



Delegated Decisions by Cabinet Member for Travel & Development Strategy

Wednesday, 5 January 2022 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 13 January 2022 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this [Live Stream Link](#). However, that will not allow you to participate in the meeting.

Places at meetings are very limited due to the requirements of social distancing. If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

December 2021

Committee Officer:

Lucy Tyrrell

Tel: 07741 607834; Email: lucy.tyrrell@oxfordshire.gov.uk

Note: Date of next meeting: 2 February 2022

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are very limited due to the requirements of social distancing. While you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9.00 a.m. on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9.00 a.m. four working days before the meeting i.e. 9.00 a.m. on 29 December 2021. Requests to speak should be sent to lucy.tyrrell@oxfordshire.gov.uk. You will be contacted by the officer regarding the arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9.00 a.m. 2 working days before the meeting i.e. Friday 31 December 2021. Written submissions should be no longer than 1 A4 sheet.

4. Burford Experimental Weight Limit (Pages 1 - 576)

Forward Plan Ref: 2021/196

Contact: Natalie Moore, Transport Planner Tel: 07917 534327

Report by Corporate Director Environment & Place (**CMDTDS4**).

This report details the impact of the Burford Experimental Traffic Regulation Order (ETRO) which placed a 7.5t weight restriction on roads within Burford including the A361. The scheme has brought benefits to Burford and neighbouring areas, but the consultation has highlighted the impact of the dispersal of rerouting Heavy Goods Vehicle (HGV) traffic on other communities. An areawide weight restriction is likely to remedy many of the issues but will take some time to implement. A decision is required on whether to make the Burford ETRO permanent until this is in place. An expansion of the current permit system would be required if the Burford restriction is made permanent.

The Cabinet Member is RECOMMENDED to

a) APPROVE officers to consider the costs and benefits of developing area wide restrictions across Oxfordshire including close working with neighbouring authorities, as part of the county wide freight strategy, as soon as practicable. Noting any future approval of area wide weight restrictions would likely see existing environmental weight restrictions revoked subject to consultation.

b) EITHER:

i. REVOKE the Burford Experimental Traffic Regulation Order of 7.5t weight restriction. Therefore, not making a permanent order.

OR

ii. APPROVE the Burford Traffic Regulation Order of 7.5t weight restriction with associated Permit Scheme, subject to Burford Town Council committing to indefinitely run the Permit Scheme outlined in this paper. Should the Permit Scheme be revoked the county council will re-evaluate the impacts of the order.

Divisions Affected – Burford & Carterton North, Carterton South & West, Charlbury & Wychwood, Chipping Norton, Eynsham, Hanborough & Minster Lovell, Witney North & East, Witney South & Central, Witney West & Bampton, Woodstock

CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY

5 January 2022

Burford Experimental Traffic Regulation Order 7.5t Weight Restriction

Report by Corporate Director of Environment and Place

RECOMMENDATION

1. The Cabinet Member is **RECOMMENDED** to
 - a) **APPROVE** officers to consider the costs and benefits of developing area wide restrictions across Oxfordshire including close working with neighbouring authorities, as part of the county wide freight strategy, as soon as practicable. Noting any future approval of area wide weight restrictions would likely see existing environmental weight restrictions revoked subject to consultation.
 - b) **EITHER:**
 - i. **REVOKE** the Burford Experimental Traffic Regulation Order of 7.5t weight restriction. Therefore, not making a permanent order.
 - OR**
 - ii. **APPROVE** the Burford Traffic Regulation Order of 7.5t weight restriction with associated Permit Scheme, subject to Burford Town Council committing to indefinitely run the Permit Scheme outlined in this paper. Should the Permit Scheme be revoked the county council will re-evaluate the impacts of the order.

Executive Summary

2. This report details the impact of the Burford Experimental Traffic Regulation Order (ETRO) which placed a 7.5t weight restriction on roads within Burford including the A361. The scheme has brought benefits to Burford and neighbouring areas, but the consultation has highlighted the impact of the dispersal of rerouting Heavy Goods Vehicle (HGV) traffic on other communities. An areawide weight restriction is likely to remedy many of the issues but will take some time to implement. A decision is required on whether to make the

Burford ETRO permanent until this is in place. An expansion of the current permit system would be required if the Burford restriction is made permanent.

Exempt Information

3. None

Burford ETRO Evaluation

4. The Burford ETRO was approved by the Cabinet Member for Environment in November 2018 and returned to committee in July 2019 in part to agree the success criteria as set out below:
 - a. A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact.
 - b. An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact.
5. In addition, air quality levels were to be monitored in Chipping Norton and Witney where there are declared Air Quality Management Areas (AQMA).
6. A number of roads in the vicinity of Burford were monitored before and twice during the ETRO. The data shows fluctuations over that period but it is difficult to be categorical as to whether changes are the result of Burford ETRO, other recent weight restrictions at Charlbury and Stowe, or other unrelated matters. There were also issues as the monitoring methodology could not assess the 2 axled HGVs to determine those below or above 7.5t. Although the data does show some useful trends, it cannot identify how many HGVs contravened the 7.5t weight restriction.
7. Despite the limitations, the monitoring has been useful in setting out some key trends:
 - i. Burford - no change in overall levels of HGVs between April 2019 and February 2021, and a 15% reduction between April 2019 and October 2021. Criteria (a) appears not to have been met but the traffic recorded includes all HGVs from 3.5t to 44t, whilst only vehicles exceeding 7.5t are affected by the ETRO. In comparison, the data shows significant reductions in the heaviest vehicles with 3 axles and above, at -56% between April 2019 and February 2021, and -51% between April 2019 and October 2021.
 - ii. A44 Oxford Road, Bladon roundabout – it was expected that some HGVs would re-route to the A44, which is part of the primary route network. There was a high increase in 3 axle and heavier HGVs (35% in February and 14% in October).
 - iii. A4095 Bridge Street, Witney – already a road with severe congestion and a declared air quality management area, this site has recorded an increase of total HGVs (14% in February and 10% in October). This is the most suitable remaining crossing of the Windrush with the ETRO in place at Burford.

- iv. B4022 West End, Witney – another road with severe congestion and a declared air quality management area. This appears to have seen a high increase in HGVs but has been difficult to record reliably because of the slow-moving vehicles along the road (+ 81% in February and + 18% in October, with +128% increase in 2 axle rigid vehicles in February).
 - v. Dry Lane, Crawley – an unclassified road which has seen an increase in HGV traffic over the monitoring period - an increase in all HGV traffic of 19% in October 2021 compared to October 2019. Of particular concern is the higher proportion of 3 axle + vehicles since the monitoring began.
 - vi. Leafield – an unclassified road. Pre-ETRO data was not recorded, however the sixty HGVs a day that have been recorded since is high given the nature of this road. This route is likely to have been impacted by both the Burford and the Charlbury weight restrictions, and there are some local destinations for vehicles as well.
8. In the October 2021 round of monitoring Automatic Number Plate Recognition cameras were used at Burford, Leafield, Crawley, Bridge Street and West End in Witney. Through this a Euro Classification report was requested to provide details of the weight of vehicles. These reports provide such a different data set compared with the previous information that it has not been used on this occasion but will be useful for any future monitoring that is undertaken.

Consultations and Representations

9. The consultation responses reported at the CMD meeting 29 July 2021 are also relevant for this report and should be borne in mind. Respondents reported the benefits of the weight limit in Burford as including the ceasing of vibration, improvement in air quality, quieter night-time, and protection of the Burford Conservation Area, amongst other matters.
10. Throughout the 18-month ETRO period the following councils or councillors have objected to the scheme:
- Councillor Liam Walker, Oxfordshire County Council, Hanborough and Minster Lovell Division
 - Minster Lovell Parish Council
 - Barrington Parish Council
 - Leafield Parish Council
 - Hanborough Parish Council
 - Crawley Parish Council
 - Hailey Parish Council
 - Witney Town Council
 - Woodstock Town Council
 - Bladon Parish Council
 - Gloucestershire County Council
 - The Windrush Valley Traffic Action Group (WVTAG) also represents a number of councils.
11. Since July 2021 95 further representations (see **Annex B**) have been received. In addition to the issues raised in the July consultation, the main / most popular themes emerging from the responses are:

- Air quality / carbon reduction / environmental impact
- Impact on place and highway, and
- Impact on safety

12. The main points included:

- Many of the rural areas have narrow / no pavements and increases in HGVs pose a danger to pedestrians, particularly vulnerable users
- Many of the rural villages have unclassified (and in parts – narrow) roads which do not have adequate room for HGVs to safely traverse
- In areas where the pavements were narrow, there were a number of respondents who felt scared being close to passing HGVs
- Many cyclists were afraid to cycle in the Windrush Valley area due to the increase in HGV movements
- The diversions by HGVs along unclassified roads through rural villages and Witney Air Quality Management Area was inappropriate and dangerous
- Burford's HGV problem has been moved to other areas.

13. As requested at the July CMD officers met with farmers and hauliers to better understand the rural economy and its use of freight.

14. The objection from Gloucestershire County Council is particularly concerning as it shows significant increases in HGVs at six survey sites on routes HGVs avoiding Burford could take.

15. Road Haulage Association and Freight Transport Association have objected.

Permit scheme

16. The Burford ETRO operates with a permit scheme devised and administered by Burford Town Council (BTC). There is no legal requirement for BTC to do this. Should the weight restriction be made permanent officers recommend this is subject to BTC administering the permit scheme as outlined in **Annex C**, on a permanent and indefinite basis. Should the permit scheme cease; OCC will review the impacts of the 7.5t weight restriction and potentially consider holding a consultation to revoke the Order.

17. The revised permit scheme creates two larger zones than the original area. Vehicles with operational bases within the Northern or Southern Permit Areas will be eligible to apply for a permit. Vehicles serving a location within the Northern Area shall be deemed to have a permit if details of the customer's name and delivery/collection address are supplied to BTC within 7 days after the delivery collection. The number plate of the vehicle will also need to be supplied to rule the vehicle out of BTC taking further action.

18. Officers consider this an improvement on the existing 4.8mile permit area and it will assist many local businesses and potentially ameliorate the impacts being felt at Leafield etc. However, there are likely to be businesses outside the permit zone who are adversely affected.

County Wide Approach to Weight Restrictions

19. The experimental weight restriction on the main 'A' road through Burford has been a unique study and much has been learnt about HGV movements in the area. The Burford proposal has seen benefits for the town and some neighbouring communities, but the negative impacts have been dispersed over a wider area. Some of these impacts have been passed to Burford's neighbours. It is considered that for environmental weight restrictions an area wide approach may yield a shared benefit across neighbouring communities and be clearer to hauliers than a series of point restrictions.
20. It is recommended officers consider the costs and benefits of developing area wide restrictions across Oxfordshire, as part of the county wide freight strategy, within the emerging Local Transport and Connectivity Plan Freight Strategy, with funding prioritised accordingly. The initial study would consider the merits of larger geographic area weight restrictions, the enforcement challenges, and likely benefits against the costs. Key partners in this study will be Trading Standards and Thames Valley Police, Road Haulage Association and Freight Transport Association.

Corporate Policies and Priorities

21. Officers consider that whilst the following Local Transport Plan 4: Connecting Oxfordshire (LTP4) policy extracts apply to the application of a weight restriction at Burford, they also apply to protecting the other communities where the negative impacts may be felt:

Policy 05 *Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.*

Policy 24 *Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas, and other areas of high environmental importance.*

Policy 29 *Oxfordshire County Council will work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.*

22. The consultation responses have highlighted the environmental impacts of HGVs rerouting over significantly longer distances than the original journey route via Burford. Officers are concerned this is not in the spirit of the Oxfordshire 2020 Climate Action Framework.

Financial Implications

23. If the Burford ETRO scheme were removed the following costs would be incurred by Burford Town Council capital reserves:

- **Signage Removal** - £19,695.

- **Project Manager Cost** - £2,954.25. Oxfordshire County Council Technical Officer, James Wright, will oversee the removal of all signage related to this scheme (15% of scheme costs for signage removal).

24. If the weight restriction does not continue, it is recommended that the weight restriction signage pertaining to the Burford ETRO is either 'bagged'/covered up or removed to storage until it is identified if the signage can be re-used in a potential future area wide scheme. There will be a cost associated with either action, most of which is the traffic management to ensure safe working on the highway while tending to the signs. It is therefore likely BTC will incur some, if not all, of the costs above. There are no unfunded financial implications for OCC.
25. The financial and budgetary implications of the proposed area wide weight restriction strategy have not yet been developed but will form part of the work under the Local Transport and Connectivity Plan.

Comments checked by: Rob Finlayson, Finance Business Partner
(Environment and Place), rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

26. Weight restriction orders and various other traffic orders are a function of the County Council as local traffic authority further to powers conferred by the Road Traffic Regulation Act 1984. Section 122 of that Act specifies that it is the duty of a local authority upon whom functions are conferred by the Act to exercise them (so far as practicable having regard to matters specified below) so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of adequate parking facilities on and off the highway. The matters referred to and to be considered are: -
- a. the desirability of securing and maintaining reasonable access to premises;
 - b. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c. National air quality strategy;
 - d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e. any other matters appearing to the local authority to be relevant. This would include network management duty under section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network.

27. It is confirmed the recommendations of this report are viable within the terms of the legal agreement between Burford Town Council and Oxfordshire County Council.
28. Should the Cabinet member be minded to approve and make permanent the Burford TRO 7.5t Weight Restriction, a Section 101a Delegation of Duties order has been sought to allow Burford Town Council to carry out the enforcement (to a certain extent) on behalf of the Oxfordshire County Council.

Comments checked by: Jennifer Crouch, Principal Solicitor,
jennifer.crouch@oxfordshire.gov.uk (Legal)

Staff Implications

29. Officers from Environment and Place and Trading Standards will continue to support Burford Town Council should the ETRO be made permanent. Officer cost recovery may be required, the cost rates for which will be agreed with Burford Town Council in advance.
30. A resource assessment to develop the area wide restrictions as part of the county wide freight strategy will be conducted should this approach be approved.

Sustainability Implications

31. An Equality and Climate Impact Assessment (ECIA) is documented at **Annex D**, which has been carried forward from the July 2021 CMD.

BILL COTTON

Corporate Director of Environment and Place

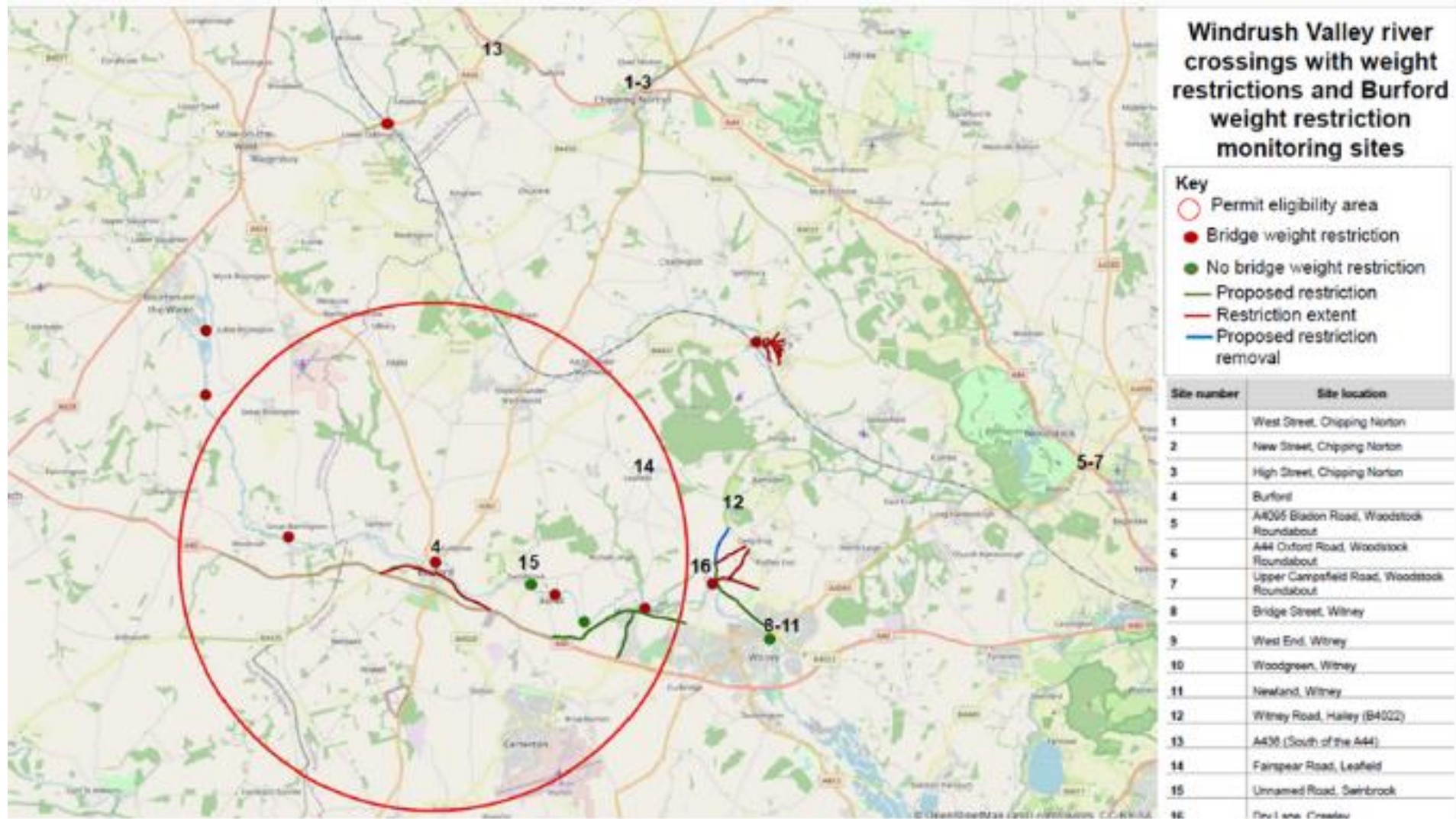
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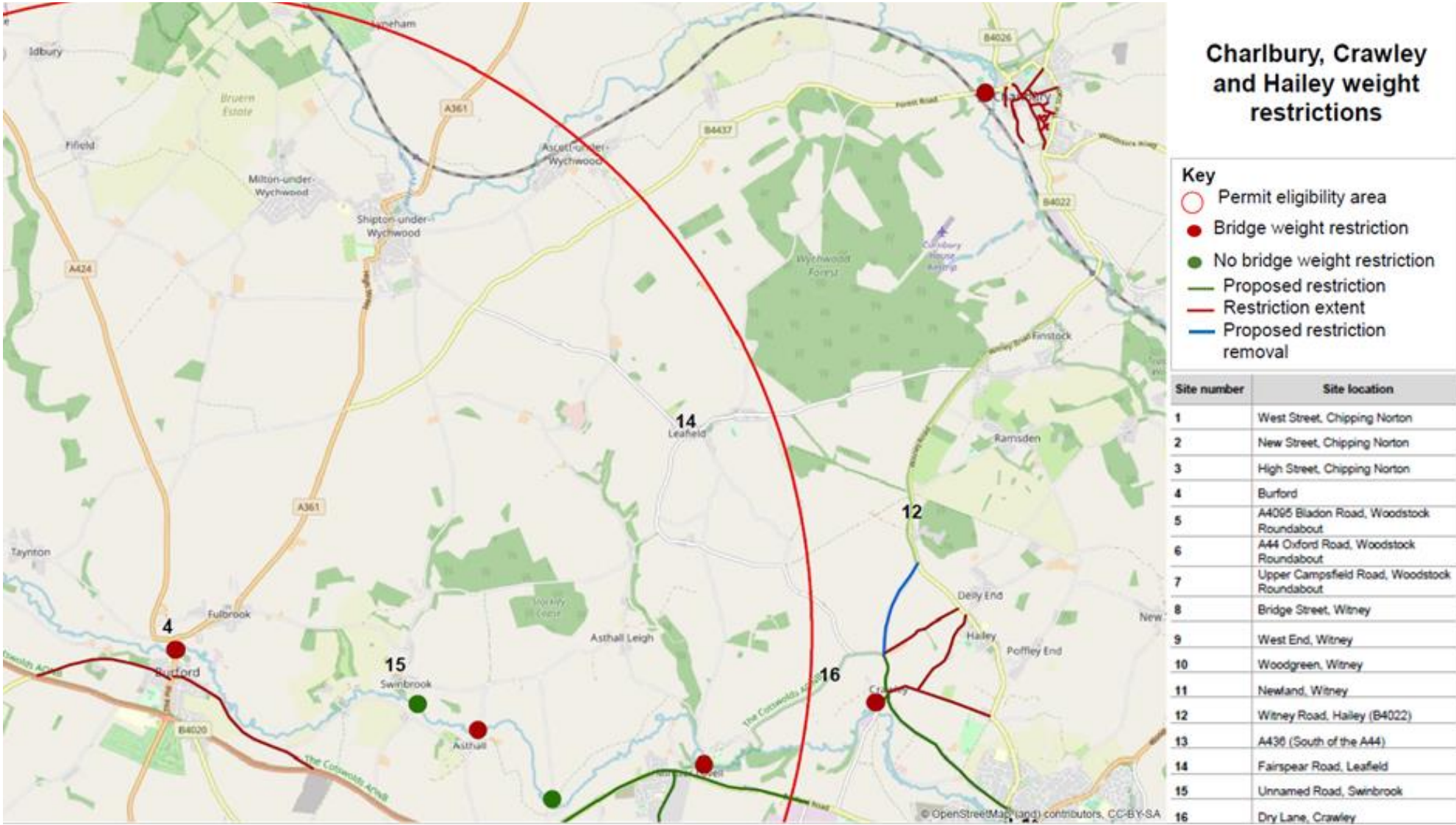
[Annex A: Map of Study Area](#)
[Annex B: Representations received since July 2021](#)
[Annex C: Permit Scheme Area](#)
[Annex D: ECIA](#)

Background papers:	NIL
Other Documents:	Burford Weight Limit – REVISED Background Paper
Contact Officer:	Jacqui Cox Cherwell & West Locality Lead 07919 298304 Jacqui.Cox@oxfordshire.gov.uk Odele Parsons, Senior Transport Planner, Environment and Place, 07974 002860, Odele.parsons@oxfordshire.gov.uk

December 2021

Annex A: Map of Study Area





Annex B: Representations received since July 2021

Burford ETRO Comments July 2021 – December 2021: Summary of Responses

Individual / Business / Council	Respondent Location	Support / Concern / Object	Comment Summary
Town Council	Burford	Support	• Within the measurement limitations of the surveys, we believe that all the conditions agreed between BTC and OCC have been satisfied for allowing the ETRO to become a permanent TRO. • Accordingly, Burford Town Council respectfully requests that OCC approves the continuation of the Burford Weight Limit.
Town Council	Woodstock	Object	• Woodstock Town Council is writing to express its continued objection to the closure of the Burford Bridge and the A361 through Burford for HGVs • OCC data shows and increase in HGVs along the A44 through Woodstock, particularly vehicles more than 18 tonnes • Woodstock has a significant number of listed buildings opening on to the highway through the town • Many places along the A44 through Woodstock both pavements and road are much narrower than Burford making the buildings more vulnerable to heavy traffic effects • For pedestrians the closeness of huge lorries when they are walking on pavements can be quite frightening • Burford ban is bad for the climate; bad for air quality; bad for business; bad for farmers and bad for Woodstock and for the other towns and villages now suffering additional HGV traffic trying alternative routes to those advised for long distance HGV use
Council	Gloucestershire County Council (GCC)	Object	• GCC wish to formally object to the OXCC ETRO. On this basis GCC do not support this scheme becoming permanent.

			• To summarise the data, the HGV volumes across the 6 geographic locations in GCC have increased between 1% – 45%, resulting in an average increase of 20%. This far surpasses the average countywide HGV volume statistics set out above for both 2020 and 2021. • Significant increase in articulated lorry traffic through Moreton-in-Marsh along the A44 which could be displaced from both the GCC ETRO and the OXCC ETRO. • GCC ETRO – the formal public consultation received 14 comments: • 2 were in general support (Stow Town Council and Oddington Parish Council); • 4 objecting (including <u>statutory</u> consultees - Road Haulage Association, Freight Transport Association as well as the Windrush villages and Moreton Town Council); • Approx. 8 responses enquiring about exemption permits for Adlestrop Bridge and advance warning signage. • OXCC ETRO – the formal public consultation received 395 comments: • 180 in support (mostly from the Burford/ Fullbrook areas); • 213 objecting (from all other surrounding parishes etc. this also includes an objection from the Road Haulage Association statutory consultee). • Based on the data that GCC have access to, there seems to be a significant increase in HGVs

			travelling through Moreton in Marsh and the Windrush villages (Gloucestershire) and Witney, Windrush villages, A361 Burford, and A44 Oxford Road (Oxfordshire) since the GCC ETRO and the OXCC ETRO were implemented. GCC has also experienced significant increases in HGV traffic in the vast majority of its outlying villages and towns; this pattern is sustained as GCC continues to collect data.
Council	Bladon Parish Council	Object	• We have now had the opportunity to consider the latest traffic count data relating to both Bladon and to Burford from April 2019 to October 2021. We have serious reservations regarding its limitations in giving an accurate reflection of traffic patterns over the course of that whole period on the basis of only three, 5-day, counts, and in any meaningful correlation being drawn between traffic movements in one place with those in another or of meaningful analysis of the data as a whole. • The scheme has not apparently brought about the minimum 50% reduction of HGV traffic in Burford on which its success or otherwise was set to be determined at the outset of the trial. In fact, the data suggests that it has achieved only a 15% reduction in all HGV traffic through Burford. In our respectful submission the trial has failed. • The scheme has not in our view been successful; it has been ineffectual and deleterious in impact, and in all the circumstances we would strongly urge that it be discontinued forthwith.
Organisation	WIVTAG	Object	• WiVTAG contends that the Burford ETRO could have been avoided if, by logical application of existing County LTP strategy, the HGV ban proposed by BTC had been

			identified as not meeting the full intentions of that strategy. • WiVTAG's conclusion is that the Burford scheme has failed. It has not satisfied the approved performance criteria, nor has it made allowance for the adverse impacts on surrounding communities and businesses. We urge OCC to revoke the Burford ETRO. • One possible approach would be to introduce a combined East-Gloucestershire, West-Oxfordshire area scheme based on the Windrush Valley Traffic Envelope that would allow access inside the envelope. • Traffic within the envelope would be limited to vehicles up to 7.5t plus those with origins OR destinations within the area. Defined as a single zonal restriction. • This approach provides a 7.5t restriction for every community within the envelope area, including Burford. • Such a scheme might allow GCC to remove the current weight restriction at Adlestrop. • OCC and GCC should review and improve the signage for current weight restrictions to ensure clear visibility and consistent information that is readily understandable to drivers. • The GCC and OCC Police should add a 101 call reporting option for HGVs.
Individual	Leafield	Concern	• People who now have to tolerate being woken up by hgvs rattling their houses that are close to the substandard badly maintained roads in the surrounding villages • What work is the council now going to do to provide hard facts so that a decision can be made? • Assuming more surveys will be carried out, what data point needs to be reached for either decision? • If more survey work is to be carried out who is paying for this work?

			• If more local work is required could the council please liaise with the various organisations to help setup basic data collection criteria and rules • To people who do not live in Burford this looks like an arbitrary somehow biased limit set on one of the counties most important arteries that must be overturned to spread traffic more fairly • This during the largest period of development and urbanisation ever, along with the largest reduction in traffic flow capacity and road maintenance/improvement budgets in West Oxfordshire where private transport and roads will always be the main transport infrastructure for the area • This seeming lack of joined up thinking that repeats itself endlessly in local government is serious
Individual	Leaffield	Object	• Have seen an increase in local HGV traffic through surrounding villages including Leaffield • The A361 is an A road, built over many years to specifically withstand HGVs and an increasing volume of traffic • The new routes that vehicles are now taking are based on unclassified roads, with no road markings, poor road foundations, limited footways and have many houses adjacent to the carriageway • The safety of pedestrians has been compromised with the change of traffic flow • Leaffield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which ALL re-routed traffic passes • The damage to buildings and the road surface has increased • Greater levels of heavier traffic along the lightly constructed roads is causing vibrations to our property and many others

			• The unclassified roads are not designed for the traffic levels they now receive • Additional vibrations are also generated from uneven surfaces • Air quality has decreased whilst Oxfordshire's Carbon Footprint and pollution has increased • Many journey times have been increased which has not only led to lost productivity but it has also elongated the mileage for local hauliers • Build a bypass, new river crossing, upgrade the alternative routes or upgrade the A361 • I think that the results of the trial period have shown that the weight limit has not met its original aims and has caused a much greater ripple effect across a much wider population • Why has Burford been singled out to attempt to reduce traffic when every part of the county should be sharing the increase that is inevitable through increased urbanisation • The limit should therefore be reversed for at least 12 months and the traffic monitored over this period, and potentially resumed after 12 months alongside mitigation options to minimise the effects of the increase in traffic elsewhere in West Oxfordshire
Business	lcomb	Object	• Based on a farm where we produce the majority of the stuff that we then sell to local equine yards around the area • Buy lots of straw from surrounding farms in and around the Burford area • Due to the Burford Bridge, a further weight limit was placed on the Oddington bridge to stop traffic diverting that way • This has impacted us hard as this was our only other way out to most of our customers other than going through Stow-on-the-Wold

			• We applied for a permit at the time to use Burford only to be told a short sharp you are not situated close enough to the bridge • We have a customer in Shilton by the wildlife park and in order for us to get there now it's added around 30 minutes to the journey • We visit Lambourn 3 times a week and it has added I would say 45minutes to the journey • Extra driving only means one thing more fuel burnt, which is the environmental implication • Increased wages for the driver which again has impacted our ability to be as competitive as we can be • Not being able to get as much done in the day within the drivers hours laws • If the bridge was not structurally sound to take the traffic then I can understand but I believe this is not the case • There is not a thing that we live with that involves a HGV journey somewhere along the line
Business	Herefordshire	Concern	• Driver left Charlbury to travel to Faringdon to take two loads from Faringdon to Evesham – unaware of a closure in Witney West End 25th Oct to Nov 1st, driver had to turn very large logging lorry around on the Hailey Road and follow the diversion signs • When sign directed driver to Ramsden, he was concerned about the size of the vehicle so headed into Leafield to get to the A361 • Not being able to go through Burford, driver was forced to go up the A424 to Stow and back down the A429 to Northleach, left to the A40 and past the top of Burford to get to Faringdon to pick up the first load • That first morning diversion took 1 ¼ hours. Subsequently travelling between Faringdon and Evesham took an extra ¼ of an hour each trip (so an extra hour of driving time) to take the recommended route to avoid Burford

			• With such a big lorry, the driver doesn't like going on smaller roads but they are a small business so every mile counts • With the Burford bridge closed it is very frustrating navigating this area
Business	Signet	Concern	• As our lorry is exempt on the private horse transport wording, then assuming that does not change we will still be allowed to drive up and down Burford high street as we need • Why are the exemptions not made a lot more public? There is no mention on any sign or anywhere else readily locatable by others • Why was the limit set at 7.5 tons? The smaller ones which are normally the more local transport vehicles probably do no damage whatsoever and wanting to shift the small HGV traffic onto someone else's patch seems unfair • It cannot be sensible for small 7.5-15 ton HGV vehicles having to sometimes drive miles out of their way and consume a lot of additional fuel in the process not to mention additional driver hours • The bridge at Bibury has an 18 tonne limit and has never caused an issue. The big artics don't use the Burford-Bibury-Cirencester road but all the local and small lorries do without any issues
Business	Chadlington	Object	• The company completes a fair amount of work for BMW running from Swindon to Cowley. However, as we are based in Chadlington, we either have to go to Enstone, Woodstock, Oxford thereby creating more congestion through Woodstock and around Oxford • Alternatively we can go through the back roads via Spelsbury, Charlbury, Witney and then along A40 to Burford this route is thwart with dangers notably on the narrow roads with overhanging tree branches

			• Another alternative is to go to Fulbrook turn up the A424 to Stow on the Wold and then turn left on the A429 towards Cirencester, however coming back on that route is quite a challenge as the junction from the A429 to A424 especially in a slow moving articulated vehicle is quite dangerous • All of these route though greatly increases travelling time, fuel usage and of course environmental costs. • We also do a lot of deliveries for Matthews Flour Mill in Shipton-under-Wychwood mainly to the London area • Because of the Burford weight limit we now have to go via Chipping Norton and Woodstock which of course not only creates congestion in Chipping Norton and Woodstock it increases once again as above travelling time, fuel usage and environmental costs
Business	Witney	Object	• When enquiring about a permit to travel through Burford from our address in Witney, as we had several delivery sites the other side of Burford, we were told we were excluded • So all our journeys to these destinations now use the longer route of the Northleach intersection of the A40/A429 adding another 10 miles/25 mins to our journey • Not only is it costly and more time consuming, it is not very environmentally friendly either
Business	Bampton	Object	• It is a nightmare, now they have taken away the crossing at Burford, because they are either going through Leafield or up to Chipping Norton on the A361 and down on the A44 • Due to the slower route through Leafield and Witney or the longer route through Chipping Norton they can only do 3 loads in a day whereas in the past they would have done 4 • LA Lockhart - the route they are having to take is Leafield, Witney (through the AQMA and double

			roundabout) onto the A40, right at Eynsham on the toll road and onto Abingdon. Usually when they did the journey, from this area, they would keep on the faster, more fuel efficient and time efficient A road via A361 through Burford, A40 to Eynsham etc, which would have meant they could have done four loads but now they can only do three. • This is costing the business more, which they are passing onto their customer. • One of the things overlooked by the Burford ETRO is that many of the delivery lorries or in this case aggregate lorries are on the road all day and every extra mile is more time and more cost • Exasperated by the Burford restriction and feel that no one takes their business, costs and the environment into account • It is up to the drivers which routes they take, some may be coming through Leafield and Witney others via Chipping Norton, either way their carbon footprint is bigger • What provision is the County Council going to take if another large housing development comes up in the next few years with the 1,000s of loads that will need to be trucked in, bricks, wood, hardcore etc? • As the A361, the only A road in this area, is being cut off at Burford what is the county councils future plan for deliveries this area?
Individual	Woodstock	Object	• Often heavy goods vehicles turn or reverse into this narrow road causing vibration, noise and sometimes alarm • The A44 through Woodstock has exceptionally narrow pavements on this northern stretch • One point on the pavement it is not even wide enough for a pushchair or a wheelchair. It is along this pavement

			that children from Vermont Drive and the estate behind are expected to walk to and from school on a daily basis • This is not safe now and will become increasingly dangerous with more vehicles • It is our belief that the trial period should cease and certainly not be made permanent because of the danger to life and to property.
Individual	Woodstock	Object	• The A44 as it passes through Woodstock and old Woodstock is not suitable for HGVs • It is so narrow as it passes through Old Woodstock along Manor Road that two HGVs are unable to pass each other without their bodies overhanging the pavements either side • In places, the pavement is barely 2 feet wide, with houses and retaining walls preventing any pedestrians taking refuge from avoiding traffic • HGVs must negotiate both steep inclines and bends, sometimes both occurring together, all at the speed of 30mph, where a limit of 20mph would be safer • A44 is the only pedestrian route from Old Woodstock to Woodstock town, and hence the only means of school children getting to schools in Woodstock, mothers with buggies, and the elderly and infirmed to reach facilities in the town • No reason why Burford should be treated preferentially in the matter of HGV traffic • That Burford should be able to buy privilege is simply wrong • Houses and shops on Burford Hill are all a distance from the road, unlike those in Woodstock • The residents of Woodstock don't enjoy this choice and have put up with an unacceptable, dangerous volume of HGV traffic for far too long
Individual	Leaffield	Concern	• A Roads are purpose built for HGV's

			• The unclassified ones through Leaffield are not. They do not have the same foundation and are not repaired as frequently as A Roads. • Who is going to pay for the repairs? • Sending HGV's on to unsuitable roads causes damage to verges, footpaths, bridges, and culverts • Residents feel unsafe because of HGV's using unsuitable roads, which are used by walkers, cyclists, horse – riders, the disabled and families with children
Individual	Woodstock	Object	• We can't put up with HGV's on Woodstock roads • If Burford can ban HGV's – then so should Woodstock • The roads and pavements are too narrow and very dangerous for pushchairs and wheelchairs etc – let alone ordinary folk • If delivery vans / builders park partly on the pavement, you end up having to walk round them via the road – which can be life threatening anyway • Now a lot more noisy – can't imagine what noise levels will be like with new housing being built – more HGV's
Individual	Leaffield	Object	• Leaffield – one of the main diversion routes • Since the trial came into force, the roads through and around Leaffield have become quite a danger zone • Some of the trucks passing through are huge and are helping to destroy the roads, which already need attention and repair – these narrow roads are absolutely not built for such traffic • For children and the elderly or infirm (especially) it makes their home surrounding a frightening place to try and walk – in particular where there is no pavement • I fail to see why an obviously wealthy town like Burford should be allowed to off load their problems onto the surrounding area and especially villages • I understand the drivers of these trucks are also far from happy with the situation

			• Revoke the Burford weight restriction at the end of the trial
Individual	Leaffield	Object	• We would encourage you, fellow town and county councillors, to take heed of surrounding villagers significant concerns and remove ban to allow HGV traffic to flow over the crossing • The displacement of HGC traffic has resulted in a noticeable increase of HGV vehicles through Leaffield • Leaffield as a small village, with little street lighting, twisting and narrow streets and surrounding B-class road ways not suitable or capable of taking HGV traffic at all, let alone in increasing volumes • The Leaffield roads are narrow, poorly lit and often full of parked cars, with very little passing space and will be congested when HGV's attempt to pass through • It is highly likely if not certain that an accident will arise by displaced HGV's driving though Leaffield • Significant safety risk to kids attending and leaving school or people leaving the pub • Times are economically very difficult for hauliers, post pandemic and in recent driver shortfalls • This increases road miles, costs more in fuel and increases emissions - makes our local haulage business less profitable and adds to transportation costs • Stewart Milne Timber Systems articulated trucks are diverted to Northleach roundabout, or through Witney or East Bound on the A40, with approximately 50 truck movements a day (in/out bound) • This is a significant economic burden, adding fuel to fuel costs, increasing emissions and increasing journey length, resulting in a less productive efficient and viable delivery option to market, than would be the case if the Burford option was open to us • Getting permit to use the bridge is very difficult and unlikely

			• Permits have not been issued during the ban trial period and are unlikely to be forthcoming after the ban • The Burford road is a A-Class road, designed and suitable for HGV traffic, as a significant primary road artery within the region • Burford has always functioned as a main through traffic through destination, connecting towns, such as Burford, Stowe on the Wold and Moreton on the Marsh all of which have an A-class road running through them for a long time • Whilst the bridge maybe narrow, it is strong enough and safe, due to the need for one-way flows • The ban sets a bad precedence, that could be used by other towns, with a similar main road thoroughfare • Bridge needs to be re-opened to HGV traffic • The increased safety risk to surrounding villages, increase in emissions and economic hardship created, on local businesses, must surely override an ill conceived trial, that merely seeks to displace HGV movements to areas, significantly less capable of taking them, than the classified A-Road through Burford
Individual	Hailey	Object	• Diverting this traffic through Witney and in some cases on to the B4022 through Hailey is highly undesirable • The B4022 is already in poor condition. Extra heavy traffic will exacerbate the deterioration • It will also raise the pollution levels • Hailey is a small rural village with a very narrow road through it. • The school in the middle of the village makes a potential dangerous situation for children and their parents walking on narrow pavements to and from
Individual	Leafield	Object	• Leafield like many other small villages in this area north and south of Witney, has been subjected to a high number of heavy goods vehicles coming through our

			narrow, residential roads as a result of Burtford's closing the A361 to HGVs over 7.5t • The A361 is the only wide A-road crossing in this area and the disruption, not to mention danger, of very heavy, unwieldy vehicles coming through numerous villages where roads are narrow, windy and often heavily parked because many properties don't have off-road parking, is contrary to road and pedestrian safety • In Leafield most children walk to the primary school on The Greens along narrow or non existent pavements where roads narrow so vehicles from different directions cannot pass without one giving way. This is frightening for all concerned, children, parents and lorry drivers who would never choose to take this route • A361 road has room for parking either side and wide pavements • HGVs through villages are adding to air pollution and destroy roads that are not very well maintained anyway • The presence of heavy vehicles in small towns and villages destroys the tranquillity and peace • Interviews with drivers and companies have shown that they do not want to take these routes through narrow minor roads, which add miles to their journeys, as well as raising drivers' fears of sudden collisions or accidents • Driving round the village becomes more hazardous when you do not know when you may come face to face with a massive vehicle
Individual	Leafield	Concern	• I would like to raise my concerns regarding the amount of HGV's currently roaring through the village in very close proximity to the local primary school. • Diverting traffic from the A361 through Burford which is a wide A road onto minor roads is not helpful • Pedestrians feel threatened by these large HGV's which do NOT adhere to the speed limits set driving so close to us

			• Who will pay the cost of extra repairs due to heavy traffic? • The Burford restriction is damaging local businesses • Closing the A361 in Burford forces HGV's either through Northleach roundabout or Witney. This alters traffic flow across a wide region • The extra miles on these diversions raises air pollution which conflicts with OCC's targets for net zero carbon • Leafield is already a rat run for those who cut through the village going to work just to cut time and miles from their journey instead of using the appropriate roads around the village
Individual	Swinbrook	Object	• Since the implementation of the Burford ETRO there has been a marked increase in the number of HGVs that are coming through the village • Since the Burford ETRO there has been a marked increase in the number and type of HGVs that have come through the village, these include, Skips lorries, Oxford Carrier, Palletline, Witney Plant Hire, Lomas Distribution, Beaches Logistics, Edinburgh Removals etc • Our village is popular with walkers, cyclists & horse riders with a number of local walks featuring in many books and the road through Swinbrook is part of the Oxfordshire cycleway • It is very unnerving & threatening walking along the lanes when an HGV is coming through • We have no pavements in Swinbrook and some of the verges are more like banks • At least one property hit and damaged several times by HGVs and wall has also been destroyed • Always concerned when we go out to our cars on whether they have been damaged due to their proximity to the road

			• A number of the verges have been destroyed throughout the village as vehicles are unable to get past the HGVs so either the car or the HGV is being forced onto the verges • The verge damage is also causing massive potholes as it is not part of the tarmac road which could cause damage to people's vehicles when they are forced into one
Individual	B4022 (between Witney and Charlbury)	Object	• This proposed ban will force drivers of HGVs to find alternative routes on smaller B-roads which are usually narrow and twisting through various villages • These often have problems with parking so the large vehicles will have difficulty negotiating the parked cars • There are often no pavements in these villages so there is also a risk to pedestrians • I am a horse- rider and already find that the roads around the local area are busy and frightening at times due to the volume and size of the vehicles using the roads • An alternative route via the B4022 between Charlbury and Witney is already very busy and vehicles do travel at excessive speeds - there are frequent accidents on this road, and occasionally fatalities • Drivers of the HGVs will find that this road enters Witney through ' West End' which is regularly clogged up with traffic and very narrow in places • One of the alternatives is to divert through Crawley which is incredibly narrow and totally unsuitable for larger vehicles • There are other issues to consider, including damage to roads and verges, loss of business to Burford and damage to the environment due to longer journeys and exhaust emissions

Business	Chipping Norton (with additional depots in Gloucestershire and Worcestershire)	Object	• Currently deliver or collect plant and other equipment to customers in and around Burford two or three times every week • All of the customers that we deliver to and collect from have been with us for a considerable period of time and before the current weight restriction was put on the bridge • The weight restriction on the bridge means that our plant delivery vehicles have to leave Chipping Norton and travel through Charlbury, Finstock, Minster Lovell then onto the A40 to drive to Burford • This increases the return distance travelled from some 11 miles to 22 miles therefore effectively doubling the return journey time from one hour to in the region of two hours • Direct impact on our drivers duty time and means that we may on occasion have to incur additional costs in overtime for the driver • The increased mileage means that our fuel usage for each return journey doubles from approximately 10 litres to 20 litres of diesel • There also the costs associated with the use of consumable items such as tyres, brakes, lubricants etc and general maintenance of vehicles • In addition the use of the non-direct route also increases the number of settlements that our vehicles have to travel through • The fact is that longer journeys mean that more emissions are created and more people are effect by them either directly by inhalation or by the long term effects of global warming • Increases their operational costs and therefore increases the prices of whatever items they are selling into the general population

			• Impact on the customers we are selling to, this does reduce our competitive edge • We do not hold a permit for Burford, as it states that the applicant must have an operating base within Burford. • The situation for us would be eased if vehicles who deliver to Burford on a regular basis were within the criteria and allowed to apply
Individual	Witney	Concern	• Very concerned at the large increase in traffic on West End Witney with reference to HGV'S being rerouted through Witney and surrounding villages • West End is a street built without consideration of current traffic flows and comprises many listed buildings • The vibration and air pollution has increased significantly, no consideration seems to have been taken of the fact that the area is an AIR QUALITY MANAGEMENT AREA • The effect of the Highways trial also seems to be at odds with the County Council's own thoughts on possible proposed plans for improving traffic flow on West End and Bridge Street in Witney
Individual	Little Barrington	Object	• This not SOLVING a problem, but simply MOVING it • No logic in tackling Burford's traffic problem simply by creating much worse, more widespread, more damaging and dangerous problems elsewhere, by forcing HGVs along minor roads and over tiny bridges that are totally inappropriate for such large vehicles • Since the ETRO in Burford, the village increasingly feels like "Burford by-pass" - but without any of the space, safety and planning required for a real by-pass • The road is barely wide enough for two cars to pass, so HGVs are now relentlessly eroding the edges of our village green, creating potholes, weakening our bridges • It really isn't fair to expect the HGV drivers themselves to cope with navigating these impossible routes

			• My objection is not to the Burford bridge weight limit in principle, but to enforcing it BEFORE a suitable alternative route for HGVs has been agreed and put in place • It is imperative to continue allowing HGVs to use the A-road through Burford that was intended for such traffic
Business	Witney	Object	• Stewart Milne are looking to expand in Witney so the infrastructure and road networks around Witney are very important, not just for them but for any future investors in the area • Being a large business they have the choice to be next to the M1, for instance, in Northampton or they could invest in a small town like Witney. This is why keeping the Burford A road to access the north is so important • The A40 going via Oxford already causes a lot of delays and congestion, so adding another barrier near Witney by closing the best direct route through Burford's A road going north is another disincentive to invest here • We can have up to 50 truck movements a day in/out bound, including incoming suppliers materials • I doubt we or our haulier/drivers, would ever send a HGC artic down Burford high street, during the peak of the day, due to congestion/parking etc unless they absolutely had to, but we do want the option to do so, especially as our deliveries are typically out with peak daytime high street use and it's a A-Class route
Business	Kingham	Object	• Just to get back to his yard on a daily basis from here it is an 8 mile diversion each way • May not seem a lot but over the course of a week adds up when you look at driving hours • Some of his diversions can be up to a 45 min difference • Additional fuel costs due to diversions at a time when reducing emissions is a hot topic

			• When he has a wide load the A361 is a better route to take back to his yard over the Fosseway as it is not well maintained with over hanging trees • Experienced villagers shouting as he has driven through – delivering to a farm in the village and not using it as a cut through
Business	Witney	Object	• At their current levels it is a £26k uplift in fuel costs pa • Hayters regularly go to Kingham and the diversion now is quite a detour to what it could be
Individual	Leaffield	Object	• The roads in Leaffield are clearly not suitable for Burford HGVs • Our children must be able to walk and cycle to school in safety. The older members of our community should not feel intimidated by heavy traffic so close to narrow and uneven pavements • It is harming local farms because their grain and produce lorries from the ports can't get permits • It is hurting local haulage businesses who are finding it a nightmare without the Burford bridge to access the farms, businesses and building sites and homes north of the River Windrush
Individual	Hailey	Object	• The A361 through Burford is a wide A road, why therefore divert HGV's onto minor roads elsewhere e.g. B4022? • Extra miles required on these diversion routes will be adding to pollution, this conflicts with OCC's target for net zero carbon • Hailey residents are seeing the impact of this on the village with the increased amount and size of HGV's re-routed to travel through the village via the B4022 (often at speed) • It is extremely uncomfortable and threatening for pedestrians using the pavements either side of the road,

			where in one area in particular there is no pavement and the road outside the primary school narrows
Individual	Leaffield	Concern	• Implementation of a weight restriction on the A361 at Burford that forces heavy goods traffic on to alternative routes through rural communities that do not have the appropriate infrastructure to cope • The A361 is a major route, designed to take large volumes of traffic of all sizes. The bridge at Burford has been strengthened to cope with the volume and load size of vehicles traversing this North/South artery • A weight limit of 7.5 tonnes, on a bridge designed to carry 100 tonnes does not make sense. It creates far more problems than it delivers solutions • Unnecessary mileage through rerouting is contributing to deterioration of air quality along the route and is contradictory to OCC's commitment to Zero Carbon emissions • Many of the rural communities that are adversely affected by these detours have little or no pavements, narrow, winding streets and little off-road parking. Leaffield is a prime example • Increased HGV traffic at all hours, day and night, negotiating our narrow streets with too much haste • Leaffield used to be quiet, especially away from the morning and evening rush hours. It has become much noisier and much busier since the ban has been in place • I am aware of occasions where pedestrians have been fearful for their safety whilst walking on the pavement whilst a juggernaut attempts to squeeze through the village • Damage to the village infrastructure is evident • The situation must be having an adverse financial effect on the haulage companies • If the ban is made permanent, I fear it may open the floodgates for similar measures to be put in place by

			wealthy communities that would overwhelm less affluent ones
Individual	Crawley	Concern	• Crawley is only a small village, has small lanes and virtually no pavements • This makes any use of the roads hazardous and a dangerous place when we walk or cycle on them • The A361 through Burford is a wide A-road and it's clear that Burford has just moved the HGV problem elsewhere • Smaller villages like Crawley do not have this level of funding so why do we have to put up with the issues caused by HGVs? • Roads in and around the area are already in a poor state and no sooner are repairs carried out, the volume of HGVs, tears them up
Individual	Crawley	Concern	• Concern over the volume of HGV movements in Crawley • Crawley is a small village with virtually no pavements and we feel threatened by large vehicles on the country lanes and find it rather scary walking and cycling in the village • The A361 through Burford is a wide A-road and it's unclear as to why HGVs have been diverted onto minor roads • Crawley's roads/lanes cannot manage these larger types of vehicle • Why should larger and wealthier towns be allowed to shift their road problems to smaller villages which don't have this level of available funds?
Individual	Leafield	Object	• Burford have twice been given the option of a bypass, which they rejected as they did not want to deny their high street eateries & shops commercial success • Burford high street is a proper 'A' road, unlike the local villages who are currently suffering destroyed verges,

			disruption, and endangered school children & their parents especially on no pavement areas • The HGV drivers are not to blame for this state of affairs, they are also suffering increased journeys & higher salary bills • The whole situation is miserable for all concerned. Leafield, Crawley, Shipton, Field Assarts (& other village names I may have forgotten) • Why was there no consultation • Why does one village have superior rights to a number of others?
Individual	Leafield	Object	• The Burford bridge HGV traffic limits imposed this year have created an unacceptable and outsize burden on other communities • The deliberations that resulted in the closure action lacked analysis of consequences beyond Burford and ignored the benefits (and imperative) to utilise the A361- a road that was designed to carry all traffic safely • The closure shifted the volume, noise, safety, and roadway (surface and verge) degradation caused by large vehicle traffic from an A road to several villages • It has also caused significant delays for goods haulers due to the distances and time required to use alternative routes. Time is money- wages, fuel, and additional vehicle wear and tear for the haulers, and thereby added costs for their customers • Through traffic in Leafield is primarily commuting to and from Witney, local building projects and services, and farm operations • Because of low weight limits and narrow bridges over the Windrush and Evenlode Rivers in nearby villages, the HGV lorries now can choose (or perhaps be directed by satnav) through Leafield • The school is on the Green with some classrooms and an outdoor play area immediately adjacent to the

			roadway eastward to Lower End which is the primary through route used by the diverted HGVs, so noise and traffic volume (air quality) are primary issues there • The school's "playing field" is the village green immediately opposite the principal road junction and the road parking and unmarked crossing are safety concerns due to traffic concentration at and near the junction exacerbated by parents dropping off and picking up children • There are NO marked or protected (i.e. pelican) pedestrian crossings in Leaffield, and the limited pedestrian pavements are insufficient to ensure child and adult safety in the best of times • The traffic surveys conducted by local residents (including me) in May and June, 2021, have documented the numbers of large vehicles since winter • Unfortunately no baseline studies were made before the road closure was instituted for Burford, so the "proof" of significantly increased numbers is lacking • The only sensible solution is to terminate the "trial" closure until such time as more consideration is made of costs to local communities • Surely the primary factor here is that "A" roads (and to a similar extent "B"roads) are created and maintained to serve everyone and to a standard of safety and durability to accommodate HGVs
Individual	Leaffield	Concern	• So many lorries and villagers getting frustrated by the noise and vibrations they make • Children were back at school and we have no pavements. It is so dangerous • Leaffield had the additional problem of two large water leaks in Fairspear Road for weeks. Thames Water are keen to mend it but the road will have to be closed
Individual	Leaffield	Object	• Burford is on an A road and all of us in the villages live on B roads or unclassified ones

			• A roads get national financial support for their upkeep while our small roads get more dilapidated by the day • The lorry drivers too do not like inflicting themselves on all these small villages. It is so difficult for them to manoeuvre through these small lanes and village streets plus taking more time to deliver items and less deliveries a day • I am so worried that one day we will have a serious accident here in Leafield • We have no footpaths so children, people with pushchairs and the elderly have had to walk on the road. • There are only a few pavements in the village and to get from A to B - we have all managed to walk until this lorry ban at Burford • Burford were also offered a bypass more than once and refused to have one because of losing trade
Individual	Leafield	Object	• The weight limit imposed on the Burford bridge has consequently increased the amount of HGV traffic passing through Leafield • With narrow and winding streets, Leafield is not well suited to accommodating large vehicles • With the recent increase in traffic, it is now common to see lorries mounting the pavement, particularly in front of the church, in order to negotiate the bend in the road • There is barely enough room for 2 cars to pass each other so larger vehicles struggle to get through • The increase in HGV traffic is creating a significant risk of an accident • Leafield has always been a popular destination for cyclists but the transformation in traffic type since the Burford bridge was closed to HGV has made cycling through Leafield more dangerous

			• Negotiating junctions, speed bumps, parked cars and the oncoming traffic are all difficult for the HGV drivers who I am sure haven't chosen to pass through Leafield but simply have no option any more • I daresay the Burford bridge has sustained damage as a result of continuing traffic but the consequence of closing it to HGV has deflected the problem elsewhere onto more minor roads • Revoke the Burford weight restriction at the earliest opportunity to restore the peace and quiet that Leafield and surrounding villages used to enjoy
Individual	Witney	Concern	• The B4022 (Hailey Road) is one of the alternative routes for HGV traffic during the A361 restriction. In my opinion this road is totally unsuitable to carry heavy traffic • West End cannot accommodate HGV traffic in addition to local traffic • There is already serious concern about air quality in West End without increasing the amount of traffic queuing there • The junction with Hailey Road is prone to flooding in heavy rain. Not only will HGVs further damage the road surface which is regularly damaged by fast flowing water, but there is the risk of vibration damaging the underground drainage which clearly isn't coping • Hailey Road itself is poorly maintained, further heavy traffic flow only exacerbates this situation • There is a busy primary school on the edge of Witney. Twice a day this creates a lot of traffic, both cars and pedestrians. If HGVs are regularly driving along the road there will be a significant hazard to children and their parents • The pedestrian crossing outside the school is raised. HGV drivers ignore this and do not drop their speed resulting in a loud clanking and clattering as they drive over it

			• The foot path between the school and Foxburrow corner is poorly maintained, very narrow but it is well used - feels dangerous to walk on with large vehicles accelerating up the road out of Witney very close to where you are walking • The B4022 then travels through Hailey village. The main road through the village is narrow in places • Beyond Hailey the B4022 is narrow, undulating and has many bends • Why divert heavy traffic along country lanes and through small villages when there are A roads available which are constructed and maintained to manage heavy traffic?
Individual	Leaffield	Object	• The volume of HGV lorries is incredible, Leaffield is a small village with narrow roads that are not suitable for HGV traffic • It will not be long before there is a serious accident • The safety of our children is threatened as they cannot walk or cycle to school safely and other elderly people feel frightened by the proximity of the lorries when they are using the very narrow pavements • This is in addition to the noise and pollution caused by the sheer volume of HGVs • While I appreciate that this is a serious problem for Burford and they rightly want to solve it, it must not be at the expense of neighbouring small villages
Individual	Hailey	Concern	• Have definitely noticed a significant increase in HGVs using the B4022 through Hailey over the last 12 months at all times of the day • At certain points in the village, the road is very narrow and large HGVs add to the risks for pedestrians and school children at this point • At present there is no 'lollipop' person to assist the children across the road, and at the beginning and end

			of the school day the problem is exacerbated by the number of cars parked near the school. • Many of the houses give right on to the road it would be no surprise if persistent use by HGVs may damage some of the properties , whose foundations were not built to cope with heavy traffic of this kind • Increased traffic, particularly of HGVs, also presents risks for motorists emerging from the 'blind' corners at Church Lane and Giernalls Road • The impact of these HGVs must also be felt in West End and Bridge Street in Witney, and must also have an impact on air quality • The B4022 is a B road with speed restrictions, and some narrow bends between Hailey, Finstock and Charlbury. It is not a suitable route for HGVs, when there are good A roads available - the A361, the A 424, and the A 4095
Individual	Little Barrington	Object	• Hope that the experimental 7.5T weight restriction through Burford is lifted once the 18 month trial period comes to an end • The road through Burford is an A-road, and also the confluence of 2 A-roads at both ends • The most suitable route for HGVs needing to cross the Windrush is on existing A-roads • Outside of the motorway network, A-roads are the primary route by which to transport goods, whether this be via small or large lorries. To prohibit them from using the A361 through Burford is non-sensical without alternative routes being identified and or built • The effect of prohibiting the HGVs through Burford and enforcing it using expensive technology means that these HGVs are now using other routes. • Some of these routes are through villages such as our own (Little Barrington), where existing TROs are in

			place, but are impossible to enforce without the same expensive technology • The roads through these villages are narrow and unsuitable for HGVs • Seeing significant increases in HGV volumes and the associated damage to roads, verges, bridges and even parked cars • To move the HGV problem from Burford onto smaller communities with fewer resources to enforce existing TROs is not the solution • The police are not equipped to deal with enforcing the existing TROs in these communities - report HGVs to the police and they will not do anything because while the HGV are breaking the TRO, they need to access locations the other side of Burford and travelling through the villages, where there are no cameras is preferable to taking the better A-road route through Burford • Since the HGV ban has been in place, it is no easier to drive into Burford and park the car than it was beforehand • The Burford situation will only improve if there is an adequate alternative which would benefit Burford on two fronts. It will remove the unwanted HGV traffic, but also the cars which are simply passing through • To deal with the HGV problem there needs to be a viable alternative route – a bypass: the current situation is a bypass by proxy where the relief roads are small country roads, unsuitable for heavy traffic
Individual	Woodstock	Object	• In recent years the population of Woodstock has been increasing and will continue to do so as more newly built houses come on-stream. This brings with it an increase in traffic in this little town. • All local and through traffic uses Oxford Street, the main North/South road. It is narrow with pinch points at its southern and northern extremes, the pavements are

			very narrow so pedestrians, mothers with prams, children, disabled and the elderly users are very close to passing traffic • Also this main street is also used by several buses - 5 bus routes go through the main artery- with bus stops on both sides of the street inevitably reducing space for other traffic • It is against this background that the increased commercial traffic resulting from the closure last summer of the A361 through Burford should be seen • There has been a significant increase in HGVs travelling through Woodstock. This, by itself, would be a cause for concern • However, the much larger accompanying increase by a 3rd in bigger HGVs, especially 5 and 6 axel trucks, is overloading the town. These are very large vehicles to be using in such numbers the narrow main street • Quite literally, properties on this street tremble as they pass by. The commensurate increase in air pollution is a further cause for concern • Do not to extend the temporary restriction on the A361 to such traffic . I quite understand that Burford residents also have concerns about town traffic. However, the absolute ban in Burford has disproportionately and unreasonably shifted this traffic to Woodstock • Could the ban be lifted, perhaps whilst a more detailed study is made to allow other possible solutions to this problem be considered?
Individual	Little Barrington	Object	• The change in our lives and to the small rural village of Little Barrington has been devastating since the 7.5 t limit on A361 through Burford • Burford Town is sited on BOTH the A40 & A361 both major trunk roads since the Middle Ages • The residents of Little Barrington, a rural community, chose to live here because it is, just that, rural. They

			chose peace & quiet, a small village community, in the valley, away from major roads & united by the village green • We now wake to the house shaking and the screeching of brakes as once again a vast lorry comes face to face with another vehicle and no where to pass • The village is literally physically shaken and now divided into two, bisected by a busy road with HGV s bi-passing Burford thundering through the village at speed • This has been inflicted on us. This was not our choice • HGVs on A roads ONLY • The largely single track road that runs from Little Barrington to Great Barrington is narrow. There is no turning or passing spaces for HGVs • The pavement, and or the green are used at speed by the HGVs to push their way through, endangering anyone or anything that happens to be in the way • In just under a mile of road mile we have overhanging trees which have been broken by the height of the HGVs, bridge over the stream destroyed, despite being rebuilt and placing posts either side to raise awareness of the proximity of the stream & bridge, three lengths of pavement on blind corners which are too dangerous to use, particularly near the Fox Inn pub and endless erosion of the village green by HGVs endangering visiting picnickers & walkers who unaware of HGVs speed & proximity • 20 x Driveways / entries onto the road, 5 x T- junctions, 5 x Blind spots / corners, 2 x Single track narrow bridges over The Windrush river, 3 x Notoriously dangerous black-ice sections of road nr rivers & stream • PLEASE BRING BURFORD HGV weight restriction to an end
Individual	Leaffield	Concern	• It seems illogical to divert HGV traffic either by design or default from an A road to a mixture of B and

			Unclassified roads which have neither been constructed to a specification to cater for this additional heavy traffic nor designed to accommodate the largest HGV vehicles • Has appropriate survey work been carried out to access the potential affect on alternative routes? • Have funds been allocated for appropriate signage and future maintenance, which will be considerably more per route mile that it would be for an A road (due to the existing poorer specification)? • What thought has been given to Health and Safety (in relation to HGVs passing through village along unclassified / rural roads and presenting a safety issue to pedestrians and / or other motorists)? • To proceed with the proposal would, in my opinion, be completely illogical, a detriment to safety and wrong in respect of the Council's Highways strategies and policies
Individual	Woodstock	Concern	• Please do something about the increase in good vehicles going through Woodstock now on the A44 since the weight restriction on the bridge at Burford • Every town will have these vehicles for local deliveries etc. but this extra onslaught is too much
Individual	Woodstock	Concern	• The A44 must not have additional HGVs • Children in our community should be able to travel to school safely and the members of our communities, who live much closer to the main road, should not worry about the dangers of heavy and fast traffic which are close to our narrow pavements as much as they do • Burford should not be able to 'buy' peace and quiet if it means other communities such as Woodstock have to suffer in expense
Individual	Leafield	Object	• We have noticed that the level of traffic in Leafield has increased since the ban of lorries of 7.5 tonnes in Burford in September 2020

			• This has had an impact because it now means that the HGVs use Leafield as an alternative route • Many of these vehicles are too wide for the main village roads and have caused damage to the village's grass verges where there are narrow passing places • In some parts of the village, the roads are only suitable for one vehicle at a time so is completely unsuitable for larger vehicles • The vibrations from the HGV traffic is causing vibrational and structure damage to the historic houses along the route through the village • It is an increasing concern because more of the vehicles are accessing Leafield which is ruining the roads which can only be fixed at the expense of the taxpayer • This also has an impact on the environment because the larger volume of traffic is causing greater air pollution. The whole of Leafield and the Wychwood forest is considered a conservational area • This temporary ban should be lifted removing the need for this traffic to pass through Leafield and the surrounding area
Individual	Woodstock	Object	• The current temporary HGV ban through Burford has moved the problem to Woodstock, a town with many more residents living just a narrow pavement width away from the A44 • There is a noticeable increase in HGVs thundering through the narrow streets of this historic town • Woodstock already has its fair share of through traffic and cannot cope with the additional traffic from a town who paid (!?) for their problem to be moved elsewhere • Before a decision is made I would encourage you and your team to walk from Old Woodstock into Woodstock town centre, to fully appreciate what pedestrians face along that stretch of the road

			• Maybe an alternative solution can be found which suits both towns (and the others villages now also affected) • Diverting HGVs to Woodstock and other villages is not the answer
Individual	Woodstock	Object	• Both Burford and Woodstock are lovely and historic small towns that deserve protection but is wrong that Burford should be able to shift essential lorry traffic onto Woodstock and other small Cotswold towns • The current ban on HGV traffic through Burford should not be extended in January • It is totally unfair that Burford should be able to protect itself at the expense of neighbouring communities
Individual	Woodstock	Object	• Understand why Burford wants to get rid of trucks • This has undesirable consequences elsewhere, in particular in Woodstock • The roads in Woodstock are narrow, especially in the vicinity of the Causeway/Black Prince • The A44 runs right through the middle of town, where pollution and noise are confined, making for an unpleasant environment • Woodstock cannot avoid having its fair share of heavy trucks, but it should be its fair share • The Burford Lorry Ban should be rescinded
Individual	Woodstock	Concern	• In the 5 years that I have lived here the volume of traffic on the A44 has increased significantly, presumably because of all the new building towards Chipping Norton • It can genuinely take several minutes before one is able to cross from one side of the road to the other • In the last year, however, it has become even more noticeable that a large proportion of this traffic is HGVs as a direct result of the HGV weight restriction that has been enforced on the A361 that goes through Burford

			• I appreciate that HGVs are an issue for many villages and towns, however the answer cannot be to displace HGVs from one town to another • Why should Burford be able to buy peace and quiet with the result being that HGVs thunder through Woodstock, very close to houses, causing pollution and intimidating residents trying to walk along narrow pavements • Take into consideration the impact your decision will have on surrounding villages and towns who do not have the means to also “buy a ban”
Individual	Field Assarts	Object	• I'm now more concerned for my safety whilst driving and running, which I've been doing safely for the last 5 years • I'm now concerned if we will be able to safely live here as a family, without compromise to our livelihoods, as my daughter grows up • Surely it's inherently wrong that this weight restriction can be implemented without a full safety assessment, as surely this hasn't been done correctly, due to roads clearly being too narrow to accommodate HGVs
Individual	Witney	Object	• The Burford weight restriction has severely adversely affected the through traffic down our street; we now have huge juggernauts cutting through from the direction of Burford • These vehicles are so large that the poor old (3/400 year old) buildings creak and shake and the road is damaged due to the sheer weight of these vehicles • Often the lorries have to stop and let other large vehicles (like buses) by and as traffic parks on both sides of West End • This is a narrow and beautiful street, with plenty of character, surely worth preserving • The volumes of such large heavy industrial vehicles using our street as a cut through should not be allowed to continue

			• Stop the Burford weight restriction trial now
Individual	Woodstock	Object	• Traffic has increased and it we are getting more and more heavy lorries through the town, which is not suitable for it • I have to wait minutes to cross the road at some times of day • Were I a young parent, I would be very concerned at crossing with children • Please can we have this experiment stopped as it is not right that Burford was able to “buy” peace and a restricted route, while Woodstock and others are now suffering
Individual	Woodstock	Object	• Now dread walking into Woodstock thanks to the huge increase in very large lorries following the Burford hgv ban • I am 77 years old and regularly find myself pressing my back to the wall when hgvs pass close to the narrow pavement. If a parent with a buggy comes towards me I must often step into the road. Schoolchildren also walk this route every day • This section of road is totally unsuitable for hgvs and there is no way of widening it • Exiting our lane by car is also a scary experience and we have to exit blind as number 64 Manor Road blocks our view of traffic coming downhill. It is an accident waiting to happen • I understand why Burford doesn't want the hgvs but they have a much wider high street and their houses are set back so they are less affected than Manor Road residents • Abandon the Burford lorry ban, Woodstock cannot cope and lives are at risk
Individual	Leafield	Concern	• As Leafield resident I have to experience these massive vehicles drive through our village green and school with

			all the children breathing all that extra pollution especially at a time when our government is pretending to be concerned about the planet
Individual	Woodstock	Concern	• Major concern over the level of HGVs now using Woodstock as a rat run • We live in a property set back from the main Oxford Road within the 30mph zone however when HGV's drive along the Oxford road our house shakes, if we have our windows open it wakes us up at night • We drive our children to school because of safety concerns for our children walking along Oxford Road due to the HGVs • Witnessed on more than one occasion a HGV mount or clip the pavement on the Oxford road due to narrow roads • I am aware the council are in talks to make the weight restriction in Burford permanent! I request with huge concern that this is rejected
Individual	Woodstock	Object	• Living on the A44 in Woodstock we had already perceived an increase in the number/size of HGV's on the road but it was our neighbour who informed us that it was actually down to Burford enforcing a lorry weight limit. They had simply moved their HGV problem to us • I find it incredible that a town can 'pay' to remove this issue from their road - only for it to be transferred to another • Woodstock has incredibly narrow pavements in places and it can only be a matter of time before there is a tragedy • We would not allow my daughter to cycle to school and even I sometimes feel nervous about walking along some parts of the pavement and I'm an able-bodied adult • This is down to the much wider issue of the lack of planning and road development in Oxfordshire. We

			need to take this issue away from roads through small towns and villages that simply weren't meant for this volume and size of vehicles. • But this Ban cannot be allowed to go ahead to benefit Burford, with no regard for its effect on other communities
Individual	Hailey	Object	• IT IS TOTALLY INAPPROPRIATE FOR HGVS TO THUNDER THROUGH HAILEY • Creating damage to the road surface and, specifically dry-stone walls. from the vibration from HGVs • I cannot emphasise strongly enough that THIS MUST NOT BECOME A PERMANENT SOLUTION, and that AN ALTERNATIVE MUST BE FOUND
Individual	Woodstock	Object	• On both sides of the road in Burford, the footpaths are wide, and (with exception only of the 100 yards or so at the Burford bridge end) are set very well back from the road mainly by wide verges and partly by parking bays • This alone makes Burford safer for pedestrians • The houses and shops in Burford are much further from vehicular traffic noise and fumes • Burford High Street and The Hill has only the very slightest of bends, which means that the view ahead for drivers is not restricted • The Bridge, which is narrow, is safe because it is controlled by traffic lights, and has refuges for pedestrians • Compared with the A44 through Woodstock, the majority of the footpaths through Woodstock are immediately alongside the road and in parts are little more than 2 feet wide • At a point the road itself is not wide enough for 2 H.G.V's to pass in opposite directions • For much of Manor Road, the footpaths and roads are so narrow that passing large vehicles and buses cannot

			avoid their mirrors overhanging the footpath, which is very dangerous for pedestrians • Fumes and dirt, dust and spray from HGVs is thrown across the footpaths • Consideration must also be given to the fact that children attending school from Old Woodstock have no alternative but to use this route to and from school • Safety and health of residents and road users must come first • I suggest that, not only should the Burford H.G.V. ban be removed, but that Woodstock should have a 20m.p.h speed limit right through the town with AVERAGE speed cameras at each end
Individual	Hailey	Concern	• Shocked at the high level of HGV traffic through Hailey • Levels of traffic are more suited to that of a primary 'A' road • There is a high occurrence of HGVs associated with the construction industry which really has no business to be driving on a country B road • There are also a large number of 40' flat bed HGVs moving plant through the village and these, like all the large HGVs, will need to drive through West End into Witney which must cause no end of disruption • Whilst I accept that there will always need to be large vehicles moving through to local destinations, it is clear that the B4022 is just a route through to some distant location due to the restriction at Burford • It defies any logic that your department did not fully think through the impact that restricting HGVs from an A road in Burford would have on the surrounding areas • It cannot be long before the environmental impact will be felt on these roads let alone the safety impact of such a decision to road users, pedestrians and residents alike

			• Surely it is not safe to force these large vehicles into making long and narrow diversions due to an ill-advised restriction to appease a single village • The villages on the unofficial diversion routes are even less suited to such large vehicles and have pavements that are narrow and sometimes not in the best of repair • I have no doubt that if you make the restriction at Burford permanent then you will be inundated with similar restriction requests from all over the impacted area with each having just as much justification than the residents in Burford • I wholeheartedly support all the residents in the affected areas in calling for you to revert back to normal operations in Burford when the trial period ends
Individual	Woodstock	Concern	• Concerned about the high number of HGVs coming through Woodstock, HGV traffic has got significantly worse • The A44 in Woodstock is not suitable for any additional HGVs • Our children must be able to walk or cycle to school in safety. I have been shocked at the danger they face and the near misses I have seen • The older members of our community should be able to go out and not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements • We need HGVs to supply all our shops etc. But this is something that applies to all communities • Horrified that the increase on our roads is impacted by the diversion to avoid Burford • Woodstock has narrower roads and at places very narrow pavements than Burford. Both towns have tourists and are scenic communities
Individual	Woodstock	Object	• I live on the A44 and the recent HGV traffic has had a hugely negative impact on my family's life

