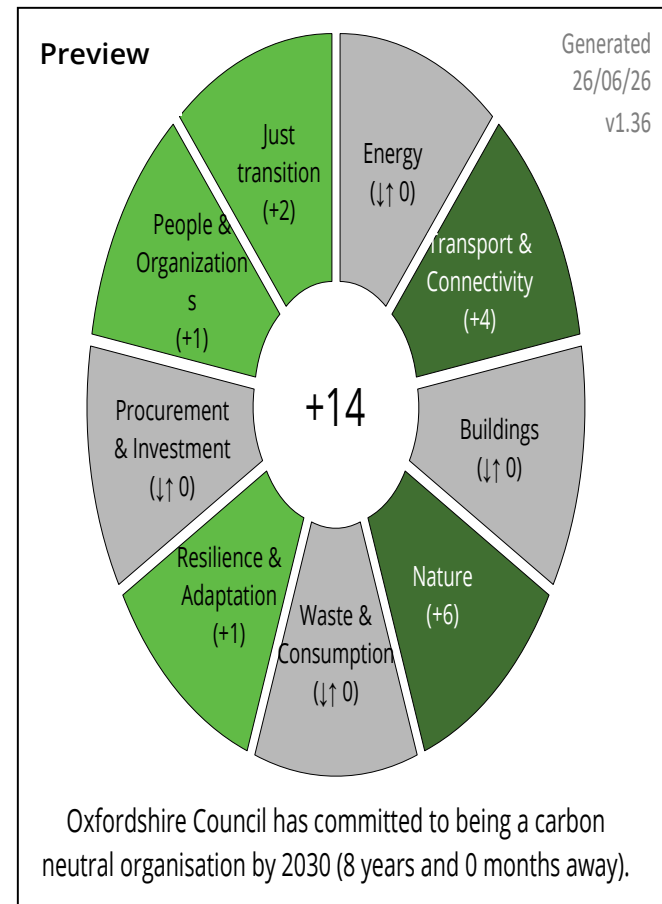


Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Highways
What is being assessed	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
Is this a new or existing function or policy?	new Traffic Regulation Order
Summary of assessment	Prohibition and seasonal prohibition of motor vehicles from the named routes, using a Traffic Regulation Order, whilst leaving the route open to other users
Completed by	Steve Tabbitt
Climate action sign off by	
Director sign off by	
Assessment date	46196



Detail of proposal

Context / Background	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.
Proposal	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
Evidence / Intelligence	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. 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. 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.
Alternatives considered / rejected	No further action - Byways would soon become damaged again. Voluntary restraint - Unenforceable and not all 4x4 users are members of an organised club. Full surfacing / hard-engineered improvement - Not inkeeping with the downland landscape. Speed limit - Unenforceable and byways would still become damaged. Extending the restriction to motorcycles - Less likely to damage surface compared to larger 4x4s.

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