

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 motorise 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.

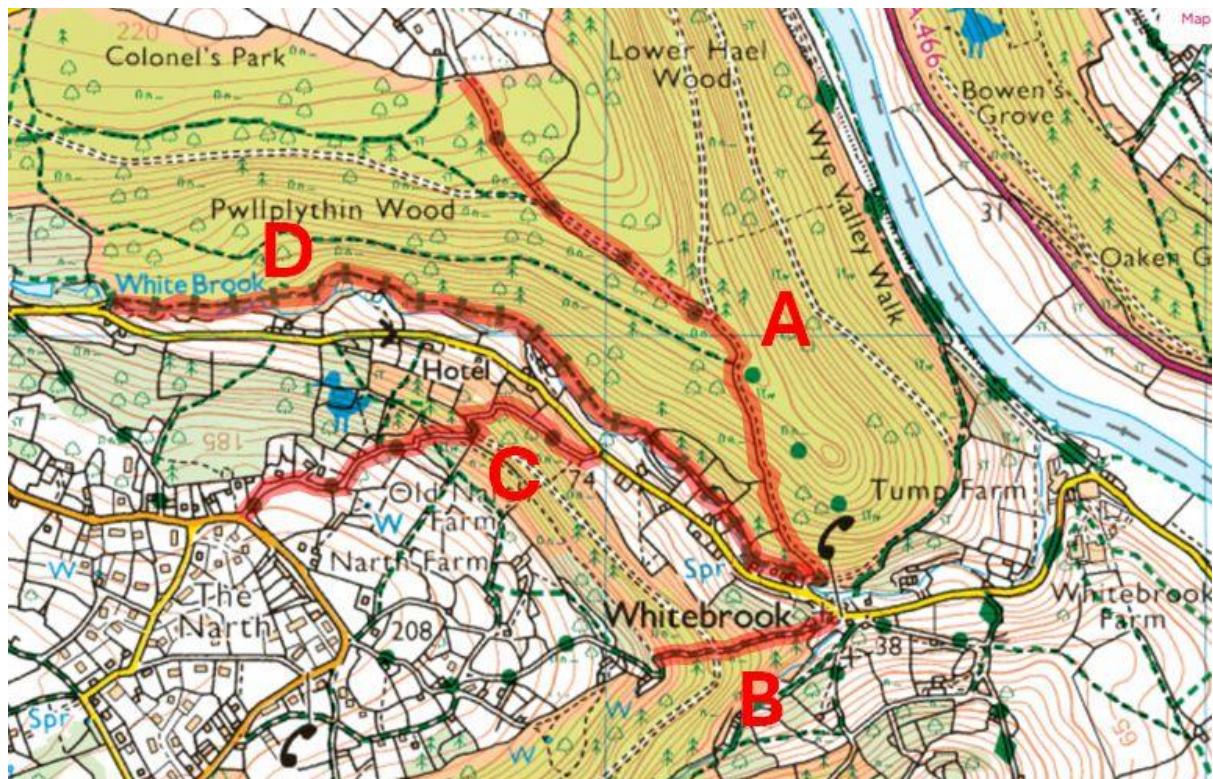
Residents – the continual impact of off-road biking activities on people living near the trails is very stressful. The loss of amenity for residents close to these trails can be considerable. Local residents have had frightening encounters with off-road bikers and large groups of helmeted riders can 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 an 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.”

