

**Table of those objecting against the TRO**

<b>Objector</b>	<b>Objection</b>	<b>County Council's Comments</b>
Paul Nott	Erosion caused by water run off. Erosion caused by irresponsible use not by those that use it responsibly	The Council does not agree that water run off was the sole contributor to erosion; vehicle use has exacerbated the affects.
Steve Sharp (Surrey Byways User Group)	The damage to the ancient banks and surrounding woodland has been caused by a rogue element of 4x4 users, and the damage to the steep chalk hill section by rainwater.  Lack of Police enforcement and education.  No repair work has been carried out since the original resurfacing.  There will be extra traffic on to the adjacent Byways potentially causing damage and problems to them.	Vehicles loosening surface material that is then washed away by rainwater have damaged the steep chalk section of Beggars Lane. The characteristic of this section would be different if it was being eroded by rainwater alone.  The Police do not have the resources to enforce the route.  The Council has subsequently repaired sections since the initial resurfacing, as have Wotton Estate.  The other Byways of Surrey are monitored proactively through the Council's Countywide Annual Assessment.
Nick Monk	The byways are water damaged as a result of Surrey CC's continued failure to maintain.  Lack of Police Action  To close these BOATs, yet more countryside access is removed for disabled users.	As above  As above  The surface repairs will make the route available for a range of users. Disabled users will still be able to use Sheepwalk Lane and the rest of Drove Road.
Alec Fry Byways and Bridleways Trust	The exception for landowners could result in them doing just as much damage using heavy farm vehicles, etc. From the point of view of	A capital fund bid was successful for £100,000, which will go towards the repair of both routes.

	equestrians and cyclists non-repair is not something we would accept, and therefore I object as they stand as they effectively seek to remove your repair commitments possibly forever.	
Simon Rafferty	My mobility is restricted and I enjoy using lanes such as these to access the countryside. I don't think I could cope with a motorcycle or horse. So the TRO will mean I'm unlikely to ever see them again.	Sheepwalk Lane and the rest of Drove Road will still be useable.
Alastair Hornby	Closing the lanes only puts more strain on the remaining lanes in the area.	The other Byways of Surrey are monitored proactively through the Council's Countywide Annual Assessment.
Gavin Barrimore	Closure will mean increased traffic to the surrounding lanes and will not deter illegal activity.	As above
Mark Bell	Drivers should be warned of the steep chalk section but left to choose whether they drive it. Concerns over illegal vehicles are best handled by occasional Police presence not by closing the road.	The Byway needs to be made safe for all users.  The police do not have the resources to monitor illegal byway use.
Jamie Austin	Does not wish to lose these Byways to a TRO.	The Council believe the maintenance work could help preserve the character of the historic byway for years to come.
Dr Rob Holland	The closure will not deter those that use the routes illegally. SCC should solve the situation through proper consultation with organisations such as GLASS and 4x4 owner clubs locally.	The County Council does consult with the relevant 4x4 organisations.

<p>Christopher Bell</p>	<p>The damage referred to is primary caused by water damage due to poor or no existent drainage. Which has limited the availability of the track to pedestrians and horses. Not the usage from off road vehicles.</p>	<p>The Council does not agree that rainwater would have the effect it has had without extensive vehicular use.</p>
<p>Mr Daryle Dale</p>	<p>As above (Mr Bell)</p>	
<p>David Buckoke</p>	<p>I strongly object to the permanent closure of what is an excellent lane with a long history of use. This lane requires better management, not closure.</p>	<p>The County Council believes that the only course of management now is to make the route sustainable for future generations by closing and repairing the routes.</p>
<p>Darren George</p>	<p>Damage to the chalk section of Beggars Lane is acknowledged by all parties to be mainly due to water run-off and NOT 4x4s.</p> <p>Illegal users will carry on using the route therefore proper enforcement of enhanced Police powers and user education is needed.</p> <p>The damage to the surface of Drove Road is due to the surface laid by Nynex's Contractors being unfit for purpose and the neglect of work since.</p>	<p>Vehicles loosening and damaging the surface - then the water washing the loosened material away cause the damage to Beggars Lane. It would look very different if it were non-motorised traffic only - and the wear patterns would be different.</p> <p>The Police do not have the resources to enforce the route.</p> <p>The cable company using traditional techniques, which have a sound engineering background, repaired the Drove Road to a good standard. We would employ these on any part of the network.</p> <p>Money has been spent both by Surrey County Council and Wotton Estate since the Cable Company's repairs.</p>

	Increased traffic from the closure could affect Sheepwalk Lane and London lane and possibly further closers.	The other Byways of Surrey are monitored proactively through the Council's Countywide Annual Assessment.
Tim Smith	As above	As above
Robert Lightfoot	As above	
David J Ellis	As above	
Nick Gage	As above	
Mike McCarty	As above	

**Table of those supporting the TRO**

Supporter	Comment
Shere Parish Council	In support of non-time limited Traffic Regulation Order to close parts of Beggars Lane and Drove Road to certain types of traffic.
Rob Fairbanks Surrey Hills AONB Director	<p>Given that the extensive resources invested in both maintenance and enforcement over the last ten years has not been sustainable, the Surrey Hills Board supports the proposal to make this TRO as a means to conserve the natural and cultural assets associated with the BOATs.</p> <p><b>Letter 22 September</b> The planned site notices and distribution of flyers produced by the Working Group is intended to reduce damage by encouraging legal and responsible use. As such a pro-active approach has not been undertaken previously and because works to improve the surface have already been committed, they have the effect of reducing my support for a TRO as set out in my original letter.</p>
Guildford Borough  Alison Hodgson (Solicitor) For Head of Legal and Democratic Services	The perception locally is that the BOATs are used largely for anti social activities involving noisy trail bikes and off road 4x4 vehicles. The TRO will not prevent the trail bikers using this one but nevertheless this is seen as a welcome development.
David Kennington Property Manager The National Trust	The National Trust supports the proposal from Surrey County Council due to the exceptionally poor condition of BOAT 515, which passes adjacent to our property at Hackhurst Down.

Christopher Cheverst Ramblers	No Objection	
Capel Parish Council	In the Council's opinion, because of the Nature of the terrain on the side of the North Downs Where both byways are situated, constant use by motorised vehicles for recreational purposes is not sustainable on these routes. Such use will result in similar amounts of money having to be spent in the very near future to rectify he situation again.	
Mr and Mrs Sack	They register their support for the permanent closure of the byways due to the 4x4 vehicles, which have caused substantial damage to the surroundings.	
Eric Fowler	Does not object to the TRO but believes they should not be maintained at public expense.	The County Council does not agree with Mr Fowler's interpretation of the law regarding the maintenance of the Byways.

**Table of those neutral to the Order**

Graham Cannon Road Safety & Traffic Management Officer	No Objection
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