



# **OXFORDSHIRE COUNTY COUNCIL**

**OXFORDSHIRE COUNTY COUNCIL  
(ARDINGTON, LOCKINGE, EAST HENDRED AND  
WEST HENDRED - ICKNIELD WAY BYWAYS)  
(PROHIBITION OF MOTOR VEHICLES AND CARRIAGES) ORDER 20\*\***

## **STATEMENT OF REASONS**

The County Council continues its responsibility for the provision of convenient and safe movement of vehicles and other traffic, and the proposed measure is aimed at ensuring that danger is minimised whilst considering the needs of the locality, different classes of traffic and the use to which byways are put.

The Council is complying with various sections of the Road Traffic Regulation Act 1984 (as amended) with particular reference to Section 3 (permanent prohibition of motor vehicles) and Section 122 (convenient and safe use of byway).

It is intended, to exclude part of the Icknield Way for use by mechanically propelled vehicles and horse carriages, and to exclude part for use by mechanically propelled vehicles only, and in order to do so the following matters have been considered:

1. The Icknield Way between Wantage and Harwell forms part of the Science Vale Cycle Network which is a range of infrastructure measures to improve cycling access funded through the Local Enterprise Partnership. It is intended that the route is designated, improved and promoted as a named cycle, walk and horse-riding facility suitable for leisure, commuting, recreation and tourist use. As this route is being promoted as a safe facility it is not compatible to share the byway with mechanically propelled vehicles or in some part carriages.
2. The route's sections on public rights of way are to be constructed as a new unsealed surfaced 2.5m to 3.6m wide track that fits in with the surrounding North Wessex Downs Area of Outstanding Natural Beauty landscape and land managing interests. Such construction is not well-suited with motor vehicle usage.
3. Due to the limited width and gradient issues on the constructed sections of the route, shared use is not considered safe or appropriate. Creating a turning area at the field side and/or expecting carriages or motor vehicles to reverse back along the BOAT section is likewise not considered safe or appropriate.

4. Gated/bollard access will be preserved for occasional farm vehicle access to the adjacent fields and highway authority maintenance.

Detailed documents accompany this form.

Date: 15 August 2019

Traffic and Road Safety Team,  
for the Director for Community Operations  
Oxfordshire County Council  
County Hall,  
New Road  
Oxford,  
OX1 1ND

---

*Road Traffic Regulation Act considerations:*

- <sup>1</sup> Section 1 (1) (a) Road Traffic Regulation Act 1984 (avoid danger)
- <sup>2</sup> Section 1 (1) (b) Road Traffic Regulation Act 1984 (avoid damage to byway)
- <sup>3</sup> Section 1 (1) (c) Road Traffic Regulation Act 1984 (facilitate passage for users)
- <sup>4</sup> Section 1 (1) (d) Road Traffic Regulation Act 1984 (unsuitable road for traffic use)
- <sup>5</sup> Section 1 (1) (e) Road Traffic Regulation Act 1984 (preserve character of byway)
- <sup>6</sup> Section 1 (1) (f) Road Traffic Regulation Act 1984 (improve effect on local amenities)