

Divisions affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

EAST CHALLOW: CORNHILL LANE BOAT 196/3 – PROPOSED PROHIBITION OF MOTOR VEHICLES AND CARRIAGES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the prohibition of motor vehicles & horse drawn carriages from using Cornhill Lane Byway Open to All Traffic [BOAT] in East Challow, as advertised.**

Executive Summary

1. This report presents responses to the statutory consultation on the proposals to prohibit motor vehicles & horse drawn carriages wider than 1.5m (4'11") all year round from using Cornhill Lane between its junction with the A417 Faringdon Road to the north, and the B4507 Ickleton Road to the south, following damage caused by motorised vehicles and subsequent extensive work to repair the route, as shown in **Annex 3**.
2. Use would continue to be permitted for pedestrians, cycles, horses, disabled persons, wheelchairs and powered mobility conveyances, motorcycles, horse drawn carriages less than 4'11" wide, for access by agricultural land users, highway maintenance vehicles, and refuse collection.
3. Additionally, motorcycles would initially be permitted to use the route, however this will be reviewed after 12 months – should the proposals be approved & implemented.

Financial Implications

4. Funding for the proposals (including consultation) has been met from existing revenue maintenance budgets.

Legal Implications

5. No legal implications have been identified in respect of the proposals, with proposed changes to Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Comments checked by: Jennifer Crouch, Head of Law (Environment Team) – Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

6. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

7. The proposals have been put forward for safety reasons so that the majority of users will be able to sustainably use Cornhill Lane throughout the year.

Formal Consultation

8. A formal consultation was carried out between 25 September and 25 October 2024. A notice was published in the Oxfordshire Herald Series, and the Oxford Times newspapers, and 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, Vale of White Horse District Council, East Challow, and West Challow Parish Councils, the local District Cllr's, and the local County Councillor representing the Shrivenham division.
9. Additional Public Rights of Way specific key stakeholders were also informed, which included local amenity groups, Public Utility providers, and local 4x4 representatives.
10. 16 responses were received during the course of the formal consultation, comprising of: three objections (19%), eight in support (50%), three partially supporting/raising concerns (19%), and two not objecting (12%).
11. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

12. Thames Valley Police did not object in principle, but did reiterate that any enforcement burden must not be placed on them, whilst also suggesting engineering solutions should be included, or enforcement using the Councils powers under Part 6 TMA.
13. The primary objections were received from those representing the off-road driving group the Green Lane Association [GLASS] and a local vehicle driver raising concerns regarding disabled access.
14. In responding to the concerns raised we have grouped them in themes to address issues other respondents have also mentioned in their submissions.
15. **Vegetation** – It is accepted Cornhill Lane needs further vegetation clearance to open up the route to spread use and let in more light to aid the natural drying of the surface. At present the main walked route has been kept clear, however this is deliberate to dissuade further incursions by motorised vehicles during the closure by TTRO. If the TRO is authorised, then a package of measures including vegetation clearance will be undertaken.
16. One respondent referred to a tree stump partially hidden by vegetation and the damage caused by exposed roots of a tree. These will be addressed as part of the planned work, as will any other defects we consider necessary to address prior to reopening the route.
17. **Surface condition** – The route has been disced and levelled in the past see annexe 3. The current apparent ‘ruts’ which are very minor compared to previous damage and are the remains of an incursion during winter 2023 which were levelled afterwards, but the work needs repeating.
18. The council accept further work is required to improve the surface along with vegetation clearance and the rationale for not doing this before securing the TRO is outlined above. There is no intention to introduce further materials, it will be maintained as a ‘natural’ surface which is the only sustainable solution in this setting. The surface was previously repaired with a camber installed as ground conditions allowed, to aid with drainage. More formal drainage may be introduced in future should a need be identified. The statutory responsibility of the council as Highway Authority is to maintain BOAT status routes suitable for Bridleway use.
19. It is important to note the Countryside Access team that manage this route have not received any reports regarding the condition of the surface of Cornhill Lane since the initial repair work was undertaken following the last vehicle incursion. However, the District Councillor has mentioned a deterioration in the surface on the section of the Byway nearest to the B4507 Ickleton Road, but this did not require a further closure of the route.
20. One response highlights the repairs undertaken by the council on an adjacent Bridleway which are in contrast to the management of Cornhill Lane. That work was undertaken by Highways to address concerns regarding the proposed removal of a home to school bus service from Childrey to East

Challow. It was already a well-established part stoned/tarmac access track which was resurfaced. There is no similarity between the two routes.

