

## Appendix 3

Those in support of the proposed Traffic Regulation Order

Supporter	Comment
Nick Cutter Acting for Smiths Gore, as managing agents, on behalf of Ryde Farm Estate	BOAT 538 crosses his clients land. With regards to this, he has no objection for this boat to be de classified and classified solely as a bridleway or footpath as there is no intention to improve the access way in order to enable the passing of vehicles past horses or pedestrians at the same time.
William Barker OBE County Councillor -Horsleys-	I fully endorse the petition received on this byway and agree the deep ruts and steep sides are dangerous for pedestrians, impassable for vehicles other than the large four wheel drive off road versions. In such conditions there is an element of the public who seek to joy ride increasing the ruts and deep cuts on the surface,. The County Council have insufficient funds to keep the highways in the Horsley Division in a reasonable state of repair let alone derisory sums allocated for the upkeep of BOATs'. While funding for road repairs are in such dire shortage I shall be pressing for BOATs to be closed on safety grounds.
Philip Mansley	<p>I understand our Footpath Secretary, Chris Cheverst has already been in touch with you on these TRO proposals. In my capacity as Secretary of the Guildford group of the Ramblers Association (and with endorsement of our Chairman, Keith Chesterton) I wish to express very strong support for the application: the extensive use of both these Rights of Way by off-road motorised vehicles too frequently renders them virtually - indeed at times, actually - inaccessible as well as dangerous to pedestrians. It cannot be right that one set of users should be permitted to exercise their rights of way when the result of their doing so effectively excludes all other users, but this is exactly what is happening on these two BOATs.</p> <p>We understand that In the current economic climate SCC's already limited resources will be cut back further and that there will be even less funding available for the maintenance and restoration of these BOATs to an acceptable condition for safe and enjoyable use by walkers and other non-motorised users. In these circumstances the application of Traffic Regulation Orders to the BOATs is no more than a just, fair, and economically sensible measure and we hope they will be approved.</p>
Annie Colman Lived on Fullers Farm road for 24yrs. Regular use of 539 on foot and horseback.	<p>In recent years the surface of this byway has deteriorated to the point where I use it with difficulty when dry and not at all when the ground is wet, as the narrow unlevel chalk surface becomes too slippery to pass where a deep narrow trench has been dug by motorbike wheels. It becomes dangerous to people on foot or horseback. In very wet conditions water runs like a stream which further erodes the surface. The track is also narrow and overgrown in several places making it impossible for horses or walkers and motor vehicles to pass each other safely.</p> <p>I believe that in its current condition the path would be inaccessible to anyone of limited mobility or in a wheelchair. It is difficult and hazardous for horses, able bodied walkers and cyclists.</p> <p>When usable the path creates a very useful safe off-road route to take my horses out. The other options from</p>

## Appendix 3

	<p>my house all include crossing or riding along busier roads.</p> <p>If the byway is closed this would not restrict access to the area for vehicles as there are several roads that service the area.</p>
<p>Felicity Colman Lived on Fullers Farm road for 30yrs. Regular use of 539 on foot and horseback.</p>	<p>The track from Fuller's Farm to Blakes Land used to be a fairly wide track which had a level if slightly stony surface which in places had slightly exposed roots which needed some care when riding. In the last few years the surface of this byway has deteriorated to the point where I use it with difficulty when dry and not at all when the ground is wet, as the narrow unlevel chalk surface becomes too slippery to pass where a deep narrow trench has been dug by motorbike wheels so it becomes dangerous to people on foot or horseback. In very wet conditions water runs like a stream which further erodes the surface.</p> <p>The track is also narrow and overgrown in several places making it impossible for horses or walkers and motor vehicles to pass each other safely.</p> <p>When usable the path creates a very useful safe off-road route to take my horses out and a walk with a lovely view. The other options from my house all include crossing or riding along busier roads.</p> <p>If the byway is closed this would not restrict access to the area for vehicles as there are several roads that service the area.</p>
<p>Dawn Sansom</p>	<p>Further to my speech at the Council hearing and petitions that have been organised and submitted I would like to re-iterate my request that both Byways 538 and 539 are re-classified and restricted to any form of motorised traffic.</p> <p>It is my belief that both paths are now a health and safety issue and requires immediate repair and re-surfacing (539 is now impassible by horse back at the top by Fullers Farm but now also about 2/3rd of the way up, this section is also treacherous on foot). This damage has been caused predominately by motorbikes and 4 x 4 vehicles. These vehicles have then damaged the surface, leaving it exposed to the elements and further damage; this has made it dangerous for both pedestrians and horse riders.</p> <p>The issues on 538 are a little different and as on clay the heavy 4 x 4s and motorbikes have created ruts so deep that in poor weather pedestrians have no alternative than to trespass onto neighbouring land (and damaging the flowers etc on these banks).</p> <p>Please can I request that these paths are closed to all forms of motorised traffic as a matter of urgency to prevent the inevitable accident. Please then re-surface so that they are usable - this repair I am sure will last many years with the absence of fast traffic churning up the tracks (they do travel very fast without any concern</p>