			• Increase in noise and pollution • The now incredibly unsafe route to town with speeding HGVs passing a few inches away from us on the narrow pavements is unacceptable • Burford is far better placed to allow HGV traffic than Woodstock as it has wider pavements and its buildings are further back from the road
Individual	Leaffield	Object	• I should like the OCC to revoke the restriction at the conclusion of the 18 month trial • Since Burford paid for the trial weight restriction, surrounding villages have suffered from significant increases in HGV traffic and they are simply unsuitable routes • This increase in HGVs causes me concern because the B roads here are not built for high volumes of HGVs • We have to have the occasional large vehicle at harvest time • If you see how close to the roadside and to parked vehicles these trucks get you have to have concerns about safety • Large numbers of cyclists use these minor roads in addition to the children attending the local primary school
Individual	Woodstock	Concern	• I live on the main road and have found the increase in the number of large transport vehicles passing the house completely intolerable • We all understand that goods have to be moved around the country but sharing the load around the many beautiful towns in the area seems more reasonable than allowing one community to ignore the impact their decision will have on others • The main road through Woodstock was already busy, narrow and congested and it has become impossible for

			us to walk our children to school or even enjoy time in our gardens
Individual	Little Barrington	Object	• Since the start of the 7.5 ton experimental traffic regulation Order ("ETRO") of the A361 through Burford, traffic, particularly HGV's, has been diverted through other minor roads • In particular, traffic on the minor the road through Little Barrington has increased significantly • I live about the closest to the road and am adversely affected by HGV noise, my security lights coming on at night and an increase in traffic pollution • The road through Little Barrington and the adjacent houses were not built to sustain the current level of HGV traffic
Individual	Leafield	Object	• Noticed a great increase in heavy traffic through the village since the imposing of the decision to ban HGV traffic through Burford • Many of the Leafield families walk their children to school along some very narrow pavements, particularly near the church and, as well as being extremely unpleasant, this is an obvious danger on these single file pedestrian pavements • The air quality in Leafield is also affected by the increase in heavy traffic • The low loader lorry I recently confronted would have been able to drive straight through Buford high street as parked cars and pedestrians are away from the road • I believe that the haulage companies do not want to make this detour through the villages attempting to avoid parked cars, narrow roads and other traffic hazards and increasing their driving time and fuel consumption • I would urge Oxfordshire County Council to revoke the ban on HGVs through Burford to enable village life in

			Leaffield and surrounding villages affected by the considerable increase in heavy traffic to continue safely
Individual	Hailey	Concern	• When a lorry passes my house the room goes dark, the noise sometimes blocks the radio and tele sounds and if you're on the phone you can't always hear the person at the other end • The road through the village is becoming very 'holey' which adds to the sound of the lorries rattling over them • I suggested that maybe the speed limit could be reduced • Sympathise with HGV drivers though having to negotiate narrow roads to Charlbury and Leaffield and they don't get much sympathy from other road users! It's not their fault
Individual	Leaffield	Object	• Since August 2020 the increase in HGVs through Leaffield village has been both dramatic and dangerous • The increase has been so bad that we now have to close windows to be able to join regular conference calls, it really is that noisy • The weight restriction has simply moved Burford's problem of being on an A road onto smaller B and unclassified roads through villages with already narrow access and few or no pavements in places • Putting pedestrians at risk • The combination of regular large groups of cyclist and HGVs on our narrow streets, where cars regularly have to give way, in contraflow fashion, to pass through the village is a recipe for a disaster waiting to happen • I'd hate to think that this trial is going to be another example of ether the council or highways authority needing to wait for a certain number of serious injuries or deaths before anything can be done to change the situation • Burford is effectively at the junction of 3 A roads, the A361, the A424 (that has a junction with the A361) on

			the north side of the bridge and the A40 that crosses the A361 at the top of Burford hill • Simply putting the weight limit in place for Burford has meant many smaller villages have become rat runs for HGVs attempting to find their way around Burford in the shortest distance and time possible • Please revoke the trial as soon as possible • If Burford needs a bypass, then build one • Don't appease the good people of Burford by ruining the lives of the good people in the surrounding villages • Look at a wider solution that keeps HGVs transiting on nothing smaller than A roads and put a policing system in place to control them
Individual	Hailey	Object	• Traffic through our village of Hailey has definitely increased during the ban and with no pedestrian crossing near the school we feel this is an unacceptable and unnecessary increase
Individual	Hailey	Object	• As we have opened up again the number of the very large lorries has increased noticeably • In the past this has provoked only slight, temporary inconvenience as the size of lorries which regularly used the B4022 could easily cope with the road's temporarily reduced width • Since the very largest lorries now have fewer alternatives if they need to cross the river, they are forced along this route to West End, Witney at all times of the day • This has provoked manoeuvres which can only be described as dangerous, so much so that the Head of Hailey school has recently requested that the Crossing Patrol be reinstated • As reports surface about the process by which this ban was enabled, it leads to questions about the rigour with which OCC Officers scrutinised the proposal

			• A 17-mile barrier to crossing the river is difficult to work round • In a letter to WIVTAG, Burford Town Council (John White) openly admits that most (if not every) study conducted over a 20 year period has failed to find good, usable alternative routes, including the one conducted immediately before the implementation of the ETRO • The last failure did not result in the abandonment of the project; as a result it became "a conditional ETRO for 18 months to determine the routes that HGVs would indeed divert to" • We are also told in the same document that Cabinet Member Cllr Yvonne Constance "balanced on one side the environmental, economic benefit to Burford, the pollution benefit to Chipping Norton and Burford and on the other side the economic loss to hauliers and the impact of diverted traffic HGVs on other communities" • It is also reported that OCC initially declined to implement the plan because of budgetary concerns. At which point interested parties agreed to provide financing and gained approval • A recent meeting in Leafield between farmers and OCC Officers enlightened them about hauliers refusing to pick up harvested crops because of the hassle created by the ban • This ban is in direct contravention of OCC's published regional policies on the environment (West End pollution levels) and traffic policies (best use of the road network to reduce congestion and pollution) • An expansion of the permit system will not solve this • This A-road does not just serve locals
Individual	Woodstock	Object	• I see on a daily basis the extra HGV traffic through the town (A44) as a direct result of the Burford restriction • This will increase the road safety dangers in Woodstock • It also substantially reduces the air quality in the town

			• There is a solution though: Allow Burford to keep their restriction and build a by-pass for Woodstock • If you look at the West Oxfordshire Local Plan and the Blenheim/Pye proposals for new houses on the south-east, east, and north-east of the town, requiring the developers to build perimeter roads around these new houses would go a long way towards a by-pass • Some new roads will have to be built, otherwise the pollution the town will increase even further
Individual	Witney	Concern	• Concerned about the increase in HGV traffic and the impact of the Witney infrastructure and air quality • Witney clearly has significant traffic problems already, which have yet to be resolved, this trial only adds to these issues
Individual	Woodstock	Concern	• Taking a walk from my house, past the Black Prince and along the A44 to the Barnpiece estate can at times be a nerve-racking process, as the large lorries whistle past • For other people, e.g. parents with children, people with mobility issues, the walk along the narrow pavement must be difficult • I appreciate the importance of HGVs and understand they must travel along the A44, but do not understand why Woodstock is suffering to benefit Burford
Individual	Woodstock	Concern	• Woodstock has a lot of traffic going through on the A44 and it is really not suitable for any additional HGV lorries the ones we have are already a hazard along parts of the road • There are many families with children trying to do the right thing by walking to school and not just jumping in the car but they should be able to do this safely particularly through the pinch points • I have seen older members of the community jump in fear by the fast and heavy traffic along the road where is narrows

Individual	Hailey	Object	• It has caused a 17-mile barrier between Witney and Northleach for traffic going north/south and having to cross the Windrush River • One of the main diversion routes has been through our village of Hailey on the B4022 • We are aware when out walking of the increase in heavy vehicles passing through. The main road narrows close to the entrance to our primary school causing an additional hazard for children crossing daily • The cottages in the middle of the village are very close to the road and must be experiencing added air pollution and noise disturbance as well as structural damage
Individual	Crawley	Objection	• I am writing to register my objection to the current Burford weight restriction and ask that it be lifted at the earliest opportunity • Prior to the Burford weight restriction, we already had major concerns about the amount of traffic and the speed at which it goes through the village and particularly along that part of the road • After the Parish Council did a traffic survey 2 years ago it was found that the average speed along that section of the Leafield Road is 47 mph • With the addition of the Burford weight restriction the village, and in particular that section of Leafield Road, has become an incredibly dangerous place to live • The size of some of the vehicles that come through the village is terrifying • We have little in the way of pavements and navigating your way around the village on foot has become a perilous business • The chicane on the Leafield Road is the scene for literally daily confrontations between vehicles that have become 'stuck' • The quantity of traffic is such that as I sat in my lounge last week, I observed a police car sat on the Leafield

			Road, with its siren going, but unable to get past the traffic. An example of how emergency vehicles may not at any given time be able to pass through the village • Whilst I have full sympathy with the community in Burford in relation to weight and quantity of traffic, the Burford weight restriction hasn't so much as solved the problem, but created even bigger problems for the wider community along the Windrush Valley
Individual	Field Assarts	Object	• Since it's start, I have seen a significant and steady increase of HGV traffic on the road that passes my house, which used to be a much more secluded, local traffic route only • In the narrow stretches of roadway through Field Assarts, there is barely space for a bicycle next to that truck, let alone a car, and yet as the area is rural with NO street lighting, there is no possibility for traffic calming measures to assist with controlling any flow • There are insufficient verges through the area to walk on, and there are a growing number of young children that live in the area. It is simply wrong to make them have to jump onto uneven grass verges that in non-summer months are usually very wet, slippery and muddy • I do appreciate the efforts to reduce the use of large vehicles through Burford – but a ban in the way it is currently proposed IS SIMPLY SENDING THEM ELSEWHERE • I don't think it is possible to actually STOP the use of large vehicles, but I have to question why, when the A361 through Burford has been a major road for a very long time • People have a choice where they live – and the people who live in Burford decided that they wanted to live there – and it is entirely their prerogative. What is NOT their prerogative is to CHANGE their environment and

			FORCE OTHERS to change their environment as a result • If they are not happy with Burford and HGV usage of that road, they can continue to lobby the businesses in the area to use smaller trucks
Individual	Leaffield	Concern	• Roads are narrow in Leaffield and pavements in Lower End are minimal • There is considerable pedestrian traffic in Lower End as parents and children pass to and from School and of residents walking to the shop and walking dogs • I have seen vehicles coming from the greens force HGVS to swerve onto the very narrow footpath as this bend is difficult and very restrictive • By the School the HGVs pass within 2 yards of a classroom wall • There is a further problem when the bins are out for collection. These hide small people who may well be unpredictable in their efforts to cross the road • Please prevent HGVs from coming through Leaffield and allow access for delivery to Leaffield only
Individual	Woodstock	Object	• Since Burford were able to buy itself out of having HGVs driving its roads they have all been coming through Woodstock on the A44 • Woodstock has tighter bends and narrower pavements • Woodstock is not suitable for HGVs especially as schoolchildren and elderly citizens are intimidated by the fast and very heavy lorries driving through the town. It is very dangerous by The Black Prince public house where the pavement is very narrow • With extra houses also being built in the area, the problem will get even worse with extra cars as well as heavy lorries • Please change this anomaly in January 2022

Individual	Woodstock	Concern	• We live in Old Woodstock and to get to the town we have the only one option - to walk along A44 • This route is not safe anymore because it has very narrow pavement and traffic with additional HGVs has become intimidated, fast, heavy and dangerous • We are asking you to take action now and make our children able to walk or cycle to school in safety
Individual	Woodstock	Concern	• It has recently come to my attention that excessive traffic has been diverted from Burford through to Woodstock • This has been brought to my attention by a leaflet push through my door which has on the back a picture of a road with a line of cottages next to the A44, My cottage is one of these, as you can see the houses are very close to the road • We have defiantly noticed increased traffic and noise over the last few weeks due to this diversion • There has also been a lot of breaks locking up by HGVs having to break hard due to avoiding people crossing the zebra crossing at the bottom of the hill going through Woodstock • Woodstock has a lot of tourists as has Burford • This decision to divert traffic seems very unfair and potentially dangerous to tourist, elderly people and children in Woodstock
Individual	Crawley	Object	• Crawley is a small village with narrow roads and no pavements, except across the causeway • The number of vehicles coming through the village has increased significantly since the new junction with the A40 was opened at Curbridge as local traffic seeks to avoid going through Witney • Add to this the increase in HGVs trying to find alternative routes now they cannot go through Burford,

			and we end up with jams, delays, and damaged infrastructure • The roads can just about cope with two cars passing in some places, but not cars and HGVs, and the result is lorries driving up onto kerbs and verges with damage to culverts, kerb drains, and walls of some properties • I acknowledge that traffic is increasing everywhere and local businesses need to be able to access destinations using economical routes, but HGVs must surely use appropriate roads, at least until the final stage of their journey - in accordance with Oxfordshire's Transport Plan • The roads in Crawley are labelled as unsuitable for HGVs and cannot cope with large numbers of them. It has become unpleasant, and at times unsafe, to walk in the village • I also acknowledge that the residents of Burford don't like HGVs driving through their town, but the A361 is an 'A' road • It is hard to understand how it can be acceptable to simply ban many HGVs from Burford and offload them onto neighbouring communities who don't have suitable roads, and onto Witney, which already has considerable congestion and high levels of air pollution
Individual	Hailey	Concern	• Express concerns regarding the Burford Weight Restriction for HGVs and to ask for OCCs decision to be to stop this restriction after its trial period • Closing the A361 in Burford creates a 17-mile barrier forcing HGVs through other areas, including witney and on to the B4022 through my village, Hailey • It does not make sense to force HGVs off bigger, more suitable roads like the A361, onto smaller roads • This will damage these smaller roads • The roads that these vehicles are forced onto have very narrow pavements, or indeed they have no pavements

			at all. As pedestrians we are very threatened by this. Our children are scared walking to school and to the park and other parts of the village • This is a threat of actual physical harm • Finally these HGVs are driving extra miles in diversion due to these restrictions which is also adding to air pollution. I believe that this conflicts directly with OCCs target for net zero carbon
Individual	Woodstock	Object	• While the return of high levels of all kinds of traffic on the A44 may be partly attributed to post lockdown relaxations, it does seem unfair that an extra proportion of very large lorries may be attributable to Burford's temporarily imposed weight limit • Burford's gain becomes an increased problem for surrounding areas, particularly in towns such as ours where the street and pavements are narrow • On walking home from the town, I round a corner where the High Street meets the A44. The path there is very narrow and the adjacent corner house is quite a high building - and I can tell you that being trapped in that narrow space when a high-sided vehicle is moving quickly past is a truly frightening experience • There are other points in the town where the paths are narrow and on a bend and where there is nowhere to stand back when an HGV approaches speedily • Our lorries are essential as we know all too well at the moment, and we must accept our fair share of them. That should not entail passing that share on elsewhere
Individual	Crawley	Concern	• Concerns regarding the HGV's driving through Crawley due to the weight restrictions on the Burford Bridge • If these restrictions are to be permanent perhaps one solution would be for a weight restriction on our bridge too, which is surely more in need of protection than the larger Burford Bridge

			• There are many people walking through the village. This is rather dangerous for them, especially with children, as the road by the bridge is so narrow that these HGV's and indeed some cars, need to mount the pavement in order to pass • Please try to stop the Burford weight restriction at the end of the 18th month trial
Individual	Crawley	Concern	• I am writing to express my concern about the number of HGV's driving through our hamlet of Crawley, because of the weight restrictions on the Burford bridge • On one hand the bridge at Burford is being protected thus leading to our small bridge in Crawley being damaged by the over-use of heavy HGV's • It will lead to a great expense when the Crawley bridge is badly damaged and needing major repairs due to the large amount of very heavy vehicles passing over • Already there are many signs of damage to the bridge and indeed to the pavement leading to the bridge, where, because of the narrow road, lorries and even cars are having to go onto either the verge or the pavement in order to pass • Really dangerous when there are pedestrians walking along the pavement • I realise that the bridge in Burford needs to be protected but surely not to the expense of the bridge in Crawley • I cannot understand why these HGV's are being diverted down such a minor, narrow road through Crawley. Surely there must be a better way using major A roads
Individual	Crawley	Object	• Since the weight limit has been introduced, we have seen a lot more HGVs through the village of Crawley • The roads through Crawley are extremely narrow and lack footpaths

			• Due to the size of the vehicles coming through the village we now tend to drive somewhere for walk as we don't feel safe having a young family and walking around the village • I would also add that one of the diverted HVGs burst a gas pipe outside our house (witnessed by my father in law) as he had to go up onto the verge to avoid a car. Then drove off not even knowing that he had hit and caused considerable damage to our gas mains leading to three households being evacuated, one of which was for two weeks • With this in mind I hope that you reconsider the decision and lift the trial weight restriction through Burford • Maybe look at options such as lowering speed limits and repairing roads to lower noise levels
Individual	Woodstock	Object	• The trial ban on lorries in Burford has led to a dangerous increase in HGVs in Woodstock, on a narrow stretch of the A44 with tight bends • Our children must be able to walk or cycle to school in safety; older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements • Please look for an alternative solution rather than continuing the ban when it is reviewed in January
Individual	Crawley	Object	• Seen a very noticeable increase in the number of HGVs coming through our village • In particular we are seeing regular trips by aggregate and earthworks vehicles (4-axle 32t capacity) that we never saw before but there are a number of 6-axle articulated vehicles that come through too • The roads through Dry Lane and Leafield Hill provide a north/south route with a bridge over the River Windrush and there is no weight restriction • Despite the narrow roads and blind corners, some HGV drivers are using Crawley as an alternative route when

			they are diverted by the ban on the A361 through Burford • Crawley's roads were never intended to cater for HGV traffic. Almost all our roads are narrow single lane roads with passing places and we have only one length of footpath • Everywhere else, pedestrians must walk in the road. The increase in HGVs is damaging to the highway infrastructure and dangerous for residents and visitors • Crawley, and many other communities in the region around Burford, are suffering from the decision to allow Burford to close their High Street to HGVs • There must be a better way to manage freight movements across the whole region and I would urge OCC to work with businesses, residents and road users to find a regional solution that puts large vehicles onto the most appropriate roads • OCC's Local Transport Plan gives an undertaking to deter HGVs from travelling on inappropriate routes but the willingness of OCC to approve the Burford restriction seems to be a direct contradiction of OCC's transport policies • OCC has actively taken HGVs off a wide A-road and forced them to use longer diversion routes, many of them on minor roads
Individual	Woodstock	Concern	• The A44 is certainly not suitable for more HGVs, it has too many already • The A44 is a definite turn off. And am thinking of moving, due to the loud sound and more frightened to go on the main road, due to its narrow roads and the speed and danger it involves
Individual	Woodstock	Object	• The A44 in Woodstock is not suitable for the current useage by HGVs and definitely not suitable for any additional HGV traffic

			• I live in North Woodstock where the A44 is very narrow and I am not safe when I'm walking along the pavement (also narrow) • Even driving on the A44 can be hazardous when, at the narrow part of the road, HGVs attempt to pass each other from opposite directions • It has been suggested that we write to you and tell you that our children must be able to walk or cycle to school in safety, the older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and even pavements • I do not have young children and I am not old, but I too feel frightened by the number of HGVs that pass me when I'm walking along the A44 pavement • It is a nonsense that Woodstock should have to take Burford HGV traffic and thereby increase the number of lorries passing through our town

Annex C: Permit Scheme Area

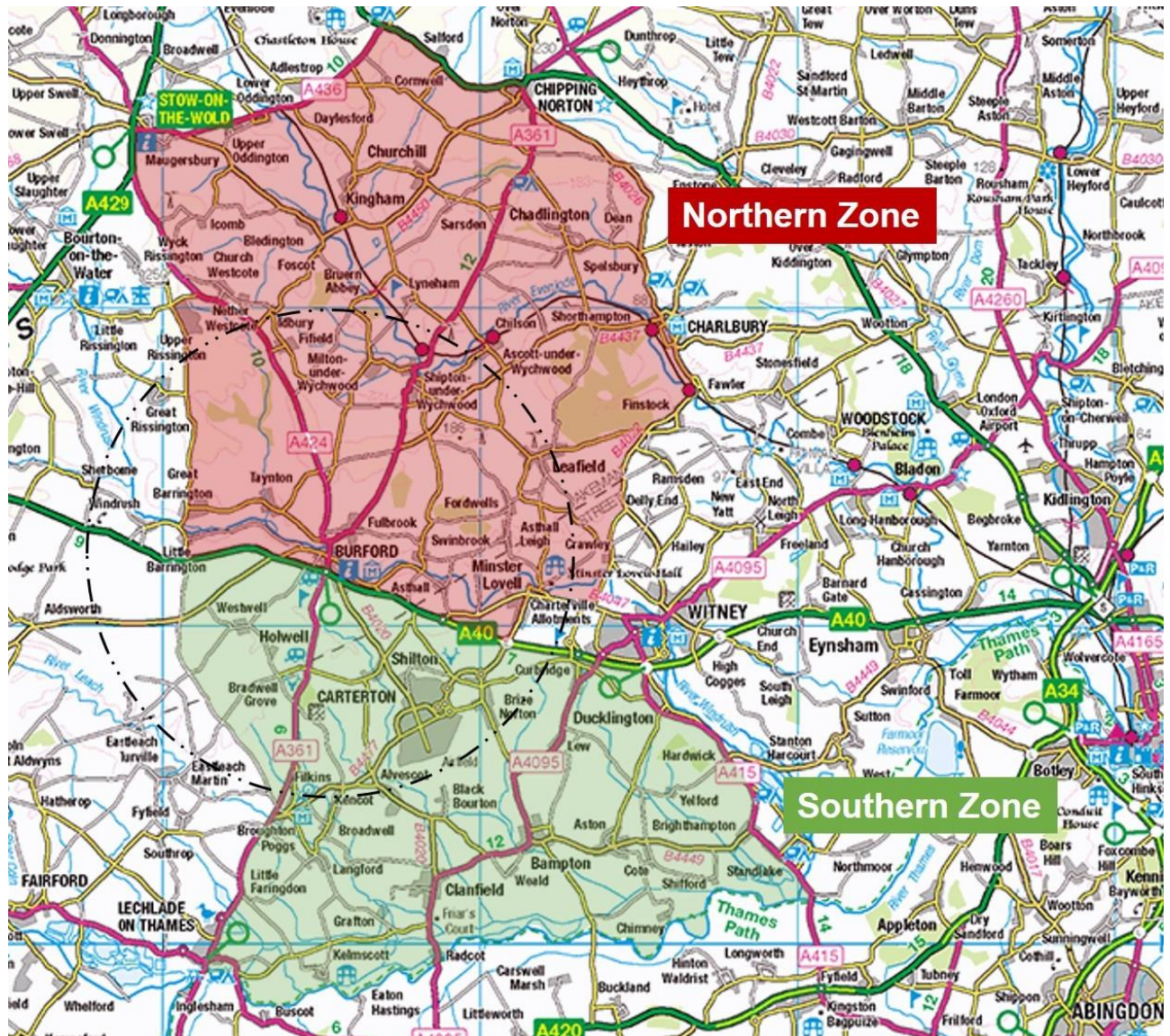
Permit Eligibility:

Northern Area:

- Vehicles with operational base in the area
- Vehicles serving the northern area if provide details to Burford Town Council within 7 days.

Southern Area

1. Vehicles with operational base in the area.



Annex D: ECIA

**Cherwell District Council and Oxfordshire County Council
Equality and Climate Impact Assessment**

Burford Experimental Environmental Weight Restriction

December 2021

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Section 1: Summary details

Directorate Service Area	Environment and Place Directorate Growth and Place Service
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Burford Experimental Environmental Weight Restriction
Is this a new or existing function or policy?	Existing Function / Scheme
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	A weight restriction is considered the most effective way of reducing the issues arising at Burford such as noise, vibration, air pollution and road safety issues due to the presence of HGVs. In order to understand any potential negative impacts of implementing a weight restriction at Burford an experimental traffic regulation order (ETRO) has been implemented for a maximum period of 18 months. The use of an experimental traffic regulation order allows for a period testing of the 7.5t weight restriction to monitor the impact, before deciding if the order should be made permanent. The assumed positive outcomes at Burford of reduced noise, vibration, air pollution and improvements to road safety issues needs to be balanced against any negative impacts (likely to be similar to those being reduced at Burford) arising at other locations such as Chipping Norton, Crawley, Leafield, Witney, Woodstock (etc) due to the re-routing of HGVs because the weight restriction at Burford. Monitoring in February 2021 and October 2021 has collected data showing increases in HGVs in the Witney Air Quality Management area (AQMA).
Completed By	Natalie Moore, Transport Planner Cherwell and West Infrastructure Locality Team
Authorised By	Jacqui Cox, Infrastructure Locality Lead Cherwell and West.
Date of Assessment	27 th May 2021. Revised: 2 nd December 2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Burford Town Council, residents and local members of the County Council campaigned for many years for a weight restriction for Burford. They were concerned about noise, vibration, air pollution and road safety issues associated with lorry traffic as well as the negative impact on the town's tourist economy. The experimental weight restriction became operational on the 5th August 2020 and will run for a total of eighteen-months until 5th February 2022. The first six-months of the restriction (up to the 5th February 2021) was assigned as the consultation period where comments were received from residents and haulage businesses primarily based in the West Oxfordshire area (with some responses received from further afield). Concerns raised in traffic modelling work that lorries might divert via other towns and villages, transferring these problems there instead resulted in a weight restriction being taken forward on an experimental basis. To monitor the impact of the experimental weight restriction, it was agreed to monitor heavy goods vehicles (HGVs) at intervals during the eighteen-month experimental period at key locations to identify any possible, adverse effects. The cost of implementation, including the major costs of signing and enforcement, would be met by Burford Town Council (through fund raising / donations through the local community and other Councils). This project is the first community funded weight restriction in Oxfordshire and is a pilot for other such schemes elsewhere in future.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	A weight restriction is considered the most effective way of reducing the issues arising at Burford such as noise, vibration, air pollution and road safety issues due to the presence of HGVs. However, the assumed positives outcomes at Burford of reduced noise, vibration, air pollution and improvements to road safety issues needs to be balanced against any negative impacts (likely to be similar to those being reduced at Burford) arising at other locations such as Chipping Norton, Crawley, Leafield, Witney, Woodstock (etc) due to the re-routing of HGVs because the weight restriction at Burford. The use of an experimental traffic regulation order allows for a period testing of the 7.5t weight restriction to monitor the impact, before deciding if the order should be made permanent. Monitoring has taken place April 2019, February 2021 and October 2021. Findings will be reported by the end of the eighteen months ETRO period, in February 2022.
Evidence / Intelligence List and explain any data, consultation outcomes,	The ETRO public consultation took place from August 2020 to February 2021 and the responses have informed this ECIA. Additionally, the County Council committed to three rounds of monitoring as part of the evaluation of the impact of the Burford ETRO. This ECIA considers the monitoring that took place in April 2019 before implementation and six months after the scheme was implemented in February 2021, to coincide with the end of the Burford ETRO consultation period and the final period in October 2021.

research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	Analysis of traffic data related to the Covid-19 pandemic indicates overall HGV traffic has not significantly increased or decreased due to Covid-19. We conclude that Covid-19 has not significantly altered the data collected and that data is reliable in assessing the impact of the Burford ETRO. Oxfordshire County Council commissioned Tracsis to undertake the traffic counts at the 16 monitoring sites within the study area. Traffic volume, and vehicle classification for all vehicles was recorded. The Tracsis classified count data for the three periods indicates the Burford ETRO has resulted in significant reductions in vehicles with 3 axles and above, at -56% between April 2019 and February 2021, and -51% between April 2019 and October 2021. There are 5 survey sites where the traffic data shows changes that may be due to the Burford ETRO. Due to the character of these locations officers are concerned about the impact any uplift in HGVs may have on road safety and/or air quality. These survey sites are: 32. A44 Oxford Road, Bladon roundabout 33. A4095 Bridge Street, Witney 34. B4022 West End, Witney 35. UC Dry Lane, Crawley 36. Leafield		
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed	Option Change the Burford ETRO from 7.5t to 18t or greater.	Likely Impacts / Outcomes The monitoring, particularly the October 2021 ANPR data, shows reductions in vehicles over 7.5t at Burford. A weight restriction of 18t would mean the heaviest HGVs would continue to be re-routed. However, there are a greater proportion of vehicles between 7.5t-18t, and therefore there is greater benefits to Burford from a 7.5t restriction. An ETRO cannot run over 18 months duration. Any amendment to the weight restriction would take effect once the permanent order has been made.	Officer Recommendation Not recommended at this time.

service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.			
	Implement environment weight restriction TROs and/or other measures in Swinbrook, Worsham, Leafield, and Crawley.	Recent structure assessment work has indicated bridge structures at Swinbrook require structural (not environmental) weight restrictions. OCC's Structures team will explore the measures required here, separately from this project. If a structural restriction is required, OCC would fund this in the interest to public safety. The likely cost of this to OCC will be in the region of £15,000 for the TRO consultation and implementation of signage. Crawley Parish Council have a plan to alter existing and implement new weight restrictions in their parish. These can be considered separately and on their own merits, as Crawley should not be an alternative route to the A361 through Burford. OCC officers have costed this scheme at around £20,000. This scheme is unfunded. Further environmental weight restriction TROs are not proposed to support the Burford scheme, as they will not be supported by further resources for enforcement. Without enforcement, there are likely to be a higher number of violations. Without enforcement consideration needs to be given to what value these restrictions would bring, and the local communities confidence in the authority when little or no enforcement takes place.	Not recommended

		Trading Standards officers indicate that beyond the benefit gained from the initial implementation of a weight restriction order, concentrated enforcement action does not appear to significantly reduce the number of contraventions. Evidence from the cameras at the A415 Newbridge restriction, where a significant amount of enforcement takes place, shows there has been no reduction in the number of breaches over a 4-year period. The route remains appealing to those following satnavs or keen on cutting time and distance in their journey.	
	Reconsider an Area Wide weight restriction and a more regional approach with neighbouring authorities	This was discounted at an early stage due to the volume and cost of signage and the practicalities of enforcement. The weight restriction proposals at Burford, has in many ways been a unique study, and there are many learnings, not least understanding how the A-road network functions for HGV traffic, the strength of the rural economy in Oxfordshire and haulage operations in rural areas. The Burford proposal has been focussed on and yielding benefits for a small area, mainly within the Burford administrative area, with some secondary benefits at other places on the A361 such as Shipton-under-Wychwood and Chipping Norton. In contrast, although the negative impacts, mainly the re-routing of HGVs, have been dispersed over a wider area, some of these impacts have been passed to Burford's neighbours such as the Barringtons, Leafield, Witney, and Woodstock etc. This has led to the consideration that for environmental (rather than structural) weight restrictions, an area wide approach would yield a shared benefit across neighbouring communities and be clearer to hauliers than a series of point restrictions.	Recommended to be considered within the emerging Local Transport and Connectivity Plan work

		It is recommended to consider the regional freight strategy with neighbouring authorities as part of the emerging Local Transport and Connectivity Plan.	

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☐	☒	Several respondents from the rural areas (especially Leaffield) were elderly residents who voiced concerns regarding their safety when walking around the areas they lived with the increased number of HGVs (especially as the village does not have many / any footpaths)	Continue monitoring the impact of the ETRO before a final decision is made in January 2022. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council)	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Disability	☐	☐	☒	Respondents from the rural areas (especially Leaffield) with mobility issues voiced concerns regarding safety when travelling around the areas they lived with the increased number of HGVs (especially as the village does not have many / any footpaths).	Continue monitoring the impact of the ETRO before a final decision is made in January 2022. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council)	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Gender Reassignment	☒	☐	☐				

Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				
Race	☒	☐	☐				
Sex	☒	☐	☐				
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☐	☒	HGVs avoiding the weight restriction appear to have been rerouting through nearby rural communities / villages with unclassified roads.	Request Burford Town Council review permit scheme operations to expand to include more local rural areas / businesses giving permission for local trips to use the A361. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Armed Forces	☒	☐	☐				
Carers	☒	☐	☐				
Areas of deprivation	☒	☐	☐				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☐	☐	☒	Use of Trading Standards time to assist Burford Town Council in the prosecution of enforcement breaches.	Due to process that has taken place to mitigate the impacts, Trading Standards have not yet reviewed / taken up any cases for prosecution. Since the introduction of the experimental order, Trading Standards resources have reduced further in this area of work. Agreed during the budget setting process, there is 0.5FTE directed to weight restriction enforcement, across the county.	Kate Davies, Team Leader Trading Standards, OCC	Continue to monitor until the end of the experimental period in February 2022. (Ongoing)
Other Council Services	☒	☐	☐				
Providers	☒	☐	☐				
Social Value ¹	☒	☐	☐				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	☒	☐	☐				
Our fleet	☒	☐	☐				
Staff travel	☒	☐	☐				
Purchased services and products (including construction)	☒	☐	☐				
Maintained schools	☒	☐	☐				

We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	☐	☐	☒	- HGV's that are displaced from the A361 in Burford may rerouting through some smaller villages / inappropriate routes in: A. could be increasing carbon emissions into areas where they have previously been low; B. emitting more carbon emissions (in general) during each journey due to the longer distances being travelled to avoid the weight restriction - Witney AQMA – increase in HGV numbers on B4022 West End.	Request Burford Town Council review permit scheme operations to expand to allow more local businesses permission to use the A361 through Burford for local trips. (Completed)	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (Completed)

CMDTDS4

Enable carbon emissions reduction at Burford	☐	☒	☐	Reduction in HGV traffic travelling along the A361 has resulted in an assumed reduction (although not measured) in carbon emissions in the town (as well as noise, vibration, and pollution from moving lorries).	N/A	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (Completed)

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	December 2021
Person Responsible for Review	Natalie Moore (Transport Planner); Odele Parsons (Senior Transport Planner)
Authorised By	Jacqui Cox (Cherwell & West Oxfordshire Locality Lead)

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Burford Experimental Traffic Regulation Order (ETRO) Final Report, December 2021

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1. Purpose of this document

This document outlines the background to the Burford experimental traffic regulation order (ETRO) to prevent goods vehicles that exceed 7.5 tonnes passing through Burford to support the recommendations to Cabinet Member Decisions for Travel and Development Strategy on 5 January 2022.

The Burford ETRO of 7.5t was approved at Cabinet Member Decisions for the Environment on 18 July 2019¹ and has been in place since 5 August 2020. This report considers the traffic monitoring data collected by Oxfordshire County Council; the enforcement data from Burford Town Council; the responses from the ETRO public consultation which ran for 6 months from August 2020 to February 2021 and the broad context of the scheme.

¹ [CMD Burford Weight Limit 2019](#)

2. Overview of the Burford ETRO

2.1 Geographic Context and Study Area

The A361 passing through Burford provides a main north-south route through an area broadly triangular in shape boarded by the A40 to the south, A429 to the west and A44 to the east (see map **Annex A**). The other A roads within this rural “triangle” covering 170 square miles, are the A436 running from Stow-on-the-Wold east to the A44; the A424 running from Stow-on-the-Wold to Burford where it joins the A361, and the A4095 which in this study area “triangle” runs from Witney to Bladon roundabout at the A44. Neither the A436, A424 or A4095 directly replicate or substitute the role of the A361.

The A361 at Burford crosses the river Windrush. The Windrush valley runs broadly west to east, parallel to the A40, within the study area “triangle”, from Bourton-on-the-Water in the west to Witney in the south/east.

For vehicles impacted by the weight restriction at Burford the most appropriate re-routing on the A-road network to the west of Burford is the A40, A429 and A424 or to the east of Burford A40, or A4095 to A44 to Chipping Norton to the A361.

In the study area there are 10 river crossings, shown in table 2.1. Of these only two are on A roads – the A361 Burford, and A4095 Bridge Street, Witney. The Burford ETRO results in A4095 Bridge Street, Witney within the declared Air Quality Management Area, to be the only A-road river Windrush crossing from the south into the study area. Of the remaining 8 river crossings, a further 6 have existing weight restrictions which leaves an unclassified road at Swinbrook and unclassified Dry Lane, Crawley as the only open access routes, but which officers confirm are unsuitable for significant volumes of HGVs.

Table 2.1: Windrush river crossings

River Crossing Location	On an A Class road?	Has a weight restriction?
Bourton-on-the-Water /Little Rissington	No	Yes
Great Rissington	No	Yes
Great Barrington/Little Barrington	No	Yes
Burford	Yes, A361	Yes, ETRO
Swinbrook	No	No
Asthall	No	Yes
Worsham	No	No
Minster Lovell	No	Yes
Crawley	No	No
Witney	Yes, A4095	No

The three river crossings at Swinbrook, Worsham and Crawley are likely to be places where HGVs avoiding the weight restrictions at Burford, and the other restricted crossings, will seek to legitimately route. It is the officer opinion that these three locations because of their rural, narrow, and historic nature are not appropriate river crossings for significant numbers of HGVs traversing the Windrush Valley.

Due to the number of other existing weight restrictions across the river Windrush coupled with the weight restrictions at Charlbury the route via Leafield has become one of the only legitimate direct routes into/from the area north of Burford. Within the study area the B4022 and B4437 could be expected to be the diversion route to avoid A361 Burford, however the weight restrictions at Charlbury prevent this route being taken and has most likely transferred HGVs on to the unclassified roads through Leafield to avoid the weight restrictions.

2.2 Burford Weight Restriction Objectives

The 12 October 2017 CMD² paper outlined the following objectives for the Burford ETRO:

How the project supports LTP4 Objectives:

Burford has long been included as a priority in the Local Transport Plan as a town the County Council would consider suitable for an environmental weight restriction due to the significant levels of HGV traffic.

The proposed Order is considered desirable on the grounds of promoting road safety, reducing danger and congestion, and improving the environment of the area. The proposal is primarily intended to protect the historic residential streets and its community from heavier lorry traffic. The restriction would also force heavy goods vehicles to make full use of the alternative major road network around the area.

2.3 ETRO Evaluation and Success Criteria

The following Evaluation and Success Criteria was agreed at the 18 July 2019³ Cabinet Member Decision meeting:

Officers at Oxfordshire County Council will commission three rounds of monitoring as part of the evaluation of the success of the experimental weight restriction. The monitoring will take place pre-scheme implementation, nine months after the scheme is implemented (half way point), and at eighteen months (end of the experimental period).

A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact.

An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact.

Air Quality Management Areas (AQMA) have been declared in Chipping Norton and Witney due to their high Nitrogen Oxide (NO₂) levels which are above the Government's national air quality objectives. There is a concern that, diverting the HGVs from Burford may have a negative effect on the air quality in one or more

² [CMD Burford Weight Limit 2017](#)

³ [CMD Burford Weight Limit 2019](#)

surveyed areas. For that reason, during the review, we shall also be assessing the air quality levels. If they go above the following, then a decision will be needed on whether to carry on with the experimental weight restriction:

- 55 µgm-3 (microgram per cubic metre) in Witney
- 57 µgm-3 in Chipping Norton.

Air quality is reported on an annual basis by West Oxfordshire District Council. Consideration of the impact of the covid-19 pandemic on the air quality data will be needed, as traffic volumes and composition of vehicles class has altered significantly over this period.

3. Traffic and Air Quality Monitoring Results

The County Council has committed to three rounds of monitoring as part of the evaluation of the impact of the Burford ETRO. This report considers the monitoring that took place in April 2019 before implementation, and at two periods after the scheme was implemented in February 2021 and October 2021.

3.1 Data Collection Methods

For all three data collection periods classified count data has been collected by Tracsis at 13 sites. These counts use tube traffic counters which if installed correctly produce reliable results and are more cost effective than other data collections methods such as ANPR (Automatic Number Plate Recognition) cameras. We consider the data adequately reliable as the same equipment/method has been used over the three surveys to allow a direct comparison to take place.

Note monitoring at Swinbrook, and Leafield only took place in 2021. All relevant data sets have been updated since the July 2021 interim report with data for Site 16 – UC Dry Lane, Crawley from October 2019.

Table 3.1: Summary of Traffic Monitoring Sites

Location	Survey Type	April 2019 (Before ETRO)	February 2021 (During)	October 2021 (During)
Sites 1, 2 and 3 - Chipping Norton town centre A44 / A361 junction (all legs)	Tracsis Classified Count	Yes	Yes	Yes
Site 4 - Burford High Street	Tracsis Classified Count	Yes	Yes	Yes
Site 5, 6 and 7 - Bladon roundabout A44/A4095 (all legs)	Tracsis Classified Count	Yes	Yes	Yes
Site 8, 9, 10 and 11 - Witney town centre A4095/B4022 junction (all legs)	Tracsis Classified Count	Yes	Yes	Yes
Site 12 - B4022 between Witney and Charlbury (Witney Road, Hailey)	Tracsis Classified Count	Yes	Yes	Yes
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton (before the Oxfordshire / Cotswolds Border)	Tracsis Classified Count	Yes	Yes	Yes
Site 14 - Leaffield, Fairspear Road	Tracsis Classified Count	No	Yes	Yes
Site 15 - Swinbrook, Unclassified unnamed road	Tracsis Classified Count	No Nearby data May 2017	Yes	Yes
Site 16 - Crawley, Dry Lane	Tracsis Classified Count	October 2019	Yes	Yes
Site 4 - Burford High Street	ANPR & Euro Classification report	No	No	Yes
Site 8 – A4095 Bridge Street, Witney & Site 9 – B4022 West End, Witney	ANPR & Euro Classification report	No	No	Yes
Site 14 - Leaffield, Fairspear Road	ANPR & Euro Classification report	No	No	Yes
Site 16 - Crawley, Dry Lane	ANPR & Euro Classification report	No	No	Yes
Leaffield Junctions 1) B4437 / Leaffield Road 2) B4022 Witney Road / High Street / Leaffield Road	Intelligent Data: Classified Turning Count	No	No	Yes
A44 north of Woodstock/east of Chipping Norton 1) A44 Southcombe 2) A44 London Road Chipping Norton	Intelligent Data: Classified Count	No	No	Yes

Annex A shows a map Burford ETRO study area including the traffic monitoring sites.

For all three data collection periods there is classified count traffic data. The collection of which has used the Department for Transport classification of HGVs (see Figure 6.1). The classification groups all 2 axle HGVs together, with a weight range from 3.5t to 18t. We cannot identify from the data precisely how many HGVs are contravening the 7.5t weigh restriction.

In October 2021 ANPR cameras were used to record vehicle number plates to obtain a Euro Classification report which details the weight of a vehicle. Due to the cost of conducting this type of survey it was conducted at 5 sites: A361 Burford, A4095 Bridge Street Witney, B4022 West End Witney, Leafield and Crawley. Additionally, classified turning count surveys were undertaken each side of the Leafield to understand the dominant (if any) movement into and from Leafield. Data only collect in October 2021 does not have a direct comparison dataset from before the Burford ETRO was implemented.

3.2 Cross Checking Data Sources

This study has used data captured using different methods and equipment provided by different companies. It is therefore expected that there will be some variation in the data collected. In this section we look at the October 2021 data to understand the differences in the data collected.

Table 3.2 shows the data recorded for each day of the October 2021 survey week. Intelligent Data collected traffic count data, known as MCC, which is used to calculate the ANPR sample rate by comparing the total vehicle data with the number of number plates recorded by the ANPR camera. Table 3.2 also shows the automatic traffic count (ATC) total volume data recorded by Tracsis. The MCC and ATC counts should be similar. The Tracsis ATC counter at Leafield encountered an error from 17:15 on Tuesday to 06:30 on Wednesday resulting in some missing data which will have impacted the total traffic volume. All the other comparisons are within 10% difference.

Table 3.2: Comparison of Data Sources from October 2021 for the 5 ANPR Sites

A361 Burford Data Collection Method / Date	18/10/2021	19/10/2021	20/10/2021	21/10/2021	22/10/2021
Intelligent Data - MCC Total Vehicles	11828	11769	12415	13095	13228
Intelligent Data - ANPR Capture Total Vehicles	10504	10456	11123	11489	11569
Intelligent Data - ANPR Capture Sample Rate	89%	89%	90%	88%	87%
Tracsis ATC - Total Vehicles	11777	11716	12376	12846	12970
MCC - ATC - Vehicles	51	53	39	249	258
% Difference	-0.4%	-0.5%	-0.3%	-1.9%	-2.0%
Crawley Data Collection Method / Date	18/10/2021	19/10/2021	20/10/2021	21/10/2021	22/10/2021
Intelligent Data - MCC Total Vehicles	4479	4743	5057	5158	5092
Intelligent Data - ANPR Capture Total Vehicles	4118	4364	4684	4700	3911
Intelligent Data - ANPR Capture Sample Rate	92%	92%	93%	91%	77%
Tracsis ATC - Total Vehicles	4782	4776	5187	5580	5576
MCC - ATC - Vehicles	-303	-33	-130	-422	-484
% Difference	6.8%	0.7%	2.6%	8.2%	9.5%
Leaffield Data Collection Method / Date	18/10/2021	19/10/2021**	20/10/2021**	21/10/2021	22/10/2021
Intelligent Data - MCC Total Vehicles	1832	1862	1851	2023	2038
Intelligent Data - ANPR Capture Total Vehicles	1654	1666	1791	1791	1833
Intelligent Data - ANPR Capture Sample Rate	90%	89%	97%	89%	90%
Tracsis ATC - Total Vehicles	1869	1561	2027	2139	2156
MCC - ATC - Vehicles	-37	301	-176	-116	-118
% Difference	2.0%	-16.2%	9.5%	5.7%	5.8%
A4095 Bridge Street, Witney Data Collection Method / Date	18/10/2021	19/10/2021	20/10/2021	21/10/2021	22/10/2021
Intelligent Data - MCC Total Vehicles	25776	26137	26632	26859	26683
Intelligent Data - ANPR Capture Total Vehicles	23109	23977	24200	23799	24250
Intelligent Data - ANPR Capture Sample Rate	90%	92%	91%	89%	91%
Tracsis ATC - Total Vehicles	24878	25424	25922	26440	26334
MCC - ATC - Vehicles	898	713	710	419	349
% Difference	-3.5%	-2.7%	-2.7%	-1.6%	-1.3%
B4022 West End, Witney Data Collection Method / Date	18/10/2021	19/10/2021	20/10/2021	21/10/2021	22/10/2021
Intelligent Data - MCC Total Vehicles	7591	7654	7686	8069	8013
Intelligent Data - ANPR Capture Total Vehicles	6724	6824	6931	7230	7226
Intelligent Data - ANPR Capture Sample Rate	89%	89%	90%	90%	90%
Tracsis ATC - Total Vehicles	7092	7145	7109	7564	7427
MCC - ATC - Vehicles	499	509	577	505	586
% Difference	-6.6%	-6.7%	-7.5%	-6.3%	-7.3%

**The Tracsis ATC counter at Leaffield encountered an error from 17:15 on Tuesday to 06:30 on Wednesday resulting in some missing data which will have impacted the total traffic volume.

Looking in depth at the Euro Classification report compared with the Tracsis classified count data notable differences begin to emerge. From the two data sets it is not possible to fully reconcile the data. There are differences in the two data sets including how they define Light Goods Vehicles (LGV).

As the Euro Classification report uses number plate and DVLA data, this is more precise than the Tracsis data in terms of coding of the number of axles and provides vehicle weight. Although vehicles where the number plate was not recorded at all, or not fully recorded will not be included. In addition to the classification “Heavy Goods”, the Euro Classification report has two further classifications “MISCELLANEOUS” and “PLANT” which contain vehicles such as caravans, limousine, transporters, skip loaders, agricultural machinery, etc which the Tracsis data would code by number of axles into an HGV class.

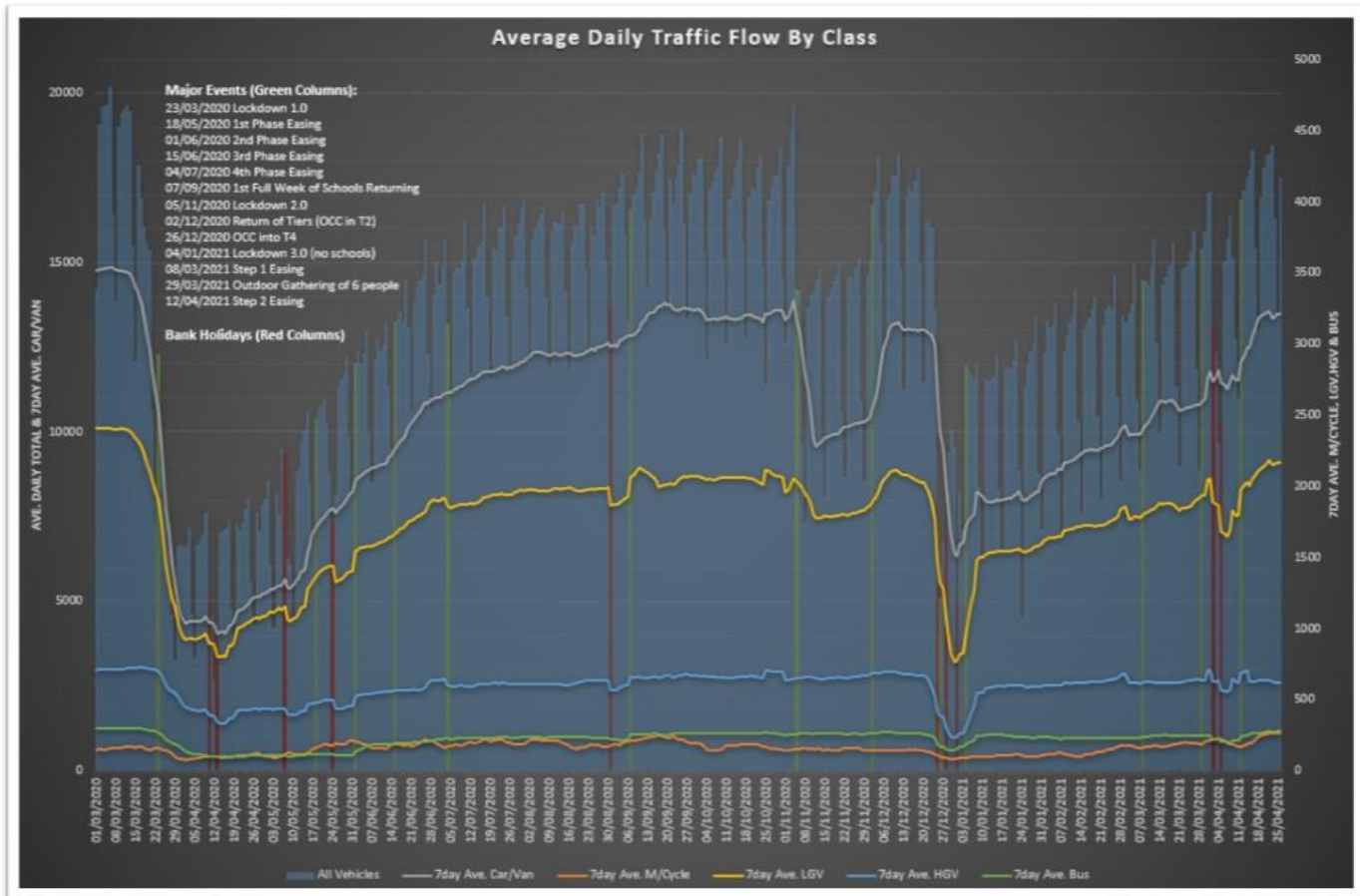
For the purposes of this study in reporting the Euro Classification report data vehicles included in the analysis are vehicles over 7.5t excluding those classed as “Passenger”, as these are buses and coaches and not impacted by the weight restriction. This is available at section 3.9 of this report.

3.3 Impact of Covid-19

The Burford ETRO has been operational during the Covid-19 pandemic. Figure 3.1 shows a chart of average traffic trends for Oxfordshire from 1 March to 25 April 2021, including the 7-day average for HGV traffic. This shows that HGV traffic on average over this period has been lower than it was before the first Covid-19 lockdown in March 2020. There are noticeable reductions in HGVs during the September 2020 and the December 2020/January 2021 lockdown periods. During February 2021, when the 16 traffic counts to monitor the Burford ETRO took place, figure 3.1 indicates HGV traffic levels gradually increasing, but do not exceed those from before the Covid-19 pandemic.

Overall HGV traffic has not significantly increased or decreased due to Covid-19. We would therefore conclude that Covid-19 has not significantly altered the data collected during February 2021 or October 2021.

Figure 3.1: Daily traffic flow by class during Covid-19



3.4 Analysis of Tracsis Classified Count HGV Data

Oxfordshire County Council commissioned Tracsis to undertake the April 2019, February 2021, and October 2021 traffic counts at the 16 monitoring sites within the study area. Traffic volumes, and vehicle classification for all vehicles was recorded in line with Department for Transport guidance.

Table 3.3 and figure 3.2 compare the volume of all HGV's (3.5t to 44t and 2-axle to 6-axle) recorded before and after the Burford ETRO was implemented, with two periods of data collect after implementation in February and October 2021.

The HGV traffic data shown in this report is for a 24-hour period which has been averaged from data collected over a five-weekday period.

Table 3.3: Comparison of all HGV traffic data before and during ETRO

HGV Volume 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%) from 2019 to Feb 2020		2021 October - During ETRO	Difference +/- (%) From 2019 to October 2020	
Site 1 – A361 West Street, Chipping Norton	392	292	-100	-26%	352	-40	-10%
Site 2 – A44 New Street, Chipping Norton	510	520	10	2%	421	-89	-18%
Site 3 – A44 High Street, Chipping Norton	629	491	-138	-22%	616	-13	-2%
Site 4 – A361 Burford	542	541	-1	0%	460	-82	-15%
Site 5 - A4095 Bladon Road, Bladon Roundabout	680	426	-254	-37%	539	-141	-21%
Site 6 - A44 Oxford Road, Bladon Roundabout	764	871	107	14%	851	87	11%
Site 7 – A4095 Upper Campsfield Road, Bladon Roundabout	572	458	-114	-20%	575	3	1%
Site 8 – A4095 Bridge Street, Witney	619	707	88	14%	677	58	9%
Site 9 – B4022 West End, Witney	145	262	117	81%	171	26	18%
Site 10 – A4095 Woodgreen, Witney	340	323	-17	-5%	291	-49	-14%
Site 11 – B4022 Newland, Witney	405	448	43	11%	276	-129	-32%
Site 12 – B4022 Witney Road, Hailey	223	168	-55	-25%	193	-30	-13%
Site 13 - A436, Between Stow-on-the-Wold and Chipping Norton	312	265	-47	-15%	337	25	8%
Site 14 – UC Fairspear Road, Leafield	n/a	58			59		
Site 15 – UC road, Swinbrook	n/a	24			42		
Site 16 – UC Dry Lane, Crawley (*October 2019)	144	111	-33	-23%	171	28	19%

Figure 3.2: Comparison of HGV traffic data before and during Burford ETRO

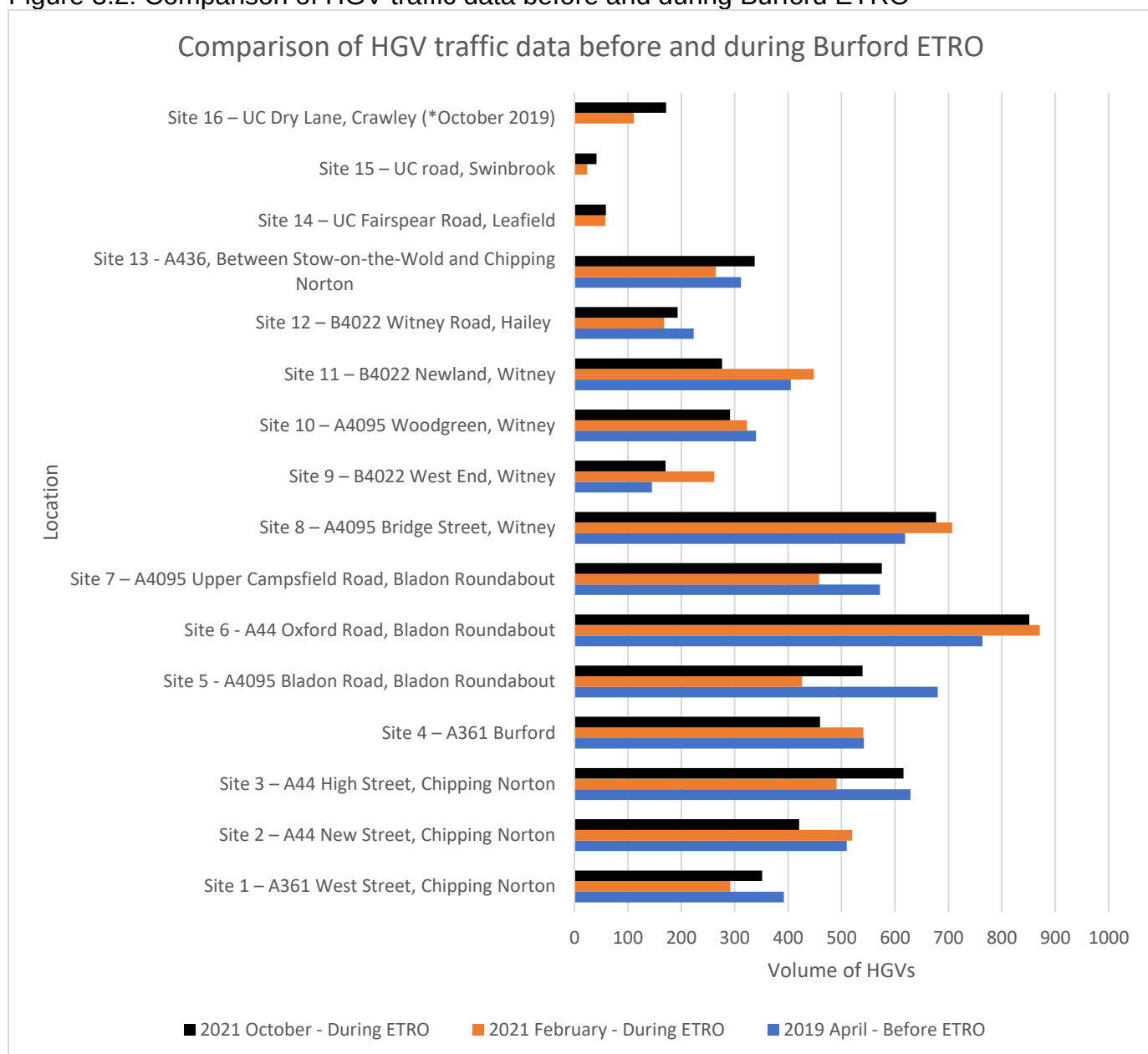


Table 3.3 and figure 3.2 shows the volume of all HGVs is recorded at A361 Burford in February 2021 is the same as before the ETRO was implemented; however, the October 2021 data shows a decrease from April 2019 of -15%. Note the Burford ETRO only impacts HGVs over 7.5t, whilst the all HGV data includes HGVs from 3.5t upwards.

Changes between April 2019 and February 2021:

Notable decreases in all HGVs are at:

- A361 West Street, Chipping Norton;

Changes between April 2019 and October 2021:

Notable decreases in all HGVs are at:

- A361 West Street, Chipping Norton;

- A44 High Street, Chipping Norton;
- A4095 Bladon Road, Bladon Roundabout;
- A4095 Upper Campsfield Road, Bladon Roundabout;
- B4022 Witney Road, Hailey;
- A436 between Stow-on-the-Wold and Chipping Norton;
- UC Dry Lane, Crawley.

- A44 New Street, Chipping Norton;
- A361 Burford;
- A4095 Bladon Road, Bladon Roundabout;
- A4095 Woodgreen, Witney;
- B4022 Newland, Witney;
- B4022 Witney Road, Hailey.

No change (+/-5%) at:

- A44 New Street, Chipping Norton;
- A361 Burford;
- A4095 Woodgreen, Witney.

No change (+/-5%) at:

- A44 High Street, Chipping Norton;
- A4095 Upper Campsfield Road, Bladon Roundabout.

Increases at:

- A44 Oxford Road, Bladon Roundabout at +14%;
- A4095 Bridge Street, Witney at +14%;
- B4022 West End, Witney at +81%;
- B4022 Newland, Witney at 11%.

Increases at:

- A44 Oxford Road, Bladon Roundabout at +11%;
- A4095 Bridge Street, Witney at +9%;
- B4022 West End, Witney at +18%;
- A436 between Stow-on-the-Wold and Chipping Norton at +8%;
- UC Dry Lane, Crawley +19%.

Comparing February 2021 with April 2019, of the 14 locations with before and after monitoring data, 7 of these have seen decreases in HGV volumes, three locations have recorded approximately the same volume (+/-5%) and four locations have seen an increase in HGVs. Locations with an HGV increase are:

- A44 Oxford Road, Bladon Roundabout (+14%);
- A4095 Bridge Street, Witney (+14%);
- B4022 West End, Witney (+81%); and
- A4095 Newland, Witney (+11%).

Comparing October 2021 with April 2019, of the 14 locations with before and after monitoring data, 7 of these have seen decreases in HGV volumes, 2 locations have recorded approximately the same volume (+/-5%) and 5 locations have seen an increase in HGVs. Locations with an HGV increase are:

- A44 Oxford Road, Bladon Roundabout (+11%);
- A4095 Bridge Street, Witney (+9%);
- B4022 West End, Witney (+18%);
- A436, Between Stow-on-the-Wold and Chipping Norton (+8%); and
- UC Dry Lane, Crawley (+19%).

All of the locations where an increase in HGVs has been recorded are considered to be on the alternative route HGVs could take to avoid the weight restrictions at A361 Burford.

The data appears to indicate that at Chipping Norton fewer HGVs are routing north south to/from the A361 as data for A361 West Street and A44 High Street shows a reduction or little change.

The increases recorded at A44 Oxford Road, Bladon Roundabout coupled with the reductions, or no change at Chipping Norton may indicate HGVs are using the A44 through Woodstock rather than the A44/A361 through Chipping Norton due to the Burford ETRO.

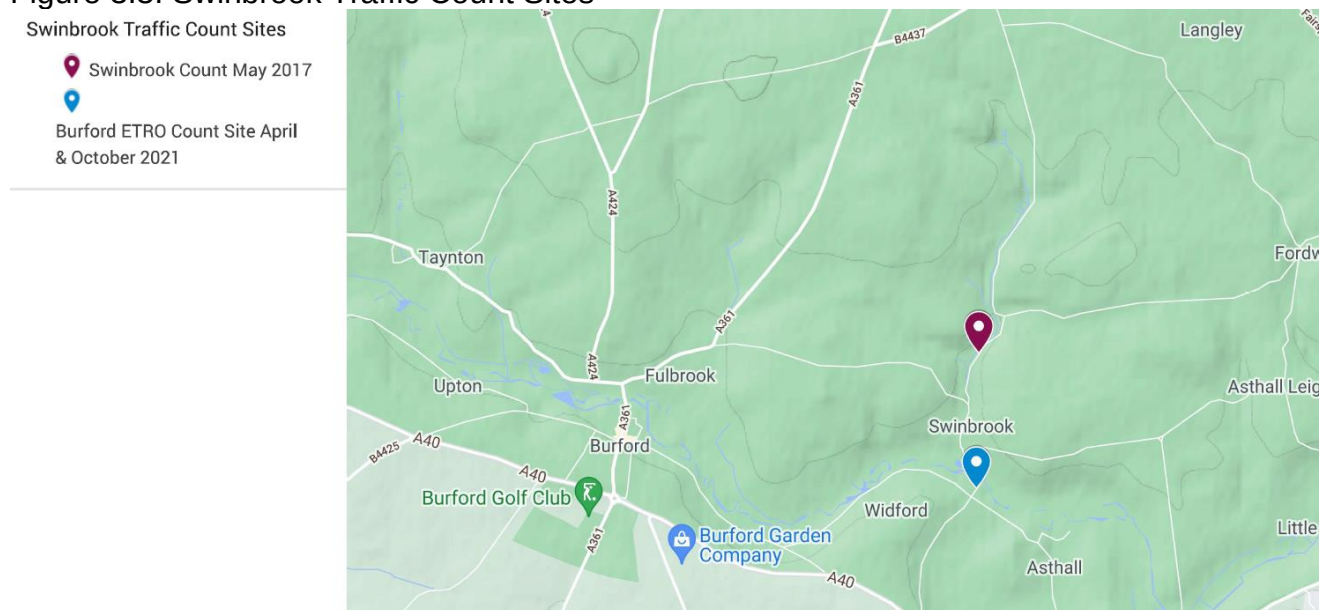
A weight restriction imposed by Gloucestershire County Council on the A436 at Adlestrop may explain the initial decrease in HGVs recorded on this route in February 2021; however, by October 2021 there is an increase of 8% at this site.

Although there is only data for Leafield after the Burford ETRO was introduced, it is noted that a consistent volume of HGVs is recorded there in February and October 2021.

3.5 Swinbrook

Monitoring at Swinbrook only took place in 2021 and not in the first round of data collection in April 2019. Swinbrook Parish Council commissioned, through OCC, a speed survey for a week in May 2017. This data included classified count data, although not axle class. The survey site was, however, at a different location in the parish to the Burford ETRO April 2019 survey, therefore the results are not directly comparable, due to the east-west route between Asthall Leigh and Fulbrook running between the two count sites.

Figure 3.3: Swinbrook Traffic Count Sites



However, for reference purposes, to show the level of HGVs in the Parish before the Burford ETRO was implemented the data is provided here:

Table 3.4: North of Swinbrook Village, Traffic Count Data, May 2017.

HGVs Only	Northbound	Southbound	Total Flow
Monday	0	0	0
Tuesday	2	3	5
Wednesday	1	0	1
Thursday	10	4	14
Friday	3	1	4
5 day weekday average	3.2	1.6	4.8

Comparing the May 2017 count of 5 HGVs per day at Swinbrook, with the 24 HGVs recorded in February 2021 and 42 recorded in October 2021, shows a significant increase, although only the 2021 counts were recorded at the same location.

3.6 Analysis of Burford

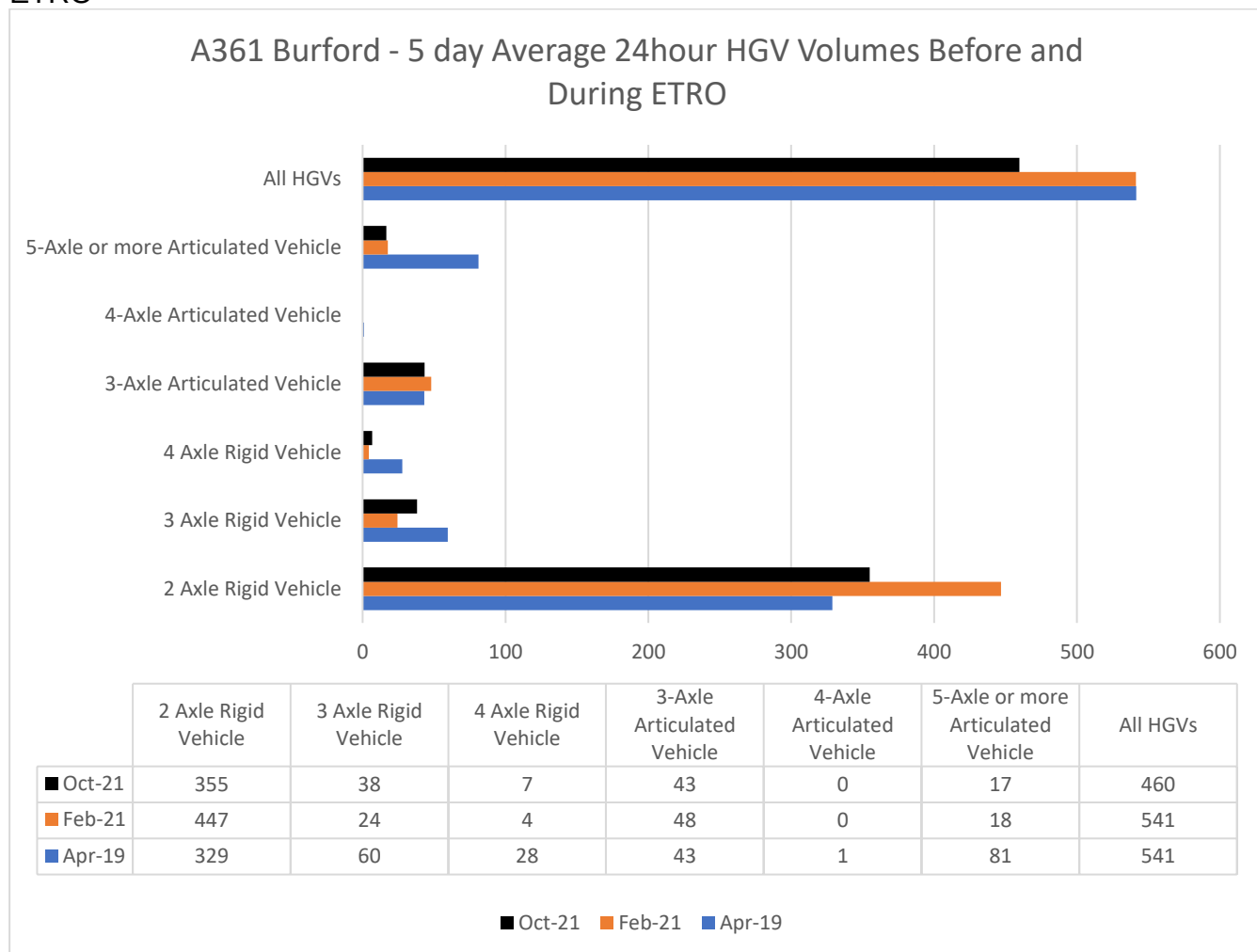
Figure 3.4 compares the composition of HGV class recorded at A361 Burford during 2019 and in February and October 2021. The data shows that since the Burford ETRO was implemented there has been a significant and consistent reduction in 5 axle or more articulated vehicles, with a reduction of around 60 vehicles per day recorded in both February and October 2021. Similarly, 4 axle rigid and 3 axle rigid vehicles have also reduced. The volume of 3 axle articulated vehicles is very similar for the three data collection periods at 43 vehicles per day in April 2019 and October 2021, and 48 vehicles per day in February 2021. An increase has been seen in 2 axle-rigid vehicles, which has increased from 329 per day in April 2019 to 447 in February 2021 (36% increase) and to 355 vehicles per day October 2021 (8% increase).

It should be noted that 2 axle-rigid HGVs are categorised into two groups. Smaller 2-axle lorries with a UK maximum gross weight over 3.5t and up to 7.5t, and bigger 2-axle lorries over 7.5t and up to 18t. The traffic data presented here groups these two categories together into one group of 2-axle HGVs.

We can't say from this data set how many of the 2-axle vehicles recorded at A361 Burford are 3.5t, 7.5t or 18t, as they are all grouped together.

It is not clear why there has been an increase in 2 axle vehicles at A361 Burford. It is possible that there has been an increase in the use of 2-axle vehicles as a national trend, possibly due to changes in logistics due to COVID-19; or potentially some haulage and freight operators have increased their use of 3.5t or 7.5t vehicles to operate within the Burford ETRO restrictions.

Figure 3.4: A361 Burford - 5 day Average 24hour HGV Volumes Before and During ETRO



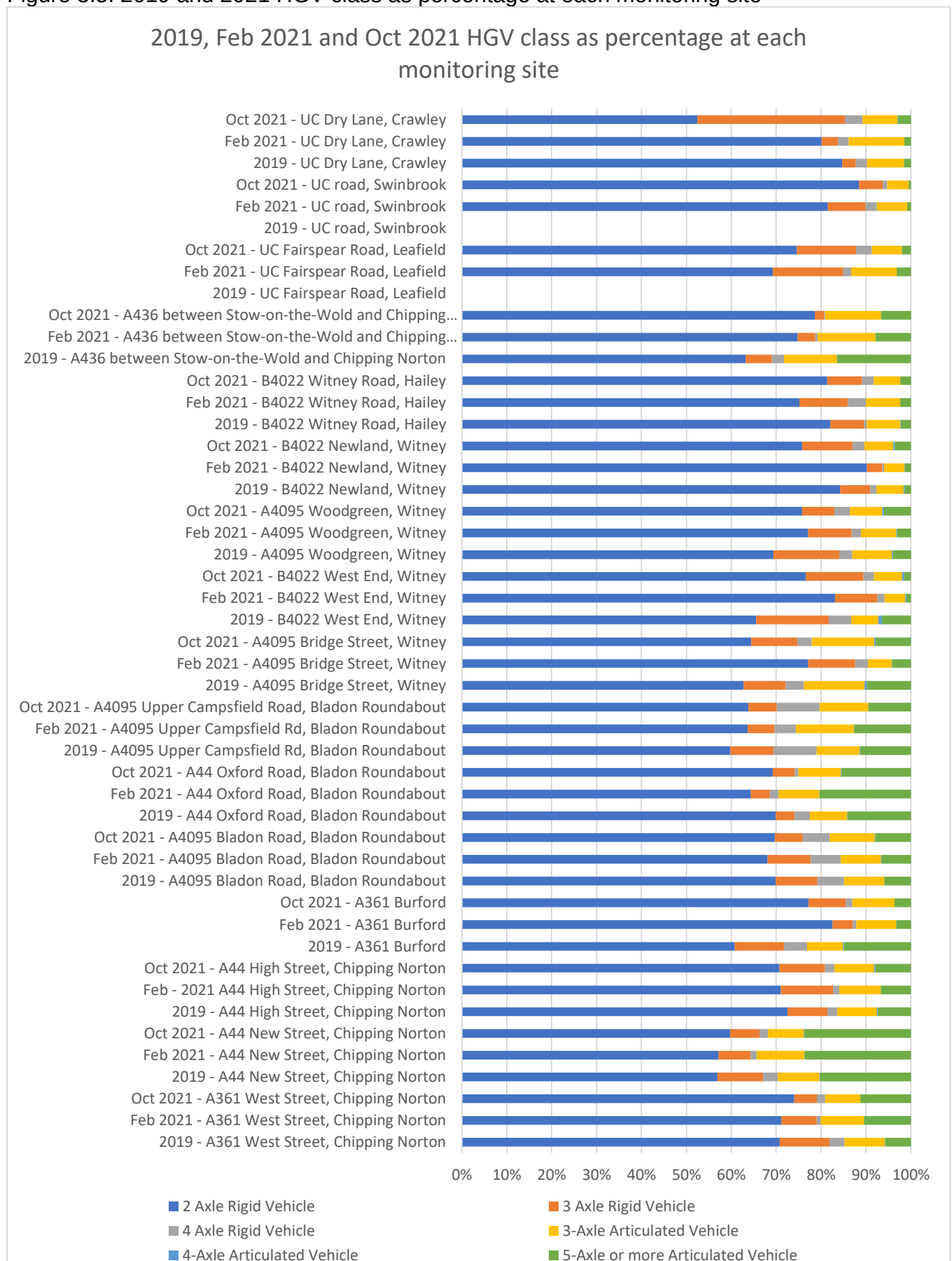
3.7 Analysis of Tracsis Classified Count Data 2 Axle Rigid Vehicles

In terms of prevalence, 2 Axle Rigid Vehicles are the most prevalent HGV classed vehicle. Figure 3.5 shows, all the survey sites recorded over 50% of the HGVs as being 2 Axle Rigid Vehicles. In the case of B4022 Newland, Witney, in February 2021 2 Axle Rigid Vehicles accounted for 90% of HGVs recorded.

