

Document C

Wolsingham Byway 157

Summary of inspections including photos during period of Experimental Traffic Regulation Order Sep 2016 to Oct 2017

Dates of inspections

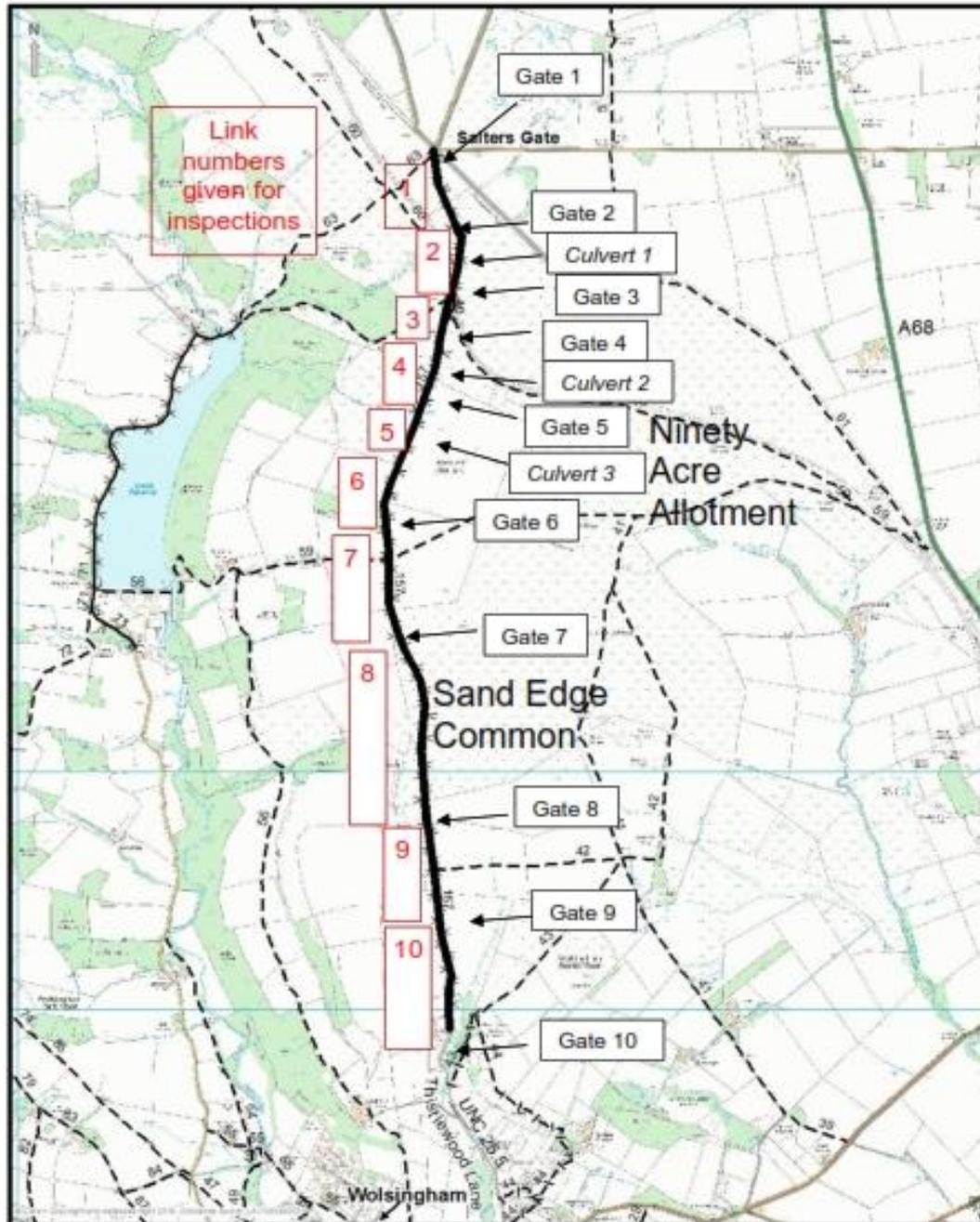
2016 – 9 Sep, 3 Oct, 31 Oct, 2 Dec

2017 – 4 Jan, 1 Feb, 14 Mar, 5 May, 15 June, 21 Aug, 5 Oct

Description of links including features

			Set of photos below
Link 1	Gate 1 at Salters Gate crossing rough pasture to gate 2		1
Link 2	Gate 2 across rough pasture /edge of North Moor to gate 3	Culvert #1	2
Link 3	Gate 3 'railway gate' to gate 4, stone track and grassy track		3
Link 4	Gate 4 across rough pasture to gate 5 at northern entry to 90 Acre	Culvert #2	4
Link 5	Gate 5 descending along edge of 90 Acre rough pasture to Culvert #3	Culvert #3	5
Link 6	Southern end of 90 Acre ascending from Culvert #3 to gate 6	Culvert #3	6
Link 7	Gate 6 to gate 7 across grass field to Sand Edge start		
Link 8	Gate 7 at entry into Sand Edge moorland to exit at gate 8		7, 8
Link 9	Gate 8 Rough grazing south of Sand Edge to gate 9		
Link 10	Gate 9 to gate 10 Rough grazing at Thistlewood Lane end		

Plan showing byway with features and links described in inspections



 <p>Durham County Council</p> <p>IAN THOMPSON CORPORATE DIRECTOR REGISTRATION AND ECONOMIC DEVELOPMENT DURHAM COUNTY COUNCIL COURTY HALL DURHAM DH1 5UG</p>	<p>Wolsingham Byway No. 157 Experimental Traffic Regulation Order</p> <p>Prohibition of motor vehicles with 4 wheels or more</p>	<p>Byway subject to the Traffic Regulation Order</p> 	<p>Public Rights of Way / Highways not affected by the proposal</p> <p>--- Footpath</p> <p>- - - - Bndleway</p> <p>X X X X X Byway</p>
		<p>Scale: 1:15,000</p> <p>Postcode: DL13 4JP (North) DL13 3HG (South)</p>	

1. Start of Link 1 at Salters Gate – just inside gate

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



2. Start of Link 2 at Gate 2

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



3. Link 3 - Turn between Gate 3 and Gate 4

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



4. Link 4 – just after Gate 4 looking south

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



5. Link 5 - Descending to 90 Acre culvert

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



6. Link 6 – Ascent going south from 90 Acre culvert

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



7. Link 8 – just south of Gate 7 on Sand Edge Common

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



8. Link 8 – along Sand Edge Common

3 Oct 2016



5 May 2017



2 Dec 2016



15 June 2017



4 Jan 2017