## Appendix 3

	for other users).
Claire Edwards Wix Hill Stables	<p>We own Wix Hill Stables in West Horsley and have done for over 25 years. During this time- up until 2 years ago- these boats were regularly used by us, our riding clients whilst a very busy riding school and our livery clients on their own horses. Sadly they have become more and more dangerous due to the fact that 2 &amp; 4 wheeled vehicles are allowed to drive along them and no one from our yard has been able to use them safely during the last 2 years.</p> <p>With the increased traffic on the roads nowadays and the increased, sometimes fatal, accidents on roads involving horses it is quite sad that the 2 above named BOATS have predominantly become "pleasure" drives for these vehicles and not safe off road places for the local riders to use safely. If a rider is unlucky to meet an oncoming vehicle on either of these BOATS it can be dangerous due to lack of passing room, sometimes inconsiderate behaviour and very unlevel ground due to all the traffic causing the horses to sometimes trip, fall and possibly get hurt.</p> <p>There are quite a few children based at our yard as well as adults and we worry about the safety of them all. Byway no 539 is eroded so badly and has become so dangerous with the off road vehicles that these children face tackling the busy A246 in order to hack out rather than enjoy the safe off road hacking our yard has been able to enjoy for many years. Sadly even if the vehicles were stopped tomorrow the Byway is still too dangerous to ride along as the top part has such a deep trench now which is too narrow to fit the horses legs in whilst walking safely and it is too dangerous to try and ride either side of this trench without running the risk of injuring our beloved horses or ourselves. Our livelihood is threatened by this as non safe hacking around West Horsley may encourage our liveries to move to a different livery yard that is out of our area but has safer hacking.</p> <p>After all the years of these Byways being used and enjoyed by local riders and walkers it is such a shame that they have deteriorated and one wonders just how bad they will become before this desecration of our local countryside ceases in order for all to enjoy in future years. We are not the only riders trying to use these Byways. We are one of many local yards facing tackling busy roads rather than, as I have stated earlier, safe off road hacking.</p> <p>I trust this matter will be taken seriously and look forward to hearing of a positive result not just for children and adult riders but for walkers and anyone wanting to enjoy our local countryside in the future.</p>
Richard Deighton Clerk and Responsible	East Horsley Parish Council supports all action taken to prevent BOATS being damaged or rendered unsafe to or impassable to other users by inappropriate and inconsiderate 4x4 and trail bike use.

## Appendix 3

<p>Financial Officer East Horsley Parish Council</p>	<p>In this instance we support the request by West Horsley Parish Council for TROS to protect the BOATs 538 and 539 in West Horsley as both of these suffer from excessive 4x4 and trail bike traffic creating a safety hazard to other users and causing sufficient damage to render sections of the byways concerned impassable to walkers, cyclists, and horse riders.</p>
<p>Pauline Eaton</p>	<p>I have seen your letter to West Horsley Parish Council dated 16 April 2010 concerning the petition which requests that a Traffic Regulation Order be made in respect of the above. This email is simply to add my support to the petition. I live at the end of Blakes Lane and walk the Fullers Farm BOAT regularly. I am also familiar with the Silkmere BOAT which was in very poor condition yesterday, especially at the point where it turns south. Neither of these routes is suitable for vehicular traffic and they need to be managed and maintained to ensure that walkers can use them safely.</p>
<p>Daphne Padfield</p>	<p>As one of those who canvassed opinion in Silkmere Lane, West Horsley regarding the use of the above BOATs by motorised vehicles I fully support the proposal to restrict access and know that 95% of those I spoke to felt strongly that there should be an amendment to this effect.</p>
<p>Alison Hodgson Solicitor For Head of Legal &amp; Democratic Service Guildford Borough Council</p>	<p>Further to your letter of 16 April, I can confirm that this Council fully supports your proposal.  Councillor Jen Powell, one of the Ward members, says,  <i>"I am totally supportive of both petitions. Living locally I have been aware for some time of the concern for the safety of residents. There have been a number of injuries and if you were to view these BOATs at the moment you would understand the situation. The matter has been spoken about in many West Horsley Parish Council meetings and has the support of the residents."</i></p>
<p>James Barber</p>	<p>These BOATs are not suitable for traffic as off-roaders have seriously damaged them. The situation has been aggravated by SATNAV systems sending people down these roads and they get stuck meaning that more damage is done as these people are rescued.  In addition there is much fly-tipping on these sites and it a TRO would restrict access to these sites and stop these practices</p>

