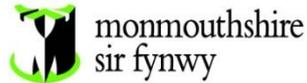


Public Document Pack



County Hall
Rhadyr
Usk
NP15 1GA

3rd February 2026

Notice of meeting Local Access Forum

Wednesday, 11th February, 2026 at 12.30 pm,
Council Chamber, County Hall, The Rhadyr USK

AGENDA

Item No	Item	Pages
1.	Apologies for Absence/Introductions	
2.	Declarations of interest	
3.	To confirm and sign the minutes of the Monmouthshire Local Access Forum meeting of 9th September 2025 (attached)	1 - 4
4.	Actions arising from the previous meeting not on the agenda: <ul style="list-style-type: none">Wentwood Steering Group	
5.	Management Update, Monmouthshire County Council, To consider resourcing for countryside access (Colette Bosley, Countryside, Destination, Environment Manager.)	5 - 10
6.	Wheeling and PhotoTrails Chepstow Park Woods - For consideration of disabled wheeling access improvements in Wye Valley, phototrails for promotion, LAF sub-group and whether to consider expanding across county? (Ruth Waycott, Wye Valley National Landscape Team/ NRW Sara Tindal)	
7.	Tracks and Trails project : To receive an update on progress and consider actions arising from workshop (Subgroup update from Andrew Blake or Celyn Davies)	
8.	Natural Resources Wales update for information purposes(Sarah Tindal, Senior Officer People and Places, South East Wales/ Bob Campbell Senior Officer Land Management, South East Wales)	11 - 12
9.	LAF Written contribution questions.	13 - 34

10.	Dates and timing of next meetings and locations	
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Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

Anne Underwood
Irene Brooke
Anthea Fairey
Shan Lewis
Phil Mundell
Phillip Allsopp
Bethany Handley
Barbara Heys
Ian Mawdsley
Terence Mead
Sallie Roderick
Jack Thurston
Kelvin Varney
Huw Watkins
Rhys Wynne-Jones
John Askew
County Councillors: Tony Easson

Public Information

Access to paper copies of agendas and reports

A copy of this agenda and relevant reports can be made available to members of the public attending a meeting by requesting a copy from Democratic Services on 01633 644219. Please note that we must receive 24 hours notice prior to the meeting in order to provide you with a hard copy of this agenda.

Welsh Language

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

Aims and Values of Monmouthshire County Council

Our purpose

□ to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

Objectives we are working towards

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community and are valued;
- Learning place where everybody has the opportunity to reach their potential

Our Values

Openness. We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

Fairness. We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

Flexibility. We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

Teamwork. We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

Kindness: We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.

Terms of Reference

Monmouthshire Local Access Forum is the statutory Local Access Forum for Monmouthshire (excluding that part of the county that falls into the Brecon Beacons National Park), as required under the Countryside & Rights of Way Act 2000.

The function of the Forum is to advise the local authority, Natural Resources Wales and others, as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area, and to advise and assist with the implementation of the Public Rights of Way Improvement Plan.

Membership

Members of the forum are appointed by the “Appointing Authority” (Monmouthshire County Council in accordance with the relevant regulations. The current membership of the forum is as follows:

Anne Underwood

Irene Brooke

Anthea Fairey

Shan Lewis

Phil Mundell

Phillip Allsopp

Bethany Handley

Barbara Heys

Ian Mawdsley

Terence Mead

Sallie Roderick

Jack Thurston

Kelvin Varney

Huw Watkins

Rhys Wynne-Jones

John Askew

County Councillors: Sara Burch (the “Appointing Authority” representative)

Observers;

Representatives from Monmouthshire County Council and Natural Resources Wales

Public Document Pack Agenda Item 3

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Local Access Forum held
at Shire Hall - Monmouth on Tuesday, 9th September, 2025 at 2.00 pm

PRESENT: AntheaFairey,
Phil Allsopp,
Barbara Heys,
Ian Mawdsley,
Phil Mundell,
Anne Underwood
Kelvin Varney

OFFICERS IN ATTENDANCE:

Richard Garner	Public Right of Way Officer
Richard Ray	Paralegal
Ruth Rourke	Countryside Access Manager
Rob Stanyer	Active Travel Project Officer

ALSO PRESENT: Bob Campbell, Natural Resources Wales
Sarah Tindal, Natural Resources Wales
One Member of the Public

APOLOGIES AND WELCOME:

Bethany Handley, Irene Brooke, John Askew, Anthony Easson, Sallie Roderick and Huw Watkins.

LAF meeting opened with RG going through general housekeeping

1. Declarations of Interest

None received.

2. To confirm and sign the minutes of the Monmouthshire Local Access Forum meeting of 5th May 2025.

The minutes of the meeting 13th May 2025 were accepted,
Proposer: BH, Seconded: KV.

3. Actions arising from the previous meeting not on the agenda:

Additional LAF member recruitment

RG updated the LAF regarding contacting Tillhil as a forestry landowner in the area who are unable to commit any time to the LAF, also no recommendations from LAF members received

ACTION: To continue to contact or pass on contact details of potential landowners/horse riders
– LAF members

Website for registers on cams web:

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Local Access Forum held at Shire Hall - Monmouth on Tuesday, 9th September, 2025 at 2.00 pm

Welsh language being updated after Welsh language officer report

ACTION: Update LAF when available for initial viewing -RG

4. Active travel update (Rob Stanyer, Active Travel Project Officer)

Rob delivered a presentation focused on the Kingswood Gate to Williamsfield Lane active travel route in Monmouth. He explained that each major urban settlement in Monmouthshire has an Active Travel Network Map, supported by an audit process that identifies which routes meet the Active Travel standards and which are proposed for improvement to achieve compliance.

The presentation highlighted the structure of the network, which includes primary "spinal" routes forming the core of the system, complemented by ancillary routes that connect into these main corridors. In Monmouth, the example route extends from the Kingswood Gate development, traverses the town, and continues eastward to Wyesham.

Rob provided a detailed overview of the scheme, including its design, the various funding streams being utilised, and the construction challenges—particularly those related to drainage. He also emphasised the importance of monitoring, noting that a range of counters have been installed to track usage and trends. Data clearly shows that weekday school runs and commuting now constitute a significant portion of the route's usage following the improvement works. Further changes in local route usage are anticipated once the final construction works across the meadow near Kingswood Gate are completed.

Presentation is attached for reference.

Queries and Discussion:

- **Swale Definition:** A query was raised regarding the term "swale." Rob clarified that it refers to a drainage feature designed to protect the meadow habitat, which is designated as a Site of Importance for Nature Conservation (SINC).
- **Funding Process:** It was noted that Active Travel funding is allocated through annual bids submitted by local authorities across Wales. Previously, up to four projects could be submitted per authority; this has now been reduced to one per year. There is also a fund for "quick wins" projects which can be as small as installing bike shelters or drop kerbs to make routes more accessible and up to AT standards. These quick wins happen all across Monmouthshire as long as they are on or form part of an AT route.
- **Use of Strava Heat Maps:** These are used to complement counter data and provide additional insight into route usage.
- **Active Travel Coverage:** Active Travel projects are currently underway in Monmouthshire's main urban areas, including Caldicot, Magor/Undy, Usk, Monmouth, Chepstow, and Abergavenny.
- **Planning Input:** Active Travel also contributes to planning processes, often supporting comments from Countryside Access on new developments.

5. Tracks and Trails project update

BH provided an update on the Tracks and Trails project. The last meeting took place in February, and the group has since been awaiting a report from the consultants. The initial draft was deemed insufficient and required significant revision. The revised report is now with National Landscape for review, and a meeting is to be arranged to discuss its contents.

IM expressed concern over the delays, describing the situation as unacceptable and difficult to manage. He highlighted the impact on community expectations and the risk of losing public confidence in the process. He proposed that the Local Access Forum (LAF) write collectively to express these concerns.

PM agreed with **IM**'s comments and shared his frustration. He requested an update from **RR**.

