

## ***Delegated Decisions by Cabinet Member for Highway Construction and Repair***

***Thursday, 16 July 2026 at 2.00 pm  
Online***

If you wish to view proceedings, please click on this [Live Stream Link](#).  
However, that will not allow you to participate in the meeting.

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 21 July 2026 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**



Martin Reeves OBE  
Chief Executive

July 2026

*Committee Officer:*                    **Jack Ahier**  
*Email:* [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

*Note:*    *Date of next meeting:* 3 September 2026

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

### 4. Minutes of the Previous Meeting (Pages 7 - 8)

To approve the minutes of the meeting held on 1 June 2026 and for the Chair to sign them as a correct record.

## **5. Capital Reserves for Drainage Infrastructure (Pages 9 - 14)**

*Cabinet Member:* Highways Construction and Repair

*Forward Plan Ref:* 2026/164

*Key Decision*

*Contact:* Daron Mizen, Operational Manager – Highway Schemes  
([Daron.Mizen@oxfordshire.gov.uk](mailto:Daron.Mizen@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDHCR5**).

A request for the release of further Capital Drainage funding.

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the release of £1.7 million to the capital drainage Cat 467 budget in 26/27, and £2.3 million in 27/28 to enable the alignment of resources within the Annual Plan and Contractors Plan for those years against the allocated budget**

## **6. A40 HIF2 Dukes Cut Wolvercote Bridge Maintenance Works - Decision to Progress to Construction (Pages 15 - 22)**

*Cabinet Member:* Highways Construction and Repair

*Forward Plan Ref:* 2026/163

*Key Decision*

*Contact:* Mo Fazlie, Senior Project Manager – A40 Programme  
([Mo.Fazlie@oxfordshire.gov.uk](mailto:Mo.Fazlie@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDHCR6**).

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the award of contract (NEC4 Engineering and Construction Contract, Pricing Option C with secondary Option X22), to M-Group Highways Limited (reg#13007933) for an estimated total value of £4,855,610 (ex VAT), for the HIF2 – Wolvercote Bridge Strengthening and Maintenance Works Scheme under the Pagabo Civil and Infrastructure Framework (Lot 1).**

## **7. Green Road and Bisecting Byway, Letcombe Regis Seasonal and Width Restriction TRO (Pages 23 - 178)**

*Cabinet Member:* Highways Construction and Repair

*Forward Plan Ref:* 2026/078

*Non-Key Decision*

*Contact:* Steven Tabbitt, Team Leader – Countryside Access  
([Steven.Tabbitt@oxfordshire.gov.uk](mailto:Steven.Tabbitt@oxfordshire.gov.uk))

Report by Director of Environment and Highways (**CMDHCR7**).

Width restriction to maintain safety for the majority of stakeholders.

The Cabinet Member is **RECOMMENDED** to:

Approve the following, as amended from advertised:

- (a) **New Prohibition of motor vehicles with four or more wheels & wider than 1.6m on Green Road in Letcombe Bassett & West Challow, on a seasonal basis between 1st October & 30th April.**
- (b) **New 'Prohibition of motor vehicles with four or more wheels & wider than 1.6m on the Letcombe Regis & West Challow BOAT (Nos.399/13/10 & 275/3/10), all year round.**

## **Councillors declaring interests**

### **General duty**

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

### **What is a disclosable pecuniary interest?**

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

### **Declaring an interest**

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

### **Members' Code of Conduct and public perception**

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

### **Members Code – Other registrable interests**

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

### **Members Code – Non-registrable interests**

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

# Agenda Item 4

## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY CONSTRUCTION AND REPAIR

**MINUTES** of the meeting held on Monday, 1 June 2026 commencing at 11.00 am and finishing at 11.06 am

**Present:**

**Voting Members:** Councillor Liz Leffman – in the Chair

**Officers:** Jack Ahier (Senior Democratic Services Officer), Paul Fermer (Director of Environment and Highways), Yousuf Javed (Project Manager), Mohammed Ilyas (Programme Lead – North).

*The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

### 1 **DECLARATIONS OF INTEREST**

(Agenda No. 1)

There were none.

### 2 **QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

There were none.

### 3 **PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

There were none.

### 4 **HOUSING INFRASTRUCTURE FUND (HIF2) – A40 EYNHAM TO WOLVERCOTE CONSTRUCTION CONTRACT**

(Agenda No. 4)

The Chair introduced the item and invited officers to explain the content within the report.

Officers noted the stretch of road was 3.1km long from the Eynsham Park and Ride to the Wolvercote Bridge and that it was being proposed in stages. Stage 1 would include enabling works, mitigations and engineering exercises, whilst Stage 2 would be for construction works, including widening the carriages on both sides for bus lanes, active travel enhancements and road crossings.

Officers noted that a key part of the scheme was to connect the previously constructed Park and Ride with the carriageway on the A40. The scheme also sought to enhance public transport use, reduce journey times and increase active travel.

Officers confirmed that the purpose of this report was to seek approval to award the contract to Balfour Beatty to carry out the works.

The Chair made it clear that this was something that needed to go ahead to deal with the traffic issues on the A40 and once completed, would hopefully improve people’s traffic experience.

The Chair asked if there were contingency plans in place for budgetary overrun and officers confirmed funding was in place for the scheme.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**a) Delegate authority to the Director of Environment and Highways in consultation with the Head of Legal and Governance Services (Deputy Monitoring officer) to:**

- i) Subject to finalising the scope, target cost, and programme for Stage 1 as well as the Option X22 Budget and Pricing Information, to approve the award of the NEC4 Engineering and Construction Contract, for an estimated total value of £70m, for the A40 Eynsham Park and Ride to Wolvercote scheme to Balfour Beatty Group Limited under the Scape Civil Engineering and Infrastructure Framework (Lot 2); and**
- ii) Subject to finalising the scope, target cost and programme for Stage 2, approve the issuing of a Notice to Proceed under the Contract to commence the main construction works.**

..... in the Chair

Date of signing .....

Division(s) affected: *All*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY CONSTRUCTION & REPAIR**

**16 JULY 2026**

### **REQUEST FOR RELEASE OF FURTHER CAPITAL DRAINAGE FUNDING**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the release of £1.7 million to the capital drainage Cat 467 budget in 26/27, and £2.3 million in 27/28 to enable the alignment of resources within the Annual Plan and Contractors Plan for those years against the allocated budget**

#### **Executive Summary**

1. The purpose of this report is to seek approval for the release of £4 million from the capital earmarked reserves for Drainage Infrastructure that was allocated by the Councils Cabinet in February 2026.
2. Cabinet approved an additional £4 million in February 2026 to compliment and provide continuation of additional work identified from the annual cleanse of all gullies in 2025/26.
3. An increased budget will help resolve drainage issues identified on the network as well as addressing issues identified from Cllrs, FMS enquiries and officer knowledge of problem locations
4. Last year's full annual gully cleanse programme identified further work which additional funding will support on repairing damaged and missing covers, an increased investigation and jetting operation and programme of schemes. The 2026/27 Annual Plan for drainage works including 49 proposed improvement schemes, as shown in **Annex 1**.

#### **Corporate Policies and Priorities**

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority no.1:

(1) Greener Oxfordshire – “We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”

(2) Fairer Oxfordshire – “We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”

(3) Healthier Oxfordshire – “We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”

## Financial Implications

6. The current annual drainage budget for 2026/27 is £2.746 million and remains at £2.746 million in 27/28.

7. Table 1 below identifies the planned allocation of spend for this year and next incorporating the additional funding:

Table 1							
Period	Schemes/ Lid Replacement £m	Investigation/ Jetting £m	Original Totals £m	Additional Funding			Revised Total £m
				Schemes/ Lid Replacement £m	Investigation/ Jetting £m	Total Additional Funding £m	
2026/27	2.746		2.746	0.000	1.700	1.700	4.446
2027/28	2.746		2.746	1.000	1.300	2.300	5.046
	<b>5.492</b>	<b>0.000</b>	<b>5.492</b>	<b>1.000</b>	<b>3.000</b>	<b>4.000</b>	<b>9.492</b>

8. It is proposed that the additional £4 million over two years will be aligned with the required resources to help deliver the increased budget, informing this and next year's Annual Plan as proposed in table 1 above.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

9. No negative legal implications have been identified in respect of the request.

*Comments checked by:*  
*Nicole Olavesen – Solicitor (Regulatory)*  
[Nicole.olvasen@oxfordshire.gov.uk](mailto:Nicole.olvasen@oxfordshire.gov.uk)

## Staff Implications

10. There are no negative staff implications in relation to the request – with work having been undertaken by Officers from the Highway Maintenance team as part of their regular day-to-day duties, with no additional or negative impact on capacity expected

## Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the request.

## Sustainability Implications

12. The additional funding will help increase the number of drainage infrastructure repairs and investigations to be undertaken over the next two years and ensure that routine gully cleansing work is as effective as possible.

## Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1 (*separate document*): Proposed Drainage schemes

Contact Officer(s):              Daron Mizen (Operational Manager – Highway Schemes)

July 2026

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Scheme Ref	Approval Status	Construction FY	Treatment type	Locality	Parish	Scheme name	Area	Tendered Cost	Location Description	Provisional start Date	Tendered Length	Estimated Length
1724143	Annual Work Programme	2026/2027	Drainage Improvements	Oxford City	Oxford City	A40 Eastbound	6000	£36,400	Headington Roundabout and A40 London Road (eastbound)	Q3 (October – December)	350	950
1724477	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Faringdon	A417 - Buscot, Opposite the Malt Houses	100	£25,000	A417 - Buscot, Opposite the Malt Houses - Piping existing ditch.	Q4 (January – March)	50	71
1724811	Annual Work Programme	2026/2027	Drainage Improvements	Abingdon	Kennington	KENNINGTON - The Avenue	100	£25,000	Kennington - The Avenue - Near to No105	Q4 (January – March)	10	27
1727572	Annual Work Programme	2026/2027	Drainage Improvements	Woodstock & Chipping Norton	Shipton-Under-Wychwood	Shipton-under-Wychwood - Leafield road, Ascot road to five ways.	2187	£20,000	Five ways to Ascot road.	Q4 (January – March)	1	420
1729111	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Grove	N/C BROOK LANE TO THE MAPLES	2160	£80,000	N/C BROOK LANE TO THE MAPLES	Q3 (October – December)	480	1250
1730524	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Steventon	STEVENTON - Hanney Road - Drainage Improvements	50	£10,000	STEVENTON - Hanney Road with the Jct of High Street	Q1 (April – June)	50	39
1730699	Annual Work Programme	2026/2027	Drainage Improvements	Oxford City	Oxford City	Woodstock Road (Capital Drainage Scheme)	1000	£140,000	Woodstock Road between Bevington Road and Staberton Road	Q2 (July - September)	1000	1028
1730723	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Buscot	Coleshill - Snowswick Lane - By Worshall Farm	20	£25,000	Coleshill - Snowswick Lane - By Worshall Farm - Culvert Parapet replacement	Q4 (January – March)	10	92
1730819	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Letcombe Bassett	Letcombe Bassett - Holborn Hill by Annabels Cottage	40	£10,000	Letcombe Bassett - Holborn Hill by Annabels Cottage	Q2 (July - September)	40	111
1730849	Annual Work Programme	2026/2027	Drainage Improvements	Burford & Witney	Swinbrook And Widford	Swinbrook - un-named road Replace Chamber in verge	281	£10,000	Swinbrook. Stream Cottage.	Q3 (October – December)	1	53
1730851	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Blewbury	BLEWBURY - A417 London Road	100	£50,000	BLEWBURY - A417 London Road - Opposite Dower House	Q1 (April – June)	100	142
1735861	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Swyncombe	B481 Watlington to Nettlebed Drainage Improvement Scheme (CAS)	600	£60,000	B481 from Pishill to Park Corner	?	600	444
1735873	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	West Hanney	WEST HANNEY - Church Street	55	£40,000	WEST HANNEY - Church Street - The Old Vicarage to The Green.	Q3 (October – December)	55	61
1736034	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Woolston	WOOLSTONE - Woolstone Road	180	£50,000	WOOLSTONE - Woolstone Road - Drainage Works to alleviate flooding	Q3 (October – December)	180	198
1736144	Annual Work Programme	2026/2027	Drainage Improvements	Abingdon	Cumnor/Farmoor	BOTLEY - Orchard Road - Eynsham Road drainage outfall improvements	8	£30,000	BOTLEY - Orchard Road - Eynsham Road drainage outfall improvements	Q3 (October – December)	8	36
1782303	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	Claydon	Claydon, Main Street	1246	£20,000	Adjacent to St James The Great Church	Q2 (July - September)	1	239
1782323	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	Mollington	Mollington, Main Street	994	£20,000	Adjacent to The Paddockes	Q3 (October – December)	1	191
1782483	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	Upper Heyford	Somerton, Heyford Rd	799	£30,000	Adjacent to Jersey Manor	Q1 (April – June)	1	153
1782484	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	North Aston	Somerton, Water Street	405	£50,000	Adjacent to The Orchard	Q1 (April – June)	1	77
1782594	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Coleshill	B4019 - Highworth Road - Bradbury Clumps	200	£30,000	B4019 - Highworth Road - Bradbury Clumps	Q1 (April – June)	200	308
1782645	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Besselsleigh	A420 - Besselsleigh Junction	1000	£7,000	A420 Besselsleigh Junction - Drainage Improvements	Q1 (April – June)	100	160
1782647	Annual Work Programme	2026/2027	Drainage Improvements	Bicester & Kidlington	Fringford	Fringford, Main Street	1303	£20,000	Adjacent to The Butchers Arms public house	Q4 (January – March)	1	250
1782725	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	Swalcliffe	Park Lane, Swalcliffe	36	£30,000	Outside property number 3	Q2 (July - September)	1	6
1782736	Annual Work Programme	2026/2027	Drainage Improvements	Abingdon	Harwell	A4130 Didcot - Drainage Repairs	270	£54,000	A4130 Milton Interchange to Didcot repair to broken Aco Drain Kerbs.	Q2 (July - September)	1800	1796
1782737	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Tiddington	Sandy Lane, Tiddington - Drainage Improvements	800	£52,000	Sandy Lane, Tiddington - Outside of Walters Farm	Q3 (October – December)	200	240
1785563	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Waterstock	Church End, Waterstock (Drainage Scheme)	994	£0	Church End, Waterstock	Q2 (July - September)	0	191
1785565	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Great Haseley	Rycote Lane, Thame (Drainage Scheme)	810	£0	Rycote Lane, Thame outside of Manor Farm	Q2 (July - September)	0	109
1785572	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Wheatley	Church Road, Wheatley (Drainage Scheme)	0	£0	Church Road, Wheatley	Q3 (October – December)	0	0
1785573	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Wheatley	High Street, Wheatley (Drainage scheme)	2297	£0	High Street, Wheatley	Q3 (October – December)	0	425
1785574	Annual Work Programme	2026/2027	Drainage Improvements	Henley & Didcot	Stoke Row	SODC / City Soakaway Borehole Program	1	£0	Various locations across south oxfordshire	?	0	0
1785603	Annual Work Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Goosey	Goosey - Goosey lane - Additional Gully	4	£8,000	Goosey Lane - Adjacent to Wiggins.	Q2 (July - September)	6	158
1785639	Annual Work Programme	2026/2027	Drainage Improvements	Banbury	Claydon	Claydon, Main Street	1777	£20,000	Adjacent to St James The Great Church	Q1 (April – June)	1	341
1785642	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Stadhampton	School Lane - Stadhampton (Drainage Scheme)	96	£19,200	School Lane - Stadhampton	?	12	176
1786138	Annual Work Programme	2026/2027	Drainage Improvements	Henley & Didcot	South Stoke	Ferry Road - South Stoke (Drainage Scheme)	338	£0	Ferry Road - South Stoke	Q2 (July - September)	0	65
1786139	Rolling Programme	2026/2027	Drainage Improvements	Henley & Didcot	South Stoke	Underhill - Moulsoford (Drainage Scheme)	33	£0	Underhill - Moulsoford	Q2 (July - September)	0	6
1786140	Annual Work Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Wheatfield	Stoke Talmage (Drainage Scheme)	2137	£0	Stoke Talmage	Q2 (July - September)	0	411
1786141	Rolling Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Chinnor	Henton (Drainage Improvements)	414	£0	Henton - Chinnor	Q2 (July - September)	0	76
1786142	Rolling Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Aston Rowant	Brook Street - Kingston Blount (Drainage Scheme)	0	£0	Brook Street - Kingston Blount	Q4 (January – March)	0	0
1786143	Rolling Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Lewknor	South Oxfordshire - Manhole cover replacement	65	£0	Various locations as identified by Kaarbontech	Q4 (January – March)	0	11
1786181	Rolling Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Longcot	A420 - Watchfield Layby	10	£4,000	A420 - Watchfield Layby - Flood alleviation	Q1 (April – June)	5	24
1786183	Rolling Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Ashbury	Idstone Village - Dig-down repair to main line culvert	8	£8,000	Idstone Village - Dig-down repair to main line culvert	Q1 (April – June)	8	10
1786268	Rolling Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Littleworth	Littleworth - By Park Farm	4	£6,000	Littleworth Village -by Park Farm - Drainage Improvements	Q2 (July - September)	4	24
1786302	Rolling Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	Faringdon	A417 Faringdon Road - Gully location alterations	20	£50,000	A417 Faringdon Road - Between A420 Stanford Roundabout and Shellingford junction	Q3 (October – December)	20	2479
1786306	Rolling Programme	2026/2027	Drainage Improvements	?	?	Buttercross Lane - Witney (Drainage Improvement Scheme)	0	£0	Buttercross Lane - Witney	Q3 (October – December)	0	0
1786307	Rolling Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Stanton St John	Mill Street - Stanton St John (Drainage improvements)	727	£0	Mill Street - Stanton St John	Q4 (January – March)	0	139
1786308	Rolling Programme	2026/2027	Drainage Improvements	Thame, Wheatley & Watlington	Sydenham	Sydenham Road - Sydenham (Drainage Improvements)	224	£0	Sydenham Road - Sydenham	Q2 (July - September)	0	42
1786309	Rolling Programme	2026/2027	Drainage Improvements	?	?	Thames Street - Oxford (Minor Drainage Repairs)	0	£0	Thames Street - Oxford	Q1 (April – June)	0	0
1786332	Rolling Programme	2026/2027	Drainage Improvements	Woodstock & Chipping Norton	Spelsbury	Taston Road - Taston (Drainage Improvement Scheme)	27	£0	Taston Road - Taston	Q3 (October – December)	0	5
1786442	Rolling Programme	2026/2027	Drainage Improvements	Faringdon & Wantage	East Hanney	East Hanney - Summertown - Culvert replacement	10	£30,000	East Hanney - Summertown - Culvert replacement	?	10	9

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## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAYS CONSTRUCTION AND REPAIR

16 JULY 2026

### HIF2 - Wolvercote Bridge Strengthening and Maintenance Works Scheme

Report by Director of Environment & Highways

#### RECOMMENDATION

The Cabinet Member is RECOMMENDED to

- a) Approve the award of contract (NEC4 Engineering and Construction Contract, Pricing Option C with secondary Option X22), to M-Group Highways Limited (reg#13007933) for an estimated total value of £4,855,610 (ex VAT), for the HIF2 – Wolvercote Bridge Strengthening and Maintenance Works Scheme under the Pagabo Civil and Infrastructure Framework (Lot 1).

#### Executive Summary

1. The Council's Constitution states that key decisions are required prior to entering into any contracts with a capital spend of over £2 million.
2. This report recommends that Cabinet Member approves the award of contract (NEC4 Engineering and Construction Contract, Pricing Option C with secondary Option X22), to M-Group Highways Limited (reg#13007933) for an estimated total value of £4,855,610 (ex VAT), for the HIF2 – Wolvercote Bridge Strengthening and Maintenance Works Scheme under the Pagabo Civil and Infrastructure Framework (Lot 1)
3. The estimated cost for Stage 1 is £776,556. In Stage One the Contractor provides early Contractor involvement and enabling works services, working collaboratively with the Client, the Project Manager and the Designer (AECOM) to develop the design information, methodology, programme and target price for Stage Two. Stage Two is the full construction stage and will follow a Notice to Proceed instruction from the Director of Environment and Highways providing the total estimated contract value of £4,855,610 is not exceeded.
4. The NEC Option X22 enables the Council to either terminate the contract at the end of Stage 1 or proceed to Stage 2 and commence the construction works.

5. A Cabinet Member Decision is required to award the contract and enable to Council to proceed with Stage 1 mobilisation works, required to commence by mid-August, noting that these works are constrained by Network Rail possession availability. Early mobilisation is critical to reduce programme and cost pressures; completion of these enabling works will inform the full scope and support timely delivery of the scheme, and maintain alignment with interdependent projects, including the HIF2 – Eynsham to Wolvercote scheme, which is similarly constrained by seasonal requirements.

## **Background and Objectives**

6. The A40 corridor strategy aims to reduce congestion, improve air quality, and support the delivery of 4,813 new homes in West Oxfordshire. The HIF2 - Wolvercote Bridge Strengthening and Maintenance Works specifically addresses capacity and connectivity at the Wolvercote Railway Bridge, including the removal of concrete encasing steel frames, parapet and edge beam works, installation of a Vehicular Restraint System (VRS), and concrete repairs to abutment walls. These works are essential to enable the delivery of housing and support employment growth in line with the West Oxfordshire Local Plan and Oxfordshire's Housing Growth Deal. The scheme unlocks crucial strength capacity to complete the works on the top side of the Wolvercote Bridge for the HIF2 A40 – Eynsham to Wolvercote Scheme.

## **Procurement and Delivery**

7. The contract is procured via the Pagabo Civil and Infrastructure Framework (Lot 1), using an NEC4 Engineering and Construction Contract with Option C (Target Price) and Option X22 (Early Contractor Involvement). The contract will consist of two stages: Stage 1 will confirm and validate the full scope, the construction methodology, the full programme, the risk allowances and agree the target price; and Stage 2 will deliver the main works following approval to proceed.
8. All design services relating to the construction works, including the Principal Designer role, are and will continue to be undertaken by AECOM under a separate NEC4 PSC contract with the Council.

## **Corporate Policies and Priorities**

9. This Scheme supports Oxfordshire County Council's Corporate Plan by enabling sustainable travel, reducing congestion, and supporting new housing and economic growth. The project aligns with the Council's vision for a greener, fairer, and healthier county, delivering improved transport infrastructure that benefits residents, businesses, and the wider community.

## **Financial Implications**

10. The total estimated final cost of the HIF2 – Wolvercote Bridge Strengthening and Maintenance Works Scheme is £6.502m. This is funded by £5m from Council-approved highways maintenance reserves, as agreed by Cabinet in January 2026, and £1.502m from the HIF fund. The scheme budget includes a construction contingency of £508,000 to manage project risks.
11. The contract award to M Group Highways Limited is for £4,855,610 under the Pagabo Civil and Infrastructure Framework (Lot 1), using NEC4 ECC Option C (Target Price Contract).
12. There are no additional budgetary implications, as all required funding has been previously approved.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner,  
[rob.finlayson@oxfordshire.gov.uk](mailto:rob.finlayson@oxfordshire.gov.uk)

## Legal Implications

13. This is a key decision as defined in paragraph 3(b) of Part 1.3 of the Council's Constitution.
14. This report recommends an award of a works contract to M Group Highways Ltd with an estimated total value of £4,855,610 for the delivery of the Wolvercote Bridge Strengthening and Maintenance Works. The Contract will comprise mobilisation works (Stage 1 with an estimated value of £776,556) and the main construction works (Stage 2). Following completion of the Stage 1 works the Council may elect to proceed to Stage 2 of the Contract (the Council is not obliged to do so) by issuing the Contractor with a Notice to Proceed under the Contract.
15. During Stage 1 of the contract, the parties will develop and seek to agree on the Tendered Total of the Prices for Stage 2 (the Target Price) based on the Pricing Information and the Secondary Option X22 Budget (which has been set at £4,855m) together with the Stage 2 Scope and programme, prior to the issue of any Notice to Proceed for the main construction works. No Notice to Proceed will be issued unless and until a further decision is taken by the Director of Environment and Highways. Where the Target Price exceeds the estimated contract value of £4.855 million, further approval will be needed in accordance with the Council's governance procedures.
16. As the total estimated value of the proposed construction works contract exceeds the applicable works threshold of £5,193,000 (including VAT), the Council is required to procure the works through a lawful and compliant route to market in accordance with the Public Contracts Regulations 2015 (PCR 2015), where

applicable, or the Procurement Act 2023 (PA 2023), and in compliance with the Council's Contract Procedure Rules.