## Appendix 3

<p>Tim Harrold</p>	<p>We fully support the proposal to introduce a TRO on BOATS 538 and 539 which are extensively used by riders and walkers to gain access to the Surrey Hills AONB and AGLV. We fully endorse the submissions made by the West Horsley Parish Council and the Surrey Hills AONB Planning Officer in this context.</p> <p>The condition of these public rights of way has been progressively damaged by intrusive vehicular use that has an increasingly negative impact on the tranquility and quiet enjoyment of nationally important countryside for other recreational users. Safety aspects have also to be taken into account which relate to the noise and disturbance caused by motor vehicles for horse riders in particular. Whilst we recognise that there are issues of law that have to be considered by Surrey County Council, we maintain that it is motor vehicular traffic that is doing the most physical damage to these much frequented public rights of way, and in the circumstances of current financial constraint, it is clear that funding for restoring the condition of these and other BOATS is likely to be given a lower priority in future.</p> <p>In these practical circumstances, we at CPRE believe that the imposition of TROs is necessary, especially if national and local policies are to be upheld requiring the protection and enhancement of, and long established public access by walkers and riders to, sensitive Surrey countryside.</p>
<p>Mary Leech</p>	<p>As a frequent walker, with a dog, along this track (I live in the neighbouring parish of East Clandon) I would like to support this request. Parts of this beautiful and probably ancient tree-lined by-way have become nearly impassable through the winter, having been churned up into deep ruts by the tyres of 4x4 vehicles and motorbikes. Vehicles are driven up and down the track, often apparently in some sort of convoy. The track is narrow, and so when a vehicle passes, walkers have to squeeze themselves into the bushes at the side and wait for them to pass - and hope that they will not be too splattered with mud from the skidding wheels.</p> <p>I have tried to suggest to some of the drivers that this track is unsuitable for motor vehicles but have told, for example: "It is a public byway and we are allowed to drive along it". Or "What we are doing is legal" and "We are here for recreation". It seems to me that this is no less than wilful destruction of an ancient track.</p>
<p>Anonymous</p>	<p>At Parish Council meetings concern from village residents about the use and state of the BOATs has been a feature for several years.</p> <p>BOAT 538, known as Silkmore Lane has been rendered impassable and dangerous to horse-riders and even pedestrians by its constant use, especially at weekends, by recreational motorised vehicles. The noise from the use upsets and angers local residents and affects the amenity of our rural village. A bluebell wood on the western fringe of this BOAT has been encroached upon increasingly, mainly by motorbike use, and its biodiversity compromised. Under the 2006 N.E.R.C. Act local bodies at all levels have a statutory duty to preserve biodiversity I entirely support the imposition of a Traffic Regulation Order on this BOAT, and hope it</p>

## Appendix 3

	<p>can be engineered to deter motor bikes as well as 'off-roaders'. Surrey County R. of Way have spent money resurfacing this byway, only for it to deteriorate quickly. It will remain a drain on their resources unless closed to traffic.</p> <p>BOAT 539 is in and affords wonderful views over the Surrey Hills Area of Outstanding Natural Beauty. As such its use by convoys (they usually are, and often pass at night,) of recreational motorised vehicles conflicts absolutely with the founding aim and legislation of the AONB's. It is steep, eroded, dangerous and narrow and no amount of resurfacing can permanently cure this. Any dressings will be washed away.</p> <p>What is more, this Byway is crucial for access to the wider area of Ranmore and the summits of the Surrey Hills for walkers and horseriders. Its parallel Byway 540 is already used at least 56 days a year for access from the A246 to a woodland used for paintballing and motorbike trials near the summit. There are at least 12 stabling yards (private and livery) which need these Byways and at the moment there is no safe route for them to follow, especially at weekends when most of the activity takes place, and children go out riding,</p> <p>I am amazed there has not been a serious incident or accident yet with this conflict between users. The motorbikes go past in noisy and fast convoys of up to 13 at a time. The 4 wheel-drive vehicles go down the hill at crazy angles and are eroding all the tree roots along the Byway: it literally 'frightens the horses'.</p> <p>For public safety, amenity and the natural environment and the husbanding of Surrey County Council's long-term resources I would ask you to impose both these TRO's in the wider public interest.</p>
Peter Hattersley	<p>Having attended the recent West Horsley Parish Council meeting as well as the Local Guildford Committee and the Surrey Countryside Access Forum, and also I am a member of the Horsley Countryside Preservation Society and the Surrey Hills Society as well as a previous horserider of both Byways, I am fully aware of the misuse and damage done to BOATs in the Surrey Hills AONB and its periphery by 4x4s.</p> <p>Therefore I strongly support the application of Traffic Regulation Orders on Byways 538 and 539 prohibiting the use by all 2 and 4 wheel motorised vehicles.</p> <p>I would add that I think the County should undertake remedial action on both Byways to restore them for safe use by walkers, horseriders, cyclists and disabled buggies.</p>
Tricia Bell	<p>I have a very active border collie and I walk every day usually for at least one and a half hours split into one long walk and one short one. My regular daily walk used to be walking up the BOAT that runs alongside my house up across to Fullers Farm and then down BOAT 539. This walk is no longer enjoyable as both BOATs (but particularly 539) have been ruined by too much traffic using them. I am not opposed to motorbikes (my husband has one) or four wheeled cars (I have owned many) but the net result of them using these BOATS has been to spoil the enjoyment of the area for walkers and horse riders. The roads simply are not up to sustained</p>