As noted above, 2 Axle Rigid Vehicles can have a UK maximum gross weight of 18t. The relative prevalence of 2 axle vehicles compared to 3 axle+ means we would expect the larger 3 axle+ HGVs to have a greater presence on the A-road network, particularly on the primary network such as A44 New Street, Chipping Norton and A44 Oxford Road, Bladon roundabout. At these two sites we see some of the greatest proportions of 3 axle+ vehicles, which is what we would expect to see as these larger vehicles are better suited to routing on the primary route network.

It is therefore of concern where in October 2021 an almost 50%/50% split between 2 axle vehicles and 3 axles+ vehicles at UC Dry Lane Crawley are recorded, particularly as the 2019 data showed a greater proportion of 2 axle vehicles and fewer 3 axles+ vehicles.

Figure 3.5: 2019 and 2021 HGV class as percentage at each monitoring site



Burford has witnessed a significant increase in 2 axle rigid vehicles from before the ETRO was implemented to the two surveys conducted during the ETRO. This trend is not universal across all the monitoring sites, as shown in figure 3.6 and table 3.5.

The largest increases across both February and October 2021 in 2 axle rigid vehicles are at:

- A361 Burford;
- A4095 Bridge Street, Witney;
- B4022 West End, Witney;
- A436 between Stow-on-the-Wold and Chipping Norton.
- A44 Oxford Road, Bladon roundabout

The following sites recorded a decrease in 2 axle rigid vehicles across both February and October 2021:

- UC Dry Lane Crawley
- B4022 Witney Road, Hailey
- A44 High Street Chipping Norton
- A361 West Street Chipping Norton
- A4095 Bladon Road, Bladon roundabout

It is highly likely that the increases at A44 Oxford Road Bladon roundabout and B4022 West End Witney and A4095 Bridge Street Witney of 2 Axle Rigid Vehicles are due to the Burford ETRO. As the Witney route is the only remaining A-road route across the river Windrush, now the Burford ETRO is in place and the A44 is a key route away from A361 Burford. Whilst not all 2 Axle Rigid Vehicles exceed 7.5t, those that do, are impacted by the Burford ETRO and would need to find an alternative route.

None of the sites have seen a 50% or more decrease in 2 Axle Rigid Vehicles.

Figure 3.6: 2019 and 2021 Comparison of 2 axle vehicles only

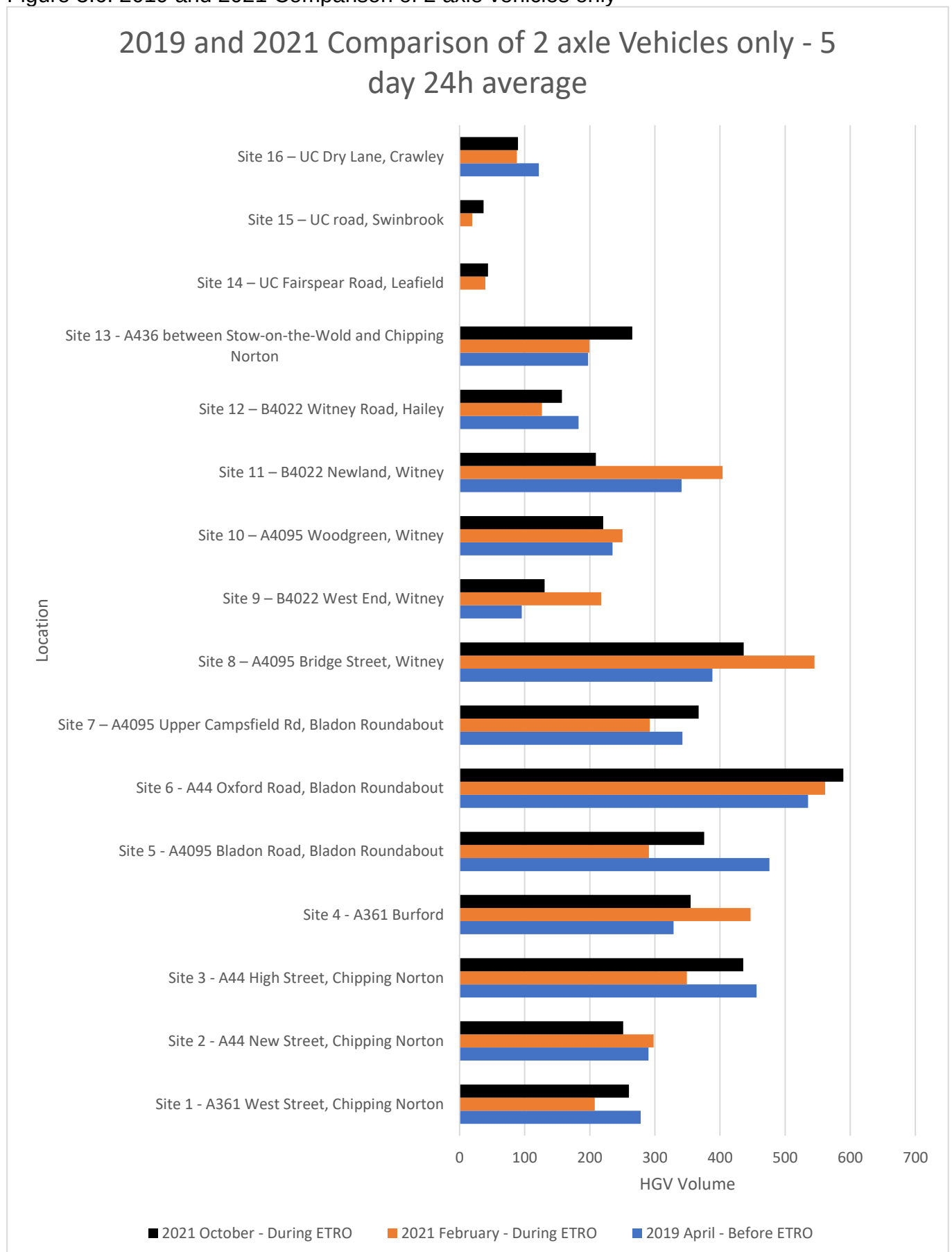


Table 3.5: Volume and percentage change of 2 Axle Rigid Vehicles only

Site Location/2 Axle Rigid Vehicles	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%) from April 2019 to Feb 2021		2021 October - During ETRO	Difference +/- (%) from April 2019 to October 2021	
Site 1 - A361 West Street, Chipping Norton	278	207	-71	-25%	260	-18	-7%
Site 2 - A44 New Street, Chipping Norton	290	298	8	3%	251	-39	-13%
Site 3 - A44 High Street, Chipping Norton	456	349	-107	-23%	436	-20	-4%
Site 4 - A361 Burford	329	447	118	36%	355	26	8%
Site 5 - A4095 Bladon Road, Bladon Roundabout	476	291	-185	-39%	376	-100	-21%
Site 6 - A44 Oxford Road, Bladon Roundabout	535	561	26	5%	589	54	10%
Site 7 – A4095 Upper Campsfield Rd, Bladon Roundabout	342	292	-50	-15%	367	25	7%
Site 8 – A4095 Bridge Street, Witney	388	545	157	40%	436	48	12%
Site 9 – B4022 West End, Witney	95	217	122	128%	131	35	37%
Site 10 – A4095 Woodgreen, Witney	235	250	15	6%	221	-14	-6%
Site 11 – B4022 Newland, Witney	341	404	63	18%	209	-131	-39%
Site 12 – B4022 Witney Road, Hailey	183	126	-56	-31%	157	-26	-14%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton	197	199	2	1%	265	68	34%
Site 14 – UC Fairspear Road, Leafield	0	40	N/A	N/A	44	44	N/A
Site 15 – UC road, Swinbrook	0	19	N/A	N/A	36.8	37	N/A
Site 16 – UC Dry Lane, Crawley	122	88	-34	-28%	90	-32	-26%

3.8 Analysis of Tracsis Classified Count HGVs with 3 axles and above.

Table 3.6 and figure 3.7 shows the volume of HGVs that have 3 axles or more at the 16 survey sites in April 2019 before the ETRO and in during the ETRO in February and October 2021. These are vehicles that are over 18t.

Burford has seen a significant decrease, at -56%, in 3 axle+ HGVs between April 2019 and February 2021, and -51% between April 2019 and October 2021 due to the implementation of the ETRO.

Changes between April 2019 and February 2021:

Notable decreases in HGVs over 18t are at:

- A361 West Street, Chipping Norton;
- A44 High Street, Chipping Norton;
- A361 Burford
- A4095 Bladon Road, Bladon Roundabout;
- A4095 Upper Campsfield Road, Bladon Roundabout;
- A4095 Bridge Street, Witney;
- B4022 West End, Witney;
- A4095 Woodgreen, Witney;
- B4022 Newland, Witney;
- A436 between Stow-on-the-Wold and Chipping Norton.

No change (+/-5%) at:

- A44 New Street, Chipping Norton;
- B4022 Witney Road, Hailey.
- UC Dry Lane, Crawley.

Increases at:

- A44 Oxford Road, Woodstock Roundabout at +35%.

Changes between April 2019 and October 2021:

Notable decreases in HGVs over 18t are at:

- A361 West Street, Chipping Norton;
- A44 New Street, Chipping Norton
- A361 Burford
- A4095 Bladon Road, Bladon Roundabout;
- A4095 Upper Campsfield Road, Bladon Roundabout;
- B4022 West End, Witney;
- A4095 Woodgreen, Witney;
- B4022 Witney Road, Hailey.
- A436 between Stow-on-the-Wold and Chipping Norton.

No change (+/-5%) at:

- A44 High Street, Chipping Norton;
- A4095 Bridge Street, Witney;
- B4022 Newland, Witney;

Increases at:

- A44 Oxford Road, Woodstock Roundabout at +14%;
- UC Dry Lane, Crawley +271%.

The increases recorded at A44 Oxford Road, Bladon Roundabout coupled with reductions, or no change at Chipping Norton may indicate vehicles that have 3 axles and above are using the A44 through Woodstock rather than the A44/A361 through Chipping Norton due to the Burford ETRO.

It is notable that the increases in 2 axle HGVs seen at five of the monitoring sites for both February and October 2021 only one A44 Oxford Road Bladon has seen an increase in 3 axle and above HGVs. We do not know if this is true of Swinbrook, and Leafield due to the absence of before data.

Table 3.6: Comparison of HGV traffic data before and during ETRO 3 axle and above HGVs

HGV Volume 3 Axle+ 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%) from April 2019 to Feb 2021		2021 October - During ETRO	Difference +/- (%) from April 2019 to October 2021	
Site 1 - A361 West Street, Chipping Norton	115	84	-31	-27%	91	-23	-20%
Site 2 - A44 New Street, Chipping Norton	220	223	3	2%	169	-51	-23%
Site 3 - A44 High Street, Chipping Norton	173	143	-30	-17%	180	8	4%
Site 4 - A361 Burford	213	95	-118	-56%	105	-108	-51%
Site 5 - A4095 Bladon Road, Woodstock Roundabout	205	136	-69	-34%	163	-42	-20%
Site 6 - A44 Oxford Road, Woodstock Roundabout	230	311	81	35%	262	32	14%
Site 7 - A4095 Upper Campsfield Road, Woodstock Roundabout	230	167	-63	-28%	208	-22	-10%
Site 8 - A4095 Bridge Street, Witney	231	162	-69	-30%	241	10	4%
Site 9 - B4022 West End, Witney	50	44	-6	-12%	40	-10	-20%
Site 10 - A4095 Woodgreen, Witney	104	74	-30	-29%	71	-33	-32%
Site 11 - B4022 Newland, Witney	64	44	-20	-31%	67	3	5%
Site 12 - B4022 Witney Road, Hailey	40	42	2	4%	36	-4	-10%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	115	67	-48	-42%	72	-43	-37%
Site 14 - UC Fairspear Road, Leafield	n/a	18	N/A		15	N/A	
Site 15 - UC road, Swinbrook	n/a	4	N/A		5	N/A	
Site 16 - UC Dry Lane, Crawley	22	22	0	-1%	82	60	271%

Figure 3.7: Comparison of HGV Volume of 3 Axle+ vehicles only

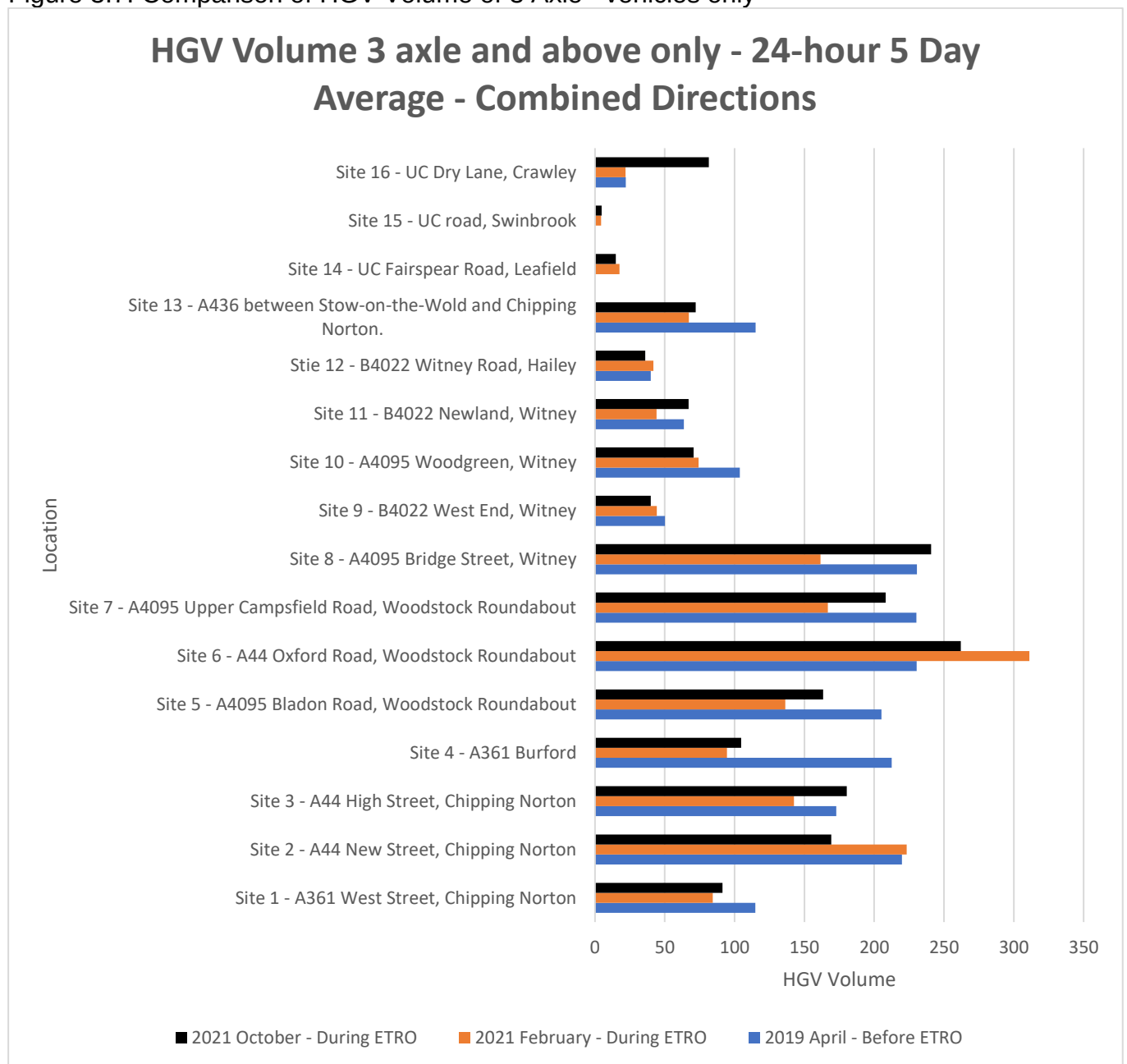


Table 3.7: Percentage of HGVs 3 axle and above at each site (Tracsis data)

HGV Volume 3 axle+ 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO 3 axle+	2019 April - During ETRO- ALL HGVS	% 3 axle+	2021 February - During ETRO 3 axle+	2021 February - During ETRO- ALL HGVS	% 3 axle+	2021 October - During ETRO - 3 axle+	2021 October - During ETRO- ALL HGVS	% 3 axle+
Site 1 - A361 West Street, Chipping Norton	115	392	29%	84	292	29%	91	352	26%

Site 2 - A44 New Street, Chipping Norton	220	510	43%	223	520	43%	169	421	40%
Site 3 - A44 High Street, Chipping Norton	173	629	27%	143	491	29%	180	616	29%
Site 4 - A361 Burford	213	542	39%	95	541	17%	105	460	23%
Site 5 - A4095 Bladon Road, Woodstock Roundabout	205	680	30%	136	426	32%	163	539	30%
Site 6 - A44 Oxford Road, Woodstock Roundabout	230	764	30%	311	871	36%	262	851	31%
Site 7 - A4095 Upper Campsfield Road, Woodstock Roundabout	230	572	40%	167	458	36%	208	575	36%
Site 8 - A4095 Bridge Street, Witney	231	619	37%	162	707	23%	241	677	36%
Site 9 - B4022 West End, Witney	50	145	35%	44	262	17%	40	171	23%
Site 10 - A4095 Woodgreen, Witney	104	340	31%	74	323	23%	71	291	24%
Site 11 - B4022 Newland, Witney	64	405	16%	44	448	10%	67	276	24%
Site 12 - B4022 Witney Road, Hailey	40	223	18%	42	168	25%	36	193	19%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	115	312	37%	67	265	25%	72	337	21%
Site 14 - UC Fairspear Road, Leaffield	n/a	n/a	n/a	18	58	30%	15	59	25%
Site 15 - UC road, Swinbrook	n/a	n/a	n/a	4	24	18%	5	42	12%
Site 16 - UC Dry Lane, Crawley	22	144	15%	22	111	20%	82	171	48%

Table 3.7 shows the percentage of 3 axle+ HGVs at each site. This shows relatively consistent proportions of HGVs with 3 axle+ at the three sites in Chipping Norton and the three sites south of Woodstock at Bladon roundabout. A44 New Street Chipping Norton records the greatest proportion of HGVs with 3 axle+ at around 40-43% of all the sites recorded.

The four sites at Witney are not showing consistent proportions in the volume of with 3 axle+ HGVs. For A4095 Bridge Street, B4022 West End and A4095 Woodgreen the highest proportion of with 3 axle+ HGVs across the three survey periods is in April 2019 before the ETRO was implemented. For B4022 Newland Witney the greatest proportion is 24% recorded in October 2021.

Of the more rural sites, B4022 Witney Road, Hailey is relatively consistent varying between 18-25%.

A436 between Stow-on-the-Wold and Chipping Norton has seen a reduction from 37% in April 2019 to 25% in February 2021 and 21% in October 2021, this could be related to the weight restriction at Adlestrope.

Dry Lane, Crawley appears to be the most inconsistent site where the proportion of with 3 axle+ HGVs was 15% in October 2019, 20% in February 2021 and 48% in October 2021. The 48% in October 2021 is of concern as recorded on an unclassified road as we would expect to see proportions of this type on the primary A-road network.

3.9 Tracsis Data and slow moving traffic

During the consultation and engagement process concern has been raised about the ability of the Tracsis tube traffic counting equipment to accurately record the class of vehicles where there is a significant proportion of slow moving, queuing, or stationary traffic.

OCC approached Tracsis for comment. Tracsis confirmed the tubes are most accurate in areas where there are free flowing vehicles above 5mph. The impact of queuing/congestion or slowing/speeding up traffic, could result in the splitting of multi axle vehicles into smaller separate vehicles or unclassified vehicle.

A proportion of 10% or more of all vehicles (not just HGVs) moving less than 10mph has been recorded at the following sites:

Table 3.8: Sites with 10%+ slow moving traffic.

Date	Site	Direction of travel	% slow moving
2019	Site 1 - A361 West Street, Chipping Norton	Northbound	10%
2019	Site 4 - A361 Burford	Northbound	11%
2019	Site 8 - A4095 Bridge Street, Witney	Westbound	11%
2019	Site 9 - B4022 West End, Witney	Southbound	49%
2019	Site 10 - A4095 Woodgreen, Witney	Southbound	28%
2019	Site 11 - B4022 Newland, Witney	Northbound / Eastbound	11%
October 2021	Site 1 - A361 West Street, Chipping Norton	Northbound	13%
October 2021	Site 4 - A361 Burford	Northbound	10%
October 2021	Site 8 - A4095 Bridge Street, Witney	Eastbound	12%
October 2021	Site 9 - B4022 West End, Witney	Southbound	35%
October 2021	Site 10 - A4095 Woodgreen, Witney	Southbound	29%
October 2021	Site 11 - B4022 Newland, Witney	Westbound	10%

For directional and proportion of slow moving traffic data for all sites please see **Annex I**.

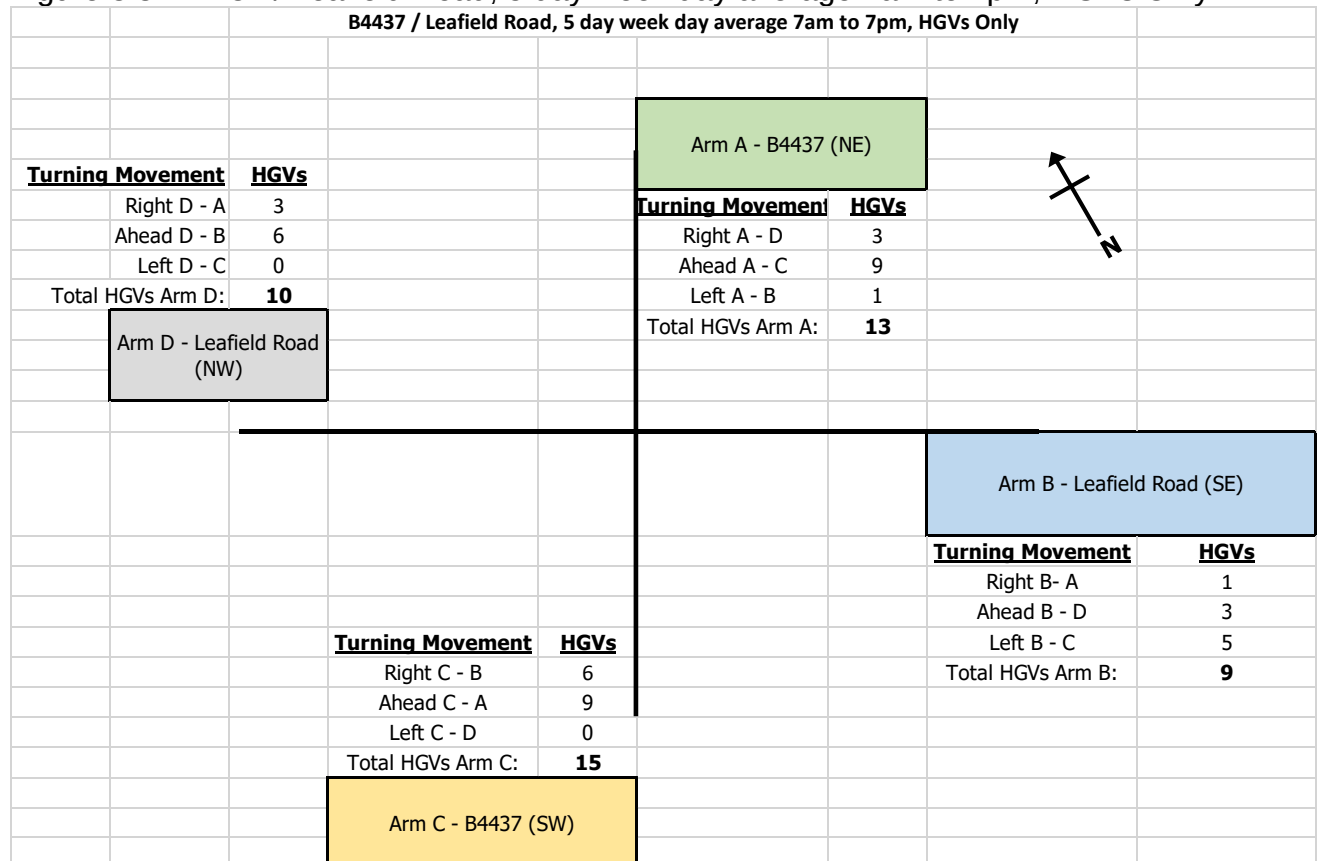
3.10 Leaffield Junctions Data Analysis

To aid the understanding of the HGVs movement around Leaffield in October 2021 Intelligent Data were commissioned to undertake two junction classified counts at the junction east of Leaffield - B4022 Witney Road / High Street / Leaffield Road and west of Leaffield - B4437 / Leaffield Road.

The data has been summarised in to 5 day weekday average from 7am-7pm.

At the B4437 / Leaffield Road junction to the west of Leaffield figure 3.8 shows the average volume of HGVs traversing the junction. This shows the dominant movement is on the B4437, however all the approach arms have a similar amount of HGV traffic. The HGV traffic from Leaffield village (arm B) is shown to mainly travel southwards/turn left onto the B4437 towards the A361 to Burford.

Figure 3.8: B4437 / Leaffield Road, 5 day week day average 7am to 7pm, HGVs Only



At the B4022 Witney Road / High Street / Leaffield Road junction to the east of Leaffield figure 3.9 shows the average volume of HGVs traversing the junction. This shows the dominant movement is on the B4022, which sees greater levels of HGV traffic than the two unclassified arms of the junction. The HGV traffic from Leaffield village (arm D) is shown to mainly travel southwards/turn right onto the B4022 towards the Hailey and Witney.

Figure 3.9: B4022 Witney Road / High Street / Leaffield Road, 5 day week day average 7am to 7pm, HGVs Only

B4022 Witney Road / High Street / Leaffield Road, 5 day week day average 7am to 7pm, HGVs Only									
Turning Movement HGVs Right D - A 4 Ahead D - B 0 Left D - C 12 Total HGVs Arm D: 16					Turning Movement HGVs Right A - D 5 Ahead A - C 28 Left A - B 0 Total HGVs Arm A: 33				
Arm D - Leaffield Road (W)					Arm B - High Street (SE)				
Turning Movement HGVs Right C - B 1 Ahead C - A 25 Left C - D 8 Total HGVs Arm C: 34					Turning Movement HGVs Right B - A 0 Ahead B - D 0 Left B - C 2 Total HGVs Arm B: 3				
Arm C - B4022 Witney Road (SW)									

3.11 Euro Classification Reports

Table 3.9: Average vehicles over 7.5t (excluding Passenger) from the Euro Classification Reports, October 2021

Euro Classification Report - 5 day weekday Average	Vehicles over 7.5t (excluding Passenger)	Total Vehicles (for context)
A361 Burford	61	11032
Crawley	16	4356
Leaffield	19	1747
A4095 Bridge Street Witney	187	23866
B4022 West End Witney	59	6986

It should be noted that within the Euro Classification data set not all vehicles are coded with a vehicle weight. The majority of those that are not coded with a weight are classified as cars. However, there may be some HGVs within each data set that are not coded with a weight. These HGVs are not included in the “Vehicles over 7.5t (excluding Passenger)” category in table 3.9; but are included in “Total Vehicles” category. It can also be noted some of the vehicles coded as “light van” in the Euro Classification report are over 7.5t, which is different from the expectation that a light goods vehicle is up to 3.5t on the DfT classification (see figure 6.1). These are vehicles are included in table 3.9.

Table 3.9 shows the volume of vehicles coded in the Euro Classification reports with a vehicle weight exceeding 7.5t (excluding “passenger” vehicles which are not affected by the weight restriction). The volume is a 5 day weekday average for each location.

At Burford 61 vehicles are recorded over 7.5t. All these vehicles are potentially in breach of the Burford ETRO weight restriction. However, some vehicles are exempt, permitted for access or have permits, therefore it is assumed a proportion of the 61 vehicles would have legitimate access and not all are in breach of the weight restriction. This data set shows the Burford ETRO is producing a positive result for Burford.

For the following locations it is not possible to tell if any of these vehicles have re-routed to avoid the Burford weight restriction.

At Crawley 16 vehicles exceeding 7.5t excluding bus/coach have been recorded on average.

At Leafield 19 vehicles exceeding 7.5t excluding bus/coach have been recorded on average.

At A4095 Bridge Street Witney 187 vehicles exceeding 7.5t excluding bus/coach have been recorded on average.

At B4022 West End Witney 59 vehicles exceeding 7.5t excluding bus/coach have been recorded on average.

3.12 Traffic Data Conclusions

The traffic data appears to show that HGV traffic flow data is variable, and patterns of HGV movements do fluctuate. This makes it quite difficult to be categorical in data terms about the impact the Burford ETRO has had on the surrounding road network. It is possible that the impact of the Burford ETRO is being masked or diluted by other issues impacting HGV movements such as unquantified normal variations; a reported shortage in HGV drivers; supply chain issues; or Covid-19 etc.

Whilst not all 2 Axle Rigid Vehicles exceed 7.5t, those that do, are impacted by the Burford ETRO, and would need to find an alternative route along with those that are 3 axle and above.

HGV Reductions at Burford

The Tracsis classified count data for the three periods April 2019, February and October 2021 indicates the Burford ETRO has resulted in significant reductions in vehicles with 3 axles and above, at -56% between April 2019 and February 2021, and -51% between April 2019 and October 2021.

The Euro Classification report identifies very few Heavy Goods vehicles over 7.5t at Burford, where an average of 61 heavy goods vehicles are recorded per day. These vehicles are potentially in breach of the Burford ETRO weight restriction. However, some vehicles are exempt, permitted for access or have permits, therefore it is assumed a proportion of the 61 vehicles would have legitimate access and not all are in breach of the weight restriction.

The datasets show the Burford ETRO is producing a positive result for Burford as HGVs have reduced, with clear data showing a significant reduction in the vehicles exceeding 18t.

Potential Negative Impacts Elsewhere

It is likely that the impact is dispersed over a wide area, as there is no single route for HVGs to reroute on to. It is possible there are impacts on roads we have not monitored. It is not possible to confirm what proportion of HGV traffic at any of the count sites would have routed through A361 Burford if the ETRO weight restriction was not in place. There are 5 locations where the traffic data shows changes that may be due to the Burford ETRO. These are:

A44 Oxford Road, Bladon roundabout

The A44 is a location where, in highway management terms, we would expect and encourage HVGs routing away from Burford, due to the weight restriction, to route as it is a higher classification road and part of the primary route network.

It can be assumed that traffic is rerouting to the A44 due to the increases recorded: A44 Oxford Road has an increase in all HGV traffic of 14% at February 2021 and 11% to October 2021. A44 Oxford Road has recorded an increase in 2 axle rigid vehicles across both February (5%) and October 2021 (10%) and recorded an increase in 3 axle and above HGVs across both February (35%) and October 2021 (14%).

The increases recorded at A44 Oxford Road, Bladon Roundabout coupled with reductions, or no change at Chipping Norton may indicate vehicles that have 3 axles and above are using the A44 through Woodstock rather than the A44/A361 through Chipping Norton due to the Burford ETRO.

It is a separate issue (not a data issue) if the A44 through Woodstock, due to its character, is an appropriate route to purposefully increase HGV traffic, due to the re-routing of HGVs away from Burford. It is not possible to tell how many of the vehicles at A44 Oxford Road, Bladon roundabout have re-routed to avoid the Burford weight restriction.

A4095 Bridge Street, Witney

Of all the monitoring sites (along with B4022 West End) in the study area the A4095 Bridge Street, Witney is one of most concern due to the existing severe congestion and location of an air quality management area. In terms of impact of the Burford ETRO this site has recorded an increase in all HGV traffic of 14% in February 2021 and 9% in October 2021 when compared to April 2019. Of this, the increase in 2 axle rigid vehicles across both February (40%) and October 2021 (12%) are also notable.

We understand that the Burford ETRO makes A4095 Bridge Street, Witney the most suitable remaining crossing of the Windrush along the southern A40 boundary of the area A40/A429/A44 triangle and therefore increases in HGVs due to the Burford ETRO should be expected.

It is a separate issue (not a data issue) if the A4095 Bridge Street Witney, due to its character, existing congestion issues and site of a declared air quality management area, if it is an appropriate route to purposefully increase HGV traffic, due to the re-routing of HGVs away from Burford. It is not possible to tell how many of the vehicles at A4095 Bridge Street, Witney have re-routed to avoid the Burford weight restriction.

B4022 West End, Witney

Of all the monitoring sites (along with A4095 Bridge Street Witney) in the study area the B4022 West End, Witney is one of most concern due to the existing severe congestion and location of an air quality management area. In terms of impact of the Burford ETRO this site has recorded an increase in all HGV traffic of 81% in February 2021 and 18% in October 2021 compared to April 2019. Additionally, this site has recorded an increase in 2 axle rigid vehicles across both February (128%) and October 2021 (37%). It is not possible to tell how many of the vehicles at B4022 West End Witney have re-routed to avoid the Burford weight restriction.

UC Dry Lane, Crawley

Dry Lane Crawley is part of the unclassified road network. We would expect only HGVs who had very local business here to be routing via Dry Lane. The Tracsis data shows an increase in all HGV traffic of 19% in October 2021 compared to October 2019. It is a concern that in October 2021 an almost 50%/50% split between 2 axle vehicles and 3 axles+ vehicles at UC Dry Lane Crawley are recorded, particularly as the 2019 data showed a greater proportion of 2 axle vehicles and fewer 3 axles+ vehicles. Additionally, this site has recorded an increase in 3 axle and above HGVs for October 2021 of 271%.

Dry Lane, Crawley appears to be the most inconsistent site where the proportion of with 3 axle+ HGVs was 15% in October 2019, 20% in February 2021 and 48% in October 2021. The 48% in October 2021 is of concern as recorded on an unclassified road, as we would expect to see proportions of this type on the primary A-road network. It is not possible to tell how many of the vehicles at UC Dry Lane Crawley have re-routed to avoid the Burford weight restriction.

Leaffield

Although there is only data for Leaffield after the Burford ETRO was introduced, it is noted that a consistent volume of HGVs is recorded there in February and October 2021 at round 60 HGVs on average per day. In raw data terms this may not seem particularly high. What is concerning though is the location on the unclassified road network and the volume of consultation responses which report an increase in HGVs since the Burford ETRO was implemented. The weight restrictions at Charlbury in conjunction with the Burford ETRO result in Leaffield being one of the shortest routes into the area just north of Burford and therefore considered to be on the alternative route HGVs could take to avoid the weight restrictions at A361 Burford (and Charlbury). The character of Leaffield and location on the unclassified road network makes it an unsuitable alternative to the A361 Burford. It is not possible to tell how

many of the vehicles at Leafield have re-routed to avoid the Burford weight restriction.

3.13 Air Quality Monitoring.

Air Quality Management Areas (AQMA) have been declared in Chipping Norton and Witney due to their high Nitrogen Oxide (NO₂) levels. There is a concern that, diverting the HGVs from Burford may have a negative effect on the air quality in one or more surveyed areas. West Oxfordshire District Council (WODC) are responsible for monitoring air quality and produce an annual report. At the Cabinet member decision meeting of 18 July 2019, it was agreed that during the implementation of the Burford ETRO air quality levels would be assessed. If they go above 55 µgm-3 (microgram per cubic metre) in Witney or 57 µgm-3 in Chipping Norton, then a decision will be needed on whether to carry on with the experimental weight restriction.

WODC have directed us to use the air quality monitoring data published within the most recent 2021 Air Quality Annual Status Report⁴. The report states:

“The monitoring reported within this 2021 Annual Status Report for West Oxfordshire District Council took place during the whole of 2020. It does not indicate any additional areas of general concern with regard to air quality, but our two designated Air Quality Management Areas (AQMA) continue to experience elevated nitrogen dioxide levels. However, this year annual mean levels did not exceed the national objective of 40 µgm-3, which was set to protect health. This is most likely due to social restrictions placed on the UK as a result of the coronavirus pandemic which had the effect of reducing traffic volumes across much of the UK, particularly in the various national lockdowns during 2020 and into 2021.”⁵

“This year was one of significantly reduced travel and thus traffic-derived pollution in West Oxfordshire. Nitrogen dioxide levels in Bridge Street, Witney dropped below the national air quality objective. The annual average results of 36.5 µgm-3 and 32.2 µgm-3 can be compared with last year [2019] when the levels were 41.9 µgm-3 and 44.84 µgm-3 respectively. Similarly, reductions have been noted in Chipping Norton. The highest recording tube in Horsefair, Chipping Norton remains high at 35.5 µgm-3 (compared to the previous year’s 41.4 µgm-3) but the levels recorded by the other tubes in Chipping Norton are typical of busy roadsides around the whole of the UK. During the year nitrogen dioxide levels appear to correspond with the imposition and relaxation of the various national lockdowns and travel restrictions due to Covid, providing further evidence that the elevated levels are due to volume of traffic. Masked by this significant drop in nitrogen dioxide levels is a likely contribution from an increase in the proportion of newer, cleaner vehicles using the roads.”⁶

We are unable to draw any conclusions about the impact the Burford ETRO has had on air quality across West Oxfordshire, due to the impact of COVID-19 on traffic and travel patterns.

⁴ [2021 Air Quality Annual Status Report \(westoxon.gov.uk\)](https://www.westoxon.gov.uk/2021-Air-Quality-Annual-Status-Report)

⁵ Extract from WODC 2021 Air Quality Annual Status Report, page i

⁶ Extract from WODC 2021 Air Quality Annual Status Report, page iv

OCC requested 2021 air quality data from WODC, however, the 2021 had not been processed at the time of the request.

World Health Organisation

It should be noted that the current target for Nitrogen Oxide (NO₂) levels is 40 µgm-3 or lower in the UK. The World Health Organisation (WHO) in September 2021 issued a new set of air quality guidelines in the 'WHO global air quality guidelines report'⁷. The WHO report is based on the systematic review of accumulated evidence, they provide recommendations on air quality guideline levels to protect public health for six key air pollutants. Almost all the updated guidelines levels are now lower than the previous guidelines. For example, the revised air quality guideline level for Nitrogen Oxide (NO₂) is 10 µgm-3. The UK is yet to adopt these guidelines.

⁷ [WHO global air quality guidelines: particulate matter \(PM2.5 and PM10\), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide](#)

3.14 Assessment of Success Criteria

Table 3.10 Assessment of success criteria

Success Criteria	Comments	Criticism of Criteria or how it has been applied.	Outcome
A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact. Data source: Tracsis data from 2019 and 2021	Site 4 – A361 Burford recorded a 0% change in all HGVS between April 2019 and February 2021 and -15% change between April 2019 and October 2021. Data Source reference Table 3.1	This criteria are based on all HGVs, irrespective that only HGVs over 7.5t are impacted by the Burford ETRO. The volume of 2 axle vehicles which are 7.5t or less are skewing the data set.	This criterion has not been met.
An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact. <u>Data source: Tracsis data from 2019 and 2021</u>	Site 9 – B4022 West End, Witney recoded an 81% increase in all HGVs between April 2019 and February 2021. Data Source reference Table 3.1	The increase at Site 9 – B4022 West End, Witney is not consistent over both the February 2021 and October 2021 data sets. As the increase in October 2021 is 18%. There is a high proportion of slow moving traffic southbound at Site 9 – B4022 West End in 2019 49% southbound, and October 2021 35% southbound. Slow moving traffic can result in vehicles being incorrectly classified. An increase of 50% or more could have been witnessed at a total of 24 sites; however, it has only occurred at 1.	This criterion has been met.
Air quality levels - If they go above 55 µgm-3 (microgram per cubic metre) in Witney or 57 µgm-3 in Chipping Norton, then a decision will be needed on whether to carry on with the experimental weight restriction.	We are unable to draw any conclusions about the impact the Burford ETRO has had on air quality across West Oxfordshire, due to the impact of COVID-19 on traffic and travel patterns and air quality.		Undetermined

Other Indicators

Table 3.11 Other indicators

Indicator	Indicator Outcome	Limitations of Indicator	Comments
Tracsis Data for vehicles 3 axles+ / over 18t <i>"A decrease in HGVs with 3 axles+ / over 18t on Burford High Street of 50% or greater would be considered a positive impact"</i>	Burford has seen a significant decrease, at - 56%, in HGVs over 18t between April 2019 and February 2021; and - 51% between April 2019 and October 2021 due to the implementation of the ETRO.	This is not an approved measure of success criteria. There is data for all three survey periods.	If the original criteria had included <i>"A decrease in HGVs with 3 axles+ / over 18t on Burford High Street of 50% or greater would be considered a positive impact"</i> this criteria would have been met .
Tracsis Data for vehicles 3 axles+ / over 18t <i>"An increase in HGVs with 3 axles+ / over 18t on other roads greater than 50% would be considered a negative impact"</i>	Crawley has recorded a 271% increase in HGVs over 18t between October 2019 and October 2021.	This is not an approved measure of success criteria. There is data for three survey periods however the before data is from October 2019 not April.	If the original criteria had included <i>"An increase in HGVs with 3 axles+ / over 18t on other roads greater than 50% would be considered a negative impact"</i> this criteria would have been met .
Euro Classification report over 7.5t. Burford	The Euro report recorded 99 heavy goods vehicles of these 27 where over the 7.5t weigh restriction.	This is not an approved measure of success criteria. There is no 'before' data to compare the October 2021 data to.	An average of 27 vehicles per day is considered very small (compared to Tracsis data) and therefore a success that HGVs have re-routed away from A361 Burford .
Locations where the Euro Classification report indicates 50% or more of the HGVs are over 7.5t.	The Euro report recorded an average of 10 heavy goods vehicles over 7.5t per day at Leafield accounting for 56% of total HGVs.	This is not an approved measure of success criteria. There is no 'before' data to compare the October 2021 data to.	Whilst an average of 10 vehicles over 7.5t may not seem many in context 56% is significant and an area of concern .
Locations where the Euro Classification report indicates 50% or more of the HGVs are over 18t or 3 axles.	None of the 5 sites met this indicator.	This is not an approved measure of success criteria. There is no 'before' data to compare the October 2021 data to.	None of the 5 sites met this indicator.

4. Data from Burford Town Council

4.1 Monitoring ETRO Contraventions

Burford Town Council are responsible for monitoring the number of contraventions of the Burford ETRO. During the week that the traffic surveys (commissioned by OCC) were carried out, Burford Town Council have provided their contravention monitoring data for the 10th and 12th February 2021. Due to the differences in how the two data sets are collected we do not expect them to match.

Table 4.1, provided by Burford Town Council, shows the level of potential ETRO contraventions.

Table 4.1: Potential ETRO contraventions recorded by Burford Town Council

Date / Time Period	Number of HGVs	HGV Tonnage
Wednesday 10th February 2021 (07.13 – 16.56)		
7 – 8am	2	12t & 15t
8 – 9am	7	18t – 44t
9 – 10am	7	12t – 32t
10 – 11am	6	18t – 32t
11am – 12pm	9	12t – 44t
12 – 1pm	5	18t – 26t
1 – 2pm	4	18t – 22t
2 – 3pm	2	18t – 32t
3 – 4pm	6	18t – 26t
4 – 5pm	3	18t – 26t
	Total: 51	
Friday 12th February 2021 (07.31 – 16.59)		
7 – 8am	3	15t & 18t
8 – 9am	6	22t – 44t
9 – 10am	8	18t – 44t
10 – 11am	8	18t – 32t
11am – 12pm	7	18t – 44t
12 – 1pm	6	26t – 32t
1 – 2pm	3	15t – 22t
2 – 3pm	3	18t – 44t
3 – 4pm	7	18t – 38t
4 – 5pm	4	15t – 32t
	Total :55	

Of the 51 HGVs potentially contravening the Burford ETRO observed by Burford Town Council on Wednesday 10th February 2021:

- Permit Holders: 19
- Genuine Deliveries: 6
- Identified Contraventions: 14
- Unidentified Contraventions: 2
- Coaches / Buses: 8

- Foreign Registered Number Plate: 2
- Tractors: 0

Of the 55 HGVs potentially contravening the Burford ETRO observed by Burford Town Council on Friday 12th February 2021:

- Permit Holders: 21
- Genuine Deliveries: 8
- Identified Contraventions: 14
- Unidentified Contraventions: 3
- Coaches / Buses: 6
- Foreign Registered Number Plate: 3
- Tractors: 0

The data shows that on average per day Burford Town Council are recording around 19 contraventions.

During Wednesday 10th and Friday 12th February 2021, Burford Town Council observed 198 and 186 respectively HGVs classed as 7.5 tonnes or less travelling through Burford.

Buses and coaches are exempt from the Burford ETRO.

5. Permit scheme

At the Cabinet Member Decisions meeting of July 2021, it was approved that Burford Town Council and OCC officers would review the permit scheme in light of the comments received regarding its extent and operation. This section of the report explains the area the Burford Experimental Traffic Regulation Order (ETRO) original permit scheme covers and the proposed revised permit scheme.

Burford Town Council agree to the following actions:

- Burford Town Council to publish the “Burford weight limit exemption permit system” note, “Permit Scheme Application” form and “hgv.permits@burford-tc.gov.uk” email address on their website.

5.1 Permit Scheme as described in the ETRO

The ETRO stated:

“Burford Town Council (BTC) HGV Exemption Scheme:

Locally based HGV owners/operators (for load/goods carrying purposes) may apply for a permit exempting them from the restrictions (allowing them to drive through without the need to stop in the town).

BTC will administer the scheme which includes the provision of permit application documents and their management (GDPR compliant), criteria for permit allocation, their duration, cost and renewal procedures, and the displaying on vehicles of permits supplied by BTC.*

BTC will alone decide on eligibility to grant a permit, and action to take in the event of non-compliance with application and renewal requirements, and/or permit conditions of use (vehicle specific – non-transferable).

Enforcement of the restriction will be undertaken by BTC manually and by camera recording. Breaches will be considered for written warnings by BTC, or for prosecution by the preparation of a court file – to be undertaken by Oxfordshire County Council.

There will be statutory exemptions for emergency services, for any HGV delivering or collecting goods within the restricted roads, and for utility services, as well as for non-goods vehicles e.g., agricultural vehicles, private horse transports, fairground vehicles, military vehicles.

** Burford Town Council, The Tolsey, 126 High Street OX18 4QU”*

5.2 The Original Burford ETRO Permit Scheme

The original permit exemption scheme to the Burford ETRO is administered by Burford Town Council. The permit scheme applies to individual HGVs from businesses which have an operational base within a 4.8 mile radius of Burford called the “Red Zone” or the “Exempt Zone” (see **Annex A**). The permits allow vehicles to travel through the weight restriction area designate by the ETRO (see **Annex C**) to deliver within the red/exempt zone but not outside. Therefore, those eligible for a permit must have an operational base within the 4.8 mile red/exempt zone and be delivering within the zone.

The permit scheme is referred to in the experimental traffic regulation order. Hauliers contact Burford Town Clerk for an application form. It is understood that the various road haulage associations also make their members aware. There are no details of the permit scheme on Burford Town Council's website or Oxfordshire County Council's website.

Burford Town Council (BTC) decided the permit area is within a 4.8mile radius of Burford. The "Burford weight limit exemption permit system" note at **Annex D** states:

- In considering an application for an exemption permit BTC took into account alternative distances and time needed for HGVs to travel by alternative routes in drawing up the Exempt Zone.
- Deliveries from permitted HGVs to addresses in very adjacent villages to Burford were taken into consideration when defining the Exempt Zone.

Additionally, Burford Town Council have said:

"We realised that if we defined "Burford" too narrowly, for example by reference to its civic boundaries, a number of business who consider themselves Burford based, although not actually in Burford, would be excluded. We came to the generous conclusion that an "Exemption Zone", being the area within a radius of 4.8 miles from Burford, would be fair."

Burford Town Council's decision on agreeing to issue and withdrawing the permit will be final. There is no appeal process. Oxfordshire County Council are not involved in the permit exemption scheme.

A total of 122 HGV permits have been issued by Burford Town Council to 16 businesses (as of June 2021). Permits are displayed on the HGV windscreen.

5.3 Consultation responses received related to the permit area.

A total of 25 of the 394 responses to the Burford ETRO specifically mention the permit scheme.

The themes include:

- The permit area is too small and does not allow local business to operate effectively.
- The permit scheme rule that the business must be in the permit area and also be delivering in the permit area is too restrictive.
- The process of application (by way of sending a cheque) is outdated in the modern era.
- Permits are issued to a specific vehicle, for example if a business that is permitted to apply for a permit is having a delivery, they need to know the vehicle registration number of the delivery vehicle owned by a different company to apply for a permit for the vehicle.
- The permit scheme is not well advertised, nor information readily available online and some businesses are not aware they can apply for permits.

- Concerns the permit scheme conducted by Burford Town Council is unregulated. There is no appeal process. Burford Town Council can revoke permits or change the criteria without consulting.
- Concerns that Burford Town Council are contacting businesses who have been issued permits indicating they are abusing the permit system, disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order or permit scheme.
- The permit scheme is putting some local businesses at an advantage over other businesses who also consider themselves local.

Annex B contains excerpts from the consultation responses regarding the permit scheme.

Respondents commenting on the permit scheme from locations **within** the permit area: Leaffield, Swinbrook, Carterton, Fulbrook, Burford, Brize Norton village, Minster Lovell.

Respondents commenting on the permit scheme from locations **outside** of the permit area: Kidlington, Standlake, Enslow, Crawley, Brize Norton Station Road industrial estate, Kingham, Whitminster, Cheltenham, Brackley and Chipping Norton.

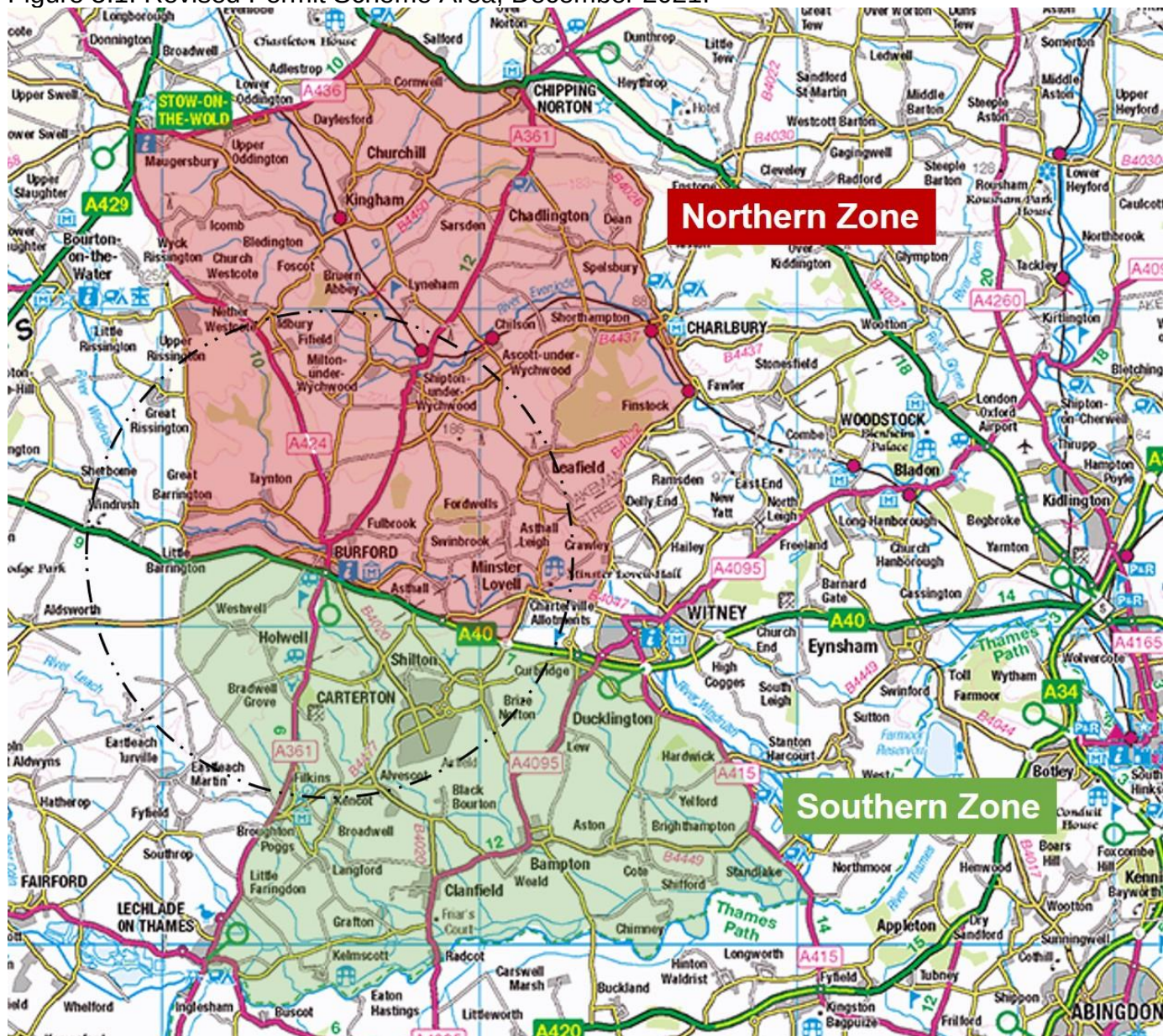
5.4 Leaffield Technical Centre

Leaffield Technical Centre appears to have an HGV routing agreement which originates from the original planning permission in 1995. The routing agreement routes HGVs to the site using the A361 including via Burford. As the Leaffield Technical Centre is within the permit zone, this should make it possible for HGVs serving the site to continue to use the routing agreement route.

5.5 The revised permit scheme (December 2021)

Figure 5.1 shows the revised permit scheme areas in red and green and the original permit scheme area in black.

Figure 5.1: Revised Permit Scheme Area, December 2021.



The revised permit scheme creates two larger zones than the original area. The Northern Permit Area boarded by A40 Burford to turn-off to Little Barrington, unclassified Road through Great Barrington and Rissington to A424, A424 to Stow, A436 Stow to A44, A44 to Chipping Norton, B4026 Chipping Norton to Charlbury, B4022 Charlbury to Hailey, to Crawley, down to B4047, B4047 to B4477, B4477 to A40, A40 to Burford. The Southern Permit Area boarded by A40 Burford to Witney, A4095 Witney to Newbridge, River Thames Newbridge to Lechlade, A361 Lechlade to Burford.

Vehicles with operational bases within the Northern or Southern Permit Areas will be eligible to apply for a permit. Vehicles serving a location within the Northern Area shall be deemed to have a permit if details of the customer's name and delivery/collection address are supplied to BTC within 7 days after the delivery

collection. The number plate of the vehicle will also need to be supplied to rule the vehicle out of BTC taking further action.

Officers consider this an improvement on the existing 4.8mile permit area and it will assist many local businesses and potentially ameliorate the impacts being felt at Leafield etc. However, there are likely to be businesses outside the permit zone who are adversely affected.

Should the TRO be made permanent officers recommend the revised permit scheme runs alongside this on an indefinite basis. Should BTC withdraw the permit scheme, OCC will review the impacts of the TRO and may consider holding a consultation to revoke the order.

It could be considered that the need for a unique permit scheme means the 7.5t weight restriction covering Burford (and not a wider area) is not the most appropriate tool to address the issue.

6. Policy and Technical Background

6.1 Local Transport Plan Route Hierarchy

The Local Transport Plan Route Hierarchy identifies the A361 Burford High Street as a Class 3b County Principal (A) Classified Road (Minor). A road suitable for important cross and inter-county traffic where there were relatively lower volumes of mostly local traffic. Minor A-roads served to link larger settlements with major A-roads providing missing links and were roads which could be subject to weight restrictions where suitable alternative routes were available.

The A4095 Bridge Street, Witney is also classified as Class 3b County Principal (A) Classified Road (Minor).

All B and C or Unclassified roads are Class 4: Non-principal roads (B/C Classified). A road suitable for other shorter cross and inter-county movements where volumes are relatively low, and no principal road is available. Weight restrictions can be considered providing diversions are not excessive and do not prevent access to properties.

The A44 through Woodstock has a status of a Class 2b Other Primary Route suitable for longer distance and inter-regional traffic and which might be part of the national lorry network. No restrictions on access or permanent weight restrictions could be considered on these types of road.

6.2 Local Transport Plan 4: Connecting Oxfordshire (LTP4)

The following Local Transport Plan 4: Connecting Oxfordshire (LTP4) policy extracts apply to the application of a weigh restriction at Burford and also apply to protecting the other communities where the negative impacts may be felt:

Policy 05 *Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.*

Policy 24 *Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.*

Policy 29 *Oxfordshire County Council will work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.*

6.3 Department for Transport Guide to Lorry Types and Weights

An extract from the Department for Transport Guide to Lorry Types and Weights is shown below at figure 6.1.

The full version is available here:

A Simplified Guide to Lorry Types and Weights (publishing.service.gov.uk)

This guide indicates that vehicles with 2 axles are up to 18 tonnes. It would be possible to have an over 18 tonnes weight restriction and the enforcement be straight forward. Similarly, 4 axle vehicles are over 30 tonnes, again weight restriction and the enforcement of over 30 tonnes would be straight forward.

Figure 6.1: Department for Transport Guide to Lorry Types and Weights

A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

Recommended Description			Identifier	UK Maximum Gross Weight (tonnes)	Shape
LIGHT GOODS VEHICLES			2 axles	3.5	no rear side windows 
LORRIES	HEAVY GOODS VEHICLES	SMALLER 2-AXLE LORRIES	2 axles	Over 3.5 7.5	
		BIGGER 2-AXLE LORRIES	2 axles	Over 7.5 18	
	HEAVY GOODS VEHICLES (Vehicles over 7.5 tonnes gross require a Heavy Goods Vehicle Driver's Licence)	MULTI-AXLE	3 axles rigid	25 26*	
			3 axles artic.	26	
			4 axles rigid	30 32*	
		LORRIES	4 axles artic.	36 38*	
			Vehicle and draw-bar trailer 4 axles	30 36**	
			5 axles or more artic. See note (a)	40	
			Vehicle and draw-bar trailer 5 axles See note (a)	40**	
			6 axles artic. See note (b)	41*	
			6 axles draw-bar See note (b)	41* and **	
			5 or 6 axles artic. See notes (b) and (c)	44* and ***	
			6 axles draw-bar	44*,** and ***	
			6 axles artic. See note (b) and (d)	44*	
			6 axles draw-bar See note (b) and (d)	44* and **	

7. ETRO Consultation Responses

7.1 Consultation responses up to July 2021

This section of the report provides the consultation responses received to the Burford Experimental Traffic Regulation Order for an environmental weight restriction applying to vehicles exceeding 7.5t. The public consultation took place from 5 August 2020 to 5 February 2021. The consultation was publicised on Oxfordshire County Council's website and via social media channels.

A total of 395 responses were received to the consultation of these, 256 were submitted via the online consultation portal and 148 were written emailed submissions. The responses are provided in **Annex G**.

Of the 395 responses, 180 were in support of the Traffic Regulation Order and 213 objected to or have concerns about the impacts of the order. Two responses were neither in support of, nor objecting, to the order, see **table 7.1** below.

Responses have been received from residents, businesses, councils, and interest groups or associations. Analysis of consultation responses revealed that 19 responses (5%) were received from or people representing organisations; 43 responses (11%) were received from businesses; and 333 (85%) from individuals (e.g., residents).

Tables 7.2 and 7.3 show the location of those responding. Of the responses in support of the weight restriction 115, of 180 responses, came from Burford and 21 responses from Fulbrook. For responses objecting to or with concerns about the weight restriction 130, of 213 responses, came from Leafield.

Table 7.1: Type of response to the consultation.

Response Group	Support	Neither	Objection/Concern	Totals
From or representing an organisation	10 (3%)	1 (<0%)	8 (2%)	19 (5%)
Business	8 (2%)	1 (<0%)	34 (9%)	43 (11%)
Individual e.g., resident	162 (41%)	0 (0%)	171 (43%)	333 (85%)
Total	180 (46%)	2 (1%)	213 (54%)	395 (100%)

Table 7.2: Locations of those responding in Support of the weight restriction

Location of those in support	Count
Burford	115
Fulbrook	21
Shipton Under Wychwood	9
Carterton	3
Milton under Wychwood	3

Oxford	3
Signet	3
Taynton	3
Chipping Norton	2
Shilton	2
Widford	2
Bibury	1
Eynsham	1
Fordwells	1
Foscot	1
Golden	1
Great Milton	1
North Leigh	1
Potenza Picena (MC) Italy	1
Stonesfield	1
Swinbrook	1
Upton	1
Wheatley	1
Witney	1
Worcester	1

Table 7.3: Locations of those responding in objection/concern of the weight restriction

Location of those objecting/concerned	Count
Leaffield	130
Burford	7
Crawley	7
Witney	7
Carterton	4
Minster Lovell	4
Swinbrook	4
Aston	3
Hailey	3
Milton Under Wychwood	3
Brize Norton	2
Charlbury	2
Cote	2
Finstock	2
Kingham	2
B4437 south of Chilson Village	1
Barrington	1
Between Shipton under Wychwood and Leaffield	1
Bledington	1

Brackley	1
Bristol	1
Cheltenham	1
Chipping Camden	1
Chipping Norton	1
Colchester	1
Ducklington	1
Enslow	1
Kidlington	1
Long Hanborough	1
North Leigh	1
Oxford	1
Poffley End	1
Reading	1
Royal Tunbridge Wells	1
Standlake	1
Stourton	1
Swinbrook Farms, South Lawn Farm, Swinbrook	1
Tysoe	1
Upper Milton, Milton under Wychwood	1
Weybridge	1
Whitminster	1
Windrush Valley Traffic Action Group Villages	1
Woodstock	1

Groups/organisations/representatives Objecting/Concerned

- Councillor Liam Walker, Oxfordshire County Council, Hanborough and Minster Lovell Division
- Minster Lovell Parish Council
- Barrington Parish Council
- Leafield Parish Council
- Crawley Parish Council
- Hailey Parish Council
- Windrush Valley Traffic Action Group
- Witney Town Council

Groups/organisations/representatives Supporting

- Cllr John White, Burford Town Council
- Burford Town Council
- Cllr Chris Butterworth, Chipping Norton Town Council
- Cllr Field – Johnson, Oxfordshire County Council, Burford, and Carterton North Division
- Cllr Hibbert-Biles, Oxfordshire County Council, Chipping Norton Division

- As part of a group/organisation Shipton under Wychwood
- As part of a group/organisation Burford
- As part of a group/organisation Fulbrook

Locations that reported they had seen an increase in HGVs since the Burford ETRO was implemented include: Ascott-under-Wychwood, Bledington, Charlbury, Crawley, Hailey, Finstock, Leafield, Milton-under-Wychwood, Minster Lovell/Old Minster, Poffley End, Shipton-under-Wychwood, Swinbrook, and Witney.

7.2 Consultation Response Themes

The following themes have been identified from the consultation responses. The full summary of the consultation responses by theme is available in **Annex F**.

Impact on Businesses

- The effects of the weight restriction on local businesses and hauliers have been dramatic and detrimental with additional costs, expenses, driving / delivery time etc being incurred with no way to off-set the impact. There has been a lack of consultation with local hauliers. How the weight restriction enables a company to run a sustainable business needs to be considered. This increases business expenditure and leaves companies with little choice to relocate or close.
- The ban of HGVs through Burford has not only stopped long distance lorries, but also local hauliers who are important for the local economy. Local HGV companies, with contracts in the farming, agricultural, waste, building, or energy sectors were dependent on the Burford bridge for access.
- Access to businesses in rural areas, such as those in the Evenlode and Windrush Valleys, are gradually being hindered and cut off by restrictions like those in affect at Burford. The alternative routes suggested within the traffic order are not the ones being used by HGVs as they add more time, cost, and distance to hauliers.
- Major suppliers to businesses in the rural area are either dropping individual deliveries or are considering ending the supply entirely. Cote Livestock Business has been prevented from reaching destination within legal time limits.
- There are many professional equestrian businesses operating in the Windrush Valley area - most of which have lorries which are more than 7.5 tonnes. Equine events are now made more difficult to get to by the bridge restrictions. There are also several racing yards nearby. This has meant (Covid notwithstanding) that horses are being driven on long detours sometimes daily if they're being trained elsewhere.
- Leafield (instead of Burford) now acts a pivotal point for HGVs travelling to farms and quarries in Shipton / Milton / Ascott under Wychwood, Kingham, Stow-on-the-Wold, Witney, Minster Lovell, Bampton, and Stanton Harcourt.

(Re)routing

- The experimental weight restriction has cut off the only suitable A Road that crosses the river Windrush.
- The restriction adds significantly more journey time to operators who must use alternative routes. Accessing areas within the Windrush Valley area from south of the A40 now requires lorries to go either via Oxford and Chipping Norton, or Northleach and Stow-on-the-Wold which is additional time and mileage which will be passed on to businesses as haulage levies or a reduction in the price for the product.
- The restriction in Burford has displaced almost all Evesham traffic to the A44 through Chipping Norton and Woodstock as suggested alternatives are inefficient and / or time / cost consuming for companies.
- Lorries now route through Leafield, Charlbury or Chadlington to access areas such as Milton / Shipton under Wychwood. The roads in the rural locations are less suitable for HGVs than the A Road (A361) through Burford. These rural locations lack suitable footways, crossings and traffic management, therefore additional HGVs on the highway presents a real risk to the public.
- Leafield is not part of the major road network, however the village is being used as alternative route as a result of the Burford experimental weight limit.
- Due to physical restrictions on narrow roads and crossing in areas such as Swinbrook, Asthall, Worsham, Minster Lovell and Crawley – Burford is one of few crossings over the river Windrush that can be used by farm machinery.

Carbon and Environmental Impact

- Benefits of the weight limit in Burford (and potentially elsewhere on the A361) include:
 - stopping of vibrations felt through windows and residential properties,
 - front listed building houses no longer losing the pointing from vibration,
 - diesel soot through windows has decreasing,
 - the air quality has improving,
 - the single lane bridge appearing in better shape,
 - night times are much quieter,
 - protect the Burford Conservation Area, and
 - traffic idling is now minimal in comparison.
- The reduction in the number of HGVs means that it is safer to walk along the A361 in Burford

- The village of Fulbrook has benefitted from the reduction in the numbers of heavy lorries formerly using the A361 not only during the day but also throughout the night. Fulbrook is a safer and healthier village.
- Weight restrictions increases HGV's carbon footprint on the environment with more fuel use and increased air pollution.
- Increased HGV movements through Leafield have caused additional potholes in the road, damage to kerbsides, verges, and walls of residential properties, as well as vibrations through homes.
- Bridge Street in Witney remains as the only suitable crossing for HGVs; however, it sits within a declared air quality management area. Displaced HGV traffic can potentially worsen the current levels of pollution.
- Burford's air quality levels are less than the levels recorded in Witney and Chipping Norton (both declared air quality management areas) to where much of the HGV traffic has been diverted.

Policy / Strategy

- Oxfordshire County Council have failed to consider the key principles within LTP4's Freight Strategy. LTP4 guidance emphasises the important role which local authorities have in implementing Central Government's sustainable distribution strategy.
- LTP4 Policies 5, 24, and 29 and the Freight Strategy would have justified rejection, or at very least seriously questioned the TRO application submitted by Burford.

Local Transport Plan 4: Connecting Oxfordshire (LTP4) policy extracts:

Policy 05 *Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.*

Policy 24 *Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.*

Policy 29 *Oxfordshire County Council will work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.*

Suggested Further Mitigation Measures

- Raising the weight limit to 18 tonnes and having a more inclusive permit system for local companies (e.g., within a 20-mile radius) would stop the largest lorries from using the High Street through Burford.
- A bypass is required for HGV's only so that traffic generated by tourism within the town remains.
- The A361 through Burford should now be downgraded to a B-road.

The consultation responses have provided further evidence as to the impacts of the Burford ETRO. There is no further planned period of public engagement during the ETRO trial. Many of the negative impacts reported by consultees will attempt to be addressed through the review of the permit scheme; however, some of the negative impacts are unlikely to be addressed.

7.3 Additional Representations Received After July 2021.

The following representations have been received since the last Cabinet Member Decision meeting in July 2021. Some representations may be dated earlier than July 2021, but not received in time to be included in the reporting. These are documented in **Annex H**.

Table 7.4: Type of response received

Response Group	Objection/Concern	Support
From or representing an organisation	5	1
Business	10	0
Individual e.g., resident	81	0
Total	96	1

Table 7.5: Locations of those responding in objection/concern of the weight restriction

Location of those objecting/concerned	Count
Woodstock	30
Leafield	22
Hailey	10
Crawley	8
Witney	7
Little Barrington	4
Field Assarts	2
Windrush Valley	2
Gloucestershire	1
Hanborough	1
Swinbrook	1
B4022 (between Witney and Charlbury)	1
Kingham	1
Chipping Norton	1
Bampton	1
Chadlington	1
Herefordshire	1
Icomb	1
Bladon	1

Burford Town Council have written in support of the ETRO since July 2021. They state: *“Within the measurement limitations of the surveys, we believe that all the conditions agreed between BTC and OCC have been satisfied for allowing the ETRO to become a permanent TRO. Accordingly, Burford Town Council respectfully requests that OCC approves the continuation of the Burford Weight Limit.”*

Themes identified in the consultation between August 2020 to February 2021 were expressed again through the additional representations received following the last Cabinet Member Decision meeting in July 2021. However, a further subject that was identified in the new representations is as follows:

Theme: Impact on Safety

- The Burford Bridge, which is narrow, is safe because it is controlled by traffic lights, and has refuges for pedestrians
- This decision to divert traffic seems very unfair and potentially dangerous to tourists, elderly people, and children in Woodstock
- For pedestrians the closeness of huge lorries when they are walking on pavements can be quite frightening
- The safety and health of residents and road users must come first
- The safety of pedestrians has been compromised with the change of traffic flow, Leafield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which all re-routed traffic passes. The primary school is less than 5m from the carriageway
- Leafield has always been a popular destination for cyclists but the transformation in traffic type since the Burford bridge was closed to HGV has made cycling through Leafield more dangerous
- At certain points in the village, particularly by the bend in the road just by Hailey CE Primary School the road is very narrow, and large HGVs add to the risks for pedestrians and school children at this point. At present there is no 'lollipop' person to assist the children across the road
- Crawley is a small village with virtually no pavements, and we feel threatened by large vehicles on the country lanes
- There is a busy primary school on the edge of Witney. Twice a day this creates a lot of traffic, both cars and pedestrians. If HGVs are regularly driving along the road there will be a significant hazard to children and their parents
- There are often no pavements in these villages so there is also a risk to pedestrians
- Horse riders already find that the roads around the local area busy and frightening at times due to the volume and size of the vehicles using the roads
- Swinbrook has no pavements and some of the verges are more like banks so when you are walking along this single-track road and come across an HGV you are passed within inches of this vehicle which feels very unsafe

7.3 Officer meetings with Farmers and Hauliers

At the Cabinet Member Decisions meeting of July 2021, it was requested officers meet with representatives from the farming and haulage communities. The notes of the meetings are available at **Annex J**.

8. Annexes:

Annex A: Map of Burford ETRO Study Area

Annex B: Consultation responses received related to the permit area.

