

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

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

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

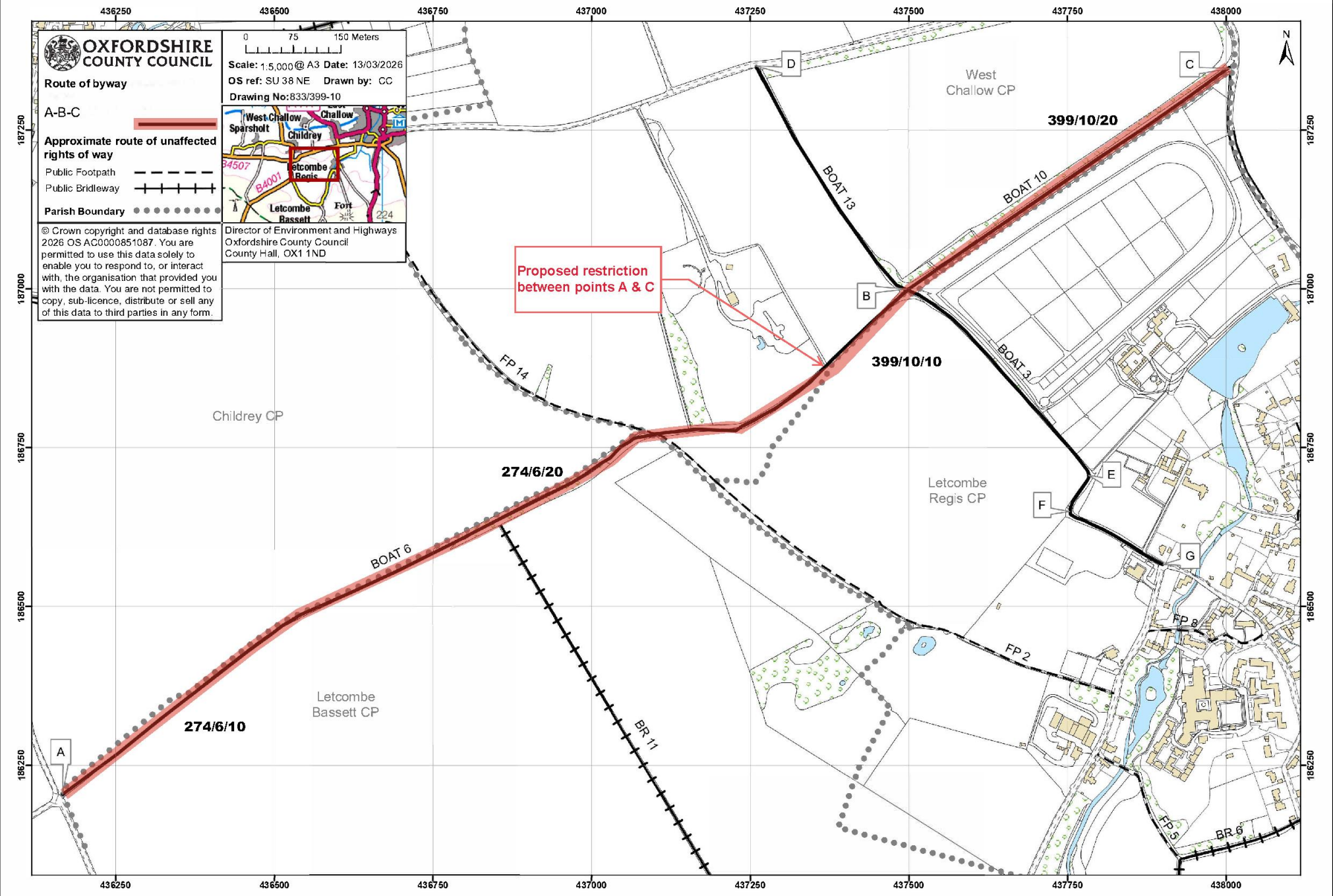
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Scale: 1:5,000 @ A3 Date: 13/03/2026
OS ref: SU 38 NE Drawn by: CC
Drawing No: 833/399-10