21. **Permanent vs seasonal TRO's** - We maintain that changing weather patterns are directly affecting the resilience of Cornhill Lane to withstand vehicular use at any time of year. The extent of damage is evident in **Annex 3**.
22. The Countryside Access team experience significant challenges in undertaking their work on the 2600-mile PRow network especially when taking access to hard-to-reach locations across private land to install bridges & clear vegetation. The ever-changing weather patterns and well documented heavier showers/storms mean sites lay wet and prevent access for long periods even across summer months.
23. It is primarily for this reason a seasonal TRO was discounted as outlined in the consultation documents, damage can be sustained to the surface impacting on all non-motorised users, at any point in the year. Given the underlying soils and previous experience it is not a viable option to consider a seasonal TRO on this route.
24. The option of a 'one way' TRO is an interesting concept, but the council are unsure how this would work in practice or how it would be policed given comments from TVP and besides any continued vehicular access potentially contributes to the issues we are seeking to address.
25. **Barriers** – The council is giving careful consideration to the positioning and type of gates, gaps & barriers to ensure the designs are effective and meet their intended purpose. We are happy to share these designs with householders adjacent to the canal and the Wilts & Berks Canal Trust prior to installation to ensure they meet their requirements. These structures will be subject to review and can be amended if required.
26. **Disabled Access** – The purpose of the TRO is to remove motorised vehicles from the route, not impact on disabled access. There are specific exclusions in the order for classes of disabled vehicles. We accept this move could impact a small number of people who access the countryside in only larger motorised vehicles. However, for all the reasons outlined in the consultation and this report, we consider access to Cornhill Lane with motorised vehicles should cease.
27. It is also worth noting that Cornhill Lane has been closed to all traffic under order since January 2020, so any such use has not been exercised by the public since December 2019.
28. In summary, officers consider the TRO should proceed as proposed.

Paul Fermer
Director of Environment and Highways

Annexes

Annex 1: Consultation plan

Annex 2: Consultation responses

Annex 3. Photographic record of damage caused by 4x4 vehicles & the result of repair work previously undertaken