17. The proposed route to market for the award of the works contract is by way of a call-off under the Pagabo Civil and Infrastructure Framework (Lot 1) 2022–2026 (being a framework established pursuant to the PCR 2015, extended to the end of September 2026). The PA 2023 expressly permits contracting authorities to continue awarding call-off contracts under framework agreements established under the PCR 2015, including the Pagabo Civil and Infrastructure Framework 2022–2026. The proposed award route is therefore a lawful and available procurement route for the purposes of this contract.
18. In delivering the construction of the Wolvercote Bridge Strengthening and Maintenance Works scheme, the Council is acting in its statutory capacity as the highway authority for Oxfordshire pursuant to the Highways Act 1980.

Comments checked by: Jayne Pringle, Principal Solicitor - Contracts  
[Jayne.pringle@oxfordshire.gov.uk](mailto:Jayne.pringle@oxfordshire.gov.uk)

### **Staff Implications**

19. There are no staff implications.

### **Equality & Inclusion Implications**

20. In planning, delivering, monitoring, and evaluating this scheme, equality and diversity issues have been appropriately considered from the outset. The Scheme has been screened for relevance against statutory duties to promote equality, and an Equality and Community Impact Assessment (ECIA) has been completed in line with Council guidance.

### **Sustainability Implications**

21. The Scheme supports the Council's climate and ecological commitments by promoting sustainable travel and reducing congestion and emissions. A Climate Impact Assessment (CIA) has been completed, and the scheme aligns with the Council's objectives for climate action.

### **Risk Management**

22. Key risks include Network Rail possession scheduling, unknown site conditions, and programme dependencies with other A40 schemes. The chosen contract form (Option C) provides flexibility to manage these uncertainties. A detailed risk assessment has been undertaken, and mitigation measures are in place to minimise risks to the Council.

## Consultations

23. Extensive engagement with Network Rail, utility companies, relevant service directorates within the Council, and elected members has been undertaken to ensure alignment and minimise disruption to neighbouring works and key stakeholders. All points of substance raised during consultations have been considered and addressed in the development of this scheme.

**Paul Fermer**  
**Director of Environment and Highways**

Annex: [Annex A – Project Details](#)

Background papers: Nil

Contact Officer: Mohammed Ilyas  
Programme Lead, HIF2 – A40 Programme  
[Mohammed.Ilyas@oxfordshire.gov.uk](mailto:Mohammed.Ilyas@oxfordshire.gov.uk)

July 2026

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**1. Project Information:**

<b>Project Name:</b>	<u>HIF2 A40 Smart Corridor – Wolvercote Bridge Maintenance Works</u>
<b>Description of the Works and/or Services:</b>	<p>The Wolvercote Railway Bridge Strengthening and Maintenance Works will seek to deliver the following:</p> <ul style="list-style-type: none"><li>• Removal of the non-contributing concrete that encases the bridge’s steel portal frames, inspection and repair including strengthening of the exposed steel portal frame (and abutment faces) as required and then application of a protective paint solution.</li><li>• Temporary isolation and diversion of services on the verge, including Network Rail telecom cables attached to the South face of the Bridge.</li></ul>
<b>Procurement Stage:</b>	<u>Construction</u>
<b>Framework Name:</b>	<u>Pagabo Civil and Infrastructure Framework (Lot 1)</u>
<b>Competition or Direct Award:</b>	<u>Direct Award</u>
<b>Supplier Name (if known):</b>	<u>M Group Highways Limited (Parent Entity: M Group Services Limited)</u>
<b>Conditions of contract:</b>	<u>NEC4 Engineering and Construction Contract, Option C incl. X22 (Early Contractor Involvement)</u>
<b>Design obligations:</b>	<u>Permanent works design – AECOM Infrastructure &amp; Environment UK Limited Temporary works design – Contractor responsibility</u>
<b>Estimated Contract Value:</b>	<u>£4.855m</u> <b>Contract Duration:</b> <u>19 Months</u>
<b>External Stakeholders/Third Parties:</b>	<u>Network Rail, Environment Agency, River and Canals Trust</u>

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Division(s) affected: *Shrivenham, Wantage West*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAYS CONSTRUCTION AND REPAIR**

**16 JULY 2026**

### **LETCOMBE BASSETT, LETCOMBE REGIS & WEST CHALLOW: GREEN ROAD BOAT & BOAT Nos.399/13/10 & 275/3/10 – PROPOSED PROHIBITION OF MOTOR VEHICLES &**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following, as amended from advertised:

- (a) **New Prohibition of motor vehicles with four or more wheels & wider than 1.6m on Green Road in Letcombe Bassett & West Challow, on a seasonal basis between 1st October & 30th April.**
- (b) **New 'Prohibition of motor vehicles with four or more wheels & wider than 1.6m on the Letcombe Regis & West Challow BOAT (Nos.399/13/10 & 275/3/10), all year round.**

#### **Executive Summary**

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to prohibit motor vehicles with four or more wheels & – from using Green Road in Letcombe Bassett & West Challow, between its junctions with the B4001 Middleway Bottom to the west, and Windmill Hill to the east, on a seasonal basis between 1st October & 30th April – as shown in **Annex 1**.
3. During the restricted period, use will continue to be permitted for emergency services, pedestrians, cycles, horses, horse carriages, motorcycles, disabled persons wheelchairs and powered mobility conveyances, and for access by agricultural land users and highway maintenance vehicles, recovery vehicles and refuse collection.
4. Additionally, it was also proposed to introduce a 'year-round' prohibition of motor vehicles with four or more wheels, where they are wider than 1.6m [approx. 5ft 2in] – from using the Letcombe Regis & West Challow BOAT (Nos.399/13/10 &

275/3/10) between its junction with the B4507 to the north, and its junction with Bassett Road in Letcombe Regis to the south – as shown in **Annex 2**.

5. With use to continue to be permitted for emergency services, pedestrians, cycles, horses, horse carriages motorcycles, disabled persons wheelchairs and powered mobility conveyances, and for access by agricultural land users and highway maintenance vehicles, recovery vehicles and refuse collection.

## Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*
7. The seasonal banning of larger motorised 4x4 vehicles on Green Road would prevent unnecessary interactions by such vehicles with walkers, cyclists, equestrians, and disabled users. This can help to reduce any intimidation and perceived danger that some will feel and encourage more outdoor recreation.
8. Green Road has experienced significant surface damage over the years due to off-road motorised vehicle use (see **Annex 9** for photographs of surface damage and repair works). This Byway sits on the North Wessex Downs, a Nationally Protected Landscape, and forms a vital part of the local green infrastructure. It connects key routes within the public rights of way network, offering residents and visitors a means to explore and enjoy the wider countryside.
9. The damage caused by motorised vehicles has necessitated the prolonged use of Temporary Traffic Regulation Orders (TTROs) to close the lane for repairs.

These repairs often involve soft landscaping techniques that are sympathetic to the natural environment and require time to settle and become effective.

10. Seasonally restricting larger motorised vehicles access is a proactive measure that supports the council's corporate objective to preserve and improve access to nature and green spaces. It ensures the lane remains safe, sustainable, and accessible for the local community and to as many user groups as possible.
11. The proposed approach distinguishes between the differing character, topography and vulnerability of the routes. On the wider section of Green Road, the surrounding landform and available width mean that a year-round restriction on larger motorised vehicles may not be necessary or proportionate. However, the route remains particularly susceptible to rutting, erosion and surface degradation during the wetter winter months, when saturated ground conditions significantly increase the likelihood of damage from heavier or larger vehicles.
12. A seasonal Traffic Regulation Order would therefore provide a balanced and targeted means of protecting the surface and surrounding landscape at the time of greatest risk, while allowing access to continue during drier periods when the route is less vulnerable. By contrast, the bisecting byway is materially different in character: it is narrower, more constrained, and descends the chalk escarpment, making it more sensitive to vehicle width, weight and braking forces throughout the year. In those circumstances, an all-year Traffic Regulation Order for larger motorised vehicles is justified to prevent ongoing physical damage, protect the integrity of the route and safeguard the wider landscape setting.
13. The Council believes this approach strikes the right balance between protecting our countryside and maintaining inclusive access for stakeholders.

## **Financial Implications**

14. Funding for consultation on the proposals (and implementation if approved) has been provided by the existing Countryside Access capital budget (*code C.AT00490.01*), with potential delivery also to be undertaken internally by the Countryside Access team.
15. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

16. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
17. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Countryside Access’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

18. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. The Equalities impact assessment can be found in **Annex 7**.

## Sustainability Implications

19. The Green Road BOAT proposal has been brought forward because the route has suffered repeated and severe surface damage during wet winter periods, leaving it unsafe and frequently impassable. This has required the Council to implement Temporary Traffic Regulation Orders (TTROs) to manage public safety and protect the route from further deterioration. The preferred approach is to avoid hard-engineered surfacing where possible and instead allow time for softer, more environmentally sensitive and landscape-appropriate techniques to be implemented and become established.
20. The Letcombe Regis & West Challow BOAT proposal aims to protect the physical condition of the route, safeguard vulnerable users, and ensure the byway can be managed sustainably.

## Risk Management

21. No potential significant health and safety or service provision risks have been identified in these proposals. Not introducing the TROs could lead to continued surface damage to the byway from larger recreational motorised vehicles, resulting in further potential temporary restrictions for all users due to safety concerns. Officers believe that approving the proposals would allow the byways to remain open all year round for the majority of users, whilst also allowing access to Green Road for all users for six months of the year.

## Formal Consultation

22. Formal consultation was carried out between 13 May and 12 June 2026, a notice was published in the local Oxfordshire Herald Series and Oxford Times newspapers, and public notices were erected on site in the immediate vicinity of the proposals.
23. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Vale of White Horse District Council, relevant local District Councillors, Letcombe Regis, Letcombe Bassett, Childrey, and West Challow Parish Councils, and the local County Councillors representing the Shrivenham, and Wantage West divisions.
24. During the course of the formal consultation, 25 responses were received via the online survey, and these are summarised in the table below:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
Green Road BOAT (Seasonal)	17 (68%)	2 (8%)	3 (12%)	3 (12%)
Letcombe Regis & West Challow BOAT	16 (64%)	3 (12%)	5 (20%)	1 (4%)

25. Additionally, a further seven emails were received directly – with Thames Valley Police not objecting on the proviso that burden for any enforcement should not rest with the Police, Natural England (a non-departmental public body) submitted a no comment, National Grid also submitted a non-objection, whilst a local resident raised concerns regarding the use of physical measures to aid with enforcement and the potential impact on access to their property.
26. Detailed objections were received from the Green Lane Association (see **Annex 4**), British Horse Society – South, British Horse Society – Vale of White Horse (see **Annex 5**), and the ‘Shifford Carriage Driving for the Disabled Group’ (see **Annex 6**). Details of these can be found in their associated annexes.
27. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that

Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer response to objections/concerns**

### **BHS & Shifford Carriage Drivers:**

28. The County Council thanks the British Horse Society (BHS) and Shifford Carriage Driving Association (RDA) for its detailed responses to the proposed Traffic Regulation Orders (TRO) and for its support for the principle of protecting the byways during the winter months.
29. The matters raised in the objection relate primarily to the potential installation and design of barriers, rather than to the purpose of the Order itself.
30. The proposed TRO is intended to protect the surface and condition of the Byways Open to All Traffic (BOATs) during periods when they are most susceptible to damage. This is necessary to ensure that the routes remain available for lawful use in the longer term.
31. In this context, the Council must balance the need to restrict use during particularly vulnerable periods against the objective of maintaining routes that are safe and usable for all lawful users when they are open. Without such management, continued damage during wet conditions can render routes unusable for significantly longer periods, to the detriment of all users.
32. The Order does not seek to prevent legitimate use by non-motorised users where this can be safely maintained.
33. The Council recognises the importance of ensuring that any infrastructure installed to enforce the TRO is proportionate, appropriately designed for its location, and maintains access for lawful users wherever reasonably possible. Relevant guidance, including that produced by stakeholder organisations, would be taken into account as part of any future design process.
34. The Council acknowledges the value of early engagement and confirms that, when physical barriers are implemented in association with this Order, there would be opportunity for further engagement with relevant stakeholders, including the BHS, to inform appropriate design solutions.
35. The BHS raises concerns regarding the potential impact of barriers on disabled users and carriage drivers, and compliance with the Equality Act 2010 and the Public Sector Equality Duty.
36. The Council confirms it has had due regard to its duties under the Equality Act 2010, and that these considerations have been fully incorporated into the development and implementation of the TRO.

37. In light of the concerns raised through the consultation process, the Council has reviewed the proposed barrier provision and confirms that a flat, level minimum gap width of 1.6 metres, clear of any vegetation, will be retained. This width is considered necessary to restrict most motor vehicle access while maintaining access for lawful non-motorised users wherever reasonably practicable.
38. Following this consultation, the Council does not propose to include carriage drivers within the scope of the TRO. Where an individual carriage driver is unable to pass through a 1.6 metre gap, they may apply to the Council for a key or number combination for a dropped bollard to allow access. The detailed implementation of this arrangement on the ground will be developed in consultation with the British Horse Society.
39. The BHS highlights the importance of evidence and the use of trial and monitoring arrangements.
40. The routes have been subject to damage over a number of years as a result of misuse, requiring the Council to commit limited resources to ongoing repairs. This is supported by a body of evidence and experience in managing these routes. Without appropriate intervention, this deterioration would continue, to the detriment of all users.

#### **Private Rights of Access & Farm Traffic:**

41. The Council acknowledges the respondent's concerns regarding access to their property and the impact that the current concrete blocks have had on their business and day-to-day use of the route. The concrete blocks are a temporary measure only and are not intended to provide the long-term means of managing access on the BOAT.
42. The purpose of the Order is not to interfere with established private rights of access, and the Council will work with the landowner and affected occupiers to identify a suitable permanent arrangement that enables the restriction to operate effectively while ensuring that lawful private access, including agricultural, equestrian and other necessary access to adjoining land and property, is not adversely affected.
43. Farm traffic access is understood to occur at specific points only: on the section by the village hall into the adjoining field; at the western end into the fields where the muck heap was previously located; and at the northern end into the field. We are not aware of any farm traffic using the full length of the BOATs.

#### **Motorbikes and any obstructions:**

44. The Council notes the respondent's objection and their concerns regarding motorcycle access and obstructions on the byways. It is not currently proposed to prohibit motorcycles from using these routes rather monitor the

situation with regards to the Byways surface and any reports of driving without due care and attention to their surroundings.

45. The proposed restrictions are intended to manage use in a proportionate way, having regard to the condition of the routes and the need to balance public access with the protection of the byways and surrounding environment. Any reported obstructions or other access issues on the byways are being considered and dealt with in accordance with the Council's prioritised casework approach, taking account of available resources, safety considerations, the level of public impact and the wider demands on the public rights of way network.

**Introduction of a speed limit:**

46. The Council notes the respondent's suggestion that the route should remain open but be subject to a reduced speed limit. All users of a byway open to all traffic, including drivers of motorised vehicles, are expected to use the route with due care and attention and in a manner appropriate to the character, condition and surroundings of the route.
47. However, the Council does not consider that introducing a speed limit on this type of unsurfaced rural byway would provide a workable or effective solution on the ground. Such limits would be difficult to sign, manage and enforce in practice, particularly given the nature of the route, its rural setting and the limited scope for conventional highway speed-management measures. The proposed Order therefore seeks to manage use of the byway in a way that is more practical and proportionate to the issues identified.

**Concerns of horses damaging the surface in the general area:**

48. The Council notes the respondent's concerns about surface damage caused by equestrian use, particularly during wet conditions. However, horse riders have a lawful public right to use a byway open to all traffic, alongside walkers, cyclists and vehicular users. The Council cannot therefore simply prohibit horse riding from the route unless there is a clear legal basis and a proportionate justification for doing so.
49. The current proposals are focused on managing motorised vehicular use where this has been identified as causing particular issues to the condition and character of the byways. All users, including horse riders, are expected to use the routes responsibly and with due regard to the surface condition, other users and the surrounding environment.

**GLASS (including Vegetation Management & Works):**

50. The Council's position is based on documented evidence held within the Council's Countryside Access Management System, which records inspections, reported issues, actions and completed works undertaken on the route over a sustained period.

51. Those records show that the byway has required repeated inspection, monitoring and practical intervention. They include surface and drainage repairs, vegetation management, fallen tree clearance, signage and fingerpost works, liaison with third parties, and subsequent review of repeat-maintenance issues. The information is therefore not anecdotal; it is drawn from the Council's operational countryside access records and documents the pattern of issues and works associated with the route.
52. The records also show continuing concerns about surface damage, rutting and drainage, including damage associated with vehicular use. In the Council's view, if the byway were to reopen without any seasonal restriction, the surface would be highly susceptible to further damage during the wetter winter months. That could result in deterioration to the route, additional repair requirements, and potentially further closures until funding is available and/or until works can be undertaken at the appropriate time of year.
53. It is also important that any further repairs are appropriate to the character of the route and its setting, and that they are allowed sufficient time to bed in. Premature or unsuitable use in adverse conditions would risk undermining those repairs and could lead to a cycle of repeated damage, further intervention and additional periods when the route is unavailable to users.
54. The proposed seasonal TRO seeks to avoid that outcome. It would protect the route during the period when it is most vulnerable, while still allowing GLASS members and other motorised vehicle users to access the byway outside the winter months. The Council considers this to be a balanced approach: it recognises motorised users' rights of access, but also addresses the documented maintenance history, the susceptibility of the surface to seasonal damage, and the need to protect the route for all lawful users over the longer term.
55. The Council also notes the point raised regarding winter vegetation clearance. Further vegetation clearance works are required, and we would very much welcome the opportunity to work with local Oxfordshire GLASS members to undertake appropriate volunteer clearance works where these can be safely and practically arranged. This would follow the positive example of the Oxfordshire Trail Riders Fellowship, whose members have recently assisted the Council by clearing a byway in the Vale of White Horse area and have offered further volunteer support for byway clearance works, which the Council intends to take up.

#### Inclusive Access and Equality

56. The Green Lane Association raises concerns that restricting motor vehicle access may adversely affect individuals with limited mobility.
57. The proposed Order has been developed with regard to the Council's equality duties. The restriction does not prevent access for disabled users, including wheelchair users and users of powered mobility aids. The design has also

been reviewed to improve accessibility for legitimate non-motorised users, including the provision of a 1.6 metre gap, clear of vegetation.

58. Officers also note that previous unrestricted motorised use has resulted in rutting, surface damage and deterioration. This can reduce accessibility for non-motorised users, including users with limited mobility. The proposal therefore seeks to maintain the route in a condition that is usable by the widest range of users overall. On this basis, the proposal is not considered to give rise to disproportionate impacts under equality legislation.

#### Evidence Base

59. The Green Lane Association questions whether sufficient evidence exists to justify the restriction, particularly given the historic use of Temporary Traffic Regulation Orders on the route.
60. Officers consider that the proposed Order is supported by a clear evidence base, including evidence of damage caused by motorised vehicles, rutting and surface degradation requiring repair works, the repeated need to close the route on safety grounds, and ongoing management experience of the route over a sustained period.
61. The use of temporary restrictions reflects prior deterioration and the need to protect the route. It does not negate the underlying evidence of recurring damage and safety concerns. The Council will continue to monitor the condition of the route following implementation of the Order.

#### Highway Status and Width

62. The Green Lane Association refers to the historic width and legal status of the route as a BOAT in support of continued motor vehicle use.
63. Officers acknowledge the legal status of the route. However, the exercise of TRO powers is based on current conditions, use and impacts, rather than historic dimensions alone. Sections of the route are wide open down land and others are narrow and sunken in character, increasing the potential for conflict between users, and previous use by motor vehicles has resulted in unsuitable conditions and safety concerns.

#### Proportionality

64. The Green Lane Association contends that the proposal is disproportionate and that alternative options should be pursued. Officers confirm that alternative options have been considered, including no restriction, voluntary restraint, and physical improvement or surfacing works.
65. These options were discounted because unrestricted use would be likely to lead to further deterioration and renewed closure; voluntary restraint would be unlikely to provide a reliable or enforceable solution; and substantial surfacing works would be disproportionate and potentially harmful to the character and

environment of the route. A landscape analysis for the North Wessex Downs can be found in A landscape analysis for the North Wessex Downs (in relation to surfacing) can be found in **Annex 10**.

66. The proposed Order is considered proportionate because it applies on a seasonal basis, targeting the periods when the route is most vulnerable, while retaining access for a broad range of users and allowing use at times when the route is more resilient.
67. It therefore represents the least restrictive option that is capable of addressing the identified issues.

#### Process and Transparency

68. The Green Lane Association raises concerns regarding the transparency of the process and the availability of supporting information.
69. Officers confirm that the statutory TRO process has been followed, including formal consultation with stakeholders and the public. Relevant documents, including the Statement of Reasons and consultation materials, have been made available, and all objections have been considered and are presented to the decision-maker as part of this report. The process is therefore considered compliant with statutory requirements and established practice.

#### **Conclusion:**

70. The objection from the Green Lane Association has been carefully considered. However, officers conclude that there is clear evidence that unrestricted motor vehicle use has resulted in damage and safety concerns; that the proposed seasonal width restriction TRO and width restriction TRO provides a balanced and proportionate response by maintaining access where sustainable while protecting the route; and that the proposal meets the Council's duties under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and enables the Council to balance the needs of all users. The objection is therefore not considered sufficient to outweigh the justification for making the Order as proposed.