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Local Access Forum held at Shire Hall - Monmouth on Tuesday, 9th September, 2025 at 2.00 pm

RR noted that Celyn is awaiting comments from Graham in Highways. A meeting is expected to be arranged this week by National Landscape for the project's steering group. She acknowledged the significant volume of community feedback received regarding the routes, which has been difficult to respond to without the finalised report.

A query was raised by **AU** regarding the challenges in communication and passing on information.

RR acknowledged the need for improved communication. While some progress has been made, the group is still awaiting the final report and clarity on next steps. She also noted that the Highways department is undergoing internal changes, including updates to records, which has contributed to delays.

PM asked what specific actions are now required.

RR responded that Celyn and National Landscape are to arrange a meeting with the steering group as a priority.

PM also queried the current source of funding. It was confirmed that funding is being provided by National Landscape. However, the delay in receiving the report is now impacting the ability to submit bids for the next stage of funding for works.

IM suggested that the matter may need to be escalated to a county councillor to prompt further progress.

A query was made around signage by LAF members

RR responded that a signage report has been produced to help identify appropriate locations for installation.

IM reiterated the importance of receiving the report in order to move forward with the next stage of the project.

PM concluded that significant progress is required ahead of the next meeting with some the actions agreed (below).

ACTION: National landscape to organise steering group meeting

ACTION: Chair to draft letter concerning delays and position of the LAF -PM

ACTION: To invite National Landscape manager to next LAF-RG

ACTION: Update to next LAF meeting,- BH & National landscape officers

6. Natural Resources Wales update (Sarah Tindal, Senior Officer People and Places, South East Wales/ Bob Campbell Senior Officer Land Management, South East Wales)

Operational update from **ST/BC**.

Notes appended to meeting agenda

ST provided an internal update, noting that recent budget cuts have led to a cost-saving exercise, following on from the "Case for Change" document. As part of this, the corporate plan no longer includes recreation as a priority area, resulting in a strategic reset. This has led to decisions such as the closure of visitor centres and has raised questions about the statutory function of staff, including their role with Local Access Forums (LAF).

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Local Access Forum held at Shire Hall - Monmouth on Tuesday, 9th September, 2025 at 2.00 pm

However, this shift has prompted a renewed focus on the role and value of LAFs, including how they interact with wider organisational structures. ST confirmed that senior managers remain supportive of LAFs and their contributions, and there is now an opportunity to work more closely together moving forward.

BC added that these changes also vary by region, and confirmed that his role remains in place, which is a positive continuity.

An update was also provided by **BC** from the management team regarding the attached operational update. It was noted that extensive wildfires have required staff to be redeployed to support emergency response and recovery efforts.

AU raised a query regarding the Wentwood Steering Group. It was confirmed by **RG** that the group is scheduled to meet in September, with attendees currently invited being Newport and Monmouthshire county councils, Gwent Police, Woodland trust, Tillhill (landowner), plus Monmouthshire highways.

BC also went through the proposed forestry works and the move into general management of the woodland estate rather than reactionary, after a number of years having to deal with tree diseases, such as larch disease. These works will have some limited path closures, but efforts are being made to maintain public access where possible, by primarily the use of banksmen to manage safety.

7. LAF Written contribution questions.

RR provided an update on Countryside Access operations (written update attached). A new role has been introduced to support the Community Links Officer. It was also noted that the Volunteer Coordinator is currently on a one-year sabbatical, with interviews underway to appoint a temporary replacement.

Additionally, one of the Field Wardens is on jury service for the next month, and the team will experienced a reduction in volunteer support next year. It was confirmed that **Mark Langley** is also expected to retire around January.

RR acknowledged that these staffing changes have been challenging to manage across the wider team.

8. Countryside Access Service Update

9. Date of Next Meeting and venue

The following dates were put forward for future meetings:

November 26th 2025

ACTION: Confirm venue for next meeting-RG

ACTION: send out potential dates for a February meeting to LAF members - RG

The meeting ended at 3.30 pm



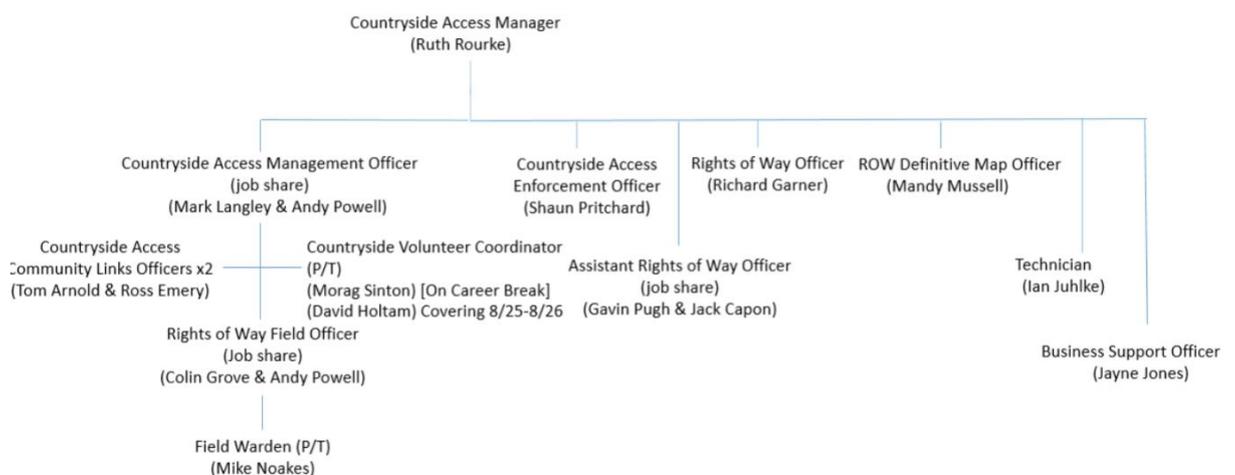
MONMOUTHSHIRE LOCAL ACCESS FORUM

February 2025

Countryside Access Service Update by Countryside Access Manager

Staff changes

- Colette Bosley has taken over from Matthew Lewis as Countryside, Destination and Environment Manager.
- Ross Emery is the new Community Links Officer. This role is paid from Access Improvement Grant and will work with Tom Arnold to facilitate doorstep opportunities, including improving and promoting access for all. It is a temporary role until 31st March 2027. Sam Clark is starting on 28th January 2026 as temporary Field Warden.
- David Holtam has filled the temporary Volunteer Co-ordinator post.
- Mark Langley who has been working three days a week as the team leader for maintenance has retired. The role has been taken on fulltime, by his job share colleague, Andrew Powell.
- Colin Grove has now gone up to 4 days as Field Officer taking on the additional day from Andrew Powell.
- The Council is restructuring and Countryside Access is moving to a new Directorate called Place, Communities and Well-being. Craig O’Conor has been appointed Chief Operating Officer.



Budget

The draft revenue and capital budget proposals for 2026/27 are to commence a period of consultation for four weeks ending 18th February 2026 with

Face to face and virtual engagement events – Countywide and targeted

- Special budget page on Council website
- Online survey and social media campaign
- Council scrutiny meetings – Jan-Feb 2026

Further information on consultation events will be made available on the Council website [here](#), along with ways for people to engage in and respond during the consultation process. The Council is recommending £352,000 in Capital for public rights of way.

Legislative changes

The Visitor Levy has received Royal Assent. The new law gives councils across Wales the choice to introduce a visitor levy in their area – “a small contribution from overnight guests that will support local tourism and protect what makes each destination special”. The earliest this could happen is 2007. Councils will consult local communities and businesses before making any decision about introducing a visitor levy.

To support this change, the new law also requires anyone charging visitors for overnight stays in Wales to register with the Welsh Revenue Authority. Visitor accommodation providers must register with the Welsh Revenue Authority regardless of whether their council introduces a visitor levy. Registration opens in autumn 2026.

The Welsh Revenue Authority has published [new guidance](#).

