

Statement of Reasons for making the Order

Surrey County Council Byways Open to All Traffic (BOAT) Nos. 526 (Wotton, Dorking and Capel), Wolvens Lane (D287), (Prohibition of Traffic) Order 202-

The effect of the Order is to prohibit all motor vehicles and horse drawn carriages with four or more wheels, wider than 1500mm (4'11") from entering or proceeding in those lengths of Byways Open to All Traffic as outlined in the table below:

Points	Description	Known name	Grid Reference	Length (metres)
A-B0	BOAT 526 (Wotton)	Wolvens Lane (D287)	512981 147387 To 513163 147521	228
B0-B1	BOAT 526 (Wotton and Dorking)	Wolvens Lane (D287)	513882 146075	1650
B1-B2	BOAT 526 (Dorking)	Wolvens Lane (D287)	513882 146075 To 514268 145454	754
B2-D	BOAT 526 (Capel)	Wolvens Lane (D287)	514268 145454 To 515117 144087	1681

And as shown on the attached drawing 3/1/41/H52a.

It is considered necessary to close the above BOAT to certain traffic because:-

1. The route is narrow with very few safe passing places, restricted visibility, both laterally and vertically giving rise to the risk of conflict between users; with pedestrians being particularly vulnerable. The removal of existing structures at B and C would allow free 4-wheeled vehicular access to resume create safety concerns for walkers, cyclists, equestrians and 2- wheeled motor vehicles.
2. Wolvens Lane has suffered from misuse for a number of years. This led to a significant deterioration of the surface with the creation of large wallows, which filled with water when wet; together with the degradation of parts of the boundary banks. Recent significant repairs to the surface have made this a very pleasant route for walkers, cyclists and horse riders. A section of the route remains to be repaired. The measures will help prevent significant damage to the repaired surface, boundary banks and surrounding land.
3. Whilst equestrian and motorbike use does contribute in part to the more significant erosion caused by 4x4s, they may pass each other with relative ease along much of the route. For reasons of practicality, it would not be possible to physically prevent use by horses and motorcyclists without the installation of very complex structures and furniture at every possible access point. The TRO is therefore not proposed to extend to those groups. We would put up advisory

notices requiring motorcyclists to be courteous to other users in line with the Trail Riders Fellowship (TRF) Code of Conduct.

4. A TRO will facilitate the safe passage of all other classes of traffic on the byway and prevent damage to the surface.
5. The making of a TRO is a proactive response in line with County Council Policy as agreed by the Executive on 6 January 2009.
6. The effectiveness of the TRO will be monitored and reviewed on an annual basis to determine if the measures in place are working to produce the above desired outcomes or whether further or other measures are required.

The prohibition would not apply to vehicles which need to use the BOATs in association with use of the adjacent premises or land, or any vehicle requiring access to the above-mentioned BOATs for the purpose of exercising any statutory duty therein or the exercise of private vehicular rights. Those requiring such access will be granted the means to pass any structures put in place.

On balance it is deemed reasonable and proportionate to make an order as proposed, to maintain the safety and amenity of the way for the majority of users, whilst withdrawing access from small numbers of users who cause the most danger and damage along the route and whose use cannot be accommodated without detriment to the majority of users.