**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annexes 1-2: Consultation plans  
   Annex 3: Consultation responses  
   Annex 4 (*separate document*): Consultation response  
   from 'Green Lane Association'  
   Annex 5 (*separate document*): Consultation response  
   from 'BHS Access & Bridleways Officer for Vale of White  
   Horse'

Annex 6 (*separate document*): Consultation response from 'Shifford Carriage Driving for the Disabled Group'  
Annex 7 (*separate document*): Equalities Impact Assessment  
Annex 8 (*separate document*): Climate Impact Assessment  
Annex 9 (*separate document*): Surface issue photos  
Annex 10 (*separate document*): Green Road surfacing  
North Wessex Downs landscape analysis

Background papers:

n/a

Other Documents:

'Green Lane Association' consultation response Annex A (Lived experiences from members of the Association)  
'Green Lane Association' consultation response Annex B1 (Green Road Site survey)  
'Green Lane Association' consultation response Annex B2 (Letcombe Regis/West Challow BOAT Site survey)

Contact Officer(s):

Steven Tabbitt (Team Leader – Countryside Access)  
Dave Keeley (Operational Manager – Environment & Heritage)

July 2026



**Route of byway**

A-B-C

Approximate route of unaffected rights of way

Public Footpath ————

Public Bridleway ————

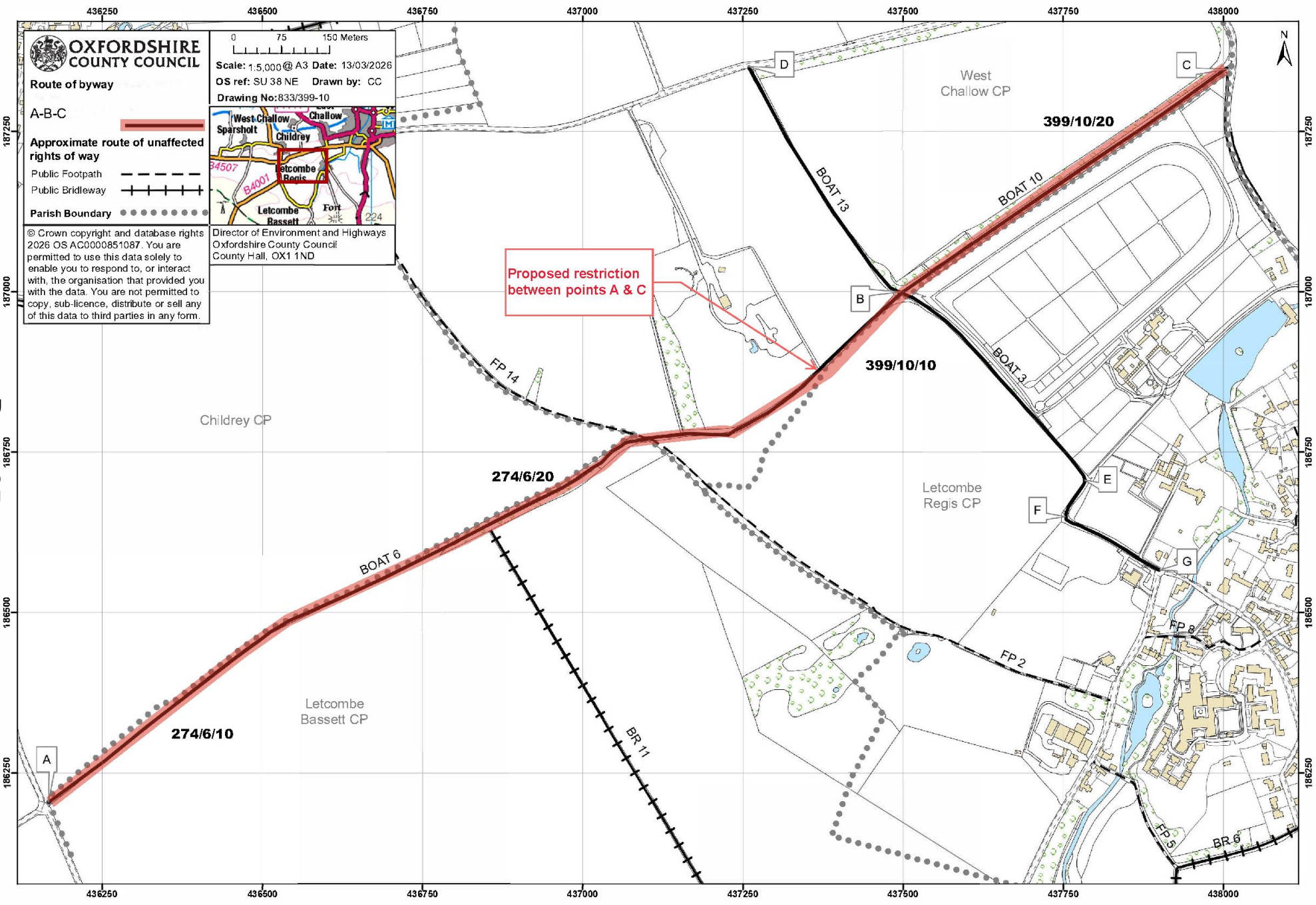
Parish Boundary ●●●●●●

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Director of Environment and Highways  
Oxfordshire County Council  
County Hall, OX1 1ND

Scale: 1:5,000 @ A3 Date: 13/03/2026  
OS ref: SU 38 NE Drawn by: CC  
Drawing No: 833/399-10

Proposed restriction  
between points A & C



**OXFORDSHIRE COUNTY COUNCIL**

Route of byway  
D-B-E-F-G

Scale: 1:5,000 @ A3 Date: 13/03/2026  
OS ref: SU 38 NE Drawn by: CC  
Drawing No: 833/399-10

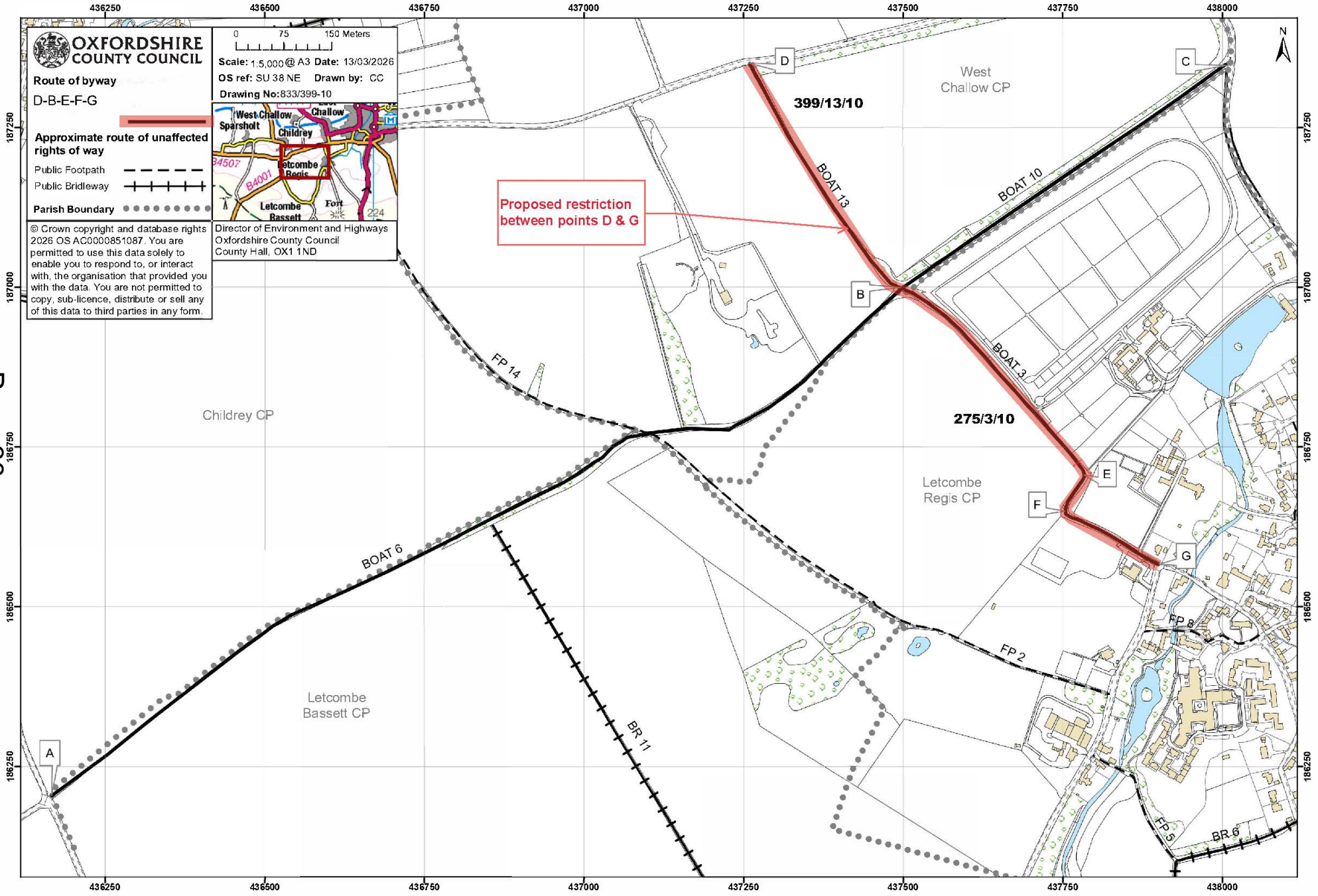
Approximate route of unaffected rights of way

- Public Footpath: - - - - -
- Public Bridleway: + + + + +
- Parish Boundary: ● ● ● ● ●

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Director of Environment and Highways  
Oxfordshire County Council  
County Hall, OX1 1ND

Proposed restriction between points D & G



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle the Police do not object , but would raise concern about longer term enforcement.</p> <p>Any burden for enforcement must not rest with the Police and if these restrictions were contravened I would expect other kinds of self- enforcement measures are investigated/ introduced.</p>
(e2) Natural England	<p><b>No comment</b> – Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.</p> <p>If you disagree with our assessment of this proposal as low risk, or should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.</p>
(e3) Local group/organisation, (Green Lane Association)	<p><b>Object</b></p> <p>(See <b>Annex 4</b> for full response)</p>
(e4) Access & Bridleways - South, (British Horse Society)	<p><b>Object</b> – to the inclusion of horse-drawn carriages in the proposed Traffic Regulation Orders (TROs) for both Green Road BOAT (Order 1) and the Letcombe Regis &amp; West Challow BOAT (Order 2). The BHS does not support these restrictions as currently drafted and strongly urges Oxfordshire County Council to exclude carriage drivers from the prohibitions. Our objection is based on the following grounds:</p>

	<ul style="list-style-type: none"> <li>• Severe Lack of Alternative Access: Carriage drivers are an exceptionally restricted user group, with lawful access to only 5% of the public rights of way network nationally (restricted entirely to BOATs and Byways). Unlike motor vehicles, which have thousands of miles of alternative tarmac roads available—such as the parallel B4507 or Windmill Hill Road mentioned in your statements —carriage drivers have virtually no safe off-road alternatives when a byway is restricted or closed.</li> <li>• A Minority User Group with Minimal Impact: Carriage drivers represent a very small minority of the travelling public. Because of their low numbers, the low weight of their vehicles compared to motorised traffic, and the fact that they do not travel at high speeds, they are not responsible for the heavy, deep rutting and severe surface damage that motorised four-wheeled vehicles cause.</li> <li>• Disproportionate Restriction: Your supporting documentation explicitly attributes the repeated damage, saturation, and subsequent safety risks to "four-wheeled motor vehicles". Including horse-drawn carriages in a 1.6m width restriction—effectively banning standard traditional carriages —is an entirely disproportionate response that penalises a non-motorised, low-impact user group for damage they simply do not create.</li> </ul> <p>While we understand the Council’s desire to protect the repaired surface during vulnerable wet periods and sustainably manage narrower sections , carriage drivers should be treated in the same manner as equestrians, cyclists, and motorcyclists, who continue to be permitted access. Non-motorised carriage passage is entirely compatible with the rural, historic character of these routes within the North Wessex Downs National Landscape.</p> <p>We request that the wording of both Draft Orders be amended to apply strictly to motorised vehicles, thereby safeguarding the vital 5% of the network that carriage drivers rely on.</p>
<p>(e5) Access &amp; Bridleways – Vale of White Horse, (British Horse Society)</p>	<p><b>Object</b> – On behalf of the British Horse Society, I am writing to formally object to the proposed Traffic Regulation Order. Whilst supportive of the principle of protecting the BOATs during the winter months there is a significant concern over how this will be implemented.</p> <p>A particular concern is the installation of barriers, as has recently happened nearby by OCC, to enforce a new TRO on Corn Hill Lane at East Challow.</p> <p><i>(See Annex 5 for full response)</i></p>

<p>(e6) Local group/organisation, (Shifford Carriage Driving for the Disabled Group)</p>	<p><b>Object</b></p> <p>1. We support the seasonal prohibition of motor vehicles on the Green Road BOAT. However, we are of the view that this should be a year round prohibition and should include motor cycles.</p> <p>2. We oppose the seasonal prohibition of horse drawn carriages with four or more wheels and wider than 1.6m on the Green Road BOAT</p> <p>3. We support the TRO to prohibit the use of motor vehicles, including motor cycles from the Letcombe Regis and West Challow BOAT.</p> <p>4. We oppose the TRO to prohibit the use of horse drawn carriages exceeding 1.6m in width from using the Letcombe Regis and West Challow Boat.</p> <p><i>(See Annex 6 for full response)</i></p>
<p>(e7) Local resident, (Letcombe Regis)</p>	<p><b>Partially support/concerns</b> – Our property has gateways onto both of these BOATs and we currently have access along the BOATs to the gateways for all vehicles, animals and people at all times.</p> <p>We see that the draft wording of the order “...To enable vehicular access (including agricultural vehicles) to property with private frontages/accessways adjacent to the Sections of BOAT...” will protect this right for us, however we wish to confirm how the restriction will be implemented please, as continuing with the current ‘temporary’ physical barriers would be impractical for us, indeed, these barriers have been detrimental to our equestrian business.</p> <p>We further understand that there may be difficulty in restricting motorcycles, but in our opinion these do a lot of damage to the BOATs, as the way they cut furrows, makes it difficult for horses to find a footing and we would ask that this point is reconsidered please.</p>
<p>(e8) National Grid</p>	<p><b>No objection</b> – NGET have no assets, therefore we have no objections</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Didcot, Churchill)	<p>Green Lane BOAT (seasonal) – <b>Object</b>                      Letcombe Regis &amp; West Challow BOAT – <b>Object</b></p> <p>Objection due to being unable to use a public right of way considering I pay tax and insurance for this purpose and I personally strongly object to obstructions being placed on this byway as I personally had an accident recently injuring myself and damaging my motorcycle.</p>
(o2) Local resident, (Oxford, Cowley)	<p>Green Lane BOAT (seasonal) – <b>Object</b>                      Letcombe Regis &amp; West Challow BOAT – <b>Object</b></p> <p>Reduce the speed limit on the road to make it safer for cycling and walking, but leave the road open.</p>
(o3) Member of public, (Oxford, Netherwoods)	<p>Green Lane BOAT (seasonal) – <b>Support</b>                      Letcombe Regis &amp; West Challow BOAT – <b>Object</b></p> <p>This is an ancient Byway, I've used it for years, both on foot and on a roadlegal motorcycle. I look forward to the day when I can it again.</p>
(o4) Local resident, (Marcham, Packhorse Lane)	<p>Green Lane BOAT (seasonal) – <b>Support</b>                      Letcombe Regis &amp; West Challow BOAT – <b>Object</b></p> <p>I believe a seasonal access policy is in keeping with a desire to not limit access to the outdoors, whilst also being mindful of OCC remit of upkeep to assist with limiting damage.</p>
(o5) Local resident, (Grove, White Horse Crescent)	<p>Green Lane BOAT (seasonal) – <b>Support</b>                      Letcombe Regis &amp; West Challow BOAT – <b>Object</b></p>

	<p>These local lanes have been closed for six years now for no apparent reason from my personal point of view. The closures significantly restrict my access to and enjoyment of the countryside, so I very much welcome the proposed (seasonal) opening of these beloved byways.</p>
<p>(o6) Member of public, (Charlton-on-Otmoor, The Broadway)</p>	<p>Green Lane BOAT (seasonal) – <b>Partially support/concerns</b> Letcombe Regis &amp; West Challow BOAT – <b>Partially support/concerns</b></p> <p>We must allow cycles, motorcycles and horses to use these routes all year round where possible</p>
<p>(o7) Local resident, (Wantage, Trinder)</p>	<p>Green Lane BOAT (seasonal) – <b>Partially support/concerns</b> Letcombe Regis &amp; West Challow BOAT – <b>Partially support/concerns</b></p> <p>I agree that excessive damage to tracks needs to be stopped, however as a walker and cyclist I find that many tracks in this region are often 'overhosed' in winter (meaning deep hole/surface chew up damage caused by horses to soft ground creating a mud fest, the inability/unwillingness of horse users to not trash the whole width of often quite wide paths and the resultant sun baked rock hard moon crater ankle breaker surface that you are left with in summer ). I would say that for walkers any cyclists that wheel ruts are often much less intrusive than horse damage. My concern is that I only ever see vehicle TROs and vehicle restrictions and I feel restrictions need to be applied to all user types who make the tracks unusable/unsuitable for others.</p>
<p>(o8) Local resident, (Wantage, Grosvenor Terrace)</p>	<p>Green Lane BOAT (seasonal) – <b>No objection</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>No issue but the route is impassable to motor vehicles due to barriers put in place by landowners. They've been there for at least 4 years which I'm guessing is illegal? What I would say is that it's currently not passable to pedestrians from one end. There's also a Roman road that runs along this route and I am not sure that at the blocked end it's being cared for.</p>
<p>(o9) Member of public, (Stanford in the Vale, Farm Piece)</p>	<p>Green Lane BOAT (seasonal) – <b>No objection</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p>

	To maintain a safe environment for walkers and riders to enjoy the route as part of good health and wellbeing exercise.
(o10) Local resident, (Letcombe Regis, South Street)	Green Lane BOAT (seasonal) – <b>Object</b> Letcombe Regis & West Challow BOAT – <b>Support</b>  Dangerous, noisy. Should also include prohibition of motorbikes.
(o11) Local resident, (Challow, A417)	Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis & West Challow BOAT – <b>Support</b>  I enjoy the rights of way when they are in good condition and I support any measures to keep them in good condition.
(o12) Local resident, (Letcombe Regis, Bakery lane)	Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis & West Challow BOAT – <b>Support</b>  Speeding moto-cycles wrecking the lane and posse a high level of impact with walkers.
(o13) Local resident, (Letcombe Regis, Bassett Road)	Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis & West Challow BOAT – <b>Support</b>  I would prefer both restrictions to be at all times
(o14) Local resident, (Letcombe Regis, Croft End)	Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis & West Challow BOAT – <b>Support</b>  I walk these byways frequently. I am frightened by motor bikes coming up behind or in front. They make deep ruts which cause falls

<p>(o15) Local resident, (Letcombe Regis, Kings Close)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>Make safer for the local residents</p>
<p>(o16) Local resident, (Letcombe Regis, Letcombe Road)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>Clearly unsuitable for motor vehicles and any use causes significant damage which makes passing on foot or bike very difficult</p>
<p>(o17) Local resident, (Wantage, Lydsee Gate)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>When these paths were open to 4x4s the damage they caused made walking these paths very unpleasant and sometimes impossible. I would support a year round ban on the Green Road too.</p>
<p>(o18) Local group/organisation, (Vale of White Horse, Lydsee Gate)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>I'm commenting on behalf of my local Ramblers group. We walk these routes regularly and before the restrictions of the last few years they were often impassable in winter. many times we sought alternatives rather than take people along them.</p>
<p>(o19) Local resident, (Wantage, Manor Road)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>I walk these routes regularly and parts become virtually inaccessible due to ruts and mud outside the summer season.</p>

<p>(o20) County Cllr, (Oxford, New Street)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>Prohibiting motor vehicles on this route will make it safer for walkers, cyclists, and horse-riders and therefore is consistent with County Active Travel goals.</p>
<p>(o21) Local group/organisation, (Oxford Trail Riders Fellowship)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Partially support/concerns</b></p> <p>Green road boat is particularly vulnerable to surface damage being a mixture of chalk and soil, it cannot sustain constant use by heavy vehicles during wet Winter months hence the need for a "Traffic Regulation Order". Letcombe Regis and West Challow Boat despite a more sustainable surface would still require a "Traffic Regulation Order" because it intersects Green road boat making Green road byway accessible at this point.</p>
<p>(o22) Member of public, (Faringdon, Shotover Corner)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>I have experienced the issues that OCC has described very clearly regarding the surface of the byways in question. The ruts caused by inappropriate motor vehicles make passage along these byways by walkers, runners, horse riders and cyclists very difficult. I imagine that the ruts make it impossible for disabled people to go along these byways in motor scooters (trampers), which is a great shame; these byways have the potential to offer people in trampers a significant increase in the routes that they can safely take in the area. It would be best, for the condition and longevity of the surface, the safety and pleasure of users (walkers, runners, cyclists, horse riders - and trampers when the surface has been made good) if a TRO applied all-year-round, and to motor cyclists as well four-wheeled vehicles e.g. 4x4s. However, the proposed seasonal TROs would improve matters for many users compared to the present. For that reason, I support the proposals. The success of the proposed seasonal TROs relies heavily on the users of recreational motor vehicles honouring them. Whilst some will, others may not, in which the condition of these byways will deteriorate rapidly. If that were to happen then I would hope that OCC would then seek all-year-round TROs, and with barriers at each end to prevent inconsiderate motorists from gaining access to these byways.</p>

<p>(o23) Local resident, (Letcombe Regis, Warborough Road)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>The surface is unstable. It becomes waterlogged in wet months, 4x4 create ruts either side and motorbikes create a rut down the middle. This renders it unusable for horses and walkers. We have paved over (albeit very poorly maintained) surrounding highways these routes are not necessary for navigation and only used and destroyed by yeehas from elsewhere to the detriment of the local area.</p>
<p>(o24) Local resident, (Letcombe Regis, Warborough Road)</p>	<p>Green Lane BOAT (seasonal) – <b>Support</b> Letcombe Regis &amp; West Challow BOAT – <b>Support</b></p> <p>Motor vehicles ruin the BOAT for walkers and horse riders. We would have preferred the option of an “at all times prohibition” on the Green Road as well.</p>
<p>(o25) Member of public, (Ambrosden, Bluebell Road)</p>	<p>Green Lane BOAT (seasonal) – <b>No objection</b> Letcombe Regis &amp; West Challow BOAT – <b>No objection</b></p> <p>Whilst generally opposed to TROs that prevent vehicle use, I do see the need for seasonal protection for our ancient roads.</p>

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By email to: Christian.Mauz@Oxfordshire.gov.uk

12 June 2026

**REF: CONSULTATION - Green Road BOAT & Letcombe Regis & West Challow BOAT (Letcombe Bassett/Regis & West Challow) Proposed Prohibition of Motor Vehicles & Carriages.**

Dear Christian,

1. The Green Lane Association Limited (“the Association”) is a not-for-profit national membership organisation representing over representing over 30,000 individual and affiliated members. We advocate for the lawful and responsible use of the country’s ancient unsealed public roads and vehicular rights of way, and we work to promote inclusive countryside access for all, especially those who are underrepresented, disadvantaged, less mobile or disabled.
2. This submission sets out the Association’s formal objection to Oxfordshire County Council’s proposal to introduce Traffic Regulation Orders (“TROs” or “the Orders”) on two roads in Oxfordshire; a permanent TRO on Letcombe Regis/West Challow BOAT and a seasonal TRO on Green Road BOAT, Letcombe Bassett/West Challow (“the routes”). These routes are public

carriageways, designated as Byways Open to All Traffic (“BOATs”). The Order would prohibit the public from using all motor vehicles and horse drawn carriages wider than 1.6m/5’ 2”, permanently or seasonally accordingly, except for agricultural, emergency and maintenance access.

3. We recognise that the proposed Order engages a wide range of public interests, and that those interests may be held in tension. We understand that some stakeholders view motorised access as disruptive or environmentally harmful. Others see it as essential to inclusion, heritage and lawful public use. The Association does not seek to diminish any of these perspectives. We seek only to ensure that all lawful users are fairly represented, and that decisions affecting public rights are made transparently, proportionately and in accordance with statutory duty.
4. Recognising that elected members and officers may be unfamiliar with the individuals and groups most directly affected by the proposed Order, we respectfully invite review of our publication Inclusive Countryside Access, available at [www.glass-uk.org/ica](http://www.glass-uk.org/ica). It highlights how responsible access to unsealed rural roads contributes to mobility, wellbeing, and social inclusion across a diverse user base, including those whose access to the countryside depends on motorised transport due to disability, age, or rural isolation.
5. To further inform the Council’s decision-making, the Association invited feedback from its members. Their responses are compiled in Annex A. They offer invaluable insights into the practical and personal impact of the proposed Order and reaffirm a shared commitment to inclusive access, responsible conduct and constructive stewardship.
4. In support of this objection, the Association has undertaken detailed site surveys of both routes subject to the proposed Orders – see Annexes B1 and

B2. Each survey assesses route condition in accordance with the DEFRA *National Guidelines for the Management of Unsurfaced Unclassified Roads and Byways*, identifying the specific forms of distress present, their likely causes and the solutions recommended within national guidance. Each survey concludes with the Association's structured assessment of whether traffic regulation is justified in light of that evidence. These surveys are offered to assist the Council in evaluating the route's suitability for shared use, highlight recommended maintenance and management methods, and provide insight for assessing whether a range of suitable alternatives suggested in Section L, would benefit from reconsideration for lawful vehicle use.

5. This submission does not seek special treatment or oppose regulation. It seeks fair treatment and opposes exclusion without evidence. It does not claim perfection but lawful entitlement and a willingness to collaborate.
6. We invite the Council to consider this submission not as a challenge, but as a contribution. It is offered in the spirit of constructive engagement, and in support of a decision-making process that reflects the principles of public trust, lawful stewardship and inclusive access.

**Section A**  
**Our concerns**

7. The Green Lane Association offers the following concerns in the spirit of constructive engagement. Drawing on our experience advising local authorities, contributing to national policy frameworks, working with the Police and delivering thousands of volunteer hours supporting councils across the green lane network, we recognise the challenges involved in managing public roads of this nature. We are not against regulation. We support regulation that is proportionate, evidence-led and inclusive; regulation that reflects the diversity of lawful users, the principles of public trust and where all reasonable alternatives have been properly considered.
8. The Green Lane Association objects to the proposed Traffic Regulation Orders on both routes on the grounds that they are flawed in evidential foundation, necessity and proportionality, and that they represent an unbalanced use of regulatory powers rather than a reasoned response to demonstrable, route-specific risk.
9. The framing within the Statement of Reasons and Supporting Statement for both routes appear to favour a specific outcome, which may inadvertently limit the scope for meaningful public scrutiny and input. To ensure full alignment with the Gunning Principles, we would welcome further evidence of how the Council has considered the views and needs of all stakeholders, including those of lawful motorised users.
10. We are concerned that the proposals appear to be based on the assumption that lawful four-wheeled vehicular use is inherently incompatible with these routes, despite them both being roads with vehicular rights and despite there

being several other cited factors that have impacted the routes.

