Green Road, Oxfordshire

Date of survey	8 June 2026
Surveyor's name	Matt Judson
Surveyor's position	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	**Yes (1)**

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 venerable 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.

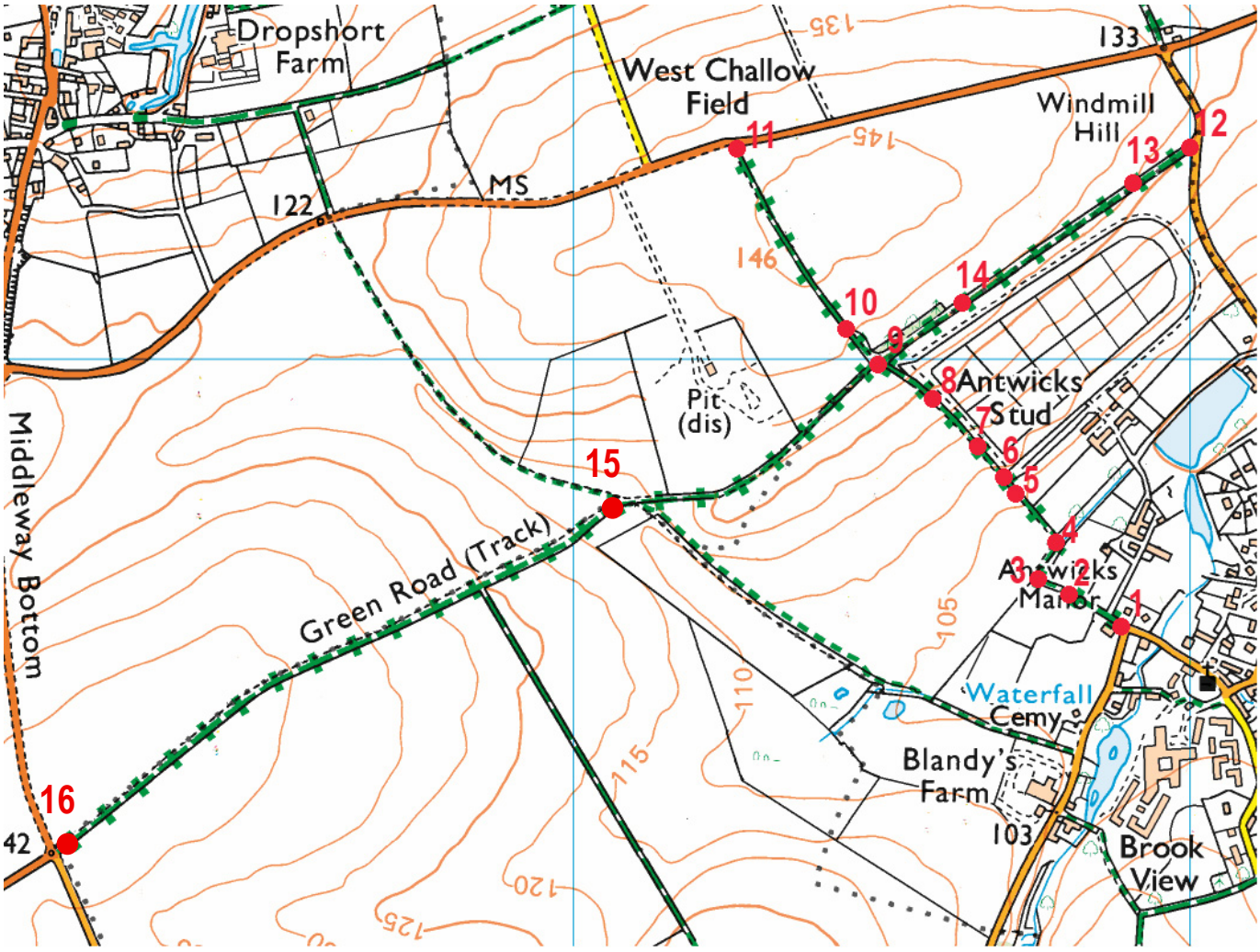
Recommended action

- 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	The survey was carried from the east starting at Windmill Hill. **Overview:** 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.

	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