Countryside Sites

Consultants have been engaged to improve and provide gateway opportunities at Clydach Ironworks. Part of the project will include the opportunity for a public consultation on how local people would like to be involved and what improvements they would like to see. The LAF can be involved with this in conjunction with BBNP LAF.

Specialist contractors are also working to consolidate and make safe the ironworks.

Public Right of Way Maintenance

Storm Claudia. Staff have been out checking the network. Paths within Monmouth Town are being cleansed (photo is of Chippenham Fields path). The stone to dust path at Drybridge will need repairs and stiles/fencing and surfacing has been an issue along the Monnow at Skenfrith. There have also been reported localised incidents of damage. There is significant debris around some of the bridges that will need to be cleared such as can be seen here at Oldcastle.



It will take some time for all issues to be reported but it the current damage is estimated at £8-10,000 for public rights of way. The Council continues to provide support to residents affected and a donation page has been set up to help with on-going support.

The impacts on the Countryside Access service have been:

- through assisting emergency planning and on-going response,
 - a limited response to other cases due to the need to check the network particularly along the Monnow and to arrange for necessary repairs.
- Impact on staff living in Monmouth has left the team short staffed and reduced ability to manage volunteer & grants programme.

Bridge closures

The following bridges have been closed by formal order. Some are new closures and some closures are already in place but being extended. The reason for the closures is because of the likelihood of danger to the public.

Public Footpaths 374(part),213(part) & 207(part) Mitchel Troy United. Footpath 25(part), Mathern, Footpaths 2(part) & 32(part) Llantrisant Fawr, Footpaths 86(part), 85(part) & 55(part) Raglan United, Footpaths 51(part)&17(part) Llangwm, Footpaths 444(part), Llanfiangel Crucorney, Footpath 204(part) Grosmont, Footpaths 222(part) & 294(part), Llangattock-Vibon-Avel United, Footpath 57(part) Gwehelog Fawr, Footpath 73(part) Llanarth Fawr, Footpath 52(part) Llanbadoc Fawr and Footpath 99(part), Devauden

Last year there was 50% more closures, but some bridges have been replaced and some removed. Additionally new bridges have been identified as being unsafe.

National Forest Trail

The National Forest in Wales now covers the equivalent of over 90,000 rugby pitches. It is led by Welsh Government and will create a network of woodlands and forests throughout Wales, under high quality management.

The development of a National Forest Trail is an ambitious aim for Wales to be one of the first nations to have a national wood walk. The trail will stretch the length and breadth of Wales. It is an early stage of development and will be a significant long-term project.

The National Forest Trail will showcase the wide variety of National Forest for Wales sites and improve connectivity between them. Access to woodlands and forests is

proven to bring multiple social, economic and environmental benefits, so the Forest Trail is seen as playing a key role to maximise these opportunities. A pilot study is currently being held through deprived areas such as Methyr, linking to the waterfalls in Brecon Beacons.

There is currently no connection within Monmouthshire, and we await information from the trial to see how the route may develop and link here.

Countryside Code 75th Birthday

The Countryside Code was first published on 11th May 1951 as part of the post-war social welfare reforms. NRW and Natural England have a duty to issue and from time to time revise a code of conduct for outdoor recreation, which is done by the promotion of the countryside code. With the upcoming anniversary there is opportunity to reflect on what is good, and what could be improved in the promotion of the countryside code. The results of a recent stakeholder survey show that few people in Wales know about or care about the code.



A Subgroup of the National Access Forum Wales Group is being established to consider relevant action. If you should have any innovative solutions/ideas, please let Monmouthshire's Countryside Access Team know so they can be passed on to this subgroup to consider.

National Infrastructure Project- NSIP Solar Scheme

We have received a pre-consultation letter for the proposed NSIP Solar Scheme on the Gwent Levels (south of Llanwern Steelworks). The scheme spans Monmouthshire and Newport and aims to deliver around 380 MW of renewable electricity annually. We don't have much information yet, but here is the letter and a link to [the scheme's website](#) .

Initially from our perspective, the obvious points are:

- It affects the Wales Coast Path and an ongoing grant and project to improve links to the WCP.
- There are considerable environmental considerations that will need input.
- Two footpaths in Newport are proposed for diversion.

This is a matter which the LAF may wish to consider once further information is available. However, comments can be made individually at this stage on the planning portal to reference DC/2025/01574

Wales Coast Path

King Charles III England Coast Path is planned to be opened in Summer 2026. Natural England are keen that an opening celebrates the start and finish of the English and Welsh Coast Paths and to promote links. Discussions have started and

details will be shared when known. Any ideas for the celebrations please get in touch with the Countryside Access Team.

With over 10,500 Facebook members, it's the perfect place to pick up some practical hints and tips on walking the path along with plenty of inspiration and encouragement from fellow path walkers [Facebook: Wales Coast Path Community / Cymuned Llwybr Arfordir Cymru](#)

NEW! Winter range is now out! ❄️

Layer up and head out in warm cosy coats, new hats and gloves to keep you walking on the path this winter.

Consultations

Welsh Government have published a consultation on the third revision to Active Travel Guidance. Read more on this on gov.wales

Useful information

[Read more about the Countryside Code](#)

Be adventure SMART [Read how to be more prepared before heading out onto the path](#)

Public Rights of Way Working Map [Public Rights of Way - Public Rights of Way Map](#)
[Countryside Access Improvement Plan](#)

[Countryside Access Policy, Protocol and Operational Management Guide](#)

[Monmouthshire PROW Biodiversity Action Plan](#)

[Visit Monmouthshire](#) details the walks, rides and events that are available, along with accommodation and other attractions.

[Public Consultations including Public Path Orders](#)

To report a problem, use our interactive working map link above. Alternatively, you can email countryside@monmouthshire.gov.uk or write to

Countryside Access, Monmouthshire County Council, County Hall. The Rhaydr, Usk NP161GA

Urgent issues such as a broken bridge can be reported on 01633 644850.

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Monmouth LAF meeting update

18/12/25

NRW Update:

1. Land Management update:

The Team have been busy with our day to day management works on the Welsh Government Woodland Estate (WGWE)

Here are some key updates on recent and planned works across the area:

- For the next few months we will be focusing on OGB1 tree safety with some larger projects for that taking place on A466 (Coed Beddick) and also at Fedw.
- We are also carrying out drainage monitoring and maintenance works across the area.
- We hope to replace the Coppice Mawar bridge that was damaged during eh storms earlier in the year.
- The birch clearance at Beacon hill heathland continues which is ongoing.
- We will also be starting some restoration work at the Scheduled Ancient Monument at Y Graig, near Abergavenny. We are hoping to complete the masonry restoration of one of the key buildings at Y Graig over the next few months.
- MonLife Volunteers will be assisting Monmouth CC PROW staff in managing the right of way in the area.
- Initial Wentwood steering group meeting has been held and we are keen to engage with the wider landowner stakeholders and the National Landscape to look at the future of the site in respect to recreation and access.
- We will be carrying out internal/external flailing along forest and public roads.
- Day to Day forest management such as litter/flytipping/grass cutting/culvert maintenance etc.

For any queries please use the Land Management Team contact e mail:

forestsandnaturesoutheast@naturalresourceswales.gov.uk

NOTE: For urgent or out of hrs incidents / reports use the Incident Control Centre (ICC) :

0300 065 3000 (24/7) [Natural Resources Wales / Report an incident](#)

Reporting off-road vehicles: contact@gwent.pnn.police.uk Call 101 @gwentpolice

2. Forest Operations update:

Current program is focused on managing tree diseases, Larch & Ash die back, most operations in the area are carried out in the Autumn/winter due to bird nesting and other protection restrictions. Site being worked 'imminently' are as follows:

- **Beacon Hill 72009:** Thinning
- **Barbados 73020:** Thinning with some Larch removal
- **Chepstow Park 74002:** North West Thinning
- **Pant y Warren 74004:** Thinning
- **Fedw Wood 74007 & 74233:** Thinning and some minor Larch removal

There is some general information on or Forest Operations the NRW website here:

[Upcoming forestry and land management work, Northern and Southern Wye woodlands, Monmouthshire - Natural Resources Wales Citizen Space - Citizen Space \(cyfoethnaturiol.cymru\)](#)

To contract the Forest Operations team direct please use:

SEForest.operations@naturalresources.wales

Action points from meetings:

Serial & Type -Action -Decision -Note -Point	Owner	Subject:	Completed (if required)

Bob Campbell
[Uwch Swyddog Rheoli Tir](#) / Senior Officer, Land Management
[Gweithrediadau De Ddwyrain Cymru](#) / South East Wales Operations
[Cyfoeth Naturiol Cymru](#) / Natural Resources Wales

Local Access Forum: Written Question contributions

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Tread lightly! training courses feedback request

Treadlightly! has launched several training courses for its members, which are also potentially useful to others.