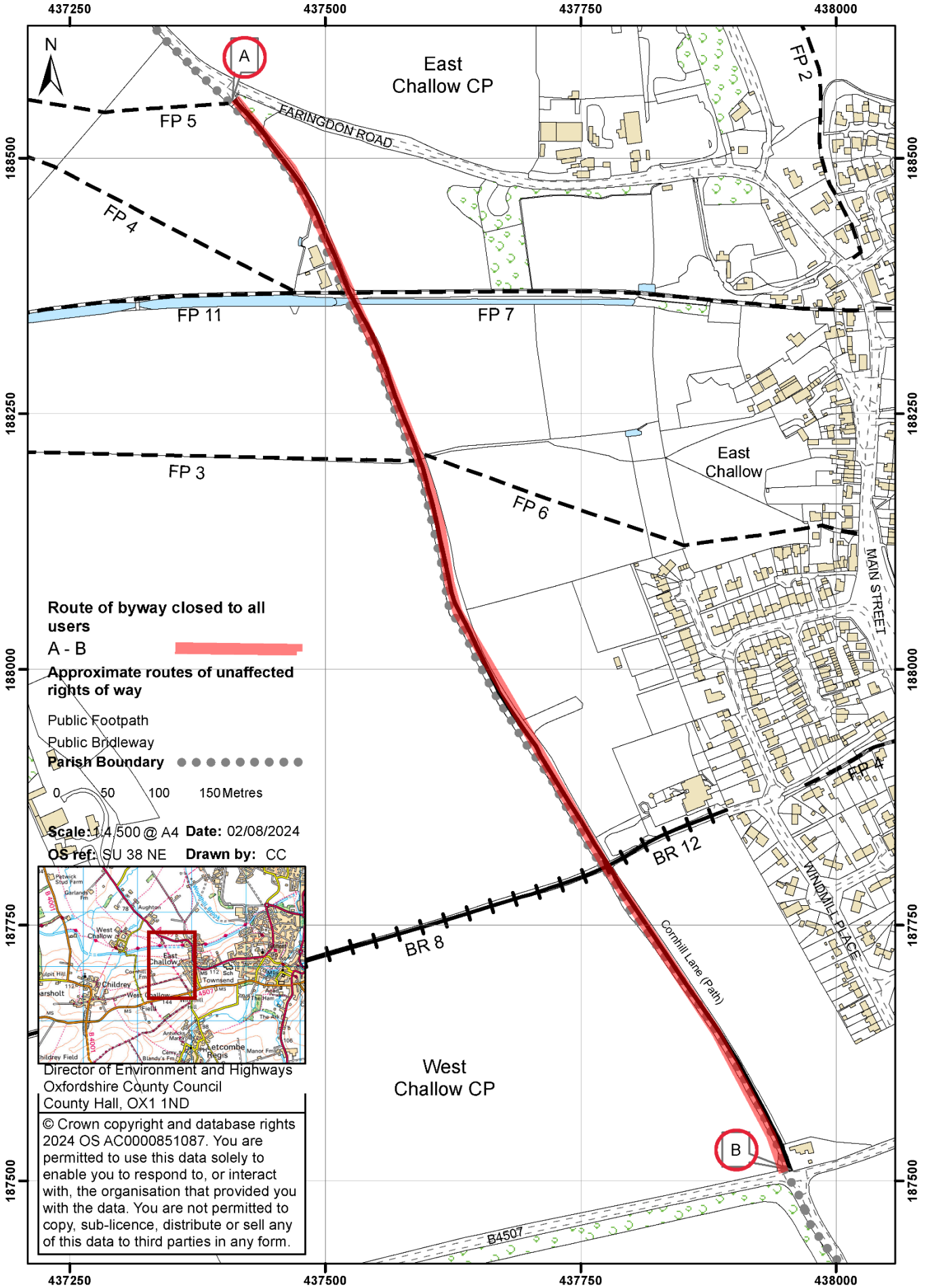
Contact Officers:

Steve Tabbitt (Team Leader – Countryside Access)

November 2024

Route of Traffic Regulation Order, East Challow BOAT No. 3

ANNEX 1

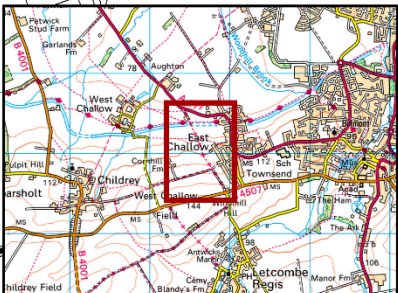


- Route of byway closed to all users**
- A - B
- Approximate routes of unaffected rights of way**
- Public Footpath
- Public Bridleway
- Parish Boundary**