11. We are also concerned by the reliance upon "soft maintenance" and low-intervention management techniques as a justification for restriction. The supporting statements repeatedly suggest that the routes can only be sustainably managed through minimal intervention, defining maintenance standards around the requirements of certain user groups only whilst simultaneously citing the resulting limitations as justification for excluding others.
12. With regard to the Letcombe Regis & West Challow road widths and sections of the road being 'extremely narrow', we would contest that measurements have been influenced by vegetation encroachment, maintenance history and natural deterioration over time. As such, the overall condition has deteriorated with some sections narrowing as a result. Under the Highways Act 1980, the duty to maintain is distinct from the power to restrict traffic; as such, national DEFRA guidance establishes that maintenance challenges should be addressed through repair rather than through the removal of established vehicular rights.
13. Narrow sections, by themselves, do not necessarily preclude lawful vehicular use, particularly where a secondary route and the full legal width of the highway are taken into account. Our site surveys (see Annex B1 & B2), suggest that width is not an issue on these routes if they are maintained adequately.
14. The condition of a highway and the regulation of traffic upon it are legally distinct matters. Maintenance duties arise under the Highways Act 1980. Traffic restriction powers arise under the Road Traffic Regulation Act 1984. A failure to maintain cannot lawfully be relied upon as justification for removing

established vehicular rights. Nor does the making of a TRO extinguish maintenance obligations. If deterioration is cited as justification for restriction, the Council must first demonstrate that the deterioration persists despite proper discharge of its statutory maintenance duties.

15. Taken together, these matters suggest that the difficulties identified by the Council may arise principally from maintenance and management choices rather than from the presence of lawful vehicular rights themselves, and if so, restriction of those rights may not represent the most proportionate response.
16. We are also mindful that both routes have remained subject to closure for much of the last seven years. Green Road has been closed since 2019 whilst repair and management works have been undertaken. The road at Letcombe Regis/West Challow has also been closed for most of the same period as far as we're aware. As a result, public motorised use has not taken place during most of the period over which route monitoring and assessment has occurred. This makes it difficult to see how the effects of future vehicular use have been reliably assessed and raises doubt as to whether the evidence currently relied upon provides a sound basis for permanent or seasonal restrictions.
17. The Association also notes that the proposed Orders would continue to permit use by agricultural, land management, emergency service and maintenance vehicles. We recognise the importance of retaining access for these purposes, however, as these vehicles are often larger, heavier and likely to use the routes throughout the year, including during wetter periods, it is unclear how the relative impacts of different vehicle types have been assessed and how the proposed Orders are expected to achieve the stated objectives whilst such use continues. This raises questions about the causal link of four-wheeled vehicles whether the proposal represents a balanced approach.

18. While the exploration of lower-impact and less exclusionary options has been noted in the documentation, no substantive evidence has been provided to demonstrate their viability or otherwise. Potential alternatives appear to have been dismissed largely by assertion or comparisons to other parts of the county rather than being measured on each route's own merits, specific characteristics, usage and landscape. We have outlined our suggestions for other, less-prohibitive measures that could be explored more comprehensively, appropriate to each individual route in Section L and within Annexes B1 & B2.
  
19. In addition to the above, the Association is troubled by the cumulative effect of traffic restrictions within Oxfordshire. The county already has a relatively limited network of BOATs available to motor vehicles (just 1.8% of the PROW network) - 10% of which already have prohibitive measures placed on them. The continued introduction of restrictions, whether permanent or seasonal, progressively erodes the remaining network and pushes a greater number of users onto a smaller number of legal routes, diminishing opportunities for lawful public access. The proposals do not appear to consider this wider context or the cumulative impact upon those users who rely upon the county's byway network for recreation, wellbeing, heritage and countryside access.
  
20. The removal of public rights, particularly those long exercised lawfully and responsibly, is a serious matter. It must not be driven by preference, perception or convenience. A Traffic Regulation Order represents the most severe restriction available to the Council, and its use must be justified under the Road Traffic Regulation Act 1984 by clear, proportionate and evidence-led reasoning.
  
21. Both of the proposed route restrictions affect public carriageways of longstanding provenance. These roads have served generations of lawful

users, including those whose access to the countryside depends on motorised transport due to disability, age or rural isolation. For these individuals, exclusion is not a matter of preference but of practicality and dignity. The omission of any supporting documentation makes it difficult for us to fully comment on the proposal and for the Council to reach a lawful and sustainable decision.

22. The Council must consider its duties under the Equality Act 2010, in particular, the risk of indirect discrimination against users who rely on vehicular access due to disability or mobility limitations. Blanket exclusion (permanent or seasonal) of particular user groups risks breaching these duties unless justified by proportionate evidence and reasonable alternatives.
23. Taken all together, these concerns suggest that further assessment and dialogue would be beneficial. A more detailed examination of evidence and alternatives may assist in identifying solutions that address the Council's concerns while maintaining inclusive access for all.
24. We therefore urge the Council to reconsider the proposed Order in light of these concerns and to engage with stakeholders in developing proportionate, evidence-led alternatives. The Association actively supports the principles of transparency and solution-focused dialogue. We remain committed to regulation that preserves access for all lawful users and reflects the historic and cultural value of these routes. Exclusionary measures, particularly blanket prohibitions, are rarely conducive to long-term compliance and often provoke avoidable tension. By contrast, inclusive, evidence-led strategies are more likely to command public support and deliver enduring stewardship.

**Section B**  
**Proposed Order framing: maintenance  
and management approach**

25. The proposed Orders appear to treat highway maintenance difficulties as justification for removing or restricting established vehicular rights.
26. For Green Road, the Supporting Statement notes that repair works have taken place during the seven-year TTRO closure period. It states that:
- “despite these works, experience has demonstrated that soft engineering solutions cannot withstand winter use by four-wheeled motor vehicles.”*
27. The supporting statements for both routes repeatedly rely upon the proposition that the routes can only be managed sustainably through low-intervention or “soft maintenance” techniques. The proposals then cite the limitations of that maintenance approach as justification for excluding certain classes of lawful user, which appears to reverse the legal relationship between maintenance and regulation.
28. The Association is concerned that this reasoning risks placing disproportionate weight upon the chosen management approach itself. If a route is maintained to a standard that is not intended to accommodate all classes of lawful traffic, it is unsurprising that restrictions are subsequently viewed as necessary.
29. The condition of a highway and the regulation of traffic upon it are distinct matters. Maintenance duties arise under the Highways Act 1980. Traffic restriction powers arise under the Road Traffic Regulation Act 1984. A failure to maintain a highway to an appropriate standard cannot lawfully be relied upon as justification for restricting established vehicular rights, nor does the

making of a TRO extinguish the Council's ongoing maintenance obligations.

30. The Association accepts that the Council is not required to maintain these routes to the standard of an ordinary metalled road as suggested in point 4 of the Supporting Statement for Green Road – after all, the very nature of a ‘green road’ is what green laners enjoy. However, a Byway Open to All Traffic remains a public highway carrying vehicular rights, and its management should therefore have regard to the legitimate needs of all users who are legally entitled to use it, including motor vehicle users.
31. In relation to the Letcombe Regis and West Challow route, the supporting documents repeatedly refer to sections of the route as “extremely narrow”. However, our site surveys suggest that much of this narrowing is attributable to vegetation encroachment, maintenance history and natural deterioration over time rather than any inherent incompatibility with vehicular use. Width measurements influenced by avoidable encroachment cannot properly be relied upon as evidence that lawful vehicular rights are unsuitable.
32. National DEFRA guidance recognises that maintenance issues should ordinarily be addressed through repair and management rather than through the removal of established vehicular rights. DEFRA’s Rights of Way Circular (1/09) remains the principal Government policy document for managing the Public Rights of Way network. Section 6.5 of the Circular states:

*Maintenance should be such that ways are capable of meeting the use that is made of them by ordinary traffic at all times of the year. Under appropriate circumstances this might require the importation and application of suitable hard materials. Maintenance need not conform to an arbitrary standard of construction or appearance, but it should harmonise with the general*

*appearance and character of the surroundings. Guidance has been issued on best practice in the maintenance of byways.*

This guidance affirms a simple but vital principle: maintenance must reflect actual use, not an arbitrary standard.

While the supporting statement for Green Road mentions having 'regard' for DEFRA's guidance, it is unclear how this has been incorporated into the Council's assessments.

33. Our site surveys indicate that the available width and alignment of both routes are capable of accommodating lawful vehicular use if appropriate maintenance standards are applied.
34. Accordingly, before relying upon route deterioration as justification for restriction, the Council must first demonstrate that the difficulties identified persist despite the proper discharge of its maintenance responsibilities. From the consultation documents supplied, it is difficult to understand how this has been addressed.
35. The Association therefore submits that the evidence suggests the difficulties identified in the proposals arise principally from maintenance and management choices rather than from the existence of lawful vehicular rights themselves, leading to questions over whether the proposals represent the most proportionate response.

## **Maintenance - In relation to Letcombe Regis/West Challow**

### ***Route width***

36. The Supporting Statement for this route places considerable emphasis on its physical characteristics, in particular, its width, topography and the presence

of established vegetation. The Association accepts that these are relevant considerations. However, it is not immediately apparent how the current condition of the route has been distinguished from the underlying legal and physical characteristics of the highway itself.

37. Our site survey (Annex B2) identified a number of locations where vegetation encroachment appears to have reduced the usable width of the route. In several places, the available width appears to have been influenced by maintenance history rather than any inherent limitation of the highway.
38. The Supporting Statement describes parts of the route as being "very narrow" and references constraints associated with the lower alignment. However, the route functions as a two-tier highway and, when considered in its entirety, provides substantially greater available width than is suggested by isolated constrained sections.
39. Measurements recorded during our survey indicate that much of the route substantially exceeds the dimensions referenced within the Supporting Statement. Whilst there are localised pinch points, these are generally associated with vegetation growth and maintenance considerations rather than permanent physical constraints.
40. If the Council considers that inherent geometric characteristics render this route unsuitable for four-wheeled vehicles irrespective of maintenance, it should disclose:
  - Measured carriageway widths at constrained points;
  - Evidence of recorded conflict incidents at those points;
  - Swept-path or passing-place analysis;
  - Assessment of visibility and sight lines;

- Consideration of one-way designation as an alternative.

A technical evaluation - including measured carriageway widths and swept-path analysis - would provide a more objective basis for assessing whether narrowness necessitates a full prohibition.

41. Without this supporting documentation, it is difficult to understand the basis upon which the route has been assessed as being inherently unsuitable for four-wheeled vehicles, particularly when the wider highway corridor and secondary alignment are taken into account.

### ***Drainage and surface constraints***

42. The Supporting Statement identifies drainage as a significant factor affecting the condition of the route. The Association does not dispute that drainage presents an ongoing management challenge. However, it is unclear how the proposed restriction would address the underlying drainage characteristics of the route, which appear likely to remain irrespective of whether public four-wheeled vehicular use continues.
43. The route has reportedly experienced drainage-related difficulties throughout the period during which public four-wheeled vehicles have largely been absent. This raises questions around the extent to which current condition issues are attributable to lawful vehicular use as opposed to wider environmental, topographical and maintenance factors.
44. Our site survey identified several locations where vegetation encroachment, restricted air flow and shading appear likely to contribute to surface conditions. Whilst we do not suggest these factors provide a complete explanation, they represent relevant considerations when assessing the long-term management of the route.

45. Section L below explores options to mitigate drainage and surface constraints noted in the proposals which would enable both routes to remain open to all users.
  
46. It is therefore difficult to conclude that the proposed restriction addresses the root cause of the issues identified, or that it represents the most appropriate long-term management response.

**Section C**  
**Causation**

47. The Association is concerned that the evidence presented does not demonstrate that lawful four-wheeled vehicular use is either the sole cause, or predominant cause, of the difficulties identified on these routes.
48. Both proposals proceed on the basis that restricting public motor vehicle access will prevent future deterioration, improve safety and secure long-term sustainability. However, the consultation documents provide limited evidence demonstrating that lawful public vehicular use is responsible for the current condition of the routes, particularly when several other contributing factors have been identified.
49. The Association notes that both routes have been subject to prolonged closure for much of the last seven years. Green Road has been closed since 2019 whilst repair and management works have been undertaken. The Letcombe Regis and West Challow route also appears to have remained subject to closure for most of the same period. As a result, lawful public motorised use has not taken place during much of the period over which route condition, management requirements and future restrictions have been assessed.
50. In these circumstances, it is difficult to understand how the effects of future lawful vehicular use have been reliably evaluated. The evidence presented does not appear to distinguish between historic deterioration, ongoing natural processes, drainage constraints, maintenance history, agricultural activity, maintenance traffic, or the effects of any future lawful recreational vehicular use. Without such analysis, the basis upon which future restrictions are

considered necessary is unclear.

51. The Association further notes that both proposed Orders would continue to permit use by agricultural, land management, emergency service and maintenance vehicles. Whilst we recognise the necessity of preserving access for these purposes, such vehicles are often larger, heavier and more likely to use the routes throughout the year, including during periods when the routes are most vulnerable to deterioration.
52. The consultation documents do not explain how the relative impacts of these different classes of vehicle have been assessed, nor how the proposed restrictions are expected to achieve their stated objectives whilst such use continues. In the absence of that assessment, it is difficult to conclude that the identified problems arise principally from the category of user targeted by the proposed Orders.
53. With no clear causal link between lawful public vehicular use and the difficulties relied upon in support of the proposed restrictions, the necessity of the proposed Orders remains open to question.

**Section D**

**Necessity & proportionality**

54. The Association is concerned that the proposals do not demonstrate the least restrictive or most proportionate means of achieving the Council's stated objectives.
55. A Traffic Regulation Order is one of the most restrictive measures available to a highway authority. Whilst Parliament has provided such powers for circumstances where they are genuinely necessary, their use should ordinarily follow a robust assessment of whether the identified concerns can be addressed through less restrictive means.
56. While the consultation documents acknowledge that alternative approaches have been considered, the assessment presented appears limited and largely reliant upon general assertions rather than route-specific evidence. In several instances, alternatives are dismissed without any detailed analysis of their likely effectiveness, practicality, cost or proportionality when compared to the proposed restrictions.
57. We are concerned that the supporting documents proceed directly from the identification of route management challenges to the conclusion that traffic restrictions are required, without adequately demonstrating why other management measures would be insufficient. Whilst some alternatives are briefly referenced, there is little evidence of a structured comparative assessment showing why those alternatives have been discounted.
58. Our site surveys identify a range of potential management, maintenance and operational measures capable of addressing the concerns raised whilst preserving lawful public access. These include measures tailored to the

individual characteristics of each route and informed by DEFRA's national guidance on the management of unsurfaced roads and byways. Whether or not the Council ultimately agrees with those recommendations, their existence demonstrates that reasonable alternatives remain available for consideration.

59. The Association is also concerned that the proposals place considerable reliance upon broad policy objectives relating to route management, landscape protection and user amenity without clearly demonstrating why the exclusion of lawful vehicular users is necessary to achieve those objectives in the circumstances of these specific routes.
60. The Council is required under Section 122 of the Road Traffic Regulation Act 1984 to exercise its functions so as to secure the expeditious, convenient and safe movement of traffic whilst balancing a range of competing considerations. That balancing exercise requires careful consideration of the interests of all lawful users and should not begin from the assumption that restriction is the preferred outcome.
61. As such it remains unclear from the consultation material that the proposed Orders are necessary, nor that less restrictive alternatives have been properly evaluated and discounted.
62. Taken together, these matters raise questions regarding whether sufficient weight has been given to the interests of all lawful users and whether the proposed restrictions represent the most proportionate means of achieving the stated objectives.

**Section E**

**Balance within the assessment**

63. The Association is concerned that the consultation material appears to have been prepared from the assumption that restricting lawful vehicular use is the appropriate solution, rather than evidencing why such restrictions are necessary.
64. The Statement of Reasons and Supporting Statements for both routes place considerable emphasis upon the perceived disadvantages of vehicular use whilst giving comparatively limited consideration to the interests, needs and legitimate expectations of those users who currently enjoy lawful rights to use these highways.
65. Both routes are recorded public carriageways carrying established vehicular rights. As such, the continued use of motor vehicles should not be an exceptional activity requiring justification, but a lawful use which Parliament has recognised and protected. Any proposal to restrict those rights should therefore be supported by clear evidence demonstrating why exclusion is necessary in the particular circumstances of the case.
66. We are concerned that several conclusions presented within the supporting documentation appear to be assumed rather than demonstrated. For example, the consultation material repeatedly presents vehicular use as incompatible with the long-term management objectives for the routes, despite limited evidence demonstrating that lawful vehicular use is responsible for the difficulties identified or that less restrictive alternatives would be ineffective.
67. We are also concerned that the documentation gives limited consideration to the benefits associated with continued vehicular access, including heritage

value, recreational use, inclusive countryside access and the interests of those individuals whose ability to access remote parts of the countryside depends upon motorised transport.

68. Whilst we recognise that the Council must balance a range of competing interests when considering whether a Traffic Regulation Order is justified, a balanced assessment requires both the advantages and disadvantages of all available options to be examined objectively and transparently. From the consultation material provided, it is difficult to understand how the interests of all lawful users have been weighed within that exercise.
  
69. We therefore have concerns about the starting point in which the consultation material has been drawn up and the level of consideration that's been given to the retention of lawful vehicular access as to its removal, giving rise to whether the balancing exercise required by such measures has been fully explored.

**Section F**  
**Equality and Inclusion**

70. The Association is concerned that the consultation material does not appear to fully consider the implications for equality, inclusion and access arising from the removal or restriction of established vehicular rights.
71. Both routes are recorded Byways Open to All Traffic and have historically been available for use by all classes of lawful user. The proposed Orders would remove or significantly restrict access for one particular category of user whilst preserving access for others. As such, the proposals engage broader questions of inclusion and the extent to which all lawful users have been fairly considered within the decision-making process.
72. The Association recognises that recreational vehicular users represent a minority within the wider rights of way community. However, minority status does not diminish the legitimacy of their interests or the importance of ensuring those interests are properly considered when decisions are taken which may substantially affect their ability to access and enjoy the countryside.
73. The supporting documentation gives considerable attention to the benefits that the proposed restrictions may bring to certain user groups. By contrast, there appears to be comparatively limited consideration of the impact upon those users who would lose access, either permanently or for a significant part of the year, despite being entitled to use these public highways lawfully.
74. This is particularly relevant for individuals who rely upon motorised transport to access the countryside due to age, disability, mobility limitations or other personal circumstances. For such users, vehicular access may provide

opportunities to enjoy rural landscapes and public rights of way that would otherwise be difficult or impossible to access.

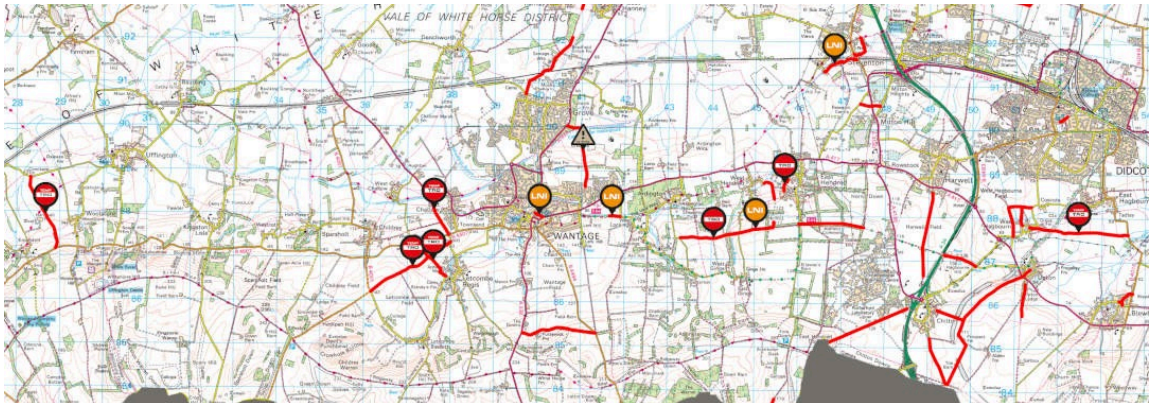
75. The Association does not suggest that the interests of any one user group should automatically prevail over those of another. Rather, we submit that a fair and inclusive balancing exercise requires the interests of all lawful users to be identified, considered and weighed transparently, particularly where one group stands to lose access altogether.
76. The Association therefore submits that the consultation material does not clearly demonstrate how the impacts upon recreational vehicular users and other users who depend upon motorised access have been assessed and balanced against the anticipated benefits of the proposed restrictions. In the absence of that assessment, it remains difficult to understand how the principles of inclusion and fair access have been reflected within the proposals.

**Section G**

**Cumulative impact**

77. The Association is concerned that the proposed Orders appear to have been considered primarily in relation to the individual characteristics of the routes concerned, without fully considering their cumulative effect on the wider byway network.
78. Whilst each Traffic Regulation Order must be assessed on its own merits, the practical effect of successive restrictions across a rights of way network may be greater than the impact of any single Order viewed in isolation. For those users who lawfully rely upon the network as a whole, the cumulative consequences of multiple restrictions can be significant.
79. Oxfordshire already has a relatively limited network of Byways Open to All Traffic available to recreational vehicular users. Over time, a growing number of routes have become subject to permanent, seasonal or long-term restrictions. Whilst individual restrictions may be justified in particular circumstances, their combined effect is a progressive reduction in the availability and connectivity of the remaining network.
80. Oxfordshire County Council's Rights of Way Improvement Plan acknowledges that Byways Open to All Traffic comprise only a very small proportion of Oxfordshire's overall rights of way network. It states that while there are 4,200km of public rights of way in the county, only 78km are BOATs – that's just 1.8% of the network available for vehicular users. This document was written and adopted in 2014, and with various restrictions placed on BOATs in the county since then, this will inevitably have reduced even further. The Association is mindful that opportunities for lawful vehicular access are therefore already limited in comparison to those available to other user

groups. This wider context is relevant when considering proposals that would further reduce access to part of that network.



*Above is an extract from the Association's national database of green lanes, showing BOATs with restrictions and issues in the surrounding area.*

81. The reduction of available routes may also have wider management implications. Concentrating lawful vehicular use onto a diminishing number of routes has the potential to increase pressure on those routes which remain available, potentially creating the very management challenges that restrictions seek to address.
82. The Association recognises that the Council is not required to preserve vehicular access on any particular route simply because restrictions exist elsewhere. However, where decisions have consequences for the integrity and functionality of the wider network, it is reasonable that those consequences should form part of the overall assessment.
83. The consultation material provides limited information regarding how the proposed Orders fit within the wider management of Oxfordshire's BOAT network, or how the cumulative effects of existing and proposed restrictions have been considered.

84. In the absence of such assessment, it remains difficult to understand how the long-term effects of successive restrictions upon lawful countryside access have been evaluated.

**Section H  
Alternative routes**

85. The Association is concerned by the approach taken in the assessment and suggestion of alternative routes.
86. For Green Road, the B4507 is identified as an alternative route for four-wheeled vehicles. For the Letcombe Regis/West Challow road, the Supporting Statement identifies Windmill Hill Road as a suitable alternative route for larger motor vehicles and relies upon the existence of that route as part of the justification for the proposed restriction.
87. Whilst these options may provide an alternative means of travelling between locations, it does not provide an equivalent alternative to the experience, heritage value and countryside access associated with the use of a Byway Open to All Traffic.
88. The value of a BOAT lies not simply in its function as a transport corridor, but in the opportunity it provides for lawful access to the countryside, enjoyment of the historic highway network and participation in outdoor recreation. These qualities are not necessarily replicated by the adjacent metalled public roads.
89. This distinction is particularly important for users whose access to the countryside depends upon motorised transport due to disability, age, rural isolation or long-term health conditions. For such users, access to historic public roads is often not a recreational preference but a practical means of participating in outdoor life.
90. The Association is therefore concerned that the comparison presented within the Supporting Statements may conflate route connectivity with user experience. Whilst an alternative route may exist for the purpose of travel, it

does not automatically follow that it provides an equivalent alternative for the purposes of recreation, heritage access or countryside enjoyment.

91. The Supporting Statements also states that alternatives are limited for walkers, cyclists and equestrians. However, the Letcome Regis/West Challow road is paralleled for much of its length by Public Footpath 399/14/10 and Public Footpath 275/2/20, both of which provide off-road access opportunities for pedestrians as well as a route that naturally continues across the B4507, which notably is something the route in question does not.
92. The Association fully accepts that these routes are not identical in character or alignment. However, their existence is relevant when considering the relative availability of alternative opportunities for different user groups and the extent to which access would be affected by the proposed restriction.
93. More broadly, the Association is concerned that the assessment appears to focus upon the availability of alternatives for some users whilst giving less consideration to the availability of alternatives for others. Given that Byways Open to All Traffic comprise only a small proportion of Oxfordshire's wider rights of way network, opportunities for lawful recreational vehicular access are already comparatively limited.
94. The practical effect of the proposed Order would therefore be to remove one of a relatively small number of routes available to vehicular users whilst leaving substantially larger networks available to other user groups further putting into question the proportionality of the proposals.