John Askew on behalf of Treadlightly! and GLASS, has asked if LAF members could provide any feedback they may have on the courses which are available for free here:

[Choose your course | Tread Lightly! United Kingdom](#)

This can either be fed back directly to the LAF secretary, to pass on, or during the LAF meeting under agenda item 9.

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From: Trellech United Community Council (TUCC)

To: Celyn Davies – Project Officer

cc. Andrew Blake Lower Wye Valley Tracks and Trails Steering Group Chair
LAF Chair
Highways
Rights of Way
NRW
Wye Valley Villages Group
Wye Valley consortium
Richard John
Jayne Mckenna
Peter Fox
Laura Jones
Catherine Fookes

Dear Celyn,

Thank you for your response to our email dated 27th January. We have been following the work of the Lower Wye Tracks and Trails Steering Group with interest since its inception and very much appreciate you circulating minutes directly to us. We agreed at our last TUCC meeting (March 2025) to form a sub group of the TUCC to focus on this issue and to make contact again giving the reasons why this project is a priority for us and detailing the issues that our local area is facing, particularly our residents and businesses, which must be our primary focus. We also want to ensure that the Steering Group are fully aware of the tracks that are causing particular issues for residents and to raise some questions that have arisen from the minutes we received.

We have been receiving feedback from residents, particularly in Whitebrook, but also from Whitelye and more recently from Penallt, about the impact of off-road bikes on legal and illegal tracks for a number of years. We have discussed at length the issues arising from the motorbikes using tracks illegally and, more importantly, the increasing intensity of the use by motorbikes of unclassified roads (UCRs). We have repeatedly asked key people to come and talk to us about potential solutions and the barriers to resolving these issues, but we have been told multiple times that the solutions will come out of the *Tracks and Trails* consultation and action plan. That is why the TUCC and local residents have been so anxious to understand the output from this work. Indeed the first information we had about this project from County Councillor Richard John at a TUCC meeting in September 2023 was that it had been specifically set up to look for solutions to the issue of motorbikes using unclassified roads.

There is also a lot of frustration, disillusionment and anger amongst our residents who have reported these issues to the police and other authorities over a number of years and sought solutions but have seen no action taken.

The consultation analysis pointed out that over a third of the tracks and trails in the Lower Wye Valley (370 public rights of way and 17 unclassified roads) are in the TUCC area. There are a large number of local users of tracks and trails here and we have three very active footpath groups. The Council has close connection with these volunteers and the state and use of the tracks and trails in the TUCC area is of primary concern to us.

The terms of reference for both the Consultation and the Steering Group point to 'designing solutions to conflicts' and the responsibilities of the Steering Group include 'develop solutions that work well for the majority, ensuring that regard is paid to reversing the decline in biodiversity, reduce greenhouse gases and encouraging least restrictive access'. While we welcome this focus and feel that it may have leverage, we note that these responsibilities do not prioritise the needs of local communities (residents and businesses), which we believe should carry at least as much weight as biodiversity and environmental concerns.

We further believe that the use of these tracks by motorbikes is contradictory to the needs of least restrictive access, biodiversity and reducing greenhouse gas emissions. It also contradicts the needs of communities and the stated objectives of the Wye Valley National Landscape plan, NRW plans and tourism policies to encourage people to come to the Wye Valley to enjoy the landscape, wildlife, and tranquillity. It seems very strange in an environment where householders and businesses have to jump through many ecological and environmental hoops to obtain planning permission that an activity that has so many negative impacts on the environment, in its broadest sense, should be allowed to continue without any restrictions.

Key Issues

There are many instances of the use of illegal motorbikes (no plates, illegal exhausts etc) on tracks and of trail bikers using rights of way illegally – the solutions to these issues are difficult but at least the police have powers to act. These instances are exacerbated by the growing use of UCRs, bringing more trail bikers to the area and giving easier access to tracks that are not open to motorised vehicles.

The increasing use of green lanes or UCRs in the area and the issues that have arisen because of this are of greater concern to the TUCC, to residents and other users of the tracks.

Residents have reported that when motorbike use of these routes was occasional there were very few issues, but now some UCRs form part of a widely promoted European Enduro set of routes, meaning that the intensity of use (up to 100 bikes a day – in groups of around 10-15 at the weekends and frequently during the week too) has grown

exponentially and is still continuing to grow. There are people and companies charging for taking tours around these routes and the impact on residents, the landscape, and biodiversity and the limiting of safe enjoyable routes for other users is significant. The impacts are reasonably well understood, but we have attached a summary of the impacts we have discussed within the Tucc and with local residents. (see appendix 1).

The specific routes causing most concern to residents in the Tucc area are as follows:

Whitebrook

Three Unclassified County Roads (UCRs).

- “The Horseway”. Starting near to Old Trinity Church and taking a very steep route NW towards Tregagle
- “Ginny’s Lane”. Starting at the Church and ending at Coney Oak Cottage, The Narth.
- “Robin’s Lane”. Starting higher up the valley road and running up to The Narth.

Byway 382/462/3.

- “The New Road’. Built during the 1700s as a perfectly graded track to allow empty horse drawn carts to access the mills higher up the valley having discharged their loads at the river quay. Closed a few years ago by a temporary order due to a landslip and re-opened to all except 4x4 vehicles by insertion of metal posts at each end. Not sure if temporary order lifted or modified?

Penallt

- Routes A and D on the map shown in appendix 3 – A is an unclassified road (C48.13 and C48.1) and D a restricted byway (382/448/1, 449/1 and 447/1).

Whitelye

- Tintern to Whitelye Track – an unclassified road referred to as Barbados Lane or public right of way from Tintern to Prices Bridge

We feel strongly that the best way to resolve the issues for these routes would be to close them to motorised vehicles. We have attached detailed information about each of the routes to this letter, including some information about measures that have been taken over the last few years to address the problems. **(Appendices 2,3,4)**

We are grateful to have been included in the circulation of minutes and for the focus that the Steering Group has had on starting to understand the issues faced on the UCRs that have been identified as problematic, but have some questions and observations about the work being undertaken by the Steering Group to ‘design solutions’ to some of the issues which have been raised.

Declassifying UCRs or restricting use by motorised vehicles – We would like assurances that this approach remains an option for recommendation by the Steering Group following surveying and monitoring.

Specific UCRs - We would like to understand in detail the specific UCRs that surveying and monitoring will focus on so that we can satisfy ourselves that the Steering Group is looking at UCRs that are of concern to us and residents. Is it possible to provide the information in map form? Does the group have plans to do anymore site visits and, if so, where?

Signage update – We have concerns about the merits of spending scarce funds on a new design for signage and a wholesale replacement of signs when footpath groups in conjunction with MCC are regularly updating and repairing current signage. We are also concerned about focusing initially on the two priority target areas around Tintern and Whitebrook – what is the objective of installing new signage in these areas?

Spending money on new signage showing that these are legal routes is likely to send the wrong message to residents and to the TUCC, who will see it as potentially causing a further increase in activity and proof that access to these routes by motorised vehicles is not going to change. Therefore the impacts that they are experiencing will continue and get worse, i.e. there is no meaningful solution coming from this project for them as was promised. Indeed this has already been seen in Whitebrook with residents talking to surveying groups recently and reporting concerns back to TUCC.