Annex C: Experimental Traffic Regulation Order (ETRO)

Annex D: Burford Town Council Burford Weight Limit Exemption Permit System

Annex E: Burford HGV Weight Restriction Exemption Permit Application Form v13

Annex F: Burford ETRO Consultation Responses by theme

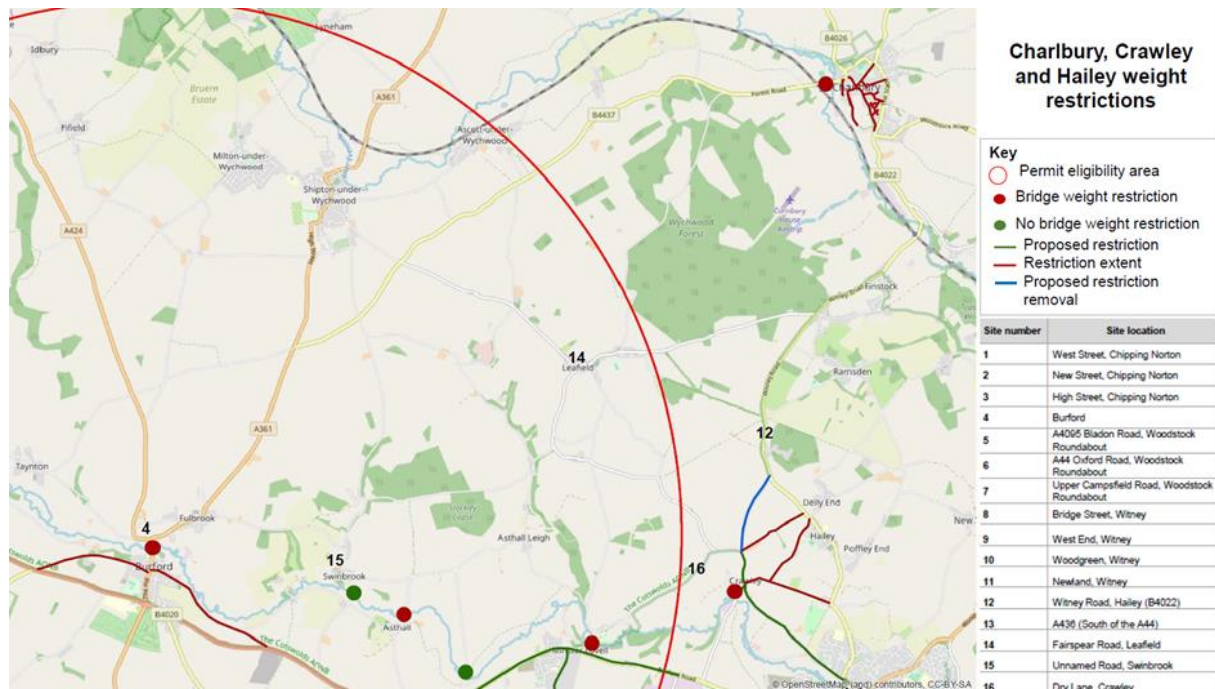
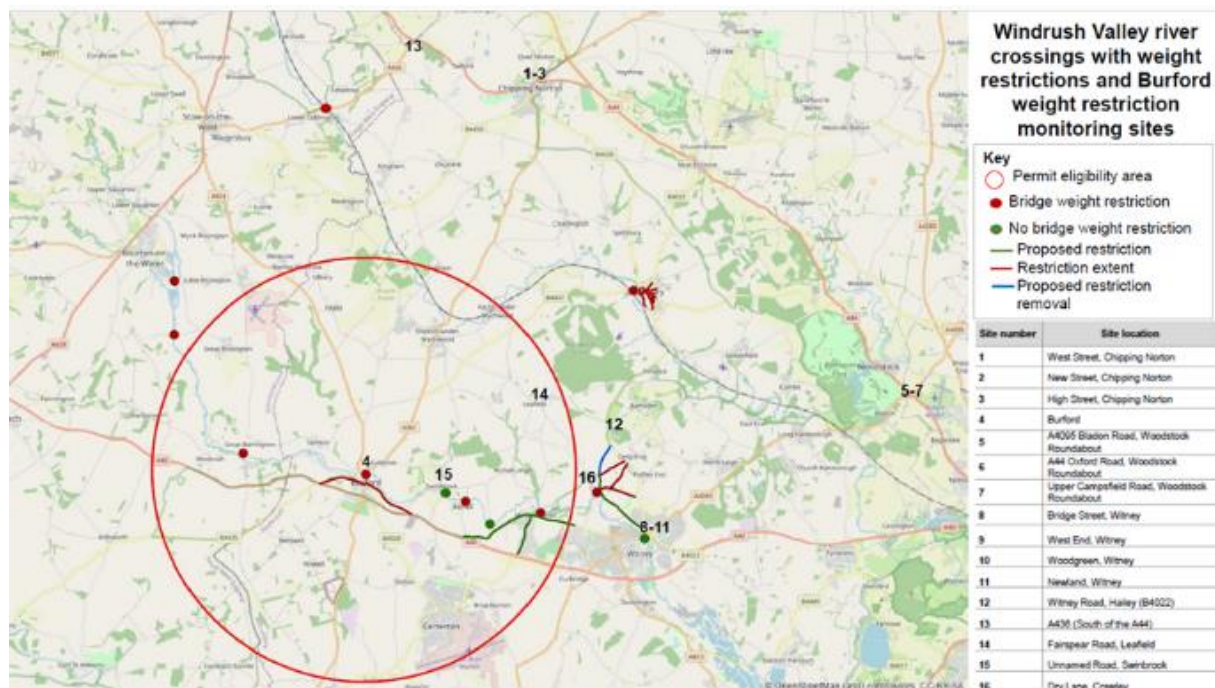
Annex G: Burford ETRO Consultation Responses – originals

Annex H: Additional Representations Received Since July 2021

Annex I: Directional Tracsis Traffic Flow Data and proportion of slow moving traffic

Annex J: Officer note of meeting with Farmers and Hauliers.

Annex A: Map of Burford ETRO Study Area



Annex B: Consultation responses received related to the permit area.

The following comments are taken directly from the consultation responses:

An individual at Leafield:

"The permits are next to useless; A 5 miles radius around Burford where you have to start and finish the journey in that 5 mile radius as per an email, I had from Mr White the Burford Mayor. Not to mention they have to write a cheque and send it through the post.... This is totally unsuitable for local businesses."

A business at Swinbrook:

"The permit scheme only works if you know which lorry is coming and therefore can obtain a permit. Is there anyway that the system could be tweaked for local farmers and we could work together on this?"

A business at Kidlington:

"I have sent emails to various councillors and our local MP outlining some of the recent issues we have had with the management of the restriction and associated permit scheme."

Cllr Walker OCC Hanborough Division:

"The complicated permit system that has been set by Burford Town Council has made it difficult for local hauliers to apply unless they are based and are delivering within the designated circle as set out by the Town Council."

A business at Carterton:

"No advice sort from BTC on the permit system and should be 32 tonne limit thus it would send arctics along better routes"

A business at Standlake:

"We would like to apply for a permit to be able to drive our one HGV through Burford please?"

Individual at Fulbrook:

"More permits need to be issued to stop local and delivery lorries using village roads avoiding Burford to carry out their work, for example a multi drop lorry"

delivering in Fulbrook should not have to divert round Burford to deliver to Burford Garden Company”

An individual at Leafield:

“The Burford ban was given to stop long haul lorries passing through, but consequently they have also stopped the local hauliers driving through too, who are so important for our local economy and infrastructure. The permit scheme only allows lorries that start and finish within a five-mile radius of Burford. This means that the local hauliers and farms in the Witney area have not been permitted a permit. This Burford ban has cut off the only suitable A road crossing the river Windrush, that these local hauliers can use, causing them to use longer routes, country lanes not designed for HGV or a congested and already dangerously polluted road in Witney. The environmental impact of this ban, given many of these lorries drive 8MPG, is huge when you map that out over all the extra miles these companies are having to take to avoid Burford and future years, they will be doing this. This situation clearly cannot go on for much longer. Not only for the environmental impacts but for the financial impact this has on the local hauliers in and around Witney. Not to mention all the quarries, farms and building sites that are affected. The county council have clearly let these businesses down, albeit possibly unwittingly, or perhaps by lack of due diligence.

One other concern is that Burford are controlling the permit schemes themselves because: point 23. of the document dated 18th July 2019 'Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are better suited to understand which business should be exempt.' Clearly by the tone of the email to Mr [redacted] and the situation of many hauliers, this is not the case, they are totally unqualified to do this because their total lack of understanding. Also, is a 5 mile radius local? Surely West Oxfordshire should be considered local?”

A business at Burford:

“I am a Burford resident myself and have not yet applied for a permit, but if this ban is here for the long haul then I will be applying for my permit and using the hill regardless.”

Leafield Parish Council:

“Leafield residents have complained about an increase in lorry traffic since September 2020. As a result, we undertook - between October and December 2020 – a series of weekday traffic surveys totalling 62.75 hours of combined activity. The survey showed that HGV's pass through the village every 16 minutes. We have followed up with 55 of these HGV companies (whose details we were able to capture) and were interested to learn that many said that they: would normally come through Burford; do not wish to come

through Leafield as the roads are unfit and dangerous; and have complained about Burford Town Council's permit structure for local hauliers."

Business at Enslow:

"Our company was successful in being granted exemption permits by Burford Town Council for our fleet of 36 tipper trucks. The parameters of the scheme are still very restrictive due to the radius of the zone within which each journey has to begin and end. It does encompass our smaller limestone quarries near Burford but does not include our largest and busiest sand and gravel quarry at Gill Mill near Witney. Due to this, we are limited as to how often we can route our vehicles through Burford, so I was very surprised to receive an email from the Mayor of Burford last week accusing us of over using the permits. It was suggested that the permits might need to be revoked and replaced with ones that would specifically limit the number of journeys our vehicles could make through the town.

I have attached a copy of my detailed response to the Mayor – John White, together with some other relevant information. I hope that this clearly shows the impact the weight limit has on local companies such as ours trying to operate in the local community. I believe the County Council might be scheduling a meeting in February to coincide with the 6 month period that the temporary weight restriction has been operating. If this is the case, I would very much like to be part of that meeting or at least be able to present the information I have included here as an impact statement."

[Correspondence from Business at Enslow to Burford Town Council:]

"The vehicle you mention was delivering to a customer site near Swinbrook which had to be accessed via the B4437 (Charlbury Road). The vehicle itself is the newest one on our fleet and is a 4-axle rigid tipper lorry with a maximum gross weight of 32 tonnes. It is the most fuel efficient and environmentally friendly vehicle of its type on our fleet.

The total amount of material required by the client on 6th January meant that our lorry actually made 9 trips to site using the A361 through Burford on each occasion. As highlighted in your email, the journeys did not breach any conditions of the permit scheme as each journey began and ended within the red zone. The journey from our quarry just outside Burford utilised the A40, A361 and B4437 which are the most suitable roads for a vehicle of this type whilst minimising the distance travelled. The vehicle carried around 19 tonnes of material on each trip travelling a distance of 6.2 miles each way. This enabled us to meet the customers' requirements delivering a total of 170 tonnes whilst covering a total distance of 112 miles at an average of 8 MPG.

In your email you say that this is not in keeping with your original thoughts of how the permit scheme would work and you think our journeys are excessive.

If we were unable to use the permit scheme or have severe limitations put upon it, this would have a major impact on our business and our ability to serve the local community around Burford. To help explain the implications this would have had on this particular job, here are examples of what we would need to do:

Option 1: Alternative Route via Witney (map attached).

This would be the next shortest route using roads much less suitable for an HGV travelling a distance of 16.8 miles in each direction. This route would take the vehicles through Witney town centre and various small villages between there and the destination. To fulfil the customer's order, we would need to use 2x 32 tonne lorries throughout the day covering a total distance of 302.4 miles.

Option 2: Alternative Route using 'A' Roads (map attached).

This is the advisory diversion route for HGVs to avoid Burford and is 30.9 miles in each direction. To fulfil the customer's order, we would need to use 3x 32 tonne lorries throughout the day covering a total distance of 556.2 miles.

Option 3: Using 7.5 tonne trucks via Burford High Street.

This is to highlight the impact of the 7.5 tonne weight restriction as we do not have this type of vehicle on our fleet. The smallest tipper on our fleet has a maximum gross weight of 12 tonnes. The load capacity of a 7.5 tonne tipper is 2.5 tonnes so to fulfil the customers order this would require 68 return trips. In theory this would require 8 vehicles working continually throughout the day.

Hopefully, you can see from the information above what a huge impact the restriction could have on our business and our ability to meet our customers' needs within the local surrounding area of Burford. One of the key objectives within our haulage division is to minimise our impact on the wider environment and to continually reduce our carbon footprint. We currently achieve this by running a modern fleet that incorporates all the latest environmentally friendly technology, driven by drivers who undergo continual eco-friendly training. In addition to this we take great care in scheduling the work to minimise the mileage the vehicles do whilst utilising the strategic road network.

I would also like to mention that I attended the original meeting about the proposed weigh limit at the OCC offices on 12th October 2017. The reason given for the need of a weight limit was to prevent large articulated lorries on long distance journeys taking 'short cuts' through Burford rather than using other major roads. It was pointed out that the intention was not to penalise local companies carrying out their business in the local community."

Individual at Leaffield:

"The permit scheme being operated by Burford Town Council is improper and definitely not fit for purpose, I also do not believe it is being operated in the way it was perceived it was going to be, when the order was originally granted."

Business at Crawley:

"We are not a big company. We did apply for a permit and it was refused. Our cheque was sent back stating we were out of the "zone ". When trying to solve this issue, I found the person I was told to contact to was extremely abrupt and unaccommodating - I could tell by his manner on the phone that we wouldn't get the permit before we had even applied that's how transparent his attitude was!"

Individual at Leaffield:

"The Permit scheme is also inefficient; a five mile radius only serves Burford and not the 'local community' What is local? 5 miles around Burford or West Oxfordshire and some of Gloucestershire? Not only this it is being done by paper and cheques, so it is not only costing the haulers more money, but also taking up their time to fill in paper forms and posting them.

One other concern is that Burford are controlling the permit schemes themselves because: point 23. of the document dated 18th July 2019 'Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are better suited to understand which business should be exempt.' Clearly looking at the situation Mr White has perhaps taken this to being Burford businesses. Burford is not an island, we are all part of a Community, an Oxfordshire Community. In my view, Burford are totally unsuitable to understand the businesses that should be exempt. I do not understand why the council allowed them to do this. It gives the town of Burford much too much power, it could cause them to be inconsistent. Who is monitoring them? Do they have parameters? Who will they give permits to in 5 years' time? 20 years' time? Will they, for their own interest, allow for less and less permits over time?"

"If you did a health and safety assessment for the routes the haulers must make, they would stay on A roads wherever possible. Banning the safest A road in this area to cross the Windrush has caused local haulers to reroute onto roads that are fraught with hazards; narrow roads, blind bends, cyclist, pedestrians on narrow paths, parked cars, in a nutshell roads that were NOT designed for regular HGV's, unlike the A road going through Burford. For instance, on Saturday, 16th and Sunday, 17th October 2020, AW Cleaver transported 400 Tonnes of grit from a farm the other side of Leaffield to The Cotswold Wildlife Park. This was 40 runs. If he was able, he would have turned onto the B4437 and then onto the A361 straight to The Wildlife Park.

Instead, he had to go through the village of Leafield, Field Assarts, across the bridge at Crawley, onto the B4047, A40 and then A361. When I spoke to Francis Cleaver to enquire why he was coming through Leafield so many times he was hopping mad. It was because he did not have a permit to go through Burford. He said he was coming across horse riders, cyclist, families on walks, young fast drivers in small cars on bends. It was stressful for the drivers and an accident waiting to happen. Not to mention the extra cost in driver hours and diesel.”

Logistics UK (business group representing logistics):

“There are many competing demands for access, but it is vital for local businesses are not hindered by the Order. Excessive miles result in additional costs for businesses which are passed on to consumers. Whilst locally-based HGV owners and operators can apply for a permit exempting them from the restrictions, allowing them to drive through without the need to stop in the town, we have received feedback from our members that Burford Town Council is disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order.

It is important to recognise that the A361 running through Burford is suitable for HGV traffic and therefore this Order should not penalise local companies carrying out their business in the local community.

Logistics UK would welcome the removal of this order and is encouraging better engagement with Burford Town Council on future schemes, especially with local businesses and their suppliers.”

Business at Brize Norton:

“We are a local haulage firm trading nearly 50 years around Witney Carterton Burford etc, and have applied for a permit to go over Burford bridge. Every other local haulage company has been given a permit. We have been turned down. All our competition has now got a financial advantage over us by going the short cut route over the bridge. We would be fine with the weight limit if it applied to everyone, but it’s not fair that we are excluded seeing as we are based in Brize Norton and I know for a fact people 10 or more miles away have had permits. In one case 25 or so miles. I myself do a tremendous amount of work in Burford itself even right next to the bridge. Is there any chance you could look into this situation please?”

Business at Standlake:

“I write to you as a local business that has been impacted by the imposed Burford weight limit.

We supply customers throughout West Oxfordshire and Gloucestershire with building and landscaping materials, operating one crane lorry. The closure is causing our vehicle to divert on a regular basis, costing us time, money, fuel and ultimately impacting on the environment. We are also having to turn away

large orders for delivery into Burford as it is not feasible to deliver bulk materials multiple times on a smaller transit vehicle.

I would urge you to reconsider the 7.5 Tonne limit currently in place, and at least increase this to 18 Tonnes, or introduce an exemption permit for locally based firms, to allow us and other local small businesses like us to operate as we have for many years before the change.”

Businesses at Kingham, Whitminster, Cheltenham, Minster Lovell, Carterton, Brackley and Chipping Norton all separately submitted the following comments:

“I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers’ hours regulations. We cannot sustain this cost.

We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme started on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction.

It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting

Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy.

Principle A, states; Understand patterns of freight movements including time, origin, and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.

The Local Transport Plan Guidance emphasises the important role which local authorities have in

implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability, and better local economies. Where transport fails, these aspirations are put at risk.

We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme

allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business."

Windrush Valley Traffic Action Group (WiVTAG)

"Burford TC do not issue permits to entire fleets of HGVs, and local farmers cannot apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery/collection. The likely consequence is that an HGV driver (who has possibly/probably never run this circuit or is a non-English speaking driver using Satnav) learns about the weight limit on arriving at Burford roundabout and, perhaps in desperation to fulfil the contract, will take or try any alternative route, even if that is breaking the law."

Annex C: Experimental Traffic Regulation Order (ETRO)

OXFORDSHIRE COUNTY COUNCIL (BURFORD - 7.5 TONNE GOODS VEHICLE WEIGHT RESTRICTION) (EXPERIMENTAL) ORDER 2020

The Oxfordshire County Council ("the Council") in exercise of its powers under Section 9 of the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, make the following Order.

1. This Order may be cited as the Oxfordshire County Council (Burford 7.5 tonne Goods Vehicle Weight Restriction) (Experimental) Order 2020 and shall come into force on the fifth day of August 2020.
2.
 - (1) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment.
 - (2) Words importing the masculine gender shall also include the feminine gender and words in the singular include the plural and vice versa.
 - (3) The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other enactment.
 - (4) Any reference in this Order to a numbered Article shall unless the context otherwise requires be construed as a reference to the numbered Article bearing that number in this Order.
3. In this Order, except where the context otherwise requires, the following expressions have the following meanings:

"articulated vehicle" means a vehicle with a trailer so attached to it as to be partially superimposed upon it.

"goods vehicle" means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description.

"maximum gross weight" means:

 - (a) in the case of a motor vehicle not drawing a trailer or in the case of a trailer, its maximum laden weight;
 - (b) in the case of an articulated vehicle, its maximum laden weight (if it has one) and otherwise the aggregate maximum laden weight of all the individual vehicles forming part of that articulated vehicle; and
 - (c) in the case of a motor vehicle (other than an articulated vehicle) drawing one or more trailers, the aggregate maximum laden weight of the motor vehicle and the trailer or trailers drawn by it.

“maximum laden weight” means:

- in relation to a vehicle (including a vehicle which is a trailer),
- (a) in the case of a vehicle as respects which a gross weight not to be exceeded in Great Britain is specified in Construction and Use requirements (as defined by Section 41(8) of the Road Traffic Act 1988), the weight so specified;
- (b) in the case of a vehicle as respects which no such weight is so specified, the weight which the vehicle is designed or adapted not to exceed when in normal use and travelling on a road laden;

“Permit Scheme” means a scheme administered by Burford Town Council exempting specific vehicles/operators registered with said Council from the restrictions applicable to vehicles not so registered.

“trailer” means a vehicle drawn by a motor vehicle;

“Restricted Road(s)” means those lengths of road specified in the schedule to this order;

“Restricted Vehicle” means an Articulated Vehicle or Goods Vehicle with a maximum gross weight exceeding 7.5 tonnes.

- 4 Save as provided by Articles 5 & 6, no person shall, except upon the direction or with the permission of a police constable in uniform or a traffic warden, cause or permit a Restricted Vehicle to proceed in any Restricted Road(s) specified in the Schedule to this Order.
- 5 Nothing in Article 4 of this Order shall have effect so as to prevent such access as may be reasonably required, for vehicles of any class or description:
 - (1) to any premises or land accessible from a Restricted Road, or situated within or adjacent to any Restricted Road, or for loading onto or unloading from the vehicle in any such roads;
 - (2) operating under a Permit Scheme by Burford Town Council.
6. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a vehicle to proceed in any such length of road if it is being used:
 - (1) for the purposes of police, fire or ambulance services,
 - (2) in connection with any of the following:
 - (a) undertaking any building operation, demolition or excavation in or adjacent to the road;
 - (b) moving any obstruction to traffic from the road;

- (c) undertaking works in or adjacent to the road in relation to any sewer or water main or in relation to the supply of gas, water, electricity or communication services;
- (d) undertaking works to any traffic sign or road lighting;³
- (e) carrying out any statutory functions of a local authority;

(3) in connection with military purposes or training operations.

7. The County Council is satisfied under Section 3 of the Road Traffic Regulation Act 1984 that on the grounds of:

- (1) avoiding danger to persons or traffic, or for preventing the likelihood of danger arising;
- (2) preventing damage to roads or buildings or other structures on or near the road;
- (3) facilitating of passage of vehicular traffic on the road;
- (4) preserving or improving amenities of the area by prohibiting /restricting heavy goods vehicles,

that vehicles defined as Restricted Vehicles should be prohibited (except as provide in articles 5 and 6 of this order) from using Restricted Roads.

8. If the Council decides that the provisions of the Experimental Order (together with any subsequent variation or modification as applicable) should be continued in force indefinitely, they will be incorporated (by amendment) into the Oxfordshire County Council (Oxfordshire 7.5 tonne Maximum Gross Weight Restriction) Order 2007 (as amended).

GIVEN UNDER the Common Seal of the Oxfordshire County Council this 20th day of July 2020.

SCHEDULE

Restricted Roads:

A361 High Street, Lower High Street and The Hill	From its junction with the A40 Burford roundabout, northwards	to its junction with the A424 Fulbrook roundabout
Barns Lane	From its junction with the A40 Burford roundabout, northwards	for its entire length
Tanners Lane	From its junction with the A40, northwards	for its entire length.

THE COMMON SEAL of **THE OXFORDSHIRE COUNTY COUNCIL**
was hereunto affixed in the presence of:

Solicitor / Designated Officer

Annex D: Burford Town Council Burford Weight Limit Exemption Permit System



BURFORD WEIGHT LIMIT EXEMPTION PERMIT SYSTEM

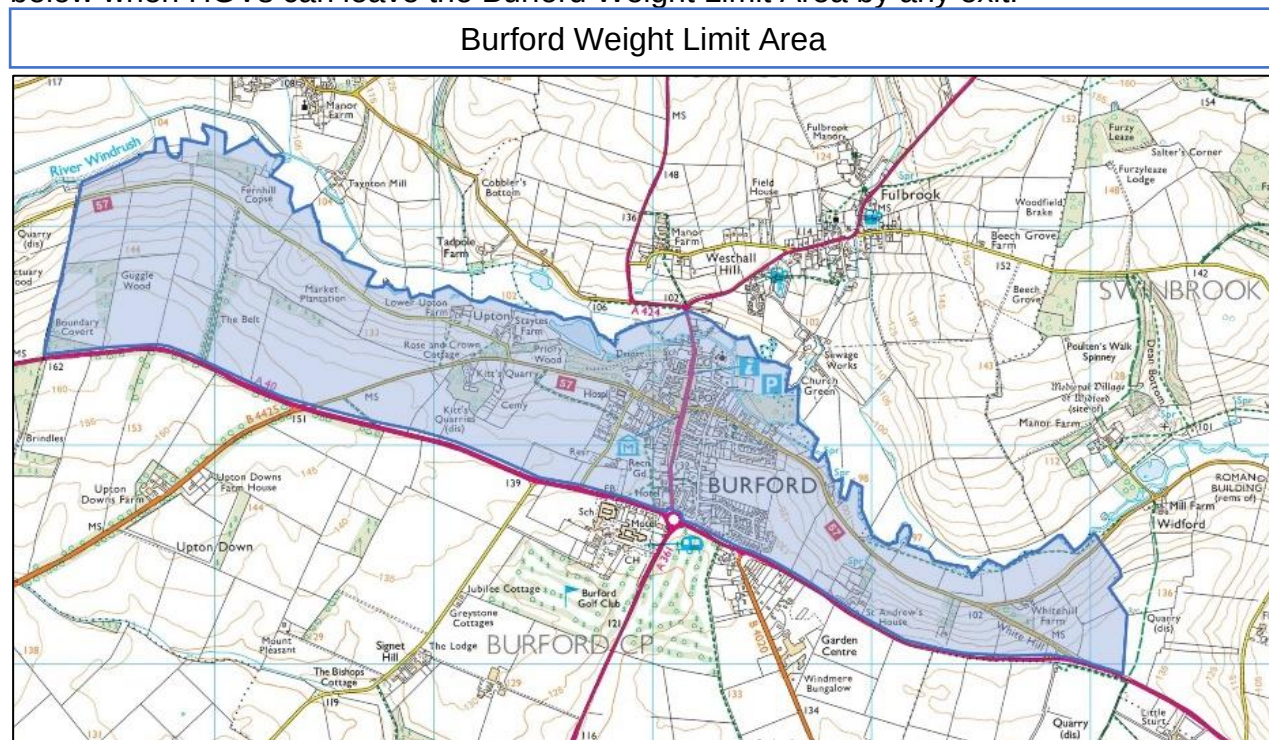
BACKGROUND

The ETRO allows HGVs to enter the weight limit roads (The Hill, High Street, Barns Lane, Tanners Lane)(“Restricted Roads”):-

1. at the direction of or with the permission of a uniformed police constable or a traffic warden;
2. to gain access to any premises or land accessible from a Restricted Road;
3. to gain access to any premises or land situated within or adjacent to any Restricted Road;
4. for loading onto or unloading from a vehicle in any Restricted Road;
5. if the vehicle is being used for police, fire or ambulance services purposes;
6. If the vehicle is being used in connection with any of the following:
 - a) undertaking any building operation, demolition or excavation in or adjacent to a Restricted Road;
 - b) moving any obstruction to traffic from a Restricted Road;
 - c) undertaking works in a Restricted Road in relation to:
 - gas
 - water
 - electricity
 - communications services
 - sewers
 - any traffic sign or road lighting
 - carrying out any statutory functions of a local authority
 - use for military purposes or training operations
7. If it has an exemption permit issued by Burford Town Council

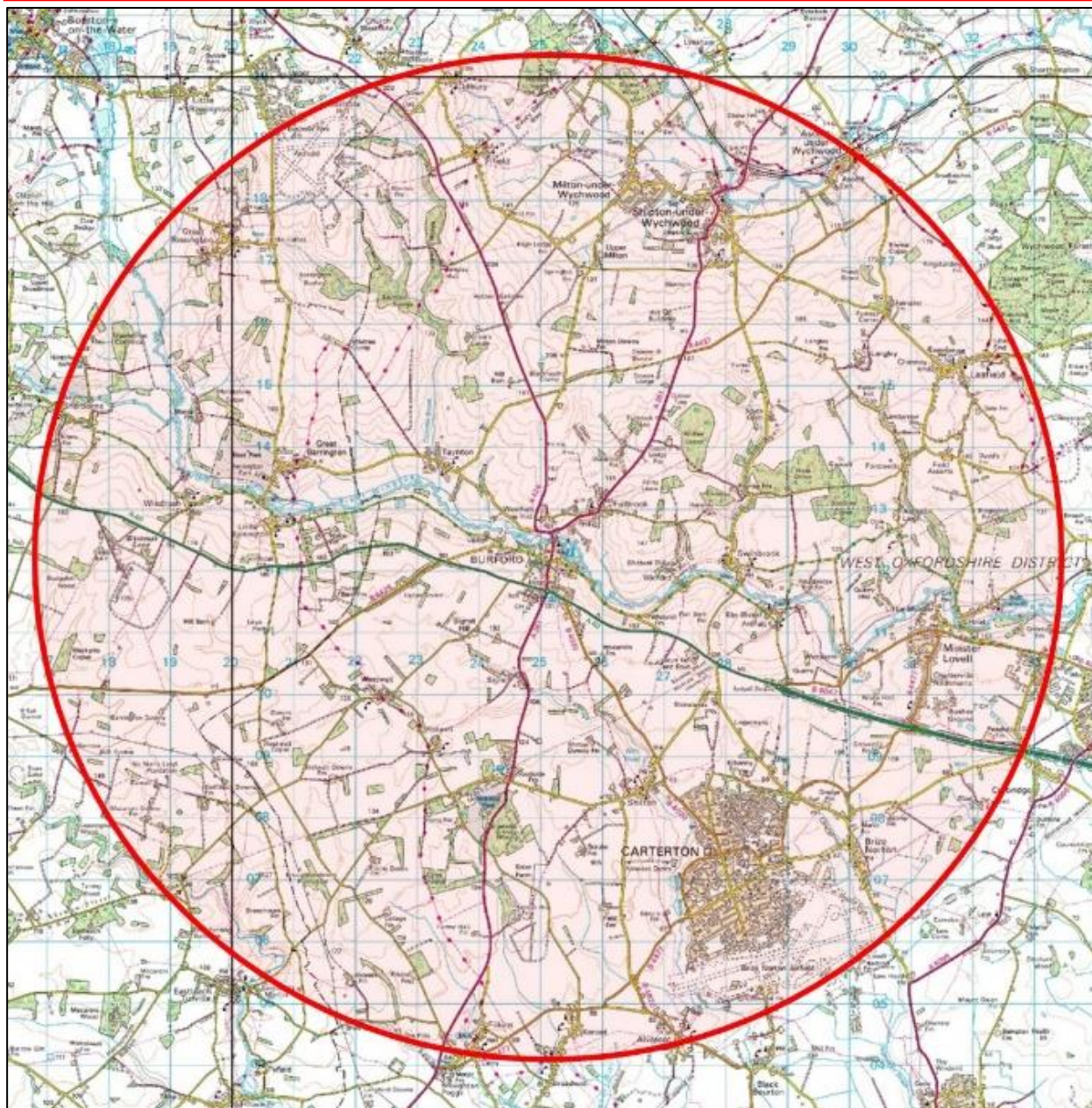
HGV EXEMPTION PERMIT SYSTEM USED BY BURFORD TOWN COUNCIL

1. Permits are exceptionally issued by Burford Town Council (BTC) allowing HGVs traversing the Restricted Roads solely for making journeys and which start and finish within a short distance of Burford, as defined by the "Exempt Zone" below unless legitimately making a delivery to the Burford Weight Limit Area, as defined below when HGVs can leave the Burford Weight Limit Area by any exit.



2. In considering an application for an exemption permit BTC took into account alternative distances and time needed for HGVs to travel by alternative routes in drawing up the Exempt Zone.
3. Deliveries from permitted HGVs to addresses in very adjacent villages to Burford were taken into consideration when defining the Exempt Zone.
4. Permit applications will only be issued to businesses with an operational base within the Exempt Zone.
5. If an permitted HGV delivers outside the Exempt Zone, having traversed the Restricted Roads and not delivered to an address within the Burford Weight Limit, BTC can penalise the business by withdrawing the permit and any others issued to the business.

Exempt Zone, centred on
Burford and about 5 miles radius



6. BTC's decision to withdraw a permit will consider whether it is a serious or premeditated breach of conditions or accidental. Its decision will be final. No reasons will be given.
7. BTC will monitor HGV movements, 24/7, with ANPR and CCTV cameras on the A361 through Burford and monitor permitted HGV movements within the Exempt Zone
8. An application forms for permit(s) will be sent to any business requesting them from BTC
9. Permits will be issued if they are from businesses within the Exempt Zone, subject to conditions, and are for a specific HGV and be valid from 1 October 2020 until 5 February 2022.

Annex E: Burford HGV Weight Restriction Exemption Permit Application Form v13



BURFORD TOWN COUNCIL

BURFORD HGV WEIGHT RESTRICTION EXEMPTION PERMIT APPLICATION FORM V13

- Exemption Permits are only available to businesses with an operational base in Burford
- Exemption Permits are required for HGV vehicles (as defined by DVLA) with a MGW exceeding 7.5 tonne which are not delivering to or collecting from a Burford Town address
- One permit will be issued for each HGV
- Each permit will last until 5/2/2022 and cost £10/HGV and must be renewed annually
- An application form can cover multiple HGVs only if each vehicle follows similar routes.
- Permits are exceptionally issued solely for HGVs making very local journeys and which start and finish within a radius of 4.8 miles of Burford

1	Operating haulage company/person	
2	Haulage company/person office address	
3	Location(s) of operational base address(es) of HGV(s) for which permit(s) are requested	
4	Email of haulage company/person	
5	Contact phone number of haulage company/person	
6	Registered number plate of HGV(s) requesting permit(s)	
7	Brief reason for requesting permit(s)	

8	Estimated number of traverses per month per HGV through Burford High Street (return journey, 2 traverses)	
9	What is the typical origin/destination of these journeys?	
10	Explain why other routes without weight restrictions cannot be used	

- The application form must be sent by post to HGV Permits, Burford Town Council, 126 High Street, Burford, OX18 4QU
- Application forms must be accompanied by a cheque made out to Burford Town Council
- Any queries on this application form then contact hgv.permits@burford-tc.gov.uk
- ANPR and CCTV and other cameras are used by Burford Town Council 24/7 to monitor all HGV movements
- All future correspondence will be through the email address given in para 4 of table above
- Every question must be answered
- No reminders of renewal will be sent

AGREEMENT

- I/We agree that any exemption permit issued to your company/you by Burford Town Council for an HGV is a concession
- I/We agree the permit is owned by Burford Town Council
- I/We agree that if any of the following conditions of issuing the permit are not met then Burford Town Council can withdraw the permit :
 - The permit shall be stuck to the front windscreen in a visible and prominent position on the nearside of the vehicle when using Burford High Street
 - The permit shall not be tampered with
 - The permit shall only be used on the HGV listed in the exemption permit application form

- The permit shall only be used within the period stated on the permit
- Unless delivering to or collecting from a Burford address the permitted HGV shall pass through the weight limit only for the intended purpose of facilitating local journeys (within 5 mile radius of Burford) and as stated in the permit application form
- I/We agree that issued permit(s) must be returned within two weeks if the Council withdraws the exemption permission. No refund will be made
- I/We agree that any exemption permit issued to me/us shall be returned to Burford Town Council if the vehicle named is scrapped or sold. No refund will be made
- I/We agree that Burford Town Council's decision on agreeing to issue and withdrawing the permit will be final
- I/We agree that Burford Town Council can retain the details of the permit and haulier for its records
- I/We am applying for permits and attach a cheque for the sum of £ made out to Burford Town Council
- If for any reason your application is refused, we will return the cheque to you

Signed

.....
....

Name (capitals)

.....
....

Company

.....

Date

.....
....

Annex F: Burford ETRO Consultation Responses by theme

This document summarises the key themes received from the Burford ETRO consultation responses. The first summarises all those received from businesses, there after they are ordered by geographic location.

Businesses Summary of Key Consultation Response Themes Businesses from Witney, Swinbrook, Kidlington, Charlbury, North Leigh, Milton – under – Wychwood, Carterton, Chipping Camden, Stourton, Standlake, Burford, B4437 South of Chilson Village, Bletchington, Kingham, Leafield, Colchester, Enslow, Crawley, Royal Tunbridge Wells, Reading, Brize Norton, Whitminster, Cote Bampton, Chipping Norton, Cheltenham, Minster Lovell, Brackley, Bristol, Weybridge,	
Theme: Impact on Businesses	• Businesses rely on the local road infrastructure to deliver and collect in and around Oxfordshire and beyond, there are no other viable transportation options. • The effects of the weight restriction on local businesses and hauliers have been dramatic and detrimental with additional costs, expenses, driving / delivery time etc being incurred with no way to off-set the impact. • The weight restriction has limited access to the farming community that require agricultural produce to be collected and other farming goods to be delivered by road freight. • Businesses are having to do more to keep up to current safety and environmental standards. • Businesses have invested money and time in fitting their HGV's with up to date equipment, Euro 6 emissions and surround safety camera system so they can responsibly access more area (e.g., London). However, access to businesses in rural areas, such as those in the Evenlode and Windrush Valleys, are gradually being hindered and cut off by restrictions like those in affect at Burford. • How the logistics of incoming and outgoing freight keep competitive when more and more routes are imposed with restrictions.
Theme: Permit Scheme	• The permit area is too small and does not allow local small businesses to operate efficiently. • The method for which a permit is paid for (i.e., by cheque) is unsuitable for most businesses and seems completely outdated in today's modern technical era.

	• For some companies, it is not feasible to know in advance what vehicle will be used for deliveries / collections, however, a permit will not be issued to a company unless this information is known. • The parameters to which an exemption permit is granted is far too restrictive (i.e., the businesses must be located and operate within the permit area). • The permit scheme has not been well advertised. Nor is information regarding permits readily available online. • The process of applying for an exemption permit (by post only) and the processing time meant that at the start of the restriction, successful companies did not receive a permit in time to avoid being given a warning. • There is a concern that what is considered as local is very subjective to Burford, with some businesses receiving permits whilst others who also consider themselves local, have been refused a permit. • Concerned that the permit scheme is unregulated as there is no appeals process and the Town Council can revoke or change the criteria of a permit without consultation. • Concerns that Burford Town Council are contacting businesses who have been issued permits indicating they are abusing the permit system, disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order or permit scheme.
Theme: (Re)routing	• The A361 through Burford is used as a route to access the north and west of England. • The restriction adds significantly more journey time to operators who must use alternative routes. • There are regulations which dictate the mandatory hours for HGV drivers. The restrictions will reduce the driving time available due to increasing the distance an HGV must travel. • The restriction sends driver miles out of the way of the route between collections and delivers. • The industry is in short supply of drivers, adding more restrictions on to the workload is detrimental. • Accessing areas within the Windrush Valley area from south of the A40 now requires lorries to go either through Oxford and Chipping Norton, or Northleach and Stow-on-the-Wold which is additional time and mileage which will be passed on to businesses as haulage levies or a reduction in the price for the product.

	• Lorries now route through Leafield, Charlbury or Chadlington to access areas such as Milton / Shipton under Wychwood. The roads in the rural locations are less suitable for HGVs than the A Road through Burford. • To deliver just north of Burford, instead of using the intended and more suitable A Roads around Oxford, lorries now have to divert through rural / remote locations to avoid Burford. • There is an impact on the neighbouring communities when HGVs divert onto less suitable roads to minimise journey distances, however, the restriction is pushing HGVs that way. • Some areas have 'gentlemen's agreements in terms of lorry routing, therefore, the available routes for HGVs are decreasing.
Theme: Carbon / Environmental Impact	• Hauliers and businesses are working towards making environmental improvements to their fleet. • Weight restrictions increases HGV's carbon footprint on the environment.
Theme: Suggested Mitigation Measures	• Raising the weight limit to 18 tonnes and having a more inclusive permit system for local companies (e.g., within a 20-mile radius) would stop the largest lorries from using the High Street through Burford. • A bypass is required for HGV's only so that traffic generated by tourism within the town remains. • A system more appropriate for local hauliers and businesses to receive deliveries should and could be in place.
Theme: Impact on Location	• Forcing HGVs to route through smaller rural locations causes distress to those that live in those areas and is inappropriate. • Many rural locations lack suitable crossings and traffic management, therefore additional HGVs on the highway presents a real risk to the public.
Theme: Policy / Strategy Issue	• Oxfordshire County Council have failed to consider the key principles within LTP4's Freight Strategy. • Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based road freight operators. • LTP4 guidance emphasises the important role which local authorities have in implementing Central Government's sustainable distribution strategy • The County Council must recognise that road freight will continue to be the dominant mode of freight distribution for the foreseeable future. • The County should have a 'fit for purpose' permit scheme allowing local road freight businesses to work unrestricted in the Burford area.

Theme: Specific Company Mentioned	• Cote Livestock Business has been prevented from reaching destination within legal time limits • Thames Water have tankers that require access through Burford High Street as a utilities company. Thames Water object to the restriction's currently in place to use Burford High Street.
Ascott-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Location	• There has been a noticeable increase in large heavy goods vehicles travelling through the village of Ascott-under-Wychwood • Parish Council considered conducting a traffic survey but took the decision that it would not reflect the real amount of traffic due to the Covid effect and particularly lockdown now. • Concerned that any data would not give the correct picture at this time and would be difficult to prove the real effect of the weight restriction in Burford
Theme: Mitigation Measures	• Oxfordshire County Council should extend the consultation period to cover a time when the nation returns to some form of normal working practices.
Aston Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	• The weight restriction affects many businesses in the surrounding area that require HGV access • This increases business expenditure and leaves companies with little choice to relocate or close
Theme: (Re)routing	• Due to physical restrictions on narrow roads and crossing in areas such as Swinbrook, Asthall, Worsham, Minster Lovell and Crawley – Burford is one of few crossings over the river Windrush that can be used by farm machinery. • The bridge along the A361 in Burford is vital for local businesses • The narrow county lanes in rural areas cannot physically cope with additional large HGVs
Theme: Carbon / Environmental Impact	• Forcing HGVs and farm machinery to travel further, is generating unnecessary pollution from diesel engines • Tailbacks in traffic are also being created in more rural areas due to the lack of suitable pull-in places for long / wide vehicles
Theme: Impact on Location	• The weight restriction is negatively impacting surrounding villages in the Windrush Valley area and have bridges that should be protected from excessive HGV use too
Theme: Policy / Strategy Issue	• Without upgrading the infrastructure close by to provide an alternative route for large and heavy vehicles, the reduction of the weight limit through Burford is entirely detrimental to the communities of Oxfordshire
The Barringtons Summary of Key Consultation Response Themes:	

Theme: (Re)routing	- The minor single lane road through the Barringtons has been and remains protected by a series of 4 TROs. - Whilst the conditions for these TROs (width of road, safety, weight, environment) remain unaltered, these roads and villages cannot cope with any amount of heavy goods traffic forced illegally or otherwise to bypass Burford
Theme: Impact on Location	- The Barrington village has seen an increase in HGV numbers and has verbal evidence of hauliers using the village in breach of the current TRO - Concerned commercial satnavs are routing international registered vehicles through the Barringtons - Increase in HGV numbers has brought damage to the verges, bridges, culverts, congestions, and accidents
Theme: Policy / Strategy Issue	- Request an urgent review of the Burford weight limit on the basis that the A361 is the only A Road that provides safe crossing of the river Windrush without forcing a major diversion - The impact of the Burford weight limit on the neighbouring small rural communities has not been fully considered.
Bibury Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	- The weight limit helps to protect the whole of Burford Conservation Area, - The intrusion, vibrations, and noise of traffic from heavy goods vehicles is harmful to the environment, damaging buildings, and the bridge, and is undermining the character of the town.
Bledington Summary of Key Consultation Response Themes:	
Theme: (Re)routing	Knock-on effect of the weight limit includes causing additional heavy traffic to detour through many of the villages around Bledington
Theme: Carbon / Environmental impact	Increased noise and vibrations from the HGVs felt through properties
Theme: Impact on Location	- Became aware of the increase in heavy traffic before being informed that the experimental weight limit in Burford had been implemented - Roads feels more unsafe especially as many HGVs are travelling above the speed limit. - The long-term effects will be detrimental to village life and the health of people, roads, and buildings.
Burford Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	Local businesses are being affected by deliveries that cannot use the A361 through Burford.

	• Had lockdown never occurred when the weight restriction was implemented, the tourist / visitor economy in Burford would have benefitted
Theme: Permit Scheme	• Objections from other wards referencing locally based lorries having to use their roads are invalid, due to the available exemption scheme.
Theme: (Re)routing	• Safety concerns regarding lorries having to find alternative routes. This could result in them getting stuck down little roads. • There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosse way.
Theme: Carbon / Environmental Impact	• The additional diesel fuel and extra mileage being used by HGVs for alternative routes is creating more pollution within the environment. • Benefits of the weight limit in Burford include: ○ stopping of vibrations felt through windows and residential properties, ○ front listed building houses no longer losing the pointing from vibration, ○ diesel soot through windows has decreasing, ○ the air quality has improving, ○ the single lane bridge appearing in better shape, ○ night times are much quieter, and ○ traffic idling is now minimal in comparison.
Theme: Impact on Location	• Weight restrictions only move traffic issues elsewhere, they do not solve the problem, • It is unacceptable for small communities such as Leafield and Crawley to experience increased HGV movements as it is for a community such as Burford to endure the same traffic and environmental issues, • The experimental weight limit has proved highly successful, however even with the restriction, the road is extensively used throughout the day and night, • The main reason for traffic congestion on the High Street is the tourism attracted to the town and the poorly located car park. External factors such as the garden centre and Cotswold Wildlife Park also impact traffic. • The A361 through Burford was never built for this volume of large HGVs, especially when they attempted to manoeuvre through the side roads of the town centre, • Leafield's issues with HGVs started before the implementation of the weight restriction in Burford, and is mainly linked to avoidance of the limit in Charlbury

Theme: Mitigation Measures	• An alternative to the restriction would be a bypass to alleviate impact on both Burford and the surrounding villages, • It is the County Council's responsibility to stop HGV infringements in surrounding areas. Villages worst affected should have their own weight restrictions, • Signage for this scheme needs to be larger and clearer so domestic and international freight understand the weight limit is in force
Theme: Policy / Strategy Issues	• The disjointed HGV route management that OCC overseas, has raised HGV movements exponentially through Burford. • There was a recognised route around Burford that HGVs were only 'Advised' to follow. This route was never made enforceable, and Burford was used as a rat-run which was further heightened when weight limits were enacted in other nearby areas, • A wider district approach is needed to stop this remaining an ongoing problem for many decades to come
Carterton Summary of Key Consultation Response Themes:	
Theme: Impact on Business	• There are suitable alternative routes around Burford for HGVs to reroute • Haulage companies may be choosing to use smaller villages to stem the rising costs associated with rerouting knowing that rural unclassified roads are not suitable alternatives
Theme: (Re)routing	• The A361 is capable of handling HGV traffic.
Theme: Carbon / Environmental Impact	• Benefit of reduced pollution in Burford
Theme: Impact on Location	• Burford experiences enough congestion with the influx of tourism throughout the year - with the HGV traffic; it becomes unbearable for the residents. • Classification of the A361 running down the High Street as an A-road was fine post war when traffic was light and HGV weights were not as heavy as they are now • The A361 through Burford should now be downgraded to a B-road.
Charlbury Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	• There are many professional equestrian businesses operating in the Windrush Valley area - most of which have lorries which are more than 7.5 tonnes
Theme: (Re)routing	• Equine events are now made more difficult to get to by the bridge restrictions. • There are also several racing yards nearby. This has meant (Covid notwithstanding) that horses are being driven on long detours - sometimes daily if they're being trained elsewhere.

Chipping Norton Summary of Key Consultation Response Themes:	
Theme: Impact on Location	• Hopefully making a permanent weight limit will reduce the overburdening of HGVs through our town. • Anything that helps reduces HGV traffic through historic market towns (and so reduces pollution levels and damage to listed buildings) must be seen as a positive thing
Crawley Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	• The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue for the operators of HGVs
Theme: (Re)routing	• HGV drivers should “make full use of the alternative major road network around the area”. • For local journeys and deliveries, alternative major roads do not exist and there are no alternative river crossings on suitable roads between Burford and Witney. • The bridges in Swinbrook, Minster Lovell and Crawley are on narrow, unlisted roads. • Crawley already suffers from being a rat-run due to traffic avoiding the Witney congestion. This problem has been made worse by both the new A40 roundabout off Downs Road and the weight restriction in place at both the Burford A361 Windrush River crossing and Minster Lovell Windrush River crossing.
Theme: Carbon / Environmental Impact	• The nearest bridge on an A-road is in Bridge Street, Witney which is an Air Quality Management Area that already suffers high levels of pollution. • The loss of an A-road river crossing for HGVs (and the absence of available alternatives) is a major issue for the environment.
Theme: Mitigation Measures	• Burford weight restriction should be halted as soon as possible and replaced with a 20mph speed limit which would lower speed and protect infrastructure and the environment. • Only viable option for Crawley is to have its own weight restriction on Crawley bridge
Theme: Impact on Location	• The volume of traffic has slowly risen within Crawley. The increase in numbers of HGVs is escalating an already difficult situation. • The roads around the village are mainly unclassified and too narrow for vehicles to pass each other without an impact on traffic being caused • Concerned that the Burford weight restriction is pushing HGVs onto alternative routes through local communities
Theme: Policy / Strategy Issue	• The application for a weight limit with Crawley is paused whilst a wider strategic freight plan for the area is being undertaken

Ducklington Summary of Key Consultation Response Themes:	
Theme: (Re)routing	- The A361 is an important HGV route - Restricting lorries from using a key crossing point is pushing traffic onto smaller unsuitable routes - The diversion route is lengthy which adds extra pressure to travel times
Theme: Mitigation Measures	A night-time 7.5 tonne ban would be beneficial to Burford whilst also taking some of the pressure from smaller surrounding villages.
Eynsham Summary of Key Consultation Response Themes:	
<i>No comment, just marked as support</i>	
Finstock Summary of Key Consultation Response Themes:	
Theme: Impact on Location	- The experimental limit has moved HGV traffic on to small roads in the area, e.g., Leafield, Finstock, Charlbury, Shipton under Wychwood. - The local village minor roads are not suitable for such large vehicles - On occasion, HGV drivers have been noted as having difficulty manoeuvring around rural unclassified road if meeting other vehicles on a narrow road. - Concerns regarding pedestrian safety at certain points, especially the Finstock to Leafield road past the primary school which has no barrier between the road and the schools playing field.
Fordwells Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	- Burford has many listed buildings which are being damaged by heavy goods vehicles, the ban on HGV's above 7.5 tonnes is essential to prevent further deterioration. - Heavy vehicles driving through erodes the peace and character of this beautiful town. - The bridge at the bottom of the High Street also needs protection from the passage of HGV's.
Foscot Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	- Based on non-lockdown periods and when traffic volumes have been normal, the experiment has shown a great reduction in noise and vibration in buildings within Burford, - There has been an improvement in air quality, thus greatly enhancing the quality of life in the town
Fulbrook Summary of Key Consultation Response Themes:	
Theme: Permit Scheme	More permits need to be issued to stop local and delivery lorries using village roads avoiding Burford to carry out their work

Theme: Carbon / Environmental Impact	• The ban on HGV's reduces traffic congestion, noise and damage to roads and properties. • The overall environment feels safer for pedestrians, quieter, with less pollution and night-time traffic
Theme: Mitigation Measures	• A speed limit of 20mph would be beneficial for the town, however additional mitigation measures would be required such as a speed camera to ensure compliance.
Theme: Impact on Location	• The roundabout by the bridge on the A361 is too small for heavy goods vehicles. • Burford High Street doesn't have the infrastructure to support regular traffic, much less HGVs. • The village of Fulbrook has benefitted from the reduction in the numbers of heavy lorries formerly using the A361 not only during the day but also throughout the night. Fulbrook is a safer and healthier village • HGVs are dangerous to pedestrians at the narrow one-way bridge over the Windrush
Golden Summary of Key Consultation Response Themes:	
Theme: impact on Businesses	• Burford is a popular tourist destination with resulting dependable income for businesses; and employment for residents.
Theme: Carbon / Environmental Impact	• HGVs emit noxious and dirty fumes, accompanied by loud noises
Theme: Impact on Location	• The bridge crossing the river Windrush in Burford is single lane with traffic lights which create very long lines of traffic idling in the High street. • The High street is narrow and not adequate for large vehicles in both directions.
Great Milton Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	• The continuation of a weight restriction will improve health and wellbeing and will limit toxic emissions in Burford.
Hailey Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	• The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue being felt by the operators of HGVs
Theme: (Re)routing	• The HGV that was once passing through Burford is not being reduce; but moved on to more unsuitable roads in rural areas • HGV's have been observed travelling through Hailey at night, even though there are weight limits and not suitable for HGV signs. • HGVs trying to find alternative routes are diverting through air quality management and conservation areas, and negotiating several points where there is insufficient width in road to

	accommodate the vehicle size (e.g., West End, Fawler Bridge, The Slade / Enstone Road junction, etc) • There are weight restrictions in Crawley and Minster Lovell bridge, therefore any displaced traffic seeking an A or B Road crossing to the east of Burford are passing through Bridge Street in Witney which already has congestion issues.
Theme: Carbon / Environmental Impact	• The loss of an A-road river crossing for HGVs, and the absence of readily available alternatives, will continue to have a big impact on the environment. • The effect of the weight restriction will increase pollution generated by HGV traffic and spread it to areas / communities that have historically not experienced these types of issues. • Bridge Street in Witney remains as the only suitable crossing for HGVs; however, it sits within a declared air quality management area. Displaced HGV traffic can potentially worsen the current levels of pollution. • West End conservation area is also under threat from increased HGV traffic that has been displaced from the A361 in Burford.
Theme: Mitigation Measures	• Lorries should be prevented from passing through the Windrush Valley area if there are no suitably designed roads or crossing. • A bypass to the west of Burford linking to the Stow Road could completely remove all non-essential HGVs from Burford and surrounding villages • The introduction of a 20mph limit and associated traffic calming would have a positive impact on enhancing road safety in Burford • Removing parking from Burford High Street would reduce traffic in the town.
Theme: Policy / Strategy Issue	• The housing infrastructure plans for West Oxfordshire need to be factored into decisions as at key times of day these roads are at capacity and HGV's cause even more congestion unless managed effectively away from the valley villages. • The fundamental problem is that the suggested alternative routes on the major road network are not without their own issues and are deficient in alternative A or B-road river crossings
Italy Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	• Less pollution and noise in Burford due to the reduced numbers of HGVs
Theme: Impact on Location	• The ban improves safety not only for residents and tourists, but also for the historic buildings
Leafield Summary of Key Consultation Response Themes:	

Theme: Impact on Businesses	• Farms and haulage companies collecting product from the farms surrounding the village have reported being severely affected by the weight restriction in Burford. • The ban of HGVs through Burford has not only stopped long distance lorries, but also local hauliers who are important for the local economy. • There has been a lack of consultation with local hauliers. How the weight restriction enables a company to run a sustainable business needs to be considered. • The alternative routes suggested within the traffic order are not the ones being used by HGVs as they add more time, cost, and distance to hauliers.
Theme: Permit Scheme	• The permit area is too small and does not allow local small businesses to operate efficiently. • The parameters to which an exemption permit is granted is far too restrictive (i.e., the businesses must be located and operate within the permit area). • Concerned that Burford Town Council have set the parameters of the permit system too restrictive through lack of knowledge of the local hauliers in the West Oxfordshire area and their need for access businesses via the A361. • West Oxfordshire district should be considered local when referring to the exemption permit scheme.
Theme: (Re)routing	• Leafield is not part of the major road network, however the village is being used as alternative route as a result of the Burford experimental weight limit. • Leafield now acts a pivotal point for HGVs travelling to farms and quarries in Shipton / Milton / Ascott under Wychwood, Kingham, Stow-on-the-Wold, Witney, Minster Lovell, Bampton, and Stanton Harcourt. • The experimental weight restriction has cut off the only suitable A Road that crosses the river Windrush.
Theme: Carbon / Environmental Impact	• The environmental impact is extensive. • Damage is being caused to the environment with HGVs having to take detours resulting in more fuel use and increased air pollution. • Increased HGV movements through Leafield have caused additional potholes in the road, damage to kerbsides, verges, and walls of residential properties, as well as vibrations through homes.

	• The location of Leafield and proximity to fields of varying topography results in heavy rainfall pouring into the village and turning icy in winter months. This is particularly hazardous for HGVs as the roads are not gritted. • The bridge in Burford is the only reliable river crossing if areas such as Bridge Street (Witney), Crawley, Minster Lovell and Swinbrook flood.
Theme: Mitigation Measures	• A 20mph limit should be introduced in Burford to slow HGV traffic and reduce the vibrations through homes. • If HGV traffic continues to use Leafield as an alternative route increased signage, pedestrian crossings, school travel measures, four-way traffic lights, traffic calming measures, parking plan and footpath railings should be introduced. • Ideally, HGVs should be prevented from travelling through both Burford and Leafield as neither is built for use by large lorries. • The County Council should investigate how an HGV ban can be implemented in Leafield. • Major road infrastructure is needed such as a bypass around Burford or the upgrade of the A361 with a quieter noise absorbing surface to reduce the noise vibration impact on residents. • Consider whether the restriction could be timed to be operational at certain times of the day – this would benefit both Burford and the surrounding villages. • If the weight restriction is to be made permanent, then the consultation period should continue for a further twelve months with additional monitoring. • Oxfordshire County Council needs to find a solution that considers the concerns of the wider area including climate change, environmental impacts, communities, and businesses alike.
Theme: Impact on Location	• Issues with HGVs previously experienced in Burford, have been moved on to Leafield. • Leafield is now a rat run for HGV drivers as there are no restrictions through the village. • The roads within Leafield are too narrow and unsuitable (with several blind bends) for continuous heavy goods vehicle use. • Roads within the village do not have the appropriate infrastructure to cope with the increased number of HGVs. • Several properties have driveways that lead directly on to blind bends on the road. For properties without their own driveways, many residents park on the roads that HGVs are currently travelling along.

	• The footpaths within the village are narrow or non-existent in some places, resulting in pedestrians and cyclists having to walk on the road. • There are safety concerns for children attending the local primary school as well as elderly residents and people with mobility issues walking along narrow pavements with increased HGV movement. • A few vital facilities within the village are located on a bend in the highway or have a wall obscuring visibility to safely enter or cross, which hazardous with increased HGVs movements. • Rural villages such as Leaffield should be protected from unintended consequences of road traffic schemes in larger towns • Concerned that local communities were not appropriately consulted before the Burford experimental weight limit was approved, yet these communities are the worst affected.
Theme: policy / Strategy Issue	• The model route to assess whether the scheme should go ahead was based on longer journeys, and that more local journeys had not been considered • No provision was made to monitor areas outside of the main towns in West Oxfordshire even though it was recognised that there would be an impact in the rural communities. • A Weight and Movement Strategy should be drafted for HGVs crossing the bridges in the Windrush Valley area to be included as part of LTCP5 which would be responsive to concerns raised by the wider community of residents and businesses. • The consultation period for this scheme should be lengthened so the effects of the weight limit can be observed in more normal / post Covid times. • Understand that the County Council wants to save money by having communities pay for their own schemes, however, can the council make a decision on the consultation and future of the weight limit that is impartial and not at the expense of other communities?
Long Hanborough Summary of Key Consultation Response Themes:	
Theme: Permit Scheme	• The permit area is small and the parameters to which an exemption permit is granted is too restrictive (i.e., the businesses must be located and operate within the permit area).
Theme: Impact on Location	• The experimental plan is having a detrimental impact on residents and villages in my council division (Leaffield, Minster Lovell, Crawley, and Hailey), • There has been an increase in HGVs coming through villages in order to avoid the weight restriction at Burford. • The problem of large lorries routed on unsuitable roads has been pushed both east and west.

Theme: Mitigation Measures	The experimental weight restriction in Burford should be halted to prevent further negative impact on local businesses and any further damage to villages that have been blighted by increased HGV movements.
Theme: Policy / Strategy Issue	County Council needs to develop a West Oxfordshire HGV strategy to prevent informal weight restrictions being introduced based on those who can afford to implement them.
Milton-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	- Major suppliers to businesses in village are either dropping individual deliveries or are considering ending the supply entirely - Consider the knock-on effect on businesses who rely on local supply
Theme: (Re)routing	- The Council must seriously consider the alternative routes which will be used. - The narrow roads from A40 to A361 (via Leafield and the Wychwoods) or from Stow to Witney (via the Wychwoods) are not suitable for heavy goods. - The rerouting of HGVs to avoid Burford High Street has caused issues for the villages on the other side of Burford.
Theme: Carbon / Environmental Impact	- The weight limit has created an increase in carbon emissions due to alternative routes causing HGV driving times to rise. - The increase in trucks driving into small villages is causing damage to verges and roads which are not used to this level of traffic.
Theme: Impact on Location	- Forcing HGVs to take longer routes appears to provide minimal benefit to the local community. - The A361 through Burford (as an A Road) is made to accommodate this levels and type of traffic i.e., wide enough for two trucks to past safely, whilst roads in villages are not. - Permitting Burford to continue with the weight limit will have a snowball effect with other towns also wanting one, which will continue to affect freight movement in the district and beyond.
Minster Lovell Summary of Key Consultation Response Themes:	
Theme: (Re)routing	- Has an assessment been carried out to determine where the displaced traffic that can't go through Burford is going to go? - No provision has been made for alternative HGV routes - Concerned that this Order will increase the flow of HGVs through the narrow and congested streets of Old Minster, and particularly over the already weak bridge in the lower village. - Noted an increase in the number of HGVs travelling through Minster Lovell on both the Burford Road and Brize Norton Road, despite restrictions on the Brize Norton Road

Theme: Impact on Location	Concerned about traffic taking alternative routes on unsuitable roads through smaller villages which will reduce health and safety in these areas.
Theme: Policy / Strategy Issue	- The Parish Council has previously been in contact with the Traffic and Road Safety team to request a 7.5 tonne limit be placed upon the bridge in Old Minster, - Concerned that the bridge is subjected to damage by increased HGVs movements. A separate weight limit would protect this historically significant bridge and prevent roads in the village from being inundated with larger vehicles
'No Location Given' Summary of Key Consultation Response Themes:	
Theme: (Re)routing	- The weight restriction in Burford is forcing HGV driver to add far more miles on to local journeys - Rerouting lorries into Witney town and up the B4022 through Leafield
Theme: Impact on Location	HGVs going through village lanes and unclassified roads are dangerous
North Leigh Summary of Key Consultation Response Themes:	
Theme: (Re)routing	- Understand that residents from neighbouring villages have objected to HGVs rerouting through their areas - It is illogical for HGV drivers to reroute through narrow roads in villages as most are obstructed by residents' parked cars to the extent that it is difficult to negotiate driving a car, it would be almost impossible in a lorry
Theme: Impact on Location	The ban on large lorries has been beneficial in promoting a better atmosphere on the High Street for shoppers and visitors.
Oxford Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	- Causing a serious negative impact on all hauliers - HGVs carry vital and essential goods all around the County - Freight transport is a necessity and will be increasingly utilising electric and hybrid technology in the future
Theme: (Re)routing	Large lorries are too big for anywhere but motorways and major trunk roads
Theme: Carbon / Environmental Impact	- HGVs have a negative effect on the quality of life for residents, workers, and visitors, on the environment - Large transporters cause noise and air pollution, major severance, as well as severe inconvenience.

Theme: Mitigation Measures	The Council must take steps to ensure neighbouring areas are not affected by displacement of traffic.
Theme: Impact on Location	- The weight restriction is causing a serious impact on residents in the rural areas - Neither fair nor acceptable to force HGVs to make longer journeys into surrounding small villages. - Burford would benefit from fewer HGVs using it as a through route.
Poffley End Summary of Key Consultation Response Themes:	
Theme: (Re)routing	Poffley End and Hailey have seen a sudden and dramatic increase in HGV's movements which have been displaced by the ban in Burford.
Shilton Summary of Key Consultation Response Themes:	
Theme: Impact on Location	- The town of Burford is a historic place that was created long before large lorries - The town does not have the infrastructure to support such damage from HGVs. - The character and safety with Burford have improved since the ban came into force.
Shipton-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	- A certain amount of heavy traffic is to be expected, however, the increase in large international registered HGVs has been noticeable. - There are a few equine training yards based near to Shipton-under-Wychwood who require access daily along the A361 - When assessing the effect of an increase in HGVs, you must consider that there are no grass verges for horse, pedestrians, and cyclists to move to avoid encountering a heavy goods vehicle.
Theme: (Re)routing	Shortly after the restriction went live, there was a noticeable difference in the number of HGVs rerouting along the High Street through this village (several which ignore the speed limit).
Theme: Carbon / Environmental Impacts	- Noise and pollution levels seemed to significantly reduce for homes on or near the A361 - The reduction in the number of HGVs means that it is safer to walk along the A361 in Burford - Houses that border the road at various points in Shipton-under-Wychwood have started to experience noise pollution and vibrations from passing HGVs
Theme: Mitigation Measures	A curfew time for HGV traffic would be beneficial as the effects of HGVs can be heard and felt as late as midnight and as early as 4.00am

Theme: Impact on Location	• The increase in traffic noise and non-adherence of the speed limit has been an issue on High Street in Shipton for many years • Whilst some heavy traffic is unavoidable (e.g., farm vehicles, food & courier deliveries, oil deliveries & septic tank clearance, etc), concerned about the volume and speed of HGV traffic through Shipton • Some roads within Shipton-under-Wychwood are narrow which raises concerns for pedestrian and vehicle safety from HGVs • There is the potential for Shipton to benefit from the weight restriction in Burford as lorries are unable to progress via the A361 which would then pass through the village.
Signet Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	• Burford is free from the noise vibration and pollution that was severely affecting both retail and residential buildings.
Theme: Impact on Location	• The roads through Burford are not suitable for huge lorries or trailers. • A few lorries still try to beat the ban, but overall Burford is quieter, and traffic is more manageable.
Stonesfield Summary of Key Consultation Response Themes:	
Theme: Impact on Location	• The reduction in HGV numbers creates a much nicer atmosphere in Burford and makes it a more appealing place to visit to shop or eat out
Swinbrook Summary of Key Consultation Response Themes:	
Theme: Impact on Location	• Noticeable increase in HGVs rerouting through Swinbrook. • The lanes within the village are very narrow and mainly single track, and are unsuitable to take additional HGV traffic • Recently erected updated signage with pictures of HGVs saying unsuitable for HGV's, have not deterred HGVs from routing through the village
Theme: Carbon / Environmental Impact	• Verges and passing bays have been significantly damaged, with some damage to properties also recorded • The restriction in Burford will have long-term effects on the fabric of the area and cause significant damage to the local environment - adding pollution and blocking traffic as road too narrow for some HGV
Taynton Summary of Key Consultation Response Themes:	

Theme: Carbon / Environmental Impact	- The weight and vibration of the traffic damage the ancient buildings - At peak times when traffic is at a standstill due to queuing to cross the bridge, HGVs cause excessive pollution when their engines are idling.
Theme: Impact on Location	- The High street is unsuitable for HGV's which are too heavy and too big for the busy town. - Burford is much visited by tourists and their experience together with that of local visitors and residents is marred by the sheer size and noise of the HGV's. - The width of the High Street is very restricted in places and there is not enough room for HGVs to pass.
Tysoe Summary of Key Consultation Response Themes:	
Theme: Impact on Business	The restriction has resulted in higher transport costs to be absorbed by everyone!
Theme: Carbon / Environmental Impact	If the end goal is to reduce carbon emissions, why make HGVs travel further than they need too?
Upton Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	The weight restriction creates a safer environment for everybody in Burford and preserves the fragile buildings
Wheatley Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	The movement of farm vehicles is being affected by the weight limit in Burford
Theme: (Re)routing	The villages to the north of the A40 which can be accessed by driving through Burford are unlikely to be a destination for large deliveries, therefore large vehicles should have no need to drive into or through those areas.
Theme: Carbon / Environmental Impact	- The vibration and pollution from heavy goods vehicles caused a slow but lasting irreversible damage to the buildings and roads. - Every step must be taken to prevent this wherever there is a viable alternative.
Theme: Impact on Location	- Burford is a town of fewer than two thousand residents but has a higher than normal level of traffic due to being a tourist destination. - The buildings and roads do not easily accommodate twenty first century traffic
Widford Summary of Key Consultation Response Themes:	
Theme: Impact on Location	Even with the current ban, there are still articulated lorries travelling through Burford. However, the difference in numbers is remarkable
Windrush Valley (TAG) Summary of Key Consultation Response Themes:	

Theme: Impact on Businesses	- Local HGV companies, with contracts in the farming, waste, building, or energy sectors were dependent on the Burford bridge for access to regional businesses and sites - The restriction in Burford has added a substantial degree of concern, commercial impact, effective 'isolation' and operating challenges to many local businesses
Theme: Permit Scheme	- Most businesses that have been affected by the need to reroute their fleet of HGVS are not eligible for an exemption permit. - Burford Town Council's agreement to offer 'local permits' ignores the critical transport requirements of modern agricultural business - The Town Council do not issue permits to entire fleets of HGVs, and local farmers cannot apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery / collection.
Theme (Re)routing	- The restriction in Burford has displaced almost all Evesham traffic to the A44 through Chipping Norton and Woodstock as suggested alternatives are inefficient and / or time / cost consuming for companies. - Drivers of international HGVs often using satnavs; select local alternative routes that are on unsuitable roads as the suggested alternative routes are either heavily congested (A40 to Oxford) or constricted (roundabout on the A40 to Northleach). - There are a number of regular national 'loops' that have effectively been broken by the weight restriction in Burford
Theme: Carbon / Environmental Impact	- Burford's air quality levels are less than the levels recorded in Witney and Chipping Norton (both declared air quality management areas) to where much of the HGV traffic has been diverted - The current situation with the Burford weight limit is creating detours that are inefficient and in direct contradiction to any County AQMA or regional net zero environmental initiatives.
Theme: Impact on Location	- Burford and the surrounding communities expect a reliable level of essential services which have been provided so far by HGVs - Concerned that with the country dealing with completely different patterns of movement under Covid 19 restrictions, will the County Council prove the changes in HGV numbers in the areas monitored are due to the Burford restriction or larger national impacts on traffic. - Damage to Burford High Street was one justification for the implementation of the weight limit, however, no account was made of the resulting damage being experienced in the surrounding villages

	• The WiVTAG community accepts completely that Burford Town Council has acted in the best interests of its resident community and historic property. • Concerns surrounding the approach of the Burford Town Council, which reflects a lack of understanding of the situation and degree of damage being caused
Theme: Policy / Strategy Issue	• WiVTAG sought direction, clarification, and justification for OCC's actions in LPT4 and Freight Strategy documents. Policies 5, 24, and 29 in the Freight Strategy would have justified rejection, or at very least seriously questioned the TRO application submitted by Burford. • Approval of the Burford TRO directly contradicted the stated policy aims of OCC as set out in LTP4 (Policy 29).
Witney Summary of Key Consultation Response Themes:	
Theme: (Re)routing	• The Burford weight restriction moves traffic on to longer detours to delivery / collection destinations, • If this precedent were to be followed in many other areas then the only roads that they could use would be B roads, which are less suitable to carry HGVs than A roads.
Theme: Carbon / Environmental Impact	• Burford should be saved from lorries polluting listed buildings. • This current weight limit negatively affects the environment and the economy • The impact of HGV movements in the air quality management area and road safety in Bridge Street is concerning
Theme: Mitigation Measures	• Revocation of the experimental traffic regulation order at Burford to avoid additional and on-going negative impact within Witney
Woodstock Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	• HGV drivers are aware of fuel efficiency. They will take the shortest and least congested route to save money. On this occasion, the shortest route is through the A44 Woodstock.
Theme: (Re)routing	• The main issue with any weight limit is where will the displaced traffic go? They will inevitably end up rerouting somewhere nearby. • The Burford scheme seems focused on north- south HGV movements, whereas the focus should be on movements going east – west (between Evesham, A424, Burford, Witney, south east and reverse). • HGVs are choosing not to use the recommended diversion route on the A40, Northleach and A424 as it is not mandatory.

	Most drivers who know the area and do not use satnavs will switch to using the A44 through Woodstock and Chipping Norton to avoid Burford as it is quicker and avoids congestion around Oxford
Theme: Carbon / Environmental Impact	Air quality data is likely to show comparable or worse levels on nitrous oxides in Woodstock (due to the higher levels of traffic and road space confined by tall buildings) compared to Burford
Theme: Impact on Location	- The Burford weight limit will lead to more HGVs in Woodstock when the A44 through Woodstock is less suitable to take HGVs than the A361 through Burford - Woodstock has a high number of listed buildings, with properties generally closer to the carriageway than in Burford - Both Burford and Woodstock are important areas for tourism - The displacement of HGVs from Burford to Woodstock is likely to be approximately 173 HGVs per day
Theme: Policy / Strategy Issue	A weight limit cannot be introduced on the A44 through Woodstock due to the classification of the road as a primary route.
Worcester Summary of Key Consultation Response Themes:	
Theme: Impact on Location	There has been a marked benefit from the reduction in HGV traffic.

Annex G: Burford ETRO Consultation Responses - Originals

Consultation Responses to Burford Experimental Traffic Regulation Order Consultation from August 2020 to February 2021.

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Comments received regarding the Burford Experimental Traffic Regulation Order

Table 1: Consultation responses received objecting or those with concerns.

Individual / Business	Respondent Location	Object / Concern	Comment
Individual	Leaffield	Object	Welcome the protection of Burford town centre. HGV traffic will logically need to find alternative routes. Strong concerns that Leaffield will become one of those. Already an uncommonly high volume of through traffic due to our geographical position. Roads which are not designed for HGV usage (and with cars parked along them potentially causing hazards) Place a huge amount more strain on the village. Create safety concerns for Leaffield school pupils (who use the open, unprotected village green), local children and other road users. This is a rural village and should be protected from such unintended consequences at all cost too.
Business	Cote	Object	We transport 2.0 million-day old chicks a week to farms across to UK from our main hatchery at Cote Use Burford high street to access the A424 to Stow to access the West and North of England. The restriction would add 30 minutes on to our journey times and prevent us reaching the farms within legal time limits. We cannot stop on route to farm as it would compromise chick welfare. We have two breeder sites at Icomb and Shipton-Under-Wychwood, which lay eggs for the hatchery at Cote, and we have to collect eggs twice a week. Feed must be delivered twice a week and birds delivered and collected from the farm twice a year. Movement of livestock and feed is crucial to managing the welfare of birds.
Individual	Leaffield	Object	A very disturbing increase in HGV traffic this week since the closure of the Burford bridge to HGV's. The road is totally unsuitable for HGV's, It is narrow, (single track in many places) with several blind bends with no grass verges for pedestrians, cyclists, or horses to escape from heavy oncoming traffic.