0 50 100 150 Metres

Scale: 1:4,500 @ A4 **Date:** 02/08/2024

OS ref: SU 38 NE **Drawn by:** CC



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Oxfordshire County Council
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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	No objection – In principle the Police do not object, however this restriction must not place any burden on us in terms of enforcement. There needs to be an engineering solution included or enforcement using your own powers under Part 6 TMA.
(2) East Challow Parish Council	<p>Support – Over the past 20-30 years Cornhill Lane has gone from being a safe, pleasant place to walk, to walk with children and to walk a dog to being a dangerous, rutted narrow track with overhanging trees and vegetation. Much of the damage being done over previous years by 4x4's which can appear singularly or in multiples, motorcycles testing their skills have added to the danger. The lack of places for those on foot to avoid being runover by groups of 4x4's are very few.</p> <p>The Parish Council have been grateful over more recent years that OCC have placed TTRO's on Cornhill Lane, we would like to request continuing use of the entrance from Cornhill Lane into the Parish Council small carpark which is located to the south of the football pitch.</p>
(3) Oxford Bus Company	No objection
(4) Local group/organisation, (Green Lane Association)	<p>Object – This objection is submitted on behalf of the Green Lane Association, a user group representing over 5,000 members nationwide.</p> <p>We are strongly opposed to the proposals to make permanent the temporary TRO on Cornhill Lane in the parish of East Challow. We would like to see access to the route restored for all users, including those members of the public with MV rights along the lane.</p> <p>We do not feel that two instances of misuse are enough to warrant a ban for the many hundreds of users who have travelled Cornhill Lane with MV rights and caused no damage. We are aware of our own members having used the route with MV rights without incident since at least 2001 and feel it is neither just nor in the public interest to ignore over 20 years of recorded use without issue in favour of only two instances of damage caused in the last 5 years. The</p>

	<p>suggestion that climate change will make damage to the route more likely in future seems poorly evidenced, given that the average annual number of days rainfall in Oxfordshire has only increased by 5 since 19901.</p> <p>We do not believe that a TRO would prevent future damage to the route, which is a normal and usual part of the maintenance of any highway and the responsibility of Oxfordshire County Council to repair. The incident of misuse in 2023 occurred under a temporary TRO, which is clear evidence that these proposals are not a guarantee of protection from future wear and tear. The council contends in their rationale that the damage was likely caused by a small group of irresponsible users who would not obey a seasonal TRO or non-compulsory request to only drive the lane in dry conditions; on the same basis we have no reason to believe that a TRO would be adhered to by those who have damaged the lane in the past. All this proposal would do is punish those responsible MV users who have used the route for years, without preventing the problem of what has been previously illegal use.</p> <p>It also seems unjust to us that assumptions have been made about how MV users would ignore or respond to certain less-severe restrictions that have been considered, but without any opportunity to test the council's assumptions. Motorcycle drivers are being given a 12-month trial period to use the route, but other MV and carriage users are not given equal chance to prove that sustainable use of the route can be achieved. We do not believe this discrimination between different classes of vehicle is in the public interest.</p> <p>We oppose these proposals in the strongest terms, which would remove yet more historic MV rights from Oxfordshire's PROW network. Already there are vastly fewer BOATs than there are FP, BR, and RB routes - it is vital that no more of that network is lost.</p>
<p>(5) Local group/organisation, (Green Lane Association)</p>	<p>Object – We would support a proposal for a seasonal restriction and one way traffic, south to north on Cornhill Lane.</p> <p>The proposal does not in any way seek to be inclusive of all users of the countryside but does single out those that are unable to access it in anything other than a vehicle. Even a cursory glance at the Green Lane Associations publication, Inclusive Countryside Access (a link is included at the end of this letter) will show examples of those type of individuals that will lose access to the countryside should this proposal be approved. It is important for lesser able people to still be considered with respect to access to the countryside. Oxfordshire County Council excluded many lesser able people from the Rights of Way Network in their handling of the reclassification process following the Natural Environment and Rural Communities Act 2006.</p> <p>In the Statement of Reasons that accompanied the proposal at paragraph 1 it is stated “surfacing work with an excavator to level the ruts by discing and rolling, then regrading to provide a camber to improve drainage”. I have not</p>