Audit Tender - Is it possible for us to have sight of the brief to the audit surveyors to see what they have been tasked with and what information/insights are likely to come out of the final report. Please can you also let us know if these surveys will consider the following, all of which will shed light on the state of the tracks and their suitability for different types of usage:-

- Proximity of tracks to residential properties and businesses
- Noise impacts – amplification and reverberation of sound due to topography
- Suitability of the track for particular uses e.g. narrowness, gradients, surface materials/state, and will they take into account how the track might look at different times of year?
- Proximity to historical structures with the potential to cause damage. We have already seen evidence of damage to historical structures which are being driven over in Whitebrook, such as ancient cobbles, pack horse steps, as well as old walls being damaged or undermined.

Monitoring Users – There are some concerns about the monitoring of usage and how to avoid the feeling that the Steering Group doesn't trust information already supplied by local communities and thus wishes to start from scratch.

- How to ensure that usage is monitored at different times of year, week etc, so results are not just a snapshot.
- How to mitigate against the practice of connected trail biking organisations communicating that monitoring is taking place and avoiding particular routes for the duration of the monitoring. This has been reported to us in the past and will skew the data.
- Local residents who are best placed to report sightings of bikes have become disillusioned with constantly reporting instances and seeing no action as a result. This means that not all instances will be reported. It is also stressful for local residents who are already being significantly impacted by this activity to focus on monitoring and reporting activity without having assurances that action will be taken.
- Has the group considered using strategically placed local residents to monitor activity over a defined period of time? We have local volunteers who have expressed a willingness to do this.
- Tucc Councillors may be able to help to communicate any tools for reporting as well as information regarding ‘where to report what’ to local communities.
- Has the Steering Group considered using relatively inexpensive wildlife cameras, to monitor usage?

Operation Harley – reports to operation Harley will only be applicable to illegal activity, which is not the key issue for Tucc and local residents. However, even in these circumstances there is cynicism about reporting to the police as usually by the time the police arrive the bikes have gone, and it is not safe for residents to try and obtain photographic evidence. This has resulted in confrontations between residents and trail bikers. It may be applicable to ask MCC, Wye Valley National Landscape, NRW etc for reports or complaints they have received to supplement police reports and provide information regarding issues experienced by the use of UCRs.

Legal Brief – The minutes from 3rd December meeting talk about requesting a legal brief from the MCC legal team. We would be grateful if we could have a copy of this once it is available.

Public meeting/communication to wider public – we would like some confirmation of how and when the Steering Group intends to engage with the public on these issues and what the Steering Group might be in a position to share.

We understand that we are asking for a lot of information here, but one of the purposes of the steering group ‘is to provide means for people to have their say on key issues and opportunities’ and hopefully by understanding more of the detail of the Group’s work and intentions we can help facilitate this. We have attached detailed information regarding

the particular tracks that have been reported to us by local residents and which are cause for concern for us.

As per the minutes 3rd of December we would like to take up your offer of having Councillors observe Steering Group meetings and propose that Cllr Peter Ash, Community Councillor to Whitebrook, attend steering group meetings as an observer on behalf of and to feedback directly to the TUCC. Please can you confirm that this is acceptable.

Finally, we can understand the attraction of such routes to off-road bikers and the fun to be gained and wouldn't want to stop their activities completely. However, there are many green roads where surfaces do not degrade to an unacceptable level and disturbances to residents are minimal - these are much more suitable for off-road use. Our focus is on the routes where this is not the case.

We hope that this letter will give you some valuable information regarding the impacts that are concerning TUCC and the local community, insight into the reasons why we are so invested in this project and some suggestions for consideration by the Steering Group. We would be grateful if it could be circulated to all members of the Steering Group. If there is any way that we can contribute to this work please let us know. We look forward to hearing from you.

Yours sincerely,

Clerk to TUCC

Noise- Many of these routes (UCRs) are on the sides of valleys and run close to residences and businesses so noise is amplified and reverberates across the valley. The numbers of motorbikes using the trails means that noise disturbance for residents and for wildlife can be continuous and very intrusive, particularly at weekends. As the state of the tracks deteriorates, the amount of power required by motorbikes to navigate the tracks increases resulting in the use of more powerful/noisier bikes and in significantly more engine revving.

Fumes – the fumes generated by motorbikes in these sorts of numbers are detrimental to residents, other users and to wildlife.

Landscape – the UCRs we are concerned with were never intended for motorised use – indeed many other routes in this area have been restricted to non-motorised traffic, e.g. by being classified as public footpaths, bridleways and restricted byways and are very similar in appearance to “our UCRs”. They were originally intended for people driving animals, walking to work or at the most for small carts. They are mostly very narrow, with soft surfaces, often wet and easily damaged. The use of these routes by large numbers of motorbikes is causing extensive damage to the landscape, erosion of tracks and damage to and undermining of old stone walls. Access to these UCRs is also facilitating access to tracks which are illegal for off-road bikers.

Health and Safety – the presence of big groups of off-road bikers considerably limits use of these tracks by all other users who fear encountering motorbikes on narrow tracks with danger to children, pets and horses a particular issue. Anecdotally, there have been incidents where other users have been injured either through encounters with trail bikers or through trying to navigate tracks that have been significantly damaged by the intensive use by trail bikes.

Recreational Use – Surfaces of many of these tracks have been so damaged by erosion that recreational use by walkers has become difficult if not impossible and certainly impossible by cyclists. They have become a “playground” for off-road bikers and unfriendly for everyone else – an intolerable state of affairs.

Biodiversity – loss of habitat, the disturbance to wildlife and vegetation due to noise, fumes and vibration and damage/erosion of landscape are key impacts of off-road motorbikes on these tracks.

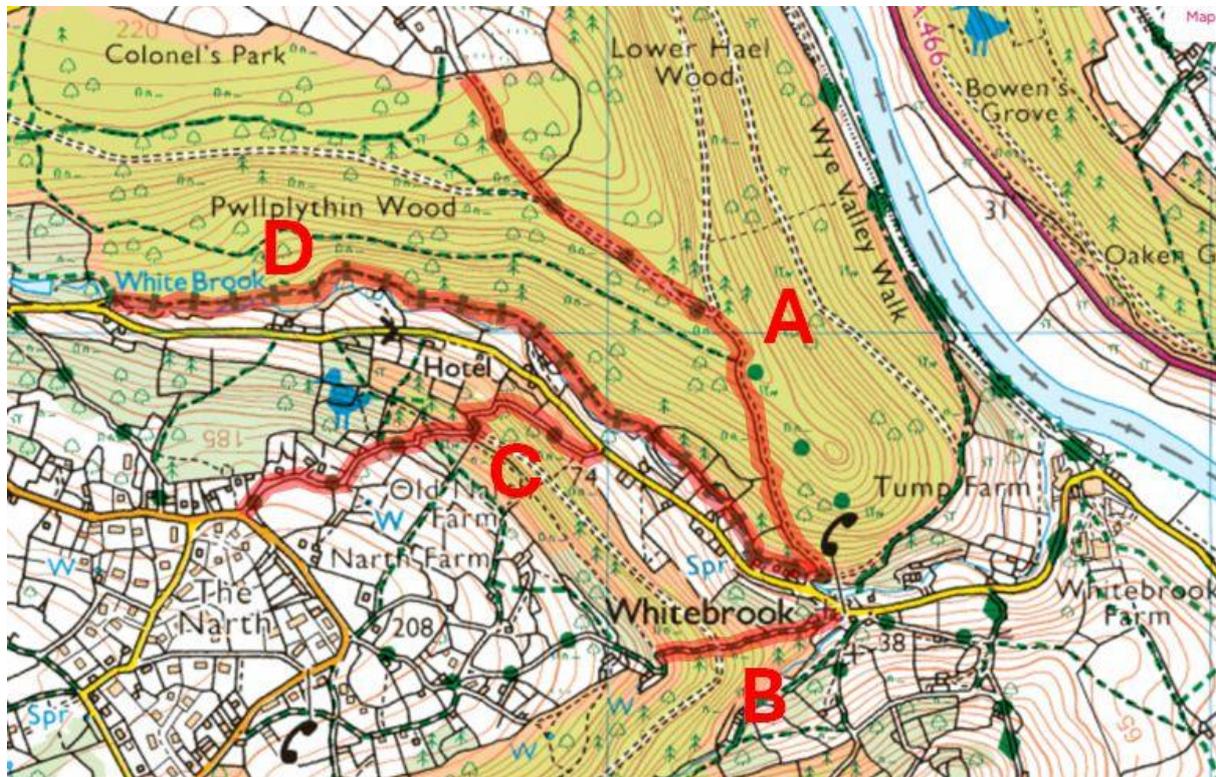
Residents – the continual impact of off-road biking activities on people living near the trails is very stressful. The loss of amenity for residents close to these trails can be considerable. Local residents have had frightening encounters with off-road bikers and large groups of helmeted riders can be very intimidating. There are also members of the community who have attempted to raise the negative impacts of this activity with the authorities, but who are now apprehensive about reprisals. There is also considerable

