

TO: PLANNING & REGULATORY COMMITTEE
BY: COUNTRYSIDE ACCESS TEAM MANAGER

DATE: 11 January 2017

ITEM No. 8

UPDATE PAPER

TITLE: PROPOSED TRAFFIC REGULATION ORDER ALONG PUBLIC BYWAYS
OPEN TO ALL TRAFFIC (BOAT) NOS 507, 508 AND 509 (ALBURY)
AND 507 AND 517 (WONERSH)

1. A further email response was received from Mr Colin Noon of Pentland on Mayorhouse Lane. His original objection is outlined in para. 3.1 on page 8 of the report Item 8 as was his position following the site visit of 8 December 2016. Mr Noon's latest email of 6 January 2017 is shown below in italics:
 - i. *Thank you for your E-Mail 5th January. Before the council goes ahead with the proposed works regarding access over Ride Lane I should like to point out the following.*
 - ii. *Over the past many years Ride Lane was always maintained to the standard required as a bridleway etc. The work was directed by Diane Shepard of the highways department and carried out by the sub-contractor, Colin Stonestreet. The state of the lane has deteriorated so much that it presents a major safety risk.*
 - iii. *Since the council has failed to maintain the lane to the required standard a valley has been created by the surface water draining of the hill resulting in the water not being allowed to drain away naturally, as always was the case, but rushing down the lane and causing flooding to August Lane, the pond and Brook Hill.*
 - iv. *The deterioration of Ride Lane was not caused, as some have suggested by four-wheel drive vehicles but the lack of maintenance of the lane by the council. The nature of the erosion in the lane could not possibly be caused by four wheel drive vehicles and has in fact been caused by the water running off the hill.*
 - v. *Since the new occupant of Westerlea Farm has carried out extensive drainage works on his property there has been no flooding of August Lane but at the same time the corner at Brook Hill has been the at its worst and another pond was created on the green the size of the permanent pond.*
 - vi. *With this in mind I respectfully suggest that any permanent works, the installation of gates etc. be at least postponed until such time that it is*

*proven that flooding still occurs in August Lane following Ride Lane being maintained and returned to a proper safe condition.
Kind regards, Colin*

2. In the Officer's view Mr Noon is correct that BOATS are maintained only to a standard suitable for a bridleway. In common with most other rights of way in Surrey, little substantial work has been undertaken on this route in recent years due to limited funds.
3. Traditionally it has been 'bladed' or re-profiled, which has proven to be a short term fix which speeds up erosion in the long term. This is not a solution to the problem. Correspondence on file confirms that maintenance of this nature, as formerly undertaken either by the County or Borough Council, has not been effective in tackling the problem of erosion and flooding.
4. An alternative repair might involve significant infill of the 'lower' sections, to provide a higher surface where a safe width is available. This would be at significant cost and would itself remain subject to erosion by 4x4 vehicles (without the imposition of the TRO) and by water flow under any circumstance. Quotes from 2001 for a basic infill of limestone scalping amounted to £54,000 alone. The costs are likely to be considerably higher today.
5. Aside from maintenance, the safety issue for users is likely to remain even if the works referred to by Mr Noon are shown to have improved the flooding situation. Apart from the TRO, only major maintenance works could solve this, which would in turn change the amenity and characteristics of Ride Lane.
6. The proposed TRO does not have to be a permanent measure. The effect of it could be monitored over time for efficacy. If it is found not to be effective it could be rescinded or other /additional measures put in place if required at a later date.
7. The question of Mr Noon's personal access to his property is addressed in paras. 1.8, 3.5 and 4.8.