	<p>been to the byway to review this but did go once following the previous work detailed in the Supporting Statement at section 2.2 which it is stated “consisted of discing, rolling as well as regrading”. Following that work there did not appear to be any evidence of the surface being regraded to provide a camber to improve drainage and indeed is not claimed in the Supporting Statement. It was evident at the time I visited that the lack of this drainage was leading to the surface becoming waterlogged.</p> <p>In the Supporting Statement at section 2.1, the fifth bullet point states “Cornhill Lane is narrow along much of its length”. I disagree with this statement, with the exception of the bridge at SU 37530 88360 and the byway for 20m north of this. The lane has become narrow as the vegetation has grown over the lane cutting out the light. If trimmed there would be room for vehicles and horses/pedestrians/cyclists to pass and the light being able to reach the ground would dry out the surface.</p> <p>In the Supporting Statement at section 5b, the second bullet point states that the work has “cost an estimated £50,000”. On many occasions I have offered officers of OCC voluntary labour, covered by all appropriate public liability assurances, to carry out the sort of vegetation clearance mentioned in the above paragraph. Not only would this reduce the costs to OCC of their maintenance obligations but would be able to be used to educate those users identified at the third bullet point of section 2.2 in the Supporting Statement. Unfortunately these offers have never been taken up.</p> <p>In the Supporting Statement at section 5c the “usual seasonal TRO period” is referenced. Given the comments of changing climates, the Green Lane Association would be happy to discuss a different seasonal TRO period along with a directional restriction. Motorised and horse drawn vehicles using the byway in a downhill, south to north, direction will result in less impact on the surface.</p> <p>A copy of The Green Lane Associations publication “Inclusive Countryside Access” can be found at this weblink https://glass-uk.org/menu-resources/publications/glass-publications/inclusive-countryside-access/viewdocument/252.html</p>
(6) Local group/organisation, (Oxford Fieldpaths Society)	<p>Support – We welcome the proposed order as we considered the prolonged ‘temporary’ closure of this lane to walkers and horse riders unsatisfactory as the route links various public rights of way and for much of the time it would have been capable of use by such users. We therefore hope that the proposed solution is successful and that motorcyclists respect the route and other users as we have no desire to exclude them if they behave responsibly and do not cause undue surface damage and we above all welcome the reopening of the route to walkers and horse riders.</p>

	<p>I should, however, point out that the order is technically defective as if the whole length of Byway 3 from A to B is to be included, it should not only refer to 196/3/10 and 196/3/30 but also 196/3/20 and 196/3/40. Depending on the level of magnification of the Countryside Access Map not all these numbers are shown, but if one clicks on the individual sections of the route, they are. In any event the section between each intersection bears a separate number.</p>
<p>(7) Local group/organisation, (The British Horse Society)</p>	<p>Support – Responding to this application on behalf of The British Horse Society (BHS), the UK’s largest equestrian charity with nearly 119,000 members representing the UK’s 3 million horse-riders. The Society’s primary objectives include protecting and securing the provision, protection, and preservation of rights of way and of access for ridden and driven horses over public roads, highways, footpaths, bridleways, carriageways, public paths, and other land. The BHS is a statutory consultee for Public Path Orders.</p> <p>The BHS is keen to see this BOAT be re-opened for vulnerable road users, to improve their safe off-road provision.</p> <p>The Defra Passport data for 2021 has 2754 horses as registered in the OX12 area alone. BETA 2023 states that £6887pa per horse goes directly into the LOCAL economy, which for the OX12 region would be £18.96 million. Within the direct area likely to be using this lane, there are 17 riding schools and livery yards that this could impact. From slightly further out there are also 3 specific RDA Centres that could be impacted.</p> <p>Data from the BHS app [From 1 January 2023 to 31 December 2023] nationally shows:</p> <ul style="list-style-type: none"> • 3,383 road incidents involving horses were recorded with the BHS • Of those, 66 horses died and 86 were injured • 3 people died, and 94 people were injured • 23% of riders were victims of road rage or abuse • 85% of incidents occurred because a vehicle passed by too closely or quickly <p>The number of incidents recorded in Oxfordshire on the BHS iApp in 2023 rose from 22 in 2022 to 37 in 2023, this is an increase of 68%, a very concerning increase in incidents within a year, especially when it is believed that only around 10% of incidents are reported by equestrians.</p> <p>BOAT 399/13/10, BOAT 399/10/20, BOAT 275/3/10 and BOAT 399/10/10 which lie to the south of Cornhill Lane may be impacted by the knock on effect of closing Cornhill Lane leading to increased usage on these tracks, has this been taken into account regarding their surface integrity and whether they will stand up to increased use?</p>