anecdotal evidence of people moving away from these communities or having difficulties selling properties due to this activity as well as negative comments made by holiday-makers to the owners of holiday lets.

Appendix 2

Tracks and Trails within Whitebrook.

Should be open to everyone to enjoy freely the benefits that the countryside generally, and the area specifically, has to offer. These include appreciation of nature and biodiversity, physical health and mental health benefits and the ability to be able to enjoy activities within the countryside but without impacting on other users or local residents.



Tracks of concern:

These comprise principally four tracks.

Three Unclassified Country Roads.

- A** "The Horseway". Starting near to Old Trinity Church and taking a very steep route NW towards Tregagle.
- B** "Ginny's Lane". Starting at the Church and ending at Coney Oak Cottage, The Narth.
- C** "Robin's Lane". Starting higher up the valley road and running up to The Narth.
- D** Byway 382/462/3. "The New Road". Built during the 1700s as a perfectly graded track to allow empty horse drawn carts to access the mills higher up the valley having discharged their loads at the river quay. Closed a few years ago by a temporary order due to a landslip and re-opened to all except 4x4 vehicles by insertion of metal posts at each end. Not sure if temporary order lifted or modified?

Note: The *Tracks and Trails* document that came out after the consultation states that Trellech United has the highest proportion of unclassified country roads in the area. (See enclosures)

Areas of concern:

Damage to tracks All users of tracks will inflict damage, including walkers and horse riders, but off-road motorbikes inflict the greatest and most rapid damage. The Horseway could be walked even with a pushchair as little as 14 years ago. Now it is completely unsafe for such usage. Damage prevents legal use by other users.

Damage to historical artefacts. Whitebrook has a rich history due to the numerous wire and later papermills and the tracks reflect this.

The Horseway had a leat crossing it at the top of the Whitebrook section and good examples of cobbled surface, now all destroyed.

Ginny's Lane has a well cobbled surface adjacent to the Church and stone steps higher up, all now being damaged by trail bikes.

Robins Lane at one point crossed a large leat which is a scheduled ancient monument (SAM). Trail riders regularly leave the lane and ride over the SAM.

Effect on Biodiversity. Both plants and animals e.g. dippers on the Whitebrook and pine martens in the woods. Damage is also caused to bluebell woods when motorbikes leave the routes.

Noise Pollution. Trail bikes have little or no silencing and to climb the tracks the riders have to rev their engines more than normally. The nature of the topography means that noise reverberates around the valley and spoils life for others. The effect of noise on people's health is well documented¹.

Safety. Both to other users when different groups meet on the same path, but also to users who may have an accident due to the poor surfaces.

What is MCC's liability in such a case?

Some heated incidents between bikers and residents have occurred and these are likely to increase. Some residents are scared of confrontation and don't want to be identified or report incidents because of the fear of being targeted.

Tourism. Reported adverse comments from tourists visiting or staying in the village /area.

Other adverse effects on Residents. Property sales. Debris and flooding on the village road due to water erosion of damaged paths.

¹ <https://www.bbc.com/news/articles/crmjdm2m4yjo>

Monitoring:

Effectively none. CADW is sympathetic and concerned about damage to the Scheduled Ancient Monument site but is stretched trying to monitor its other sites in Wales.

The Police are often called, but either do not attend, or if they do, the riders have gone.

Actions:

1. To reclassify the three Unclassified County Roads to footpaths, bridleways or restricted byways as they are not safe, or suitable for motorised traffic. When formed in the 1700s or earlier, they were for workers to travel on foot between villages and work (Whitebrook Mills), or at best pack horses.

MCC stated in 2006 that this was to take place by using TROs, but never did. Despite requests the responsible Officer has not given a reason.

2. Byway 382/462/3 is also now unsuitable as badly damaged but might be more problematical to impose a TRO? At the very least it should have a low speed limit imposed on traffic.
3. Creation of designated tracks solely for bikers to enjoy their hobby, but in areas that have less impact on residents or other path users.

Summary of some of the recent investigations undertaken re. Whitebrook UCRs

2006 – MCC Country Access promised that the three UCRs in Whitebrook would be reclassified, but this never happened and there has never been a reason given for this.

July 2019 – Wye Valley AONB Joint Advisory Committee Technical Officers' Working Party Report: report on *Lower Wye Catchments Natural Flood Management (NFM) and Green Infrastructure (GI) Project*:-

“A brief is to be drawn up for Atkins to carry out a walkover study of four unclassified county roads to establish causes of the significant degradation to these routes and suggest potential solutions.”

September 2019 – the Atkins Report focused on four unclassified highways (UCH), two of which are in the TUCC area, the Horseway and Robin's Way, both in Whitebrook. It observes that both experience high levels of erosion, particularly in the steeper sections making them difficult for pedestrians to walk on.

The report concludes by saying

“This short study has identified a suite of NFM measures that could manage erosion on four UCHs near Tintern to and improve access, particularly for pedestrians. However, continued use of the UCHs by motorbikes may reduce the success of any measures that are implemented apart from hard resurfacing of the ground. Hence the measures

set out in this study are likely to be most effective if combined with restricting motorbike use of the UCHs, in particular on the steeper sections most vulnerable to erosion (e.g. on Robin's Way, Horse Way and parts of Glynwood Way). Although beyond the scope of this technical study, we understand there are various mechanisms for restricting motorbike access including TROs and downgrading UCHs to Rights of Ways for just pedestrians and horses.”

2019 – 2021 - The Atkins Report provided the basis for some experimental remedial work that was done on a UCR at Tintern. The project was time limited and came to an end.

The idea of the “Tracks and Trails” Project emerged as further pressure was placed on MCC to do something.

October 2021 – some actions/points from a meeting with Tom Blythe (local manager for NRW):

- NRW has resources in the current financial year that could be allocated to a project to improve UCRs on their land.
- **Tom to check with Nickie Moore at the AONB on her work on the UCRs.** It's understood that she is preparing a costed schedule of the improvement works required and is in contact with both MCC Highways and the Local Access Forum. Tom would then consider how best the AONB and NRW could work together to improve the situation.
- In addition to offroad motorcycles, The Horse Way is also used by a four-wheel drive vehicle group (thought to be from Cwmbran) who employ winches to drag the vehicles through sections that are undriveable.
- **Tom explained that there could be options to block sections of route being used by motorcyclists which are off the UCR,** but the success of this would depend on terrain and tree cover.
- Tom explained that some new signage was being created with Gwent Police that would be posted at key locations to make clear that illegal off-road motorcycling is not permitted.
- Richard John to organise a meeting in January, inviting NRW and Gwent Police

January 2022 – meeting with Richard John (MCC Councillor) and Mark Hand (MCC Highways) on Whitebrook Unclassified County Roads: this considered the four routes described in the letter to Celyn Davies and concerns regarding noise (of motorcycles), pollution (soil material runoff into water courses), surface erosion, safety (of all users), loss of access (to non-motorised users), damage to the historic fabric of the countryside), ancient trees (root and trunk damage) and access to “forbidden areas”

(there is extensive evidence that the UCRs are routinely being used to gain access to other areas – e.g. the "scrambling area" in Manor Wood where the forest road ends at its junction with Robins Way.)