## Appendix 3

	<p>use by motor vehicles of any sort.</p> <p>In wet weather the water streams down the BOATS eroding the path and making it difficult to find one's footing. I cannot really believe the BOATS provide much enjoyment for vehicle users, as they are narrow, riddled with tree roots and slippery with exposed chalk everywhere. After a prolonged period of rain they are very hard to navigate and quite dangerous.</p> <p>My other objections is that often motor vehicles are going along these BOATS late at night in the dark and the amount of rubbish (beer bottles, wine bottles and confectionery rubbish) has increased markedly in the last couple of years. I regularly walk with a carrier bag to pick up the rubbish and sometimes it is considerable (six or seven wine bottles, used condom wrappers, motor parts, beer cans etc.) I pick it up because this is where I live but if people want to enjoy the countryside they should take this rubbish with them. My dog is panicked by the bikes (sometimes six or seven at once), which means I have to put him on a lead to stop him chasing after them once they have passed. Two years ago I would never have put him on a lead at any point on the walk.</p> <p>I am not opposed to other people benefiting from the lovely countryside which I am lucky to have on my doorstep but I do feel that unless we treat that countryside with care and respect it will be destroyed and then no one will benefit from it. The BOATs were never designed to take the volume of motorised traffic which is now using them and sadly I think they have already been damaged beyond repair.</p>
Diana Jones	<p>I live on Fullers Farm Road, and witness the recreational traffic that attempts to use the narrow byway along with pedestrians, dog walkers and horse riders. The byway is clearly unsuitable for recreational traffic, which degrades the peace and tranquility of an Area of Outstanding Natural Beauty. It is not unusual to hear one convoy of motor bikes or four by four vehicles after another, roaring up the lane at a weekends, both day and night.</p> <p>It is clearly dangerous to horse riders in particular, but also dog walkers and pedestrians. The state of the byway is deteriorating rapidly. There is severe ecological damage to the impacted tree roots, that are being destroyed by recreational vehicles, as well as the erosion of ancient woodland.</p> <p>I very strongly support the proposal that recreational traffic is banned from these two byways.</p>
Jeremy Coventry	<p>I strongly support the creation of the TROs. The two routes concerned have become so damaged by vehicular traffic that in parts they are now exceedingly difficult to negotiate on foot, especially in wet weather. They must be impassable for those with limited mobility. This difficulty seriously detracts from the amenity value of the routes which run through open countryside and, in the case of 539 has stunning views to the north.</p>

## Appendix 3

	<p>The refurbishment of the routes would, no doubt, be expensive but it must be a better option to establish TROs and pay for one refurbishment rather than have the recurring cost of refurbishment.</p>
<p>Julia ReardonSmith</p>	<p>As the owner of 2 dogs, my husband and I regularly walk in the area, trying out different routes, bridleways etc and enjoying the wonderful area in which we are all fortunate enough to live. One such walk which we used to do very regularly was the BOAT in Silkmore Lane which, once we had negotiated it, enabled us to continue on with a lovely walk through Jury's Farm, round and joining up with a footpath which (having seen it described in the newsletter!), I now believe is Footpath 86. We have been doing this walk for nearly 3 years now and particularly like walking down Silkmore Lane although, as you note, it can be pretty treacherous going and we believe that it has got significantly worse recently. We regularly have to jump out of the way of dirt bike riders and, on one occasion, had to tiptoe past a Land Rover parked and left unattended in the middle of the BOAT. We have never seen a horse/rider but I suspect this is because it is too dangerous for them.</p> <p>My main reason for e-mailing is to say that we believe that it is totally unsuitable for pedestrians as it is unsafe. This comment stems from the fact that I fell over there in very muddy conditions in November 2008, down one of the very steep and wide ruts, and injured myself so badly that I had to have an operation to repair a shoulder ligament, resulting in 6 weeks of no work, no driving and many more weeks of prolonged physio etc. Although we do still occasionally use BOAT 538, it is with very great caution and certainly not in very wet/muddy conditions. (PS I am a fit, 42-year old who walks every day with the dogs so there is no question of this walk not being physically suitable for me!)</p> <p>As a result of all of the above, we would wholeheartedly support the campaign to downgrade BOAT 538 to a bridleway only. In the event that this is successful, I would also ask that consideration be given by the Parish Council to some sort of repair work to the worst-affected areas of the BOAT so as to make it passable once again to pedestrians and horses alike. It is such a wonderful path through gorgeous countryside and farmland, leading to other, lovely walks so it seems such a shame that it is not really usable anymore.</p>
<p>Elaine Scott</p>	<p>I have lived near BOAT 539 for sixteen years and have seen a vast increase in four wheel drive vehicles and motorbike use, especially in the last few years.</p> <p>At the beginning of the year I keep a diary of vehicles using the path (just roughly). These are some examples:-</p> <p>Saturday 6 February:  7 Motorbikes  4 Four wheel drives (2 at 10.30pm)</p>



## Appendix 3

	<p>Saturday 13 February: 9 Motorbikes</p> <p>Sunday 14<sup>th</sup> February: 10 Motorbikes 4 Four wheel drives</p> <p>Saturday 20 February 10 Motorbikes 8 Four Wheel drives</p> <p>Friday 5 March 3 Four Wheel drives (11.30pm)</p> <p>Saturday 6 March 14 Motorbikes 5 Four wheel drives</p> <p>I feel the amount of traffic using a path so totally unsuitable for this use and at these times of day is ridiculous and dangerous. Walkers and horse riders prefer not to use it at weekends for fear of meeting these vehicles as in most cases it is far too narrow to pass. Unfortunately we think it is only a matter of time before a serious accident is caused because as in the case of motorbikes, they travel too fast for the conditions.</p> <p>There is a lot of debris from the path, consisting of bits of broken off vehicle, which is dangerous to other users and wildlife.</p> <p>The track is now dangerous for walkers and riders where it has eroded from vehicle use much quicker than from natural causes, with a gully formed in the middle, which has exposed chalk that is slippery when wet. Tree roots are exposed more from the sides of the paths, which the four-wheeled drives have worn down more and more from excessive use.</p>
Alan and Pam Bowley	<p>We are writing in support of the above TRO proposal in that, as residents of Silkmore Lane, we deplore the use of these BOATs for four wheeled vehicles and motorbikes for their pleasure pursuit. They are destroying the natural habitat of the BOAT, which is now in a ruinous state. There were, in the past, much used by horse riders and walkers, now they are not suitable for either.</p>
Barbara Sansom	<p>As a resident of Silkmore Lane and regular walker, I must voice my concerns over the state of Byway 538. The surface is such that walking along this severely rutted track is very difficult and at the same time quite dangerous as the 2 wheeled and 4 wheeled traffic manage to travel as speed and have no idea that there are</p>