	<p>Cornhill Lane was put under a TTRO following damage to the surface overwinter 2019, preventing all users, including vulnerable road users, from using a well-loved and extremely vital off-road route for all vulnerable road users, especially equestrians. I would like it noted that site visits by local ABO Bryan Moor 30/09/2024 show that the path is not in a well maintained state and I would refer to his statement and photos, especially noting the lack of width in the useable path, which considering the amount spent would be expected to be the width available. There is also a safety consideration for all users as many of the ruts are now grown over and hidden from view of users until they stumble, or drive into them.</p> <p>We support the non-metalling of current surfaces as covered by section 5b. The natural ground is by far the best surface for equestrians and many other user groups prefer it to a metalled surface as well. However this surface would benefit from being graded to reduce the severity of the ruts still present.</p> <p>In section 6 it is stated that if motorcycles are found to be causing damage to the surface consideration will be given to amending the TRO. How will this be monitored and what are the key criteria to decide if the impact on the surface is too negative?</p> <p>We would like it to be specified in the notice that use will continue to be permitted for horse drawn carriages less than 1.5m in width, and to see that they are able to access the lane accordingly.</p> <p>I would be interested in working with the council to ensure these improvements provide the best outcome possible for all users. Please do not hesitate to contact me if you require further information or wish to discuss any of these matters in more detail. I would be happy to meet with officers to discuss how the BHS could help make this path as safe and user friendly for all allowed users as possible.</p>
<p>(8) Local resident, (Great Coxwell, The Hollway Road)</p>	<p>Object – Walkers, equestrians and cyclists have a wealth of other routes to choose to use, while vehicular users in the county have relatively few, mainly because the county was pretty poor at their reclassification programme prior to NERC. Why yet again, should the minority user take a hit?</p> <p>I have a bad back which often limits my walking or cycling capacity. Being able to access the countryside in a 4x4 gives me a freedom that I wouldn't normally have. Taking this route away from people like me, or maybe those with a heart condition or other limited mobility issue, is discriminating against those less able. Forget wheelchairs and powered mobility conveyances – they can't cover many miles. There are plenty of people well enough to drive many green lanes in a day, but not well enough to walk them.</p> <p>A suggestion. Why not make it a one-way TRO downhill? That will limit rutting.</p>

	<p>I know the lane well, living not too far away and I have been prevented from using this and nearby lanes because of continual temporary closures. There are plenty of tarmac road in the county that are narrow and take multiple users without issue. Why is this lane any different? I've reversed for horses to pass previously, so in reality there is no real problem, just one you are creating.</p> <p>Perhaps take a look at these videos which may go some way to explain why routes like these are so important to retain:</p> <ul style="list-style-type: none"> • https://www.youtube.com/watch?v=zy9Ok5UsYtM • https://www.youtube.com/watch?v=TIMYqhPM0g0 • https://www.youtube.com/watch?v=UBbu5USZY1M
<p>(9) Local resident, (West Challow, Cornhill Lane)</p>	<p>Concerns – We are both concerned as to the future of the intended permeant closure of the lane to all motor vehicles, but not motorcycles.</p> <p>We would like to know what kind of barriers you intend to install to restrict motor vehicles. At present you may be aware that we have concrete blocks on the bridge which goes over the Wilts and Berks canal here, but we assume these will be removed in due course to allow easier movement for pedestrians and cyclist.</p> <p>In your Statement of Reasons article you advise the following. It would also be impossible to prevent use by horses and motorcycles without the installation of complex structures at entry and exit points which is not practicable.</p> <p>When we moved here many years ago the lane was classed as a Bridleway and a couple of years after living here you changed the sign at the end of the lane to a Byway. I contact the council, and you sent out a rights of way officer, who removed a staggered Fence that you the council had erected just before the canal here to prevent people coming and dumping rubbish in it. We had a narrow wooden bridge at that time over the canal which did not allow any kind of motor vehicle. Your rights of way office advised the lane had always been a BOAT and contacted civil engineers for OXCC to come and build a bridge to take vehicles over the canal, even though the route the other side was not suitable for this. Our problems started then with arrival of 4X4 vehicles and Motorcycles.</p> <p>I have some old picture of the lane and foot bridge as it was at that time if they are of interest to you, together with the staggered fence.</p>