February 2022 – from Mark Hand: “We’ll take a look at this in the new financial year along with the other route at Whitecastle and some around Tintern. We’ll be working with colleagues in the AONB office, NRW (who own some of the land in the area), the Police and Countryside team to see what options are available.

We cannot do anything before that due to other time critical projects that we’re working on for completion this financial year.”

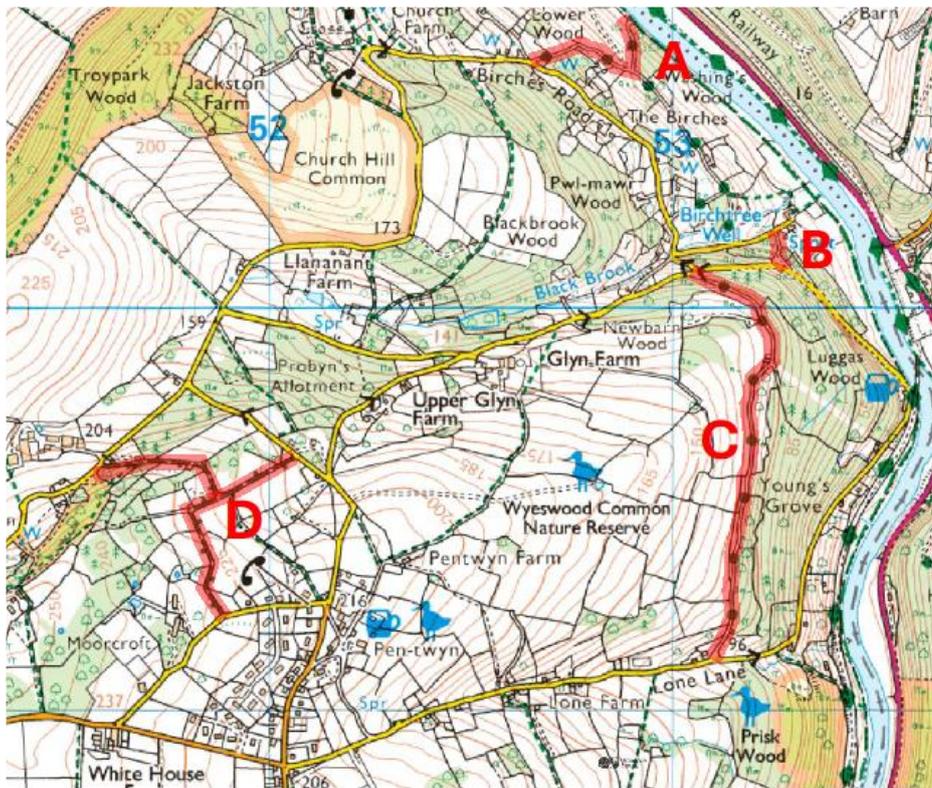
Mark left MCC shortly after this.

February 2022 – from Richard John: “I think you’re right that officers hadn’t appreciated just how badly damaged these tracks have become as a result of these bikers and to be fair they do have to be seen to be believed. I had a catch up with Mark about this and a couple of other current highways issues on Thursday. Mark is grateful for the updates and reassured me that he and Graham (Kinsella) are actively considering this, but as you appreciate it isn’t straight forward. A number of bikers’ groups have become increasingly active in the legal domain where councils have tried to close routes to motorised vehicles and a number of bids have been unsuccessful where process has been challenged. So while route closure has to be considered, officers do need to proceed carefully.

In my experience the best way to get things done is by county councillors working together with the community council and other players like Gwent Police and NRW. I did flag this up again with Gwent Police when I met with their Monmouthshire Inspector Nikki Hughes a few weeks ago and she did say they would try to put some additional resource into monitoring, but I appreciate the big patch they have to cover.”

Appendix 3

Routes in Penallt



Potential problem routes in Penallt

A, B and C are UCRs
D is a restricted byway

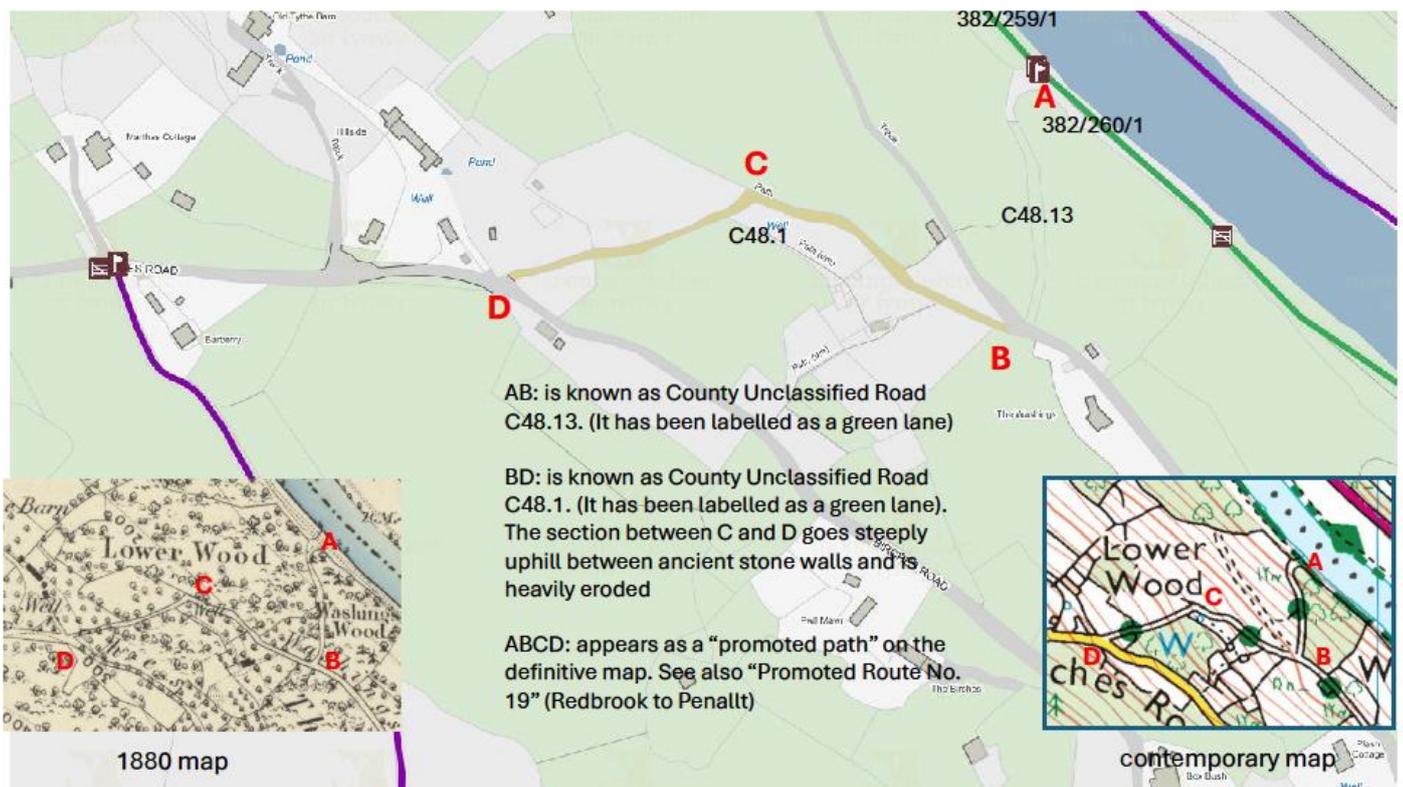
A is the route taken by bikers in the first section (up to 3.15) of [Hardest Green Lanes - Trail Riding in South Wales - Husaberg FE390](#)

C is ditto for the second section – residents seem happy to let riders along here. Not a priority to take action on therefore.