## Appendix 3

	<p>people ahead.</p> <p>Byway 539 is next to where our horses are stabled at Blakes Lane Farm. This byway is exceedingly dangerous due to the erosion and the flints brought up to the surface by the speed of the vehicles making it very difficult for man and horse let alone those with dogs and young children.</p>
Mr & Mrs Lovegrove	<p>This BOAT is deteriorating severely due to the numbers of scrambler motorcycles and 4- wheel drive motors using it as a test course.</p> <p>It is now very dangerous for walkers and cyclists using this BOAT from A to B on the drawing.</p>
Dr Noon	<p>Being a resident of Silkmore Lane I would like to respond to your letter to the West Horsley Parish Council concerning the status of "The Boat 538".</p> <p>I feel the path is in such a bad state of repair, with such deep potholes and tracks that it totally excludes all but farm vehicles. It also is quite definitely not wide enough for motorised vehicles and pedestrians at the same time.</p> <p>The recent bad weather has only served to exacerbate still further the condition of this byway. I therefore would strongly support the motion to prohibit the use of all motor vehicles on this track.</p>
Mr Beard	<p>I would like to register my support for the petition requesting a Traffic Regulation Order prohibiting use by all vehicles on these BOATs. Unfortunately I did not hear about the petition soon enough to sign it. I live on Silkmore Lane next to the railway bridge at the start of 538 and try to walk down this lane often. Because of the regular abuse and deliberate damage done to this byway by 4 wheel drive vehicles and motorcyclists, (every weekend and sometimes during the week) it has become increasingly difficult to use the lane and has become a no-go byway for horses or adults with children especially during wet weather when it becomes impossible to navigate. There is no obvious reason for this lane to be open to vehicular traffic and I believe that the destruction of this public byway by a small minority, as well as the fact that the repairs have to be paid for by the rate payers, warrants an Order to restrict its use. The lane is an environmental asset with old hedgerows and views over farmland that should be protected for the use and pleasure of the respectful majority. I believe the situation with most of BOAT 539 is the same.</p>
Mr Tailby	<p>My wife and I support the proposal to make a traffic regulation to prohibit use by all vehicles on BOAT 538 namely the unmade up part of Silkmore Lane. We live in the last house on the left hand side of the lane before the railway line, close to the railway bridge. We are therefore exposed to noise from vehicles (especially motor bikes) who use the BOAT for recreational purposes. As the petition states, allowing motor vehicles to use the unmade up part of the lane has resulted in deep ruts in many places so that it is very difficult, if not dangerous, to walk or cycle down it. The mud generated by vehicles in the wet weather creates another hazard, which has to be negotiated by non-motorised users.</p> <p>In addition, the noise of motorbikes using the lane particularly at weekends is intrusive. Another factor is that vehicles accessing the BOAT contribute to the road damage in the made up part of Silkmore Lane. Accordingly,</p>

## Appendix 3

	<p>my wife and I wish to support the petition.</p>
<p>Susan Stratford</p>	<p>We have lived at the north end of Silkmore Lane, for 9 years, and have two small dogs. The parish council have tried a number of measures over the years to improve the <b>BOAT 538</b>. but sadly, it is now almost <b>impassable to all traffic</b> The deep ruts make it both <b>dangerous</b> and impassable for walkers, cyclists, horse riders, and indeed hardly navigable even with an off road vehicle.</p> <p>Also, the woodland, to the north of the Mast on your map, and adjacent to the BOAT, is now being used as some sort of race track by 2 and 4 wheeled vehicles. <b>These vehicles are ridden/ driven on and off the BOAT and in &amp; out of the bluebell wood, causing severe damage. This to me is pure vandalism.</b> This woodland is well known to villagers as a lovely bluebell wood, normally a carpet of blue in the Spring, and is now badly damaged by wheeled tracks.</p> <p>As residents of Silkmore Lane we are also concerned by the <b>speed</b> at which these 2 and 4 wheeled vehicles are being driven as they come South over the railway bridge and into the residential part of the lane. There are families with very young children here, and also in the lane at least 9 residents in their nineties! Speed is very dangerous here, as is the <b>mud</b> which is brought over by these 2 and 4 wheeled vehicles. and left on the road surface of the adopted section of Silkmore Lane.</p> <p>We very much support this proposal to regulate the traffic along this BOAT 538 and also Boat 539 which are both becoming <b>impassable for all...unless something is done to regulate the traffic then no-one will be able to enjoy these ancient byways, through our beautiful county.</b></p>
<p>George Stratford</p>	<p>The lane has become so badly rutted that it is virtually unusable for pedestrians, cyclists and riders. In fact in places it is positively dangerous with deep ruts across its entire width, which are usually brimming with water. The activities of a few are limiting the enjoyment of many people who would use the BOAT if it were in a reasonable condition.</p> <p>The vehicles that use the BOAT don't confine themselves to the lane itself. During the course of the last winter vehicles have started to use adjoining woodland and fields and are in the process of destroying an ancient bluebell wood.</p> <p>Besides the state of the BOAT the vehicular traffic has a detrimental effect on the adopted part of Silkmore Lane itself such as:</p> <ul style="list-style-type: none"> <li>• The drivers of 4x4 and motorcycles have no regard for the fact that Silkmore Lane is a narrow residential road. Almost without exception they drive their vehicles at reckless speed. It will not be long before a serious accident results</li> </ul>