	<p>We would both like to see this kind of staggered fence put back in place, which I hardly feel is a complex structure. This would restrict motor vehicles, as it did in the past but still allow walkers, Horses and cyclists access to the lane. If this structure could be constructed in such a way that Motorcyclists would have to dismount would be to our advantage in reducing their speed.</p>
<p>(10) Local group/organisation, (Tadley, Millers Road)</p>	<p>Partially support – In principle I have no objection but as Engineer for the Wilts & Berks Canal Trust wish to make representation that four wheeled vehicular traffic is permitted between the A417 and Cornhill Lane Canal Bridge for the purposes of maintenance and future restoration of the canal. This location is in the five year plan that East Vale Branch are developing.</p>
<p>(11) Local resident, (Stanford in the vale, The Timms)</p>	<p>Partially support – A COPY WITH PHOTO IMAGES HAS ALSO BEEN EMAILED</p> <p>The added clarification for all carriages within 4’11” from OCC on the 17th October is welcomed, as the original submission had been contradictory.</p> <p>The differences between the condition and usability of Cornhill Lane, as set out in the two OCC Statements and my own site visit experience remains. I therefore set out below a number of the discrepancies: -</p> <p>OCC statements give the impression that a significant amount of remedial works have been carried out (circa 50k) and that the byway is in good condition and state of repair: Extracts from the Statement of Reasons:</p> <p>1) Works have been undertaken to improve the surface which included vegetation clearance, then surfacing work with an excavator to level the ruts by discing and rolling, then regrading to provide a camber to improve drainage. The closure has allowed the work to bed in and this now a safe, pleasant and well used route for walkers, cyclists, and horse riders.</p> <p>4) With the current good condition of the surface for a rural BOAT as the base line, helping to formulate whether further actions are required.</p> <p>Extracts from the Supporting Statement:</p>

1) Work has been undertaken to clear vegetation, install drainage and repair the damaged surface on the worst affected sections.

2.2) The surfacing works consisted of discing, rolling as well as regrading with an excavator

5d) Under the Highways Act 1980, OCC is required to repair a Byway to a standard suitable for non-motorised users, this has been done.

5) The repairs are complete and any further work that may be required can be programmed across the coming year

Extract from the Public Notice:

, following damage caused by motorised vehicles and subsequent extensive work to repair the route.

The reality of what was found on my site visit to Cornhill Lane on 30th September'24 differs greatly from that which OCC has set out and described.

Namely:

1) Historical ruts running through many sections of the byway, significantly reducing the useable path width down to around 40cm's in places. Ruts were often hidden/obscured by the regrowth of grass etc.

2) Numerous Overgrown hedges and tree branches limiting width and head clearance

3) A dangerous tree stump left to narrow the path width

4) Minimal signs of regrading and levelling of the surface (50k in-house works)

5) No reference at all to the vandalism of the bank on the lane and the undermining of tree roots. Its impact on the byway or user Risk and Safety implications.

Cornhill Lane cannot accurately be described as being a safe and pleasant route. Negotiating it proves an unnecessary challenge for most user groups and it was in no condition to be safely accessed by disabled or carriage user groups.

The exception to this being, the extensive works that have been carried out between the A417 and the residential properties, north of the canal.

