


**Lockinge and West Hendred Traffic Regulation Order – Formal Consultation.  
Officer comments on representations containing inaccurate or incomplete statements**

This document lists those representations in date-received order where there are points considered to be inaccurate or incomplete, along with officer explanatory or counter comments about these. For longer comments the point the comment relates is shown with bold text.

No.	Made by Initials and date or Response number	Comment/part-comment containing inaccuracy or incompleteness	Explanatory Officer comment
1	CR_15082019	<p>I attach a photo of horses being driven down a slope to show you it can be done and regularly is by carriage drivers</p> 	The slope in the image is understood to be of competition 'trials' circuit operated under controlled conditions of use and without shared use. This does not reflect the uncontrolled and shared nature of PRow
2	739595	As a principal, I object to any right of way being obstructed when a user has rights to use it. I recognise there are reasons why temporary obstructions will be required but in this case, as a horse carriage driver, a permanent TRO appears to be required as the BOAT/RB is deemed unsafe for motorised vehicles and carriage drivers. <b>This appears to have arisen due to past actions related to the re-classification of a RUPP and the failure to provide a bridge to the correct specification to allow all users to cross a stream.</b> This is a convenient excuse to request a permanent TRO rather than correct errors of the past.	The TRO is not proposed as a means of avoiding providing a crossing to the correct specification. It is the safety and engineering aspects of the crossing and slopes that are the key issues
3	739595	As an update, on further inspection of the relevant map, are you seriously suggesting that the TRO alternative route, all on roads via East Ginge, is suitable for a horse carriage? <b>Can I suggest this is re-visited and further consideration for the replacement of the bridge is made rather than subject vulnerable users to a considerably less safe route.</b>	There is no evidence to suggest that the minor road from Ginge Road to Well Street is less safe.
4	742479	The Highway Authority make no effort to offset the loss of amenity that vehicle users are obliged to suffer, notwithstanding that <b>in all likelihood they will in reality be funding the proposed works.</b>	The project is being funded through the LEP
5	742479	<b>The steep grade issue is evidently the result of recent tipping of soil</b> and is therefore straightforward to remedy	There's no record of tipping/dumping soil from the field. If it had happened it is expected it would have reduced the

			gradient and blocked the bridge
6	742479	<p>The <b>Highway Authority's policy</b> towards legitimate use of BOAT by motor vehicles and horse carriage drivers (vehicles) is unreasonable insofar as it is one sided and therefore unfair.,,.,.</p> <p>.....In fact the general shared use situation is being systematically made worse by the <b>ongoing policy of banning vehicles</b> on increasing numbers of BOATS, increasing the potential for conflicts of interests between various users of BOATS that remain fully open to vehicle use.</p>	<p>This TRO is not establishing a policy. It is a proposed course of action for a specific route.</p> <p>The is no ongoing OCC policy to ban vehicles on BOATS</p>
7	742992	<p>The proposed alternative routes for MPVs guides us onto the busy A417. <b>Surely this is not an acceptable alternative for trail bikes.</b> Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible.</p> <p>Note that this point is made by a number of motorcycle users responding to this consultation</p>	<p>The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417</p> <p>Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc</p>
8	742992	<p>The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. <b>Surely the funds can be used for a greater good elsewhere?</b></p> <p>Note that this point is made by a number of motorcycle users responding to this consultation</p>	<p>The funding was secured from OxLEP for cycle schemes only</p>
9	742984	<p>What evidence do you have to justify restricting access to <b>just one specific user group?</b></p>	<p>Three user groups are being affected for Part A and two user groups for Part B</p>
10	742984	<p>I am also a car user and I would think <b>the money would be better spent on repairing the abysmal condition of your highways</b>, which it has to be said, is a National Scandal.</p>	<p>The funding was secured from OxLEP for cycle schemes only</p>
11	743589	<p>It is not safe to divert small trail motorbikes onto the main A417 road alongside cars and lorries.</p>	<p>The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417</p> <p>Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc</p>
12	743961	<p>In a later reclassification, the track became a BOAT, <b>which now means that if you want to replace the bridge, you have to build it to BOAT specifications.</b> And</p>	<p>There is no requirement to provide a replacement bridge for MPV use</p>