**Section I**

**Options considered**

95. The Supporting Statement for both routes outline a number of options which are said to have been considered before arriving at the preferred proposal. The Association welcomes the fact that alternative approaches have been explored, as this is consistent with the principle that restrictions on established public rights should only be introduced following careful consideration of less restrictive measures.
96. However, whilst the conclusions reached in relation to each option are described, it is not always apparent how those conclusions have been derived or the extent to which route-specific evidence has informed the assessment process. This makes it difficult to fully understand how the relative merits of the various options have been evaluated and compared.

***Option A: Voluntary Restraint***

97. The assessment of voluntary restraint appears to draw heavily on experiences from other routes. Whilst lessons from elsewhere may be relevant, routes differ significantly in terms of user behaviour, maintenance history, environmental conditions and patterns of use. It is therefore unclear how the effectiveness of voluntary restraint on these specific routes has been assessed and why it wasn't deemed suitable.

***Option B: Full surfacing and reopening***

98. The assessment of surfacing options appears to focus primarily upon full surfacing to a metalled-road standard. The Association accepts that such an approach may not be appropriate for the character of these routes. However, the Supporting Statement provides limited insight into how other potential management or repair approaches have been considered within the overall

assessment process. As a result, it is difficult to understand the basis upon which certain options have been discounted.

***Option C: Seasonal TRO (preferred option for Green Road BOAT)***

99. The Council's preferred option for Green Road is a seasonal Traffic Regulation Order. The Association recognises that seasonal restrictions can, in some circumstances, represent a proportionate means of balancing access with route protection. We therefore do not object to the concept of a seasonal TRO in principle.
100. However, the justification presented for selecting this option here appears to rely upon a number of assumptions which are explored elsewhere in this response, including the anticipated impact of four-wheeled vehicles on route condition, the effectiveness of the maintenance approach adopted during the prolonged closure period, and the extent to which restricting one category of vehicle will achieve the stated objectives whilst other vehicular use continues throughout the year.

***Option D: Repair and permanent TRO (preferred option for Letcombe Regis/West Challow BOAT)***

101. The Council's preferred option is a width restriction affecting vehicles over 1.6 metres. The Association recognises that this is less restrictive than a full prohibition and may be intended as a compromise between competing interests. However, the rationale for selecting a width restriction appears closely linked to assumptions regarding route suitability, maintenance requirements and the impact of larger vehicles which are considered elsewhere within this response. The basis upon which the chosen threshold has been identified as the most appropriate point of intervention is not entirely apparent from the material currently available.

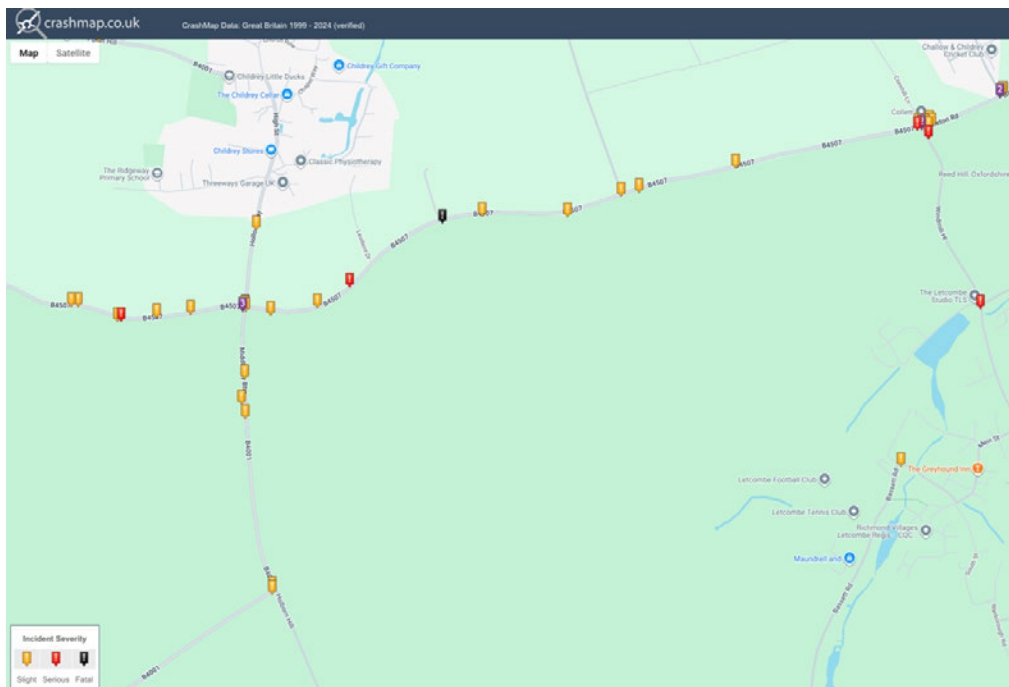
102. More broadly, the options appraisal appears to be framed around identifying the most appropriate form of restriction rather than determining whether restriction represents the most appropriate management response in the first place. The distinction is important and again, throws into question the proportionality of the proposals.

**Section J**

**Safety and shared use**

**Safety**

104. In the absence of any collision data, injury records, police reports or conflict audits, the evidential basis for a demonstrated safety risk remains unclear.
105. The Association recognises that authorities may act preventatively where credible risk is demonstrated. However, precaution does not remove the statutory requirement of necessity. A speculative or hypothetical risk cannot satisfy the threshold required to permanently remove established public rights.
106. Publicly available collision data (including crashmap.co.uk) records no incidents on either lane in the last 26 years (see below image). While the absence of recorded incidents is not determinative, it does suggest that the routes have historically operated without demonstrable safety issues.



107. In addition, the Police are required to record injury collisions using the national STATS19 reporting system and to log and investigate allegations of dangerous driving, each of which generates an incident record. Where a road presents a demonstrable safety risk, this is ordinarily reflected in police data and associated records.
108. No such evidence has been disclosed in support of the proposed Orders. In the absence of recorded injury collisions, substantiated complaints or published risk assessments, it is difficult to identify the evidential basis upon which the routes are said to present a danger to persons or other traffic.
109. Before resorting to permanent prohibition, the Association respectfully requests disclosure of any collision analysis, police reports, risk assessments or other safety research relied upon.
110. Highway authorities are required to act proportionately and to consider the least restrictive effective measure. Where concerns arise, appropriate responses may include mitigation works, signage, education or targeted enforcement. Permanent exclusion should be a measure of last resort. The Association therefore invites the Council to clarify what alternative options were evaluated and why they were considered insufficient.
111. Both routes in question form part of the historic road network in the area, the defining characteristic of which is that a road facilitates vehicular passage. Given the historic and recorded vehicular rights on these routes, we invite the Council to clarify what specific recent changes have led to the conclusion that they are no longer suitable for such use.
112. We're concerned that the proposals appear biased towards horse riders, pedestrians or narrower vehicles without considering the needs of wider

vehicular users, who for some, is their only means to access the countryside.

113. In addition, without wider vehicular usage, many of the routes are likely to become even more overgrown than they currently are, impeding even those users it's claimed the route is "particularly suited to".
114. It is fair to say that the anticipated benefits of prohibition are often overstated and not realised in practice; surface condition, seasonal vulnerability and vegetation encroachment are influenced by a range of environmental and maintenance factors, meaning exclusion does not automatically secure the outcomes assumed.
115. We respectfully invite the Council to reconsider this proposal to ensure it takes into account the views of all users, including vehicle users, for whom the road is meant to serve.

### **Shared use**

116. The Association fully supports the enjoyment of these routes by walkers, horse riders and cyclists. These users form an important part of the shared public rights of way network and their interests should be carefully considered in any management decision.
117. However, the Association is concerned that this objective risks presenting the interests of different lawful users as being mutually exclusive. Historically, these routes have functioned as shared public highways accommodating a variety of users, including those travelling on foot, horseback, bicycle and motor vehicle. Their character derives not from the exclusion of particular groups but from their continued role as multi-user public roads.

118. Whilst restriction may alter the experience of some users, it does not necessarily follow that it preserves the route's character. Equally, the removal of established vehicular access may itself alter the historic and functional character of a route that has long carried public vehicular rights.
119. The Association notes that no evidence has been presented demonstrating that lawful motor vehicle use on these routes has given rise to a level of conflict or disruption such that shared use can no longer be accommodated. Indeed, both routes have been unavailable to public four-wheeled vehicles for much of the period during which recent observations and assessments appear to have taken place.
120. We are therefore concerned that the concept of "special character" may have been defined primarily by reference to the preferences of certain user groups rather than through a balanced assessment of the route's historic function, legal status and role within the wider public highway network.
121. The Association respectfully submits that the special character of these routes lies in their status as historic public roads available to a diverse range of lawful users. Management measures should therefore seek, wherever reasonably possible, to accommodate that diversity rather than reduce it.

**Section K**  
**Equality and minority group inclusion**

**Inclusivity and accessibility**

122. Outdoor recreation serves vital public functions. It promotes wellbeing, fosters community, encourages environmental connection and supports rural economies. These benefits were thrown into sharp relief during the COVID-19 pandemic, when national policy prioritised access to green spaces as essential to physical and mental health. For many individuals, vehicular use of unsurfaced rural roads is not simply a recreational preference, it is the only practicable means of experiencing the countryside. Users with disabilities, mobility limitations, sensory sensitivities or chronic health conditions rely on lawful vehicular access to reach remote natural settings without hardship or exclusion. Countryside access is therefore an issue of equality.
123. 20% of people in the UK face daily barriers to various activities due to some form of disability. Our membership demographic reflects this with vehicular use of unsurfaced rural roads often representing the only practicable means for many to experience the countryside.
124. Our members with disabilities face challenges that vary hugely from one person to the next. Challenges that cannot be overcome simply by using motorised wheelchairs or scooters. True inclusivity involves respecting the autonomy of disabled users to choose the mode of transport that best facilitates their access to the countryside.

125. Many of our members find distance a barrier to access due to fatigue, health concerns, needing to carry medical equipment or sensory overload. Enjoying the amenity of ancient, unsealed roads from the comfort and safety of a vehicle can make the countryside accessible to disabled people who find that the rights of way network for foot, cycle and horse traffic offer little or no opportunity to them.
126. Such challenges can often lead to missed opportunities to experience the beauty of the UK's great outdoors. The Green Lane Association believe that access should be for all where possible, and the UK's equality laws insist that authorities work towards this very goal.
127. Oxfordshire County Council's Including Everyone Equality, Diversity and Inclusion Framework (2024–2029) affirms a commitment to eliminating discrimination, advancing equality of opportunity, and fostering good relations between different groups. These duties apply not only to protected characteristics under the Equality Act 2010, but also to underrepresented and disadvantaged communities whose access to public services and spaces may be structurally limited, whether through regulatory exclusion, physical inaccessibility, or policy omission.
128. As Cllr Liz Leffman writes in the Framework's foreword:
- We take our obligations and commitments very seriously and we are determined to challenge discrimination and reduce inequality in all that we do...*
129. The Association respectfully submits that these obligations must extend to all lawful users of the public highway network, including those whose access is constrained by mobility, geography, or regulatory design. Where a proposed

restriction risks excluding a structurally disadvantaged group, the Council must ensure that its procedures are transparent, its evidence is disclosed, and its engagement is inclusive.

130. While inclusivity is most often thought of as including those with additional needs or protected characteristics, there are many that affect us all for example, gender and the inevitability of age. Inclusion of all demographics is an important consideration when managing rights of way.
131. A blanket ban of four-wheeled vehicles on these routes risks excluding precisely those groups the Equality Act 2010 seeks to protect. The Act requires public authorities to avoid direct or indirect discrimination and to have due regard to the needs of disabled users when making management decisions. Removing lawful vehicular access without fully exploring proportionate alternatives risks breaching those duties.
132. DEFRA's Making the Best of Byways guidance reminds us that Byways Open to All Traffic (BOATs) make up a tiny proportion of the countryside access network nationally (circa 2%) but serve a disproportionately diverse group of lawful users. In Oxfordshire, it was quoted at 1.8% in 2014 and is likely significantly less now.

DEFRA's Making the Best of Byways advises councils to adopt tolerant, proportionate management and avoid exclusion except as a last resort.

133. The absence of an Equality Impact Assessment, coupled with the lack of mitigation strategies or suitable alternative provisions, risks rendering the proposed Order not only disproportionate, but procedurally incomplete. Inclusive governance requires more than legal compliance, it requires active engagement with those whose access is most fragile.

### **Motorised users as a structurally disadvantaged group**

134. Responsible recreational motorised users, particularly those who rely on vehicular access due to disability, age, or chronic health conditions, constitute a minority group whose needs must be considered in any lawful balancing exercise. While they represent a small fraction of the overall rights-of-way user base, their lawful access is disproportionately impacted by exclusionary regulation.
135. This disadvantage is rarely explicit. It arises through structural limitations, a network that offers few viable alternatives, policy frameworks that overlook their needs, and consultation processes that fail to engage their lived experience. In this context, the proposed Order risks compounding a pattern of indirect discrimination, where access is not formally denied, but becomes functionally impossible.
136. In exercising its powers under the Road Traffic Regulation Act 1984, the Council is required under section 122 to secure the expeditious, convenient and safe movement of traffic. This requires a genuine balancing exercise between competing interests. The consultation materials do not demonstrate how the needs of vehicle users - who will bear the entirety of the restriction - were weighed against the preferences of other groups. The statutory balancing exercise is not determined by numerical majority or volume of representation. Lawful highway rights cannot be removed solely because one category of user is larger or more vocal. Parliament has recognised vehicular rights on these routes; their removal requires evidence of necessity, not preference.

137. Under section 149 of the Equality Act 2010, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity. Due regard requires informed consideration. The consultation materials do not disclose:

- Whether disabled vehicular users were specifically consulted;
- Whether representative organisations were engaged;
- Whether cumulative impact across multiple TROs was assessed;
- Whether mitigation strategies were evaluated.

138. This duty applies not only to service delivery, but to the design and implementation of public policy, including decisions about access to the countryside. Where a proposed restriction disproportionately affects a group with protected characteristics, the authority must demonstrate that the measure is justified, proportionate and supported by reasonable alternatives.

139. As the Green Lane Association notes in its publication *Inclusive Countryside Access*:

*No one should be excluded from using our Public Rights of Way because of any physical, sensory, mental, cognitive, developmental, or intellectual challenges that they experience. The preferred choice of lawful transport on a public highway belongs to the individual - they should not be excluded because of it.*

140. This principle speaks directly to the Council's duties. It affirms that access must be judged not by majority preference, but by the needs of those with the fewest alternatives. Where motorised access is the only practicable means of experiencing the countryside, its exclusion demands careful justification and proportionate reasoning.

141. The proposed Order, by prohibiting motor vehicles without demonstrable justification or consideration of reasonable and comparable alternatives, risks undermining the Council's own commitments to inclusive service delivery and equitable decision-making.

### **Lived experience and inclusive access**

142. The policy omissions and contradictions, and procedural imbalances outlined above are not abstract. They have real consequences for individuals whose access to the countryside depends on lawful vehicular use. For many, motorised access is not a recreational preference, it is a practical necessity. It enables participation in outdoor life that would otherwise be inaccessible due to disability, age, sensory sensitivity or chronic health conditions.
143. The Association's publication Inclusive Countryside Access documents these experiences in detail. It states:

*For many individuals, vehicular use of unsurfaced rural roads is not simply a recreational preference - it is the only practicable means of experiencing the countryside. Users with disabilities, mobility limitations, sensory sensitivities, or chronic health conditions rely on lawful vehicular access to reach remote natural settings without hardship or exclusion.*

144. This testimony reflects a broader pattern of exclusion that arises when policy frameworks fail to account for the diversity of lawful users. It reinforces the principle that access must be judged not by majority preference, but by the needs of those with the fewest alternatives.

We spoke to some of our members who use this route who are living examples of this reality. One member writes:

*“My partner suffers from plantar fasciitis and finds walking difficult, so using a vehicle enables her to access the countryside. I’m also neurodivergent and take great pleasure getting out into the countryside using my car.”*

Another states:

*“The group I lanned with (when these were open) included someone with no use of this legs. Lanning was his only method of getting to the outdoors.”*

Another member explains:

*“With the natural ageing process I may in future find it difficult to walk far, and if that was the case I’d still like to think I could get away from it all and enjoy the countryside in my 4x4. Closure isn’t management.”*

145. These accounts are not isolated. They reflect a consistent theme, that responsible motorised users are being excluded in circumstances where the evidential basis for restriction has not been disclosed, and that this exclusion disproportionately affects those with limited alternatives.
146. The Equality Act 2010 requires public authorities to consider how to eliminate discrimination, advance equality of opportunity, and foster good relations between different groups. Indirect discrimination occurs when a policy or decision, though neutral in appearance, places a particular group at a disadvantage. Where exclusion is proposed, authorities must demonstrate that it is a proportionate means of achieving a legitimate aim, and that reasonable alternatives have been considered.
147. To date, no such demonstration has been made. The consultation materials do not reflect the lived experience of mobility-restricted users, nor do they offer any mitigation strategies or suitable provisions. The absence of this perspective risks rendering the proposed Order not only disproportionate, but

procedurally incomplete.

148. The Association respectfully submits that inclusive governance requires more than legal compliance. It requires active engagement with those whose access is most fragile. We invite the Council to consider these lived experiences not as anecdotal, but as essential evidence in the statutory balancing exercise.

**Section L**

**Measures proposed to ensure proportionate regulation**

149. The Association recognises the Council’s challenge: to balance competing interests, uphold statutory duties and secure public confidence in a complex regulatory landscape. In that spirit, the Association offers a suite of workable, precedent-based measures to assist the development of a proportionate and enforceable scheme.
150. These proposals are advanced constructively, in good faith, and without exclusivity. They reflect a willingness to compromise, a respect for lawful governance, and a shared interest in preserving inclusive access for all. They are designed not only to meet legal thresholds, but to foster long-term legitimacy, operational clarity and public trust.
151. The Association reaffirms its commitment to support the implementation of a workable and enforceable scheme, provided that safeguards negotiated in good faith are duly incorporated. These measures are essential to ensuring that any scheme remains proportionate, legally sound and operable in practice.
152. To this end, we advance a series of practical concessions, grounded in operational precedent, to support the development of a framework that upholds statutory duties, enables effective regulation and secures long-term public confidence.
153. These concessions are expressly contingent on the incorporation of a formal mechanism for periodic review, ensuring that all restrictions remain necessary, evidence-based and subject to revision in light of operational experience and stakeholder feedback. We acknowledge the Council’s

responsibility to engage equitably with all interested parties and support a transparent decision-making process that balances competing interests. In this context, we respectfully invite the Council to convene a stakeholder forum or working group to support collaborative development, inclusive engagement and lawful implementation.

154. Specific measures proposed by the Association include,

- **Support for route maintenance and stewardship:** In keeping with our commitment to constructive partnership, the Association is willing to explore ways of supporting the Council in maintaining these routes. In particular, we'd be happy to discuss vegetation clearance as well as suitable drainage and stonework repairs to help mitigate water erosion issues mentioned within the proposals. We have extensive experience in this area - you can read more about other repairs we've been involved with here:

<https://www.glass-uk.org/projects>

Other support may include the provision of volunteer labour, logistical coordination and, where appropriate, financial contributions toward remedial works or vegetation clearance. Any such support would be contingent on lawful access being retained and coordinated through an agreed framework that ensures transparency, safety, and operational oversight. We offer this not as a substitute for the Council's statutory duties, but as a gesture of goodwill and shared responsibility.

- **Weather-linked access restrictions:** Where adverse conditions risk route integrity, the Association supports the use of externally verifiable weather triggers to guide temporary access suspension. For example, Met Office red or amber alerts may provide a clear and defensible basis for restricting access. Such measures should be transparent, published in advance, and

subject to stakeholder review to reinforce operational clarity and public trust.

- **One-way traffic provision:** Where topography, route width or visibility limit feasibility for bidirectional use, the Association is open to exploring one-way traffic designations for specific segments. Such measures should be based on published evidence and introduced proportionately to preserve access continuity and operational simplicity. Any proposals should be subject to stakeholder engagement to ensure lawful use remains viable.
- **Group size limitations:** To support route manageability, coordination and predictable user expectations, the Association proposes a maximum of four recreational 4x4 vehicles per group. This figure reflects established good practice and promotes harmonious interaction across the wider user base.
- **Daily access cap:** Under normal operating conditions, a ceiling of five recreational groups per day provides a straightforward framework for scheduling and oversight. This measure helps structure lawful activity without implying adverse impact. The Association welcomes opportunities for periodic review based on route-specific operational data.
- **Review mechanism:** All measures should be subject to scheduled twice-yearly review, enabling timely assessment of their proportionality, practicality and public legitimacy. The process should be publicly documented and open to input from affected users and stakeholders, in accordance with transparency obligations. This review process also supports the Council's duties under the Equality Act 2010, ensuring that any restriction remains proportionate and does not produce indirect discrimination against users with limited mobility or constrained alternatives.

- **Integration with permit scheme:** While the Association remains open to engaging with the development of a permit framework in line with DEFRA's guidance, we recognise that such schemes are not universally popular and must be approached with caution. We reserve our position on its detailed structure and scope on sight of a draft proposal. Subject to statutory compliance and consultation transparency, we support incorporating proportionate safeguards, such as those outlined above, where feasible and appropriate.

155. We welcome the opportunity to contribute constructively, alongside other stakeholders, to any future consultation regarding the design of a future scheme. Such input can help ensure that the resulting framework reflects statutory requirements under the Road Traffic Regulation Act 1984 and is developed transparently, proportionately and in the public interest.
156. In keeping with our values of transparency and solution-focused dialogue, the Green Lane Association remains ready to support the design, refinement and implementation of any scheme that aspires to long-term legitimacy and community support. We extend an open invitation to convene inclusive dialogue, formal or informal, at the Council's discretion, and trust that it shares our aim of building a framework rooted in law, evidence, and fairness for all public stakeholders.

**Section M**  
**Grounds for reconsideration**

157. The Association appreciates the Council's efforts to navigate a complex and sensitive regulatory landscape. We recognise the challenge of balancing competing interests, safeguarding public rights and maintaining public confidence in decisions that affect access to the countryside. Our proposals are offered in a spirit of cooperation, not to oppose regulation, but to help shape it in a way that is fair, workable, and inclusive.
158. That spirit of collaboration rests on a shared understanding that process matters. When decisions affect long-standing public rights, especially those exercised by minority groups with limited alternatives, it is essential that the process be transparent, evidence-led, and open to scrutiny. Without that foundation, even well-intentioned proposals risk losing legitimacy.
159. The Council's Statement of Reasons and Supplementary Statements outline its purposes for the proposed Orders, referencing route vulnerability and statutory powers. These are important considerations. But the consultation materials do not include the underlying evidence, such as condition surveys, enforcement records or detailed Equality Impact Assessments, that would allow consultees to understand how those conclusions were reached. In the absence of that evidence, it becomes difficult to engage meaningfully with the proposal or to explore alternative approaches.
160. Consultation, at its best, is a conversation. It invites challenge, welcomes insight and helps shape better outcomes. The Gunning Principles remind us that consultation must happen early enough to influence the decision, and with enough information to allow a considered response. In this case, the rationale has been presented, but the supporting documentation has not. That

gap matters, not because it casts doubt on the Council's intentions, but because it limits the ability of stakeholders to contribute constructively.

161. None of this is to suggest that the Council has acted improperly. But we do believe the process would benefit from greater clarity, fuller disclosure and more inclusive engagement, especially given the severity of the proposed restrictions and their impact on users with few alternatives.
162. We invite the Council to reflect on whether the procedural foundations of the proposed Order are sufficiently robust to support a lawful and inclusive outcome. Where evidence is incomplete, where engagement has been selective and where the rationale remains untested, the risk is not merely one of legal challenge, it is one of public trust.
163. The Association remains committed to constructive dialogue and principled collaboration. We believe that regulation, when shaped through open process and inclusive engagement, can command legitimacy and deliver lasting stewardship. We stand ready to support the Council in strengthening that process and ensuring that all lawful users are fairly represented in the decisions that follow.