There is also no acknowledgment of the circa 100m stone section, which leads north from the bridleway down towards the school field gateway: -

	<p>There is an inconsistency in the environmental considerations locally. Considering the resurfacing works OCC authorised on the connecting public bridleway. Which is clearly visible in the open North Wessex Downs landscape setting: -</p> <p>Extensive vandalism of the bank and undermining of boundary trees by youths and the public safety implications: -</p> <p>The reasoning for the implementation of the original temporary TRO included public safety concerns. Whilst this TRO proposal includes the assertion that it is "safe and pleasant". It is reasonable to expect that some form of Health and Safety Risk Assessment was conducted, both at the initial temporary TRO application and again prior to submitting this final TRO proposal (September 2024)</p>
<p>(12) Local Cllr, (East Challow, Letcombe Hill)</p>	<p>Support – I have been involved in this since 2019 when I was elected and soon afterwards this problem arose, and I was contacted by the two local families on the Lane. The county councillor had it closed. I have liaised with East and West Challow parish council and the TRA about the extent to which it should be opened and am therefore pleased that motorcycles are given the chance to demonstrate that they will not cause disruption to other users and the surface. I would very much like the stretch between Childrey Way and the first concrete block to be levelled also to allow the football car park to be used. This was also damaged by 4x4 users and has not been repaired. Thanks for doing this piece of work.</p>
<p>(13) Local resident, (West Challow, Cornhill Lane)</p>	<p>Support – As I live in Cornhill House, Cornhill Lane, and have done for the last 31 years, I fully support the councils long overdue decision to close the lane. I am still concerned regarding Motorcycle use and would hope that a suitable barrier is going to be placed at either end of the lane to restrict their flow of movement. We used to have a staggered fence here by the canal, which prohibited access to the canal by any vehicle, and i would like some kind of permeant structure returned. The Motorcyclists would have to dismount to go round it, so reducing their speed, which at times has been considerable.</p>
<p>(14) Local resident, (West Challow, Cornhill Lane)</p>	<p>Support – As occupiers of one of the two properties that occupy the lane we have been requesting this for the last 20 (approx.) years.</p> <p>When we bought the property 30 (approx.) years ago it was sold to us as being down a Bridleway with signage, so we had no problem and we and our neighbours have kept it clear and tidy and it was very attractive, However, since the</p>

	<p>Council decided they had made a mistake and the Byway signs replaced the Bridleway it has become steadily more difficult to maintain to a drivable level so we had to ask for help from the council which was given intermittently. The main amount of damage that can be seen by anyone trying to walk to the park/school, has been done by groups of 4x4 drivers who have waited until the weather is bad to make ruts in it so that it is now dangerous to even try to walk. We have plenty of photographic evidence of this being the case, so basically the Council have been making good the lane for the sole purpose of these drivers to repeat the cycle.</p> <p>Only this week one of the carers who is caring for my 96 year old father slid into the ditch and her car was stuck half in /out making it extremely difficult for others i.e. the postman, to pass, and she had to eventually be towed out, difficult to find a recovery vehicle to undertake this as the lane is so narrow. She is not the first person to have done this it has happened on numerous occasions, and we feel she should probably be compensated by the council as the road is not maintained to the correct level for a byway.</p> <p>It would be nice for the majority of people who like to use this lane to walk to be able to safely. At the moment the only people who did drive down, before the road was closed, have been astounded that they are driving on a road and have turned around on our drive (also very annoying) and driven back.</p> <p>So, basically, we will be very pleased if things can go back to how they were and we can enjoy living here again, and the council can stop wasting our council tax on a problem being caused by a few at a cost to the majority.</p>
<p>(15) Local group/organisation, (Cycling UK Wantage & Wantage & Grove Active Travel)</p>	<p>Support – We support and promote the use of off-road routes for cycling and walking where possible, for leisure and commuting use (including school commuting for students and staff). Particularly given the proximity of this route to St Nicholas Primary School in Challow and to King Alfreds Academy West Site, we see this as a potentially important addition to the local network for safe off-road routes for cycling and walking, If Cornhill Lane can have a suitable surface along the whole length, then safe active travel routes are opened up for residents of Childrey, Challow, Letcombe Regis, Letcombe Bassett and Denchworth. This lane is clearly already unsuitable for motorised traffic and this prohibition will greatly assist safety and longevity of surface quality.</p>
<p>(16) Local group/organisation, (East Challow)</p>	<p>Support – Have sent an email regarding the need for safe off-road access for vulnerable users</p>