		allowing for cars to cross it increases costs dramatically.	
13	743961	There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, <b>but it does not use any byways.</b>	The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5
14	743961	The proposed alternative routes for MPVs guides motorcyclists onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible.	The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417  Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc
15	743961	The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be better used to improve other roads?	The funding was secured from OxLEP for cycle schemes only
16	744415	If vehicles are banned on these byways the proposed new bridge across the Ginge Brook will not have to be of such robust construction thereby saving the project a considerable amount of money-very biased indeed.	It is the environment and land constraints along with CMD requirements that inform the TRO
17	744392	The idea that you think it's a good idea to build a giant steel monstrosity of a bridge across a beautiful stream which already has a perfectly usable bridge is terrible.	The current bridge is at the end of its serviceable life and has to be replaced
18	744392	I cannot believe the council has money to spend on ruining a beautiful BOAT/bridleway but no money for the Wantage sport centre.	The funding was secured from OxLEP for cycle schemes only
19	744392	It's beyond commuting route for the majority of cyclists.	It is well within commuting range and is one of the routes requested by cycle commuting users
20	744392	[...] I use the route regularly to commute to Rutherford Laboratory and have done for the past 15 years. I use my Motorcycle sometimes but predominantly my Mountain bike. ....] As above I object to messing with the BOAT bridleway as a cycle route. The BOAT dead ends, so when using my motorcycle I don't use it anyway.	Not clear how the user has commuted to Rutherford Laboratory by motorcycle without using this route
21	744364	Despite being a "cul de sac" due to previously mentioned ineptitude in preserving existing rights, this route should remain with BOAT status so that should the opportunity arise in the future to reassign vehicular rights on the current RB, there is an established starting point for discussion.	No 'claim' to upgrade the restricted Byway or to extend the Byway has been submitted so there is no opportunity to use the DMMO process. Prior to 1983 the Icknield Way was on a different alignment and did not use all of the current trackway.
22	744579	I object on the basis that I use this BOAT on a regular basis and it provides access to a	The Restricted Byway section (part B)

		network of BOATs within the South Oxfordshire area and beyond.	does not lawfully provide access to a network of BOATs for MPVs
23	744574	8) The proposed alternative routes for MPVs guides us onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible.	The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs  Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc
24	744574	10)The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere?	The funding was secured from OxLEP for cycle schemes only
25	744644	If a new bridge is constructed over Ginge Brook to accommodate the new cycle way, the route will be just 1.4km shorter than the current route. At a conservative commuting cycling speed (20km), this new route will save just 4 (four) minutes when compared to the current route. <b>There is not enough users (current of projected) to give value for money. Regardless of whether the funding is coming from the OCC or OxLEP, the Council has a duty to ensure that public money is spent appropriately;</b> this new route, and specifically the new bridge, is a waste of tax-payers money.	The new route will provide c3.4km of traffic free route (measured between West Lockinge and Newbury Road) compared with c1.1 km for current NCN 544 route. The new route is shorter and more direct and passes closer to residential, tourism and business locations which will create more opportunities for car-free travel choices and meet needs
26	744644	Illegal and/or irresponsible riding will happen whether or not you impose a TRO limiting legal ruse of these BOATs, therefore imposing a TRO is pointless.	TRO enables access control structures and signing to be installed on BOATs and enable additional Police action
27	744680	Recreational motorcycling is of great benefit to my wellbeing and is a great way to access the countryside, extending my range beyond what my health allows me to achieve by bicycle.	The TRO will not restrict access to electrically-assisted pedal cycles
28	744919	The proposed alternative routes for MPVs guides us onto the busy A417. Which is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible.	The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs
29	744919	There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, <b>but it does not use any</b>	The new route is shorter and more direct and passes closer to residential,

		<b>byways.</b> Still, it is a lovely ride, away from main roads, and perfect for family outings.	tourism and business locations which will create more opportunities for car-free travel choices and meet needs  The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5
30	744919	The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. <b>Surely the funds can be used for a greater good elsewhere.</b>	The funding was secured from OxLEP for cycle schemes only
31	MB_12092019	It may have escaped the county council's notice, but there is already an existing cycle route between Wantage and Harwell Campus, which does not use any byways. So why is there a need to spend a considerable amount of funds on creating yet another cycle route when the road network in Oxfordshire is in such a dire state? Oxford County Council should rather spend that money on filling some potholes and improving the miserable conditions of the local roads.  Speaking of roads, the proposed alternative routes guide me onto the busy A417, exposing me on my small engine trail bike to fast and heavy traffic, which is dangerous and simply irresponsible.	The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5 The funding was secured from OxLEP for cycle schemes only  The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs
32	DW_12092019	Electric cycles, are now faster and are heavier than standard mountain bikes, we surely will soon see the switch of use from petrol to electric motorcycles for many users. So the differences between the two categories of vehicles will become increasing slight.	The TRO will not restrict access to electrically-assisted pedal cycles
33	NC_12092019	I understand that there is an issue with the bridge over Ginge Brook and if the BOAT is kept open to motorised vehicles will require widening	The bridge plus stream corridor access slopes are the key limiting factors
34	SP_11092019	Finally I have to question the statements about the width of the byways. I ride all over the UK and abroad. <b>The current width of 3.6 metres is more than adequate to accommodate traffic of any kind in either direction at the same time.</b>	This doesn't accord with the engineering assessment by WSP and the standards for shared use routes
35	745127	Whilst I may understand the objection for 4 wheel vehicles, I believe that the points raised in the consultation do not apply to trail-style motorbikes. <b>Trail style motorcycles are low capacity machines</b> , and have used the route without conflict with other users for decades.	It is not possible to introduce a TRO governing engine capacity. Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc

		Note that this point is made by a large proportion of motorcycle users responding to this consultation	
36	IL_13092019	If anything, I feel it is the OCC who is acting in an careless manner by suggesting that, as an alternative route, I should go on the busy A417. Surely this is not an acceptable alternative for small engined trail bikes! It is no secret that motorbike riders are vulnerable road users (RoSPA, Common motorcycle crash causes, November 2017), and suggesting little trail bikes should join such a busy road is totally <b>irresponsible</b> .	The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs
37	IL_13092019	The added bonus would be that the funds you save by not creating this new cycle route could be spent on improving Oxfordshire's public road network, which is in a truly abysmal state	The funding was secured from OxLEP for cycle schemes only
38	CL_10092019	<p>I gather that it is the councils intention to spend £750,000 on a cycle route and you fear that if cyclists feel there is a chance of meeting a motorcycle (anything motorised that is larger cannot cross the wooden bridge) on a section of the route that is less than half a kilometre long they will be deterred. Yet nearly a quarter of the 8 km route is on public roads.</p> <p>On the other side of East Ginge another private road passes alongside Ginge Brook, crossing the said byway and leads up to Red Barn and through to Ardington or West Hendred. .... Surely with such a simple alternative before you even consider spending such a huge amount of taxpayers money on what appears to be something of a vanity project that is to be used by a very small number of users, you have a duty to ascertain what the cost are of leasing rights for a cycle route along this track may be.</p>	<p>The new route will provide c3.4km (72%*) of traffic free route (measured between West Lockinge and Newbury Road) plus road section of 1.4km through Ardington (* of total c4.7km), compared with c1.1 km (19%*) for current NCN 544 route and road section of 4.8km (* of total 5.9km)</p> <p>The new route is shorter and more direct and passes closer to residential, tourism and business locations which will create more opportunities for car-free travel choices and meet needs</p> <p>This route is not shorter or closer to communities so was not looked at</p>
39	Green Lane Association (GLASS)	It is noted that the Council accepts that it caused an obstruction of the route to vehicles through the provision of an unsuitable bridge at Ginge Brook, whilst this is regrettable it is not insurmountable.	The bridge is a bridleway bridge built to a specification and in the only place that it could be constructed without impacting on the stream corridor. It was built when the route was a CRB/RUPP so there was no obstruction to MPVs. It is acknowledged that a TRO could perhaps have been put in place when the route changed to BOAT – but

			there was no requirement to provide for MPVs.
40	Green Lane Association (GLASS)	.....the Council can then apply itself to the problem in hand and resolve this by either replacing the bridge with a suitable multi user bridge or alternatively provide a separate bridge for the use of walkers, cyclists and horse riders, located to one side of the crossing point, and then construct or reinstate a ford to allow the passage of vehicular traffic.	There is no space to provide a NMU bridge alongside a ford and a suitable slope access that meets CMD requirements
41	Green Lane Association (GLASS)	As previously discussed there are a number of options open to the Council, the current approaches to the crossing and the bridge itself are, I understand, inappropriate for horse or cycle use and will have to be reengineered	The current bridge and its approaches are not inappropriate, it is just at the end of its serviceable life.
42	Green Lane Association (GLASS)	Alternatively, and arguably more appropriately, the Council could use its powers under Sections 25 or 26 of the Highways Act 1980 and either enter into an agreement with the relevant landowner(s) to create a right of way running alongside the existing Byway as far as the proposed new right of way leading North towards Red Barn or, in failing to reach such an agreement, to simply create one. The case for such a creation having already been made by the objectives of the SVCN project.	There is no space to provide an additional route over the Ginge Brook and alongside the byway

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