
- Motor vehicles should not be permitted as this would lead to damage to the environment including the wildlife and vegetation as well through the noise and pollution.
- Vehicles should be permanently excluded to protect the bridge and track and to preserve the route from further damage.
- The erosion and the noise pollution caused are a menace.
- This activity has a massive impact on the landscape and causes deep ruts that make it difficult for my wife and I to walk on, particularly as we both suffer from arthritis .
- There is also the disturbance to wildlife and flora
- It's particularly bad when one gets stuck and then has to try to get going again. When they come along, walkers have to stand aside and if there is a group of us there is a lot of jostling for a safe position. It can spoil a great day out enjoying the countryside.
- The route is historically an important one for horse riders but riders are no longer able to use it due to the damage which has been done to the surface and the risk of oncoming motor vehicles causing an accident. The upshot is that an amenity which should be afforded to horse riders is no longer available to them.
- Even walking on it has become hazardous.
- Washgate is in an area of great natural beauty which is being degraded by the presence of revving and roaring motor vehicles as they force their way up the lane
- It is also dangerous to walkers and cyclists as the narrowness of the route makes it impossible for them to move out of the way of the vehicles when they tear down the track with no regard to other users.
- It is ironic that trails originally used by horses are now impassable to them.
- Living in a village with an ancient lane which, after two Public Inquiries is now classified as bridleway, have seen the damage that "green laners" can do
- The route is currently unusable by horseriders and disabled users, and is extremely difficult for pedestrians particularly in wet conditions.
- The noise created by motor vehicles on the way to such packhorse routes is an extremely unpleasant side effect of living in a village in the national park.
- Concerned about the damage to flora and fauna of the use of recreational vehicles here, particularly where it crosses the river. River banks are extremely important ecological sites, as is the river itself. The erosion of the banks and the churning up of the water is bound to damage fragile ecosystems.

- Unsafe for other users, particularly horse riders, to share a track which in places is narrow and does not allow sufficient room for non-motorised users to get out of the way of motorbikes and 4 x 4s, who sometimes pass at speed.
- Those using motorbikes and four wheel drive vehicles on the route do not notice what they are driving through, they are focused on the track in front and the 'obstacles' they are trying to overcome. The attitude of these vehicle drivers negates the pleasant experience of all others out to enjoy the national park. The selfishness of the noisy few spoils the enjoyment of the majority who come to enjoy the area for its true countryside features.
- As well as causing physical damage vehicles destroy the peace and quiet of the countryside by the noise and fumes they produce.
- The enjoyment of solitude relaxing walking in some instances has been ruined by aggressive driving and attitudes by some off road drivers towards walkers.
- Noise from the vehicles radiates across a wide area disturbing the peace and tranquillity of residents and visitors using the many footpaths and areas of open access in the surrounding countryside.
- Pedestrians walking the track are in danger as some parts of the route include sharp, blind bends where the track width is narrow and the verges steep. Whilst a walker may hear a vehicle coming there is almost no room to escape, and little time as, in particular, the motorbikes that use the route travel at relatively high speed. If this proposal is not accepted, damage, noise and disturbance from continued motorised use of the route will restrict opportunities to experience tranquillity and quiet enjoyment in the area.
- The natural beauty, natural heritage, landscape character and diversity of the landscape will continue to be damaged. There will be an ongoing loss of the sense of wildness and remoteness of the area, and consequently a loss of opportunities to improve physical and emotional well-being. The proposed order contributes to managing the National Park in a way that conserves and enhances the very essence of its character, in order to pass it on in a healthy state, valued by future generations, - the duty stated in 3.10 of The Peak District National Park Local Development Framework Core Strategy. It will also assist in furthering the two purposes of the National Park.
- The damage that has been done to this route by recreational vehicles is all the evidence that is needed to show that vehicles have no place in such a sensitive landscape.
- The recreational vehicle users are a minority group and yet they spoil the peace, tranquility and safety of the Park for the vast majority of the Park's users; walkers, cyclists and horse riders.