**Section N**

**Conclusion and final reflections**

164. The Green Lane Association has approached this consultation with care, clarity and a genuine desire to assist the Council in reaching a proportionate and lawful outcome. We recognise the complexity of the issues at hand and the competing pressures that shape decisions about public access. Our submission does not seek to obstruct regulation, but to support its refinement, so that it reflects not only statutory duties, but the lived realities of those most affected.
165. The two routes in question are not abstract cases. They are real routes, with real users, with a long history of lawful public use. Their designation as BOATs is not incidental; it reflects their legal status and historical function. The routes have long served a diverse range of lawful users, including individuals whose ability to access the countryside relies on motorised transport, whether due to disability, age or rural isolation. For these individuals, exclusion is not a matter of preference; it is a matter of practicality and dignity.
166. The proposed Order would remove two routes in the district that are both legally accessible and geographically viable for responsible motorised users. It would do so without a published Equality Impact Assessment, without condition surveys and without evidence of irreparable harm. It would also do so in a way that risks conflating responsible use with unsuitability, and procedural omission with justification.
167. We do not suggest that the Council has acted improperly. But we do believe that the process, as it stands, falls short of the evidential and procedural standards required to support a restriction of this severity. The absence of key

documentation, the lack of engagement with affected groups and the framing of the consultation materials all point to a need for reconsideration, not as a retreat, but as a principled recalibration.

168. Throughout this submission, we have offered practical, precedent-based measures to support proportionate regulation. These include collaborative stewardship and maintenance support, directional restrictions and group size limits. We have also invited the Council to convene a stakeholder forum to explore these options together. These proposals are not exhaustive, but they are workable, lawful and grounded in shared experience.
169. We have also drawn attention to the broader context in which this decision sits. The cumulative impact of route closures, the structural disadvantage faced by motorised users and the absence of strategic recognition within the Council's own policy frameworks all contribute to a pattern of exclusion that cannot be ignored. Where access is already scarce, further restriction demands a particularly high evidential threshold. That threshold has not yet been met.
170. The Association has taken care to present its concerns in a constructive and respectful manner. We have not sought to challenge the Council's authority, but to support its duty to act lawfully, transparently and in the public interest. We have grounded our submission in statutory duties, national guidance and lived experience. We have acknowledged areas of common ground and proposed practical solutions. We have done so because we believe that regulation, when shaped through inclusive dialogue and transparent process, can command legitimacy and deliver lasting stewardship.
171. We respectfully invite the Council to pause and reflect, not only on the legal framework, but on the human impact. To consider whether the proposed Order, in its current form, reflects the principles of fairness, transparency, and

inclusion that underpin public trust. And to ask whether the voices of those most affected have truly been heard.

172. These roads are not just routes, they are threads in the fabric of rural life. They are routes that many locals and their varied visitors want to keep open for all users. Their continued accessibility matters not only to those who use them, but to the integrity of the network, the credibility of the process, and the principle that public rights should not be removed without clear and proportionate justification.
173. The Green Lane Association remains committed to constructive engagement and principled collaboration. We extend an open invitation to continue the dialogue, and trust that the Council shares our aim of building a framework rooted in law, evidence, and fairness, for all who rely on it.
174. And if there is one final thought to leave with the Council, it is this: regulation is not merely a technical exercise. It is a reflection of how we value public space, how we balance competing needs and how we honour the rights of those whose voices are least often heard. In that spirit, we ask not for favour, but for fairness. Not for exemption, but for inclusion. And not for silence, but for a process that listens, weighs and responds with integrity.

Yours faithfully



Legal Assistant  
Green Lane Association

*Documents attached:*

Annex A: GLASS objection 2x TROs Oxfordshire

Annexes B1& B2: Green Road BOAT / Letcombe Regis&West Challow BOAT Site Survey

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## **Letcombe Bassett/Regis & West Challow: Green Road BOAT & BOAT Nos.399/13/10 & 275/3/10 - proposed prohibition of motor vehicles & carriages**

On behalf of the British Horse Society, I am writing to formally object to the proposed Traffic Regulation Order. Whilst supportive of the principle of protecting the BOATs during the winter months there is a significant concern over how this will be implemented. A particular concern is the installation of barriers, as has recently happened nearby by OCC, to enforce a new TRO on Corn Hill Lane at East Challow. Four barriers have been installed and below is a good example of poor design that excludes some lawful users:



As can be seen in the photo the two side gap posts (**gap 1.6m**) are set at an angle to the barrier, on uneven sloping ground and with a direct (straight) line leading into the undergrowth. The barrier is locked with a key operated padlock and it remains unclear how OCC have met the TRO conditions of maintaining emergency vehicle access to the byway in the case of an emergency/accident.

This barrier arrangement knowingly excludes some lawful users of this byway, such as mobility wheelchair users and horse drawn carriages.

The Officer responsible for this installation at OCC has been provided with BHS guidelines on barriers and offered site meetings and discussions about barrier installations before any work took place and this has not happened.

Whilst Cornhill Lane will need remedial works (and expense) to fix this unnecessary problem it is important that this does not happen again with the proposed Green Road Seasonal TRO. Any proposed layout needs to meet the mandatory criteria outlined in the British Horse Society's Policy and Guidance on Vehicle Barriers (2026). To repeat some of the advice provided to OCC the BHS Guidance includes:

#### *Requirements*

*Whatever the form of barrier, the principles required for safe equestrian access are:*

- *Minimum gap of 1,525mm (1.525m) on a bridleway*
- *Minimum gap of 3,048mm (3.048m) on a carriageway — that is, a restricted byway, byway open to all traffic or road — unless subject to a permanent Traffic Regulation Order, in which case 1,800mm (1.8m) may be acceptable to permit passage with a horse-drawn vehicle (see Bollards)*
- *Minimum gap measured between the narrowest section if edges of the structure are not vertical (e.g. bank, tapered bollard)*
- *Straight smooth vertical edges to the barrier reduce risk; rough, sharp or broken edges increase the risk of injury when negotiating a gap*
- *Set back from a road edge so that a horse is well clear of road traffic when negotiating the barrier: 3m on bridleway, **6m on byway** (see Barriers at a roadside)*
- *Straight approach and exit of 3m length on a bridleway (**6m on byways**) to allow the horse (and vehicle) to be aligned to pass the obstacle*
- *No further structures within 3m (**6m on byway**) to give space to align for the next gap (see Multiple structures)*
- *Firm level ground through and on approach to the structure*
- *A non-slip surface to avoid a horse slipping, with deflexion ('give') if a vertical barrier on a bridleway such as a horse stile which a horse may jump (i.e. not asphalt or concrete) – polymer-bound rubbercrumb-grit is ideal*
- *Clear of overhanging vegetation and other hazards, to at least 3.7m*
- *If a barrier, such as a locked gate, is installed across the width of the main part of the right of way with a bypass, the bypass must be kept clear of vegetation and be on level ground. This is particularly important on a byway or road where the bypass gap must be negotiable with a horse-drawn vehicle which will tip in relation to the crossfall of the ground and may collide with the structure or even overturn, with serious consequences.*

Link : <https://www.bhs.org.uk/media/42bmu2su/vehicle-barriers-0226-1.pdf>

The BHS policy for a TRO is for **1.8m gaps** and that there should be genuine evidence of both need and effect, not just perception and reaction. Any barrier must only be installed on a time-limited trial basis, with monitoring in place, to ensure that evidence is collected on reduction of antisocial activity in balance with impact on lawful use of the way, to allow assessment of whether the barrier is justified to remain. NB: It should be noted that on Cornhill Lane a vehicle used the 'closed' BOAT when there were no TTRO enforcement/notice signs in place, as required by that Order.

Two examples of OCC TROs with wider gaps locally, that are still effective are:



OCC TRO on BOAT 285/8/10 at Ardington (leads to the Icknield Greenway) gap 2.1m



OCC TRO bollards on the Icknield Greenway, Ginge Road, East Ginge **gap 1.8m**



Another example just over the county border:



West Berks Council signs for width barriers on a BOAT under the A34 at East Ilsley **Gap 1.7m**

### **Equality and discrimination**


The requirements of the Equality Act 2010 must be considered. A barrier affects people with limited mobility and vision as well as equestrians and any may have difficulty negotiating the structure safely. Drivers of horse-drawn vehicles are commonly excluded by failure to recognise the width required for their vehicle.

Equestrians may have limited agility and their horse and/or vehicle provides them with beneficial means for open air exercise. Many riders turn to driving their horse when they can no longer ride. There are horse-drawn vehicles adapted for use by wheelchair users. The highway authority's Public Sector Equality Duty means that it must not authorise structures which reduce equitable access for legitimate users.

**Whilst these concerns could easily be addressed, without future infrastructure plans being clear or forthcoming, on behalf of the society, I submit an objection to this Order on the grounds that it will unfairly discriminate against vulnerable and lawful users, as has been clearly demonstrated by the OCC TRO barriers installed on the Cornhill Lane BOAT (May 2026). OCC has not demonstrated compliance with its Public Sector Equality Duty, as the proposed restrictions risk disproportionately excluding or discriminating against disabled users, including carriage drivers utilising adapted vehicles.**

**I am happy to withdraw my objection should it be possible for OCC to produce a clear design plan that shows the proposed barrier layout with a level surface, clear approach and exit. Where the design will allow for safe passage to all lawful user groups that have a legal right to use these byways (inclusive of horse drawn carriages).**

Yours sincerely

  
BHS Access & Bridleways Officer  
for Vale of White Horse

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# Shifford Carriage Driving Group (RDA)

Charity Number: 1208637

Website: <https://shiffordcarriagedriving.org>



Registered Address:

Cote Bungalow Farm,

Cote, Bampton, Oxon. OX18 2EG

**Carriage Driving for Disabled People**  
**Enriching lives through horses.**

## Consultation/Survey

### Letcombe Bassett & West Challow Green Road BOAT and Letcombe Regis and West Challow BOAT

#### Our Opinions

1. We support the seasonal prohibition of motor vehicles on the Green Road BOAT. However, we are of the view that this should be a year round prohibition and should include motor cycles.
2. We oppose the seasonal prohibition of horse drawn carriages with four or more wheels and wider than 1.6m on the Green Road BOAT
3. We support the TRO to prohibit the use of motor vehicles, including motor cycles from the Letcombe Regis and West Challow BOAT.
4. We oppose the TRO to prohibit the use of horse drawn carriages exceeding 1.6m in width from using the Letcombe Regis and West Challow Boat.

Below we set out the context that informs our opinions, our views and concerns. Our opinion is also based upon local knowledge and consideration of the contents of the Statements of Reasons.

#### Who we are.

Our carriage driving venue is currently located in Charney Basset, Oxon. We provide therapeutic pleasure drives around the village and on the tracks around our venue, for severely disabled adults and teenagers and those with disabilities that prevent them from continuing to ride. We drive in convoy with one 4 wheel carriage and one two wheel carriage.

## **Why we matter**

The therapeutic benefits of carriage driving (CD) are immense for those who are no longer able to independently engage with outdoor pursuits and exercise, or to immerse themselves in the enjoyment of the natural world.

CD produces a sense of wellbeing, freedom and enhanced independence for our participants and respite for their carers. It also provides physical therapy by increasing core strength and balance, provoking gentle muscular stimulation and developing hand eye co-ordination.

## **Current situation and limiting factors.**

There are 470 RDA groups nationwide of which only 60 provide carriage driving. We are one of two groups in Oxfordshire. The future of RDA Carriage driving is at risk due to the lack of availability of circular safe off road and quiet lane driving routes. We are aware that over the years a number of local RDA CD groups have ceased to operate due to the increasing volumes of traffic and heavy vehicles on minor roads.

Save for the Lyford Road, upon which we occasionally drive, the other minor roads leading from the village are unsuitable for us to drive on due to a combination of traffic volume, lack of visibility, narrow width and pot holes. In the two years that we have been at our current venue the traffic through the village has noticeably increased.

Within the Vale of the White Horse there are very few byways and none within the Charney Bassett area that we could utilise as safer circular routes accessible from our current venue. Therefore, we are constantly seeking to identify off road and quiet lane routes within a reasonable transportation distance and with parking areas of sufficient size to allow for loading and unloading horses and carriages.

The ability to access such routes would enable our group to survive and develop so as to be able to accommodate a greater number of disabled participants as well as extending our activities to include longer distance and competitive endurance drives leading to RDA participant awards. This in itself would enhance our participants' sense of self worth and achievement.

The Byways within a reasonable travelling distance of Charney Bassett, and with the potential to address our needs are those that are subject of this consultation. That is because there is the possibility of being able to arrange suitable parking at

the Letcombe Riding Club field in Letcombe Regis. That field gives direct access onto the Letcombe Regis and West Challow BOAT and then onto the Green Road BOAT leading to a circular route down Holborn Hill into Letcombe Bassett and back along Bassett Road to Letcombe Regis. These roads are fairly quiet lanes with mainly good visibility.

### **General Consultation Comments**

#### **A) Factors that exclude us**

At present we are excluded from using these routes for the following reasons.

- Insufficient width between barriers and blocks to allow access.
- Complete blockage by a telegraph pole at the junction of Green Road and Holborn Hill
- A deep, open and unprotected ditch immediately adjacent to the northern edge of the just about navigable part of the Green Road carriage way at the Holborn Hill end.
- The damage to the surface of the carriageways caused by the passage of motor vehicles including motor bikes.
- In sufficient maintenance of the carriageways to ensure a navigable safe surface and width of track capable of providing dual safe passage for all users.
- Additional safety concerns arising from the risk of encountering motor vehicles and motor bikes, particularly those travelling at speed as there is currently no possibility of safe dual passage on any part of the Green Road BOAT (Note- a horse and carriage cannot reverse more than a few steps particularly on an incline) There are few places where a carriage or motor vehicle could pull off the main track to allow the other to safely pass. Then there is the issue of the speed and noise of approach of motor vehicles in a confined space which could potentially unsettle the horses.

#### **B) Specific concerns about barriers**

We note that the Statements of Reasons submit that the prohibitions should apply to horse drawn carriages of wider than 1.6m. The track width of our 4 wheel carriage is 1.5m. The 2 wheel carriage is a little narrower. Even though we would not be subject of the proposed orders and could lawfully use both BOATS there would be a continuing access issue if OCC were to install enforcement barriers to prevent access by motor vehicles, similar to the one already installed at the B4507 end of the neighbouring Cornhill Lane BOAT. Our concerns in relation to this barrier are:-

- The gaps between the 2 side posts and the barrier measure 1.6m. That leaves a clearance of a mere 10cm for our 4 wheel carriage. The British Horse Society recommends that gaps and gates on a Byway should measure between 1.8m and 3m.
- Looking at the barrier from the direction of the B4507, the gap on the left handside is on a slope. The ground is rough both on the approach and on the descent behind the barrier. There is vegetation/a hedge directly in front of the gap. To navigate through the gap the horse would have to approach at an angle and then make a turn back onto the track before meeting the hedge on the opposite side of the track. Taking into account the overall length of the equipage (horse and carriage) this is a tight turn with miniscule clearance. The gap is not therefore safely navigable for the following reasons. The horse may stumble on the rough ground, or the carriage could hit a bump. A bird could fly out of the hedges and startle a horse. The driver could make a minor steering error, all with the potential for the shafts or side of the carriage to collide with the barrier. This is an accident waiting to happen with potentially catastrophic consequences and a public liability issue for OCC.
- The gap to the right hand side has a smoother and more level approach. However, there is an additional hazard on the far side in the form of a metal gatepost next to the hedge and adjacent to the descent back on to the track of the Byway. The descent is also rough impacted chalk and the carriageway of the Byway is fairly narrow. Even if the gap were widened to the minimum recommended 1.8m, navigation would still be challenging. A national competition standard equine in an off road carriage and with an advanced level driver could perhaps safely make the turn. An RDA pony with a lower to the ground(adapted) carriage and a novice disabled driver may not be so lucky.
- For these reasons our disabled driving group is in reality excluded from exercising the right to lawfully use Cornhill Lane and it is of concern that a similar situation will arise in respect of the BOATS subject of this consultation.
- It is also of concern that should a horse drawn carriage approach this barrier unawares from the direction of the A417 it is likely to become stuck. The byway is too narrow for the equipage to turn round and retrace its steps. Due to the lack of safe clearance between the gaps the driver and any passengers may be faced with having to dismount, detach the horse from the carriage and lead it though the gap, then pull the carriage through manually before putting the horse back to the carriage on the B4507 side of the barrier. Detaching a horse from and putting it to a carriage carries an

element of risk in a familiar environment. Those risks would increase in an environment of this nature.

### **C) Other comments in relation to the Statements of Reasons**

- We note that both statements seek to restrict/prohibit access for horse drawn vehicles of a width greater than 1.6m. However, neither statement illustrates or evidences that such horse drawn vehicles have or are likely to cause damage to the surface of the Byways, comparable or to the extent that damage has been caused by motor vehicles including motor bikes. It is likely that motorised vehicles will be travelling at far greater speeds than a horse drawn vehicle of whatever width on this type of terrain and will cause greater friction with the surfaces. Consequently we surmise that the motive for seeking to exclude horse drawn vehicles with a width of greater than 1.6m has more to do with the width of the gaps that are being incorporated into enforcement barriers to prevent access by motorised vehicles.
- The Letcombe Regis/West Challow statement says that “ *Under the Highways Act 1980, the Council is required to maintain the Byway to a standard suitable for ordinary traffic appropriate to its character....*” and argues that “ *to upgraded the Byway to a standard suitable for larger vehicles .... would fundamentally alter the rural and historic character of the route*”

What therefore was the rural and historic use of these routes? and what would be the character of the ordinary traffic that historically used them? We would submit that historically they are likely to have been drove roads that later evolved into transportation routes for horse drawn draught ,farm wagons and carts, pleasure carriages and as cross country coaching routes. Usage as leisure routes for motorised vehicles is a very modern concept . Accordingly, if the surface of these routes have, over time, been allowed to degrade, then to be compliant with the Act surely the standard of maintenance is that suitable for the type of ordinary traffic that would historically have made use of them.

- We also note that it is argued that alternative routes exist for larger motor vehicles , including Windmill Hill Road that runs parallel and provides a safe and appropriate means of access. We do not think that this statement is reasonably applicable to larger horse drawn vehicles.

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**Oxfordshire County Council**  
**Equalities Impact Assessment**

Byways 19/06/25

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## Section 1: Summary details

<b>Directorate and Service Area</b>	<p>Countryside &amp; Waste</p> <p>Countryside Access</p>
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	<p>Motor Vehicle Seasonal Width Restriction (1.6m) Traffic Regulation Order Green Road Letcombe Bassett &amp; West Challow (Byway Open to all Traffic) between 1<sup>st</sup> October – 30<sup>th</sup> April.</p> <p>Motor Vehicle width restriction (1.6m) Traffic Regulation Order (Byway Open to all Traffic) Letcombe Regis &amp; West Challow (399/13/10 &amp; 275/3/10).</p>
<b>Is this a new or existing function or policy?</b>	<p>Existing function as Highway Authority</p>
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts.  Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	<p>As a public authority, the Council must have due regard to eliminating discrimination, advancing equality of opportunity, and fostering good relations across protected groups (the Public Sector Equality Duty). OCC guidance requires assessments to be evidence-based, iterative, and to consider both positive and negative impacts across protected characteristics and relevant community groups.</p> <p>We recognise that some residents who are disabled use vehicles for mobility and will continue to be able to do so outside of the seasonal restriction for Green road. The TROs are designed to preserve access for mobility devices (e.g., wheelchairs, mobility scooters/trampers) while addressing the disproportionate surface damage and safety risks associated with larger recreational 4x4s on an unsurfaced byway. This distinction is consistent with OCC’s equalities approach: we enable access for disabled users by restricting uses (such as off-roading) that undermine safe and equitable access for the majority disabled and non-disabled users.</p> <p>This report presents responses received to a statutory consultation on proposals to introduce a ‘Prohibition of Motor Vehicles over 1.6m wide restriction seasonally on Green road, which is a BOAT (Byway Open to all Traffic) and all year round along the bisecting Byway. The proposals are being put forward due to the unsurfaced nature of the Public Rights of Way, and it being highly vulnerable following damage caused by motorised vehicles and the subsequent extensive works undertaken to repair the route. The proposals seek to prohibit motor vehicles wider than 1.6m</p>

	<p>seasonally along Green road and permanently along the bisecting byway , whilst use would continue to be permitted for pedestrians, cycles, horses, disabled persons wheelchairs and powered mobility conveyances, motorcycles, and horse drawn carriages.</p> <p>The Council's intention is to keep these Byways open and accessible to the widest possible range of users, including those with mobility challenges. It recognises the importance of inclusive countryside access and aims to balance the needs of all lawful users. However, this TRO will prohibit less abled who use larger motorised vehicles for recreational use during the wetter winter months on Green Road and all year round along the bisecting byway.</p>
<b>Completed By</b>	Steve Tabbitt
<b>Authorised By</b>	
<b>Date of Assessment</b>	19/06/2025

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The proposals seek to prohibit motor vehicles seasonally from using Green Road, and all year round on the bisecting byway, whilst use would continue to be permitted for pedestrians, cycles, horses, disabled persons wheelchairs and powered mobility conveyances, motorcycles, horse drawn carriages less than 1.6m.</p>
--	--

<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>1. The surface damage caused by motorised vehicles has necessitated the prolonged use of Temporary Traffic Regulation Orders (TTROs) to close the lane to all stakeholders for repairs. These repairs often involve soft landscaping techniques that are sympathetic to the natural environment and require time to settle and become effective.</p> <p>The Council's intention is to keep these Byways open and accessible to the widest possible range of users, including those with mobility challenges. It recognises the importance of inclusive countryside access and aims to balance the needs of all lawful users.</p>															
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p><b>Consultation Process Green Road seasonal width restriction TRO and Bisecting Byway width restriction</b></p> <p><b>Formal consultation</b> was conducted between 13 May to 12 June 2026 with notices published in local newspapers and emails sent to statutory consultees and key stakeholders, including emergency services, transport groups, district councils, parish councils, and local councillors.</p> <p>Public notices were displayed on-site, and local representatives were encouraged to publicize the proposals among residents.</p> <table border="1" data-bbox="801 906 2177 1262"> <thead> <tr> <th>Proposal</th> <th>Support</th> <th>Partially support / concerns</th> <th>Object</th> <th>No objection / No opinion</th> </tr> </thead> <tbody> <tr> <td>Green Road BOAT (Seasonal)</td> <td>17 (68%)</td> <td>2 (8%)</td> <td>3 (12%)</td> <td>3 (12%)</td> </tr> <tr> <td>Letcombe Regis &amp; West Challow BOAT</td> <td>16 (64%)</td> <td>3 (12%)</td> <td>5 (20%)</td> <td>1 (4%)</td> </tr> </tbody> </table> <p><b>non-objections.</b></p> <p>Thames Valley Police (no objection if prohibition is physically enforced but questioned motorcycle access).</p>	Proposal	Support	Partially support / concerns	Object	No objection / No opinion	Green Road BOAT (Seasonal)	17 (68%)	2 (8%)	3 (12%)	3 (12%)	Letcombe Regis & West Challow BOAT	16 (64%)	3 (12%)	5 (20%)	1 (4%)
Proposal	Support	Partially support / concerns	Object	No objection / No opinion												
Green Road BOAT (Seasonal)	17 (68%)	2 (8%)	3 (12%)	3 (12%)												
Letcombe Regis & West Challow BOAT	16 (64%)	3 (12%)	5 (20%)	1 (4%)												

Oxford Trail Riders Fellowship (Local group/organisation).

Member of the public.

### **Key Issues Raised and Officer Responses**

#### **Motor Vehicle Prohibition**

Thames Valley Police supported the prohibition if physically enforced, expressing concern about motorcycle access. Officers noted no evidence of dangerous motorcycle use or surface damage attributable to motorcyclists but will keep this under review.

#### **Vegetation, Signage, and Barriers**

Annual vegetation clearance has been documented since 2011, with further measures planned in line with ecological sensitivities.

TTRO Signage was checked but is vulnerable to removal.

Concrete blocks are positioned to avoid obstructing private access.

#### **Width Restrictions and Disabled Access**

Concerns were raised about the width of access for carriages, especially for disabled users. Officers propose to amend the gap from 1.5m to 1.6m gap to balance access for carriages and still prevent larger vehicle entry. The TRO will be amended accordingly.

#### **Surface Damage and Maintenance**

Persistent surface damage, particularly from 4x4 vehicles, has necessitated temporary closures for safety. There is no evidence of farm traffic causing damage. The width restriction targets larger vehicles most likely to cause harm.