			The closure of the Charlbury bridge and now the Burford bridge has seen this single-track lane, become a motorway for HGV's trying to avoid the bridge limits. These heavy vehicles are now passing through the centre of the small village of Leafield passing the village school, where children are being collected and the village shop with all the associated village pedestrian activity. It is unacceptable for the residents of Leafield and outskirts to suffer because of lack of funding for bridge maintenance.
Individual	Milton Under Wychwood	Object	My partner owns a local business which supplies food to many local shops/cafes in the local area, including Burford itself. Due to these restrictions many major suppliers have either dropped deliveries or are considering dropping his supply entirely. This would have a huge impact on business, in fact make it almost impossible to sustain. Please also consider the knock-on effect that the above sort of scenario could have on the businesses that depend on this local supply. I do not see how this restriction would provide any support to local business, the businesses that Burford and the surrounding villages depend on to thrive. I also object to the consideration in the regulation that it is to 'improve the environment of the area'. Forcing HGVs to take far longer routes to work around this restriction for what appears to be minimal benefit to the local community would surely create a huge increase in carbon emissions - reducing the air quality of the local area.
Business	Witney	Object	Witney Plant Hire Ltd as well as JLP Haulage Ltd (part of the same group) are local Oxfordshire businesses based in Witney, who work in and around west Oxfordshire and the Burford area. We rely on the local road infrastructure to deliver and collect construction Plant Equipment as well as providing wagon drag deliveries to major construction sites in and around Oxfordshire and beyond. We do not believe a reasonable and sustainable alternative has been provided. Furthermore, due to the unreasonable notice period, and lack of consultation this will have a detrimental effect on our current operations.
Individual	Aston	Object	Lots of farm machinery uses the Burford crossing of the Windrush, owing to weight restrictions, or physical restrictions due to the narrow roads at other crossings, such as Swinbrook, Asthall, Worsham, Minster Lovell and Crawley. Force farm machinery to travel much further to cross the Windrush, generating unnecessary pollution from there Diesel engines, and traffic tail backs owing the lack of suitable pull in places for long and/or wide farm machinery.

			As we know motorists become frustrated stuck behind very slow farm traffic and attempt dangerous overtakes or attempted overtakes causing near misses, or much worse. The weight limit could directly cause serious injuries or worse in RTCs on Oxfordshire's roads. Real possibility of affecting many businesses in the surrounding area that require HGV access, Could very easily increase business expenditure and leave business with little choice but to move or close. The bridge in Burford is vital for local businesses, it is not used for national or regional through traffic, which uses much faster routes, such as M5, M40, A40, A429 and A44. Without infrastructure upgrade elsewhere close by providing an alternative route for large and heavy vehicles, the reduction of the weight limit through Burford is entirely detrimental to the people of Oxfordshire
Individual	Leaffield	Object	HGV's coming through on a regular basis, about every 16 minutes Mon-Fri during work hours. The roads in Leaffield are unsuitable for regular HGV, including the roads leading to and from Leaffield. The road from Langley crossroads to Shipton is 16ft wide for quite long stretches with blind bends. The Ridings is 14ft as you leave the village By Low Barrow Farm it is 15ft and 16ft, with walls on either side and on bends. The entrance to Field Assarts is 15ft and 14ft wide and again on a blind bend with walls. A Smiths truck is 8ft 4" wide which makes these roads hazardous to drive on for them. Our school is next to the road where the HGV are passing, the path runs along the side of the school wall and then it is the road. There is a path that leads from one end of the village to the other by the Church called Lower End. This path runs alongside a high wall. The path is 3ft to 4 1/2 ft wide in places. The road is also narrow here 15ft 6", 14ft 6" and 17ft 2" in places and again on a bend. Children use this path to get to school, older people and other villagers use it to get to from Lower End to the shop, school, and Church. Some are using mobility scooters. It is an accident waiting to happen. Our Preschool, village Hall, gym and village playground exit onto Lower End, again where there is a bend and a wall obscuring visibility to safely enter or cross the road. The HGVs tend to be trucks carrying grit, skips, fuel, cement etc.

			They are local haulage companies driving through the village to get to the farms, building sites and villages etc north of Witney. Shipton Under Wychwood, Ascott, Milton, Kingham some even trying to cut across to Stow on the Wold, from Witney, Ducklington, Minster Lovell, Bampton, Stanton Hardcourt etc. They would have used the A40 to Burford and then the A316 in the past, but now they are using the much more unsafe roads NOT built for HGV's because they cannot get through Burford The permits are next to useless; A 5 miles radius around Burford where you have to start and finish the journey in that 5-mile radius as per an email I had from Mr White the Burford Mayor. Not to mention they have to write a cheque and send it through the post.... This is totally unsuitable for local businesses. Why is the OCC saving one very small straight stretch of A road, which is safe and built for HGVs with a bridge that can take 100 tonnes to make the local haulage companies drive on no named roads like the ones going through Leafield, which are more dangerous, given the bends and widths of the roads they have been forced to drive on. The extra stress involved for these HGV drivers to have to go on these roads when they could use a perfectly good A road, built for HGV's that is short and straight through Burford. It is also not good for the environment, changing gears means using more fuel, taking detours means more fuel, more wear and tear on the vehicles and more potholes, which use resources to mend. Not to mention at more cost to the taxpayer to pay for the damage to the country roads and verges these HGV's, due to their weight and size, will make. If there is a 20mph speed limit in Burford that will slow the traffic down and make less 'vibration' in their homes. The Government were all for making an even society, what does it say when the OCC allow a rich community to pay their way for not allowing local HGV's not to drive on a purpose-built A road through their town? What message does that say to other local communities who can't afford to do the same? What does it say to the day to day life of the drivers of the local haulage companies that now have to drive much further distances on unsafe roads when there was a perfectly good safe purpose-built road to drive on? The Burford 7.5 Tonne ban is good for Burford, but not good for anyone else. The wider community and businesses are suffering just for one community.
Business	Swinbrook Farms, South Lawn Farm, Swinbrook	Object	As an arable farm we are now faced with huge challenges. We sell grain to several large grain merchants who have a vast fleet of hauliers and lorries that they use to collect grain depending where in the country it is going etc - likewise with deliveries of fertiliser, chemicals, compost, and sludge.

			Any lorries approaching us from south of the A40 will either have to go via Oxford - Chipping Norton or Northleach - Stow, which is additional time and mileage for them which they will ultimately pass onto us either as haulage levies or reduction in price received for our produce. We have tried to approach Burford Town Council and they have been totally unsympathetic. The theory is very good BUT in practice it doesn't work for us and in the long run, our business could be adversely affected by surcharges on collection and delivery of goods. The permit scheme only works if you know which lorry is coming and therefore can obtain a permit. Is there any way that the system could be tweaked for local farmers and we could work together on this??? We did ask about recording the date and registration of any lorries delivering or collecting to us and submit this weekly to yourselves and pay an annual "Farmers Exemption Fee", but it was dismissed in a very flippant way by John White and probably not even considered by others. We hate the idea of lorries coming through Swinbrook or Leafield village but its pushing everything that way.
Individual	Leafield	Object	On 15 December 2021 my car skidded on leaving the junction from Greenwich Lane to join the main village road. This was due to large amounts of wet mud on the road. When lorries have to pass traffic or parked cars on the other carriageway, they are forced to mount the verge. In doing so, the verge outside The Pearl restaurant is being destroyed and the displaced soil is spreading across the road. I note that the verge has also been destroyed outside several properties between Greenwich Lane and Hatching Lane. Twice in the first two weeks of December, I had to step approximately 2 metres back from the pavement as an articulated lorry attempted to turn from the main road through the village down Hatching Lane. The driveway from the village hall and pre-school has very limited visibility, being placed on a bend. Because lorries have to drive so close to the edge of the carriage way to pass traffic on the other side it's no longer possible to stand at the end of the driveway to look right for oncoming traffic. Traffic is now using the minor road through Leafield instead of main routes. OCC has simply moved the problem from a wealthy, influential town in terms of tourism to a village which has no such power. Individuals here have as much right to walk, cycle and drive through the village safely as the residents of Burford do through their town.

Individual	Leaffield	Object	By cutting the weight limit through Burford, traffic is taken from an A road onto B roads which are clearly not suitable at all for the extra traffic. A lot of the extra lorries are coming through our village of Leaffield and causing a lot of damage to our verges on roads that only just have enough room for two cars to pass and have no pavements. Lorries and extra traffic are also endangering the lives of children in Leaffield. Leaffield school sits in the middle of the village and is surrounded by roads without pavements. Also, in sending these lorries off on detours around B roads is environmentally unsound as they will be using more fuel.
Business	Kidlington	Object	I have sent emails to various councillors and our local MP outlining some of the recent issues we have had with the management of the restriction and associated permit scheme. The impact on the neighbouring communities when we divert our trucks onto less suitable roads to minimise journey distances. The effect on the wider environment as we strive to make environmental improvements, but our carbon footprint gets bigger rather than smaller.
Individual	Leaffield	Object	The weight restriction is causing vehicles over 7.5 tonnes to reroute through local villages such as Leaffield. The A361 is an A road of substantial construction and width. The routes that are now being used are unclassified roads with no road markings and many properties alongside. Footpaths are narrow or non-existent. The restriction in Burford has passed the issues that the town wants to avoid to local villages. We have vibrations through our home, damaged roads, and reduced air quality.
Individual	Leaffield	Object	The roads around Leaffield are frequented by walkers, cyclists, and horse riders 365 days a year. The roads have many blind bends and no footpaths. They also suffer from the fact that the drains never get cleared and also never get gritted in the winter in icy conditions. The combination of these factors now coupled with a huge influx of totally unsuitable HGV traffic has created a potentially lethal mix.

			The HGV traffic now heading through the village as a result of the Burford ban is starting to take a serious toll on the roads which are now breaking down throughout the village. They are peppered with deep pot holes; the edges are eroding away along with extensive damage to the grass verges. The damage to the roads makes it extremely dangerous to now walk, cycle or ride around the village. At the village green every morning where school buses pick up the village children, there is congestion, frustration and a very dangerous mix of hazards hindering the children crossing roads to get to their buses and to the village school. In the spring and summer months, the issue is compounded further by the addition of heavy farm machinery into the mix.
Individual	Leafield	Object	There is NO footpath along The Ridings or Buttermilk Lane, as a result pedestrians have to walk along the roads, Walkers, cyclists, and runners / joggers are being put at risk of serious injuries. Recently, with pedestrians on both sides of The Ridings road walking in opposite directions, I experienced a near miss with a car, this may have resulted in a serious incident if it had been a lorry. The road is simply too narrow. The roads cannot cope with the traffic being forced through Leafield. These roads are not designed to take such traffic. The grass verges are being worn away. There are pot holes being created which are dangerous to walkers, runners and cyclists and damaging to cars. There are blind bends along The Ridings and narrow points along the road. In the Spring and Summer months, heavy farm machinery adds to this traffic burden making it even more congested and dangerous. Due to the location of Leafield, after heavy rainfall the water pours off the fields, down from the village along The Ridings, resulting in icy conditions in the winter months. This is another real hazard as the roads are not gritted either.
Individual	Leafield	Object	The increase in HGV traffic through our village is dangerous. My drive has a blind exit, I have had several near misses trying to exit. There are pedestrians, including myself, who walk up and down the road with no pavement and are put in danger by the increased traffic.

			The road is not suitable and has a blind corner not wide enough for two cars to pass (let alone hgv), round which I have experienced several near misses by car and on foot. It is not maintained for this type of traffic or gritted causing vulnerable road users to be at extreme risk on icy days.
Individual	Leaffield	Object	My road is not very wide and for most of the day there are cars parked to one side which belong to the residents The Ridings. There is a very small grass verge on the other side, which protects the stone wall which runs down the length of my garden. When large lorries have manage to get down this road, (and there have been instances when lorries have had to reverse back as they cannot get past the parked cars) there have been instances when this grass verge has been damages and thus risking my boundary wall. There is not footpath at all down this road and many of its inhabitants are elderly. I am an elderly lady of 92 and have to use a walking frame. It is very dangerous at the moment to cross or walk along the road as we have no pavement. Many of the roads through our village are narrow and not all have pavements. I understand that the council want to protect the historic town of Burford, but our village is also old and indeed picturesque, and is also not built for the heavy traffic of today.
Individual	Leaffield	Object	Increased traffic through the village and resulting risks to the residents. Lower End which is now one of the main routes for large vehicles has a lot of on-street parking, which means it's often difficult to get a large vehicle through safely. I have seen lorries having to mount the curb to get through, which poses obvious risks to pedestrians. Lower End also has the village hall, playing field and pre-school. The entrance to these places is a blind turn, obscured by buildings. Cars are having to exit without a clear view and with the risk of collision with the large vehicles. The large vehicles passing through the village usually come at speed. The primary school is located on the green, surrounded by roads. With so much additional traffic passing through the village, there is a clear risk to the lives of the pupils, their parents, and the staff.
Individual	Leaffield	Object	Seen a massive increase in the number of HGV lorries going through it. The village itself was already suffering from many householders' cars being parked on the road side as there are houses being built with no off road parking facility.

			The increased lorry traffic is causing increased damage to grass verges as they try to avoid parked cars, oncoming cars etc. Part of the village does not have footpaths which makes it dangerous for children and parents walking to school and the local amenities. The route from Leafield to Burford is a narrow road and is barely wide enough for two cars but means that if you meet a lorry then one of the vehicles has to take evasive action. This is a serious accident waiting to happen either in the village or on the narrow surrounding roads.
Individual	Hailey	Object	The same traffic that passes through Burford will be forced into even more unsuitable roads. You are not reducing the traffic on the road but just moving it elsewhere. The traffic will be forced through Minster Lovell and Witney into villages such as Hailey.
Individual	Leafield	Object	Too many lorries driving through the village. When lorries go past my house it shakes. They are causing damage to already poorly maintained roads, which are not designed for the current volume of large vehicles.
Individual	Charlbury	Object	I am a lorry driver delivering and collecting goods around Oxfordshire, Milton under Wychwood, Shipton under Wychwood and surrounding areas. The only route I can now take is Leafield or even Charlbury on to Chadlington these roads are in a worse condition and it is less suitable for driving than the A road at Burford. Making vehicles travel further has an additional impact on the environment additional cost to the businesses and hauliers.
Individual	Poffley End	Object	It is self-evident, based on the sudden and dramatic increase in HGV's travelling through both Poffley End and Hailey that the temporary ban has merely displaced HGV traffic.
Business	North Leigh	Object	Alternative routes causing extra travel expense time and cost from business point of view. Addition of vehicles trying to bypass routes by travelling through local villages a personal problem for a keen cyclist
Business	Witney	Object	I drive a 44ton lorry for a living. This weight limit is genuinely the difference Between getting home and not some nights.

			It has sent us miles out of our way at a time when drivers are in short supply. The trucks on the road are having to do more and more to keep things moving only to be hindered by things like this.
Individual	Ducklington	Object	I object to this as the A361 is a major HGV route and stopping them coming through is pushing this traffic onto smaller unsuitable routes. Otherwise it is a very lengthy diversion route which can add easily an extra half hour to travel time or in some cases more. Maybe a night-time 7.5 tonne ban would be better like some places have already such as 7am to 7pm.
Individual	Leafield	Object	There has been a significant increase in HGV lorries going through Leafield since this temporary Burford town ban was introduced. Our whole house rattles when a HGV vehicle goes over the speed bump. The risk to kids within the village, kids attending the village school and so on. There are enough cars parked on the roads in Leafield as it is. What would happen if a HGV got stuck passing through and then the emergency services needed to pass through the village?
Individual	Leafield	Object	Safety concerns diverting HGV through rural roads & villages not designed or suitable for HGV. Burford is a A class road designed for such vehicles.
Individual	Aston	Object	I lived in Crawley for forty years in a property adjacent to Leafield Lane where photographs of the congestion were taken and submitted by Crawley Parish Council. I can confirm that this very narrow lane even in the past was extremely busy and larger vehicles were for ever getting stuck and on several occasions knocked my supporting wall down. With the extra number of HGVs attempting to use this lane I can only imagine the difficulties caused. It is very evident that the situation in Crawley is untenable. These narrow county lanes physically can't cope. The A-road river crossing at Burford is the only one which is viable.
Individual	Leafield	Object	I am an HGV Driver.

			I have noticed an alarming amount of HGV traffic around Leaffield area. I've seen arguments with other road users against HGV drivers and witnessed HGV having to go on grass embankments in order to get through tight areas Leaffield is now a rat run for HGV drivers as there are no restrictions through the village, and it cuts corners for the drivers. Burford is an A class road and suitable for HGV traffic Leaffield can cope with a truck or 2 but not the extra traffic that's coming through. If you stop HGV from going through one point they must go through another point. Or you could ban them completely as stupid as it sounds. No HGV no business no business no money you defeat the object.
Individual	Finstock	Object	The new limit has moved the vehicle on to small roads in the area, e.g. Leaffield, Finstock, Charlbury, Shipton u Wychwood. Especially on the Finstock to Leaffield road past the primary school which has no barrier between the road and the schools playing field.
Individual	Leaffield	Object	The number of HGVs going past the house has significantly increased. Concerned for the safety of my children who regularly cycle through the village. Some parts of Lower End is single file traffic due to parking. Some of the road is very narrow and it's not possible for a HGV and car to pass I have seen vehicles mounting the kerb to get through
Business	Upper Milton, Milton under Wychwood	Object	I represent a farming business which covers 2500 acres from Shipton and Milton under Wychwood all the way up to Fulbrook and across to Taynton. This weight limit restriction in Burford is seriously affecting the logistics of incoming and outgoing freight from the farm. A lot of our farm produce is transported in bulk by means of HGV, there are many destinations for our crops for example oilseed Rape ends up at Erith, which needs to be transported along the A40 and M40, other cereals which are destined for Europe also have to head along this route or down the A34 to southern ports. This restriction is now imposing an additional 25-mile journey (50 miles if the lorry must return the same way i.e. in & out).

			The business is annually producing somewhere between 10 - 15 thousand tonnes of cereals and oilseeds, the majority of which requires transportation onto the roads, a large percentage of which heads east and south from the farm. In order to grow these crops, we also require bulk haulage to bring the commodities in to grow the crops. Hundreds of tonnes of fertiliser and large quantities of crop protection products are needed. This weight limit is noticeably now costing more time, certainly unnecessarily burning more fuel for the hauliers, potentially creating more pollution, all of this is building into the hauliers now talking of passing the increase in cost of haulage onto me the farmer. I feel farms within a certain mileage from Burford should be allowed an access exemption. The problem with this I appreciate is we use numerous hauliers which amount to hundreds of vehicles so policing could be a problem.
Individual	Leaffield	Object	Banning HGVs from Burford simply moves the problem on to small villages. Burford has an A road going through it whereas the villages all have minor roads.
Individual	Carterton	Object	As a local HGV driver doing local palletised deliveries, if I need to get from for example Burford Garden Centre to Fulbrook, we are forced onto unsuitable single-track roads (Swinbrook or Minster for example). It is un-economical to drive 30 or so miles, to deliver half a mile away. A solution would be to raise the Weight limit to 32 Tonnes, which would stop the biggest lorries from using the High Street, without penalising local delivery companies, Or be more generous with the exemptions i.e. a 20mile radius rather than the current 4.5 miles I have heard it is.
Individual	Burford	Object	I believe the High street buildings and pedestrians do need better protection from Burford traffic. However, I don't agree with closing the High Street without providing a suitable alternative solution is the right way to go. Forcing HGVs to use smaller towns and villages on smaller roads is wrong. A bypass is required for HGVs only such that we don't lose all tourist traffic out of Burford.
Councillor Walker	Long Hanborough	Object	The current experimental plan is having a detrimental impact on residents and villages in my council division. Villages like Leaffield, Minster Lovell, Crawley, and Hailey have seen an increase in HGVs coming through their villages in order to avoid the weight restriction at Burford.

			The complicated permit system that has been set by Burford Town Council has made it difficult for local hauliers to apply unless they are based and are delivering within the designated circle as set out by the Town Council. Whilst I applaud Burford Town Council for wanting to achieve this what they've done is just pushed the problem elsewhere to the both the West and East. It is clear in my view and many residents and businesses who have contacted me over the past few weeks that the County Council needs to go back to the drawing board on this scheme. The County Council needs to come up with a proper HGV strategy for West Oxfordshire to prevent these ad Hoc weight restrictions being put in place based on those who can afford to implement such measures. I strongly advise that this experimental order is halted to prevent any further loss of income to local businesses and any further damage to villages along with the associated risks to having large vehicles having to travel through them.
Individual	Leaffield	Object	In the four years I have lived in Leaffield the traffic has increased threefold. I walk my dogs twice daily and constantly have to be extra vigilant in crossing roads due to the huge lorry traffic that comes through our small village and even down Witney Lane, a single track road
Individual	Burford	Object	It is not safe for lorries to have to find an alternative route. This results in them getting stuck down little roads. The bridge at the bottom was built many years ago to withstand the flow of traffic including lorries.
Individual	Burford	Object	Putting a weight restriction in place is only moving the problem to surrounding villages it is not actually solving the problem. As well as local businesses being affected by delivery's etc. We all need to come together to put something better in place.
Individual	Charlbury	Object	There are many professional equestrian businesses operating in that area - most of which have lorries which are more than 7.5 tonnes. A 7.5 tonne lorry can only take two or three horses. Lyneham Heath, Crown Farm (Ascott u Wychwood) and Cornbury Park (they are planning an international - 20 nations - 4* three-day event this year) run equine events which are now made more difficult to get to by the bridge restrictions. Hundreds of people come to their one-day events - many in HGVs. There are also several racing yards nearby.

			This has meant (Covid notwithstanding) that horses are being driven on long detours - sometimes daily if they're being trained elsewhere.
Business	Carterton	Object	Having a severe impact to my haulage business and my employees along with my customers having to pay a significant increase in invoices as a result and the impact to the environment in increased fuel and tyre usage in the extra miles through the year. No advice sort from BTC on the permit system and should be 32 tonne limit thus it would send arctics along better routes A system more appropriate for local hauliers and businesses to receive deliveries should and could be in place.
Individual	Leafield	Object	I am concerned about the safety of pedestrians and cyclists when large HGVs are navigating narrow, fragile and twisty B roads to and through the village. The only place for children to cycle in the local area is on the roads. Many people walk and run on the roads given the lack of pavements in this rural village. There are many houses in the village that exit directly on to the road where there is no pavement. Burford High Street is an A road with good connections to the A40, A361 and A424, the main roads the hauliers are trying to use. Leafield is none of these and completely unsuitable as a replacement.
Individual	Leafield	Object	The Burford Weight restriction has pushed HGV traffic across other local river crossings and small villages which are entirely unsuited to HGV traffic. Leafield has single track roads and although the main roads are generally wider (narrow in parts) this is a residential area with parked cars on the road making it unsuitable for HGVs. This was recognised when the Leafield Technical Centre was occupied in that all deliveries by HGV had to come via Burford and not through Leafield. In Leafield we already have traffic problems caused by several issues including parking by the school which narrows the road and reduces sign lines. A stretch of road by the church next to a narrow pavement where HGV are occupying the whole road and are very close to vulnerable pedestrians. If a HGV meets a car then either the HGV or car must go on the pavement.

			As we have limited pavements there are also areas where pedestrians must cross the road or walk in the road. Both make the village unsuitable for HGVs Have you considered the impacts on protected characteristics such as age and disability which pushing HGVs off the A road and into village will affect? The diversion route is also ridiculous, in this just in time economy lorries will go the short cut ever time through our villages Finally, I would also highlight that Burford Council are imposing this weight restriction because they can afford to. OCC should not support the inequality of allowing rich towns and villages to push their problems onto the less well-off villages. OCC should cancel this weight restriction and come up with a cohesive traffic strategy for the whole of West Oxfordshire to ensure the landscape and residential areas are protected and enhanced.
Individual	Leaffield	Object	The roads in and around Leaffield are not suitable for regular HGV traffic. Since the introduction of the HGV ban in Burford, the village has seen a significant increase in HGV traffic. The roads are narrow, with blind bends and there are a lot of areas where there are no pavements e.g. near the school and pre-school. These areas are already hazardous to pedestrians and motorists, but the extra HGV traffic has made them even worse.
Individual	Leaffield	Object	Over the last few months to find that the village has become a "cut through" for a large amount of HGV's, clearly using the village to access areas which would otherwise be difficult for them to reach given the Burford closure to lorries over 7.5 tonnes. Change is sometimes for the best and must happen, however, in this case, I really think that someone needs to take a look at the bigger picture and long-term issues that could arise if this situation is allowed to continue. The increase in HGV's has been very noticeable during a period of "lockdown" when a lot of traffic is NOT on the roads - if nothing is done to change this situation in the future, the volume of traffic is only going to increase which is not a good outcome for many reasons. I have personally had to move aside several times whilst walking from my home to the village shop due to HGV's approaching the Greens from opposite directions (Lower End and Fairspear Road). Aside from mounting kerbs and creating highly dangerous pedestrian situations, the roads in Leaffield are not 'A' roads and are simply not built to take traffic like this.

			I have also witnessed HGV's around this same area when parents are dropping children off at the village school in the morning or collecting in the afternoon. More than one HGV has attempted to drive past an area with many pedestrians, many of them young children, and cars parked along the roadside leaving literally only a safe space for cars, NOT HGV's to pass by. Other than all the safety issues listed above, there surely must be some thought given here to the wider issues to do with the environment and the damage to local roads. We have noticed a significant increase in potholes and damaged kerbs in the last few months which would seem to me to be a direct result of the increase in the amount of HGV's passing through the village and I would ask that very careful consideration be given here to the overall picture. Stopping HGV traffic using Burford is all well and good for Burford, however, that route is a designated 'A' road capable of handling these vehicles. You simply cannot put a stop to that and 'hope' that all those vehicles find a different route that works I urge that the Council looks at the impact this has had on places like Leafield where the young, elderly and many other residents all feel like we do.
Individual	Leafield	Object	As a resident in Leafield with young children I want to protect the serene nature of the village for them. We have narrow roads with the main road winding round the green where the school is. During pick up and drop offs there are many cars parked and children crossing to the school. There is a real danger of a car being damaged or someone getting hurt during these times.
Individual	Leafield	Object	I can see the benefits for Burford, and I understand the idea. However, the knock-on effects of the trial have been impacting the surrounding area. The traffic is now crossing the river through much smaller villages where the roads are completely unsuitable. Leafield have noticed a significant increase in the number and frequency of large vehicles passing through the village (some at dangerously high speeds). The village primary main school building is only a few metres from the main road through the village. The school also uses the Green for a playground and sports field which is open to the main road. The increased risk of having Leafield as a heavy transport route is frightening and unacceptable for the safety of our children. No parking for the school means that the road is narrowed by parked cars and the situation becomes even more dangerous as visibility is restricted and children are getting in and out of cars.

			Leaffield needs a new traffic/parking plan if it is to become a main route for heavy good vehicles. Perhaps some of the Green should be used to provide parking for the school. The other dangerous part of the village is where the main road passes through a narrow section outside the church. The footpath is less than a metre wide and a vast number of children use that section of footpath to go to and from the school and to and from the pre-school (which is by the village hall). It is also a route used by many elderly people in the village to access the village shop (on the far side of the green). Leaffield is a very old village, and the roads are not designed for heavy vehicles. Many of the houses are very close to the road and have obscured driveways. The village Hall itself has a driveway that has obscured views on to the main road. Please consider the impact on the small surrounding villages on the Burford closure. If there is no other option but for this heavy traffic to pass through Leaffield then please can we have the following improvements to road safety in our village: much more and better signage at least two pedestrian crossings on the Green to allow safer access to the school additional funding for the school to put in place additional safety measures railings between the school building and the road, and off-road parking for the school. a set of four-way traffic lights at the point where the Village Hall access and Hatching Lane join the main road, including two pedestrian crossings. traffic calming measures, e.g., permanent speed cameras for the narrow section of road by the church we need a railing on the edge of the footpath to protect pedestrians. railing on the edge of the footpath where the school building is next to the road.
Individual	Leaffield	Object	This experiment does not negate the problem Burford faces but moves it to the surrounding area. Leaffield village does not have continuous pavements for pedestrians and Some pavements are so narrow (and up against stone walls) that traffic can be quite frightening especially when not respecting the speed limit. Our village roads are considerably damaged and repaired on a piecemeal basis. The increased size and weight of these goods vehicles means it is inevitable that the potholes will soon reappear.

			These huge lorries cannot get passed each other and squeeze pedestrians to the side with no pavement. Old village houses do not have garages and cars are parked on both roadsides. Roads have blind narrow corners which are not easily negotiated by these huge lorries. Historic Leafield should not be a rat run for traffic which is suited for A roads and not small potholed village roads where families going to school must walk on the roads at some points. Leafield is not part of the major road network and we kindly ask that this traffic is not routed this way to address the very real concerns of Burford Town Council and its residents.
Individual	Hailey	Object	The initial trial period to prevent HGV use of Burford High Street, has led to HGV's taking alternative routes through the villages including Hailey as the vehicles traverse Bridge Street in Witney and turn into West End towards the Hailey Road. There are several points along this route where there is insufficient width - West End, Fawler Bridge, Charlbury Woodstock Road, The Slade, and Enstone Road junction. We have even had HGV trying to navigate through Delly End! Some HGVs' have been travelling through Hailey at night, even though there are weight limits and not suitable for HGV signs. There are limited crossings across the Windrush Valley to the west of Witney. Currently there is a limit at Crawley (and new signage!) to send lorries over the narrow humpback bridge and road over the flood plain, and then up the single width road - Leafield Road -past the Lamb Inn towards the B4022. There have already been numerous occasions where large lorries / HGVs have become jammed in Crawley as it is simply too narrow. The weight restriction is 7.5 tonnes and there are road calming measures in Dry Lane, Crawley. Also, there is a weight restriction in place over the Minster Lovell bridge and again very narrow roads leading to and from which are unsuitable for HGV. There should be no large lorries crossing the Windrush through the small villages which do not have suitably designed roads or crossings. The suggestion that there should be a permanent restriction in Burford will therefore result in more HGV vehicles trying to cross via Crawley where there are also access issues and unsuitable country lanes along Dry Lane, Crawley Bridge and Leafield Road. The displacement of vehicles is untenable as the proposal simply shifts the issues onto less suitable roads.

			The housing infrastructure plans for West Oxfordshire e.g., Witney and Minster Lovell which by default lead to increased traffic, not only along main roads but also country lanes, need to be factored into these decisions as at key times of day these roads are at capacity and HGV's cause even more congestion unless managed effectively away from the valley villages. The A road, through Burford is for most HGV companies preferable to Northleach, Woodstock (also suffering with HGV) or Oxford routes north because of the detour distance and time. Burford has succeeded on causing significant problems for the smaller villages with crossings over the Windrush and links northwards towards Chipping Norton / Stow. Other ideas should be considered to reduce traffic such as car parking outside the High Street or even better, a bypass to the west of Burford linking with the Stow Road.
Individual	Leafield	Object	It pushes the heavy traffic onto smaller, narrower roads that weren't built for this sort of traffic and into villages that often don't even have pavements making it extremely dangerous.
Individual	Witney	Object	Simply moves traffic detouring it on longer roads. Reduces the efficiency of transportation. Negatively affects the environment and the economy.
Individual	Leafield	Object	Extremely concerned by the quantity of lorries driving through the village. We live on the Green, north of the school and access the main road via a blind corner. Both in the car and on foot, we must be extra vigilant. We have two small children and most days we walk them in the buggy to the playground along narrow pavements and frankly it is terrifying when an HGV thunders past on Leafield's narrow roads. From our house to the children's playground by the Village Hall, we must cross the road three times due to lack of pavement on both sides of the road. In places the pavement is less than a metre wide. There are no pavements on some small stretches, so we have to wait until the traffic is clear and walk on the road. Leafield's roads are not designed to cope with this level of heavy vehicles. It is only a matter of time before a terrible accident occurs. Please do not proceed with the Burford 7.5tonne ban.
Individual	Minster Lovell	Object	Where is the traffic that can't go through Burford going to go?

			I can see no provision for alternative routes so where is the traffic going to go? I am very concerned about the traffic taking alternative routes through smaller villages and on unsuitable roads which will reduce health and safety in these areas. The experiment has so far been conducted through a period that has been largely lockdown which will have reduced volumes, but this will surely become more of a problem as traffic levels return to “normal”
Individual	Witney	Object	Working for a local business as a driver we deliver locally, I often must travel to Shipton under Wychwood and surrounding areas. Witney to Shipton is approximately 11 miles but with this 7.5 restriction it's 32 miles. I understand the impact on the local environment, but can't this be restricted to 26 tonnes? this will keep arctics out of the town but help local transport businesses.
Individual	Swinbrook	Object	There has been a marked increase in HGV's cutting through Swinbrook. A number of times I have had to go outside my property to direct traffic because an HGV has used this as shortcut and because we have single track roads throughout the village it has resulted in angry drivers who are not able to move anywhere. Our road is totally unsuitable to take this traffic and even though we have recently erected updated signage with pictures of HGVs saying unsuitable for HGV's and single-track roads at all access points to the village. Our verges are being eroded and we have already had a couple of incidents where a villager has had to have repair work done to her property due to an HGV hitting the corner of her house. If the Burford ban was to continue the only way that I would support it is with a weight restriction throughout our village which would then allow us the means to be able to report offenders,
Individual	Swinbrook	Object	We have seen a rise in HGVs coming through the village, which is a popular destination for walkers and riders. The lanes are very narrow and mainly single track. Several verges and passing bays have been significantly damaged. Also, some property has been damaged, with HGVs knocking into dry stone walls etc. A small Cotswold village is not built to accommodate significant numbers of HGVs passing through it
Individual	Aston	Object	I agree Burford needs to be protected and not have HGVs over the little bridge.

			However, it has had an impact on our surrounding villages, some who also have little bridges that should be protected too. Leaffield, Shipton under Wychwood and Bledington have all seen an increase in HGVs passing through, often on narrow roads and having to dodge parked cars. I horse ride through the villages of Bledington and Shipton and have noticed a dangerous increase of HGVs on our country roads. However, not all HGV drivers are adhering to the restrictions as recently I followed a vehicle transporter loaded up with transit vans down the hill. Our country roads and villages need to be protected and made safer; these big vehicles should not be permitted to use them as rat runs.
Individual	Oxford	Object	This scheme is causing a serious negative impact on all hauliers and residents. It is causing HGV's being forced onto making longer journeys on surrounding small village lanes surrounding Burford - that is neither fair nor acceptable. HGVs carry vital and essential goods all around the County - they are an absolute necessity and will be increasingly using electric and hybrid technology in the future There are better solutions to this than weight limit.
Individual	Bledington	Object	We became very aware of the increase in heavy traffic before we knew the Experimental Weight Limit in Burford had been implemented so are very concerned about its effect. We can feel the house shake more than before, the noise has increased to a point where it affects us listening to radio/TV in the house the road now feels a lot more unsafe especially as many of them are travelling above the speed limit. The effects of the Weight Limit are causing all sorts of additional heavy traffic to detour through many of the villages around us and I'm sure the long-term effects will be detrimental to village life and the health of people, roads, and buildings.
Individual	Leaffield	Object	Pushes lorries into small surrounding villages with unsuitable roads. Sections of Leaffield have no pavements, particularly around the Village Hall and Preschool. The resulting increase in HGVs recorded here is dangerous for pedestrians and cyclists, many of whom are children.

			The village school is sited directly on the main road and a T junction increasing the danger to school children attending.
Individual	Leaffield	Object	Our roads do not have the appropriate infrastructure to cope with the number of HGVs currently travelling through our village. The houses are shaking, the roads are too narrow and have regular walkers, horse riders and cyclists on them. I personally have almost come into collision with one in the car and when walking down a narrow country lane with my dogs. These roads have a reasonable number of vehicles usually that enable you to feel safe when either none or few paths are available to walk on. This is no longer the case. I no longer feel safe on foot which is a serious issue for my own wellbeing. If this remains a regular HGV route that our property foundations will be affected as well as having an environmental impact. Our property value will also decrease.
Individual	Leaffield	Object	I have noticed a significant increase in heavy traffic on the road that I live on (Fairspear Road) since the autumn. In previous years the only BIG vehicles were agricultural ones at harvest time. There are several BIG HGVs pass my house each day. I have a tree in my front garden that hangs over the path well above head height, recently it has been damaged- branches broken- I can only assume by large high sided vehicle/s. I have also noticed on my regular walk that the Ridings and Witney Lane are busier. There is also new damage to the verges and big gullies have appeared between the tarmac and the verge down Witney Lane. I was not aware of this consultation until I mentioned to a neighbour recently what a bad state the roads are in and how much more traffic there seemed to be down our road. We don't have footpaths on many of our roads through the village and even where we do most often, they are narrow and only on one side of the road so as a pedestrian; big vehicles are very scary when they go past so close.
Individual	Carterton	Object	The A361 is capable of handling HGV. Traffic speeds on the hill are generally low with a low incident of accidents.

			You appear to be fixing a problem that does not exist. However, with time and money at the heart of every business you are persuading drivers to take alternative routes on far less suitable roads. Minster Lovell is a far worse route as is Leafield. As a cyclist I avoid the A roads and leave them to the HGV. I instead use B roads and unclassified road which are much narrower and now carrying HGV. You simply transfer the Burford risk to other villages and make the risk greater.
Individual	Leafield	Object	These vehicles are diverting throughout small villages to get past this ban. Our roads are narrow and without pavements. We have many impassable sections, not even wide enough for two cars let alone an HGV.
Individual	Leafield	Object	HGV lorries are travelling through the village every 15 minutes during the day They are dangerous to the villagers and particularly the children as the road narrows significantly on Lower End The local school can only be accessed by using this road and it is also used by many cyclists The vibrations that are caused by the extra traffic is unpleasant and many homes and walls are hundreds of years old. Is it not possible to prevent HGVs using both Burford and Leafield? Neither place is built for heavy traffic
Individual	Leafield	Object	Increased traffic through Leafield. Increased heavy goods traffic through Leafield. Often these large vehicles seem to be travelling at considerable speed, inappropriate for a small village with parked cars, a school, and narrow pathways. Appears to be additional damage to roads and grass verges due to increase in wider/heavier vehicles.
Individual	Leafield	Object	I object to the Burford Town Centre Experimental Traffic Order (7.5 tonne weight limit) on the grounds of its demonstrated adverse effect on the community in which I live - Leafield. Leafield is a small village 4-5 miles from Burford and the effect of this Experimental Ban has been to make our community into a 'rat run' for heavy goods vehicles. Some small roads through Leafield are designated as 'Unsuitable for Heavy Goods Vehicles', but that does not stop such vehicles using them!

			The environmental impact is considerable - noise pollution, increased air pollution, etc.- plus danger of accident and injury to children (Primary School located in centre of The Green) and vulnerable older adults (a significant proportion of our residents). The fabric of The Green has already been seriously damaged by HGVs driving over verges, despite notices barring their access. The Experimental Ban should NOT be made permanent once the trial period is over.
Individual	Tysoe	Object	The A361 is a main road linking Banbury to Swindon There are huge implications for HGVs trying to navigate this area! The best route is the shortest therefore less traffic on the road less journey time and less Co2! Everyone wants to reduce carbon emissions so why on earth make trucks travel further than they need too? Ultimately resulting in higher transport costs to be absorbed by everyone!
Individual	Burford	Object	It is adding considerably more diesel fuel to be used by the HGV extra mileage Creating more pollution to the environment. Whilst Burford may have benefited from HGV traffic other roads & places have suffered an increase in congestion, pollution & to some extent the hazard of lorries on unsuitable country lanes. The main problem with the lorries in Burford High Street before the ban was the speed, they travelled at which was at its worst in the off-peak times & overnight when they could speed through, whereas when it was busy, they crawled through with the rest of the traffic. The new 20mph limit on Burford high street could ensure the lorries would not speed through provided the right enforcement action was taken This approach should have been trialled first.
Individual	Burford	Object	I object to this as its pushing larger lorries down small back roads I'm sure it hasn't made much difference in pollution
Individual	Finstock	Object	To continue with this ban for HGVs in Burford the HGV drivers must find alternative routes to collect/deliver goods. The local village minor roads are not suitable for such large vehicles and drivers find it difficult to manoeuvre around them if meeting them on a narrow road.

Business	Chipping Camden	Object	I object as I do regularly deliveries to farms and local businesses local to Burford
Individual	Milton under Wychwood	Object	I am objecting to the weight limit due to the amount of trucks going into small villages and damaging the verges and roads which are not used to this sort of traffic!! The road through Burford is an A road and is made to take this sort of traffic i.e. wide enough for two trucks to past safely while villages like Leaffield, Bledington, Barrington's are not. Letting Burford keep the weight limit is just going to have a snow ball effect with other towns wanting one e.g. Moreton in the marsh, Stow on the wold which have been affected by the Burford weight limit and the weight limit at Oddington, with more trucks going through these towns to get to the A40, I work for a local haulier and the route I have to use to get to the A40 is stupid, I have to leave the yard by KINGHAM station, drive through Shipton under Wychwood through Fulbrook then head up on to the Rissington Road to Stow then along to Bourton on the water up to the roundabout at Northleach putting nearly 45 minutes just to get to the roundabout at the top of Burford Which in these days of saving the environment is making one hell of a carbon footprint when you have to take this route several times in a day We are not the only local haulier doing this, We do not go through Bledington, as we have a gentlemen's agreement with the parish council not to go through with large trucks.
Business	Stourton	Object	As a transport business serving the agriculture sector. the weight limit is incurring more cost to the local farming community & damaging the local economy With this weight limit & your proposal for a weight limit in Chipping Norton this is total cutting access off to the farms & rural businesses.
Individual	Leaffield	Object	Leaffield is a small village, there are very few footpaths through the village. The increased traffic through the village is a danger to young and old. the damage that has occurred to the verges and roads by the heavy vehicles is ruining our countryside.
Individual	Witney	Object	It is ludicrous to accept a restriction to HGVs to travel on an A road. If this precedent were to be followed in many other areas then the only roads that they could use would be B roads, which are clearly LESS suitable to carry HGVs than the A roads. All this does is move the problem to many smaller communities in the surrounding rural area. Burford is situated on an A road and has always been on an A road.

			It is unfortunate for the residents, but the classification of the road hasn't changed. The solution is not to 'kick the can down the road' - Burford should beware of having the can kicked back.
Individual	Leaffield	Object	I have noticed a huge increase in HGV's driving through our village as a result of the Burford weight limit. The narrow country roads that run through our village and the amount of on street parking makes it incredibly unsuited to such heavy traffic. It is particularly dangerous around the school, which is tricky for crossing the road anyway. I have seen lorries struggling to pass each other in the village and areas of our beautiful village green have been damaged by large HGV's.
Individual	Leaffield	Object	I object to the proposed weight restrictions in Burford due to the increase in HGVs using unsuitable local roads that this will entail. I have already noticed a significant increase in HGVs using Leaffield Road and Lower End, which passes through the village of Leaffield since the weight restrictions have been suggested. These roads - particularly through the village itself - are barely wide enough for two cars to pass each other, and as they are unrestricted often have cars parked along them. The effect of this is that HGVs and local farm vehicles which use the roads must mount the verges, causing damage to them. Many of the properties along Lower End are very old. An increase in HGVs using the road will cause vibrations which could undermine the structural integrity of the buildings. There is also a primary school on the village green with a blind exit from the playground onto the road, which would be extremely dangerous if HGVs were to use the route more regularly. HGVs will simply use whatever routes are available, irrespective of whether they are major roads. However, the effect of it will be to transpose these problems to communities like Leaffield where the roads are much smaller and much less able to withstand constant HGV usage. Unless restrictions are introduced on other roads in the surrounding area which are unsuitable for high frequency HGV usage, the restrictions proposed in Burford risk creating unsafe environments in communities around Burford, whilst damaging local infrastructure and residential streets in these areas.
Individual	Swinbrook	Concern	There has been a marked increase in HGV vehicles passing through Swinbrook village since the introduction of the ban in Burford High St.

			This is a local access single track lane, much used by walkers, (many tourist guides direct walkers along this lane), cyclists, horses, and other vulnerable users. I undertook a vehicle survey before the ban started and we have a record of this. I will carry out a similar survey in due course which should provide enough reliable data to enable a statistical comparison to be made. However, from subjective monitoring I am fully convinced that there is a significant increase in HGV traffic.
Individual	Swinbrook	Concern	I am very supportive of a targeted weight ban through Burford which is being ruined both physically and aesthetically by HGVs. However, my main concern relates to the impact on surrounding villages of heavy vehicles that are excluded from Burford. There has already been a significant increase in heavy vehicles seen in villages surrounding Burford...with accompanying destruction of roadside verges/walls. This significant increase in heavy vehicles through villages and along narrow country roads will have long-term effects on the fabric of the area and cause significant damage to the local environment.
Individual	Minster Lovell	Concern	Having initially supported as have worked in Burford Town, have now seen the chaos it causes for many of the villages the vehicles now pass through. Have met huge lorries on the narrow lanes around Ascott and Leafield and there has been damage to Minster Lovell Bridge at least three times since this experiment started
Individual	Leafield	Concern	Serious concerns regarding the Burford ban Risk to life - there is no footpath along The Ridings or Buttermilk Lane, pedestrians must walk along the road which has become increasing dangerous Walkers, cyclists' runners, and joggers are being put at risk of serious injuries Experienced a near miss with a car, may have resulted in a serious injury had this been a lorry The road is too narrow Road Suitability - roads cannot cope with traffic being forced through Leafield Roads are in a horrendous state Not designed to take such traffic Grass verges are being worn away and potholes are being created which are dangerous to walkers, runners and cyclists and damaging cars

			There are blind bends along The Ridings and narrow points along the road In Spring and Summer, heavy farm machinery adds to this traffic burden making it more congested and dangerous Damage to Property - erosion of driveway and grass verge Harsh weather conditions - due to the location of Leafield, after heavy rainfall - water pours off the fields down the village along The Ridings resulting in icy conditions in the winter months. The roads are not gritted which is another hazard and putting lives at risk which is unacceptable Leafield cannot cope with the increased traffic resulting from the Burford ban located on a purpose-built A road for HGV's. Leafield is not.
Individual	Leafield	Concern	The roads around Leafield are frequented by walkers, cyclists, and horse riders 365 days a year. The roads have many blind bends and no footpaths. The drains never get cleared despite many requests to do so and never get gritted in the winter in icy conditions. The combination of these factors now coupled with a huge influx of totally unsuitable HGV traffic has created a potentially lethal mix. The HGV traffic now heading through the village as a result of the Burford ban is starting to take a serious toll on the roads which are now breaking down throughout the village. They are peppered with deep potholes; the edges are eroding away along with extensive damage to the grass verges as large trucks just plough through leaving deep tire tracks and damage in their wake. The damage to the roads makes it extremely dangerous to now walk, cycle or ride around the village as the frustrated HGV drivers smash through with no consideration. At the village green every morning where school buses pick up the village children, there is congestion, frustration and a very dangerous mix of hazards hindering the children crossing roads to get to their buses and to the village school. It's only a matter of time before someone is seriously hurt or killed. In the spring and summer months, the issue is compounded further by the addition of heavy farm machinery into the mix. I implore you to re-consider routing this completely unsuitable traffic through a small Cotswold village and re-instate the use of a purpose built A Road for the job for which it's intended and put an end to this complete madness as soon as possible. I also ask you to urgently make repairs to all the damage caused in the village as a result of this experiment.

Individual	Leaffield	Concern	There has been a very noticeable increase in heavy lorries and as the roads in Leaffield are narrow, this can lead to difficulty in passing in many places and damage from this is visible on the verges. When the school re-opens and there is an increase in traffic parked round the green, this is likely to make passing very difficult and dangerous for both cars and pedestrians. I am very concerned from both a safety and an environmental point of view as the roads in Leaffield are simply not designed for this level of heavy traffic.
Individual	Crawley	Concern	Watched the volume of traffic steadily increase. The road structure in and around the village of Crawley are all unclassified and many are very narrow where two wide vehicles cannot pass. When this happens, and traffic comes to a standstill, there is ensuing chaos, not just in Crawley but very soon after in Witney. It is of great concern in our village that the increase in the number of HGVs coming through Crawley is making a difficult situation even worse. The only course open to us, is to seek a similar weight restriction to be imposed on Crawley Bridge. I hope and trust that the weight restriction on the bridge in Burford will be removed followed by proper review of HGV movements with the aim of keeping them to routes through the county that can cope with such vehicles.
Individual	Crawley	Concern	I am concerned about the increase in HGV traffic through Dry lane in Crawley due to the Burford restrictions. Crawley is a minor road compared to the A road through Burford.
Individual	Leaffield	Concern	Increase in HGVs through Leaffield. Proximity of lorries to houses on Lower End. Lower End pavements are very narrow at some points, especially near the church. Driveways are blind onto the pavement and on a bend. Some houses have no foundations to speak of, impact of the vibrations from HGV continually passing is very concerning. On Lower End there is a high stone wall, next to which people travel along up to the main centre of the village. There are also dry-stone walls along this route. The pavement is very narrow, and traffic passes by very close to the houses. Some properties are directly on the road without any space between.

			Concerned about the long term safety of both dwellings and walls should these larger lorries continue to be allowed to travel through this route.
Individual	Leafield	Concern	I am writing to you as I am deeply concern about traffic in our village. It has significantly increased in HGVs since Burford have closed their town to lorries. I am a mother to 5 years old boy and walking to school every day. There is no pedestrian path, and we need to jump in hedges to escaped massive lorries every day. I witnessed two lorries on both directions couldn't pass as the road is too narrow! It is dangerous for people who are walking on the road.
Business	B4437 south of Chilson Village	Concern	I am the Farm Manager for Cornbury Park and am writing to you regarding the recently imposed 7.5t weight limit in Burford. Our main farm is Smallstones Farm which is on the B4437 just to the south of Chilson village. We store approximately 7,000t of grain on the farm which equates to approximately 240 articulated lorries. We also have deliveries of seed, fertiliser, machinery etc. and I estimate about 350 HGVs access the farm each year. Most of the grain lorries come to Smallstones from the quarries at Ducklington and then go down to the ports at Bristol. Since 5th August these lorries have had to come through Witney, Hailey, Finstock and Leafield to get to Smallstones. Many of these roads are not suitable for articulated lorries and the road surface and the verges are likely to be damaged. This additional heavy traffic through these villages is affecting more people and properties than it would going through Burford. To get to Bristol, these lorries now must take the A424 to the bottom of Stow Hill and then the A429 to the Northleach roundabout where they can get on to the A40. This increases their journey by more than 6 miles. This must be detrimental to the environment with increased fuel use, emissions (despite the advances in emission reduction technology) and general wear and tear. This new weight limit at Burford comes on top of two others in the immediate locality to Smallstones Farm that have been imposed in recent years:

			An 18.5t limit put on the railway bridge to the north of Chilson. When accessing our fields to the north of the railway line, this weight limit has increased our journey from 1 mile to 5 miles and means we must negotiate the very dangerous junction from Pudlicote on to the A361 Following the floods in 2007, a temporary 7.5t weight was put on the bridge over the river Evenlode. As a result of this, a large proportion of the lorries coming to Smallstones had to reroute either through Burford or Chipping Norton. This temporary weight limit has since been made permanent. It feels like businesses in the Evenlode valley are gradually being cut off and the weight limits are having a dramatic impact on our business. We have had several hauliers refuse to come to Smallstones Farm and others are demanding increased charges. One of our main fertiliser suppliers is now not able to supply us as the haulier, who is contracted to do all their deliveries, will not come to Smallstones due to the weight limit in Burford. I have been led to believe that the reasons for the weight limit were that some residents of Burford were concerned that the vibrations from the lorries was damaging their houses. These vibrations should now be significantly reduced with the recent introduction of a 20mph speed limit through the town which should lessen the need for a weight limit.
Individual	Leafield	Concern	Paul Needle from Smiths in Bletchington received an email from Mr White, the mayor of Burford, in reference to the number of journeys one of his lorries made through Burford in a day, even though they were given a permit to do so. I am writing because he has, inadvertently, so clearly stated the situation of the other local hauliers who cannot get a permit because they are outside the Burford permit scheme. The difference in distances are quite vast, 112miles going through Burford, as opposed to 302miles going via Witney and the villages (including Leafield) and 556 miles driving on the designated A road route, as recommended since the ban. (This is delivering 170 tonnes in 9 loads) These trucks get 8MPG. This is a typical day in the life of a haulier, so multiply this for the ones who cannot get a permit through Burford and must take the longer and/or inefficient routes. Since this ban, we have noticed a marked increase in HGV's driving through the village of Leafield. This caused us to survey the traffic in Oct, Nov and Dec 2020. We surveyed 62.75 hours of traffic. While doing this we made a note of all the HGV companies passing through here. I made a list of these companies and started to ring them up to see if they were being affected by the Burford ban and over whelming most of them, that I was able to speak to, said yes. Not only this, the four farms that surround us, including Cornbury Park, also said it was severely affecting the haulage companies collecting their grain etc and taking it to the ports.

			When speaking to some of the hauliers they were exasperated by the situation. The Burford ban was given to stop long haul lorries passing through, but consequently they have also stopped the local hauliers driving through too, who are so important for our local economy and infrastructure. The permit scheme only allows lorries that start and finish within a five-mile radius of Burford. This means that the local hauliers and farms in the Witney area have not been permitted a permit. This Burford ban has cut off the only suitable A road crossing the river Windrush, that these local hauliers can use, causing them to use longer routes, country lanes not designed for HGV or a congested and already dangerously polluted road in Witney. The environmental impact of this ban, given many of these lorries drive 8MPG, is huge when you map that out over all the extra miles these companies are having to take to avoid Burford and future years, they will be doing this. This situation clearly cannot go on for much longer. Not only for the environmental impacts but for the financial impact this has on the local hauliers in and around Witney. Not to mention all the quarries, farms and building sites that are affected. The county council have clearly let these businesses down, albeit possibly unwittingly, or perhaps by lack of due diligence. One other concern is that Burford are controlling the permit schemes themselves because: point 23. of the document dated 18th July 2019 'Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are better suited to understand which business should be exempt.' Clearly by the tone of the email to Mr Needle and the situation of many hauliers, this is not the case, they are totally unqualified to do this because their total lack of understanding. Also, is a 5-mile radius local? Surely West Oxfordshire should be considered local? I am sure Burford have legitimate concerns, but unfortunately this has been at the cost of the environment and many other communities and businesses in the area. Burford, after all, is on an A road, which of course has heavy traffic on it, to help mitigate this they could perhaps have car parks just outside Burford, which would help with less cars, or the best solution of all is that they have a bypass. (The one 20 years ago was going to start just past the Burford school and join the A361 on the sharp bend just after the roundabout on the other side of the bridge) A bypass would certainly fulfil everyone's needs. In the meanwhile, this 7.5 tonne ban needs to be stopped until a better solution can be found that takes in the concerns of the whole area, communities and businesses alike, as well as climate change due to the environmental impacts this decision has caused.
Minster Lovell Parish Council	Minster Lovell	Concern	The Parish Council are concerned that this Order will increase the flow of HGVs through the narrow and congested streets of Old Minster, and particularly over the already weak bridge in the lower village.

			The Parish Council has noted an increase in the number of HGVs travelling through Minster Lovell on both the Burford Road and Brize Norton Road, despite restrictions on the Brize Norton Road. The Parish Council has previously been liaison with the Traffic and Road Safety team regarding the bridge in Old Minster and requested a 7.5 tonne limit be placed upon this bridge, in order to protect this historically significant bridge from further damage by HGVs and to prevent roads in the village from being inundated with these larger vehicles, which pose a greater risk to other road users.
Individual	Crawley	Concern	The traffic coming through this very narrowed hamlet has increased massively. On top of what is already a rat run for the surrounding villages we have noticed a worrying increase in the size of the heavy goods vehicles coming through the village. Already dry-stone walls have been damage, our newly grassed kerbs have been damage as the heavy vehicles try and manoeuvre round narrow turnings. Unfortunately, along with many of other residents in Crawley we must park our cars on the roadside, it has been more by luck that so far, our cars have not been damaged. Perhaps you could explain in more detail why you feel Burford should warrant the stopping of HGVs and yet allow a very small Hamlet like Crawley to bear the brunt of this increased and dangerous traffic situation.
Individual	Leaffield	Concern	The current lorry noise, the mounting of kerb both grass and path is increasingly evident. Increasing local construction and van / lorry parking at lower end is causing large tonne lorries to queue in order to navigate the reduced road space. Clearly the compromise to safety, noise, emissions, and nuisance is obvious.
Individual	Leaffield	Concern	Impact of the Burford ban is ruining Leaffield Not right to ban trucks on an A road and force them through a tiny village with narrow roads Leaffield is a quiet village without the infrastructure to support these trucks on a regular basis Create a danger to families and children What provision has been made to how these trucks are supposed to move through the Windrush Valley? If this become permanent, how will a ban be implemented in Leaffield
Individual	Leaffield	Concern	Since the closure of the bridge at Burford to heavy lorries we have seen a considerable rise in heavy vehicle traffic in our village, Leaffield.

			Many residents must park outside their houses, and this causes problems with accessing the road through the village. Also, many children walk through the village, often on very narrow pavements and this is not only causing a hazard but is also extremely unpleasant to be subjected to the vibration and pollution caused by this traffic.
Individual	Leaffield	Concern	Ever since the introduction of the weight restriction on Buford bridge, the increase in heavy lorry traffic through Leaffield has been significant. The Ridings is a residential country road with NO PAVEMENTS, making it a very dangerous road to walk on. My house is between 2 speed humps, which are negligible to lorries causing increased noise as they go over. The road is not wide enough for 2 vehicles to pass in places, especially when 1 is large and the grass verges are being significantly damaged and eroded because of this. It is crazy that large vehicles must go along winding country roads and through small villages instead of being able to use an 'A' road.
Individual	Leaffield	Concern	I have noticed a substantial increase in Heavy traffic (i.e.) 7.5 Tonne lorries trundling through Leaffield They start from early in the morning (around 6-7am) and continue throughout the day On Fairspear Road there are a lot of children going and coming from Primary School not to mention animals The village green and other grassy areas are being torn up due to HGV's having to pull onto the grass to let traffic pass and I have witnessed a situation where 2 HGVs could not pass each other safely and it was a while for them to manoeuvre The Village Hall where activities such as Pre School, Gym and Play Park for children - the exit is on a blind spot which is a hazard and to quote 'accident waiting to happen' Have lived relatively peaceful with regards traffic until recently when the ban to stop HGV's going through Burford was agreed on a temporary basis Leaffield is a village with narrow roads - not designed to have HGV's trundling through (and often at speed) Safety must be a priority and Leaffield village is no longer safe I would suspect that there will be an environmental impact Our roads in the area are not all in the best condition the damage - these lorries will create causing potholes etc will cost the Council and Taxpayer a lot of money
Individual	Leaffield	Concern	In the past few months, since Burford instituted its ban of lorries over 7.5 Tonnes, there has been an increase in HGVs passing through Leaffield

			I have a blind driveway that leads onto lower End where vehicles are entering or leaving Leafield often speed up when they can see there is no vehicle coming the other way, this is hazardous if parked vehicles block mine, and their, view. The roads through Leafield are narrow and many residents must park their cars on the road as they don't have driveways. There is a constant flow of delivery and service vehicles. All this means HGVs are unable to pass each other on main village roads and many HGVs damage verges at narrow passing points. There are many young families in Leafield, and children walk to school along narrow pavements to the primary school, which is directly on the road, and where teachers park their cars so only single vehicles can pass at a time. The entrance to the village hall, a village hub for activities and exercise. Exit is hazardous for both pedestrians attempting to cross the road to the only pavement or to turn a car out onto the road, as it is on a blind bend and again traffic often comes round far too fast. This site houses, besides the village hall, the pre-school - two sessions a day - and the village gym. There are also a children's playground and skateboard ramp, as well as a playing field where people walk dogs and children come to play football. I took part in several the traffic surveys the village organised late last year and have witnessed for myself the amount of traffic, and HGVs that come through Leafield in any day. As an agricultural village we expect to see tractors and farm vehicles, and these are already a hazard. We do not expect to see HGVs which are having to use the village as a through-route from Witney and need to cross the river Windrush to get to Shipton, Stow, Kingham and other destinations. Closing the A361 through Burford to traffic over 7.5 Tons has taken away the only A road that crosses the Windrush in this area. Hauliers are having to cross at Crawley or Witney West End and then drive through Leafield. Burford is on a purpose-built A road designed for all manner of traffic, Leafield is not even on a B road. There are five minor roads in and out of Leafield, most of them in constant need of repair since they were intended originally for agricultural access to surrounding fields, and not for the heavy traffic they now carry. Most of them have points which are not wide enough for two vehicles to pass, and hazardous for those on foot. For the sake of the safety of Leafield inhabitants, the environmental impact, and cost to the taxpayer for road repair please reconsider the weight limit from which Burford currently benefits and help local business which are having to make detours to north laying towns and villages, often along minor roads not intended for such traffic.

Individual	Leaffield	Concern	A Leaffield resident said that they noticed a water leak, on 16th January 2021. On further investigation they saw there were dents in the grass from what could only have been an HGV driving over the grass verge in front of 64 Lower End causing an old iron, underground, freshwater pipe to crack and leak. On 27th January 2021 Thames water came out to repair the leak who told a Leaffield resident, unsolicited, that this was 'undoubtedly caused by a Heavy Truck driving on the verge,' Due to the Burford 7.5 tonne Ban, as you know, Leaffield is experiencing extra HGV's coming through the village. This is an example of the damage they are causing, which is confirmation that the roads through Leaffield are totally unsuitable for regular HGV's passing through.
Individual	Leaffield	Concern	My two daughters (under 3 years of age) and I walk down to the playground several times per week, and the crossing from the only pavement into the car park is treacherous enough without the increased numbers of HGV vehicles now using that road. My wife and I also use the gym, which is in the same location, and the ban concerns us greatly for this reason, not to mention the numerous obvious concerns that I'm sure you've had raised to you, particularly the number of HGV vehicles passing by the school, village shop and village green. The pavements in Leaffield are very narrow and it's very concerning from a safety point of view, as well as the unsuitability of the narrow winding roads for that kind of traffic, the noise, pollution (and noise pollution), and other such serious concerns that must be considered when routing such vehicles through a small rural village with small rural roads. I urge you to please take these points into consideration and leave the heavy traffic for the roads that have been built to take them.
Individual	Burford	Concern	There has been a significant increase in HGVs through the village and surrounding areas since this ban. As you will be aware, the A361 and adjoining A40 and A424 are wide, well maintained roads perfectly suited to HGV's. As a result of the ridiculously low weight restriction imposed through Burford many of these HGV's are being pushed onto poorly maintained, narrow, and dangerous country roads regularly used by walkers, dog walkers, runners, cyclists, and horse riders. HGVs are now passing within 10 meters of the entrance to Leaffield Primary School, within 2 meters of the entrance to the village shop and using the road that dissects the village green that is both used by primary school children for their recreational time including their sports day and children as a playground out of school hours. Simply pushing the problem elsewhere could never be considered a clever or correct solution.

			Having lived in Burford for many years it is my opinion that the main reason for the traffic congestion is tourism to the town centre and its poorly placed car park and heavy car traffic to Burford Garden Centre and Cotswold Wildlife Park. A better option, surely, would be a new bypass and relocation of the car park to a more suitable area rather than a route closure that just forces HGV drivers to find a quick alternative route through country lanes?
Barrington Parish Council	Barrington	Concern	17th Century Cotswold villages of Great and Little Barrington in Gloucestershire are the immediate western neighbours of Burford. We empathise with the spirit and motivation that has driven Burford TC to seek the implementation of this weight limit. The levels of heavy and commuting traffic had reached an unsustainable level causing damage to property and indeed affecting the important tourism industry of the town. The minor single lane road through the Barringtons has been and remains protected by a series of 4 TROOs implemented in 1993, 2000 and 2003. While the primary limiting conditions justifying these TROs (width of road, safety, weight, environment) remain unaltered, these roads and villages cannot cope with any element of heavy traffic forced illegally or otherwise to bypass Burford. The 2018 GCC Police survey of Barrington traffic recorded 45 HGVs per week. In tandem with the ETRO in Burford, Barrington PC supported by Barrington Park Estate and Stow Police, has completed an 18-month programme of traffic monitoring and data collection to justify the implementation of increased traffic management and control systems through the two villages. The key findings of this ongoing community supported activity is that from a rare seasonally fluctuation agriculture haulage or delivery, we have now: - Daily increased flow of between 10-15 HGVs per day - Verbal evidence of 3 haulage contractors now using the Barringtons in breach of the existing TROs - Photographic evidence of international HGV traffic following commercial satnav systems to use the next alternative route - Damage to roadside verges - Damage to bridges and culverts - Congestion and accidents Barrington PC is pursuing the implementation of its own community preservation initiative through stricter traffic management systems to protect community and property.

			The flow of nearly 140 cars per hour during peak periods is causing serious damage to property and reaching a level dangerous to our community. These measures will include choke points and counterflow systems that will make the movement of any HGVs impossible or certainly limiting to all other traffic. In summary, Barrington Parish Council takes this opportunity to request an urgent review of the Burford weight limit on the basis that the A361 is the only A road permitting safe crossing of the River Windrush without forcing major diversion via A40 Northleach and Oxford. The impact of the enforced Burford weight limit on the neighbouring small rural communities was not completed and has not been considered. There is growing evidence of serious damage being done to often narrow single lane roads and 16th century bridges through the Barringtons by increased flow of HGVs breaching existing TROs. Barrington PC plan to implement further traffic management systems to protect the two villages; will be damaged by HV traffic.
Individual	Leaffield	Concern	Since the introduction of the 7.5 tonne weight restriction on the A361 through Burford, I have noticed a significant increase in HGV traffic through Leaffield. I believe that this is due to HGV drivers needing to find alternative routes to travelling East on the A40 and then North on the A361/A424 through Burford. Safety: it is difficult for large vehicles to pass one-another or parked vehicles in the village without mounting the pavements and this is a risk to pedestrians, particularly to children walking to and from the Leaffield School. Leaffield Road between Leaffield and the B4437 is narrow and made up of several blind bends. It is difficult for a car to pass a large vehicle in places and this has increased to the risk of a collision between vehicles on this road. Degradation of the road: Fairspear Road and Leaffield Road between the village and the B4437 are both being badly damaged by the large vehicles, with verges being pushed back and the edge of the paved roadway being significantly degraded. There are now also multiple potholes along the road, many of which are increasing in size and depth. Please consider these points carefully when providing information on the Burford Town experimental weight limit. With the lack of alternative, A Roads, the heavy vehicles being displaced from Burford are using minor roads.
Individual	Leaffield	Concern	Now understand that heavy lorries have been banned from Burford for a trial period. Therefore, these vehicles have had to find another route across the river Windrush These vehicles pose not just a nuisance but a significant danger to other road users.

			The main road through our village is unclassified meaning the road is narrow and not suitable for the large numbers of these heavy vehicles now using this route They are too big to fit onto their side of the road within the white lines There are houses on both sides of the main road with only roadside parking. When pedestrians are using the pavement, it is necessary to cross the road several times as the pavement finishes on one side and then starts on the other. Many young families and older residents are therefore crossing the road regularly At the current time with Covid it is essential to keep our distance from each other, therefore sometimes it is necessary to go into the road to keep the necessary distance from other people. It is likely that this will be essential for some time to come If the reason for this diversion is a trial, it is having an unsatisfactory impact on the main road running through our village. The road system in Leafield is totally unsuitable for the volume of traffic that this trial has caused
Individual	Leafield	Concern	Burford is the only reliable bridge in this area when the Windrush floods. Due to climate change we are frequently seeing more flooding in this area. I have emailed 5 hauliers today who have said that, although the off-road HGV can drive through water, if it is too deep, they would seriously consider another route because on the modern lorries they have electrics that can be damaged. They thought normal road going lorries would have an issue. If Witney, in Bridge Street, Crawley, Minster Lovell, Swinbrook all flood the only reliable way over is Burford. That is if you have a permit.... I feel that this should be considered.
Individual	Leafield	Concern	We are in lockdown, including the schools, therefore much of the traffic is greatly reduced, especially cars. There is flooding in Minster Lovell and Crawley, which prevents traffic, especially cars, using Leafield as a cut through from Shipton, Milton, Ascott, Kingham etc, they are likely to use Burford instead, especially, while Minster Lovell is so deep. I believe Crawley was deeper over the last couple of days but when I went today, Tuesday 2nd Feb, it was passable. Minster Lovell on the other hand is still quite high, I noticed that some cars did not pass through, others did. I don't know how high these floods were on Monday, but I have been told by 5 hauliers that although the off road HGV's can go through water, it is not advised to go through when it is too deep because the of the electrics on the modern vehicles. They also said that the on-road lorries would not be able to take the water too deep. So that may have affected the Leafield traffic flow of HGV this week.

			Please also consider that Fairspear Road has, on our survey, around 86% of all the traffic that goes through The Green and Fairspear Road junction, it does not account for traffic that use Lower End, Hatching Lane and Witney Lane – these routes through the village would not have been captured in our survey or your survey this week. Residents have complained about lorries using Witney Lane and Hatching Lane so there are HGV's travelling through them, albeit not as many as the area we surveyed. How do you predict the future level of traffic increasing year on year? Is there a trend, if so, I hope you will analyse and forecast the amount of HGV's driving through Leafield in 5, 10, and 20, plus, years' and consider the roads that are being driven on? I hope very much that you will monitor the village again when we are not in lockdown and in May or June. Realistically I don't believe that the traffic will get back to normal until 2022, when perhaps less people work from home and people go back to their normal shopping habits and way of life.
Business	Kingham	Concern	I run a small transport company nr Kingham and run 2 x 44t articulated vehicles as well as a few sub-contractors. After this weight limit being enforced it has caused us major disruption and hit us hard financially. We have a lot of customers in the area To access Witney or Bekstone (Burford Quarry for example) we are having to do another 20 miles which works out to be 2 and a half gallons of fuel extra, and on top of that there's ad blue, wear and tear and adding to the drivers time and with drivers hours legislation we abide by, we could lose an extra load at the end of the week. As a company it comes out of my pocket as my customers won't pay me any extra. I've emailed the town mayor about my concerns, but his attitude and arrogance I find insulting as his said we are putting people before profit! I have invested thousands of pounds in up to date equipment, euro 6 emissions and surround safety camera system so we can go into London, yet we can't go through Burford, it just amazes me! I feel that the local haulier has been penalised and is one more nail in the coffin for Oxfordshire transport.
Individual	Leafield	Concern	Living in Leafield, I have experienced first-hand the impact that this has had, as I have noticed the increase in HGV's travelling along Lower End, where I reside. The proximity of the lorries along this road to houses - as the pavements are often very narrow (1 or 2 people maximum) The road also narrows at the top of Lower End by the Church, and 2 cars cannot pass safely, so if an HGV were travelling by the Church, it would mean cars coming the other way would need to stop altogether

			The pavement runs only on one side of the road - and switches to the opposite side meaning that pedestrians need to cross over at one point, shortly after a bend, making this far more hazardous Lower End is a particularly long road - with housing along both sides, mostly period cottages - some of the houses are directly on the road People walk along Lower End to access the facilities at the centre of the Village - school, pub, village shop and community events held on The Greens Halfway along Lower End, is the Village hall and park facilities Pedestrians frequently use Lower End to walk from their homes to these facilities The narrow pavements make it particularly risky, especially if children are walking with parents When HGV's pass by my home, I can feel the whole house vibrate This is of concern particularly considering that most houses were built around 1800's without foundations Additional noise and pollution are also other factors to note. In summary, Villages are not designed for HGVs. Surely, they need to travel along the wider main roads, where there are fewer risks and the routes are much safer
Individual	Leafield	Concern	I can see the benefits for Burford, being a busy high street and a historic tourist attraction and I think in principle it is a good idea. However, the knock-on effects of the trial have been impacting the surrounding area. I live in the centre of Leafield and we have noticed a significant increase in the number and frequency of large vehicles passing through the village (some at dangerously high speeds). I have three children at the village primary school and the main school building is only a few metres from the main road through the village. The school also uses the Green for a playground and sports field which is open to the main road. The increased risk of having Leafield as a heavy transport route is frightening and unacceptable for the safety of our children. There is also no parking for the school so in the mornings and afternoons parents park on the main road. This means that the road is narrowed by parked cars and the situation becomes even more dangerous as visibility is restricted and children are getting in and out of cars. Leafield needs a new traffic/parking plan if it is to become a main route for heavy good vehicles. Perhaps some of the green should be used to provide parking for the school. I know this will be objected to by residents as the Green is a lovely open community green space, but children's safety must be the priority. The other dangerous part of the village is where the main road passes through a narrow section outside the church. The footpath is less than a metre wide and a vast number of children use that section of footpath to go to and from the

			school and to and from the pre-school (which is by the village hall). It is also a route used by many elderly people in the village to access the village shop (on the far side of the green). Leafield is a very old village and the roads are not designed for heavy vehicles. Many of the houses are very close to the road and have obscured driveways. The village hall itself has a driveway that has obscured views on to the main road. Please can you consider the impact on the small surrounding villages on the Burford closure? If there is no other option but for this heavy traffic to pass through Leafield then please can we have the following improvements to road safety in our village: much more and better signage at least two pedestrian crossings on the Green to allow safer access to the school additional funding for the school to put in place additional safety measures railings between the school building and the road, and off-road parking for the school. a set of four-way traffic lights at the point where the Village Hall access and Hatching Lane join the main road, including two pedestrian crossings. traffic calming measures, e.g., permanent speed cameras for the narrow section of road by the church we need a railing on the edge of the footpath to protect pedestrians. We also need a railing on the edge of the footpath where the school building is next to the road. I'm sure there are lots of other means of keeping the inhabitants of Leafield safe. Please can you call on the expertise available to you to make our roads as safe as possible?
Individual	Leafield	Concern	Living on lower End Leafield and suffering with MS the increase in HGV vehicle movement has made it impossible for me to exercise during the pandemic. I find it difficult to understand how diverting vehicles from an A road to small rural roads will help the council meet the governments climate objectives. I believe the hauliers need to be consulted regarding the way forward. How this enables hauliers to run a sustainable business needs to be considered.
Individual	Leafield	Concern	The main road through the village is not fit for HGVs and is very narrow in places. The footpaths are not very wide either and, on several occasions, whilst I have been walking to the school, where I work, I have felt as though I could be squashed.