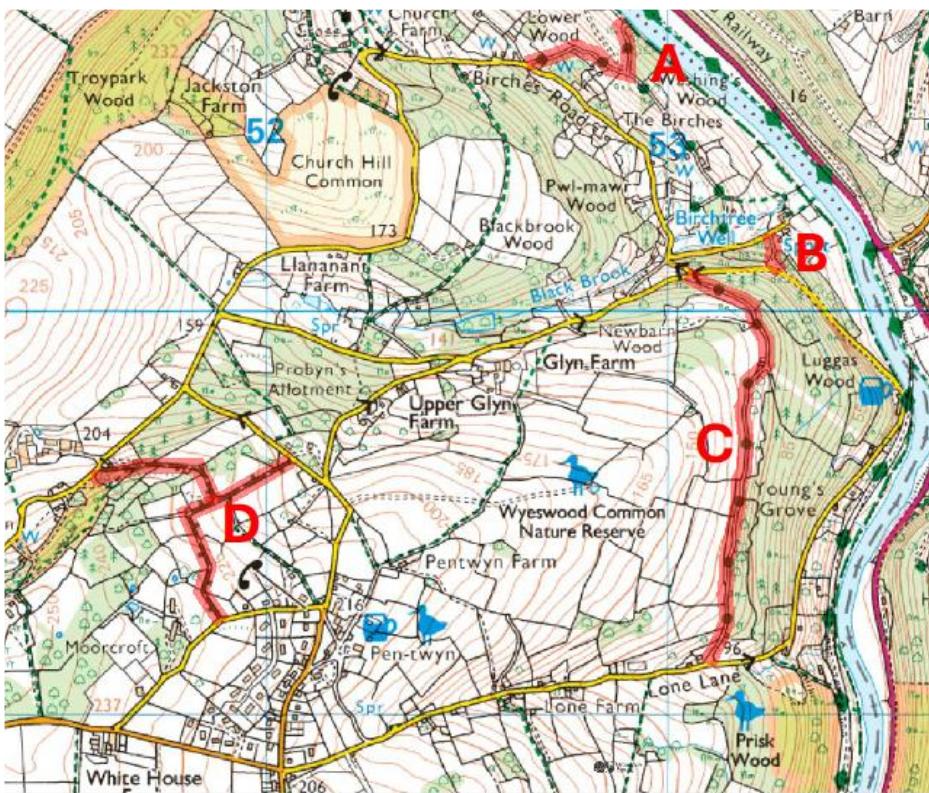
Mark left MCC shortly after this.

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

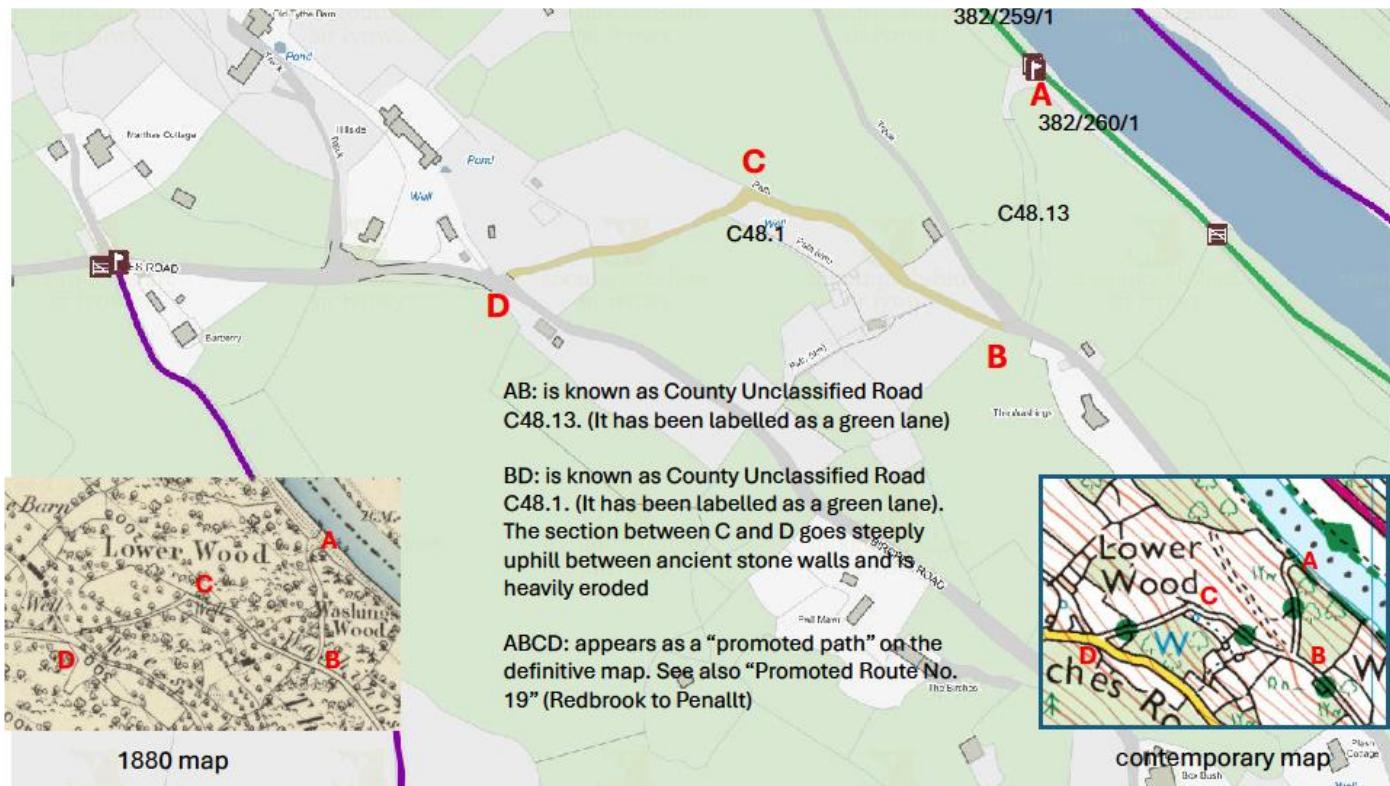
A is the route taken by bikers in the first section (up to 3.15) of [Hardest Green Lanes - Trail Riding in South Wales - Husaberg FE390](#)

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 hardestiest 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.