22 Aug 2017



14 Mar 2017



5 Oct 2017



Summary of monitoring inspections

PROW officer/s	Date	Summary Notes
Audrey Christie & Nick Howell	09 Sep 2016	Route overall dry and compact surface. Minimal standing water other than on top moorland near culvert and on Sand Edge (northern end) where surface is the most rutted of whole route. Summer flush of grass growth still evident on the non surfaced bits of the byway.
Nick	03 Oct 2016	Byway remains dry overall with a good compact surface. Standing water found in only the few deepest of pre-existing wheel ruts (northern end of Sand Edge & culvert #2). Good grass growth still present along non-surfaced sections of byway although there are bare areas which remain un-vegetated since the DCC drainage works. Little or no evidence of motor vehicle use along the byway with the exception being some tractor imprints at culverts #1 and #2 and the lead up to the Thistlewood Lane gateway. DCC Technical Services staff were on site completing the works to install the bridlegates and signage.
Nick	31 Oct 2016	Numerous areas/pockets of standing water with various areas of surface becoming soft, muddy and sticky underfoot. Obvious use of the byway by two wheel motorbikes identified through the linear tyre marks. This use ranges from a simple flattening of grass where drainage and sward look generally good, to more defined imprints in the surface, through to those imprints deepening to into ruts with surface break-up and obvious ground disturbance. 90 Acre allotment and Salters Gate gateway show the greatest negative change in surface condition. Noted horseshoe and mountain bike tyre imprints. 4 wheel traffic / agricultural vehicles use only evident through Links 9 and 10 presumably the Baal Hill Farm-related.
Audrey	02 Dec 2016	Walking, the worst section of byway to was the southerly stretch south of Sand Edge Moor to Thistlewood Lane. Mainly due to both agricultural vehicles (tractor and trailer marks evident) and some poaching by cattle around the verges (I was using these to bypass the muddy main track). The 90 Acre culvert area has otherwise deteriorated most with more mud less grass and plenty of evidence of motorbike usage. The southern high point of 90 Acre where rushes growing also starting to show rutting – the rushes tending to dictate where rideable within the width. The top moor culvert area is also muddier with some standing wet areas. There is some evidence of horse and mountain bike usage but minimal. Condition has deteriorated since my last visit on 9 Sep.