<ul style="list-style-type: none"> • Government proposals to create a healthier nation are at odds when unsustainable transport methods are allowed to co-exist alongside sustainable ones together with the pollution they bring. • As a minority group, the cost to the public purse in repairing routes, makes the recreational vehicle users a huge financial burden on the PDNPA budget. • keep our wild places free of urbanisation • The boulders currently prevent access by 4x4s, but the damage to the setts (and consequent work for National Park volunteers in repairing them) by motorbikes continues. The current possibility of meeting motorbikes spoils the enjoyment of the route for non-motorised users. • Used to ride in the Peak a lot for exercise and to enjoy the peace and quiet of the countryside. I rarely come to the Peak any more because the motorbikes and 4x4s have ruined it for me. 	
<p>Alternatives</p> <ul style="list-style-type: none"> • Hope that this proposed TRO is successful and that if competitions are allowed that they make some contribution to any damage caused • Your own evidence shows that voluntary restrictions do not work although I thank the responsible organisations for supporting and trying to police them • Should they not make more appropriate tracks and obstacles available for their bikers and 4wd's • Voluntary codes of conduct have little effect on these users and prohibition and prosecution is unfortunately necessary. • Do not believe that any other form of management other than a full TRO will protect the route. I understand the desire to allow historic vehicle trials to continue (and do not oppose it in principle) but do not wish to see numbers taking part in these trials substantially increasing (as they might if motor cyclists decide taking part in the trials is the only way they can ride the route legally.) PDNPA should restrict numbers and monitor the effect that these trials have on the condition of the route. 	<p>Partial TROs are considered in the report.</p> <p>Any sites proposed for motor vehicle use would require planning permission.</p>
<p>Others</p> <ul style="list-style-type: none"> • These are routes which were originally never intended to be used by anything other than slow horse drawn traffic • The National Park Authority has a statutory duty to preserve the natural beauty of the 	<p>The NPA has proposed this action at this time on the Washgate route after careful consideration of the evidence available and alternative options. This has</p>

Park and it is to be congratulated on its intention to protect Washgate

- Photograph of an unofficial note attached to the official notification at the River Dove. If this note reflects "off-Roaders" reaction to the notice it is unlikely that any compromise arrangement will be adhered to
- Would like to drive my 4x4 over green lanes but cost benefit analysis shows the greater cost benefit clearly lies with pedestrian use. It is time off-roaders recognised their need to make greater provision for their sport, and their own safety, away from green lanes and byways.
- There has long been a keen interest in local history in the area, and, to the best of anyone's knowledge, the former packhorse trails have never been used for wheeled vehicles, carts included. The only use other than for packhorses known is droving cattle to pasture, years ago. It follows that the claim by trail bikers and 4X4 users today that trails like Washgate are legally highways for all vehicles, including motorised ones. is utterly spurious.
- The 'walks' writer in the Peak Advertiser of 15.12.2016 - Sally Mosley - featured Washgate and also Limer in a walk. She was struck by the poor condition of Limer. This came not long after a trail biker came off his bike when going up Limer. The machine, but fortunately not the rider, fell down the steep slope. Have long warned the Staffordshire Highways Authority about the dangers use of Limer and Swan by vehicles poses. The dangers are to the vehicles and their owners, but also to walkers and to livestock. Not least, walls are often damaged, allowing livestock to escape. Insurers have covered some £3000 worth of rebuilding of walls. One claim was levied on one of the culprit's insurers. Since their use by 4X4s has abated a little, but some evade detection by using the trails at night. No doubt a similar consultation will follow in due course upon Limer and Swan trails.
- One thing puzzles me. Why is a stretch in Staffordshire called 'a footpath'? As the route passes over a packhorse bridge - it was never other than a bridleway surely?
- While I appreciate that the Highways Act and other legislation has designated certain routes as being "open to all traffic" I am sure that it was never intended to allow the type of use that goes on at present by four-wheel drivers and motorcyclists.
- One of the original intentions of creating National Parks was to enable people living in urban areas to enjoy the peace and quiet of the countryside away from the blight of traffic. This intention has been literally ridden over in the name of "extreme sports" practised by relatively few Park visitors who have little care about the wellbeing of walkers and also of

included preparing route information in consultation with the Peak District Local Access Forum - an advisory body to the NPA and its constituent Highway Authorities.

It is for Staffordshire County Council as the Highway Authority to decide how to discharge its duties to repair. The NPA is not making the TRO to obviate the duty by the Highway Authority to maintain that route.

Determination of status of a route is based on fact not suitability and is undertaken by the Surveying (Highway) Authority.

<p>the people living within the Park boundaries.</p> <ul style="list-style-type: none">• important for the achievement of national park purposes.	
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