#### **Ecological and Environmental Considerations**

Complete vegetation clearance is avoided to protect the cambered slopes and maintain a green corridor, supporting biodiversity and landscape health.

	<p><b>Other Public Rights of Way</b></p> <p>Issues raised about other routes are outside the scope of this consultation but will be prioritised based on safety and usage .</p> <p><b>Conclusion</b></p> <p>The Council aims to keep Green Road and the bisecting Byway accessible to the widest range of users, including those with mobility challenges, while prioritising public safety and managing the environmental. The proposed TROs, with amendments to accommodate disabled access, seeks to prevent further damage by restricting larger motorised vehicles, balancing the needs of all lawful users and the sustainability of the route.</p> <p>The Byways will be continually monitored including correspondence with local community and the Parish Council.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Surface repair works have been undertaken to this byway on several occasions. Using sympathetic to the environment repairs to the surface of the byway and clearance works has left the Byway in good condition. If the Byways are reopened without traffic regulations, the surface will soon deteriorate making it potentially dangerous to all users, subsequently we will be forced to temporarily close the Byway with a temporary traffic regulation.</p> <p>Given the topography of the landscape, with Green road sitting within the North Wessex Downs an all year round Traffic Regulation was dismissed, by keeping vegetation clear it is thought that Green Road will be able to accommodate larger motorised vehicles during dryer summer months for six months of the year.</p> <p>Voluntary restraints are considered unrealistic, as not all the off-road community are affiliated to a club or society. Signage is not a reliable deterrent (as shown by other examples such as the ‘Code of Respect’ signage that was used on the Ridgeway Nat Trail). The entire length of the route is not immediately visible, which could also lead to vehicles beginning their journey and subsequently becoming stuck further down, resulting in further damage as they extricate themselves. The skill and experience of individual drivers and their perceptions of their own capabilities also vary.</p>

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Walking surfaces without undue damage from vehicles will have a positive affect on potential use of the route by older people, who are more likely to be negatively affected by an uneven or rutted surface, owing to lower mobility or balance and also more likely to be affected by anxiety caused by using isolated rural routes where there is a risk of falls or trips, or where they could come into direct conflict with a vehicle whilst using the route at the same time.	Mitigations are an important part of inclusive decision making. We haven't identified any group that is disproportionately impacted by the TRO, but will remain open to feedback and will review this EIA and any requirement for adjustment as the plan proceeds	Steve Tabbitt	12 months, based on feedback

<p><b>Disability</b></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>Width restriction TRO will allow safer and easier access for many disabled or less able stakeholders to the byway all year round. This not only includes disabled ramblers, but also covers groups such as the partially sighted, those with restricted mobility or the hearing impaired who are less likely to be aware of vehicles behind them. All of these groups are also placed at greater risk by coming into direct conflict with a vehicle using the track at the same time.</p> <p>The restriction will exclude disabled people during the winter months of the year on Green Road and all year round along the bisecting byway who use larger motorised vehicles such as 4x4s primarily for recreation.</p> <p>On balance however, it is assessed that the positive impacts for users with disabilities outweigh the negative impacts</p>	<p>Mitigations are an important part of inclusive decision making. We haven't identified any group that is disproportionately impacted by the TRO, but will remain open to feedback and will review this EIA and any requirement for adjustment as the plan proceeds</p>	<p>Steve Tabbitt</p>	<p>12 months, based on feedback</p>
<p><b>Gender Reassignment</b></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>				
<p><b>Marriage &amp; Civil Partnership</b></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>				

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Greater use of the route by pregnant individuals or those with strollers / push chairs is more incentivised if the surface is unaffected by vehicle damage and there is less likelihood of direct conflict with vehicles using the route at the same time.	Mitigations are an important part of inclusive decision making. We haven't identified any group that is disproportionately impacted by the TRO, but will remain open to feedback and will review this EIA and any requirement for adjustment as the plan proceeds	Steve Tabbitt	12 months, based on feedback
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Safe routes for walking and enjoying the countryside should be provided for all to use.</p> <p>It is recognised that for a minority of 4x4 users, (both leisure and utility) the exclusion of motorised vehicles would have a negative impact.</p>	Mitigations are an important part of inclusive decision making. We haven't identified any group that is disproportionately impacted by the TRO, but will remain open to feedback and will review this EIA and any requirement for adjustment as the plan proceeds	Steve Tabbitt	12 months, based on feedback
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Good access to the countryside should benefit those caring for others by providing a safe and	Mitigations are an important part of inclusive decision	Steve Tabbitt	12 months, based on feedback

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				pleasant area for informal recreation, respite and a place to visit with those being cared for.	making. We haven't identified any group that is disproportionately impacted by the TRO, but will remain open to feedback and will review this EIA and any requirement for adjustment as the plan proceeds		
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### Section 3: Impact Assessment - Additional Wider Impacts

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

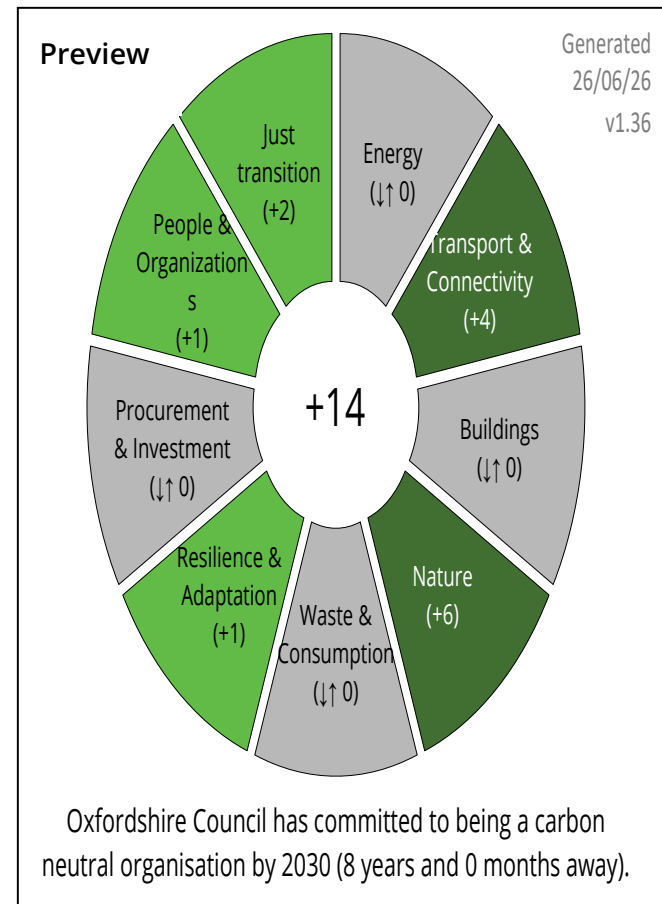
<b>Review Date</b>	<b>19 June 2027</b>
<b>Person Responsible for Review</b>	<b>Steve Tabbitt</b>
<b>Authorised By</b>	<b>Teresa Kirkham</b>

# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment & Highways
<b>What is being assessed</b>	Proposals to prohibit and seasonally prohibit motor vehicles with four or more wheels, where both are wider than 1.6m [approx.5ft 2in] – from using Green Road in Letcombe Bassett & West Challow, between its junctions with the B4001 Middleway Bottom to the west, and Windmill Hill to the east, on a seasonal basis between 1st October & 30th April and the Prohibition of motor vehicles with four or more wheels on the Letcombe Regis & West Challow BOAT (Nos.399/13/10 & 275/3/10), all year
<b>Is this a new or existing function or policy?</b>	new Traffic Regulation Order
<b>Summary of assessment</b>	Prohibition and seasonal prohibition of motor vehicles from the named routes, using a Traffic Regulation Order, whilst leaving the route open to other users
<b>Completed by</b>	Steve Tabbitt
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	46196

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## Detail of proposal

<b>Context / Background</b>	<p>Green Road has experienced significant surface damage over the years due to off-road motorised vehicle use (see photographs of surface damage and repair works). This Byway sits on the North Wessex Downs, a Nationally Protected Landscape, and forms a vital part of the local green infrastructure. It connects key routes within the public rights of way network, offering residents and visitors a means to explore and enjoy the wider countryside.</p>
<b>Proposal</b>	<p>The seasonal banning of larger motorised 4x4 vehicles on Green Road and an all year round ban on the bisecting byway would prevent unnecessary interactions by such vehicles with walkers, cyclists, equestrians, and disabled users. This can help to reduce any intimidation and perceived danger that some will feel and encourage more outdoor recreation</p>
<b>Evidence / Intelligence</b>	<p>Formal consultation was carried out between 13 May and 12 June 2026, a notice was published in the local Oxfordshire Herald Series and Oxford Times newspapers, and public notices were erected on site in the immediate vicinity of the proposals.</p> <p>An email was sent to statutory consultees &amp; key-stakeholders, including Thames Valley Police, the Fire &amp; Rescue Service, Ambulance service, Bus operators, countywide transport/access &amp; disabled peoples user groups, Cherwell District Council, Vale of White Horse District Council, relevant local District Councillors, Letcombe Regis, Letcombe Bassett, Childrey, and West Challow Parish Councils, and the local County Councillors representing the Shrivenham, and Wantage West divisions.</p> <p>During the course of the formal consultation, 25 responses were received via the online survey, and these are summarised for the two consultations as; 64-68% of respondents in favour and 12-20% objecting/partial objecting.</p>
<b>Alternatives considered / rejected</b>	<p>No further action - Byways would soon become damaged again.</p> <p>Voluntary restraint - Unenforceable and not all 4x4 users are members of an organised club.</p> <p>Full surfacing / hard-engineered improvement - Not inkeeping with the downland landscape.</p> <p>Speed limit - Unenforceable and byways would still become damaged.</p> <p>Extending the restriction to motorcycles - Less likely to damage surface compared to larger 4x4s.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		Proposal removes the rights of motorised vehicles to use the 2 affected routes, but leaves them open to (and more useable by) pedestrians, cyclists and less able	No negative impacts in this regard	Steve Tabbitt	6-12 months monitoring
Transport & Connectivity	Supports active travel		Proposal removes the rights of motorised vehicles to use the 2 affected routes, but leaves them open to (and more useable by) pedestrians, cyclists and less able	No negative impacts in this regard	Steve Tabbitt	6-12 months monitoring
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		By removing motor vehicles and managing the route at a narrower width, there are greater opportunities for wildlife through 2 wider, more vegetated path margins. A reduction in motor vehicles also reduces the disturbance and impacts on wildlife, making the route a better wildlife corridor	No negative impacts identified in this regard	Steve Tabbitt	6-12 months monitoring
Nature	Develops blue and green infrastructure		Reduction in damage to the path surface caused by vehicle wheels, will 2 make the route more accessible by other users, improving the path's value as green infrastructure	No negative impacts identified in this regard	Steve Tabbitt	6-12 months monitoring
Nature	Improves access to nature and green spaces		The remaining user groups will 2 benefit from an improved experience in using the route	#REF!	Steve Tabbitt	6-12 months monitoring
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	-1	Removes an alternative route for vehicle use	wider road network in this area is considered to be adequate and resilient	Steve Tabbitt	6-12 months monitoring

Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)		Reduction in damage to the path surface will reduce the long-term impacts upon the route caused by heavy rainfall, with less rutting to the surface and churning caused by passage of vehicles, with damage persisting into drier times of year. Makes this route more resilient in terms of damage caused to the surface by vehicles however it removes an alternative transport route for motor vehicles.	No negative impacts in this regard	Steve Tabbitt	6-12 months monitoring
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains			No negative impacts in this regard	Steve Tabbitt	6-12 months monitoring
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A				
People & Organizations	Drives behavioural change to address the climate and ecological emergency		Encourages more use of the route by groups who are deterred by the presence of motor vehicles or the damage that they cause to the route.		Steve Tabbitt	6-12 months monitoring
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		Promotes active travel by groups not using motor transport		Steve Tabbitt	6-12 months monitoring
Just transition	Reduces poverty and inequality		Reduces inequality by encouraging use of the route by people without access to a 4 wheel drive vehicle.		Steve Tabbitt	6-12 months monitoring

## Photo Examples Surface Damage and Repairs 2010-2025

Letcombe Regis BOAT 3 January 2010



## Green Road





West Challow BOAT 10 Repairs – June 2014



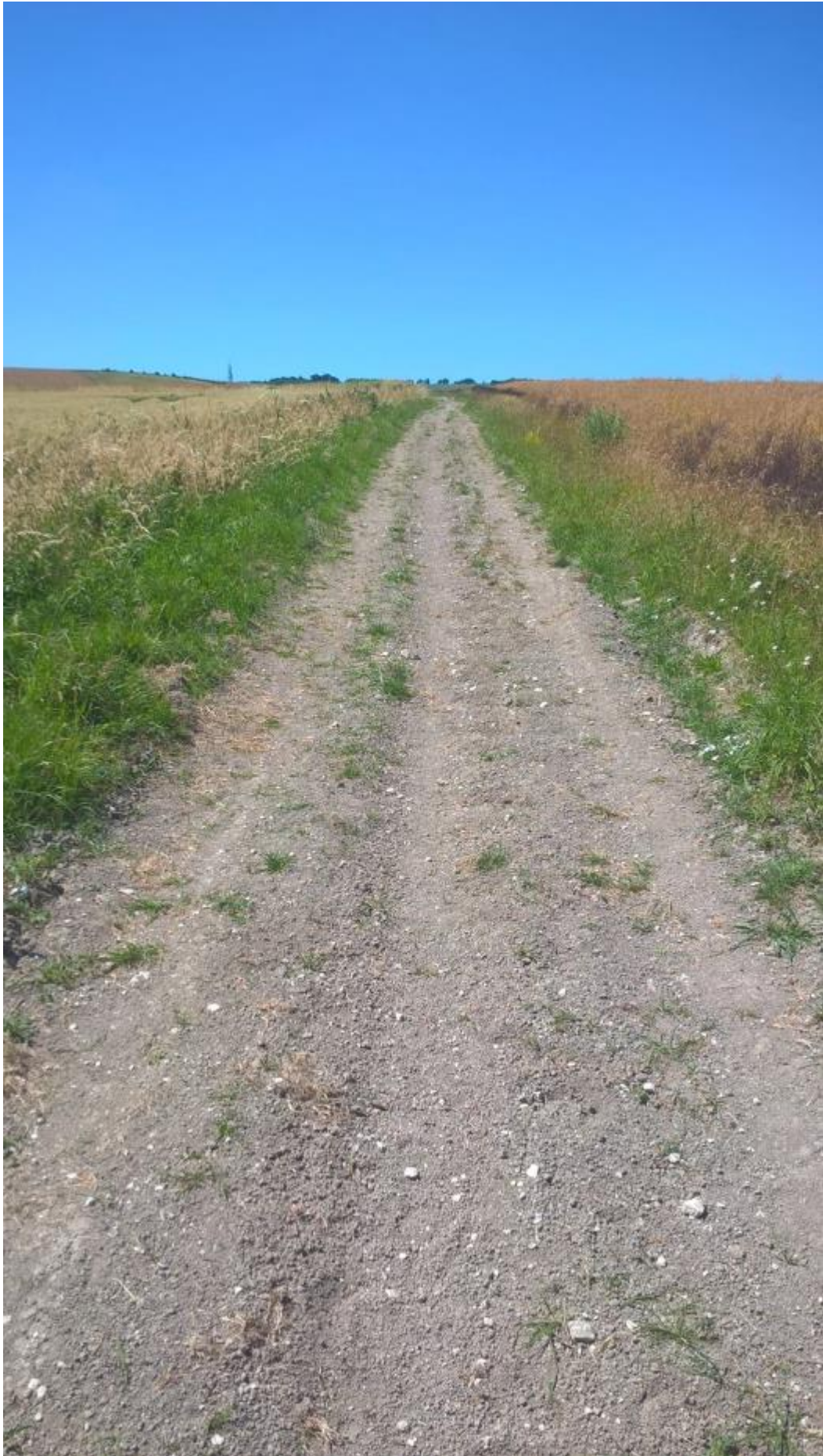












## **Green Road Surfacing North Wessex Downs Landscape Analysis**

<https://www.northwessexdowns.org.uk/the-landscape/landscape-character/>

### **1. National Landscape designation requires conserving natural character**

The North Wessex Downs is a “Nationally Protected Landscape.

Authorities “must seek to further the purpose of conserving and enhancing the natural beauty”.

Policy gives “great weight” to conserving landscape and scenic beauty.

Analysis:

Any intervention must conserve and enhance natural beauty, not alter it.

A formally surfaced byway:

introduces engineered, artificial materials.

changes visual appearance and texture.

alters how the landscape is experienced.

Conclusion:

Surfacing would conflict with the statutory purpose of the Landscape Character Assessment and its associated policy framework.

### **2. Management must reflect local distinctiveness and rural character**

Public rights of way must be managed in a way that reflects:

“local distinctiveness, character and quality” of the North Wessex Downs

Analysis:

Green Road is-

An unsurfaced rural route.

part of the wider landscape experience.

A hard or imported surface would:

erode “local distinctiveness” (i.e. replacing natural track with engineered finish)

standardise a route that is currently landscape-led.

Conclusion:

Surfacing is inherently at odds with the requirement to respect local character rather than impose engineered uniformity.

### **3. The Landscape Character framework supports appropriate, low-impact management**

Establishing a management hierarchy:

Routes should be:

managed for access but in a way that reflects landscape sensitivity and quality.

It also recognises the need for: responsible use of rights of way.

Analysis:

Where use threatens landscape character, the response should be to manage the use—not fundamentally change the landscape.

Surfacing does the opposite:

It modifies the landscape to accommodate damaging use

rather than managing incompatible users.

Conclusion:

Surfacing is inconsistent with the Landscape Character approach, which is landscape-led, not engineering-led.

#### **4. Surfacing is explicitly identified as harmful within this landscape context**

Surfacing ... would not be in keeping with the local North Wessex Downs landscape. It would likely impact on biodiversity, for example run off from plainings.

Analysis:

This is a direct policy-consistent statement:

Landscape character harm (visual + experiential)

Environmental harm (biodiversity)

#### **5. The Landscape Character framework links access to landscape experience**

Access is one of the “special qualities” of the North Wessex Downs.

Rights of way allow people to “enjoy the landscape and heritage.

Analysis:

The experience being protected is:

natural

rural

landscape-led.

A surfaced track:

changes visual qualities (colour, texture, reflectivity)

alters sensory experience (from natural track to constructed route)

Conclusion:

Surfacing would diminish the very qualities the Landscape Character Assessment is designed to protect.

#### **To Conclude**

Green Road lies within the North Wessex Downs National Landscape, where statutory policy requires that great weight is given to conserving and enhancing landscape and scenic beauty. The Landscape Character Assessment and associated Management Plan make clear that public rights of way should be managed in a manner that reflects the local distinctiveness, character and quality of the landscape.

The introduction of a formal or engineered surface would not be in keeping with this setting, as it would introduce an urbanising influence into an otherwise rural and naturally surfaced environment. This would erode the intrinsic character of the route and conflict with the requirement to conserve natural beauty.

Furthermore, the landscape framework recognises the need for responsible use of rights of way. Where use gives rise to damage, the appropriate response is to manage that use, rather than to fundamentally alter the character of the landscape through engineered surfacing.

For these reasons, surfacing Green Road would be inconsistent with the identified landscape character of the North Wessex Downs and would not represent an appropriate or sustainable intervention within this protected setting.

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Powys  
LD3 3DG  
sarah.wyatt@greenlaneassociation.uk

12 June 2026

**REF: CONSULTATION - Green Road BOAT & Letcombe Regis & West Challow BOAT (Letcombe Bassett/Regis & West Challow) Proposed Prohibition of Motor Vehicles & Carriages.**

## **Annex A - Lived experiences from members of the Association**

To ensure the proposed Order is considered with a full understanding of its practical impact, the Association invited comments from its members with direct experience of the affected routes. Their responses, excerpted below, offer insights into the personal, lawful and inclusive use of this lane, reflecting both recreational engagement and broader public interest. These accounts reinforce the submission's central themes of accessibility, procedural fairness and responsible stewardship, and should be considered alongside the Council's own representations to inform any final decision.

The number of member experiences gathered so far has been limited due to the routes being closed for a considerable period of time.

**Route 1:** Green Road BOAT

**Route 2:** Letcombe Regis/West Challow BOAT

**Member A**

I have been a member of GLASS for over 15 years. I used to drive these lanes two or three times per year in a group of up to 4 vehicles. Route 1 wasn't well maintained and used to get VERY scratchy towards the East end. Route 2 was always very scratchy, damaging to paintwork etc. because it wasn't regularly maintained.

There are few available lanes in Oxfordshire, these were some of the nearest to me and are important because they form part of a larger circular route (Wilts / Berks / Oxon).

I don't have a disability myself, but the group I laned with (when these were open) included someone with no use of his legs. Laning was his only method of getting to the outdoors.

The lack of care of these lanes has led to their poor condition for all users.

**Member B**

I am supporter of the Association and I've driven route 1 as a nice route to take instead of the main roads. The only difficulty I had was just overgrown hedges and branches.

These routes are nice to have a drive down, get out and explore the countryside and enjoy the views. Also being a Land Rover enthusiast, it's nice to go through some mud, bumpy uneven terrain.

**Member C**

I have been a member of GLASS for 31 years. I moved to Wiltshire in 1997 and would often include them in my routes once or twice a year. From about 2009 I relocated to Oxfordshire near Faringdon and I would drive them on average three or four times a year until closure. I've cycled and walked them also. For route 1 I would always drive the whole length as there was good connectivity to other lanes. It was overgrown in places. The fence pinches in at one point when in all probability it shouldn't. The lowest point and western end can get a little rutted, but that's never been dealt with as far as I have seen. At some point in the past the surface has been dug up to allow services to be put in. In my experience the surface is never as good afterwards when this is done.

Route 2. north of the crossroads was almost always overgrown and had quite a sideslope, although for me that was the best bit.

These lanes are highly important, not least because Oxfordshire has so few green lanes on which the recreational four wheel drive user can drive, but because they offer excellent connectivity into neighbouring counties and other lanes. In 2006 we lost so many lanes in the county because of the NERC Act and since then OCC have slowly been closing more. These historic lanes are highly important and should be preserved for future generations to explore... and for all user groups, including those with limited mobility who still have freedom to explore the countryside in a 4x4.

I don't have a disability but with the natural aging process I may in future find it difficult to walk far, and if that was the case I'd still like to think I could get away from it all and enjoy the countryside in my 4x4. Closure isn't management.

Closing this lane to vehicular traffic for almost seven years shows a serious neglect of duty on the part of OCC, when in my opinion, there was no real reason for this and I would like to know the justification for this. Did they ever engage with any MPV user groups to discuss what voluntary help might have been on offer?

**Member D**

I have been a member of the Association for 13 years. I drove these lanes annually from 2010 to 2017 initially as a member of the Four Wheel Drive Club and latterly as a group leader for the same club. They were both part of a route travelled in the summer by the club. I think the last time I drove them was 2019 on my own on that occasion.

On route 2, I remember the width being restricted by Beech trees and parts being scratchy.

All unsealed road routes are very important to me as they represent a unique and diminishing resource.

As I age, I will be 68 this month, I am sure access to the countryside will be of increasing benefit to both my physical and mental wellbeing.

**Member E**

I have been a supporter of GLASS and I have in the past driven and ridden both of these routes from 2002 through to 2018.

I enjoy getting out into the countryside using both motorised transport and on foot,. These lanes are recreationally valuable to me and my family. My partner suffers from plantar fasciitis and finds walking difficult so using a vehicle enables her to access the countryside. I'm also neurodivergent and take great pleasure getting out into the countryside using my car.

I would urge that all users should be permitted to continue to use the lanes 1.60m is too narrow to permit the use of 4x4 for my partner and me to gain access to the countryside.