Nick	04 Jan 2017	Ground overall is soft, muddy and very sticky in many places. Waterlogging and standing water most with layer of ice found all along the byway. Strong evidence of two wheel motorbikes identifiable through the linear ruts. Worst sections for disturbance are Salters Gate gate#1 and first 30m of the Link #1, northern approach to culvert #1, multiple areas on 90 Acre allotment in particular southern side of gate #5, slopes down and up from culvert #3, and the rushes. Quad bike use along Link#4 and Link#5 includes riding off byway onto wide moor presumably gamekeeper related. Links #9 and 10 is cattle poached and evidence of tractor with trailer movements.
Audrey	1 Feb 2017	Worst section remains to the south of Sand Edge due to agricultural movements. Key weak spots remain including the culvert at 90 Acre and its approaches, the marshy (rush) section at the southern end of 90 acre and the culvert on the top moor. Other stretches also with particularly deteriorating surface include the initial section at Salters Gate, after gate 4 and most of 90 Acre. Minimal evidence of horse and mountain bike, some pedestrian but largely 4W vehicular damage to surface the factor impacting the path's surface. 2W use evident but less obviously damaging. As a pedestrian a bit of a trudge.
Nick	14 Mar 2017	Worst section is now Link#2, particularly the approach to culvert #1 where the now liquefied surface is a quagmire due to tractor movements. Key weak spots are gate #1 gateway, culverts #2 and #3 as well the start of Link #5 after gate #5 and the rushes at the southern end of Link #6. Standing water remains the same but ground is looking drier in many places including the south end of Sandedge through Links #9 and #10. Evidence of all users expect boot prints. Tractor, quad and motorbike damage the factor impacting the path's surface.
Audrey	05 May 2017	Whole route dried out considerably since previous inspections following a prolonged warmer period of little or no rain. The most churned up and uneven sections around culvert #1(link #2), descent to bottom of 90 Acre northside (to culvert # 3 on link #5), rushes section at south end of 90 acre (end of link #6) and the longstanding deep ruts at start of link#8 Sand Edge. The southern end which had a film of mud during the winter is completely dried out and mainly level 'cos of stones/bricks on surface. Easiest to walk since the autumn.
Audrey	15 June 2017	Whole route still dry although ground a little damper than previous inspection following 2-3 weeks of sporadic rain. Area has greened up with summer growth. The most churned up and uneven sections around culvert #1(link

		#2) has standing water again, descent to bottom of 90 Acre northside (to culvert # 3 on link #5) still bare with 4W rutting and 2W imprints, rushes section at south end of 90 acre (end of link #6) and the longstanding deep ruts at start of link#8 at Sand Edge. Still standing water in 2 of the 3 depressions here. The southern end remains dried out and mainly level.
Audrey	22 Aug 2017	Whole route has further greened up although the ground softer than May and June inspections due to more rainfall including drizzle/fog at the start of the inspection. Minimal change throughout. Culvert #1 and its approach is still solidly 4WD rutted and damp with some standing water, as is the approach to 90 Acre culvert #3, the rushes at the south end of 90 Acre. Motor bike imprints not avoiding these areas quite so much as during the winter when wetter.
Audrey	5 Oct 2017	Ground damper again as the weather has become colder and with an average amount of rain for time of year. Culverts crossings continue to be the most damaged areas especially the top moor culvert #1 with multiple parallel ruts on its approaches with standing water and the 90 Acre #3 which is more clayey/slippery with multiple depressions. Top of 90 Acre rushes area deep ruts still with standing water. More 'middle' rut developing (between the 4WD ruts) in 90 Acre and before culvert #1. The southern end from Sand Edge southwards seems to be little changed and appears more robust with the more sandy surface on the moor and the farmland stretch being stone/brick surface. The tractor trailer movements over the winter are evident again but surface seems robust here.