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

Proposed restriction between points A & C





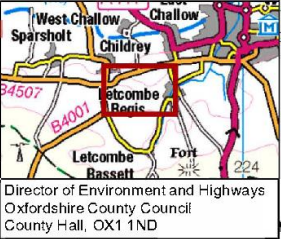
Route of byway
D-B-E-F-G

Approximate route of unaffected rights of way

- Public Footpath
- Public Bridleway
- Parish Boundary

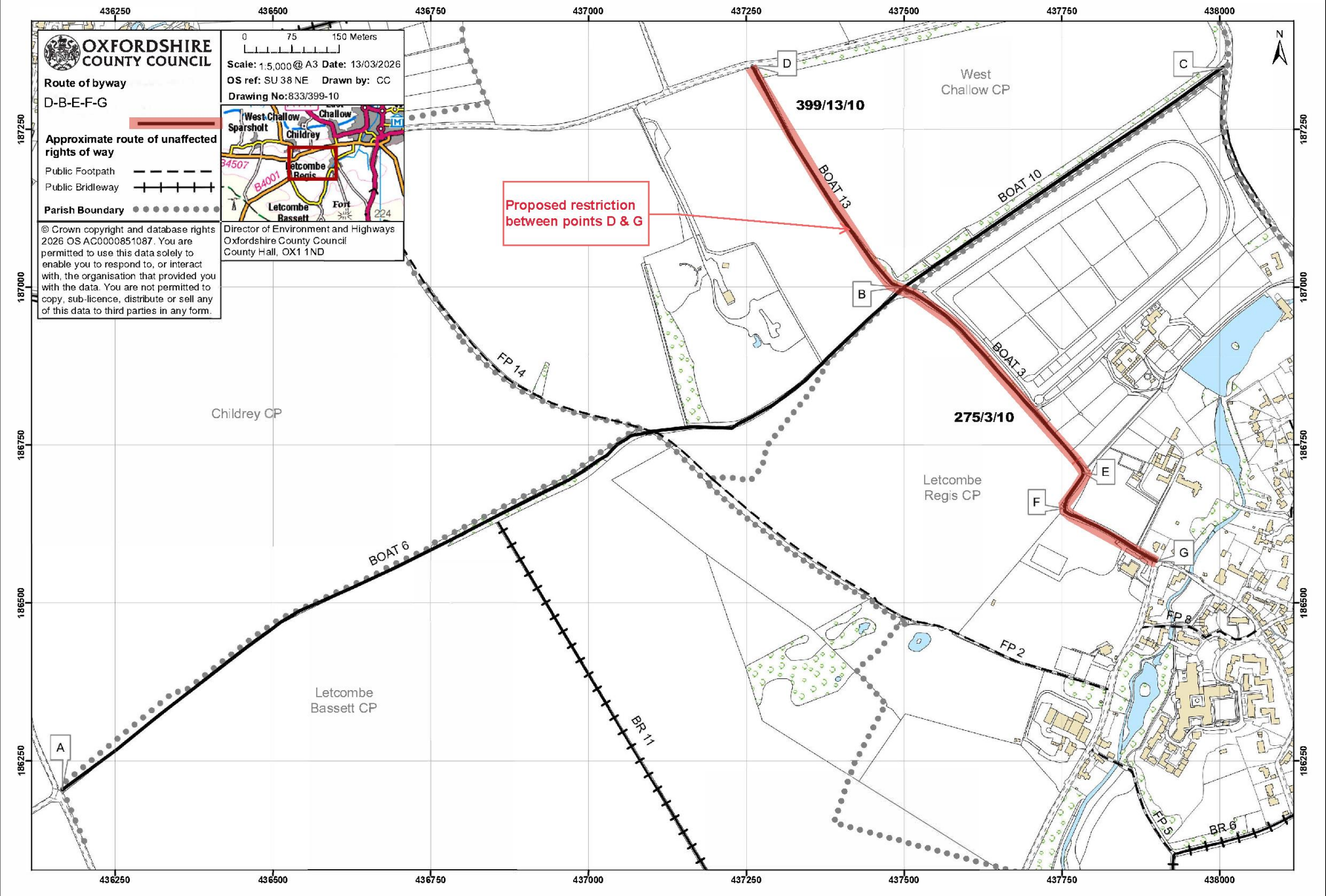
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Director of Environment and Highways
 Oxfordshire County Council
 County Hall, OX1 1ND

Proposed restriction between points D & G



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – 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>No comment – 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>Object</p> <p>(See Annex 4 for full response)</p>
(e4) Access & Bridleways - South, (British Horse Society)	<p>Object – 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 & 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"> • 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. • 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. • 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. <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 & Bridleways – Vale of White Horse, (British Horse Society)</p>	<p>Object – 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>Object</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>Partially support/concerns – 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>No objection – NGET have no assets, therefore we have no objections</p>

B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Member of public, (Didcot, Churchill)</p>	<p>Green Lane BOAT (seasonal) – Object Letcombe Regis & West Challow BOAT – Object</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>
<p>(o2) Local resident, (Oxford, Cowley)</p>	<p>Green Lane BOAT (seasonal) – Object Letcombe Regis & West Challow BOAT – Object</p> <p>Reduce the speed limit on the road to make it safer for cycling and walking, but leave the road open.</p>
<p>(o3) Member of public, (Oxford, Netherwoods)</p>	<p>Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Object</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>
<p>(o4) Local resident, (Marcham, Packhorse Lane)</p>	<p>Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Object</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>
<p>(o5) Local resident, (Grove, White Horse Crescent)</p>	<p>Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Object</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) – Partially support/concerns Letcombe Regis & West Challow BOAT – Partially support/concerns</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) – Partially support/concerns Letcombe Regis & West Challow BOAT – Partially support/concerns</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) – No objection Letcombe Regis & West Challow BOAT – Support</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) – No objection Letcombe Regis & West Challow BOAT – Support</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) – Object Letcombe Regis & West Challow BOAT – Support Dangerous, noisy. Should also include prohibition of motorbikes.
(o11) Local resident, (Challow, A417)	Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Support 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) – Support Letcombe Regis & West Challow BOAT – Support 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) – Support Letcombe Regis & West Challow BOAT – Support I would prefer both restrictions to be at all times
(o14) Local resident, (Letcombe Regis, Croft End)	Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Support 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) – Support Letcombe Regis & West Challow BOAT – Support</p> <p>Make safer for the local residents</p>
<p>(o16) Local resident, (Letcombe Regis, Letcombe Road)</p>	<p>Green Lane BOAT (seasonal) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Partially support/concerns</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – Support Letcombe Regis & West Challow BOAT – Support</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) – No objection Letcombe Regis & West Challow BOAT – No objection</p> <p>Whilst generally opposed to TROs that prevent vehicle use, I do see the need for seasonal protection for our ancient roads.</p>