## Appendix 3

	<ul style="list-style-type: none"> <li>• A large amount of mud is deposited on Silkmore Lane by traffic which has used the BOAT. When it rains the mud is washed down the road and blocks the only drains that take the surface water away. I myself dig out the main drain at least three times a year. Perhaps I should stop being so public spirited and ask SCC to do this. However if the drain was not cleared then flooding of domestic properties is a real possibility. This has happened on at least one occasion as surface water was unable to get away due to blocked drains blocked with mud.</li> <li>• Silkmore Lane is in a poor sate with numerous holes that need repairing. Whilst some of the holes are no doubt attributable to the recent winter every year each spring holes have to be repaired. The position would improve if the amount of traffic using Silkmore Lane was restricted by closure of the BOAT to vehicular traffic.</li> </ul> <p>For these reasons I very much support the proposed restrictions.</p>
Louise Philips	<p>I would like to support the request to make a Traffic Regulation Order to prohibit use by all vehicles on the above BOATs. The sooner the better I must say having seen what a mess these tracks get into when over used by vehicles - other than wheelbarrows, perhaps.</p>
Jill Bennett	<p>We are residents of Silkmore Lane and fully support the Petition in question.</p> <p>We have two children who regularly play in Silkmore Lane and wonder up towards the path in question. As a family we often walk on many of the paths in the area including the two in question. They have both deteriorated since we moved to this area two years ago and now if there has been heavy rain we have to avoid them as it becomes very difficult to walk.</p> <p>The main part of Silkmore Lane is not well maintained. There are many pot holes at the moment as there always are! The Local Authority Highway's policy of sending a team of road workers to repair one or two holes every couple of months is ridiculous and not very efficient! Any restrictions to traffic using this part of the Lane to get to the path, would be very welcome! The scrambler motorbikes which race down to use the off road area for fun are not only noisy but are dangerous and of concern when our children are playing outside.</p> <p>Let's try and preserve our countryside and save it for walkers, cyclists and animals.</p>
Robert J Agar Planning Secretary Horsley Countryside Preservation Society	<p>As the local conservation society we have been concerned for some time at the continuing destruction of these areas of the countryside by vehicles.</p> <p>The principle reasons for the petition have already been stated and continued use in this manner is causing further destruction of the landscape, not to mention the detrimental effect on flora and wildlife. Use by</p>

## Appendix 3

	<p>vehicles, either two or four wheel prevents walkers, and those wishing to enjoy a quiet walk in the countryside from doing so. The village will shortly be releasing its village Design Statement that seeks to promote areas of the countryside, (unless they are destroyed by insensitive use) by those who have little respect for the preservation of the countryside. Closure of these byways to vehicles is therefore imperative.</p>
Gillian Cutayar	<p>I Agree wholeheartedly that something should be done. I am in favour of whatever improvements can be made.</p>
Cathy McMullan	<p>I have lived in this area for over 27 years and have walked this footpath on many occasions. I am sure you would agree that the condition of the path has seriously deteriorated in the past few years, mainly due to the erosion by a combination of wheeled vehicles and weather. This path now has large ruts or channels where water runs down in the rain which makes it very difficult to negotiate on foot. Many years ago, it was possible to push a child's buggy up this path, but now, this would be impossible because of the state of the ground, and it is risky for anyone on foot to walk there, even the most agile. This risk to walkers wanting to access the countryside should be carefully assessed and appropriate changes made to restrict the use of vehicles that will cause further damage to the path.</p> <p>Also, the wheeled traffic causes erosion and compaction of the soil and this has exposed and damaged the roots of many of the large trees along the middle part of this byway (just northwest of Fullers Farm). It would be a great pity if the landscape was affected by the deterioration or loss of these trees, especially in an Area of Outstanding Natural Beauty.</p> <p>Please take action to preserve this byway so that walkers and riders can continue to have access to this beautiful area.</p>
Tricia Macdonald	<p>I live in West Horsley and often walk up or down the Fullers Farm byway. It is in a dangerous state due to its abuse by recreational vehicles. The trees that line this byway in an Area of Outstanding Beauty are being damaged.</p>
Clive Smith Surrey Hills AONB Planning Adviser	<p>On behalf of the Board of the Surrey Hills AONB <b>support is given</b> for the proposal for a Traffic regulation Order relating to <b>BOAT 539</b>, known as Fullers Farm Road.</p> <p>The current lawful use of BOATs in the Surrey Hills AONB by vehicles can spoil the enjoyment of those byways and the protected landscape of the Surrey Hills AONB by the wider public. Therefore there will be instances where it will be considered, as in this case, that the value of their use by those with vehicles will be outweighed by the amenity interests of the wider public. This is especially so where a track is narrow and becomes eroded and difficult for walkers and riders.</p> <p>The Surrey Hills AONB Management Plan 2009 - 2014 that has been formally adopted by the County Council and the other constituent local authorities in the Surrey Hills is a material consideration in the determination of</p>