Appendix 4

Tintern to Whitelye Track

(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 motorise 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.

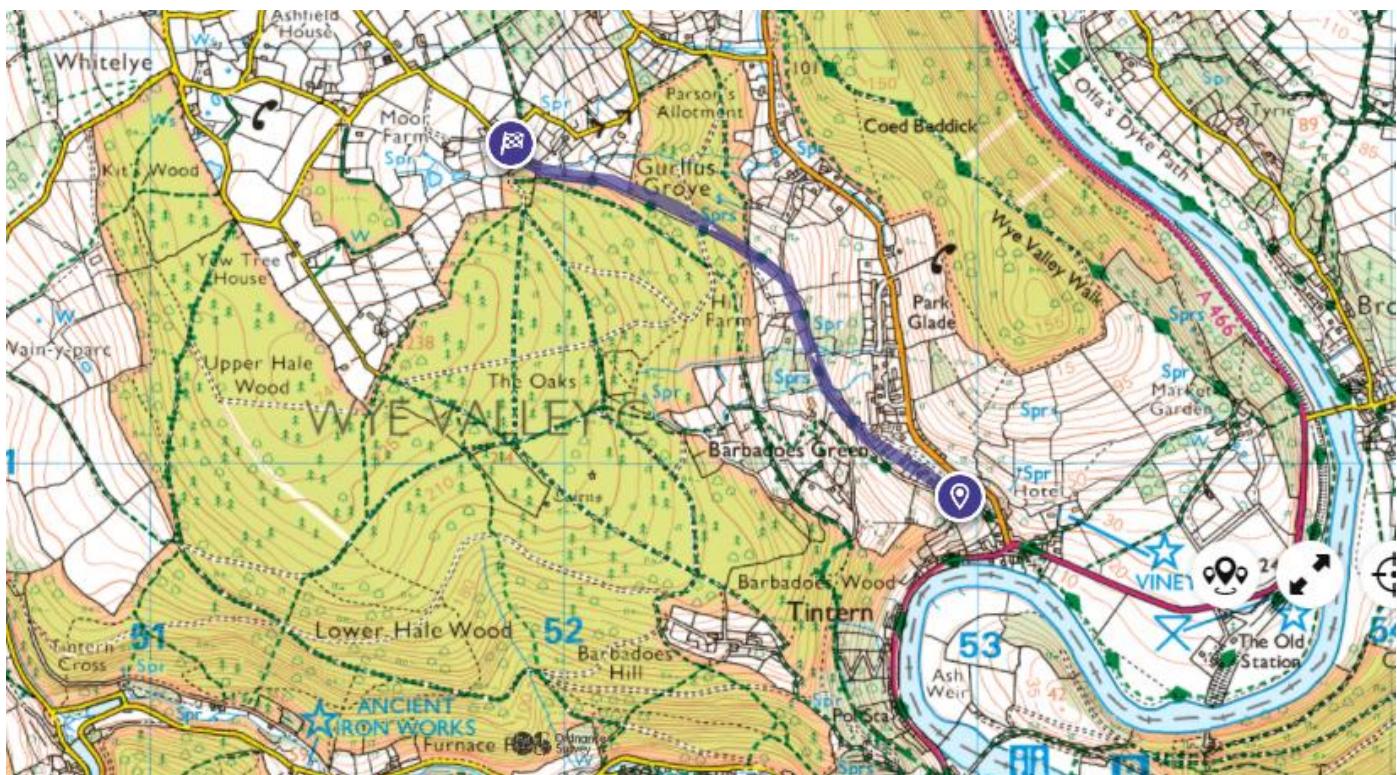
- The track is not suitable for motorbikes down most of its length. It is narrow, very narrow in places, which makes passing motorbikes dangerous for other users. It is crossed by a stream and the surface is very soft.
- Intensive use by motorbikes has eroded the surface of the track in many places making 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