D – many complaints about riders along here

B – currently blocked by vegetation with no hurry to clear it. Not a priority to take action on.

Route A is the one we wish to focus on. It is shown in more detail below via a screenshot from the definitive map:-



The map identifies the section concerned as being a part of *visitmonmouthshire's* Promoted Route No. 19 (Redbrook to Penallt) and is shown as a promoted path on the definitive map. It comprises County Unclassified Roads C48.1 and C48.13 and has been in existence for at least 150 years, as shown by the 1880 map.

The owner of Hillside (who also owns the fields on either side of the section labelled CD) is concerned not only about the nuisance value of off-road motorbikes using the route regularly but, more importantly, the erosion caused by their use. This is lowering the surface of the route, exposing numerous boulders and undermining the foundations of the ancient stone walls which bound the route. The photograph shows one instance of the erosion.



The first 3:15 of the video [Hardest Green Lanes - Trail Riding in South Wales](#) are shot along the route concerned, the remainder is shot in other UCRs in the Lower Wye Valley area. It is clear from the comments attached to the video that the Monmouth area is becoming a mecca for off-road motorbikes so it seems probable that we will experience an exponential rise in their use in Penallt, The Narth, Whitebrook etc.

The damage to this track caused by motorbikes has meant that only the hardest walkers are tempted to use it and it's out of the question for use by cyclists now too. In other words, it's been ruined for any recreational use other than by off-roaders and will remain so unless a way can be found of preventing use by off-road motorbikes. This would then give the chance to repair the surface and make the route useable again for walkers.

(referred to as Barbados Lane or public right of way from Tintern to Prices Bridge)

Although this track is not in the TUCC area its use by trail bikes is causing considerable issues for residents in Whitelye, which is in the TUCC area. Having spoken to local residents and walked this track I think that there would be significant benefits to the local area and the Lower Wye Valley tourist area as a whole from closing this track or parts of it to motorised vehicles. This track is used extensively by motorbike tours from a wide area. Local residents have reported 5 to 6 groups per day at weekends, particularly in high season; groups of up to 10 (sometimes more), as well as large groups on other days.

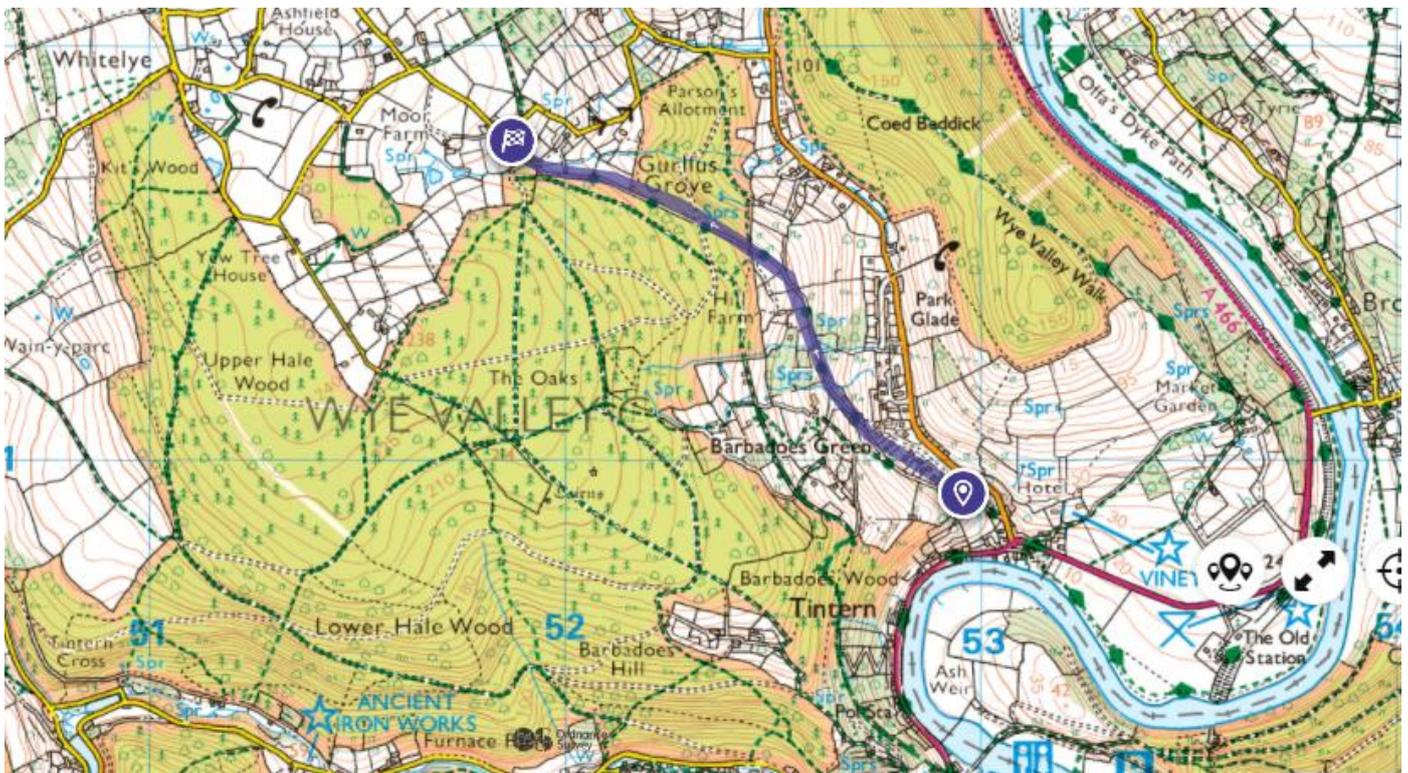
- The track is not suitable for motorbikes down most of its length. It is narrow, very narrow in places, which makes passing motorbikes dangerous for other users. It is crossed by a stream and the surface is very soft.
- Intensive use by motorbikes has eroded the surface of the track in many places making it much less accessible for other users
- The bottom of the track provides access to a couple of properties, the surface is steep and is being damaged by motorbikes.
- The track runs directly behind a number of residences meaning that local residents are significantly impacted by noise and fumes on a regular basis given the intensity of the use of this track
- The track runs up the side of a valley, and the noise generated by motorbikes reverberates and amplified around the numerous residences in the valley. Properties at the top of the track in Whitelye are also significantly impacted by noise.
- A local business whose tourist offering is based on the peace and quiet and beauty of the Wye Valley National Landscape is significantly impacted by the noise of motorbikes and dangers posed to visitors
- Other potential users of the track are put off from using it because of the likelihood of encountering large groups of motorbikes travelling fast up or down the track with no safe passing places and with the associated noise and fumes. This is a danger to families, horses and dogs who would otherwise enjoy using this track.
- The use of this track takes motorbikes up from Tintern into the woodland above Tintern and encourages them onto the forest tracks and footpaths where they are not legally allowed to go. There have been many issues raised by local residents about this, but it very difficult for the authorities to police or enforce in this rural area. Closing all or part of this track to motorised vehicles would discourage motorbikes from travelling to this quiet corner of the Wye Valley and we think would go a long way to resolving some of these issues and conflict, without the need for extra policing or enforcement.
- There are concerns about the impact on wildlife and the landscape close to the track with so much use by motorbikes in terms of noise, vibration, erosion, loss of habitat and fumes.

- The track is an old route and would provide a wonderful way for visitors to Tintern to access wider walking routes and views in the areas above Tintern and beyond, if it was safe for particularly walkers to use.

The video (link below) best shows the impact of motorbike groups and the route that the track takes past residence s and through the woodland.

<https://www.youtube.com/watch?v=r5JmS0CfAw>

Map of location



Map showing track in more detail