## Appendix 3

	<p>such proposals. The Plan's Policy RT6 states "<i>The quiet enjoyment of the Surrey Hills on public rights of way will be protected. Whilst recognising lawful and responsible use, actions to minimise the negative and illegal impacts of vehicular use on the landscape will be implemented by working in conjunction with landowners, the Police and Highway Authority.</i>"</p> <p>Any such order under the proposal should naturally access vehicles necessary for agriculture, including woodland management and to Fullers Farm buildings.</p> <p><b>No observations</b> are made on the other proposal relating to <b>BOAT 538</b> known as Silkmore Lane that lies outside the Surrey Hills AONB and the AGLV and which has no relationship to them.</p>
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Those is opposition to the proposed Traffic Regulation Order

<p>Avril Sleeman On behalf of the British Horse Society</p>	<p>The County has a policy on the making of TROs, which was approved in January 2009. This policy has been carefully considered and was approved by the Surrey CAF (of which I am an equestrian member). An application for a TRO on either of these BOATS should be considered strictly in accordance with the terms of the Council's current policy. The BHS would oppose any TRO, which restricted the use of the BOATS by carriage drivers or was imposed to prevent the illegal use of land adjoining the BOATS; illegal use is a criminal matter and should not be dealt with by TROs, which prevent legal users from using the way.</p> <p>I should also point out that whilst I have sympathy with the applicants, the designation of these ways as BOATS would have been rigorous and that there are many bridleways in Surrey, along narrow private drives and farm tracks, where horses have to pass vehicles at close quarters.</p>
<p>Gail Brownrigg</p>	<p>I object to the proposal to put a TRO on the BOATs 538 and 539 near West Horsley, since this is contrary to SCC policy, and the reasons put forward in the petition do not form adequate grounds for a TRO. There are many other narrow lanes in Surrey, and I am not aware of any recorded conflict or accident reports.</p>
<p>Brian Cohen Member of Trail Riders Fellowship and the Surrey Byways User Group</p>	<p>Please see letter in <b>Appendix 4</b></p> <p><b>Main points from letter</b></p> <p><b>Silkmore Lane- Byway 538</b></p> <p>There is no problem at the entrance to Silkmore lane from Point A with passing, width or surface deterioration.</p> <p>After the first right hand bend, probably 150 m along the road, the tractors have made a slight mess of the road, where they turn into one of the fields- However, at this point the road is still in good condition, and wide.</p>

## Appendix 3

There is a rutted section, but only about 30 metres long, some way up the road, but again, I drove through it with no problem on my investigation. To pass on cycle, foot (as I did) or horse would be no problem at all. There are passing places all along the length of this road, especially at the entrances where the fields are accessed, and there are large wide spaces to pass if needed, every 100 or so metres.

Silkmore Lane also has the advantage of being really very straight after the first bend, so forward visibility is good, and if the need to pass arises, it can be planned for and anticipated well ahead- there are no surprises here. About 2/3 rds along the road, there is another very short rutted section, maybe about 20 metres long- so all in all, taken as a whole, there may be a total of 50 metres of deeper ruts, in a road some 1.077 km long- less than 3% in my estimation. It seems to me to be out of proportion to close a road, for such a small rutted section- especially when the road remains quite passable even with the existing ruts. A very small amount of hardcore laid down in the bottom of these short ruts would cure the problem very cheaply and easily.

The surface is mainly very good, and I would suggest to you that virtually all the damage has been caused by very large, heavy and oversized 4 wd tractors using this road excessively, and very little caused by leisure/passenger car type vehicles, and almost none by motorcycles and horses- the tyre marks left verify this, and to close this lane would presumably have the caveat of allowing the farmer to access his fields, so the net result would be the farmer being given a private road, free, and he could repair the ruts in about 2 hours, and then have a good farm road for of his own private use, but at taxpayers expense and the further cost of diminishing the ancient rights of way to which we are all entitled.

In closing, on Silkmore, I note also there are no adjoining residences, so little or no nuisance argument applicable on this road, and there is no good reason for the case made in this petition at all.