## Green Road, Oxfordshire

<b>Date of survey</b>	8 June 2026
<b>Surveyor's name</b>	Matt Judson
<b>Surveyor's position</b>	GLASS Representative for Oxfordshire

Surveyed issues				
Item	Description	Severity	Location	length
1	Vegetation encroachment	Severe	Point 12-15 (see map below)	
2	Agricultural waste	Moderate	Point 16 (see map below)	

### Assessed Byway distress in accordance with DEFRA National Guidelines

Overview	Byway circumstances	Information sheet number	Distress type	Applicable
Distress associated only with types of byway construction	Byways with surfacing or structural layers	1	Structural layer rutting	-
		2	Subgrade bearing failure	-
		3	Inadequate compaction	-
		4	Potholes	-
		5	Corrugation	-

	Byways with subgrade surface	6	Bearing failure of subgrade surface	-
Distress associated with particular byway features	Raised carriageway	7	Edge loss	-
	Gradients and adjacent to water courses	8	Surface erosion	-
	Areas associated with flowing water	9	Scour	-
	Local low lying areas	10	Ponding	-
General types of distress	Concentrations of animal traffic	11	Poaching	-
	Vegetation growth	12	Encroaching vegetation	<b>Yes (1)</b>

Note: DEFRA does not provide guidance for surveyed issue 2. This is an enforcement issue.

Causes and solutions of highway stress (in accordance with National Guidelines)	
Distress Information Sheet number	12
Type of distress:	Encroaching vegetation
Listed primary cause	Natural growth and failure to cut-back the vegetation result in overhanging and encroaching vegetation. (The vegetation may be desirable for conservation purposes or to ensure the health of a protected tree)
Maintenance and repair solutions:	Cut back vegetation to allow air and light to reach the byway surface.
Restrictions options:	None applicable.

Assessment by the Green Lane Association

Survey item number	2
Distress type	12: Encroaching vegetation
Severity	Severe
Assessment	The vegetation growth is dense. Maintenance of the highway appears to have been abandoned long ago. Restoration of good maintenance is sufficient to address the issue.
Recommended action	Cut back vegetation to allow air and light to reach the highway surface

Consideration of traffic regulation

**Factors in favour of traffic regulation**

- A prohibition of traffic would alleviate the Council from the burden of repair and maintenance of the highway, either in total or in part.

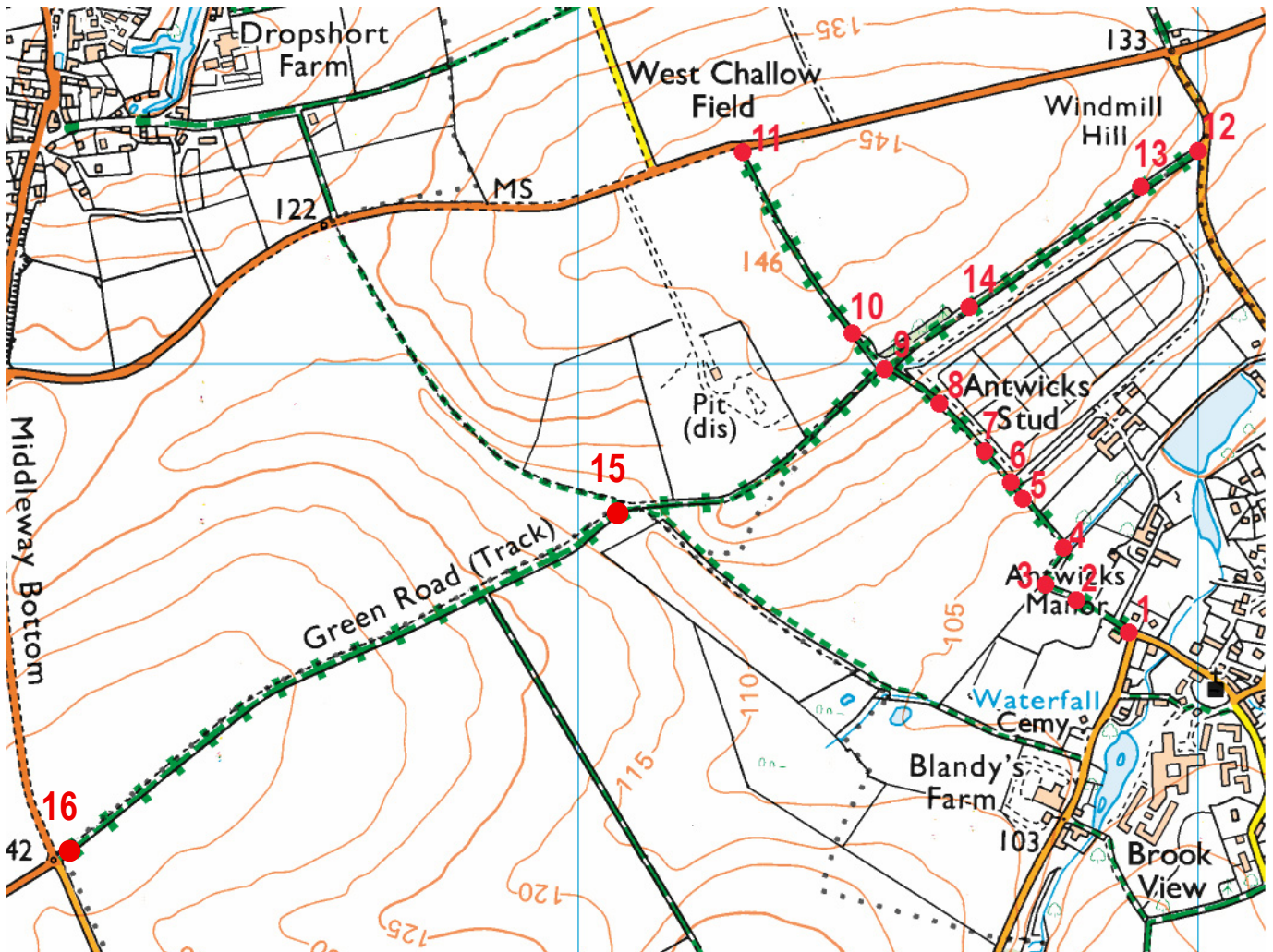
**Factors against traffic regulation**

- The highway authority has a statutory duty to maintain the highway to a standard that permits convenient use by all those entitled to use it, and at all times of the year. Avoiding this duty leaves the Council vulnerable to challenge.
- Exemptions apply for access for agricultural machinery. Consequently, the Council will be expected to maintain the route to a standard suitable for large machinery. This includes both the maintained width and providing a suitable surface for the expected weight of the farm machinery - tractors, trailers, etc.
- A TRO that excludes the public while allowing access for large agricultural machinery undermines its own rationale.
- Traffic helps suppress vegetation, reducing the Highway Authority's maintenance burden. Restricting them increases overgrowth density and cost.
- A TRO would increase the Authority's obligations, as it would remove the natural "self-clearing" effect of legitimate users and require more frequent cutting.
- Equality and policy concerns arise if lawful users are excluded without evidence of necessity or proportionality.

**Recommended action**

- The Highway Authority has a statutory duty to maintain the full width of the highway and to ensure it remains commodious for all lawful users. The identified issues - severe vegetation encroachment - have established maintenance solutions, none of which involve restricting traffic. Access for agricultural machinery must be retained without limitation, and the route must therefore be maintained to a standard suitable for such vehicles. As the required maintenance is the same whether public motor vehicles are present or not, excluding the public would be disproportionate and irrational.
- The appropriate course is maintenance: improve drainage, add stone where necessary and cut back vegetation.
- Adding drainage and stone to the route in addition to recent repair work would provide a more sustainable and long-term solution and does not need to be costly, particularly when done in collaboration with user groups such as Green Lane Association.

**Surveyor's notes:**



Additional observations	
Width measurements	10m+ throughout, notwithstanding the vegetation encroachment.
Description	<p>The survey was carried from the east starting at Windmill Hill.</p> <p><b>Overview:</b>                      This Byway has been the subject of a Temporary TRO since late 2019. There is evidence that during that time some vegetation clearance work has been undertaken, most recently we believe during winter of 2025/2026. Vegetation is already beginning to overcome this clearance work in many places.</p>

The beginning of the Byway, running north of Antwicks Stud, has reduced in width due to vegetation as it passes the disused quarry before opening out at the lowest point (15) where it intersects with a footpath before heading uphill. Towards the highest point, OCC have carried out some levelling work on the surface. The landowner has created a significant ditch to the north of the Byway, presumably to stop users of the Byway using the field.

**In detail:**

At the beginning of the eastern end of the byway (12) the width is in excess of 10m between boundary fences, several concrete blocks have been placed at this point to stop passage along the Byway for carriages and motor vehicles.

The lane remains wide between boundaries as far as the crossroads with Furzewick Hill byway (15). This eastern section is sufficiently wide enough for motor vehicles and equestrians/pedestrians to pass. The levelling work that has been done here does not appear to have been done sufficiently to allow water to run from the surface of the lane.

At the junction with Furzewick Hill byway (15), Green Road becomes much narrower. Although not visible now due to vegetation growth, prior to the TTRO being in place it was possible to see a field fence that had been put in place along the southeast boundary from points 9 to 15 on the map. The vegetation that has now grown up alongside that fence and has effectively narrowed the byway. When visited in February 2026 with Council representatives, the clearance work done had been effective at opening it up.

As the Byway climbs to the southwest after point 15, OCC have carried out grading work. The boundary of the byway here is at least 10m, however, again, vegetation has been allowed to grow in the surface of the byway effectively narrowing it. Despite this, there is still ample clearance for motor vehicles and equestrians/pedestrians to pass.

At the western end of Green Road (16), there is significant evidence of agricultural waste being deposited yet allows clearance to pass.

The surface at the western end (16) and where the byway passes Antwicks Stud (6-9) has suffered as a result of wet weather in the winter in the past. **A seasonal TRO will help this but will not remove the need for regular winter clearance work.**

12 - Ordnance Survey grid reference SU 3799 8734



13 - Ordnance Survey grid reference SU 3792 8729



Ordnance Survey grid reference SU 3758 8706



This image shows a good example of the general condition of the eastern section of Green Road.

14 - Ordnance Survey grid reference SU 3763 8709



9 - Ordnance Survey grid reference SU 3750 8700



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## Letcombe Regis/West Challow BOAT, Oxfordshire

<b>Date of survey</b>	8 June 2026
<b>Surveyor's name</b>	Matt Judson
<b>Surveyor's position</b>	GLASS Representative for Oxfordshire

Surveyed issues				
Item	Description	Severity	Location	length
1	Vegetation encroachment	Severe	Points 4-10 (see map below)	0.5km

### Assessed Byway distress in accordance with DEFRA National Guidelines

Overview	Byway circumstances	Information sheet number	Distress type	Applicable
Distress associated only with types of byway construction	Byways with surfacing or structural layers	1	Structural layer rutting	-
		2	Subgrade bearing failure	-
		3	Inadequate compaction	-
		4	Potholes	-
		5	Corrugation	-

	Byways with subgrade surface	6	Bearing failure of subgrade surface	-
Distress associated with particular byway features	Raised carriageway	7	Edge loss	-
	Gradients and adjacent to water courses	8	Surface erosion	-
	Areas associated with flowing water	9	Scour	-
	Local low lying areas	10	Ponding	-
General types of distress	Concentrations of animal traffic	11	Poaching	-
	Vegetation growth	12	Encroaching vegetation	<b>Yes (1)</b>

Note: DEFRA does not provide guidance for surveyed issue 3. This is an enforcement issue.

#### Causes and solutions of highway stress (in accordance with National Guidelines)

Distress Information Sheet number	12
Type of distress:	Encroaching vegetation
Listed primary cause	Natural growth and failure to cut-back the vegetation result in overhanging and encroaching vegetation. (The vegetation may be desirable for conservation purposes or to ensure the health of a protected tree)
Maintenance and repair solutions:	Cut back vegetation to allow air and light to reach the byway surface.
Restrictions options:	None applicable.

Assessment by the Green Lane Association

Survey item number	2
Distress type	12: Encroaching vegetation
Severity	Severe
Assessment	The vegetation growth is dense. Maintenance of the highway appears to have been abandoned long ago. Restoration of good maintenance is sufficient to address the issue.
Recommended action	Cut back vegetation to allow air and light to reach the highway surface

Consideration of traffic regulation

**Factors in favour of traffic regulation**

- A prohibition of traffic would alleviate the Council from the burden of repair and maintenance of the highway, either in total or in part.

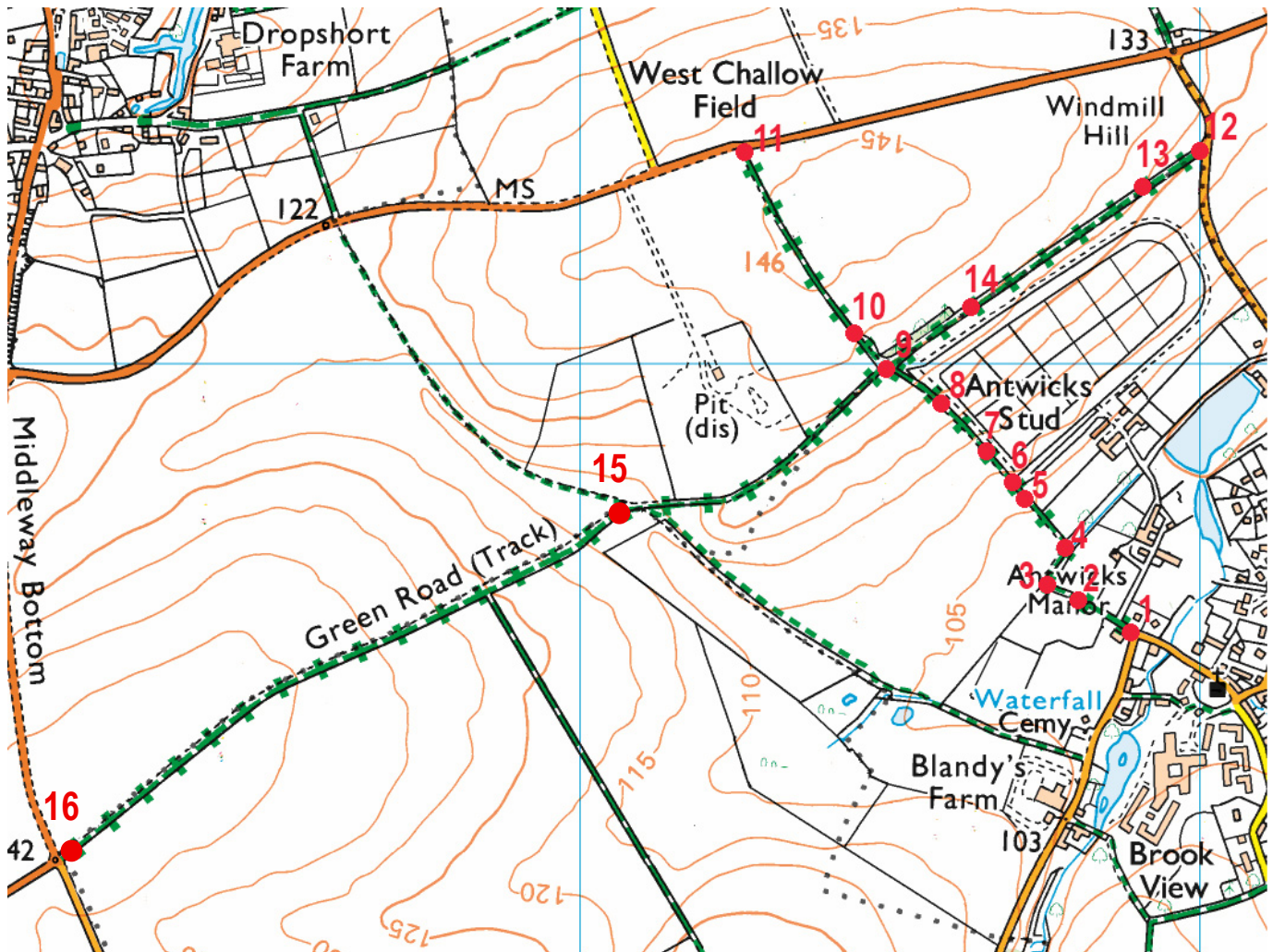
**Factors against traffic regulation**

- The highway authority has a statutory duty to maintain the highway to a standard that permits convenient use by all those entitled to use it, and at all times of the year. Avoiding this duty leaves the Council vulnerable to challenge.
- Exemptions apply for access for agricultural machinery. Consequently, the Council will be expected to maintain the route to a standard suitable for large machinery. This includes both the maintained width and providing a suitable surface for the expected weight of the farm machinery - tractors, trailers, etc.
- A TRO that excludes the public while allowing access for large agricultural machinery undermines its own rationale.
- Traffic helps suppress vegetation, reducing the Highway Authority's maintenance burden. Restricting them increases overgrowth density and cost.
- A TRO would increase the Authority's obligations, as it would remove the natural "self-clearing" effect of legitimate users and require more frequent cutting.
- Equality and policy concerns arise if lawful users are excluded without evidence of necessity or proportionality.

**Recommended action**

- The Highway Authority has a statutory duty to maintain the full width of the highway and to ensure it remains commodious for all lawful users. The identified issues - severe vegetation encroachment - have established maintenance solutions, none of which involve restricting traffic. Access for agricultural machinery must be retained without limitation, and the route must therefore be maintained to a standard suitable for such vehicles. As the required maintenance is the same whether public motor vehicles are present or not, excluding the public would be disproportionate and irrational.
- The appropriate course is maintenance: improve drainage, add stone where necessary and cut back vegetation.
- Adding drainage and stone to the route would provide a more sustainable and long-term solution and does not need to be costly, particularly when done in collaboration with user groups such as Green Lane Association.

**Surveyor's notes:**



**Additional observations**

Width measurements showing the narrowest points	Point 5: 7m Point 7: 6m (made up of 2m road & 6m path) Point 8: 10m Point 10: 7.5m
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Description	<p>The survey was carried from the south, starting at Letcombe Regis Village Hall.</p> <p><b>Overview:</b> It should be noted that this byway has been the subject of a Temporary TRO since late 2019 and as such much of the narrowing of the byway by vegetation is due to the lack of use. Clearance work would make this byway accessible to carriages and motor vehicles while still allowing access for pedestrians along the paths that have become established during the near seven years of TTRO.</p> <p><b>In detail:</b> The beginning of the byway (1) is tarmacked and leads to a residential property, Antwicks Manor and on to Antwicks Stud which the byway runs alongside for much of its length.</p> <p>At the field boundary at point 3, a field gate has been installed effectively blocking the byway to all traffic. There is evidence that walkers and horse riders have past the gate post on the right (heading north). While it would be possible to get a carriage or motor vehicle past there is a drop into a ditch on the right-hand side.</p> <p>After this gate, the route has become established along the field edge with the route of the byway having disappeared under vegetation. At point 4, a corner post from an older fence is still visible in the nettles. At this point the byway turns in a north eastern direction. The byway is banked up, with the fields of Antwicks Stud in excess of a metre below the surface of the byway.</p> <p>At point 5, the byway measures 7m between the fence on the right side and the field edge on the left, not narrow. At point 6, concrete blocks have been placed to block the byway to enforce the TTRO. At this point there is a clear distinction between the pedestrian path that has been well used and a more obvious carriage/motor vehicle route.</p> <p>At point 7, there is a very clear distinction between the carriage/motor vehicle route and the pedestrian one. The full width of the highway here is 6m, made up of a 4m walkway on the left-hand edge and a 2m vehicle route to the right to the fence.</p> <p>At point 8, the byway measures 10m from the fence running alongside Antwicks Stud to the field side of hedging. Again, two clear routes allowing for separation of different user groups.</p>
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At the junction with Green Road (9), the byway is very open, however overgrowth of trees is stopping sunlight getting to the surface and drying it out. At the time of the survey, the surface was dry and able to take all types of traffic.

Going northeast from the crossroads (9-11), the byway becomes very enclosed by vegetation but is in excess of 10m wide between boundaries. To the right of the byway is being used as a 'play' area with evidence of shelters having been constructed in the past. The byway narrows between vegetation to its narrowest at point 10. At this point there is a visible 2m width between bushes that have established in the surface of the byway however between boundary fences, the route measures 7.5m.

The byway then opens out with no evidence of hedging to either side towards the B4507.

Although the byway has become narrow due to lack of use, partly as a result of the extended TTRO, some minimal trimming that Green Lane Association members could do, and movement of the obstruction of the field gate, would still allow this Byway to be usable by all potential users.

1 - OS Grid reference SU 3789 8656



2 - OS Grid reference SU 3779



3 - OS Grid reference SU 3775 8664



4 - OS Grid reference SU 3778 8671





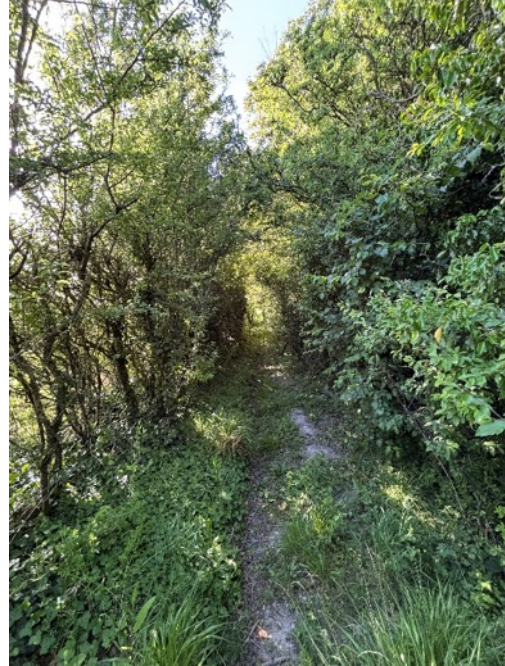
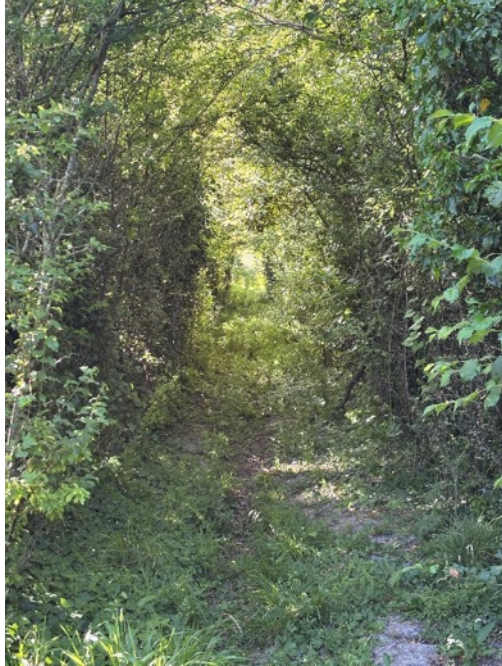
5 - OS Grid reference SU 3771 8679



6 - OS Grid reference SU 3770 8681

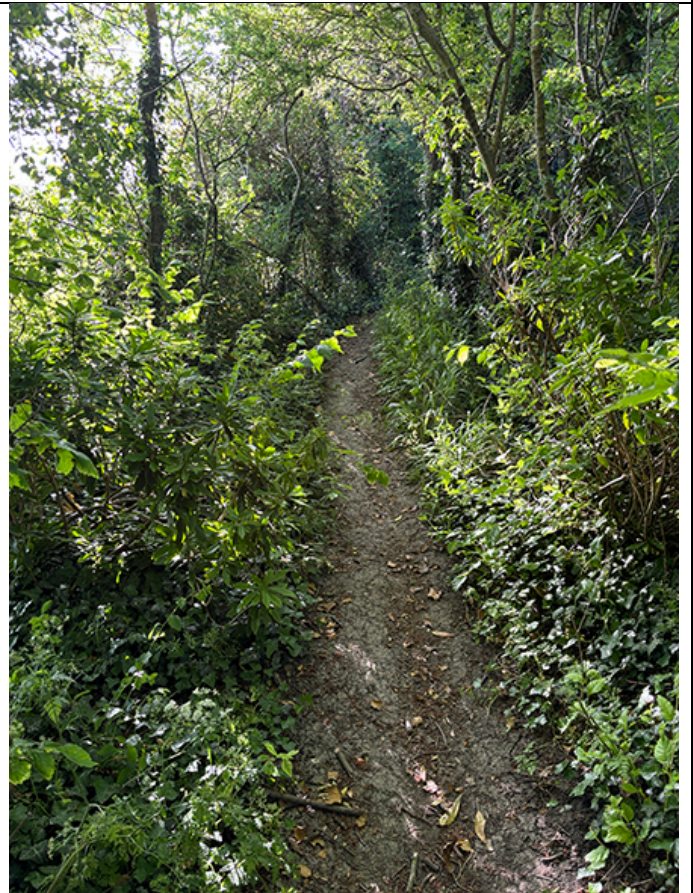


7 - OS Grid reference SU 3765 8686





8 - OS Grid reference SU 3758 8694









9 - OS Grid reference SU 3750 8700



10 - OS Grid reference SU 3745 8705





11 - OS Grid reference SU 3726 8735