			If an HGV meets something coming in the opposite direction there is not enough room for them to pass easily, putting pedestrians at risk. For many years we have been encouraging families to walk or cycle to school, but it is fast becoming too dangerous. I understand that Burford is an historic town and would rather not have the HGVs, but it does have a main road that Leafield does not.
Individual	Leafield	Concern	As HGVs join the road at the Fox Pub there is a straight downhill stretch before them, which continues for over a mile. My cottage is about 200 yards from the pub and by the time they go past their speed is significant to the point that a child could be knocked over by the pressure wave created or worse seriously injured or killed. I strongly suggest that this is reviewed, as lives could be at risk.
Business	Burford	Concern	Being a business owner, running HGVs I can tell you that running through these smaller villages to get around the ban on the hill is causing distress to elderly residents that live in these villages. We also need to mention the fact that these villages have limited crossings and traffic management, which puts children at risk also. The Burford hill is an A road which is wide enough for HGVs to pass each other, even with cars parked either side. The little villages are NOT wide enough for 2 HGVs to pass each other without causing damage to curbs and drains. By opening the hill back up to its normal operations, you will be saving a lot of money on potential repairs caused by HGVs using smaller villages. The 20mph speed limit should remain to protect pedestrians and tourists. I am a Burford resident myself and have not yet applied for a permit, but if this ban is here for the long haul then I will be applying for my permit and using the hill regardless.
Individual	Leafield	Concern	I have seen HGV's damaging the verges and I no longer feel confident walking my two young children down The Ridings to the village because of lorries thundering past. Burford is on a purpose built A Road designed for HGVS and Leafield is not.
Business	Leafield	Concern	This "experiment" had led to a huge increase in HGV travelling through the village, with narrow roads. Particularly at peak times passing the school at drop off. Quite frankly it's been a nightmare, and with no consultation on the potential impact to our village.

			There must be a way to stop these huge heavy and dangerous vehicles passing through narrow village lane and in our case right through the heart of our village. It's totally unsustainable and the potential risk to the pedestrians in the village is wholly unacceptable. It's only a matter of time before there's an incident and given the route passes right past our school this must be mitigated now.
Individual	Leaffield	Concern	The damage an HGV can do to the roads verses a car. This is especially pertinent because of the routes local HGVs are now having to take on small country lanes which are not built, like A and B roads, that are designed for heavier traffic. More damage to these country roads equals more cost to the council and extra cost to the taxpayers. All to save them driving down the short, purpose built, wide and straight road in Burford. According to a series of experiments carried out in the late 1950s, called the AASHO Road Test, it was empirically determined that the effective damage done to the road is roughly proportional to the Fourth power of axle weight.[54] A typical tractor-trailer weighing 80,000 pounds (36.287 t) with 8,000 pounds (3.629 t) on the steer axle and 36,000 pounds (16.329 t) on both of the tandem axle groups is expected to do 7,800 times more damage than a passenger vehicle with 2,000 pounds (0.907 t) on each axle. https://en.wikipedia.org/wiki/Road I know the HGV's driving through Leaffield, Swinbrook, Crawley and The Barringtons are not all as described, but I think it illustrates a point. Perhaps the council have data load by load to show the difference between an HGV and a car?
Individual	Leaffield	Concern	The impact of the bridge weight limit restriction change in Burford has made a big difference to Leaffield and other area villages. We residents object to this imposition of traffic that is being from the Burford route. This ban of large weight vehicles appears to have been made only in the interest of local (Burford) commerce and not road safety and maintenance or attention to wider local and regional traffic management. It is our understanding that the "temporary" (2 year!?) change was considered and implemented due primarily to some substantial funding contributed by the Burford community. Nearby communities were not consulted before this action was approved. Leaffield is one of these communities: not consulted but seriously affected. Unlike Burford, we are not on an A road, maintained to a high standard. Our connections to the larger highways, towns, and other villages are by very small roads or roads in which there are severe sections of disrepair- especially potholes, but also with compromised drainage, narrow widths, and sharp bends. All extra traffic, but especially large vehicles vastly impacts the road surfaces and reduces safety for all road users, including cyclists and pedestrians.

			Even in this time of substantially reduced highway traffic due to coronavirus measures closing or curtailing businesses, employment patterns, and schools, our community members have noticed and began talking about the change in the presence and volume of large size/weight traffic passing through our village. To document what we felt, we then conducted traffic surveys using resident volunteers tallying both numbers and direction of movement. The results were shocking in terms of the amount of traffic overall compared to the (recalled) recent past, and the percentage of heavier commercial vehicles In recent (post-Christmas holiday) travels out of the village, the effect of large size traffic has been particularly pronounced, evidenced by the impacts on the road verges. Most of the verges are higher than the road surface, and these are being eaten away by the passing large size vehicles passing oncoming traffic. The wheels effectively are carving additional road width from the verges. This extra width has no underpinning (subsurface rock, gravel, etc) to provide road structure. It then becomes a gully, carrying rainwater which then further erodes the road edges. This degradation is increasingly noticeable on the narrow, somewhat twisted section of Fairspear west of the Ascott/Langley junction and continues across the Charlbury Rd junction en route to the Wychwoods. Currently there is a traffic monitor (counter) in place on Fairspear Road, which is the conduit used by Burford-avoiding traffic to the north and west of Witney and Burford. While it will give some data on road use, it ignores the ultimate (vs Covid virus-temporary) effect of the traffic that would normally have transited Burford. However, even with these reduced numbers the impacts are affecting our village safety, noise and effects on the road system, and general village quality of life. Our village has very few pedestrian pavements and NO regulated crossings, whether by signage, road markings, or lights. Children from the Fairspear Road area (the most trafficked section in the village) have no protection whatever on the final leg of the route to school. Children from Lower End cannot get to school without crossing the roadway near a bend because the pedestrian pavements alternate from one side to the other without a marked crossing. Meanwhile the village speed limit remains the usual 30mph despite these conditions. The entire side of the Green east of the school is occupied by school employees during normal school times, and the Green west of the school is on a bend approaching Fairspear Rd. This section has NO pavement and there is no marked crossing for students to Fairspear Rd. It is also used by parents dropping of and picking up their children to and from school, causing additional road constriction and pedestrian hazard at the heavily travelled Fairspear Rd.- Ridings junction. A layby just beyond the junction is used by parents as well. I have personally observed the inevitable bottleneck/backup there involving lorries, delivery vans, and autos travelling in both directions- just when children are coming out of school and being picked up by their parents. This is in "Covid times" so we can only imagine what the situation will be when there is "normal" traffic once again.

			What we want is a solution that keeps the volume and mix of traffic using village roads in line with the safety and capacities of the rural and village road network. The immediate need, then, is to rescind or modifying the weight limitations at the Burford Windrush River bridge. Other measures also need to be put into place regarding road maintenance and provisions for pedestrian/child and road user safety within the village.
Individual	Leafield	Concern	Since the change of route, I have noticed the lorries squeezing between parked cars. The pavements are narrow in Leafield and for cars to pass parked vehicles there is negotiation required to avoid stationary vehicles and oncoming traffic. The road system through Leafield is not designed for anything larger than vans on a regular basis. This village should have a 20-mile speed limit as has been done in Swinbrook village. The main roads through Leafield pass through residential areas. Lorries of this size are not suitable for this type of road and the risk of injury will be greater while they continue to be driven through the village. Statistics show that country roads can be dangerous, and the mix of large vehicles does not bode well,
Individual	Leafield	Concern	While in Burford I remember there was a push by Oxfordshire Council to build a by-pass for Burford as the traffic was really heavy even then. Nothing happened and my understanding was that the town and all the businesses did not want a by-pass as it meant people would not go into the town to spend their money! Now it seems when the cost of a bypass would be prohibitive, they now are using other methods to minimise the traffic flow through their town and thereby causing huge problems to the surrounding villages. Sadly, my understanding again is that they did not discuss this with the Parish Council of this and other villages before they decided to ban the huge lorries coming through on our tiny minor roads. That does not stop traffic jams occurring every weekend and bank holidays even with the lorry ban so why have it? Burford has a wide main street; therefore, it minimises any damage to houses a few which are close to the road. The streets in our picturesque village are extremely narrow and two lorries trying to pass each other is impossible. All of us in the village have witnessed this with our own eyes. All the verges in and out of the village and the verges going towards Shipton Under Wychwood and up from Minster Lovell on the Witney road are damaged too plus a huge increase in potholes. They are bad enough anyway but are far worse now. These are not A roads but minor village thoroughfares.

			Many houses go straight onto the narrow streets and are suffering noise and vibration to their cottages and new builds. None of these small village minor roads are suitable for these large lorries. What has happened is that Leafield has the most enormous increase in traffic. The traffic mayhem when the children come out of school is horrendous and so dangerous to such young children. We have a school right on the village green in the middle of the village where all these trucks now travel by. There are no footpaths around the Greens therefore children must walk on the road or close to it while very large lorries sweep by them. We also have elderly who manage to walk to the village shop with their walking frames and walk on the road. I really think it will not be long before a serious accident occurs. Many of the elderly only remember Leafield as it used to be and forget that since the lorry ban in Burford this village has become a dangerous place to walk. We have heard many tales of people nearly being mowed down while trying to cross our usually very quiet narrow village roads. We do not want local companies who must deliver locally to suffer. They in turn do not want to use our village as it is torturous for them and time consuming let alone dangerous for the inhabitants of the village. Now we see Oxfordshire CC have put up a vehicle counting machine at the beginning of Fairspear Road, but we are in a pandemic and now the village, like all the adjoining villages and towns, are extremely quiet. This will not give a true picture of the problem we are suffering. Our garden backs onto the road through the village and opposite the school. The noise from the traffic has been so great that we have been unable to hold a conversation. Before we had traffic around 8/9am and then very little until 5/6pm. The change is very marked. The demographics of Leafield have changed over the years as now it is predominately a younger person's village with lots of young children who use the village school, the pre-school and nursery. The last two venues are in the Village Hall. The entrance and exit to that is extremely dangerous with a blind corner to the right as you leave. One child for badly injured in that vicinity a few years ago. When the restrictions of the lockdown are over these facilities will start again including the gym and activities in the Village Hall. There will be a lot of traffic coming out onto the road from the hall where there is no pavement. It is an amazing place to live with so much support for each now during this pandemic and at other times. We still have a great village shop where they deliver groceries, prescriptions are delivered there for our collection or volunteers will deliver them. We still have a part time Post Office. All the above has been hampered by the increase in traffic volume.
Individual	Milton under Wychwood	Concern	The redirection of HGVs to avoid Burford High Street has caused a lot of issues for the villages on the other side of Burford.

			To avoid the A361, the additional time taken to reach us, meant a delivery of concrete for some building work we had done last August was wasted and caused additional cost and delays. Deliveries of fresh food and agricultural supplies are not viable as the time added to a journey following approved routes is around an hour each way. The speed limit of 20mph through Burford is a far better solution. This needs to be enforced, particularly at night when heavy deliveries can rumble down the hill unhindered.
Individual	Leaffield	Concern	Daily numerous HGV's and agricultural vehicles now use Witney Lane, causing regular hold ups by becoming stuck and cars are using our drive to try and manoeuvre out of their way. Witney Lane is a single carriageway road and these HGVs are damaging the verges, have taken chunks off walls. No longer feel confident walking into the Village and allowing my children out on their bicycles because of this and with the closure of the Charlbury Road on Monday there will be even more traffic pushed through our tiny village. Burford is on a purpose built A Road designed for HGVS and Leaffield is not!!
Individual	Between Shipton under Wychwood and Leaffield	Concern	Resident of the small white road which runs between Shipton under a Wychwood and Leaffield Residents of this road are deeply concerned by the huge increase in not just 7.5tonne traffic but just this morning I encountered two 24 tonne arctic lorries taking up the whole of the road on the blind bends halfway between Leaffield and Shipton under Wychwood There are 3 Equine training yards based along this road who need to access the gallops every day and have done so for 20 years. There are no grass verges for panicking horses, pedestrians or cyclists, to escape the heavy vehicles that we are seeing using this road to avoid the weight limits at Burford There have already been several accidents Involving horses and cyclists and furthermore there have been countless very near misses Willing to give evidence regarding the number of heavy vehicles on this road as we are located at the isolated farm at Langley Ridge before the blind summits and bends on Leaffield road, and being so to the road we are very aware of the problem, we feel that at the very least, as a matter of urgency there should be an 'unsuitable for HGVs' sign placed at Judds Grave crossroads (where the HGV's turn off the B4437 to head towards Leaffield) Nearest neighbour at Langley Holding is also encountering the problem, we are willing to contribute to data for your committee, regarding the Dangerous increase of HGV's using this road
Business	Colchester	Concern	I deliver just north of Burford at Fulbrook its madness I'm having to go through Shipton under Wychwood and Chipping Norton now to get there.

			I simply use to leave Oxford on A40 to Burford roundabout.... I don't think it's a good idea especially Shipton, it's not fair Shipton is terrible to get through...
Individual	Woodstock	Concern	I live in Woodstock on the main road, the A44 and am a chartered traffic engineer. Freight transport is an essential component of our economic infrastructure. The problem with a weight limit in Burford is where will the lorries go? They are not going to disappear, they will reroute. The data suggests 432 HGVs per day through Burford, some will be exempt because they are delivering to businesses in the town or providing essential local services. But there is a residue of longer distance HGVs who might not need to go through Burford. The Burford campaign seems concentrated on HGVs using the A361 between Daventry / Banbury / Chipping Norton / Burford / Swindon / M4 (and reverse). I am more concerned with the equal volume of long-distance HGVs between Evesham / A429 / A424 / Burford / A40 / Witney / South East (and reverse). At present these HGVs choose not to use the recommended route which is, as you all know, Evesham / A429 / Stow / Northleach / A40 (and reverse). They don't have to – it is only a recommended route. Most of the drivers who know the route do not use satnavs or direction signs, and if they are denied the route through Burford they will switch to the recommended route or they will use the A44 / Moreton / Chipping Norton / Woodstock / A40 which is far more likely because it is quicker and avoids congestion around Oxford. HGV drivers are acutely aware of fuel efficiency, especially owner drivers. They will take the shortest and least congested route. That shortest route is through Woodstock. And you can forget a weight limit on the A44 through Woodstock because of the knock on effects of displacement of local HGVs from Enstone Industrial complex and similar sources (even if a HGV diversion around Chipping Norton was financially viable). A weight limit in Burford will undoubtedly lead to more HGVs in Woodstock. How many more is debateable, but there will be more is undeniable. My estimate is an additional 175 HGVs per day in Woodstock, an increase of 26%. The A44 through Woodstock is far less suitable to take HGVs than the A361 through Burford: Woodstock, like Burford, has a high number of listed buildings and adjoins a World Heritage Site, Roadside properties are generally closer to the carriageway in Woodstock compared to Burford, The A361 carriageway in Burford is generally wider, Both Burford and Woodstock are important centres for tourism and retail shopping Data on air quality is likely to show comparable or worse levels on nitrous oxides in Woodstock in view of the higher levels of traffic and road space confined by tall buildings

			Allegations of structural damage to listed (or other) buildings by Burford by HGVs is unlikely to be confirmed by analysis Basis of calculation for displacement of HGVs onto the A44 using OCC survey results of 432 HGVs using Burford High Street 7am to 6pm 2nd March 2015 – figures show north of the town where the road splits between A361 and A424 the numbers of HGVs on each road are approximately equal. On that basis, HGVs on A424 north of Burford are likely to be approx. 216 per day and HGVs on A361 north of Burford are also likely to be approx. 216 per day. Many of these HGVs include exempt vehicles. But based on the OCC survey results from March 2015, and the desire live “Diagrammatic Plan of Principle HGV Routes in North Oxfordshire” it is likely that with a weight limit in Burford, much of the long-distance HGV traffic will displace through Woodstock. OCC have produced no data on the probable number of exempt HGVs but is likely to be in the order of 00 to 150 HGVs per day. The remainder that will be displaced onto other parts of the network will therefore be approx. 300 HGVs per day. For those HGVs that would have used the A424 (Burford / Stow) the transfer to A44 and Woodstock is likely to be 75% and for those that would have used the A361 (Burford / Chipping Norton) the transfer will be less than 40%. Thus, the total displacement from Burford to A44 Woodstock will be approx. 173 HGVs per day.
Individual	Leafield	Concern	Traffic has got worse. My cottage is about 6 foot from that road, and the roads were not built to take lorries. We have an Evergreen club in the village hall once a month and when we come out towards teatime, you have a job to cross the road. If you cannot hurry with the cars ... (letter unreadable) ...and pavement is close to the road, they come quite close. Something ought to be a speed limit and to people do not know how things have changed.
Individual	Leafield	Concern	Increase in traffic Two cars passing along Fairspear Road can be problematic if there are cars parked on either side of the road, but sizeable lorries cause hold ups and damage to pavements and verges Not much in the way of pavements by the school & HGVs are a danger to people needing to cross the road with children HGVs sometimes need part of communal driveways to complete manoeuvres

			Burford is larger than Leaffield Unfair that villages are being spoiled and bearing brunt of this decision If decision is made permanent, are there to be road enhancements to be made to all the villages impacted to accommodate this type of traffic?
Individual	Leaffield	Concern	Severely impacted the safety of my road, The Ridings in Leaffield The increase in HGV traffic through the village is dangerous Drive has a blind exit, several near misses trying to exit Pedestrians walk up and down the road with no pavement and are put in danger by increased traffic The road is not suitable and has a blind corner not wide enough for two cars to pass (let alone a HGV) Several near misses by car and on foot The road is not maintained for this type of traffic or gritted causing vulnerable road users to be at extreme risk on icy days
Leaffield Parish Council	Leaffield	Concern	We base our concerns and objections on the premise of the original experimental order and as the result of our own traffic monitoring findings and discussions with the local community, in the last six months as shown below: Burford's experimental weight limit order was authorised and taken forward on a temporary basis "because of concerns raised in traffic modelling work that lorries might divert via other towns and villages, transferring these problems there instead" Leaffield Parish Council believes that there has been a significant increase in heavy vehicle/lorry traffic in the Village and environs since the experimental weight limit order began, and as such the order should not become permanent. Leaffield residents have complained about an increase in lorry traffic since September 2020. As a result, we undertook - between October and December 2020 – a series of weekday traffic surveys totalling 62.75 hours of combined activity. The survey showed that HGV's pass through the village every 16 minutes. We have followed up with 55 of these HGV companies (whose details we were able to capture), and were interested to learn that many said that they: would normally come through Burford; do not wish to come through Leaffield as the roads are unfit and dangerous; and have complained about Burford Town Council's permit structure for local hauliers. As part of the experimental weight limit order, Oxfordshire County Council agreed to monitor traffic at the key locations of Burford, Chipping Norton and Witney. It is our understanding that the model route (HGVs using the A429 via Northleach and Moreton-in-the Marsh, and the A44 via Woodstock and Chipping Norton rather than through Burford) was based on longer journeys, and that more local journeys had not been considered. Our surveys and telephone

			follow-up work indicate that roads to and through Leaffield – which is on a key axis point - are being used as an alternative route as a result of the Burford experimental weight limit order. Leaffield road infrastructure cannot sustain an increased level of HGV traffic beyond normal local use and we have significant concerns regarding safety within the village: many houses do not have off road parking and residents are required to park on the street, which narrows vehicle access; a popular Village Hall, Preschool, Playground and Gym share a blind exit onto a main road; drop off and collection for the Primary school on the Village Green is on the main through road; road and pavement widths are very narrow in and around the village, but particularly near the church which is a key arterial route from one end of the village to another and frequented by the elderly and schoolchildren. (See map attached regarding this pavement and road). In addition to safety issues, we are concerned about damage to road infrastructure. We are already seeing examples of damage to verges, road surface erosion and to the existing 'speed bumps' in and around the village. We are concerned that these roads were not designed nor built for the level of increased HGV traffic and will require increased maintenance in the future (not contemplated currently due to the existing road classifications) and therefore higher costs to OCC and the taxpayer. Burford is on a purpose built and maintained A road for HGV's with a bridge that can carry 100 tonnes. The consequence of this 7.5 tonne ban has led hauliers to reroute onto the roads in and around Burford that are entirely unsuitable to take HGV's (non-A road classification). This is now leading to villages, such as The Barringtons, Minster Lovell, Swinbrook and Crawley to review their local weight limits. It is our view that this piecemeal approach is causing more problems than solutions. Therefore, a coherent transport and connectivity plan, taking in the needs of all communities and suitable road use, is urgently required for the whole area. Although it was recognised that there would be impact beyond Burford, Chipping Norton, Bladon, Witney and Charlbury, there was no provision for local traffic monitoring to measure such impacts. Leaffield has done this and, based on our findings, which could reasonably be extrapolated to other local villages, the experimental ban should not be made permanent. Should OCC not accept this evidence as enough, however, we request that the consultation period for the experimental order continues for a further twelve months during which time: Traffic monitoring is undertaken in local areas that were not previously considered, including but not limited to Leaffield, Crawley, Swinbrook, Minster Lovell and Hailey. That a weight strategy for Windrush Bridges forms part of a wider transport and connectivity plan in the region. We would expect that this plan be responsive to concerns of the wider community of residents and not just to a single community. We are aware that this view is shared by other local communities. Our view, and that of the community we represent, will undoubtedly remain that a weight limit at Burford causes more problems than it solves to ours and other Oxfordshire communities, farms and haulage companies and therefore it should be not be made permanent.

Business	Enslow	Concern	Our company was successful in being granted exemption permits by Burford Town Council for our fleet of 36 tipper trucks. The parameters of the scheme are still very restrictive due to the radius of the zone within which each journey must begin and end. It does encompass our smaller limestone quarries near Burford but does not include our largest and busiest sand and gravel quarry at Gill Mill near Witney. Due to this, we are limited as to how often we can route our vehicles through Burford I was very surprised to receive an email from the Mayor of Burford last week accusing us of overusing the permits. It was suggested that the permits might need to be revoked and replaced with ones that would specifically limit the number of journeys our vehicles could make through the town. I hope that this clearly shows the impact the weight limit has on local companies such as ours trying to operate in the local community. I believe the County Council might be scheduling a meeting in February to coincide with the 6-month period that the temporary weight restriction has been operating. If this is the case, I would very much like to be part of that meeting or at least be able to present the information I have included here as an impact statement. [Correspondence from Business at Enslow to Burford Town Council:] Hopefully, you can see what a huge impact the restriction could have on our business and our ability to meet our customers' needs within the local surrounding area of Burford. One of the key objectives within our haulage division is to minimise our impact on the wider environment and to continually reduce our carbon footprint. We currently achieve this by running a modern fleet that incorporates all the latest environmentally friendly technology, driven by drivers who undergo continual eco-friendly training. In addition to this we take great care in scheduling the work to minimise the mileage the vehicles do whilst utilising the strategic road network. I would also like to mention that I attended the original meeting about the proposed weigh limit at the OCC offices on 12th October 2017. The reason given for the need of a weight limit was to prevent large articulated lorries on long distance journeys taking 'short cuts' through Burford rather than using other major roads. It was pointed out that the intention was not to penalise local companies carrying out their business in the local community.
Individual	Leafield	Concern	Burford is served by an A road, Leafield is not Narrow road through Leafield with cars parked on both sides There is a blind exit from the drive when cars are parked in the road on either side Two close encounters with HGVs to exit the drive

			Narrow pavements in the village along which children are walked to the school and residents walk or without dogs Dangerous situation particularly as HGVs have already mounted the verges Narrow road is not wide enough to pass a car let alone another lorry Real possibility of a dreadful accident Adverse effect on the environment should not be underestimated Reverse the ban without delay
Business	Witney	Concern	Long standing company requiring access through Burford my application is being overlooked
Individual	Leafield	Concern	There is only one A-road from the A40 across the Windrush heading north of Burford to reach places like Shipton, Kingham, and Stow – the A424 One major effect of the Burford ban had been to increase greatly the number of HGVs going through Leafield Leafield is a small village with narrow roads and in many places, narrow pavements, and despite a 30mph speed limit many drivers that do not adhere to the limit as they pass through The primary school is in the middle of the village on part of The Greens, so getting to and from school necessitates crossing roads. This is also true of the pre-school and nursery, which are close to the Village Hall in another part of the village, along with the village playgrounds Due to the way pavements are organised, to get to the Village Hall area, which is a well-used amenity, the road must be crossed several times in one journey. On such a journey, in parts the pavements are especially narrow, so that it is impossible for two adults to walk side by side, and if walking with a child, the adult is on the edge of the pavement and it is truly terrifying when HGVs go past as one is so close to them Cars are parked outside homes; this makes the roads narrower and the passage of HGVs that much more unsuitable through the village Edges of The Greens have been damaged by the passage of unsuitable vehicles as they try to pass other vehicles Not only has there been damage to The Greens, but over time it is inevitable that the condition of the roads themselves will deteriorate more quickly with daily use by HGVs Again, due to the nature of old villages, here in Leafield, residents' access and egress often include blind spots and limited visibility; difficult enough when it is cars one is seeking to avoid but making for more stress with HGVs on the village roads as well This limited visibility is also true of the exit from the Village Hall area; so, another danger spot both for other drivers, adults walking with children, and teenagers using the sports field

			The effect of closing that A-road to HGV is that traffic must cross the Windrush elsewhere. I note with interest that last year a ban on vehicles over 7.5 tonnes using old Oxfordshire bridges was discussed, though from what I can see it has not yet been implemented, and Crawley does not appear to be mentioned at all Small, pleasant villages with young families and many children are no place for HGVs. Please ensure that the experimental ban on the use of the Burford bridge by heavy vehicles of over 7.5 tonnes is ended. It is having a significant and unpleasant effect on Leaffield
Individual	Leaffield	Concern	The ban on vehicles over 7.5 tonnes from crossing the Windrush in Burford is greatly increasing the passage of those big vehicles through Leaffield The reason for this increase is because before the ban in Burford, heavy traffic used the A424 through Burford to get from the A40 and across the Windrush in order to reach destinations north of Burford, such as Shipton, Kingham, and Stow. The A424 is the only A road in this area to provide a crossing over the Windrush Now the heavy traffic which previously used the bridge in Burford, is having to cross the Windrush at Crawley (where the bridge is old and never designed to carry heavy traffic) or in Witney, and then come through Leaffield Leaffield is a small village with narrow roads. Many people have no choice and must park their cars and other vehicles in the roads used by through traffic, so that large lorries are having to edge their way through the village. As a result, the lorries are a danger to those living in the village The primary school in Leaffield is on the road used by all traffic going to or from Finstock. There are always many cars parked along that road by the school. Many young children going to or from school must cross that road and the use of that road by heavy lorries is creating an obvious danger Danger edging car out on to the road from the drive due to blind exit and car being parked on the road - no visibility and presents another potential danger which is increased by the presence of HGVs Another serious danger is narrowness of pavements - short walk to the playground involves crossing the road as there is no pavement along the northern edge of the Green, the pavement of the southern side is very narrow and is difficult for two people to walk side by side. After 200 yards, you must cross from the southern side again as the pavement comes to an end The road from Field Assarts becomes very narrow just as it enters the village. That narrowness is exacerbated by the constant number of parked cars. Vehicles must wait for oncoming vehicles to clear the road before being able to proceed. This pinch-point creates another potential danger of collision of lorries with parked cars or pedestrians Inevitably there is damage to the edges of the pavements and verges. There is also an increase in the noise of heavy lorries which spoils the environment Please ensure that the experimental ban on the use of the Burford bridge by heavy vehicles of over 7.5 tonnes is ended

			Having a significant and detrimental effect on Leafield. It is surely better to channel heavy traffic along A roads as much as possible rather than blocking the one A road providing access to the area north of Burford, and causing heavy lorries to be dispersed to make their way along narrow B roads and through small villages with parked cars in already narrow roads
Individual	Leafield	Concern	Can I please ask you to take into consideration not only the quantity of heavy lorries now using Leafield as a rat run but also how children are put at risk from the speed these lorries travel at as they thunder through the village.
Crawley Parish Council	Crawley	Concern	Crawley Parish Council remains concerned that the Burford restriction is pushing HGVs onto alternative routes through local communities such as Crawley. Narrow village roads are totally inappropriate for use by heavy vehicles. In Crawley, all the roads have single lane working with passing places, no pedestrian footways (other than a short length on Dry Lane) and tight bends giving limited forward visibility. As a result, HGV traffic creates dangers to pedestrians and other road users, damages the road infrastructure and verges, and results in daily confrontation between drivers as they struggle to manoeuvre through the village. The regulation suggests that HGV drivers should “make full use of the alternative major road network around the area”. The problem with this is that, for local journeys and deliveries, alternative major roads do not exist and there are no alternative river crossings on suitable roads between Burford and Witney. The bridges in Swinbrook, Minster Lovell and Crawley are on narrow, unlisted roads. The nearest bridge on an A-road is in Bridge Street, Witney. This is an Air Quality Management Area that already suffers high levels of pollution that breach air regulations. It makes no sense to add to the problems by diverting Burford’s HGV traffic from the A361 through any of the other local communities. Of all the bridges in the area, the A361 bridge in Burford is best able to accommodate HGV traffic. The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue, not only for the operators of HGVs but also for the environment. Crawley’s immediate response to the threat from increased HGV traffic was to seek the introduction of a 7.5t weight limit through the village. In consultation with OCC we developed a suitable scheme and progressed local informal consultation ahead of an application for a Traffic Regulation Order. Although such a ban could legitimately be justified, because of the narrowness and unsuitability of Crawley’s roads for HGV use, this approach could reasonably be seen by neighbouring communities such as Witney and Hailey as merely offloading our problems on to someone else. We understand that a wider strategic plan for the area is being undertaken and have paused our application for a weight restriction pending its completion. We believe that a better solution would be for Burford’s experimental weight restriction to be halted and that Burford could be adequately protected by the 20mph speed limit that they have introduced since their weight restriction

			became active. Lowering the speed of all traffic though Burford would protect their infrastructure and environment without adversely affecting all the other nearby communities. We trust that OCC will reconsider the needs of everyone who lives and works in this area and find a better solution than the current experimental scheme in Burford.
Individual	Leaffield	Concern	Not only can I hear the lorries, but I can feel them shake the house. The house I live in lies directly on the road along Lower End, I have no windows looking out onto the road however this has not stopped me hearing and feeling lorries going up and down the road at an ever-increasing rate. There is also another area of concern that I would like to mention, this is located by the church yard at the entrance to the vicarage, opposite the entrance, the wall is bowed out and so causes drivers to have to drive in the middle of an already narrow stretch of road. It is impossible for a car and HGV to pass here without one of the vehicles mounting the pavement – this causes a danger to the pedestrians, many whom are young children or elderly people. I hope this letter reaches you and helps to give an insight into the thoughts of residents of the village. I have lived here most of my life and want to be able to go for a walk without being worried about traffic, the large lorries and HGVs that often mount the pavement.
Individual	Leaffield	Concern	This is a small village with narrow roads and a village school, not suitable for large lorries. There has been a huge increase in traffic in the last 10 years just with cars so the village cannot afford to have an increase with HGV's which has happened since Burford has banned them. In some parts the road is so narrow that the lorries have to mount the pavement to get through when another vehicle is coming towards them which is totally dangerous when we only have a narrow pavement on one side of the road, especially as these pavements are used to walk children to school, and vulnerable people to the shop. Leaffield is not built on an A road suitable for HGV's. This could also cause an environmental impact with more fumes coming from the vehicles which would impact on the school children in the village.
Individual	Leaffield	Concern	I wanted to bring to your attention the condition of the roads HGV vehicles are expected to drive along in Leaffield following the snowfall over the weekend (January 2021). I was walking my dog yesterday morning and due to the fact no footpaths exist along The Ridings, I had to jump onto grass verges where possible out of the way of oil tankers and lorries, hoping they would not lose control of their vehicles on the ice. The roads are sheet ice. A few weeks ago, Witney Lane was closed, while water work repairs were carried out. Traffic was re-directed into Purrants Lane.

			I assume a member of Burford Town Council undertook a risk assessment before initiating this pilot. If not, can I suggest that one is conducted covering the remainder off this trial and as part of that, suggest you have the Leaffield roads gritted as a precaution against accidents in winter weather.
Individual	-	Object	7.5 tonne weight limit closure of Burford to heavy goods vehicles Now unloading and loading at Witney and surrounding area and reloading the other side of the river at farms to travel along the A40 to A429 to Stow and back down to the roundabout to Burford bridge, which is costing money in fuel and harming the environment. Also forcing lorries into Witney town and up the B4022 though Leaffield Some drivers are going through lanes and villages, that is dangerous - all because you have put a weight limit on an A road I have been told that the Burford bridge capable of 100 tonnes
Individual	Leaffield	Object	There has been a significant increase in the number of HGVs going through Leaffield which go right past my house on the Ridings. This poses a risk to safety particularly to my children who must cross and also walk on the road as there isn't a path around the green particularly when it is dark in the Winter when getting the school bus. There have been a number of occasions recently when lorries have pulled over to ask me - when outside my house - if the road ahead is suitable for HGVs, which it isn't as the road is very narrow in places and is only really wide enough for 2 cars, not 2 HGVs I have seen road blockages on the road in Leaffield and Crawley caused by HGVs as the roads are not wide enough to let vehicles pass. These blockages take some time to sort out as vehicles must reverse up winding, narrow lanes. Verges are being damaged a lot more than they used to, again because the roads are too narrow. This is impacting on habitat loss for wildlife. I am a daily pedestrian on the roads around Leaffield and there is an increased risk to my safety as well. So, in summary there is a risk to life, a risk to the environment and additional costs to taxpayers having to maintain roads that were not built for such large vehicles. I would ask that the decision to ban HGVs through Burford is revoked.
Individual	Leaffield	Object	I am writing to express my personal objection to the current temporary, experimental Weight Limit Order granted to Burford Town Council being extended past the initial trial limit and would like to see it abolished at the end of the initial six months of the trial.

			It is unjustifiable that this regulation order has been placed on an A-road river crossing of the Windrush Valley (one of very few A Road crossings of the Windrush Valley and the others being a significant distance from Burford). Because of this order, HGVs are having to find alternative routes. The alternative routes suggested within the order are not the ones being used by the HGVs as they are adding too much time/distance/cost to the businesses concerned. Instead, these businesses – many of them local are using unsuitable alternative routes. HGVs are re-routing to use narrow unclassified country roads, some of which are so narrow that passing places are necessary. These HGVs are causing very real safety concerns, in addition to environmental and road infrastructure damage. I have witnessed many instances, since September 2020 of near misses between HGVs, pedestrians and horses in this locality, and in fact I myself had to take evasive action to avoid being hit by a HGV trying to pass a car in a location in Leafield where there is no pavement for pedestrians. There are also instances of HGVs mounting the kerbs and driving over the Village Green in order to navigate their way through this totally unsuitable landscape for them. I have been part of the team undertaking traffic surveying in Leafield between October and December 2020 that has identified that HGVs (totally unsuited to our roads and community) are passing through every 16 minutes, and I have been advised by a volunteer who has been speaking to the hauliers that they do not want to use these unsuitable alternative routes, but they feel they have no choice with the current arrangements. The permit scheme being operated by Burford Town Council is improper and definitely not fit for purpose, I also do not believe it is being operated in the way it was perceived it was going to be, when the order was originally granted. In my opinion the “Evaluation and Success Criteria” is flawed as the designated sites for monitoring are ill thought through, and will not give a true picture of the very real danger this change is presenting Will it need someone to be killed or gravely injured for our concerns to be taken seriously? Burford is on a purpose built and maintained A road for HGV's with a bridge that is capable of carrying 100 tonnes – why are you actively supporting a plan to push HGVs away from their most appropriate route into smaller towns and villages that just do not have capacity to support them? The strategy for how HGVs cross the Windrush Valley needs to form part of a full transport and connectivity review for this region, and OCC must stop making bespoke and isolated decisions with little or no regard for the actual consequences to the wider County.
Individual	Crawley	Object	I'm writing as a resident of Crawley near Witney to say that we have noticed more HGVs/ large vehicles coming through Crawley since Burford closed its town to 7.5-ton vehicles last summer.

			We live on Leafield Road which is rather a rat run anyway and entirely unsuitable for large vehicles due to width restrictions. The increased frequency of these vehicles which end up having to perform dangerous manoeuvres and cause aggravation in other road users as well as residents, has been significant over the last few months, and that is despite lockdown restrictions supposedly leading to quieter roads. We have two young children who attend school locally in Hailey and when possible, we walk or cycle there. This is now proving extremely dangerous with the amount and type of traffic seen coming through Crawley in recent months. For these reasons I object to the weight restriction in Burford.
Individual	Leafield	Object	We have noticed that the level of traffic in Leafield has increased since the ban of lorries of 7.5 tonnes in Burford in September 2020. This has had an impact because it now means that the HGVs use Leafield as an alternative route. Many of these vehicles are too wide for the main village roads and have caused damage to the village's grass verges where there are narrow passing places. In some parts of the village, the roads are only suitable for one vehicle at a time so is completely unsuitable for larger vehicles. Along with the paths accessed by pedestrians. Our 300-year-old house is only a few metres from the main road and the vibrations from the HGV traffic is causing vibrational and structure damage to the historic houses along the route through the village, It is an increasing concern because more of the vehicles are accessing Leafield which is ruining the roads which can only be fixed at the expense of the taxpayer. This also has an impact on the environment because the larger volume of traffic is causing greater air pollution. The whole of Leafield and the Wychwood forest is considered a conservational area. We feel very strongly that this temporary ban should be lifted removing the need for this traffic to pass through Leafield and the surrounding area.
Individual	Crawley	Object	I live on the triangular piece of land alongside and to the south of Waterside Cottage, these two homes are closely bordered by Dry Lane and Witney Hill both of which are unclassified roads. Already the village suffers from being a "rat-run" owing to traffic avoiding the Witney congestion, this problem has been seriously exacerbated by both the new A40 roundabout exit off Downs Road and the weight restriction in place at both the Burford A361 Windrush River crossing and Minster Lovell Windrush River crossing. The weight restriction has noticeably increased the volume of HGV traffic through Crawley

			Dry Lane is not wide enough for two HGVs or large van or tractors to pass by side by side. So, when there's queuing traffic at the lights on the Windrush River bridge, one or other vehicle must mount the pavement on the West side or verge on the East side. Both boundaries are by now broken up. In severe case HGV must reverse without the aid of a banksman including back over the bridge. A similar problem occurs between The Barn and Fir Tree Cottage – Waterside Cottage. At this point there is nearly always standing traffic (because of the numerous works vans and cars parked on the East side of Dry Lane by # 1 The Fordway as they run a business from home), so numerous vehicles mount the pavement and rush past the drive of The Barn in order to squeeze through. Anybody using the pavement at this point is in peril, especially on the curve opposite Witney Hill. When two large vehicles jam at the point above (2) we get uncontrolled reversing and manoeuvrings again putting people and property / infrastructure at risk. Only recently the bridge railings by Five Ways and Stowell Brook have been crushed, knocked down again. The congestion here causes frustration and rage more than once every day and one day I'm sure there will be more than material damage. More HGVs are now using Witney Hill even though there are signs clearly saying, "unsuitable for HGVs". The danger to the four homes living on Witney Hill is apparent, as is the damage being caused by jams and oversized vehicles. Just to my knowledge they have hit and damaged, the fence, house, down pipe, wheelie bins, gas meter box, log piles, my car parked on the driveway in addition to considerable erosion of the bank bordering the high land to the East. Most weeks further stones are knocked out the retaining wall. I understand some of the exemptions that farmers benefit from in terms of their HGVs not being subject to the same controls as regular road haulage vehicles, but significantly increasing the large vehicle jamming problem and damage to curbs, verges, pavements, walls etc. as well as probably underground services too, is the almost daily road haulage that "blasts through" the village by a local farmer or his contractors. December 23rd one such HGV tractor contributed to the flooding of Waterside Cottage by it bow wave. Please put a weight restriction in Crawley in line with what's been done in Burford and Minster Lovell.
Individual	Leafield	Object	Request that this ban is not permitted to continue due to the negative impact it is having. Noticed an increase to the HGV traffic in our village and I am concerned about how bad traffic will be once we are no longer in lockdown and the number of people trying to drive through the village in the mornings to get to work increases to its previous levels. I must pull out of a blind driveway to get onto the main road and when I return to working in the office this will also be an issue.

			The potholes on our roads have also been getting worse and I am worried that these are likely to worsen with the number of HGVs driving on them. It makes it harder and more dangerous to go cycling in the area when you must constantly avoid potholes.
Individual	Leafield	Object	I'm writing as a resident of Leafield to object to the Burford town 7.5 tonne ban on the ground of the knock-on effect this has had on our village. The road through Leafield is narrow and pavements either narrow or non-existent in parts. Walking around the village has therefore become very much more dangerous since the significant increase in the volume of HGVs using Leafield as an alternative route following the close of Burford to lorries over 7.5 Tonnes. This is of concern to me as a regular walker and bearing in mind that we have a primary school in the centre of the village, with children being picked up and dropped off on the main road through the village. The position as a car driver is equally dangerous. Due to the nature of the housing in the village many residents are obliged to park their cars on the main road, which makes it very difficult for cars to safely pass each other at times, let alone heavy lorries. I have no doubt that the residents of Burford have seen an improvement to their quality of life since the ban, but I object to the fact that this is at the expense of those of us who are residents of Leafield. Burford is on a purpose-built A road designed for HGVs, Leafield is not.
Individual	Leafield	Object	I am living in Leafield and in the last year have seen how many large vehicles are coming through Leafield. Since Burford objected to these vehicles going through there, they are using us as a short cut. I object to the fact that these vehicles are coming down tight lanes and down a school road and feel for the safety of our roads and children here. To save having traffic jams or save pushing car drivers near to the end of the curbs and hedges we highly object to allowing these vehicles coming through Leafield.
Individual	Leafield	Object	My family and I live in Leafield and we've seen a significant increase in HGV lorries going through Leafield since this temporary Burford town HGV ban was introduced. We've noticed this increase as our whole house rattles when a HGV vehicle goes over the speed bump. On top of our personal concerns there are the other concerns we have on the village as a whole - the risk to kids within the village, kids attending the village school and so on. There are enough cars parked on the narrow roads in Leafield as it is. What would happen if a HGV got stuck passing through and then the emergency services needed to pass through the village?

			You can appreciate that we're extremely frustrated about this because it feels that the businesses of Burford have simply deflected their problem over to other villages such as ours.
Individual	Leaffield	Object	I really think this experimental ban in Burford is a bad and dangerous idea. I live on the top on The Greens and must cross the road to get to the playground and preschool with a double buggy on a regular basis. There isn't really a good place to do this due to obstructed views of oncoming traffic. On Friday I had a near miss with a cement truck when crossing near the school. In my opinion the roads in this village are not designed for so many lorries, there are a lot of narrow and blind corners, blind driveways (including the exit from the pre-school onto Lower End) and the pavements are either too few or not wide enough. It's difficult in places for two pedestrians to pass each other without someone walking in the road (on Lower End for example). It feels like it's only a matter of time before there is a terrible accident.
Individual	Leaffield	Object	I believe that the ban is causing more problems than solutions as HGV must find other north/south routes, rather than the ones anticipated when the temporary ban was agreed. These routes are taking large HGV's through small villages and country roads that were not built for such traffic. As a resident, and Parish Councillor, of Leaffield, our village has noticed a significant increase in HGV traffic since the temporary ban came into force. Our community has come together and undertaken traffic surveys and helped with contacting hauliers. I am calling on OCC to scrap the Burford HGV ban in favour of a consultation process with a view to implementing a cohesive strategy for heavy goods traffic in the area. The full consultation should be with all local businesses, village and stakeholders rather than being led by one community which has had the financial wherewithal to pay for an HGV ban.
Individual	Leaffield	Object	I agree something must be done to stop traffic travelling through Burford as it will get to a point where it will be dangerous not only to people but also to the historic buildings. But the present trials are causing damage to my village of Leaffield where I have lived for over 30 years. We have seen large lorries local and non-local trying to cut through to avoid the restriction. Our roads and lanes are too narrow to take these large lorries and some of them are very large articulated lorries. In a short time, it has destroyed our verges in many places, which causes the loss of all the natural plants and flowers. The volume of rain we have seen recently, has made these areas just like rivers on our roads/lanes whereas the ground/verges would soak away some of the water.

			The aesthetic appearance of the roads/lanes does not contribute to what we want our countryside to look like in this Outstanding Natural Beauty area for everyone to enjoy. On a more serious point in the village we have in places narrow pavements and mainly no pavements at all. Leafield's population is a good mix of young families, couples etc and the village school is full. Most days you will see parents pushing buggies or walking with children in the village, the same as seeing couples/individuals out walking to enjoy some exercise and getting some fresh air. It is a worry that these diesel fumes may not be helping individuals if breath in. All these facts have been disturbed by the large transport and could even threaten an accident occurring in the future. The lorries must manoeuvre between cars as we have no parking restrictions (and nor do we want them) and at certain points 2 vehicles meeting cannot pass. Also, to finally add they travel as speed at particular points on the road which is frightening.
Individual	Leafield	Object	I can see the 7.5T limit at Burford forces any large truck that is seeking to get from the Witney/Burford to areas north, to cross the Windrush river east of Burford which means using B and C roads, instead of the A road that runs north from Burford. The trucks that cross at Minster Lovell follow a road called Minster Riding north into Leafield. This is a small road, not even a B road, and at Field Assarts the more direct route into Leafield is Witney Lane, which is an even smaller road, certainly too narrow for large trucks to pass safely. Even if a truck follows its GPS on the larger road into Leafield, it is driving along what is essentially a narrow residential road, past the village school and the exit from the kindergarten playground and village hall. This inevitably raises safety concerns which don't seem to be justified, considering that much of this traffic is being diverted from a purpose-built A road that has no village halls, kindergartens etc along it. I would like to object to the experimental ban at Burford. Or, if the ban is retained, I would suggest the same bridge limits are applied at Crawley and Minster Lovell, which would force large traffic to make the necessary A road detour further east.
Individual	Leafield	Object	Since vehicles over 7.5 tonnes have been diverted away from Burford there has been an increase in the number of these vehicles on roads through Leafield While Burford is on an A-road, the roads through and around Leafield are smaller country roads The various negative effects of the increase in HGVs through Leafield include: Traffic being held up when lorries are unable to pass Damage to verges

			Danger to children on the way to the school on The Green Danger to walkers on the narrower roads Damage to road surfaces The proximity of HGVs to many of the houses in the village Exiting from properties becoming more difficult and dangerous I hope these factors will be taken into consideration and that the banning of larger HGVs over Burford Bridge will be reversed
Individual	-	Object	I am writing to you about the Burford HGV ban to tell you I agree that it should be scrapped. Having this ban in place only takes the problem to other surrounding villages Burford town council know that but they don't care as long as it's not on their doorstep.
Business	Crawley	Object	We are a small family run Grab Company, situated on the outskirts of Witney. We currently have 3 vehicles ALL above the proposed weight limit. This limit proves extremely costly to us - both monetarily and on journey times! We will end up with extra expenses if this limit is made permanent in the form of vehicle maintenance, fuel & extra wages. Extra wear to tyres because of increased journey lengths. Fuel because our lorries will be sat idling at congested, smaller through roads and unable to move if we meet other oncoming Heavy Good Vehicles (HGVs). Extra wages will be incurred for our drivers as they will have extra time on their journeys making longer working hours. A and B roads are totally unsuitable roads, due to being narrower, for HGV's which I'm sure will incur costs to the council for road edge repairs. Two HGVs passing each other in places like Leafield, Hailey, Finstock and Upper Milton (to name a few) will definitely destroy verges and make potholes larger and deeper (than they are already, if that's at all possible!). Alongside this, we're now having to go on average 45 mins extra on some journeys, in turn our wages for our driver will increase by £45 per week! Is the Burford town council going to pay this? We are not a big company. We did apply for a permit and it was refused. Our cheque was sent back stating we were out of the "zone ". When trying to solve this issue, I found the person I was told to contact to was extremely abrupt and unaccommodating - I could tell by his manner on the phone that we wouldn't get the permit before we had even applied that's how transparent his attitude was! As for health and safety, having huge HGVs using small roads without adequate paths poses a huge risk to the public. In this current climate, people are out exercising due to the coronavirus which is forcing unquestionable numbers of

			people to take exercise near their homes on foot or cycle paths. On the same lanes and roads that you're now wanting to permanently divert HGVs through. At some point, I strongly suspect if this becomes permanent soon that fatalities - or in the least serious injury - will occur to a member of the public! If this were to happen, I do hope that the powers that be are going to be in position to accommodate these situations and to their utmost priority install suitable walkways and cycle paths. Members of the public deserve to be safe if a 32-tonne lorry is making its way past them on a small, narrow lane not suitable for that purpose. This weight limit not only impacts on the environment because of all the polluting gasses emitted from idling lorries trying to pass each other on ridiculously narrow, unsuitable roads but saying that the tourist industry is affected by lorries going through Burford is quite frankly, we feel, laughable. If the tourist industry is worth 12 million, as they state, I don't think the lorries are really the issue, are they? Maybe other strategies would prove more amenable? We just want to go about our daily business - as do most companies. What about the cost to our business? We live here; we are not tourists! I do understand that certain areas can be affected by HGVs. How do all your 'tourist' shops get their stock? Lorry deliveries by any chance?! So what Burford parish is in fact saying is that it's ok to deliver stock to our tourist shops, food shops and other stores in Burford, but not to just drive through it! Slightly hypocritical - if you ask me! Are the County Council or Burford Parish Council going to put in place some kind of funding, or reimbursement grants, for all of the companies that will incur extra costs when going approximately 15 miles out of our way and add time onto our total journey? Are they also going to find the extra costs for extra fuel and to pay for tyres (which cost us £350 each) that are bound to get punctured on totally inadequate, small roads? What recompense can we expect if this weight limit is permanent? We are now also having to pass some of this extra cost onto our consumers, as it's costing us more to divert going through Burford Centre, so adding to our customers costs. As you can appreciate in this current climate, it's not just the impact of our customers deciding to go elsewhere - but us not being able to keep providing the great personal service we have done for 10yrs+. The impact this is having on our small business is immense. We have more things to compensate for, which requires us to re-think our strategies regarding our deliveries and if it's actually worth us even going to those customers anymore? Also, can I just state that the cost of enforcing this limit - by the looks of what I've read - will be substantial and I'm interested to see how fines and breaches will be dealt with as our law enforcements and courts have enough to deal with. Is it Burford Parish Council that will keep the rewards of recuperated monies from fines and breaches - or the County Council? Lastly, it is to our knowledge that the bridge at Burford can hold 100 tonnes so I really hope that this will not be proposed as a reason to impose this ban.

Individual	Leaffield	Object	Since the experimental ban of HGV lorries in Burford, I have really noticed an increase in traffic of lorries. I have many concerns about this. I have witnessed on several occasions' lorries being unable to pass each other on a narrow part of the road (Lower End, on the corner by the church) and they have mounted the pavement in order to get through. We only have pavement on one side of that stretch of road and it needs to be safe to walk on. This is a route that is used by me and many other parents with small children. The pre-school and school both exit onto that road. The school use the green for PE classes so there are often lots of children very close to this road who are being exposed to fumes, noise and an increased risk of being run over! Our roads are already littered with potholes and the standard of our road surface will see a further decline if this traffic continues. The through road of our village is not an A road and is not suitable for this heavy traffic. We already have issues with cars speeding through the village as they use it as a cut-through, so adding excessive amounts of HGV vehicles to the mix is just an accident waiting to happen. I feel that the Burford route is the safest route for these lorries to be directed as they have suitable pavements on both sides of the road for villagers and visitors to be able to navigate the high street safely alongside this traffic. Please do not make the ban of lorries through Burford permanent, you are just moving the problem to a smaller village without the infrastructure to cope with it.
Individual	Leaffield	Object	Over the next few years, as you know, Oxfordshire will have many economic challenges, as well as a goal of expanding and improving the infrastructure in the area. The Burford 7.5 Tonne ban was given to stop long haul lorries passing through Burford, but knowingly, or unknowingly, this ban has also stopped the local Oxfordshire haulers driving through too, who are so important to our local economy. Not only this, it is bad for the environment, smaller local communities, like Leaffield, it is causing more potholes and damage to the already neglected country roads and is a danger to other road users and walkers. I am also writing because I am deeply concerned that the Oxfordshire County Council allowed a rich community to pay for the costs of an experimental ban. 'From Burford Town Council minutes – May 2020, 8. TREASURER'S REPORT – John Yeatman, The HGV fund is £221,897.48, there is one outstanding pledge of £2000.' This seriously brings into question how unbiased the council will be when deciding on the consultation. I understand the council wanting to save money by having a community pay for its own signs and training etc, but at whose expense? In my view it is acceptable for a town to pay for 20mph signs or payments that only affect their community but allowing a town to pay for the costs of something that affects other communities in the area?

			£221,897.48? How did the council allow that to happen on what is touted to be an experimental ban? This is a moral question, one that perhaps should not have been put to the test. I hope the council are strong enough to do the right thing for the other communities in the area, the environment, farmers, haulers, quarries, building sites and other taxpayers. Local Economy - In the Witney Gazette it was stated that Burford contributed 12 million to the local economy. I am not an economist, but that seems very small change to the contribution the haulers must be making to the local, farms, quarries, building sites, infrastructure etc in the area. All of whom are being obstructed by an unnecessary ban in Burford that is taking away the only A road and most efficient route to cross the River Windrush in this area. Efficiency - Given that many of the HGV's drive at 8MPG, every extra mile and gear change costs the haulers more in diesel and driver time. Not to mention the problem it causes for the time sensitive loads, such as concrete. Therefore, driving on inefficient roads or longer routes is not good for business. Haulers often drive for much of the day taking the same route several times so if you add all this up over a day, weeks, months, and years it can have a large impact on a business. The Permit Scheme - The Permit scheme is also inefficient, a five-mile radius only serves Burford and not the 'local community' What is local? 5 miles around Burford or West Oxfordshire and some of Gloucestershire? Not only this it is being done by paper and cheques, so it is not only costing the haulers more money, but also taking up their time to fill in paper forms and posting them. One other concern is that Burford are controlling the permit schemes themselves because: point 23. of the document dated 18th July 2019 'Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are better suited to understand which business should be exempt.' Clearly looking at the situation Mr White has perhaps taken this to being Burford businesses. Burford is not an island, we are all part of a Community, an Oxfordshire Community. In my view, Burford are totally unsuitable to understand the businesses that should be exempt. I do not understand why the council allowed them to do this. It gives the town of Burford much too much power, it could cause them to be inconsistent. Who is monitoring them? Do they have parameters? Who will they give permits to in 5 years' time? 20 years' time? Will they, for their own interest, allow for less and less permits over time? Health and Safety - If you did a health and safety assessment for the routes the haulers must make, they would stay on A roads wherever possible. Banning the safest A road in this area to cross the Windrush has caused local haulers to reroute onto roads that are fraught with hazards; narrow roads, blind bends, cyclist, pedestrians on narrow paths, parked cars, in a nutshell roads that were NOT designed for regular HGV's, unlike the A road going through Burford. For instance, on Saturday, 16th and Sunday, 17th October 2020, AW Cleaver transported 400 Tonnes of grit from a farm the other side of Leafield to The Cotswold Wildlife Park. This was 40 runs. If he was able, he would have turned onto the B4437 and then onto the A361 straight to The Wildlife Park. Instead he had to go through the village of Leafield, Field Assarts, across the bridge at Crawley, onto the B4047, A40 and then A361. When I spoke to Francis Cleaver to enquire why he was coming through Leafield so many times he was hopping mad. It was because he did not have a permit to go through Burford. He said he was coming across horse riders, cyclist, families on walks, young

			fast drivers in small cars on bends. It was stressful for the drivers and an accident waiting to happen. Not to mention the extra cost in driver hours and diesel. The Environment - For all the reasons above this ban harms the environment, due to drivers having to drive on inefficient roads therefore using more diesel, damaging the verges, due to vehicles not having enough room to pass each other on the country lanes, unlike the wide A roads leading to, from and through Burford. Damage to road surfaces due to lack of maintenance on the no name roads, for instance the ones going in and out of Leafield, roads through Crawley, Swinbrook and The Barringtons. Not to mention the extra cost to taxpayers to maintain these roads that do not have the capacity, like an A road, to have regular HGV's. HGV's cause much more damage than the regular car as illustrated by the Generalized Fourth Power Law: The standard 44 tonne HGV, causes 136,000 times more damage to road infrastructure than a Ford Focus because the damaging power rises exponentially as weight increases. (https://www.denenapoints.com/relationship-vehicle-weight-road-damage) HGV travelling south of Witney to the other side of the Windrush, must drive through small villages and unnamed roads that are totally unsuitable for HGV's. You only must travel these routes to see the potholes and dangers along the route they are now having to negotiate. Air Quality - In the cabinet member meeting on 18th July 2019 the council said that they were concerned about the air quality in Witney West End and Chipping Norton due to possible HGV's diverting through there because of Burford and that monitoring will be take place. I hope that if this monitoring does go ahead that the lockdowns, partial and full, are taken into consideration because of lack of usual traffic. Burford's Concerns - At the cabinet member environment meeting on 15th November 2018, it says, 'Burford Town Council, residents and successive local members of the county council have been campaigning for a weight limit in the town for many years. Their main concerns have been the impact of heavy lorries in terms of safety, noise and vibration including the impact on the town's many listed buildings and on tourism businesses.' 1/ Safety – On balance due to their new 20mph speed limit much of this should have been solved. Compare the short distance down the wide High Street of Burford to many of the other villages that local haulers are now having to drive through. I think in a health and safety assessment Burford would be the safest option. Perhaps they can have speed cameras to enforce this? 2/ Noise and Vibration – again the 20mph should have fixed some of this. Due to Burford being on an A road it is naturally a busy road, perhaps a bypass would be their best option. There was a scheme to do this about 20 years ago or more, past the Burford Secondary school on the A 40 and down to the sharp bend on the other side of the Windrush on the A424. Much of the traffic in Burford is the cars, so perhaps they can have car parks outside of the town, with a short walk in. You are the head of the County Council, I very much hope that this issue is deemed important and that when you do make the decision on the Burford 7.5 Tonne Ban that it is a whole cabinet decision with a rounded and unbiased view.

			If you can think of a way to stop the long-distance haulers going through Burford, which was their first goal, making exceptions to the local farmers whose grain lorries go long distances, then perhaps that could be a compromise. We cannot have HGV's going through small communities, like Leaffield, that are not on A roads, or even B roads, if there are too many HGV's now what it will be like in 5,10,20,30 years' time?
Business	Royal Tunbridge Wells	Object	Logistics UK objects to the Town Centre (Burford) Experimental Traffic Regulation Order (7.5 tonne Weight Limit) and calls for it to be removed. Logistics UK is one of the UK's largest business groups that represents all of logistics, with 18,000 members across the road, rail, sea and air industries, as well as the buyers of freight services such as retailers and manufacturers whose businesses depend on the efficient movement of goods. Logistics UK members operate more than 200,000 lorries, almost half the UK fleet and one million vans. Oxfordshire County Council granted the Experimental Order as it was considered necessary on the grounds of promoting road safety, congestion and improving the environment of the area, but Logistics UK questions if it is creating the opposite. It is important to ensure that this order does not result in lengthy diversion routes or congestion in neighbouring roads caused by displaced traffic in smaller towns and villages. When considering transport emissions, it is important to not only consider emissions in terms of the vehicle, but tonne per km travelled. Longer journeys will result in additional emissions. There are many competing demands for access, but it is vital for local businesses are not hindered by the Order. Excessive miles result in additional costs for businesses which are passed on to consumers. Whilst locally-based HGV owners and operators can apply for a permit exempting them from the restrictions, allowing them to drive through without the need to stop in the town, we have received feedback from our members that Burford Town Council is disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order. It is important to recognise that the A361 running through Burford is suitable for HGV traffic and therefore this Order should not penalise local companies carrying out their business in the local community. Logistics UK would welcome the removal of this order and is encouraging better engagement with Burford Town Council on future schemes, especially with local businesses and their suppliers.
Individual	-	Object	I object to these proposals
Individual	Leaffield	Object	I wanted to write to you as a resident of Leaffield to express my concern over the increase in the number of HGV's in Leaffield since the temporary ban on lorries going through Burford. As well as the obvious increase in the level of traffic, as a rider who must ride through the village with my two young children, we have had a couple of near misses with lorries thundering through the village frightening one of the ponies. Without boring you with the details it could have caused a very nasty accident with my child falling off on the road.

			We have lived here for over 10 years, and the difference since September in the number of HGV type vehicles in the village has been obvious and concerning. I have seen them damaging verges, and although my children are not at the local school, I have spoken to other parents who are concerned for the safety of their children as they drop off and collect them from school which, as you will know, is located on the main road through the village.
Individual	Leafield	Object	I am a resident of Leafield and since last September have noticed the incredible increase in traffic, particularly HGV's going through our village. I have since learned that this increase coincides with the ban on lorries over 7.5 tonnes through Burford, which was an 'experiment'. Looking at a map, it is clear why they are choosing to divert their route to get to the other side of the Windrush by going through Leafield, which solves their problem, but instead creates our problem. Now, we hear lorries trundling by regularly down here in Lower End, shaking the foundations of our house and making loud additional noise. Since the beginning of the ban, many cracks in our walls and floor tiles have worryingly appeared. Especially a large crack where our porch is joined to our house. There is also the issue of lorries blocking our drive-in order to navigate the parked cars on the street. This is not only inconvenient it is also dangerous especially when reversing out of our drive onto the main road, as it is difficult to see oncoming traffic. It is very much a blind spot and makes me anxious each time I must go out. My son, who must park his car on the main road outside our house, has had his cars' wing mirror clipped and broken on more than one occasion. At his expense, this is not a cost he should have to be paying. I also dread to think what the fumes and environmental pollution that these lorries produce is doing to our health let alone the local wildlife. Leafield roads were never built to withstand this amount of daily HGV traffic, whereas Burford has a purpose-built A road designed for HGV's. It has got to the point where my husband and I decided to put our house on the market, only to find that many prospective buyers complained that there is too much traffic and noise. We couldn't believe that was a reason for people to be put off. Such a contrast to what our thoughts of how quiet and safe it was here when we were considering buying all those years ago. But my bigger fear is, if this is how it has been during our various lockdowns, what will the number of lorries/ HGV's be like in the future.

			Please retract this awful experiment, that has been at ours and the rest of the villagers' expense.
Individual	Leaffield	Object	Our family live on the Green in Leaffield, north of the school and access the main road via a blind corner. Both in the car and on foot, we must be extra vigilant. We have two small children aged and every day we walk them in the buggy to the playground along narrow pavements and frankly it is utterly terrifying when an HGV thunders past on Leaffield's narrow roads. This village is not equipped to cope with heavy vehicles & traffic like this - the school opens directly onto a blind corner where lorries race past. We are frightened for our children's safety. Please don't wait until it's too late for this experiment to be scrapped. From our house to the children's playground by the Village Hall, we must cross the road three times due to lack of pavement on both sides of the road. In places the pavement is less than a metre wide. There are no pavements on some small stretches, so we must wait until the traffic is clear and walk on the road. I dread to think what it would be like walking small children along this route. Leaffield's roads are not designed to cope with this level of heavy vehicles. It is only a matter of time before a terrible accident occurs. We feel that that the weight ban in Burford has only served to shift a problem - not to solve it. Leaffield has always been a quiet SAFE village, now we genuinely fear for the safety of our precious children - with heavy vehicles rolling past just inches past them as we navigate the precarious pavements. Please listen to the concerns of this very anxious mother of two.
Individual	Leaffield	Object	I'm a resident of Leaffield and since the 7.5+ tonne temporary ban through Burford have noticed a significant increase in heavy goods vehicles driving through our village, which is a concern. Such traffic is particularly heavy at the start of the day when you'll find many parents (including myself) and young children walking to the village school. Such a walk involves narrow pavements and blind bends, including for example the exit for the village hall, which is also the exit for the gym, playground and preschool. The bend by the church on Lower End is so narrow that when two large lorries meet, they cannot pass, and one must mount the pavement (which is very narrow). It is so dangerous that children are encouraged (with the permission of the homeowner) to walk through a garden to avoid this bend. In the summer children are also encouraged to cycle to school, which is already dangerous due to the fact the village is still a 30 mile an hour zone. I am convinced the increase in heavy good vehicles will discourage this (this is certainly the case for myself), which may increase the traffic further as more children are driven to school and have an impact on a child's physical (and potentially mental) health.

			As you're aware Burford is a purpose-built A road designed for heavy goods vehicles and Leaffield is most certainly not. I would therefore urge you to revoke this ban.
Individual	Leaffield	Object	I am writing to register my opposition to the closing of the Burford Road A361 to lorries over 7.5 tonnes. I live in Leaffield, which many HGVs are now forced to use to come from Witney in order to get to places like Shipton, Stow, Kingham and other destinations on the other side of the Windrush River. Leaffield is a village with no A - road through it, and already plenty of large agricultural vehicles with its 6 farms. The pavements have always been inadequate, and the planning for access to playing fields, the Village Hall, Community Gym, and now the pre-school, takes into consideration only that there is a 30mph speed limit, not the vast size of the trucks that now pass through on the north Greens on a much increased basis. You will have seen the actual results of the recent traffic census from other villagers. Our village school with, in normal times, 100+ children is also on the main north Greens with no protective pavement; the staff on-road car parking is already a hazard for passing traffic, but HGVs are a true liability as they force their way out onto the opposite carriageway - even if they are not speeding, they generally have too much bulk and momentum to actually halt. Burford is on a purpose-built A road, designed for HGVs and providing a direct route to their main destinations. This is better for the greater environment, and better for the local environment Walking every day as we do here, it is obvious that the roads in Leaffield have become more and more damaged with the increase in massive tyres ripping the camber edges and tearing open potholes in this winter weather. I urge you to oppose this HGV ban, for the safety and well-being of the Leaffield community, young and old. It is simply not right that these vehicles should use B- and non-marked roads when a main A road is left deserted.
Individual	Leaffield	Object	As a resident of Leaffield I write to urge you to revoke the temporary ban on 7.5+ vehicles through Burford. My concern is principally as a parent who walks with young children along very narrow pavements in the village with children to school and to the playground. Parts of the pavement in Leaffield are terrifying, with children having to walk along a narrow pavement between a large wall on one side and heavy goods vehicle traffic on the other. We currently divert through a garden (with permission of a local homeowner) to avoid the worst part of the pavement through safety concerns. The consequence of banning heavy goods traffic through Burford is an unacceptable safety risk in Leaffield. Burford has a purpose-built A road designed for heavy goods vehicles with no school on it, and pavements set well back from the road; the opposite is true in Leaffield.

Individual	Leaffield	Object	The ban on lorries of 7.5 tonnes has led to a very significant increase in these vehicles driving through the village of Leaffield. Burford is a big town on an A road which is designed to take these lorries. Leaffield is a small village and many of its roads are far too narrow for these big lorries. I live on Witney Lane and have often seen large lorries having difficulty manoeuvring around parked vehicles and almost damaging the gutter of a brand-new house in the Malthouse Court development - which is not even sold yet. Witney Lane residents are entitled to park outside their houses without fear of damage to their vehicles or property from over-sized lorries. Many families walk their children to school in Leaffield along Witney Lane and should not have to face the danger of huge lorries that fill the entire width of the lane. I also note that several of these lorries stop where Witney Lane gets very narrow and twisty - outside Church Farm - to check the GPS to see whether this really is the way they should be going. IT IS NOT! The road surface on Witney Lane (and elsewhere in Leaffield) is being badly affected by the huge increase in the numbers of heavy lorries. There are more potholes and impaired road surfaces and more damaged verges. I assume that Crawley and Minster Lovell bridges are the "new routes" for these lorries. Both of which involve extremely narrow approach roads and both of which are currently flooded as well. The current situation is damaging and dangerous and should not continue. If the Council and the roads authorities have not planned for a heavy-duty bridge over the Windrush, then the Burford A road is the only suitable route for them. I ask you to please lift the Burford 7.5 tonne ban.
Individual	Leaffield	Object	I have noticed a huge increase in HGVs through my village Leaffield since Burford has been closed to lorries over 7.5 Tonnes If you have a blind driveway you could have a near miss (as a driver or pedestrian) with an HGV on a main village road. HGVs are unable to pass each other on a main village road, especially when cars park all the way down Lower End and Fairspear Road. HGVs are damaging the verges at narrow passing points. I'm very concerned about the future numbers of HGVs, especially as I walk my children along the narrow and frankly awful pavements around Leaffield. There is not enough space for 2 HGVs to be side by side on those narrow passing places.

			Not to mention the school which is directly on the main road through Leaffield and I need to cross this road while walking my children to school, this increases the risk to us. The exit for the village hall has a blind corner when trying to cross the road, and this is also the exit for the gym, playground and preschool. Burford is on a purpose-built A road designed for HGVs, Leaffield is not. It has increased the noise outside my house noticeably as they ride right past my door on Fairspear Road.
Individual	Leaffield	Object	I write to express dismay at the noticeable increase in heavy vehicles (HGVs) passing through Leaffield since September 2020, and especially since the Burford Town experimental ban on vehicles in excess of 7.5 tonnes was introduced last year. We have lived in Leaffield for almost 20 years and volume of traffic has increased anyway 'through natural causes' over that time. But it has got very much worse in the past 6-8 months. A team of volunteers carried out a traffic survey over a two-week period towards end of last year, which demonstrated that, between Monday - Friday, one HGV passes through the village every 16 minutes. Leaffield is becoming a 'rat run' - and the main reason is that HGV drivers can no longer use the Burford route. When you look at a map it is obvious why they are coming through Leaffield: many come from the other side of Witney and need to cross the river Windrush to get to Shipton, Stow, Kingham and other destinations, going, for instance, to farms, building sites, and quarries. Closing Burford has taken away the only A road that crosses the Windrush in this area, so hauliers are having to cross at Crawley or Witney West End and then drive through Leaffield. HGV drivers who spoke to Leaffield volunteers carrying out the survey said that they would prefer not to have to do this, but Burford's ban has left them with no option. Roads through the village are narrow, passing places are few, there is a Primary School on the Village Green in centre of the village. This creates an ever-present danger of accident or injury to children who are crossing the road to get to and from the School - a potential nightmare for HGV drivers. In addition to this danger, there is the environmental impact of so much extra traffic in a small community - noise pollution, air pollution, etc. And, not least, environmental damage has already been caused to the fabric of the village. See attached photos showing atrocious scarring to verge of The Green - Leaffield's great asset - as a result of a heavy goods vehicle tyre ploughing across the wet ground. And this damage has been incurred right next to a road sign that reads UNSUITABLE FOR HEAVY GOODS VEHICLES!!! If the traffic situation in Leaffield is this bad now, I really fear what it will be like in 5-10 years' time if the Burford ban can become permanent. The road that passes through Burford Town is an A road - that is the route that should be doing the 'heavy lifting', in every sense of the word, not a B road through a small village. I urge you all to discontinue the Burford Town ban once the experimental period has expired.
Individual	Leaffield	Object	Since last September there has been a definite increase of HGVs driving through our village of Leaffield. Coincidence of this increase and the Burford experimental ban on HGV vehicles is too obvious to ignore.

			My partner and I have lived in Leafield for 20 years and though traffic volume has naturally increased over that time it has got noticeably bad due, it very much seems, to our village becoming a rat-run for HGV drivers who can no longer use the Burford route. Quite simply I would like the Burford Town ban curtailed once the experimental period has expired.
Business	Reading	Object	We are writing to you to object against the restriction's currently in place for our Thames Water tankers to use Burford High Street. We require access through Burford Highstreet as a utilities company for several reasons which I will outline below. Without access through Burford High Street we must divert our trucks which has a total impact of an extra 9.5 hours per week on to the journey time of our vehicles. This has several repercussions: With the restrictions in place we are having to use the country roads to reach our sites which means we must drive in lower gears, which emit more pollution per mile driven and costs the business more in fuel. We are also not being able to complete as many jobs in a day due to the diversions our drivers must take which is also costing the business more and emitting more pollution into the air. Our drivers are working longer days to complete their loads costing the company more in wages. We are having to drive through small villages which means our vehicles are idling in congested areas such as Witney, Charlbury and Chipping Norton? This is also a Health and Safety issue for residents in these villages especially young children during school hours. Given the size of our vehicles, driving on country roads not only costs more it poses a huge Health Safety issue to our drivers and the wider community as it is a lot more dangerous driving on these small roads compared to the A & B roads, we have to deal with, sharp bends, narrow road widths, cyclists, horse riders, runners, walkers all of which can be avoided by using Burford High Street. Please see below for a breakdown of the additional hours and minutes taken per site (Please note that the additional time accounts for the high street impact travelling to collection and travelling to tip). The minutes is calculated for the total amount of loads per week. Burford – 1 load per week (100 additional minutes) Broadwell – 2 loads per week (40 additional minutes) Chipping Norton – 3 loads per week (90 additional minutes) Milton under Wychwood – 2 loads per week (120 additional minutes) Charlbury – 2 loads per week (120 additional minutes)

			Chadlington – 1 load every 2 weeks (60 additional minutes divided by 2 to show minutes per week = 30 additional minutes) Bledington – 1 load every 3 weeks (60 additional minutes divided by 3 to show minutes per week = 20 additional minutes) Moreton in Marsh – 2 loads per week (40 additional minutes) Summary - The total extra time in minutes per week = 560 minutes (9.5 hours). Bearing this in mind and the implications the restrictions have, not just on our business but the health and safety of your community proves that lifting these restrictions will be hugely beneficial to all.
Individual	Leaffield	Object	I can completely understand why Burford Town Council would want to take action to reduce the HGV traffic through the town BUT and it is a BIG BUT not at the expense of surrounding villages where the roads were never designed to take HGVs. I have in-laws who are animal hauliers so I also understand the needs of HGV drivers to make the shortest most cost-effective journeys and the impact that road closures can have on their journey's distances and times. I live in Fairspear Road in Leaffield, I have noticed a significant increase in HGV and commercial van traffic over recent months. Previously the only BIG vehicles were agricultural ones at harvest time. I have an office space with a window facing onto the street, so I am aware of the passing traffic. Now several BIG HGVs pass my house each day. I have a tree in my front garden that hangs over the path well above head height, recently it has been damaged- branches broken - I can only assume by large high sided vehicle/s. Last week I had the tree pruned back to prevent further damage to it or passing traffic. My concerns and objections are as follows: Damage to verges being run over by lorries taking avoiding action from approaching vehicles. Risk to car users damaging their tyres and wheels: There are gullies appearing between the tarmac road edge and the verge in several places; the ones on Witney lane are deep enough to cause damage to a car tyres and wheels. Evidence of increasing damage to road surfaces. Pedestrian footways: Our roads are narrow - too narrow for two HGVs to pass each other and we don't have footpaths on many of our roads and where we do they are narrow and often only on one side.
Individual	Leaffield	Object	As a resident of Leaffield, I have noticed an increase of traffic through our village. The frustrating matter is that whilst you are experimenting with the proposed 7.5 weight limit through Burford on very passable roads, it is utter madness that said traffic (HGV+) can come through our village on minor roads.