### **Fullers Farm Road 539**

Fullers Farm Road: # 539. This I travelled over on the 27<sup>th</sup> April, again on my way home from work- Starting at point A on your map-the first section, like Silkmore, is wide, and on the day I checked, there were 2 very large 4 wd tractors of the largest type coming down the lane, and the road is wide enough for this- they had come out of the field at the field access gate on the 2<sup>nd</sup> right hand bend, and up to that point the road is wide, surface good, no problem at all. After this the road is still wide, with a lot of room for 2 vehicles to pass by. The surface is intact all the way up, and there us a short but shallow rutted section about 5/8<sup>th</sup> of the way between A and B and this is only about 20 m long . However these ruts are small, and short, and the roads remains easily passable for all users. There are sufficient places to pass, at various field access gates etc, again being sort of straight, the forward view on this road is good, and sufficient anticipation and warning is possible if traffic of any sort is coming the other way-

## Appendix 3

	<p>As to the road becoming a stream, well, I ride this lane a few times every year including winter, and have done so for 30 years or more, and it is never a stream, although it must be admitted that the very few ruts that are present, and they are small, short and shallow are aggravated by water erosion, and it may have some surface water on it, as do all roads in the rain, but no more than any other. This statement in the petition is just factually incorrect.</p> <p>At the end of the road, near point B on your map, the path does narrow, but only slightly, but still my previous comments apply- visibility is good, and horse riders or walkers could easily see if a vehicle is on the road, and wait at the end of that section- there is also limited passing on the last 100 m, because the owners of Fullers Farm have placed a barbed wire fence right up against the road- they could and should be asked to move their dangerous fence back a metre or two, and this would greatly increase safe use of this road. But as it is now, it is not a problem, and the stated petition reasons are simply wrong.</p>
<p>Steve Sharp Surrey Byways User Group &amp; Trail Riders Fellowship</p>	<p><u>1. BOAT 538 Silkmore Lane</u></p> <p>There are only two short sections of Silkmore Lane that have deteriorated and become rutted. The rutted sections are roughly 50 metres in length and account for only 3% of the total length of Silkmore Lane.</p> <p>Both of the rutted sections were not resurfaced when Silkmore Lane was last resurfaced, and a small amount of repair work would bring it up to the same standard as the resurfaced section.</p> <p>We could not see evidence of excessive use by 2 or 4 wheeled motor vehicles; in fact some of the ruts look as if they could be caused by farm vehicles using Silkmore Lane.</p> <p>We therefore believe that such a small amount of repair work does not warrant a TRO, or meet Surrey County Councils TRO Policy.</p> <p><u>2. BOAT 539 Fullers Farm Road</u></p> <p>Over 50% of Fullers Farm Road shown between points A - B on your map is wide enough for safe passing, and with a good surface.</p> <p>On the remaining section there is a lot of vegetation and saplings which could be cut back to the fence line. This would create more room, and in some cases areas for passing; it would improve visibility for users and allow the sun and wind to dry out the surface.</p> <p>There are also access gates into the fields which could easily be used as pull in places for safe passing.</p>



### Appendix 3

	<p>The gully on the chalk section has not been caused by vehicles, but by rain water running down hill; there are also some small ruts in the short clay section. Both the chalk gully and ruts could easily be repaired to provide a good surface for all users.</p> <p>You include 2 wheeled vehicles in your proposed TRO, we cannot understand why; as they are narrower than horses and do not cause as much damage.</p> <p>We therefore believe that implementing these measures would address the issues raised and a TRO would not be necessary.</p> <p>We are also very concerned that the closures of BOATS 538 &amp; 539 would put extra traffic and pressure on to the few remaining Byways, causing further problems to these by the extra use.</p>
<p>Nick Gage Four Wheel drive Club</p>	<p>Byway 538 is quite rutted in places and this varies from muddy in wet weather to dry and hard in dry weather. In my opinion the condition has not changed significantly of the last year or two. The Byway, whilst quite narrow in places has plenty of 'passing' places and is quite open -i.e. not encroached by flora and fauna. The South end leads to the residential area of Silkmore Lane. Potentially, during wet weather some mud or tyre tracks could be left along this area, but I cannot see any other reason to exclude vehicular traffic from this Byway.</p> <p>Byway 539 is very narrow in places and indeed passing of pedestrians or horses would be difficult, especially the Southern end. I cannot recall any evidence of excessive erosion, nor can I think of any areas where it becomes a chalk stream in wet weather. The Southern end of the Byway has a broken drain, which is well marked and vehicles can easily avoid the area. I believe this byway isn't used extensively by four-wheel drive vehicles, because of the narrowness of this byway and the fact that it becomes very overgrown and almost impassable in summer. However, The Four Wheel Drive Club would welcome a passing place on the Southern end of this land is possible- this would suit the circumstances there and alleviate the concerns raised in that petition. As always, the FWDC are very keen to help in whatever way we can in order to preserve the rights of way for all vehicles and resolve conflict between user groups. We are more than happy, as we have already done, to contribute to signage or manpower in whatever way we can.</p>

Those neutral to the proposed Traffic Regulation Order

### Appendix 3

<p>Ken Anckorn Conservation Officer, Planning Surrey Wildlife Trust</p>	<p>While having no ecological opinion regarding any conflict of usage on such routes, the Trust is concerned that any activity may have a negative impact on the local biodiversity value. If vehicular usage of these routes is causing significant damage to adjacent habitat, this should be taken into consideration when reaching a decision in this matter.</p> <p>Under PPS9 (Paragraph 14) and the Natural Environment and Rural Communities (NERC) Act (2006)(Section 40), which states, <i>"Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity"</i>. Section 40(3) also states that, <i>"conserving biodiversity includes, in relation to a living organism, or type of habitat, restoring or enhancing a population or habitat"</i>.</p>
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