			There are several major incident points around our village which give grave danger to villagers when taking their children to school or generally when out walking the dog etc. I cannot stress enough that you give consideration and rethink this whole scheme as it is only a matter of time before a serious incident takes place. I cannot understand that the council believes that this would be an ideal alternative to allow further and unnecessary traffic through our community. I'm very happy to discuss this further whilst considering alternatives, although I think the easiest solution is to remove the temporary restriction which will also reduce the build-up of toxic emissions due to the continuing throughput of traffic through our community.
Individual	Leaffield	Object	The lanes and roads in and around Leaffield continue to be damaged Fordwells - all the grit and broken tarmac that has been washed down the hill because of the edges of the roads being broken down by the weight and the number of heavy lorries passing through. It has caused damage to the road surface there and created pits in the road. I had to go to Burford in the week and I was struck by the width of the pavements on either side of the road in Burford High Street, the pavements there are wider than some of the roads in Leaffield that are having to have these lorries pounding through, roads that have to accommodate pedestrians, cyclists and other cars. On the local news this evening the coverage showed a lorry racing around the corner of The Greens right next to the school gate, the driver must have then seen the camera as he appeared to brake and slow down. I can scarce believe that we must put up with this for a further 12 months and hope somebody somewhere will see sense to get this 'Experimental' traffic order stopped as soon as possible.
Individual	Leaffield	Object	Having a huge impact on Leaffield village. I have lived in this village for 9 years and since the ban feel the safety of the residents and their children has been compromised by the increased volume of HGV's coming through. This is a direct result of the ban in Burford. Walking my daughter to the local primary school is a concern as there are a couple of narrow pathways on route, alongside narrow roads where HGV's cannot pass each other. On a couple of occasions, I have seen an HGV having to mount the pathway putting young children at risk. The risk is greatly increased for those children who take the positive decision to cycle to school but now cannot do this safely. There are various driveways along this route that back straight out onto the road and I have witnessed drivers struggling to drive safely out of their property while HGV's thunder past. My children and I regularly use the park and football field. However, the exit to the park/village hall is situated on a blind bend which makes leaving the park and crossing to the other side of the road where the path is, extremely dangerous.

			In addition to the safety issue that these HGV's are posing, I have also noticed an increased amount of damage being done to our village. Verges and kerbstones are the most obvious issues, but the road surface is also deteriorating, and more potholes seem to be appearing. It is very clear that verge damage is a direct result of the increased HGV activity and I have seen the damage being done in various places. My husband has witnessed large branches being dislodged from trees and landing in the road which is causing damage to passing vehicles. Burford is a purpose-built A road which has been designed for HGV's; Leafield is not. I implore you to reconsider the decision and permanently lift the ban in Burford particularly for reasons of safety and the environment.
Individual	Leafield	Object	Whilst this experimental order may have favoured the residents of Burford, it has brought misery to a far wider population of West Oxfordshire villages. It is obvious that the complete lack of detailed pre-planning and forethought as to the far-reaching consequences of this experimental ban have been grossly underestimated. With reference to the justification for this ban laid out in the "Statement of Reasons" document, every single one of the Road Traffic Regulations listed in the footnote of that document are now being felt with full force in the village of Leafield daily. I draw your attention to each clause in turn. The "Avoid Danger" clause; the roads around the village of Leafield are at best only wide enough for two cars to pass each other and in many places, only single file traffic can pass. HGV lorries are passing through Leafield, often at inappropriate speed, having near misses or in some cases making actual contact with each other, with trees, walls and verges as they struggle to get through. These country lanes are simply not adequate to take a steady stream of traffic meant for arterial roads and the conditions around Leafield are now gravely dangerous for pedestrians, cyclists and horse riders who make regular use of these once quiet roads for exercise and school runs. The "Avoid Damage" clause; the roads in and around the village of Leafield are breaking down at an ever-increasing rate. Numerous potholes have appeared as the torrent of unsuitable vehicles tears away at the already weak and unmaintained country lanes. Our grass verges are becoming riddled with HGV tyre tracks as the lorries swerve to avoid each other by riding up onto the edges or the lanes. Walkers, cyclists and horse riders are now under constant threat from this damage as the road surface breaks down making for very unstable footing. Cars are suffering expensive damage to their suspension components as numerous potholes are struck one after the other. The "Facilitate Passage of Traffic" clause; As mentioned in the 2 points above, the passage of traffic in Leafield is now increasingly restricted. Lorries unable to pass each other due to either the width of the road or the fact that parked cars coupled with the increase in unsuitable vehicles makes for severe congestion and dangerous driving conditions as people take dangerous and unexpected evasive action to allow traffic to pass. The "Unsuitable Traffic Use" clause; points 1 to 3 above need no further explanation as the unsuitability of traffic use now being experienced in Leafield and surrounding villages.

			The “Preserve Character of the Road” clause; again. Points 1 and 2 above clearly demonstrate that the roads around Leafield are being destroyed and the characterful country lanes are now being eroded away and damaged daily making for unsightly scars to these once picturesque Cotswold lanes. Remember this is a designated area of outstanding natural beauty that this ban is now systematically destroying. The “Improve Amenities” clause; Leafield and the surrounding villages clearly have none of their amenities improved by this ban. Frankly, the complete opposite is true. The “Improve Air Quality / Reduce Pollution” clause; Due to the restrictive nature of the roads around Leafield and the surrounding villages, lorries can only drive through in a low and high revving gear and so the air is often thick with polluting diesel fumes throughout the day. That was never apparent before this ban. The noise and vibration from the increase HGV traffic is also very apparent. I think it is abundantly clear from the analysis above, that the grounds in which the Burford traffic ban was founded are totally flawed in respect of the knock-on impact of this scheme to the surrounding area. There is no doubt that this experimental order should be terminated as soon as possible before more long-term damage is caused to property and more importantly people as they navigate the huge increase in dangerous conditions now bestowed upon them from this scheme. You need to have a complete and far more holistic re-think about how to deal with the traffic in Burford situation. For it to be in any way effective, you will have to implement many more weight restriction enforcement orders around West Oxfordshire to force HGV operators to use the intended arterial road networks. This cannot be just a “kick the problem down the road” solution. You are going to have to put considerably more effort into researching this challenge and work out a solution that takes the whole area in to consideration. You only need to look at the points raised above to conclude no one from the Council has spent any time at all surveying the consequences of implementing the current experimental order. I would go as far as saying you are on borrowed time in terms of it is only a matter of time before someone is killed or seriously injured on the roads around Leafield. The question will be then asked who is responsible and culpable for the woeful mismanagement and decisions that have been made around the inadequacies of this experimental order.
Business	Brize Norton	Object	We are a local haulage firm trading nearly 50 years around Witney Carterton Burford etc, and have applied for a permit to go over Burford bridge. Every other local haulage company has been given a permit. we have been turned down. All our competition has now got a financial advantage over us by going the short cut route over the bridge. We would be fine with the weight limit if it applied to everyone, but it's not fair that we are excluded seeing as we are based in Brize Norton and I know for a fact people 10 or more miles away have had permits. In one case 25 or so miles. I myself do a tremendous amount of work in Burford itself even right next to the bridge. Is there any chance you could investigate this situation please?
Individual	Leafield	Object	I am an elderly resident of Leafield and am hard of hearing and have slow mobility.

			The increase of HGV vehicles worries me as I do not drive so have to walk around the village to access the shop, church and evergreens. The roads through the village are not designed for HGVs and the limited pathways are narrow. Coming out of the evergreens club, it is on a blind bend and I struggle to hear if something is coming. I am forced to walk on the road by the green as there is no path, and when a HGV comes along, I must go onto the grass verge. This is dangerous for me as I have balance issues and can easily slip over. I also worry about young families in the village. The paths are very narrow, especially if you have a pushchair and a child walking, as I see often. I noticed the road I live on has become increasingly busy. Leafield is built along country lanes not suitable for lorries. In contrast to Burford that was built on an A road designed for HGVs.
Individual	Leafield	Object	I am writing to record my deep concern regarding the recent increase in HGV traffic passing through Leafield. I am disabled and travel on a 'buggy'. We already have a severe speeding problem. My carer was almost 'wiped out' by a cyclist speeding down from the Lychgate direction while she was assisting me across the road. My gate opens onto the road with traffic passing as close as 4 feet. In 'normal' times I have seen two vehicles try to pass on that blind bend, with one having to mount the pavement. Now when we return to 'normal' conditions you will see families, pushchairs, bicycles, a line of children (going from the school to the playing field) on that same pavement. Now ... two HGVs meeting on that bend with no room to pass! Meanwhile the traffic waiting at Witney Lane junction (to your left) is waiting to join the HGVs passing in front of it. I have outlined the situation in just one area of Leafield. Finally, I suggest that our Leafield speeding problem will never be rescued by more signs (30, 20, 10 etc) as only a small percentage of driver's speed on purpose, so they take no notice. Let us try ... speed display ... to wake up the vast majority who speed because of ...
Business	Brize Norton	Object	I own 5A's TOOL & PLANT HIRE we are in Brize Norton we have HGV vehicles that deliver heavy plant to Fulbrook/Tayton/Swinbrook/Fifield/Church Westcote/Etc. This has caused us as a company considerable extra cost in Man hours and fuel costs.

			I understand the bridge can support up to 100 tons, so I consider that 7.5-ton limit unnecessary and having to divert unfair for our business and other HGV's
Business	Kingham	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme started on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Business	Whitminster	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost.

			We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme started on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Individual	Leaffield	Object	It has become very noticeable that many more Heavy goods vehicles are using the village as a through route. This seems to have happened since Burford closed to HGV traffic. The village was never suitable for this kind of traffic as it was only built for a small community through the Wychwood forest. The village is a ' conservation ' area and as such is a prime example of an historic Cotswold village. As a small community people regularly use the narrow pavement through the village to go to the shop, or to the public houses, or the church and to take small children to the village school. Heavy goods vehicles have been seen mounting this pavement when passing parked vehicles! There has also been increased damage to the village road that was never intended to carry these amounts of goods vehicles. Not only is wear and tear on the village infrastructure dramatically increased, the threat of injury that could also come from that damage is also real. I really think the village needs to stop this traffic and even introduce a laden weight limit!
Hailey Parish Council	Hailey	Object	Hailey Parish Council believes that the above order is questionable, ill-advised and detrimental to the health and wellbeing of the inhabitants of Witney, Hailey and other affected villages.

			This measure was enacted because it was “considered necessary on the grounds of promoting road safety, reducing danger (including damage to roads and buildings) and congestion, and improving the environment of the area. The order is primarily intended to protect the historic centre of the town, its infrastructure and residential streets, and its community from heavy lorry traffic. The restriction would force heavy goods vehicles to make full use of the alternative major road network around the area.” The (unforeseen?) consequences - This regulation order has been placed on one of the few A-road river crossings of the Windrush valley. Consequently, Heavy Goods Traffic must find other routes. The regulation suggests they “make full use of the alternative major road network around the area”. The underlying problem is that the supposed major road network is not very major and deficient in alternative A or B-road river crossings. Many of the alternative routes are unsuitable narrow country roads, some of which are so narrow that passing places are necessary. The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue, not only for the operators of HGVs but also for the environment. Environmental impact - This unilateral restriction may reduce the environmental impact in Burford, but it forces HGV operators to use alternative and inevitably longer routes. This increases the overall impact of the pollution generated by HGV traffic and spreads it through adjacent, ill-prepared communities. Reaction of other Parish Councils - Minster Lovell, Leafield, Hailey and Crawley Parish Councils are all exploring similar orders as a defensive measure to prevent HGVs displaced from the Burford crossing from using their country roads. None of these parishes contains an alternative A-road river crossing suitable for HGVs. The first A-road river crossing east of the Burford crossing is the Bridge Street area of Witney. Congestion - Any displaced HGV traffic seeking the next A or B-road river crossing to the east of Burford will pass through the problematical Bridge Street area of Witney to gain access to either the B4022 or A4095. As well as increasing the well documented congestion and delays for traffic passing through Witney it will increase pollution and environmental impact. Air Quality Management Area - The Witney Bridge Street area, now the only suitable river crossing for HGVs, is one of only two areas of West Oxfordshire that has been declared to be an Air Quality Management Area (AQMA). This is because of the level of pollutant (Nitrogen Dioxide), caused predominantly by traffic levels. Although part of the justification for the Burford order is the level of pollution, Burford has NOT been declared as an AQMA by West Oxfordshire District Council. Displaced HGV traffic passing through the Bridge Street area will worsen the current unacceptable level of pollution which already breaches air quality regulations. Conservation Areas - From Bridge Street, the most logical route is along the B4022, through the West End conservation area of Witney and then through Hailey, another conservation area. Along with many of the other affected communities, Hailey contains a primary school. The associated school ‘rush hour’ traffic regularly restricts traffic flow through the village which would be exacerbated by the increased HGV traffic. It would also increase the risk of road traffic accidents and the danger to children seeking to cross the B4022 as well as bringing additional pollution to the village.

			Road safety and reducing danger - Displacement of HGV traffic through ill-suited country roads and villages is detrimental to road safety, will increase the risk of collisions and is more dangerous. A more sensible way of reducing danger and enhancing road safety in Burford is to introduce additional traffic calming measures along with a 20mph speed limit. Conclusion - This unilateral regulation order simply transfers the problem to other areas. The infrastructure in these 'sub-A road' areas is less suited to handling issues associated with congestion, road safety, pollution (especially in an AQMA), protection of conservation areas and their communities and creates a net larger and more wide-spread detrimental effect to the environment. This regulation has not been thought through! It only deals with pollution created by HGVs and takes no account of the vastly greater number of cars and vans that pass-through Burford. Alternative solutions to the issues identified by Burford should be sought such as: a 20mph speed limit through the town, a longer-term solution would be a by-pass, tourist car parks that avoid access via the town centre would remove a major part of the problem. Restricting access along one of the few A-road river crossings in West Oxfordshire is not a sensible way forward. It may improve the environment in Burford, but it has transferred the problem to areas less able to cope with it.
Business	Cote Bampton	Object	PD Hook (Hatcheries) Ltd is a family owned agricultural business located in Cote, near Bampton in West Oxfordshire. We rear, breed, hatch and grown chicken across the UK supplying multiple retailers and food service customers. We hatch 10 million chicks a week across the UK and the management of bird welfare is extremely important to our business and industry. We employ 2000 people and we have a role and duty to feed the nation. Our main hatchery at Cote produces 2.0 million-day old chicks a week and deliver to farms across the UK. We have breeder farms strategically located near the hatchery that supply fertile hatching eggs and we have always used Burford High Street to access the A424 to Sow to access the North of England and the A361 to access our breeder farm at Shipton under Wychwood. The restriction would add about 30 minutes each way on to this journey time alone and prevent us reaching the farms in the North of England within legal time limits. We cannot stop en-route to the farm as it would compromise the chick welfare. Or drivers have an excellent reputation for safe and courteous driving, and we have excellent working relation across the business with local people, communities and businesses. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this. Please may I bring to your attention the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time,

			origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators in this situation. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. We hope you understand the importance to our business to enable us access to farms in the North of England and our breeder farm at Shipton under Wychwood.
Individual	Leaffield	Object	As the owner of a property in Field Assarts and I am extremely worried about the current situation. We have no speed limit through our village and many of our driveways give directly onto the main road quite often with very bad visibility. Compounded with this there is an EXTREMELY dangerous bend where the road narrows on the Leaffield side of Field Assarts. Two small cars can hardly pass at this juncture let alone HGVs. It is a fast road and I personally have had to waive vehicles down whilst walking on this road causing me to leap onto a tiny verge there. It's an accident waiting to happen. PLEASE do take notice of residents living on these roads and do whatever is necessary to re-open the Burford Bridge again.
Business	Chipping Norton	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of 7 jobs. We contribute £51k annually in business rates which will also be lost. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight

			movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Business	Cheltenham	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of XX jobs. We contribute thousands of pounds annually in business rates which will also be lost. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young

			people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Business	Minster Lovell	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of 24 jobs. We contribute £ 10853.25 in business rates which will also be lost. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know what Oxfordshire County Council will be doing to assist my business.
Business	Carterton	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area.

			The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of each delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of 06 jobs, not including the other sub-contractors and other local business we use to run our company. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Individual	Leaffield	Object	As a resident of Leaffield village for 16 years, I have noticed a massive increase in traffic through the village. And especially recently heavy goods vehicles. I understand this is due to new restrictions in Burford , but unlike the A road, our village roads are not designed for such enormous vehicles and often there is a problem with vehicles being able to pass each other safely, especially outside my house which is a through-road but also a narrow one given that cars park on one side of the road. I have a blind driveway and often find it very stressful trying to get out of my driveway, as well as the fact that I have to do a three point turn to reverse into the driveway, this can be a real issue when the traffic is really heavy. Even in these Covid times I've not noticed that much of a decrease in small vehicular traffic and a definite increase in non-farm related HGV's.

			There are many parts of the village – including outside my house and beyond down the Ridings – where there is no footpath and given that the only time we're meant to be out and about is to exercise it is worrying as I have to walk on such a now busy road in order to get my daily exercise – and it often feels dangerous to do so. My worry is not just about now – the danger to school children on their walk to our village school, as well as the environmental impact but what will the traffic be like in the next 10 to 20 years? If Leaffield is experiencing an HGV every 16 minutes, Monday – Friday now, due to the Burford town ban, how much more frequent will that be in the future?
Business	Standlake	Object	I write to you as a local business that has been impacted by the imposed Burford weight limit. We supply customers throughout West Oxfordshire and Gloucestershire with building and landscaping materials, operating one crane lorry. The closure is causing our vehicle to divert on a regular basis, costing us time, money, fuel and ultimately impacting on the environment. We are also having to turn away large orders for delivery into Burford as it is not feasible to deliver bulk materials multiple times on a smaller transit vehicle. I would urge you to reconsider the 7.5 Tonne limit currently in place, and at least increase this to 18 Tonnes, or introduce an exemption permit for locally based firms, to allow us and other local small businesses like us to operate as we have for many years before the change.
Individual	Leaffield	Object	I write to you in your capacity as an OCC Councillor to express our growing concern regarding the increasing impact of heavy good vehicles now using Leaffield as a cut through to their destinations. I understand that this is principally due to the decision to close the bridge at Burford to lorries over 7.5 tonnes. How could this possibly be a good decision? Burford is situated on an A road (A361). Traffic now automatically diverts through other routes and the noticeable impact on Leaffield is considerable. Leaffield is a small village with narrow roads entering into it from all sides (not even B routes). We have seen on many occasions the difficulty for two lorries to pass each other, whereby they must mount the pavements or verges to do so. The risk to pedestrians and residents' properties is considerable. Even more concerning is the fact that a primary school is situated in the middle of the village green with large articulated lorries passing at some speed. There are no reduced speed limits around the school which is surrounded by The Ridings, Fairspear Road, The Greens and Lower End. No speed restrictions of 20MPH have been introduced to Leaffield as has been done to other surrounding villages with much less traffic. The decision to allow large HGVs to divert from using a main road is an extraordinarily short sighted one. The narrow country roads were never built to carry such traffic. The negative impact on safety, environment and resulting damage to roads and verges is considerably and will impact greatly on the need for road repairs etc.

			Something also needs to be done to discourage vehicles using the small side road (The Greens) which runs on the south side of the green by the school. Even though signage clearly says, 'local traffic only', it now being used as a short cut and often at considerable speed. I would ask the Council to please reconsider their decision to divert large HGVs from passing through Burford. This is clearly a bad decision which severely impacts on a small Oxfordshire village, all for the sake of protecting a prosperous market town.
Individual	Leaffield	Object	I am writing to express my concern about the increased amount of HGV 's passing through Leaffield which is the result of Burford closing their town to lorries over 7.5 tonnes since, I believe, September 2020 I live on Fairspear Road which is now being increasingly used as a rat run for HGV's to avoid Burford. Leaffield is a small rural village and its roads are not suitable to cope with this increase in HGV's and in my opinion the situation creates danger not only for us the residents but other vehicles passing through the village There have been standoffs as two HGV's cannot pass each other as the road is too narrow due to residents parked cars and there is a nearby primary school with children further down Fairspear Road walking to school and having these huge vehicles passing very close to them Fairspear Road itself is not in the best condition and the passing HGV's are degrading the surface of the road as it is not designed to take such huge vehicles. I am going to speak to WODC about the state of the road which is only going to get worse with the HGV's continuously passing over it. Some of the huge container lorries that pass have extreme difficulty in passing up or down the road and come perilously close to the path and parked cars My driveway opens directly onto Fairspear Road and at the best of times it is hard to see vehicles approaching along Fairspear Road from either direction and I have recently had a very close call with one of these large vehicles. I understand the ban on HGV's in Burford is experimental and would urge you to not allow the ban to be made permanent as it is impacting all of us who live in Leaffield and making life both unpleasant and dangerous.
Individual	Leaffield	Object	I am a resident in the above village and am writing to express my concern at the increase in traffic, especially HGV's, ever since the introduction of traffic restrictions through Burford. I live on The Ridings which is a main route into the village centre. My cottage flanks the road with only a narrow grass verge for protection. Since the increase in traffic, particularly HGV's, it has become increasingly hazardous to exit my driveway safely as I must slowly nudge the bonnet of my car into the road to gain good visibility. The Ridings is not a wide road by any means, so when traffic is coming from both directions, invariably the HGV must cut into the verge, which apart from spoiling the appearance, is also dangerous for walkers and cyclists. Indeed, when taking the five-minute walk into the village centre, I feel I take my life in my hands each time!

			The roads in the village are not suitable for such heavy traffic. Parents who walk their children to and from the village school on The Green do so on narrow pavements or no pavement at all with lorries passing very closely. I feel very strongly that with the increase in such heavy traffic through the village (which can only get worse), it is only a matter of time before a serious accident occurs.
Individual	Leaffield	Object	I am writing in some gloom and despair about the worsening traffic situation through Leaffield. As if 2020 and now 2021 have not been bad enough, life has been blighted further by the considerable increase in traffic through the village along our narrow country roads. This is made particularly intolerable by the numbers of lorries over 7.5 tonnes now struggling through the village and by the increased speed of many private vehicles. Emerging from my driveway onto The Ridings is now an act of faith as is walking along the road to the village centre. The latter is made even more hazardous by the deterioration in road edges and verges which has been accelerated by the large lorry traffic. We have undertaken a traffic survey (results sent to you separately) and during my shifts at different times of day I was horrified by the actual numbers and types of vehicles passing through Leaffield. It is apparent from conversations with the companies whose lorries now come through the village that the current experimental ban on HGV traffic through Burford is contributing very considerably to Leaffield's problem. The companies and drivers recognise the inappropriateness of our local roads for their vehicles and would prefer not to have to use them. The potential for further damage to the roads and our environment is very apparent, as is the clear possibility of road traffic accidents on some of the particularly narrow sections and tight corners. I urge you to consider very carefully how this problem in Leaffield can be resolved before even more damage is caused.
Individual	Leaffield	Object	The corner by the church in Leaffield is a cause for concern when used by large vehicles. One day I was walking the narrow pavement by the church when a car approached from the village greens direction. As it began to around the corner a Hickman's lorry approached rapidly from the Finstock direction. The lorry swerved on to the very narrow pavement and I had to flatten myself against the wall to avoid injury or worse. Vision is not good around this corner and the road appears to narrow; this makes it dangerous for large vehicles to travel along Lower End particularly as pavements are too narrow. There is also a blind corner obstructed by a thick hedge near the school. It is another potential danger spot. I reported the Hickman lorry to Hickman Brothers (garden supplies, Fulbrook) but received no acknowledgment.

			The recent increase in lorry transits is dangerous for Leaffield residents especially as the narrow pavement by the church is used by parents and children on the way to Leaffield School. Please act now to ameliorate this situation.
Individual	Leaffield	Object	I would like to express my concern about the very noticeable recent increase in HGV lorries through Leaffield. Some of the vehicles are very large indeed and completely inappropriate on the small lanes through and around the village. I work from home a lot - more so during the Covid pandemic. My desk looks out onto The Ridings, at a point where the road narrows. There are DAILY incidents where lorries must stop suddenly outside my house. The wall outside our house has been damaged. Our car alarms get set off, as the lorries are so close. If the lorries are coming up the hill, traffic regularly must reverse up the hill to allow the HGV's to pass. There is no footpath down the Ridings. Pedestrians must try to get off the road to let the large lorries pass. This is difficult and very scary if you're pushing a buggy or are with a young child or walking a dog. I have a horse, which I ride regularly around the Leaffield village lanes. Luckily my horse is not scared of lorries, but there is an obvious increase in the number of big lorries that go past me. Nearly all of them slow down, are courteous and try not to scare my horse. However, there are quite a few horse riders in the village and some of their horses are nervous of lorries. With the increased number of large vehicles going through the village, it's only a matter of time before there is a very nasty accident. The verges through and around the village have been significantly damaged, as lorries or cars must use the verge in order to pass each other. This not only churns mud all over the road, but destroys culverts, which help with water drainage. There is also an increase in the number and the depth of potholes on the roads. Restoring the verges, culverts and potholes will have to be paid for by someone. As we endure this latest lockdown, and try to take our daily exercise, walking, cycling and horse riding have become high risk activities in the village of Leaffield, due to the increase in the number of HGV's using our village lanes.
Individual	Leaffield	Object	I am writing to complain about the amount of heavy traffic using the roads here through this village. The last year it's got bad. Extra traffic every day. Bigger than ever lorries and tractors. I've lived here in this house over 60 years and we always kept the grass and garden out the front of our cottage neat and tidy with mowers and grass looking nice and clean. Now it's being run over with traffic night and day. It's got worse, seen extra lorries etc coming through Finstock Road then going through to Forrest to get to Chadlington etc. Today, 20th January 2021, waiting for water board to come out to mend a water leak where heavy lorries and tractors have run over and burst the water pipes. Revoke the Burford ban.

Business	Brackley	Object	I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area. The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme started on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction. It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators. The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.
Individual	Leaffield	Object	I am writing to object to the imposition of a 7.5 tonne weight limit through Burford town centre. I did object in the original consultation; however, my views were ignored and BTC has commented in the press that they did not receive any objections. Since the trial weight limit has been imposed, I have seen many of my predictions come true with an increase in local HGV traffic through surrounding villages including Leaffield, where I live: The A361 is an A road, built over many years to specifically withstand HGVs and an increasing volume of traffic. It has been substantively constructed with road markings, wide pavements and most of the housing is set back from the

			carriageway. The new routes that vehicles are now taking are based on unclassified roads, with no road markings, poor road foundations, limited footways and have many houses adjacent to the carriageway. The safety of pedestrians has been compromised with the change of traffic flow, Leafield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which ALL re-routed traffic passes. The damage to buildings and the road surface has increased. Greater levels of heavier traffic along the lightly constructed roads is causing vibrations to our property and many others. The unclassified roads are not designed for the traffic levels they now receive, they are being damaged at a much faster rate, leading to increased maintenance costs. Potholes also pose a danger to road users, damaging vehicles and causing a serious threat to cyclists. Additional vibrations are also generated from uneven surfaces, exacerbating the problem. Whilst 44 tonne lorries usually have air suspension, designed to cushion their massive weight, local lorries such as skip trucks, quarry lorries etc. have leaf springs, which shudder down the highway. This is the type of traffic that we have seen increase specifically as a result of the High Street closure in Burford. Air quality has decreased whilst Oxfordshire's Carbon Footprint and pollution has increased. The traffic has moved from Burford High Street to other areas, many journey times have been increased which has not only led to lost productivity but it has also enlarged the mileage for local hauliers, resulting in an net gain in carbon emissions. This is particularly important in the light that we have a Climate Emergency, the action encouraging longer journeys caused by diverting away from Burford has increased Oxfordshire's carbon footprint. We understand that BTC wants to improve life for its residents and protect the many medieval buildings in the town and so I have some alternatives that should be considered either in place, or alongside the restrictions: Build a bypass. An expensive option but possible given the swathes of farmland either side of Burford. A new river crossing could be built and given the requirement to provide homes in West Oxfordshire, a housing project could be considered to help fund this proposal. Burford High Street could then be pedestrianised, increasing property values in Burford and growing the tourist income and income from the TV and film industry. A bypass would also solve the increasing traffic volumes which are currently not restricted by the weight limit. Upgrade alternative routes. Acknowledging that traffic is re-routing over a few alternative bridges across the Windrush, BTC should upgrade those routes, improving the road surface, footways and pedestrian crossings in the surrounding, affected villages. Upgrade the A361 – if the road surface was significantly upgraded with a quieter, more cushioned surface with proper foundations along Burford High Street, the traffic would have less impact to residents and the restrictions could be removed or altered. Alongside this suggestion, the restrictions could be timed to restrict traffic at certain times of day to give the residents a break and share the impact with the surrounding villages. I have been very concerned about the apparent and obvious bias of the previous consultations. It is obvious that a few hundred people living in villages outside Burford are less in number than the several thousand who have all supported the scheme who live in Burford Itself. I am sure anyone reading this note can see that Burford residents

			would strongly support the scheme even though several other villages will be negatively affected and their lack of numbers and objections (when consultation advertising was not widely circulated) may well be construed as apparent support of the scheme. I am also worried that the period of trial is during the quietest traffic period of the year as well as during lockdown/restriction of local people, forcing them and businesses to move around less. At the very least can the council consider lengthening the consultation period so that the effects of the weight limit can be seen in more normal times. In addition, I have been involved in traffic surveys in our village. Could BTC not fund these traffic surveys within surrounding villages so that a clear picture of the weight limits affect can be seen. However, there is no before data to consider, another weakness of the original consultation process where no thought was given to local HGV traffic or small surrounding villages existing traffic levels.
Individual	Leafield	Object	I would like to voice my extreme concern about the increase in heavy goods vehicles coming through Leafield. I have particularly noticed large lorries using The Ridings and joining Fairspear Road which is presumably due to the Burford bridge limits. Witney Lane and the top road of The Green is also bad, and they go at Such speed. I understood we were due a 20-mph limit as per most Villages in the area.
Business	Leafield	Object	We are very concerned about the proposed weight restriction on the bridge in Burford and indeed the effects which are already being felt during the temporary experiment. As farmers, almost everything we buy and sell concerning our business comes and goes on lorries. The bridge restriction in Burford is causing problems to hauliers wishing to access our farm. Many of the lorries are having to come through the village of Leafield, using the small lanes in the area, when they would otherwise have been able to use the A361. We have had an instance of a driver of an articulated lorry refusing to deliver a pallet of goods to the farm because he was not allowed to come over the bridge in Burford. Instead he returned to the distribution depot, where the goods remained until they could be delivered on a smaller lorry. This resulted in two journeys for one pallet, meaning a waste of fuel, more pollution and lost time for us. There is no doubt that we are seeing increased numbers of lorries on the narrow roads through surrounding villages because of the restrictions on using the A361 through Burford and we would ask you to consider very carefully the consequences, in many cases unintended, of making this restriction permanent.
Business	Bristol	Object	I am writing to raise our concerns over the 7.5 tonne wight limit proposed for Burford. Cemex Materials UK produce and supply Ready-mix concrete and floor Screeds to the local area, our Customers range from large projects to the local DIY people.

			Access to the local villages via the quickest route is imperative to us as our products all have a short life span before being needed to be placed. There are 7 Vehicles operating out of our Standlake plant ranging from 26 tonnes to 32 tonnes. The Diversion route proposed for us to reach our customers based has a detrimental impact on not only us but mainly our customers as their work is often time critical, if they are having several loads then we be unable to deliver within a time scale without putting many more trucks on the road. Travel through Burford for us not a planned event but is done as and when required. As often Customers order for the same day delivery, but this 7.5t limit will affect our offering to our customers. Although the Truck mixers carry the Cemex livery the drivers are all self-employed local people, they operate under an Independent haulage contractor basis so therefore the impact is felt by individuals as well as Cemex. Please reconsider the introduction of this weigh limit, as a local business it means many more vehicles being placed on our roads to deliver material locally.
Individual	Leafield	Object	The Burford experimental ban on heavy traffic has created a vastly increased number of huge and heavy lorries that continually thunder through Leafield. This situation is detrimental to village life and completely unacceptable for the following reasons: SAFETY ALONG LOWER END - There is only a single narrow footpath on one side of the road. Parked cars reduce the width of the road, so it becomes little more than a country lane, which means traffic is often forced to pass perilously near either the footpath or the properties on the opposite side. Lorries are a danger, sometimes swerving horrifyingly close to people and property – as illustrated in the picture below which clearly shows tyre tracks on the narrow grass verge. Some of the heavy lorries pass by at such a speed that the air current they create can be clearly felt and could cause an elderly pedestrian or child to lose balance and fall either on the path or more worryingly into the road and the path of passing (very often speeding) traffic. Many of the houses have obscured vision when pulling out of driveways and the increased volume and speed of traffic add to the hazard. This is a road tragedy in the making. ENVIRONMENTAL DAMAGE - Leafield is a small village in a conservation area with listed properties, an historic church and should be protected from the physical and aesthetic damage created by the enormous increase in heavy lorries. UNFAIRNESS - How unfair that Burford's interest should be put before the welfare of the residents of a small village that has now become a rat run. Leafield is experiencing an HGV every 16 minutes, Monday – Friday, due to the Burford town ban. How much more frequent will that be in the future? And what is the cost to village life, the taxpayer and the preservation of our precious countryside?

			Please, please reverse the Burford lorry ban and additionally put into place a new order to protect Leaffield from heavy and speeding vehicles.
Individual	Leaffield	Object	We are writing to complain about the amount of HGV's currently driving through Leaffield and the surrounding area. The noise, considerably more traffic causing noise pollution - bleep, bleep when reversing to go from The Ridings down Fairspear Road, as well as engine and braking noise and rattling/chugging of larger vehicles. The amount of traffic - I took part in a survey from 7-9am and was shocked by the amount of HGV's at this early time, and the danger they posed to school children crossing the road for both the village school and to those who alight buses for schools outside the village. In my opinion this alone is an accident waiting to happen. On more than one occasion that morning there were altercations between large vehicle drivers and car drivers. The impact on surrounding area roads. Weight and size of traffic causing wear and tear on the roads - more potholes and issues with the edge of the road where large wheels have caused trenching because they have had to move onto the verge as they are simply too large to pass one another. Quite simply these vehicles are much too heavy/wide and long for the roads in and out of the village The danger to public walking on the roads. The Ridings has no pavement and is tight with two cars passing let alone a lorry and car, or at worst 2 lorries. At Field Assarts the road also narrows at the brow of a hill. This can be treacherous The impact on the School pick up and drop off. Also, the fact that school children use the village green during school time as a play/sports area with no surrounding safety barriers We cannot understand why the little bridges at both Minster Lovell and Crawley are deemed to be preferable for HGV'S to cross rather than the substantial one at Burford which comes at the bottom of a large high street and adjoins 2 large roads - the A361 heading to Chipping Norton and the A424 heading to Stow on the Wold. The selfishly unilateral decision to restrict the bridge at Burford, a key link between the A40, the A424 and the A361, has achieved nothing other than diverting heavy vehicles onto far less appropriate roads, with consequent damage to community and infrastructure My husband like many others is currently working from home due to the pandemic, and is continuously distracted and interrupted by lorries at a bottleneck outside his home office window, an issue sure to be replicated throughout Leaffield Finally. It is my understanding that most large vehicles contacted about driving through the village are against doing so.

Individual	Leaffield	Object	I have a young family; we walk around the village regularly and it is very dangerous now due to the high volumes of the HGV vehicles coming through our tiny roads. I have stopped taking my children out on their bikes as I fear for their safety on parts of the roads. This has a detrimental effect on their health and fitness, even walking around the village is proving more difficult. I have never felt as unsafe during that time as I do now. I am reluctant to allow my oldest child to walk to school on her own or to the shop anymore. This is affecting her independence. During the recent lockdown, going for walks, bike rides etc has become more challenging and riskier due to the HGVs travelling through which has added anxiety and worry to an already challenging time. Especially as we cannot travel to another area to get our daily exercise. A few days ago I was walking near the school (The Green), we were on the road as there is no path there, and a large HGV came past, we jumped onto the grass but I caught my foot in a hole and twisted my ankle. I do not feel safe in my own village anymore. Leaffield is built on country roads, unlike Burford which is built on an A road, it has much better access and better quality of roads than Leaffield does. It makes no sense at all to send these HGVs through our tiny village, when there are much suitable roads to use, and has been for years. I also have an elderly relative in the village, and I know how challenging she finds mobility, I worry about her out walking on our tiny pathways, and where there are no paths.
Individual	Leaffield	Object	I was struggling to understand why Leaffield has suddenly been subjected to an extraordinary number of large lorries driving through the village continuously every day of the week generally at breakneck speed. They struggle to overtake each other as our roads are not wide enough for large lorries, they damage our verges, and usually disrespect the speed limit. The problem is acute around the village green (where the school is located) and being a pedestrian near our village shop is positively dangerous. (This is where the elderly does their shopping, congregate and use the post office). There is not enough room for them to pass parked cars safely or see the pedestrians. I now understand this is happening as they don't have access to Burford and are using our village as a rat-run. Please could the planners take this email seriously and re-consider what has happened in this village as a result of this ban.
Individual	Leaffield	Object	Over the past few months, I have noticed a large increase in HGV driving through the village. This is having a detrimental impact on the village, environment and to my safety. The village has very narrow roads and it is causing damage to most if not all the grass verges. Please take a drive through the village towards Finstock to see the clearly obvious damage.

			I also have a narrow footpath from my drive to the road which when leaving my property to see out, my bonnet must go into the road which I have had a frightening experience with a lorry heading my way!!! I have now taken to parking my vehicle on the road, so I do not encounter that experience again. These lorries are using a narrow B-road with properties that are next to the road without any grass verge or pathway. The lorries longer journeys are in long term affecting the environment as their journey is longer.
Individual	Leafield	Object	I believe more heavy lorries use Leafield as a rat run.
Individual	Leafield	Object	Massive increase in HGVs due Burford Village roads not designed for HGVs Issues with HGVs passing each other, especially roads that have cars park on one side Blind driveway on to the road - stressful parking when traffic is heavy Noticed definite increase in non-farm related HGVs Parts of the village with no footpaths, worry about walking on the road with increase in HGVs - feels dangerous Danger to school children Environmental impact
Business	Weybridge	Object	The RHA strongly objects to the Experimental Traffic Regulation Order for the following reasons. The Burford restriction will displace our members HGV fleet from perfectly good "A" roads designed for Road Freight onto less suitable country lanes. This is likely to create unnecessary congestion and have an adverse environmental impact. We have 133 members based in the vicinity of Burford many of whom will be affected by this restriction. There are many farms and businesses around the periphery of this restriction that need agricultural produce collected and other farming goods delivered by road freight. The restriction will add significant journey time and cost for operators having to use alternative roads. Mandatory drivers' hours regulations apply to HGV drivers and the restriction will reduce the driving time available, as a result of increasing the distance HGV must travel, because of the restriction. Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.

			The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Governments sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk. We have many members operating businesses in Oxfordshire who will be adversely affected by this restriction on a key local authority road. The unintended consequences of this restriction are likely to result in those businesses having to close. The RHA has previously responded to a consultation, objecting to this scheme, prior to October 2017. We are concerned that our response objecting to this restriction was erroneously assessed by Oxfordshire County Council officials as supporting the restriction. Therefore, our members views were not fully taken into account.

As part of a group/organisation	Windrush Valley Traffic Action Group	Object	Windrush Valley Traffic Action Group (WiVTAG) currently includes 15 Parish and Town Councils, 1 district council, and a growing number of farms and businesses in Oxfordshire and Gloucestershire. We represent the interests of local communities and businesses who have been affected by the displacement of HGV traffic due to the Burford TRO. WiVTAG challenges and seeks to constructively support both OCC and Gloucestershire County Council (GCC) to recognise the serious regional impact of this experimental weight limit. We urge OCC to revoke the Burford 7.5t restriction and strengthen the application of relevant policies and strategies in their Local Transport Plan. The estimated 400-600 HGVs transiting through Burford daily, confronted by the experimental TRO weight limit since August 2020, have been forced to seek alternative routes. The restriction in Burford has: displaced almost all the Evesham traffic (fruit and industrial) to the A44 through Moreton-in-Marsh/Chipping Norton/Woodstock. offered alternative routes that are unworkable, time/cost consuming or indeed inefficient. These are the westbound A40 to Northleach route, with an impossibly tight roundabout, and the eastbound A40 to Oxford route, with frequently heavy congestion. caused drivers of international haulage and transport operators, often using Satnav, to select local alternatives that are often on very unsuitable roads. Local company HGVs, with contracts in the farming, waste, building, or energy sectors were dependent on the Burford bridge for access to regional businesses and sites. Most of these businesses are not eligible for exemption permits in the scheme operated by Burford TC. The situation leaves them no option but to use the narrow lanes through neighbouring Witney, Minster Lovell, Crawley, Hailey, Leafield, Swinbrook, and the Barringtons to cross the River Windrush. WiVTAG's ongoing liaison with local farmers has exposed a substantial degree of concern, commercial impact, effective 'isolation' and operating challenges to their businesses. These large or contract farming estates are dependent on heavy haulage for supplies and, crucially, the movement of livestock, grain, straw, hay, and wood to clients or regional/national and international markets. The economics of scale and cost dictate that all such movements are by three or more axle HGVs weighing well above 7.5t. Crucial to our findings is that Burford's agreement to offer 'local permits' ignores the critical transport requirements of modern agricultural business. There are a number of regular national 'loops' that have effectively been broken by the weight restriction.

			Burford TC do not issue permits to entire fleets of HGVs, and local farmers cannot apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery/collection. The likely consequence is that an HGV driver (who has possibly/probably never run this circuit or is a non-English speaking driver using Satnav) learns about the weight limit on arriving at Burford roundabout and, perhaps in desperation to fulfil the contract, will take or try any alternative route, even if that is breaking the law. Local business (retail, building and construction, FMCG) is dependent on local, national, and international transport. Burford and its surrounding communities expect a dependable level of essential services (fuel, aggregate, sewage waste, skips) which are supplied most cost-effectively and efficiently by HGVs. The current situation is enforcing detours that are at best inefficient and (at an average 8mpg) most certainly in direct contradiction to any County AQMA or regional net zero environmental initiatives. OCC's proposed method of measuring the success of the Burford restriction is to monitor traffic at six key points in the county and to compare the number of HGVs before and after the scheme came into operation. A reduction of more than 50% in Burford and an increase of no more than 50% elsewhere is seen as a success. However, the country has been living with radically different patterns of movement under Covid 19 restrictions. Consequently, it will prove exceedingly difficult to distinguish changes due to the Burford restriction from other much larger national impacts on traffic. WiVTAG sought direction, clarification, and justification for OCC's actions in the County's own Local Transport Plan (LPT4) and Freight Strategy documents. We were surprised to find the following policy statements that if applied by OCC, would have justified rejection, or at very least serious questioning of the TRO application submitted by Burford: Policies 5, 24, and 29. Oxfordshire Freight Strategy DfT has published the estimated external cost per lorry mile of using different categories of road. These vary from 82 pence for A class roads to 235 pence for other (lower classification) roads. This reflects various environmental costs, but the critical factor is infrastructure, road repairs and maintenance, where the costs per lorry mile are 7 pence for motorways, 24 pence for A roads and 171 pence for other roads. This illustrates the economic and environmental benefits of keeping lorries on the strategic road network as far as possible. Approval of the Burford TRO directly contradicted the stated policy aims of OCC as set out in LPT4 (policy 29). Indeed, Burford is at 50% of the levels recorded in Witney and Chipping Norton (areas that breach Air Quality levels) to where much of the HGV traffic has been diverted. Damage to Burford High Street was one justification for the implementation of the weight limit. This takes no account of the resulting damage that is now being experienced in the neighbouring Oxfordshire and Gloucestershire villages. Verges, footpaths, bridges, and culverts are being damaged, while pedestrians, heavy commercial and car traffic attempt to find space on the narrow lanes.

			The WiVTAG community accepts completely that Burford Town Council has acted in the best interests of its resident community and historic property. At the same time, mindful of the experimental nature of the current TRO, we were most concerned to understand the attitude of the Town's Mayor, which at best reflects a lack of understanding of the situation and indeed degree of damage being caused.

As part of a group/organisation	Witney Town Council	Object	I write with reference to the above order which has been discussed by Witney Town Council in recent weeks. Following recommendations from the Council's Climate, Biodiversity & Planning Committee and the Witney traffic Advisory group, the Town Council requests the removal of the Experimental Traffic Regulation Order at Burford Bridge at the earliest opportunity. The interim report on this scheme showed a clear impact on Witney due to the order. In particular, the Town Council has concerns regarding the impact of additional HGV movements in the Air Quality Management Area and road safety in Bridge Street, Witney. The Town Council is sympathetic to the issues at Burford which brought about this order and asks that the County Council engages with all those affected to explore alternative options, adhering to the Local Transport Plan which ensures the management of HGVs on a county basis. The Council understands that this matter will be considered at a meeting of Thursday 29 July 2021 and asks that the views of Witney Town Council are taken into consideration.

Table 2: Consultation responses in neither support nor objection

Individual / Business	Respondent Location	Neither	Comment
Business	Standlake	Neither	We would like to apply for a permit to be able to drive our one HGV through Burford please?
Ascott under Wychwood Parish Council	Ascott under Wychwood	Neither	The Parish Council and Neighbourhood Planning team at Ascott-u-W have been corresponding with James Wright about traffic calming measures. Then, just this week we had a 30mph sign knocked down by an unknown vehicle driving through a narrow point of the London Lane where there is a blind bend. This was done without any tyre mark on the grass verge. I had reported the sign being knocked down to James and asked if it could be replaced asap because the narrowness and the blind bend make it very important. I also remarked that we struggle with large vehicles coming through and he suggested that we comment on the Burford bridge consultation. Our team had discussed doing a traffic survey but took the decision that it would not reflect the real amount of traffic due to the Covid effect and particularly lockdown now. However, soon after lockdown is released (if it is released) then we will have Christmas and holidays. Very soon after that is the end of the Burford bridge consultation. I suggest that any traffic data will not give you the correct picture at this unprecedented time and it would, therefore, be very difficult to prove the real effect of the weight restriction on Burford bridge. Therefore, it would make a lot of sense to extend the consultation period to cover a time when the nation is hopefully returning to some form of normal working practices.

Table 3: Consultation responses received in support

Individual / Business	Respondent Location	Support	Comment
Individual	Milton under Wychwood	Support	This is long overdue to protect the historic buildings. However, the Council must seriously consider the alternative routes which will be used. Narrow roads from A40 to A361 via Leafield and the Wychwoods or from Stow to Witney via the Wychwoods are not suitable for heavy goods.
Individual	Burford	Support	Now everything has changed, and we are rid of the noise and commotion. PLEASE DO NOT LET THEM BACK.
Individual	Oxford	Support	I've often been in Burford. Beautiful place. My impression is it wasn't built for lorries and would benefit from fewer of them using it as a through route.
Individual	Shipton-Under-Wychwood	Support	We live on the High Street in Shipton-Under-Wychwood and are therefore directly affected by traffic noise and given our Grade 2 listed property status we also have limitations on noise prevention measures on our windows and all our bedrooms face the road. Noise, an increase in traffic and non-adherence of the speed limit has been an issue on this road for many years. We have noticed some reduction in heavy duty traffic since the restriction came into effect and support its permanent introduction. Whilst Shipton-Under-Wychwood has a 30-mile limit this is rarely adhered to by any type of vehicle and the High Street would most certainly benefit from a traffic camera especially with increased usage from both cyclists and pedestrians and several blind spots. Several times we have been closed to being run over by speeding traffic when crossing the road after exiting the Wild Gardens. Whilst a certain amount of heavy traffic is unavoidable our observation in the past has been that the road is used by many foreign registered lorries as well as other oversized lorries that based on their logos advertised on their vehicles cannot possibly be delivering locally and more likely using the road as a short cut.

			Furthermore, there are several manholes covers that do not fit flush with the road surface and this adds to the noise levels when both cars and lorries drive at speed over them. I sincerely hope that this weight limit will remain in place. Directly after this was enforced, we noticed a difference in heavy duty vehicles driving through Shipton-Under-Wychwood High Street, however over time this has again increased with the speed limit being largely ignored. We live in the centre of the village and I have seen several near accidents of elderly people trying to cross the road, cyclists and horses being alarmed by sudden noise and heavy lorries some foreign registered trying to manoeuvre on unsuitable roads having made a wrong turn and this often very early in the morning. Whilst some heavy traffic is unavoidable like farm vehicles, food & courier deliveries, oil deliveries & septic tank clearance & other related country traffic I remain very concerned about the volume and speed of HGV traffic through the village. The buildings often shake with the size of HGV vehicles and the idyllic, safe peaceful life of Shipton and surrounding village residents is under threat. At the very least a curfew time for HGV traffic would be beneficial as we often hear (& feel) the effects of HGV vehicles as late as midnight and as early as 4.00am. The issues that are affecting Burford should not simply be passed to the next villages as this is not solving the problem long term.
Individual	Shipton Under Wychwood	Support	Noise significantly reduced for homes on/near A361 Pollution significantly reduced (immediately noticed dust levels) Much safer walking along A361. Previously big lorries were far too close to pavement. Much more pleasant walking around village
Individual	Oxford	Support	These vehicles blight people's lives and need to be restricted.
Individual	Fordwells	Support	Burford is full of very important listed buildings which are being damaged by heavy goods vehicles. The ban on HGV's is essential to prevent further deterioration. Burford is a beautiful town for locals and tourists and to have heavy vehicles driving through erodes the peace and character of this beautiful town. The bridge at the bottom of the high street also needs protection from the passage of HGV's.

As part of a group/organisation	Shipton under Wychwood	Support	Improved safety and local amenity
Individual	Carterton	Support	Having lived in Burford for most of my life before moving I know how the town suffers with HGV traffic the noise, emissions and damage it does to the extremely old buildings. There are perfectly good routes around Burford I feel it's purely down to the laziness of the haulage firms or penny pinching that they try and cut through other villages, they know these are not suitable alternatives and are just trying to cut corners off the main roads to save time/fuel. Why do the residents and the heritage of our country have to suffer due to HGV firms trying to take a quicker route because once the damage is done it's normally too late to fix it with listed/heritage buildings? The town suffers enough with congestion with the influx of tourism throughout the year with the HGV traffic on top it becomes unbearable for the residents. The classing of the road running down the high street as an A-road was fine post war when the traffic was light and HGV weights were not as heavy as they are now but anyone can see that it should now be downgraded to a B-road.
Cllr Hibbert-Biles	Shipton under Wychwood	Support	This weight limit deters HGV's travelling through Chipping Norton on the A361 and continuing through the conservation village of Shipton.
Individual	Fulbrook	Support	Reduces traffic congestion, noise and damage to roads and properties.
Individual	Burford	Support	I support this - I go for early morning walks and the sound of the heavier trucks can be deafening and feels unsafe.
Individual	Fulbrook	Support	The large trucks that used to pass through the town were horrible. They were rarely at speed limit and made standing on the high street and crossing the road unpleasant. The speed limit of 20mph would be good but no one sticks to it and there is not really reason for drivers to do so with no speed camera and no speed bumps.
Individual	Burford	Support	For the last 15 years living here, our house has vibrated as HGVs have driven through at speed, especially at night.

			However, once the weight limit was introduced, the vibrations stopped and the front of our listed building house has stopped losing the pointing, and the traffic, whilst still heavy at peak times, is so much better than it was two years ago.
Individual	Carterton	Support	Removing the heavy goods vehicles and reducing the speed limit benefits the people of Burford not only from the danger of accidents but also pollution. Children walking to school will also be safer especially those having to cross the bridge at the bottom of the hill. The restrictions should also say in place to protect the historic high street and bridge, the buildings are after all the main attraction for the army of visitors every year.
CLlr John White - Burford Town Council	Burford	Support	The Experimental Weight limit has proved highly successful. Whilst formal surveys have not yet been carried out the incidence of HGVs exceeding 7.5 tonnes passing up and down the High Street has decreased by over 50 %. Businesses, had they been allowed to remain open, would have benefitted enormously and so would the visitor economy. The air is clearer, so the children are safer and property damage is coming under control.
Individual	Burford	Support	I am supporting this as the reduction in the amount of damaging heavy traffic through the high street has been very significant. I sincerely hope the weight restriction becomes permanent.
Individual	Fulbrook	Support	Feels safer for pedestrians. Quieter. Less pollution. Less night-time traffic. Feels more respectful of the town and the buildings within.
Individual	Witney	Support	This beautiful village should be saved from massive lorries polluting listed buildings.
Individual	Burford	Support	I am supporting the proposals as, living on the A361 in an old 'listed building' home with old leaded glass windows, I have found that the windows are no longer vibrated by the HGVs speeding through the town. Also, the ingress of diesel soot through the same windows has significantly decreased. It has reduced the damage to the building and improved the environment.
Individual	Burford	Support	Lorries driving past make a significant amount of more noise than cars/vans.

			Having been living here for a few years they also add to the already congested main road through Burford not to mention walking over the narrow bridge with dogs when large vehicles are coming past.
Individual	Shipton under Wychwood	Support	We shop in Burford regularly and it is noticeable that buildings vibrate and shake when the HGVs go by. They pollute the air with fumes and noise. The speed of travel of the HGVs is also a safety issue. There is also a 'knock on' effect to local villages. How can this be right in one of the world's most beautiful villages?
Individual	Shipton under Wychwood	Support	Burford is a beautiful Cotswold town with amazing historical buildings which draws locals and tourists to the town. It is my nearest town, where I shop and is like stepping back in time. The size & speed of the lorries careering up and down the high street does a great deal of damage to the buildings and detract from the medieval atmosphere that is Burford. There is also the environmental impact to consider, air pollution and noise pollution have a huge detrimental effect on the people and buildings of Burford.
Individual	Milton under Wychwood	Support	I drive & walk this route 4 days a week. The difference is amazing in traffic. Air seems to be better. Appears to be less shaking going on too.
Individual	Stonesfield	Support	It creates a much nicer atmosphere in the town and makes it a more appealing place to visit to shop or eat out
Individual	Fulbrook	Support	The impact on a small-town high street is overwhelming of HGVs.
Individual	Burford	Support	There are some who say, 'it's an A road the HGVs should go there', but it was never built for this volume of large vehicles, when they were permitted, they rarely stuck to the speed limit, when it was busier it caused terrible congestion and the fumes are unbearable, and the vibrations cause damage to property. A PROPER solution is a well thought out bypass to alleviate the impact on villages and surrounding areas but until then this restriction should stay and be enforced with ANPR (there are still several who ignore the restriction).

Business	Burford	Support	The reduction of lorries through Burford has had a tremendously positive impact on the community. The air quality has improved dramatically. The traffic snarls caused by lorries queuing through the high street have all but stopped. The high street has once again become safe for pedestrians. The ancient single lane bridge appears in better shape. The unbearable noise levels caused by the lorries has fallen off, allowing more office and home-based working to flourish. I have relocated my business from London back to Burford purely for this reason. If the lorries return, I will move my business back to the city.
Individual	Burford	Support	Living on the high street, the noise and shaking of the buildings has ceased and makes for a far safer and nicer place to live. Having a full night sleep without noise disturbance is beneficial to wellbeing.
Individual	Burford	Support	The environmental benefits of the ban have been obvious - the air is cleaner, and the noise and vibration of the lorries is immense - especially when they go up Burford hill.
Individual	Burford	Support	The ban has had an anecdotal positive impact on the high street in Burford; the impact will be even better felt once COVID restrictions are lifted and the street is even more highly populated. In normal times, the road is also highly congested due to the single-lane bridge, and lorries add to the poor air quality, as well as traffic backing up to and often impacting traffic on the A40 Burford roundabout. Objections from other wards referencing locally based lorries having to use their roads are invalid, due to the available exemption scheme. They need only apply. Perhaps an information campaign can be implemented for local hauliers to make them aware.
Individual	Burford	Support	There has been a noticeable reduction in noise and rumbling vibrations through the high street. This can only be a good thing for Burford.
Individual	Carterton	Support	Because I think there should be less traffic through Burford and because the bridge will last longer with less heavy traffic along it.
Business	Burford	Support	The noise and shaking of buildings have dropped dramatically and the 20-mph speed limit is also helping.

Business	Burford	Support	It has taken many years and lots of hard work to get to this stage to protect Burford. This ban must stay also to improve the air quality, not to mention the financial contributions we have made.
Cllr Chris Butterworth, Chipping Norton Town Council	Chipping Norton	Support	Hopefully making a permanent weight limit will reduce the overburdening of HGVs through our town.
Individual	Fulbrook	Support	My children walk to school from Fulbrook. It's not safe with the number of lorries that used to come through. My children can confidently cross the bridge and safely get to school with less large vehicles in the area.
Individual	Burford	Support	The town is a medieval treasure with several buildings that must be protected. The bridge at the bottom of Burford Hill will also not continue to support HGVs - over time this will weaken. The residents have had to spend several thousand pounds investing in signs to prevent the HGVs passing through the town. The livelihood of the residents and their buildings must be respected.
Individual	Burford	Support	I'm in support of the weight restriction to help protect Burford from the pollution and the rattling of the buildings which is caused by the HGV's. Many a times I have seen HGVs going into smaller side streets within Burford that have then got stuck causing delays to traffic coming in and out of the town. The amount of time and money gone into this so far shows that Burford residents feel very strongly about this. The only concern I would have is to where the traffic is being diverted to, causing the same damage to a nearby town/village.
Individual	Burford	Support	The relentless stream of HGVs had always been a major problem and since I came here had been getting worse. Air quality in the valley was miserable, even to the extent that I sometimes had to sleep with a mask on because of diesel particulates.

			The noise and vibration, night and day, was dreadful. The period of blissful respite from the onslaught that the Experimental Weight Limit provided served to really underline how bad the situation was. The weight limit must be kept; to reinstate it would be an appalling retrograde step.
Individual	Burford	Support	The size of the lorries that travel up and down Burford hill are too large, omitting far too many fumes for residents & people who live in the area. Added to this category should be excessive large tractors and trailers, especially during the summer months. None of these vehicles get checked by the police and the drivers of these huge machines should have an HGV licence as technically these tractors should be classed as an HGV due to the weightage, size and speed they can go. If we continue to let HGV's continue down Burford High Street, then the bridge will be under extremes of pressure and property foundations will become untenable. A bypass of some sympathetically design must be found if we are to keep this historic town looking at its best and without the shop fronts and properties continually being encased in scaffolding whilst works are on-going. Visitors will always come to Burford to visit as it's known as the gateway to the Cotswolds and has many shops up and down the High Street to visit. Witney town centre is not a million miles away and visitors come to visit the beautiful countryside and the walking that is on offer. If nothing is done ASAP, then the Councillors are very narrow minded and are quite frankly not thinking outside the box with residents in mind. No one likes to change but when needs must then the local councillors should sit up and listen to what the residents need.
Individual	Fulbrook	Support	Burford needs protection from the constant stream of heavy lorries using Burford as a through route. More permits need to be issued to stop local and delivery lorries using village roads avoiding Burford to carry out their work. For example, a multi drop lorry delivering in Fulbrook should not have to divert round Burford to deliver to Burford Garden Company
Individual	Burford	Support	During this trial the noise pollution has reduced, and the air has been much better The roads in question were not designed for the constant drum of these heavy vehicles and it has become a much nicer place to live.

Individual	Burford	Support	The High Street is now so much safer, especially for all the children (primary and secondary) walking to and from school, and for older residents. The reduced heavy traffic also benefits our independent shops, because the High Street is a much more pleasant environment. Our local shops and cafes are working so hard to cope with lockdown and trading limitations. If they are in favour of reduced heavy traffic, we should support them!
Individual	Burford	Support	It is crucial we protect the many listed buildings on Burford high street. As such an important part of the Cotswolds, and a popular tourist site, it would be a mistake to allow lorries to continue to ruin the heritage area.
Individual	Burford	Support	The bridge whilst seemingly in good order is an historic monument and needs to be protected. It is part of the history and draw of visitors to the town. The vibration to the High Street buildings cannot be underestimated. Also concerned about the environment, noise and fumes from heavy lorries, DO NOT enhance the experience of walking in the high street, for local people, visitors and which is a thoroughfare for children making their way to school. The prevalence of asthma and other related diseases has grown in the last 20 years and this needs to be considered. There is concern about the pollution in the Windrush and this is being acted upon but air pollution because it cannot be seen; is a Cinderella issue.
Individual	Burford	Support	Reduce congestion on high street
Individual	Burford	Support	It has greatly improved the experience of living and shopping in Burford. Less noise and pollution.
Individual	Burford	Support	The town has benefitted immensely. Quieter street night, less vibration to listed buildings and others in High Street, less air pollution and more importantly It was the will of the residents who contributed £200k+ to improve their town.

Individual	Chipping Norton	Support	Anything that helps reduces HGV traffic through historic market towns (and so reduces pollution levels and damage to listed buildings) must be a good thing.
Individual	Burford	Support	I fully support the ban of HGVs over 7.5 tonnes. My house shakes with the vibrations of the heavy vehicles and will contribute to the shaking of the ancient structure of this house. No 45 is a c.1400 and reverberates with the vibrations from the lorries thundering down the High Street. My house has already been treated for subsidence. This reverberation will add to this problem.
Individual	Burford	Support	Detrimental to the town of Burford, both the buildings and the life of the inhabitants.
Individual	Burford	Support	Preservation of historic buildings Less noise pollution Less air pollution Safety of pedestrians (particularly young and elderly)
Individual	Burford	Support	Improves road safety Reduces pollution/ improves air quality Reduces vibration/ wear and tear on fabric of street Reduces noise (Enforcement is important)
Individual	Fulbrook	Support	Burford high street doesn't have the infrastructure to support regular traffic, let alone heavy vehicles. The roundabout by the bridge is way too small for heavy vehicles. Heavy vehicles also bring much pollution.
Individual	Burford	Support	The HGV trucks rattle through Burford and cause vibration on the paths plus they must be damaging the historic houses that line the hill. Burford is a medieval historical town and loses all character as these vehicles pass through.
Individual	Burford	Support	Because previous heavy traffic was destroying the old buildings and damaging the tourist attraction of the town, which are vital parts of our National Heritage.

Individual	Foscot	Support	Based on non-lockdown periods, when traffic volumes have been normal, the experiment has shown a great reduction in noise and vibration in our buildings, as well as a great improvement in air quality, greatly enhancing the quality of life and making the town significantly more attractive to both visitors and new businesses. Casual observation of the alternative routes suggests no significant costs to counter these benefits.
Individual	Burford	Support	I live in the High Street and the change in safety and emissions is very noticeable. Night times are much quieter than previously, and traffic idling is now minimal in comparison.
Individual	Widford	Support	Even with the current ban we still get articulated lorries going down Burford high street. However, the difference is remarkable, and MUST be continued for the safety and well-being of all
Individual	Burford	Support	The benefit to Burford has been extreme. The houses are not relentlessly shaken, I can sleep at night, the pollution is much reduced. I can cross the street safely. All local businesses can locally deliver within 5 miles using an excellent permit scheme and deliveries to Burford can come from anywhere. The school children are safe again
Individual	Burford	Support	Large vehicles are not appropriate in Burford. They are noisy and polluting when climbing Burford hill. The cause vibration damage to the old stone-faced timber frame buildings. They are dangerous to pedestrians when crossing the bridge over the Windrush.
Individual	Burford	Support	The ban has made it safer from some lorries that speed through late evening. The ban has made it much quieter and more enjoyable to walk in Burford and for tourists to enjoy Burford. Fewer diesel fumes.

			Much better for ancient buildings.
Individual	Burford	Support	To promote road safety, reduce damage to roads and buildings, cut congestion, and improve the environment of the area. Also, to protect the historic centre of Burford, its infrastructure, residential streets, and its community.
Individual	Bibury	Support	The weight limit helps to protect the whole of Burford Conservation Area, probably the finest in the Cotswolds and a magnet for visitors from far and wide. The overall intrusion, vibrations and noise of heavy traffic is hugely destructive to the environment, damaging buildings and the bridge and fundamentally undermining the peace and tranquillity of this wonderful gem. The weight limit should be extended indefinitely to keep out heavy traffic in perpetuity.
Individual	Burford	Support	We in Burford provided the vast funds for lorries not being allowed in Burford to protect our Listed Buildings all down the High Street and to protect children from pollution from lorries. We have two schools and one Boarding House and pupils must walk the High Street to get to School. As a town we have tried to obtain this ban for years.
Individual	Burford	Support	Although the lockdowns have had some effect on the amount of traffic in Burford the absence of heavy vehicles has been noticeable in relation to noise, pollution and vibration. Those residents and businesses directly fronting the High Street have commented on the reduction of both. Even without the heavier vehicles the bridge and road through Burford are used extensively throughout the day and night. It is important that the West Oxfordshire town that attracts so much tourism is protected from pollution and destruction. The fragility of the buildings should be of paramount consideration and importance to the preservation of the town's historical importance.
Individual	Burford	Support	HGVs are damaging to our local environment and cause damage to Burford's Listed buildings and bridge. They also attempt to manoeuvre through the side roads of the town which aren't wide enough, were not built for this traffic & thus cause damage en-route.

Individual	Burford	Support	As a resident on the High Street, I have seen how the town's traffic has benefitted from the ban of certain HGVs, The noise pollution being considerably reduced is a bonus.
Individual	Burford	Support	Burford high street is almost entirely made up of beautiful historic buildings, many of which are very old and even part medieval. The view looking down or up the hill is a unique treasure and should be preserved as part of our national heritage. It is certainly a very well-known feature of the Cotswolds and West Oxfordshire which we should be proud of and doing everything we can to preserve. we have for years had a high volume of HGV traffic driving through, often not keeping the speed limit (particularly at night) making these beautiful buildings vibrate and spewing filthy fumes which damage the building fabric. There are also many homes and hotels with rooms right on the high street, and they must endure the constant noise and fumes too, to the detriment of their health. The bottle neck of the one-way bridge means that there is a problem with exhaust pollution at the bottom of the hill with traffic and HGV's waiting for the lights to change. As the town relies heavily on tourism for business survival, it is again a nonsense for the experience of the visiting tourist to be spoilt by heavy noisy vehicles thundering by as they wander up the high street.
Individual	Fulbrook	Support	We live immediately next to Burford and walk over the Bridge frequently (in Covid times daily) to attend church, buy provisions, go walking, see friends. The ban has made the High Street much less noisy - you can hear each other speak when you meet! It is also less dusty, making the air cleaner. We feel much safer crossing the Bridge. There is much less vibration now, which can only be good for the historic buildings. I consider that the ban is a must for the protection of the historic town of Burford and the health of its residents.
Individual	Burford	Support	The initial period of the ban has greatly improved traffic management in Burford, even during the restrictions to traffic owing to the Covid pandemic. It is easier and safer for pedestrians to cross the road.

			There is less traffic noise and pollution. The Hill is a more pleasant environment.
Individual	Burford	Support	To main structural and infrastructure integrity in the Burford AONB area. Safety issues and concerns over traffic Pollution issues for residents Reducing noise stress
Individual	Burford	Support	I feel much safer when walking around and crossing the High Street or The Hill. Noise from lorries and air pollution have been reduced and I am sure that damage to the historic buildings in the town has been prevented. Burford is a small town with a relatively narrow road through it and a bridge at the bottom on which only one-way traffic is permitted, controlled by lights. The road can become seriously congested and the weight limit has reduced this risk. The local economy is also largely dependent on visitors and heavy traffic can be a big deterrent to them. I fully support the weight limit becoming permanent at the end of the experimental period.
Individual	Burford	Support	Since the experimental weight limit has been enforced the high street is quieter, easier to cross and air pollution appears much lower.
Individual	Burford	Support	To combat environmental pollution Unsuitability of HGVs in an historic market town & to reduce traffic congestion. To prevent further damage to the fabric of our homes, our roads, our town To prevent danger to the public and to our community, particularly to children, the disabled and the elderly
Individual	Burford	Support	Has prevented HGV's using Tanners Lane. The Lane is narrow with no footpath and HGV's presented a danger to pedestrians as well as damaging overhanging trees and verges. The ban has also reduced noise, vibration, pollution and congestions of the High Street.
Individual	Burford	Support	Safety of pedestrians in the town is improved,

			impact to residents living on High St/The Hill is reduced by having fewer HGV's driving through the town. Consideration on other nearby villages needs to be made, and clear 'permissions' process to enable local deliveries to be made without undue impact on small village / roads nearby.
Individual	Fulbrook	Support	Burford is a historic town with fine old sometimes fragile buildings. It is of great historic interest to the many tourists whose spending helps greatly to support the town.
Individual	Signet	Support	The roads through Burford are not suitable for huge lorries or trailers.
Individual	Burford	Support	HGVs have a very detrimental effect on the town of Burford in terms of noise pollution and pollution from their exhaust emissions. The vibration they cause damages the buildings which line the High Street and The Hill, many of which are listed. they add to the congestion of traffic from which the town suffers.
Individual	Burford	Support	The Long awaited and hard fought for measure to protect the town against erosion of the built environment is most welcome to improve the general atmosphere of the Town for the safety of residents and for visitors to this Cotswold Tourist destination. The noise levels, pollution and vibration arising from large, heavy vehicles and articulated lorries have all shown a marked decrease during this temporary ban. It is to be hoped that the ban will continue indefinitely.
Individual	Burford	Support	I would very much like the weight limit to be made permanent as it has been a relief not to have large lorries heading down Burford hill (although I did see one going at quite a speed recently, so it clearly isn't preventing them all). It is much better for the town, the residents, the bridge and the environment!
Individual	North Leigh	Support	As a frequent visitor to Burford, I have found the lorry ban beneficial in promoting a better atmosphere on the High Street for shoppers and visitors. I understand that residents of nearby villages such as Leafield and Crawley have objected on the grounds that lorries banned from Burford are being diverted via the villages. However, as a regular traveller through both I cannot say that I have noticed any HGV's.

			In both cases, I don't think that HGV drivers would attempt to use these narrow roads, since they are obstructed by residents' parked cars to the extent that it is difficult to negotiate in a small car, and would be almost impossible in a lorry.
As part of a group/organisation	Burford	Support	Having now seen how much better the air is without these heavy vehicles. It is also a lot safer as a resident and pedestrian when walking up and down the A361 through Burford.
Individual	Milton-u-Wychwood	Support	The beautiful and ancient buildings are at great risk of damage from these enormous vehicles.
Individual	Burford	Support	It is reducing the impact and damage to the many historic and important buildings in Burford. Traffic congestion has reduced dramatically. Previously heavy vehicles probably driven by people with no local knowledge entered Barns Lane and because the hill in the lane is too narrow for HGVs consequently, they got stuck, often blocking Barns lane for several hours. Reduced congestion, noise and potential danger from HGVs has encouraged more visitors to the benefit of the local economy. Reduced damage, wear and tear to the historic bridge at the bottom of the town. Reduced air pollution.
Individual	Shipton under Wychwood	Support	Burford is a historical jewel and it is being shaken to bits. It needs preserving.
Individual	Burford	Support	reduction of noise and vibration reduction of risk of damage to buildings reduction of air pollution reduction of excess traffic, and jams on residential roads
Individual	Burford	Support	I believed this was a permanent solution to the town's suffering due to the volume of very heavy lorries driving up and down the high street. It has been so much better without them; residents can now cross the street more easily and not have to inhale their exhaust fumes whilst out walking or shopping.

			The buildings are not shaken so much, and the bridge was never built to support the weights it has had to carry for years. Lorries have become ever bigger and heavier. It has become a far safer, healthier and more pleasant environment since the introduction of the ban.
Individual	Burford	Support	I believe the Experimental Weight Limit is having a positive effect and wish it to continue.
Individual	Burford	Support	Burford has been spoiled as a tourist destination and shopping centre by the number of heavy good vehicles that thunder through its centre, day and night. Since the restriction has been in place the town has been much pleasanter, calmer, quieter and safer. I understand that lorries may have been trying to find alternative routes through smaller local villages and single track roads - I would hope that the highways authorities would ensure that the HGV ban will continue, and lorries will be directed safely along suitable roads.
Individual	Signet	Support	A few lorries still try to beat the ban but overall, this medieval town is quieter and more importantly free from the frightful vibration and pollution that was severely affecting both retail and residential buildings. The consequence is better traffic flow (fewer queues at the roundabouts both ends of Burford's High street), less pollution and much less vibration affecting the ancient buildings in the town.
Individual	Fulbrook	Support	Having lived on the high street for 25 of those years I have been witness to the imposition that HGV's impose. The main factors are vibration on the buildings, excessive noise, especially noticeable at night and additional air pollution. Burford is also of great tourism value to West Oxfordshire and the reduction in HGV activity will enhance its position in that regard.
Individual	Burford	Support	The reduction in HGV traffic has made a significant difference to Burford, in terms of noise, dust, disruption and the ambience of the town. There is no doubt that it is a success and should be continued.
Individual	Golden	Support	The attractive Windrush bridge is single lane with traffic lights which create very long lines of traffic idling in the High street. HGVs emit very noxious and dirty fumes accompanied by loud noise. The High street is narrow and not adequate for large vehicles in both directions.

			The town is a very popular destination for tourists with resulting dependable income for businesses and employment for residents. HGVs just do not belong in the town.
Individual	Burford	Support	Burford is entirely unsuited for the transit of HGVs. They pollute the atmosphere as they sit in traffic jams largely created by themselves and they damage buildings. They are not compatible with the large numbers of pedestrians and tourist in the town.
Business	Burford	Support	Our business of holiday rentals is located very close to Burford High Street. We ourselves, our customers, our suppliers and everyone we know in Burford, wants this experimental weight limit to be continued.
Individual	Fulbrook	Support	It has greatly reduced congestion in Burford and HGV traffic on the A361 through Fulbrook with safety and environmental benefits
Individual	Burford	Support	The scheme has been a resounding success. Burford has been a much safer place to live in since the introduction of the weight restriction. The levels of noise and vibrations are much improved, congestion is lower and there has been a noticeable improvement to the environment of the area. At the time I moved to Burford a close friend was the victim of a very nasty road traffic collision on Burford High Street and hospitalised for several weeks. I am very pleased that the traffic conditions have improved so much since those times and will be very disappointed if the restrictions are ever reversed. If only we could get speeding offences controlled too.
Individual	Burford	Support	before the ban often felt my old house shake when lorries went past, small items would vibrate off surfaces, and I worried for the fabric of the building. Since the ban there I have noticed no vibration in the building. There has been less dust too. I own a business on the High Street and am confident that, come more normal times, I will benefit from more visitors who will appreciate the fact that the town has a normal amount of traffic, but much less noise and distraction.

Individual	Burford	Support	Because of the damage to the ancient buildings, noise and pollution. life in the town is much better since the limit was introduced.
Individual	Fulbrook	Support	The effect of the ban has been so demonstrably good for Burford main street, for the environment, for the villagers of Fulbrook and the preservation of the buildings and roads and the bridge saved from heavy traffic
Individual	Fulbrook	Support	Restrictions on extreme heavy vehicle traffic is needed to promote road safety, reduce damage to roads and buildings, cut congestion, and improve the environment of the area. We need to protect the historic centre of the town, its infrastructure, residential streets, and its community.
Individual	Fulbrook	Support	I support the Heavy Vehicle restrictions as it is now easier to cross the road in Burford. I can pass/walk across the bridge with more ease. The house owners in Burford have a quieter life. There is less traffic through Fulbrook. Unfortunately, the car drivers still speed through the village.
Individual	Shipton-under-Wychwood	Support	I am supporting the weight limit for the preservation of Burford and its historic buildings and my village on the A361
Individual	Burford	Support	The restriction will make Burford High Street safer for all concerned and reduce fumes and noise
Business	Burford	Support	Business owner, property owner and living over the shop I strongly support the weight limit. We have had to carry out far less pointing work on our property owing to the reduction in the amount of vibration caused by the HGVs During the period that we were able to trade, the response from the public was almost entirely in favour of the reduction in the number of HGVs. The consensus was that Burford had become a much more pleasant place to shop. If one upscales the number of trading days to those of a normal year I would expect to see a healthy increase in turnover for the town. As a resident of the High Street I can say that we have a much more pleasant environment in which to live, the dusting and cleaning of our house is much reduced, we sleep much better.

Individual	Burford	Support	The objectives set: to promote road safety, to reduce the damage to roads and buildings, to cut congestion, to improve the environment, and overall the protect the historic centre of the town, its infrastructure, its residential streets and the community, are being achieved through the implementation of the Experimental Weight Limit. Through traffic has alternative options for the achievement of their journeys. I would urge the continuation of the much appreciated, noticeably effective, weight limitations.
Individual	Burford	Support	Since the ban there has been a noticeable improvement to Burford high street. It is a very busy town, and having HGVs rattling down the streets has been dangerous and damaging to the historical buildings. The pavements are narrow, and I have young children - it has felt safer and more pleasant since the ban.
Individual	Shilton	Support	The town of Burford is a wonderful historic place that was created long before large lorries - it does not have the infrastructure to support such damage.
Individual	Fulbrook	Support	The village of Fulbrook (totally residential, many houses standing close to the A361) has benefitted hugely from the reduction in the numbers of heavy lorries formerly using this road not only during the day but also throughout the night. Fulbrook is a safer and healthier village The whole environment of Burford is tremendously improved as a result of the lorry ban. Congestion is reduced, with consequent lowering of levels of damage to the roads and buildings and air pollution. This all enhances the town for the benefit of both residents and visitors.
Individual	Burford	Support	The current restrictions have made a significant and beneficial difference to the town. There is less pollution, less noise and less traffic and as an elderly resident, I feel much safer crossing the High Street.
Individual	Burford	Support	Much improved environment for buildings and people. Noise levels, air quality, and ease of crossing the road all hugely better, The ancient stone houses and shops are conserved, to the benefit of residents, visitors, and the whole of West Oxfordshire.
Individual	Oxford	Support	For decades Burford high street has been blighted by heavy traffic and particularly by enormous lorries which have no place in Burford or in any other small towns or villages,

			This has a terrible effect on the quality of life for residents, workers and visitors, on the environment causing noise and air pollution, major severance and intimidation as well as severe inconvenience. These vehicles are too big for anywhere but need to go on motorways and major trunk roads, if at all, with transhipment of loads into smaller vehicles where necessary. The Council needs to take measures to ensure neighbouring areas are not affected by displacement of traffic.
Individual	Burford	Support	The difference since the weight limit has been imposed has been very noticeable. Less pollution, less noise and safer for pedestrians, cyclists and other road users. In the recent snow it was evident to note that there were no lorries stuck on Burford hill blocking the road which was invariably the case previously. Since the restrictions there have been no lorries trying to come down Barns lane, which is not passable for HGVs, and then having to reverse back, sometimes knocking down walls and damaging cars in the process, as was the case in the past. We very much support keeping the weight limit in place.
Burford Town Council	Burford	Support	Support for cleaner air reasons. Support because damage to the heritage assets are much reduced Support because vibration and noise eliminated. They were horrendously noisy. Support because the HGVs don't try to get through back roads to avoid the High Street and get stuck..... that was about 5 a month. Through traffic HGVs dropped from 400 -700 per day to virtually nothing except a few foreign ones.
Individual	Burford	Support	From experience of living on the hill in Burford I am aware of the seismic bounces that are applied to the listed buildings when heavy lorries pass, this must of course be destructive to old buildings It is safer for lighter traffic on that steep hill as stopping distances are shorter, particularly of importance to such a normally busy street.
Individual	Great Milton	Support	Too many heavy goods vehicles entering town. The continuation of a weight restriction will improve health and wellbeing and will limit toxic emissions in Burford.

Individual	Burford	Support	The ancient buildings on The Hill and in the High Street are vulnerable to the vibrations caused by the stream of heavy vehicles which used to go down the centre of Burford. Burford is a tourist town and gets most of its income from visitors. Huge lorries going up and down are detrimental to the 'Gateway to the Cotswolds' atmosphere. There was a marked improvement to the environment when heavy lorries were restricted The emissions from traffic in Burford are unpleasant enough without the addition of fumes from heavy lorries, especially as traffic frequently must stop and start at the traffic lights in the middle of the town.
Individual	Burford	Support	The weight limit has made a huge difference to the flow of traffic through Burford, especially during the night. We no longer have large lorries thundering down The Hill and High Street at high speed waking up the town and shaking the buildings
Individual	Burford	Support	We used to get a fair number of articulated HGVs entering Barnes Lane despite the sign saying, 'Unsuitable for HGVs' and the they would get stuck in Pytts Lane or Guildenford. This has only happened once since the ban, which makes it much clearer that it the route is impassable to HGVs. I fully support the ban on the High Street, which has made the High Street a much more pleasant environment. During the lockdown, with low general traffic levels, the passage of the original volume of HGVs would have been very noticeable and disturbing.
Individual	Burford	Support	Reduction in noise, especially through the early hours; increase in safety.
Individual	Fulbrook	Support	For all the same reasons the limit was brought in in the first place.
Cllr Field - Johnson	Burford	Support	The weight limit has proven to be a success in limiting HGVs use of the High Street and causing significant damage to the Grade 1 buildings along the High Street. Burford remains one of the most popular tourist destinations in Oxfordshire and footfall has increased since the HGV ban. There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosseway.

			I live a mile from Minster Lovell and there have been no increase in HGVs there. I am aware that Leafield has had problems with HGV and note complaints of HGVs in 2017 & 2018 - well before the Burford ban. The increase in 2018 of HGVs in Leafield has mainly been due to HGV drivers attempting to avoid the weight limit in Charlbury and are looking for alternative routes. This has nothing to do with the Burford ban.
Individual	Burford	Support	Burford is a historic town with a vast majority of its buildings being Grade II Listed dating back hundreds of years. These buildings need preserving, and it cannot be good for them to have HGVs passing through the town. Aside from that, there is also the issue of safety for the residents of Burford and the visitors to the town. Is that HGVs are too big to be passing through the High Street and it is only a matter of time before there is an accident. For these two reasons, I support a weight limit being imposed on HGVs that need to travel through Burford.
Business	Burford	Support	Small town/village large trucks, fumes, parking, danger to pedestrians, discourages tourism.
Individual	Signet	Support	This restriction saves the town centre from the noise, pollution and disturbance made by heavy lorries negotiating the High Street. Burford is a medieval town with many ancient buildings whose preservation was threatened by the lorry traffic.
Individual	Burford	Support	Heavy goods traffic on the High Street was causing congestion and was generally a nuisance. It was also causing damage to the fabric of the listed buildings.
Individual	Wheatley	Support	I would like to see the weight limit made permanent, with farm vehicles excepted. Burford is a town of fewer than two thousand residents but has a higher than normal level of traffic due to its being a tourist destination for many. Dating from the sixteenth century, the buildings and byways do not easily accommodate twenty first century traffic, which should be kept to a minimum to preserve this charming example of mediaeval town as well as possible. There are no large supermarkets or other outlets in Burford that would need bulky deliveries; similarly, the villages to the north of the A40 which can be accessed by driving through Burford are unlikely to be a destination for bulk deliveries and so large vehicles should have no need to drive into or through the town.

			The vibration and extra pollution from heavy vehicles cause a slow but lasting and irreversible damage to the buildings and roads and so every step must be taken to prevent this wherever there is a viable alternative.
Individual	Burford	Support	Burford is an historic market town defined by its straight, steep high street. There is already significant traffic through this route for a small town and recent extreme weather conditions caused havoc for even smaller vehicles going up and down the hill. The noise, pollution and size of large vehicles, particularly over a narrow bridge, are far too much for this type of road. Due to the proximity of the resident houses to the street, the impact on residents of increased noise and air pollution is severe, as is the damage to the local industries, such as the independent shops.
Individual	Burford	Support	We need to keep the noise, air pollution and heavy weight vehicle road damage to a minimum.
Individual	Fulbrook	Support	I support the Weight Limit through Burford wholeheartedly. To walk into Burford from Fulbrook we must walk over the narrow bridge which is a total hazard when the huge lorries that come over the Bridge so close to where pedestrians are walking. This is also a hazard for anyone with a dog, a pushchair, or a mobility scooter as the area to walk is so narrow and it is not possible to see what traffic is coming towards you until you are in the middle of the bridge. When the lorries go up the High Street the fumes and noise is totally unacceptable for a Medieval Town and they do so much damage to the foundations of these beautiful buildings and the road structure.
Individual	Swinbrook	Support	Added pollution, blocking traffic as road too narrow for some HGV.
Individual	Taynton	Support	Burford is a beautiful town dating from Medieval times but has retained much of its charm and interest. Being so old the High street is totally unsuitable for HGV's which are too heavy and too big for the busy town. The weight and vibration of the traffic must damage the ancient buildings. It only takes a delivery van trying to drop its supply to one of the shops or for lorries meeting in opposite directions to block the road. At these, and peak times when traffic is brought to a standstill as it queues to cross the bridge it causes excessive pollution particularly with HGV engines idling. Burford is much visited by tourists (which adds to the UK and local economy) and their experience together with that of local visitors and residents is marred by the sheer size and noise of the HGV's.

			There are increasingly less, and less unspoiled High Streets in the Country and we should do our utmost to preserve one of the most historically and beautiful ones that remain.
Business	Burford	Support	As a property owner on Burford High Street, the benefits are of reduced noise, pollution and vibration. Also reducing the visual assault on a much-desired tourist destination and residential High Street.
Individual	Taynton	Support	Burford dates from medieval times and has one of the most beautiful high streets in the country. It is of historical interest and this history and its character should be preserved. HGVs are damaging the structure and the foundations of the buildings because of their size, weight and the vibration that they cause. The width of the High Street is very restricted in places and there is not enough room for HGVs to pass. This causes mayhem and together with queuing to cross the bridge at busy times, pollution as engines idle. This also adds to the journey times of people trying to get to and from work and other destinations. Tourists are very important to the UK economy and never was there a more pressing need to encourage them back than in the coming months. HGVs obscure and spoil the magnificent views that so many tourists come to see as well as spoiling their experience with noise and fumes. It seems crazy that a for the sake of a few extra miles and minutes it would take the HGVs to avoid Burford, quality of life for residents and visitors would be so greatly improved.
Individual	Burford	Support	I am supporting this proposal to make the experimental weight limit permanent in Burford for the following reasons: Reduces damage to our historic buildings. Reduces pollution Reduces noise. Hotels can offer all rooms on the frontage of the High street. Residents can manage a conversation on the pavement! This reduction makes Burford much safer for the many elderly people crossing the roads.
Individual	Burford	Support	As a resident, I strongly support the Burford Weight Limit. It has made such a big difference to protecting the history and charm of the old town which so many families and visitors come to see.

			They can sit outside the inns and cafes with their children and dogs to have a meal without the awful noise, pollution and feeling vulnerable as the large lorries thunder by. The Weight Limit has helped Burford hugely by reducing the damage done to the ancient buildings and stopping the dominant effect of large lorries which block the sight of one side of the high street from the other. Those lorries and trucks made the town feel less safe with their size and noise. Pollution from them affects everyone but particularly the children and elderly at a time when we know how bad this is for health. And it damages the ancient buildings by the layers of dirt and erosion of the stone. Burford is a special town - the gateway to the Cotswolds - much loved and visited and this family thanks the Council for helping to preserve it and protect its people and visitors with this Weight Limit.
Business	Burford	Support	The building does not vibrate anymore with normal traffic
Individual	Burford	Support	The heavy HGVs caused our listed building to vibrate, the noise especially early morning was horrendous as the lorries braked. The pollution was also evident in the air and on windows etc. We continue to live and work in Burford. The change to the environment once the ban came into effect on all the locals and our important tourist business was obvious. The Hill and high street became a pleasurable place to spend time especially as outdoor dining was recommended you could hear yourself speak. Burford is a historic town that should be preserved for generations to come. We need to take care of it and reduce the risk of damaging our vitally important tourist industry and play our part in protecting the environment. To reintroduce the HGVs etc would be morally wrong.
Individual	Burford	Support	The town has improved, especially the air quality. My only concern is that the vehicles may be using other, and perhaps inappropriate routes (e.g. the Barrington Bridge) to avoid the weight restriction. Does the council have plans to ensure that appropriate routes are being used?

Individual	Fulbrook	Support	The HGV traffic through Burford is a blight on this beautiful Cotswold town. It is dangerous to pedestrians at the narrow one-way bridge over the Windrush and the noise and air pollution are very harmful to residents and businesses. The vibration damage to historic buildings is clear. Since the ban was put in place in the summer there has been a noticeable decline in HGV's, although there are still a minority, (not locals with the exemptions,) who flout the regulations. It is a much more pleasant experience for locals and our many visitors, and I strongly urge OCC to make this weight limit order permanent. Thank you.
Individual	Potenza Picena (MC) Italy	Support	I'm supporting this proposal because there are so many good reasons even if it's just road safety not only for people but also towards those magnificent historical buildings, less pollution, less noise above all, good sense.
Individual	Burford	Support	We own a listed house on The Hill in Burford and the noise of HGV's labouring up and down the hill is noisy and unpleasant and disturbs the beauty of the town
Individual	Worcester	Support	I was born and raised locally and until her death my Mother lived in George Yard therefore for many years, I have been a frequent visitor. Prior to the restriction the High Street area had become a disaster for pedestrians, and other light traffic. Due to the pandemic restrictions my visits have of course reduced but in the occasions, I have been there has been a marked benefit from the reduction in HGV traffic.
Individual	Taynton	Support	To stop the continual use of so many HGVs polluting Burford high street.
Individual	Widford	Support	Traffic on the high street now backs up to the roundabout - big haulers should have to divert
As part of a group/organisation	Fulbrook	Support	Because since the trial period, life in Burford has been infinitely improved and much safer. As we visit and shop there, we had noticed how perilous it had become for pedestrians and of course residents. This historically unique and beautiful village was being wrecked by the juggernauts using the hill, sometimes breaking the speed limit. Furthermore, the popularity of a place to visit was waning which would be disastrous for the town.
Individual	Burford	Support	The Hill is a busy high street with people regularly crossing the road at different locations.

			Reducing traffic, especially from unnecessary HGVs is good for public safety and local emissions reduction.
Individual	Burford	Support	The disjointed HGV route management that OCC overseas, has for years raised HGV movements exponentially through Burford. There was a recognised route around Burford that HGV's were only 'Advised' to follow. This route was never made enforceable and therefore was ignored. Because of this Burford was used as an HGV Rat-Run, that was further exposed when OCC enacted weight limits on other roads such as the A44 and other areas, making the issue even worse for Burford its people and a nightmare for visitors to Burford. The situation had become intolerable in Burford forcing the weight limit application by BTC and Burford residents. It would seem there are a few HGV infractions into surrounding towns and villages, but it is OCC's responsibility to stop these infringements, not to revert Burford to a continued HGV Rat-Run hell. The limit must remain.
Individual	Burford	Support	The difference has been extraordinary. Despite the difference in traffic due to lockdown, the lack of lorries has been a real and much needed improvement to the pollution - both noise and environmental. Road safety has also been positively impacted as lorries do drive rather quickly for what is usually compacted and busy high street.
Individual	Eynsham	Support	-
Individual	Burford	Support	The HGV ban on Burford High Street has so far been very successful - the air is cleaner, and the historic building are bony being shaken to the same effect. I wholly support continuation of the restrictions
Individual	Burford	Support	Burford is an historic town. The High Street has a greater proportion of Grade ii, and Grade IIA buildings than any similar town in the land. It is also a residential street and much valued by visitors. It has not only historic value but aesthetic value as well.

			Its use by HGV through traffic has already through past years caused considerable damage by vibration and atmospheric pollution which has attacked stonework (as I can demonstrate) as well as human health, and the increasing size and weight of vehicles will only increase the damage. As a medieval town Burford has national value and deserves the measure of protection that this ban gives it. The two parallel side roads - Barns Lane and Tanners Lane - are simply unsuitable for modern HGV traffic, as has been demonstrated when vehicles have encountered difficulties there.
Individual	Burford	Support	The ban on heavy vehicles has greatly improved the ambiance, safety, air quality and generally enhanced the experience on Burford's High Street. It is clearly achieving one of its stated aims of protecting the historic buildings in the town. Funds to implement the ban were raised by the local population and others, which demonstrates the importance of this to us all. I strongly support this becoming a permanent ban on HGVs.
Individual	Burford	Support	I support the current weight limit through Burford. This has reduced the noise and traffic congestion in the High Street. It must also help alleviate damage to the many listed buildings either side of the High Street and The Hill.
Individual	Burford	Support	I support extending the current 7.5 tonne weight limit through Burford Town Centre and making it permanent. This 7.5 tonne weight limit has reduced the noise and traffic congestion in the High Street. It helps alleviate damage to the many beautiful historic listed buildings either side of the High Street and The Hill. It also improves road safety for school children, the towns' elderly residents and tourists. The main road surface through Burford will also suffer less damage. With less traffic congestion and improved air quality this will improve the environment of the area.
Individual	Shipton-under-Wychwood	Support	Our village benefits from the weight restriction as lorries are unable to progress via the A361 which passes through our village. The road is narrow in places with tight turns which raises concerns for pedestrian and vehicle safety. Houses adjoin the road at various points in the village and heavy vehicles bring excessive noise disruption as well as causing buildings to shake resulting in minor damage over time.

Individual	Burford	Support	Has dramatically improved air quality and reduced noise pollution in High St
Individual	Shilton	Support	Not only has the ambiance and character of Burford improved immeasurably but also the safety. In the past lorries have barrelled down the road making walking on the pavement, crossing the road or even driving a hazardous experience. Then there's the usually massive traffic jam that extends from early morning and through the day.
Individual	Burford	Support	I believe the HGV's travelling through Burford have a detrimental lasting effect on the buildings. I have also observed when the high street is congested with rush hour traffic it is amplified by the HGV's in every sense of the word. HGV's are not only loud and polluting but often find it difficult to navigate around general traffic, causing further disruptions and adding to the congestion. The issues raised by other local villages with regards to HGV's now using alternative routes are an unfortunate result of the restrictions imposed in Burford. Although I sympathise with these villages, I do think similar restrictions could be implemented in order to stop this unfortunate knock on effect. Burford is not alone in this approach to dealing with HGV through traffic and as a result of restrictions imposed elsewhere, namely Woodstock it has needed to find a solution to an ever-growing problem. This problem has been ongoing within the West Oxfordshire District for many decades. Unfortunately, without a wider district approach this likely to remain an ongoing problem for many decades to come.
Individual	Burford	Support	The positive benefits of an HGV Ban to the preservation of the historic buildings and safety of the current population of this unique Oxfordshire town are indisputable. The current temporary ban in Burford on HGV's must be made permanent to preserve this gem for future generations.
Individual	Burford	Support	The weight limit has significantly improved the quality of life in Burford, especially the High Street, I feel strongly that it should be made permanent.
Individual	Burford	Support	It has improved lives.

			Less pollution, less noise and the chance to sleep at night. It has also enhanced a vitally important tourist town and source of income to the area. It also supports an area of outstanding natural beauty
Individual	Burford	Support	As a resident of Burford, I must support the HGV ban through the High Street, although the High Street is notorious for its traffic jams the loss of HGVs have improved the environment in Burford, not least the noise of these vehicles. My mind is at rest now as I am sure eventually there would have been an accident late evening/night as the HGVs race down the High Street at high speed. Please endorse the ban and keep Burford safe.
Individual	Burford	Support	There is so much less traffic noise from the HGV's resulting in much better night's sleep. The town also feels safer as a result of not having so many lorries along the main road. In normal times the fact that Burford is quieter on the road will be better for the tourist revenue in the town.
Individual	Burford	Support	This in an excellent opportunity to protect the environment of our historic town. The lorries hurtling down the hill not only rattle the foundations of our homes but cause pollution; congestion and danger to my children. This unique town thrives on its charm and ambience and the lorries cause a blight on the economic wellbeing of what both tourists and residents admire most about it. The trial in our opinion was and is a great opportunity, and success....and the Councillors responsible should be commended for their support and foresight in supporting the local community, who have had to put up with this blight for decades. This act of support of change will sustain Burford for decades to come and rid us of the blight of congestion; noise and pollution and give us all a decent night's sleep too which we are surely entitled too.
Individual	Fulbrook	Support	Much better for the high street and the shops and visitors and residents
Individual	Burford	Support	Damage to the structure of the town's ancient buildings is prevented by this weight restriction.
Individual	Burford	Support	The HGV's cause pollution including noise pollution. They are detrimental to the residents and businesses.

			They cause terrible traffic problems. They are dangerous to pedestrians and drivers alike. The high street was not built to support the HGV loads. The constant use of the high street by HGV's is damaging to the listed buildings up and down the high street.
Individual	Burford	Support	I support the Experimental Weight Limit in Burford because it protects the ancient and vulnerable buildings on the Hill and the High Street by reducing vibration from HGVs, reduces pollution and improves air quality for inhabitants and visitors. Burford's main source of income is as a tourist centre, which brings much revenue to the area. The presence of heavy lorries constantly thundering through the town spoils the experience of visitors as well as seriously disturbing the lives of the many people who live on the streets through which the lorries pass. They are out of scale in the small town, make it difficult to cross the road and are frightening to cyclists, of which I am one. Therefore, the residents paid for much of the experiment out of their own pockets.
Individual	Upton	Support	To preserve the beautiful fragile buildings that are Burford. Safer environment for us all
Individual	Fulbrook	Support	Burford's high St is swamped with heritage buildings which are being potentially damaged by the vibration of HGVs, coupled with the fumes, damaging the environment with their CO2 output. It is an 18th century town and just not built for today's heavy vehicles. The historical bridge which is a landmark would be damaged over time with the constant weight. Let's preserve our landmarks instead of repairing them at costs
Individual	Burford	Support	As a resident of Burford, it has been lovely not having any HGV lorries trundling up and down the high street. Lorries quite often took a wrong turn coming down Barns Lane, hitting parked cars and knocking down garden walls where they were too big to turn around causing residents to have to come out to assist them. Nobody cared about that happening so I am in total favour of keeping the ban in place and keeping Burford the picturesque gateway to the Cotswold it should be.
Individual	Burford	Support	The HGV ban has improved matters but there still are some HGVs going through Burford.

			Some drivers have seen the signs but have misunderstood the roundabout at the top of Burford and have gone down Barns Lane instead which is a nightmare for them and any pedestrians as the lane is very narrow, no pavement and tricky bends. I think the signage needs to be larger and clearer and perhaps with a big image of a lorry with a cross over it so that those who do not speak English (quite a few we have found when they get stuck) can understand which route not to take.
Burford Town Council	Burford	Support	The ETRO has certainly achieved its principal objective of reducing the number of movements up and down our High Street of HGVs exceeding 7.5 tonnes MGW. Exact figures will have to await the formal survey (currently being carried out) but our estimates, based on the figures we collect for enforcement purposes, indicate a reduction of well over 50%. This is supported by the entirely unscientific test of “stand in the High Street and see what’s coming”. In normal times this would have been a tremendous benefit to the traders in the High Street and thus the tourist economy of the Town, the District and the County and to the health of our school children. We are firmly of the view that, when the BWL comes up for review in 12 months’ time, it should be made permanent. Obviously, any effect on surrounding communities must be weighed and considered but the current campaign to reverse the BWL is entirely misconceived. It is as unacceptable for small communities like Leafield and Crawley to suffer an increase in HGV movements as it is for a small community like Burford to suffer 400 HGV movements per day. But the solution is not to force all HGVs back on to Burford High Street which would merely start a war between communities who should be working together. The solution is for badly affected villages to have their own 7.5 tonnes limit protection. Asthall, Charlbury and Minster Lovell have already achieved this, it is clearly the way to go.
Cllr Field - Johnson	Burford	Support	The weight limit has proven to be a success in limiting HGVs use of the High Street in Burford and causing significant damage to the Grade 1 buildings along the High Street. Burford remains one of the most popular tourist destinations in Oxfordshire and footfall has increased since the HGV ban. There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosseway. I live a mile from Minster Lovell and there have been no increase in HGVs there. I am aware that Leafield has had problems with HGV and note complaints of HGVs in 2017 & 2018 - well before the Burford ban. The increase in 2018 of HGVs in Leafield has mainly been due to HGV drivers

			attempting to avoid the weight limit in Charlbury and are looking for alternative routes. This has nothing to do with the Burford ban.
Individual	Burford	Support	I am in favour of retaining the weight limit. It has improved the high street, cut congestion and generally improved the environment. Additionally, it has stopped HGV's attempting to drive down Barns Lane and getting stuck, which was a frequent occurrence. I urge the County Council to make the weight limit permanent at the end of the experimental period
Individual	Burford	Support	I am anxious that the Oxfordshire County Council, receive my request to support the Burford Town Council, in their request to BAN HGV's permanently and other large vehicles, from using the road that goes through the centre of Burford. The High Street A.361, A. 40. and, BARN'S ROAD AND TANNER'S HILL.

Annex H: Additional Representations Received Since July 2021.

Woodstock Town Council

Town Clerk: Cherie Carruthers



The Town Clerk's Office
The Town Hall
Woodstock
Oxford, OX20 1SL
Telephone: 01993 811216
E-mail: info@woodstock-tc.gov.uk

By Email – Yvonne.rees@oxfordshire.co.uk
2021

7th July

Dear Ms Rees

Woodstock Town Council is writing to express its continued objection to the closure of the Burford Bridge and the A361 through Burford for HGVs. It requests in the strongest possible terms that OCC does NOT extend the closure beyond the end of the trial period (at the latest) in February 2022.

The objections are based on the effect of increased HGVs through Woodstock since the closure. The OCC documentation suggests an increase of 14% but the counting methods leave some uncertainty as they were recorded over only one week. The baseline numbers do not tally well with those recorded by others for many years. These other recordings suggest an increase of over 20% in HGVs using the A44. More significantly, the OCC records indicate that the increase in very heavy HGVs (more than 18 tonnes) is running at 35%.

Like Burford, Woodstock has a significant number of listed buildings opening on to the highway through the town. However, in many places along the A44 through Woodstock both pavements and road are much narrower than in Burford presumably making the buildings more vulnerable to heavy traffic effects. For pedestrians the closeness of huge lorries when they are walking on pavements can be quite frightening. On the A44 (Manor Road) in Old Woodstock, there are parts where the pavement is around 60 cms. wide. At the same time the road is also very narrow resulting in vehicles very close to the edge of the road. Pedestrians, most concerning children walking to school, have no alternative but to share the space threatened by the proximity of traffic and the associated air pollution.

Woodstock Town Council is in full agreement with the views of the Windrush Valley Traffic Action Group: the Burford ban is bad for the climate; bad for air quality; bad for business; bad for farmers and bad for Woodstock and for the other towns and villages now suffering additional HGV traffic trying alternative routes to those advised for long distance HGV use.

Yours sincerely,

Cherie Carruthers
Town Clerk

Corporate Director Environment and Place,
Oxfordshire County Council,
County Hall,
Oxford,
OX1 1ND

Director of Economy, Environment and Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TH

30th November 2021

Dear Bill,

Formal Representation: Objection to Oxfordshire County Council's Burford 7.5 Tonne Weight Limit Experimental Traffic Regulation Order.

Oxfordshire County Council (OXCC) implemented a 7.5 tonne weight limit on Burford High Street and surrounding streets on 5th August 2020, via an Experimental Traffic Regulation Order (OXCC ETRO) under the Road Traffic Regulation Act 1984. Due to concerns regarding the impact of the OXCC ETRO on Gloucestershire County Council's (GCC) road network, in particular the impact of potential displacement of the Burford HGV traffic on outlying areas, GCC considered it necessary to implement their own 7.5 tonne weight limit via an Experimental Traffic Regulation Order (GCC ETRO) on Adlestrop Bridge, near Stow on the Wold, to mirror the OXCC ETRO.

The GCC ETRO came into effect on the 5th August 2020 as per the OXCC ETRO. As you will be aware the GCC ETRO and the OXCC ETRO can remain in force for up to 18 months before being abandoned or made permanent. The first 6 months of this 18 month period is the formal public consultation period. Both the OXCC ETRO and the GCC ETRO remain in place and have not been amended.

As background, Burford is just across the border from Gloucestershire. In 2019/2020 GCC Highways and the GCC Local Member at the time, liaised with OXCC as there was a concern that the majority of the HGVs would be re-routed through Gloucestershire, especially over Adlestrop Bridge into Stow-on-the-Wold. It was agreed, in consultation with the Police, that GCC would implement an experimental 7.5 tonne weight restriction by ETRO across Adlestrop Bridge at the same time to try and reduce the impact as much as possible and to preserve the structure of the bridge itself.

GCC carried out traffic surveys in February 2020, prior to the GCC ETRO being implemented and then again in October 2020 plus two separate weeks in February 2021 at the following locations:

A436 Oddington Road, Stow-on-the-Wold; A436 Lower Oddington (by Adlestrop Bridge) and A44 East of Moreton in Marsh.

On the request of the GCC Local Member, surveys were also carried out at Bledington in October 2020, Bourton on the Hill in February 2021 and at three locations in Little Barrington in May 2021. These surveys were completed due to the villages submitting objections to the GCC ETRO regarding increased HGV traffic volumes. Our surveys have been undertaken using tube equipment to collect traffic volumes and class of vehicle data. All eight surveys sites will continue to be monitored and data collected until the end of the GCC ETRO period.

During the height of COVID-19, the GCC countywide HGV volumes show a weekly percentage reduction from the baseline for HGVs for the whole of 2020 and 2021 so far. The average for 2020 (lockdown weeks only) was -16% and for 2021 an average of -1%, to date.

Comparing 2018 pre scheme data and May 2021 data, HGVs in The Windrush villages (The Barringtons) had increased by an average of 45%.

Surveys carried out in July 2019 on Main Street, Bledington show that there were 73 HGVs travelling through the village. Main Street was resurveyed in October 21 where there were 89 HGVs travelling through, meaning an increase of 18% of HGV traffic through the village.

For the reasons previously stated, surveys were carried out in Bourton on the Hill in February 2021, which recorded HGV volumes of 338. These surveys were completed again in October 2021 where the volume had increased to 424, meaning a percentage increase of 20% in HGV traffic through the village.

Surveys taken in February 2020, on A44 Moreton in Marsh recorded HGV volumes of 359. When these surveys were completed in October 2021 this increased to 456; a percentage increase of 21%.

Lower Oddington surveys in February 2020 recorded 312 HGV's and the resurveyed results recorded 359, an increase in 13%. Lower Oddington survey site is located on the approach to the Adlestrop Bridge, where the GCC ETRO is implemented. Oddington surveys in February 2020 recorded 419 HGVs in comparison to 424 in October 2021, an increase in just 1%.

To summarise the data, the HGV volumes across the 6 geographic locations have increased between 1% – 45%, resulting in an average increase of 20%. This far surpasses the average countywide HGV volume statistics set out above for both 2020 and 2021. GCC data shows that the eight areas surveyed in the North Cotswolds shows an average of 6.08% of all traffic being HGVs over the entire period covered between Feb 2020 and Oct 2021.

Based on a decision by GCC's Strategic Economy, Environment and Infrastructure Members Board in August 2021, it was agreed that GCC would carry out surveys

more frequently between that date and the end of the 18 month period. Please see **Appendix A and B** for the full survey data.

OXCC did not supply any preceding traffic survey data prior to the OXCC ETRO being implemented, however, this data was provided as part of their interim report in May 2021 (i.e. after the 6 month formal consultation period). OXCC did not undertake any traffic surveys in autumn 2020 as it was stated that October and November are busy months for agricultural vehicles which may have had an impact on survey results. OXCC, instead, undertook traffic surveys in February 2021. GCC carried out their traffic surveys at the same time as OXCC in February 2021 and also surveyed for a second week in February 2021 to gain a more rounded view of traffic movements on GCC's highway network.

GCC initiated and held virtual meetings with OXCC officers, Senior Transport Planner and Transport Planner on the following dates:

- 30th November 2020: and
- 15th March 2021.

At the meeting dated 30th November 2020, GCC officers aired their concerns about the significant increase in articulated lorry traffic through Moreton-in-Marsh along the A44 which could be displaced from both the GCC ETRO and the OXCC ETRO. This road is not a trunk road nor part of the GCC advised alternative route, therefore, it was determined that this route would be closely monitored, by GCC Highway officers.

At the meeting dated 15th March 2021, OXCC advised that they did not have any traffic survey data or update on their consultation responses to the OXCC ETRO to share with GCC. It was also discussed at this meeting, correspondence received by GCC, via the Local Member, from the *Windrush Villages Action Group* raising severe concerns about the impact both the GCC ETRO and the OXCC ETRO were having on their villages. It was decided by GCC Highway officers to carry out traffic surveys in Little Barrington and compare the findings against data already held by GCC transport data and monitoring team from 2018.

OXCC finally provided their traffic survey data at the end of May 2021; however this fell outside of the 6 month statutory consultation period (which concluded in February 2021). Such late provision of survey data impacted on GCC's ability to provide an informed consultation response to the OXCC ETRO and as to its suitability, given it had no traffic survey data to analyse. Given this, GCC's ability to formally respond to the OXCC ETRO, as a statutory consultee, within the legislative timescales, was severely constrained and the option to give a fully constructed and detailed response was denied to us.

It is noted that the feedback in respect of the GCC ETRO and the OXCC ETRO can be categorised as follows:-

GCC ETRO – the formal public consultation received 14 comments:

- 2 were in general support (Stow Town Council and Oddington Parish Council);

- 4 objecting (including statutory consultees - Road Haulage Association, Freight Transport Association as well as the Windrush villages and Moreton Town Council);
- Approx. 8 responses enquiring about exemption permits for Adlestrop Bridge and advance warning signage.

OXCC ETRO – the formal public consultation received 395 comments:

- 180 in support (mostly from the Burford/ Fullbrook areas);
- 213 objecting (from all other surrounding parishes etc. this also includes an objection from the Road Haulage Association statutory consultee).

As you will be aware, the OXCC ETRO affects roads within Gloucestershire, therefore, GCC are classed as a statutory consultee under Regulation 6 of the *Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996*. Although it is acknowledged that GCC were sent the OXCC ETRO information on 22nd July 2020, it is considered that OXCC have not been proactive in their liaison with GCC throughout this scheme, resulting in GCC receiving the basic information only, and having no evidence from the OXCC ETRO scheme to consider as a holistic and partnered approach. GCC consider that there has been a lack of fairness and transparency to OXCC's consultation approach, which has been detrimental to GCC and its ability to comment upon such an important local highway scheme.

Based on the data that GCC have access to, there seems to be a significant increase in HGVs travelling through Moreton in Marsh and the Windrush villages (Gloucestershire) and Witney, Windrush villages, A361 Burford and A44 Oxford Road (Oxfordshire) since the GCC ETRO and the OXCC ETRO were implemented. GCC has also experienced significant increases in HGV traffic in the vast majority of its outlying villages and towns; this pattern is sustained as GCC continues to collect data.

GCC officers met with OXCC officers on Monday 15th November 2021, where OXCC officers confirmed that OXCC are still treating **all** comments as formal representations to the OXCC ETRO scheme. At the meeting, OXCC officers confirmed that they continue to receive large volumes of objections to the OXCC ETRO. GCC are still waiting for the latest survey data taken by OXCC in October 2021 to be shared in order that this can be analysed and further formal representations can be provided by GCC in respect of the OXCC ETRO.

Given the impact the OXCC ETRO is having on the highway network within Gloucestershire (as set out within this correspondence) and the very limited proactive engagement and lack of transparent information and data sharing from Oxfordshire County Council, GCC wish to **formally object** to the OXCC ETRO. On this basis GCC **do not support** this scheme becoming permanent.

GCC notes that the formal determination of the OXCC ETRO is due to go before OXCC's Cabinet at their meeting on the 10th January 2022. GCC specifically request that this letter and their formal objection to the scheme is brought to OXCC's Lead Cabinet Member's attention and GCC's objection and survey data is reflected in the

Cabinet paper, to ensure that the OXCC ETRO is determined subject to all the facts being before Cabinet, to ensure an open and transparent decision is taken.

Please acknowledge safe receipt of this correspondence and confirm that GCC's objection and data will form part of the decision making process.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Colin Chick', with a stylized, cursive script.

Colin Chick
Executive Director of Economy, Environment and Infrastructure
Gloucestershire County Council

Appendix A

Key

Red – Increase in HGV volumes

Green – decrease in HGV volumes

Yellow – Significant increase in HGV volumes

LOCAT ION	201 8 (2/3) / (4)		FEB 2020 (2/3)/(4))		OCT 2020 (2/3)/(4))		FEB 2021 (Wee k 1) (2/3)/ (4)		FEB 2021 (Wk 2) (2/3) /(4)		May 2021 (2/3) /(4)		May 2021 (2/3) /(4)		SEPT 2021 (2/3)/(4))		OCT 2021 (2/3)/(4))	
A436 Oddingt on Road, Stow- on-the- Wold			32 6	93	29 4	58			27 4	67	26 3	61			31 1	64	35 3	71
A436 Lower Oddingt on (by Adlestro p Bridge)			23 0	82	21 4	39			19 1	42	19 7	46			25 3	59	30 1	58
A44 East of Moreton in Marsh			24 3	11 6	27 8	18 0			23 5	16 5	26 0	15 4			28 4	19 2	28 8	16 8
Main Street, Bledingt on			56	16	57	11			49	6	56	10			83	13	81	8
Bourton on the Hill									19 5	14 3	20 5	12 2			27 4	16 2	26 2	16 2
Little Barringt on (South)	3 9	4					5 9	8					5 9	8	53	7	54	8
Little Barringt on	3 4	9					5 9	1 5					5 9	1 5	48	8	44	8

(Central)																		
Little Barrington (North)	37	8					50	11					50	11	50	9	46	8

Appendix B – The Barringtons survey results

	HGV-OGV1 2018	HGV-OGV1 2021	HGV - Artic 2018	HGV - Artic 2021
North site	37	50	8	11
Central site	34	59	9	15
South site	39	59	4	8
Total	110	168	21	34

From: Penelope Marcus

Sent: 01 December 2021 15:54

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Cc: Cllr Tim Bearder <Tim.Bearder@Oxfordshire.gov.uk>; Cllr Pete Sudbury <Pete.Sudbury@Oxfordshire.gov.uk>; Cllr Liz Leffman <Liz.Leffman@Oxfordshire.gov.uk>; Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>; Cllr Liam Walker2 <Liam.Walker2@Oxfordshire.gov.uk>; Jon Gammage <clerk@hanborough-pc.gov.uk>

Subject: Burford ETRO

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Cllr Enright

Hanborough Parish Council wrote to you at the end of July about the impact that the Burford ETRO on the A361 in August 2020 was having on many villages in west and north Oxfordshire, including on Hanborough. Since the OCC did not revoke the Order at its meeting on 29 July, the impact continues.

The traffic of diverted vehicles does not only manoeuvre dangerously through the narrow roads of small villages but as well through Hanborough, travelling to or from Witney on the A4095. Only one truck at a time can proceed over Hanborough Railway Bridge, barely passing smaller vehicles, and the wing mirrors of the trucks project into the space of the narrow pedestrian/cycle path on one side of the bridge. In the centre of the village the trucks again manoeuvre dangerously across the roundabout. The number of diverted HGVs travelling through Hanborough between Witney and Bladon has increased recently since the ETRO.

It is extraordinary that in August 2020 OCC accepted the request of Burford arbitrarily to limit the traffic weight of vehicles to 7.5t travelling on the A361 in and around Burford, without consideration of the effect the decision would have on the health, environment and on highway safety of those communities in a very wide area of Oxfordshire and into Gloucestershire being exposed to the increase of traffic resulting from the ETRO.

We understand that OCC will soon decide on whether the Burford ETRO will be made permanent. Hanborough Parish Council urges OCC to vote against this and will fully support the Cabinet in their decision to revoke the Burford ETRO.

With best wishes

Penelope

Penelope Marcus
Hanborough Parish Council
Chair

From:

Sent: Monday, December 6, 2021 11:35 AM

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford ETRO.

Dear Cllr Enright,

We write in relation to your forthcoming review of the Burford ETRO.

We have now had the opportunity to consider the latest traffic count data relating to both Bladon and to Burford from April 2019 to October 2021. We have serious reservations regarding its limitations in giving an accurate reflection of traffic patterns over the course of that whole period on the basis of only three, 5-day, counts, and in any meaningful correlation being drawn between traffic movements in one place with those in another or of meaningful analysis of the data as a whole. Amongst many other factors, obviously, the period in question included the pandemic, which itself brought novel changes in traffic movements after lockdown in March 2020. HGV traffic has been increasing again through Bladon since February; there is no evidence that the Burford scheme has caused a reduction here.

Such concerns aside, moreover, the scheme has not apparently brought about the minimum 50% reduction of HGV traffic in Burford on which its success or otherwise was set to be determined at the outset of the trial. In fact, the data suggests that it has achieved only a 15% reduction in all HGV traffic through Burford. In our respectful submission the trial has failed.

We also note the wide ranging assessment of the impact of the scheme on the local communities, businesses, hauliers, farmers, public authorities and police, as well as the environment, produced by Wivtag and concur with their conclusions. The scheme has not in our view been successful; it has been ineffectual and deleterious in impact, and in all the circumstances we would strongly urge that it be discontinued forthwith.

Yours sincerely

Cllr S Richmond,
Chair Bladon Parish Council

Penny Aldridge
Clerk to Bladon Parish Council

WINDRUSH VALLEY TRAFFIC ACTION GROUP

WiVTAG

July 2021



**APPEAL TO OXFORDSHIRE COUNTY COUNCIL BURFORD A361
EXPERIMENTAL TRAFFIC REGULATION ORDER**

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[July 2021]

Windrush Valley Traffic Action Group (WiVTAG)

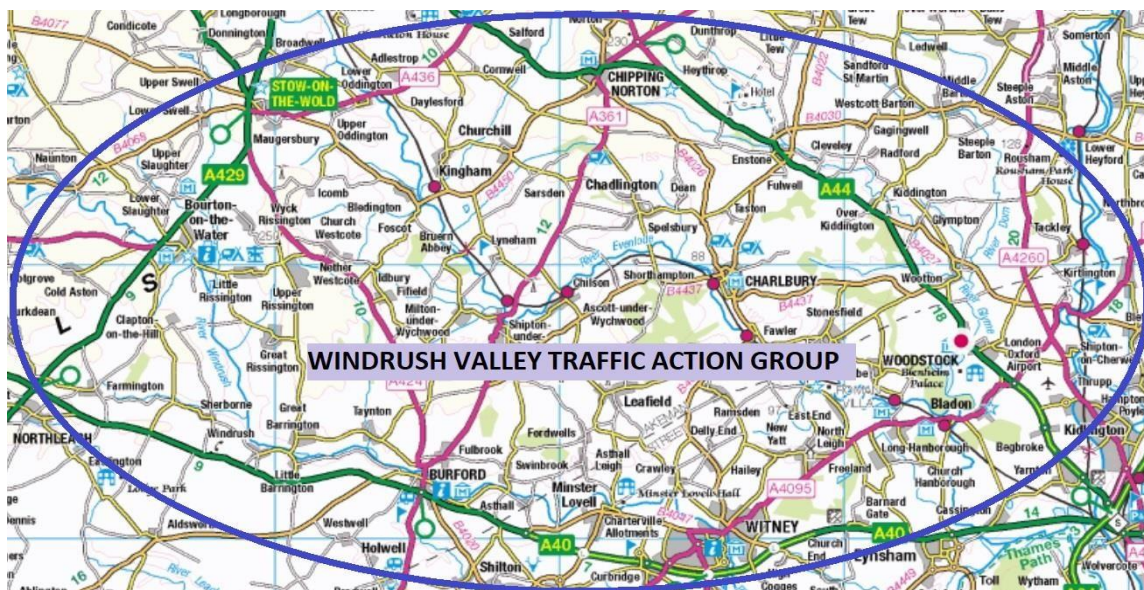
Appeal to Oxfordshire County Council (OCC)

Burford Bridge 7.5t Experimental Traffic Regulation Order (ETRO)

WiVTAG represents 14 parish and town councils, 1 district council, several farms and 51 businesses in Oxfordshire and Gloucestershire. We represent the interests of local communities and businesses that have been affected by the displacement of HGV traffic due to the Burford ETRO. In the short term we are seeking revocation of the Burford ETRO; in the longer term we are offering to cooperate with the relevant authorities to secure a regional solution.

The group includes the following communities, Parish and Town Councils (see appendices for detailed listing of local business, haulage, and farms):

Oxfordshire	Gloucestershire
Witney	Great Barrington
Leaffield	Little Barrington
Swinbrook & Widford	Moreton in Marsh
Hailey	Bourton-on-the-Hill
Minster Lovell	
Crawley	
Woodstock	
Enstone	
Hanborough	
Ascott under Wychwood	



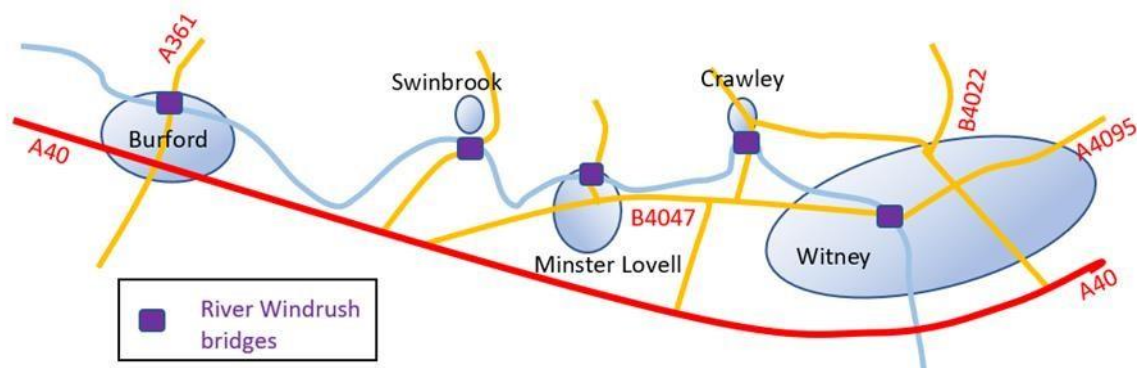
WiVTAG challenges and seeks to constructively support both OCC and Gloucestershire County

Council (GCC) in recognising the serious regional, environmental & commercial impact of this experimental weight limit. We urge OCC to revoke the Burford 7.5t Restriction and strengthen the application of relevant policies and strategies in their Local Transport Plan (LTP)

Introduction

Context

Due to its geographical location, Burford has been a market town for centuries. Developing considerable wealth through trade in wool, leather, and agriculture, in parallel with associated commerce, hospitality and latterly tourism, the town has been a vital local hub for many small rural communities. As this trade and regional pace of commerce has developed and increased, so inevitably has the volume and weight of traffic, most especially because it remains a town offering a crossing over the River Windrush. The A361 (Burford High Street) is the only A-road in this area with a reinforced bridge over the river and therefore one of the few safe crossings.



WiVTAG's appeal to OCC This appeal document is based on a comprehensive review and objective assessment of key factors, issues, and serious local concerns, some of which were identified in our Interim Report presented to the officers of OCC on 22 April 2021.

In the appeal, WiVTAG includes three major areas of concern:

1. The overall detrimental effect of Burford's ETRO was underestimated:

- Traffic blockages and infrastructure damage caused by diversions onto lower category routes.
- Impact and commercial damage to *haulage and transport* businesses.
- Isolation of *farming businesses*, severely impacting deliveries, and sales.
- Negative impact on air quality in already Air Quality Management Area- (AQMA)affected communities.



2. **The criteria for Performance Measures, as defined by Burford**, lacked scope and definition to address all the concerns listed by Burford in their application for a weight restriction, and did not recognise or measure the wider effects in the region.
3. **The policies and strategies in OCC's LTP** were not fully applied to determine the outcome of the ETRO application. In our view, the OCC LTP provided sufficient justification to deny approval.

We then suggest three opportunities for the development of a regional solution.

4. OCC and GCC are encouraged to work proactively with the *haulage and transport industry* using guidance set out in their own *Local Transport Plans*.
5. All communities (irrespective of their size) are encouraged to recognise that there is a legitimate need for them to accommodate some level of HGV traffic.
6. All communities are encouraged to accept that *combative, protectionist, NIMBY responses* are not appropriate and will not offer a solution.

WiVTAG's conclusion is that approval of the ETRO in Burford must be revoked at the earliest opportunity and that OCC could take this opportunity to work with communities and hauliers to develop a better, regional solution.

Fundamental Principles

Documented pressure to enact a Burford ETRO can be seen in the Town Council's and residents' concern over '*noise, vibration, air pollution and road safety issues associated with heavy lorries*' (OCC Report CMDE4 2019/090). As demonstrated by the UK's population of all ages, the decision to reside in, rent or purchase a property is a lifestyle choice based in part on an assessment of the following principle and often opposing factors (<https://movehomefaster.co.uk/blog/article/country-living-vsurban-living-pros-and-cons/>):

Urban/Town		Rural/Village	
<i>Advantage</i>	<i>Disadvantage</i>	<i>Advantage</i>	<i>Disadvantage</i>
Access to amenities	Noise/vibration	Peace & quiet	Isolation
Transport & roads	Pollution	Independence	Distance to amenities
Live, active community	Lack of privacy	Space & wellbeing	Limited transport
Security & support	Lack of space	Privacy	Lack of security

WiVTAG contends that the Council and residents of an historic, active market town on an important regional A-road cannot expect the benefits of urban living, while also demanding the advantages of a rural lifestyle. OCC's support of these unrealistic expectations, through the arbitrary implementation of an ETRO, lies at the root of this appeal.

The criteria for success were set up such that mere displacement of traffic was to be regarded as successful, which in itself was not a properly rigorous way of assessing the effect of the scheme. WiVTAG submits that the essential flaw in the scheme is that it fails to consider the overall effect of the policy outside the narrow area which it benefits, and that that is not a fair or rational approach to traffic planning.

Sections 1, 2 and 3 explain WiVTAG's major areas of concern in the original justification and approval of the Burford scheme.

1. Overall detrimental effect of the scheme

1.1 Major Routes

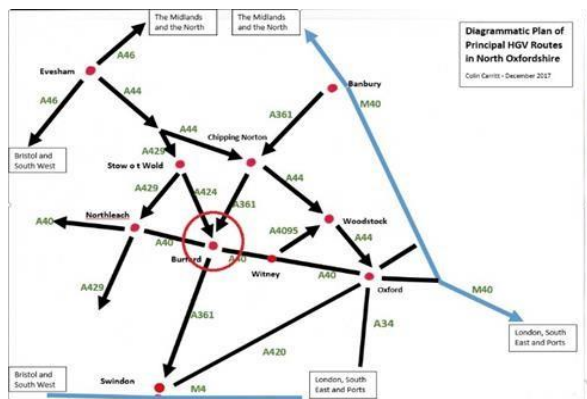
The regional impact of this arbitrary, experimental 7.5t traffic ban was never fully assessed and is likely to have been at the very least under-estimated. Consequently, the estimated 400-600 HGVs transiting through Burford daily, confronted by the ETRO weight limit since August 2020, have been forced to seek alternative routes.

The long-haul routes through Burford were the:

- **A361**, which carried freight movement between Daventry, Banbury, M40, Chipping Norton, Burford, and Swindon M4.
- **A424**, which feeds into the A361 at Burford, is also a substantial freight carrier route for

HGVs from Evesham and its multiple distribution centres to London and the southeast ports.

The Evesham area generates large tonnages of freight from the fruit and vegetable growers in the district, as well as manufacturers, such as Unipart and others. The restriction in Burford has displaced almost all this traffic to the A44 through Moreton-in-Marsh/Chipping Norton/Woodstock.



1.2 Alternative North-South Routes

The alternative long-haul routes offered by the OCC and GCC Highways Authorities are the westbound A40 to Northleach route, with an impossibly tight roundabout at its junction with A429, and the eastbound A40 to Witney which officially imposes a 17-mile barrier to crossing the river. This is unworkable and inefficient, with frequently heavy congestion and time/cost consuming delays (see Appendix F for detailed analysis).



1.3 Damage and Congestion

Since the Burford weight restriction, local and increasingly international HGV traffic is now using unsuitable alternative routes through the neighbouring, single lane villages. These small communities (50-300 dwellings) are seeing an increase in HGV traffic, often in

breach of existing 7.5t TROs, leading initially to serious congestion as the heavy traffic seeks to navigate bridges or junctions.

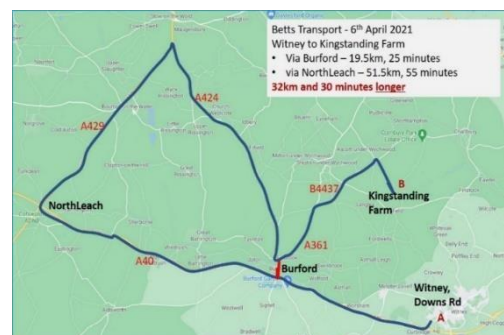
The attached Appendix A includes:

- Thames Valley Police formal objection, submitted to OCC during the initial representation (Sep 2017)
- Pictorial evidence of the:
 - Damage to the highways' infrastructure and the impact on property
 - Congestion and the perception of increased danger, particularly to vulnerable road users and pedestrians.

1.4 Haulage and Transport

WiVTAG's campaign includes active contact with 51 Hauliers (see Appendix B) whose replies to our online survey have proved the following overriding, detrimental effects of the ETRO:

- Higher costs
- Extra mileage
- Extra driver time
- Enforced use of unsuitable roads.
- Anti-competitive effects due to the Burford permit scheme
- Loss of business
- Damage to the environment



CO₂ Consequence of the Extra Mileage In the reports received and collated in Appendix B, a typical average increase to avoid Burford is 20km. In the recent OCC report, Burford is experiencing 119 fewer >3 Axle-HGVs a day.

Assuming the reliable accuracy of the data supplied by the 51 Hauliers and extending that scenario: 119 HGVs travelling an extra 20km, the estimated additional distance over a year is more than 680,680 km (approximately 17 circuits of the globe):

$$119 \text{ HGVs} \times 20\text{km} \times 5.5 \text{ days} \times 52 \text{ weeks} = 680,680 \text{ extra km/year}$$



This broad estimate of an increase in HGV mileage suggests a significant environmental and commercial impact and will increase physical damage to highway infrastructure and thus repair costs. Reversing the Burford ETRO would have an immediate and positive impact on the County's aspiration to be carbon neutral by 2030.

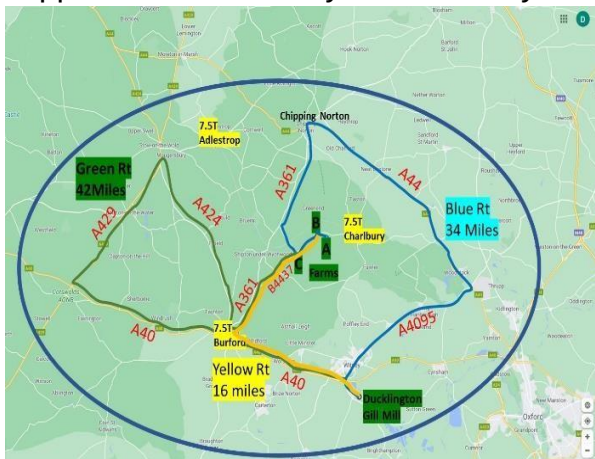
The hauliers, most of whom are based within 32km of Burford, have confirmed that the Burford weight restriction is causing them to pass additional costs onto customers. Furthermore, the current Burford Town Council policy of granting access permits to companies within 4.8 miles of the town has caused unfair competition. Haulier companies support the local economy and are essential to local services (home fuel, building supplies, sewage waste, farming, food, construction). WiVTAG

believes that a comprehensive assessment of these additional costs to the local economy was not included in the considerations given to the Burford ETRO, nor was the impact of extra mileage on the environment. Any regional solution should draw on the expertise and experience of HGV operators to understand their needs, which in turn helps the wider community they serve and ultimately the environment.

A list of the 51 HGV companies, route maps, statements and further details are described in Appendix B.

1.5 Farming

Burford, an agricultural hub, market, and trading town for centuries, sits at the heart of an active arable, livestock (predominantly sheep and cattle) and forestry farming area. The Cotswold and North Oxfordshire small and large farming estates have grown through acquisition or contract farming, owning, or managing land North and South of the River Windrush. These farms are dependent on heavy haulage for supplies and machinery, and crucially, the movement of livestock, grain, straw, hay



and wood to clients or regional, national, and international markets. While the small, neighbouring rural communities continue to give priority to tractors and farm machinery, their small, narrow bridges and minor roads cannot cope with these increasingly large farm vehicles.

Recent applications and correspondence with Burford Town Council have proved that, despite public assurances, many of the farms are not

eligible for a permit through Burford, leaving them effectively 'marooned' in the middle of a small number of 'local/minor road islands' within 20-30 miles of Burford.

A high-level analysis of the data and serious commercial/operational impacts on local farming, explained in the attached Appendix C, shows that the negative impacts of this ETRO on this key local industry were grossly under-estimated.

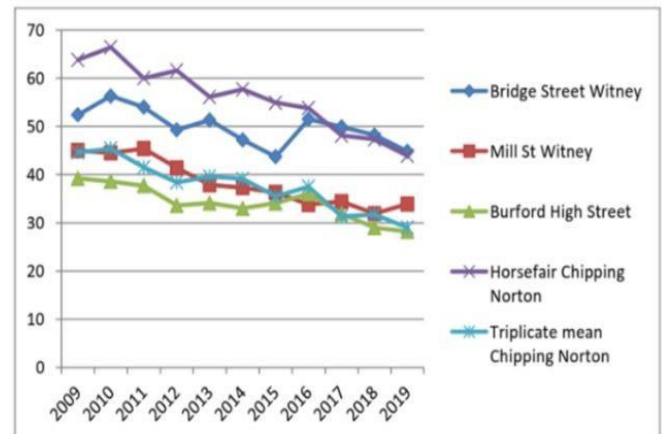
1.6 Impact on Air Quality and Vibration due to Traffic

Air Quality Management remains, both nationally and within OCC, an important target for improvement within internationally recognised environmental standards.

WiVTAG is alarmed to note that, in contradiction to established OCC policy, the Burford ETRO has effectively diverted HGV traffic from one of the 'healthier' towns in the County to two areas where the air quality is already above the national set limit.

WiVTAG would also encourage a further analysis of the claims of damage due to traffic induced vibration.

Details of these elements of our appeal are described in Appendix D.



2. Performance measures

2.1 Performance Criteria

- A fundamental requirement in any study is to clearly predefine the criteria that will be used to measure performance and judge success or failure. With pre-defined criteria, data can be gathered and applied with confidence.
- Individuals may work backwards from available data to define additional performance measures. This approach is referred to in academic circles as “data mining” and is open to bias.
- In the application for the Burford ETRO, the “evaluation and success criteria” were defined as *“A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact. An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact.”*
- It is easy to understand why Burford would see these measures as successes. It is difficult to comprehend why any other community could be expected to accept a commensurate increase in HGVs through their town or village of up to 50% as a success.
- An additional performance measure was defined in relation to a potential negative impact on air quality in the Air Quality Management Areas at Witney and Chipping Norton. Our comments on this are included in Section 1.6 and Appendix D of this appeal.
- In their ETRO application, Burford listed concerns about noise, vibration, air pollution and road safety issues associated with lorry traffic as well as the negative impact on the town's tourist economy as the reasons for their application. However, no performance criteria were proposed by OCC for any of these issues.

- Monitoring sites were limited to six locations on Oxfordshire's main road network and failed to include any monitoring of traffic on local roads and in Oxfordshire communities near Burford, on the main roads in Gloucestershire or in any of the neighbouring Gloucestershire villages.

WiVTAG's concerns about the scope and definition of the performance criteria are explained in more detail in Appendix E. Our view remains that the criteria specified in the Burford ETRO were not fit for purpose.

2.2 Performance Measures

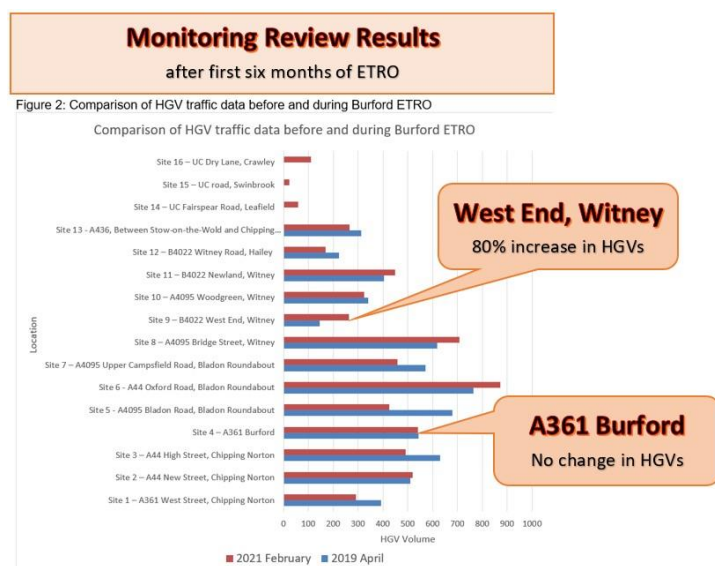
OCC has completed traffic monitoring after the first six months of the ETRO and has reported its findings:

- HGV numbers in Burford have not changed (542 before and 541 during), but HGV numbers in West End in Witney have increased by 80% (145 before and 262 during). OCC therefore concluded that the scheme has failed to meet either measure. WiVTAG agrees with this conclusion.

- The OCC report includes a breakdown of the traffic counts that might encourage some "data

mining" by others in an attempt to present the ETRO as a success. Such an approach is open to bias.

- Notwithstanding this, there was an apparent reduction in 5-axle HGVs through Burford (from 81 to 18 daily), suggesting that national and regional hauliers have changed their routes. There was also an increase in 2-axle HGVs (from 329 to 447), suggesting that local hauliers are changing the size of vehicles to work around the ETRO restrictions. From Burford's point of view, both changes would be successes. To other communities and haulage companies in our survey, they represent failures. 5-axle HGVs diverted from Burford must find alternative routes and are causing severe problems on the lower-class roads that they are forced to use in neighbouring communities. Additionally, the use of smaller vehicles is cited by many local hauliers as uneconomic and environmentally damaging.



3. Current County Council Local Transport Plan

In the first instance, WiVTAG sought direction, clarification, and justification for OCC's actions in the county's own LTP. WiVTAG fully agrees with and supports the application of the list of relevant OCC policies and strategies for good management of freight traffic within and through the county.

However, we were disappointed to discover that the policy statements are in many cases in direct contradiction with the decision for Burford's ETRO to proceed.



WiVTAG's position is that OCC had ample justification to reject Burford's ETRO application on the grounds that it conflicted with many of the policies and strategies set out in their LTP. An opportunity to apply good practice and protect the environment, infrastructure, businesses and residents was lost. Instead, this ETRO has created or aggravated problems with inappropriate routing of HGVs.

A detailed analysis of current OCC policy is attached as Appendix F.

Sections 4, 5 and 6 recommend opportunities for an alternative approach – *a regional solution for a regional problem*.

4. Working proactively with the Haulage and Transport Industry

WiVTAG is encouraged by the OCC opportunities presented and policies published to assist haulage operators in planning their routes, including:

- OCC's LTP defining the initial building blocks for freight management within the region.
- In particular, the Oxfordshire Lorry Route Map and the OCC Roads Hierarchy Table providing all the essential guidance for use of the most appropriate and capable roads for transport in the region (both of these are reproduced in full in Appendix F).
- A National Freight Journey Planner enabling National and International route planning.

WiVTAG's market research with local freight operators (as detailed in Appendix B) has also highlighted the willingness of the extremely safety conscious operators to avoid using minor roads and to maximise the use of the strategic road network.

All of the above are handicapped by the introduction of arbitrary weight restrictions on key elements of the road network. A failure in one part then has effects on the wider region. WiVTAG is confident that, following our extensive liaison with the regional haulage and transport industry, OCC's comprehensive, consequential

application of its own policies would lead to an effective, industry supported regional solution.

5. Change to Community Attitudes

WiVTAG accepts that population growth and living-standard expectations demand increased road usage. We also sense and would encourage a greater tolerance of heavy traffic, as is the case for farm traffic, amidst the WiVTAG community to enable access to local services and the commercial activity of local industry. This developing and constantly evolving situation requires a mutual understanding and respect of mitigating measures, balancing the established limitations of the road network with appropriate speed and traffic management systems. This will only be achieved if all communities (irrespective of their size) recognise the legitimate need for the accommodation of some level of HGV traffic.



In tandem with greater tolerance of farming, transport, and haulage, a regional approach would permit:

- Safe transit of international/national traffic (motorways and A-road network)
- Effective, efficient networks for local businesses and farms (local road network)
- Agricultural supply and delivery (local road network to support the legitimate access of seasonal, critical but minimal haulage of produce, supplies and machinery).

In line with the above, communities could retain the freedom to present objective cases to their local Councils and Traffic Departments based on safety, road limitations and environmental issues, for speed limit or traffic management measures.

6. Combative, protective, NIMBY solutions do not work.



The WiVTAG community accepts completely that Burford Town Council has acted in the best interests of its resident community and historic property. However, the current situation risks similar, community driven protective action by the neighbouring Oxfordshire and Gloucestershire town and parish councils. The consequence of such actions will almost certainly result in an increase to local government workload, combined with additional police and national

highways engagement to enforce and limit the flow of traffic through restrictions; it will not resolve the essential regional traffic flow problems.

WiVTAG encourages and would support our local County authorities in any regional plan that works to meet the best interests of the entire residential, commercial, and indeed transiting community of road users.

7. Conclusion

WiVTAG represents a growing local commercial and residential community. Our motivation is the need to resolve the tension between the demands of residents for the quiet enjoyment of their homes and communities, and the essential business needs for the movement of consumer goods, materials and supplies, and agricultural transport. We want to see this resolved in a manner that ensures public safety, the protection of our world-renowned countryside, and without excessive costs.

To achieve this, we see the first step as the earliest revocation of the Burford ETRO for the following reasons:

- This document and its appendices have demonstrated the overall detrimental effect on the wider communities of Oxfordshire and Gloucestershire of the Burford weight limit scheme.
- Prior to implementation, there was no proper assessment of the logistics and deployment of international, national, regional, and local freight traffic across and within Oxfordshire and Gloucestershire.
- OCC has underestimated the impact of the scheme on local communities, farms, and businesses.
- We have shown that the criteria used for performance measures of the Burford ETRO are not fit for purpose and do not reflect the effects of the Burford weight limit on the Council's policy to reduce transport carbon emissions, improve air quality and sustain local business vitality. These and other damaging effects of the Burford ETRO clearly go against the spirit (and sometimes the letter) of the County's LTP. Those policies are, inter alia, intended to protect rural communities from heavy traffic.
- Our Appeal Document and appendices point to the need for the Council to work proactively with businesses and other local authorities, and to draw on the undoubted experience of national and local haulage operators and the regional farming community in the revision and development of the LTP.
- We conclude that all communities, including Burford, need to accept an appropriate level of HGV traffic, determined by the category, condition and grading of their local road network. Impacts can be mitigated with effective traffic management systems to ensure road safety, protection of historic property and the environment. Weight restrictions should be approved only where the adequacy of highway infrastructure requires protection and not as a convenient back door mechanism for communities to defend their patch. Combative, protectionist, NIMBY solutions do not work.



WiVTAG challenges and seeks to constructively support both OCC and Gloucestershire County

Council (GCC) in recognising the serious regional, environmental & commercial impact of this experimental weight limit. We urge OCC to revoke the Burford 7.5t Restriction and strengthen the application of relevant policies and strategies in their Local Transport Plan

WiVTAG Windrush Valley Traffic Action Group

Committee Members:

Deborah Triff – Leaffield Resident
Gina Pearce – Chair of Leaffield Parish Council
Graham Knaggs – Chair of Hailey Parish Council
Colin Carritt – Woodstock Resident
Mark McCappin – Crawley Parish Councillor
Jan de Haldevang – Chair of Barrington Parish Council
Jonathan Stowell – Minster Lovell Parish Councillor
Lisa Harrop – Swinbrook Parish Clerk

Town and Parish Council Supporters:

Witney Town Council
Woodstock Town Council
Moreton-in-Marsh Town Council
Ascott-under-Wychwood Parish Council
Enstone Parish Council
Swinbrook & Widford Parish Council
Hailey Parish Council
Crawley Parish Council
Leaffield Parish Council
Hanborough Parish Council
Barrington Parish Council
Bourton on the Hill Parish Council
Minster Lovell Parish Council

Appendices:

- A. Appendix A – Detrimental Effect on Neighbouring Communities
- B. Appendix B – Haulage and Transport
- C. Appendix C – Farming
- D. Appendix D – Impact on Air Quality
- E. Appendix E – Criteria for Performance Measures
- F. Appendix F – Current County Council Local Transport Plan

Appendix A – Detrimental Effect on Neighbouring Communities

Introduction If the damage being done to Burford High Street was justification for the implementation of the weight limit, it is but small compared to the same being experienced in the neighbouring Oxfordshire and Gloucestershire villages. Verges, footpaths, bridges, drains and culverts are being damaged, while pedestrians, heavy commercial, car, and bicycle traffic attempt to find space on the narrow lanes.

This appendix includes a copy of the formal letter submitted by the Joint Operations Unit, Thames Valley Police on 17 Sep 2017, objecting to the Burford ETRO based on its regional impact.

In addition, this appendix presents photographic evidence of the HGV traffic forced to use the roads in neighbouring communities.

Thames Valley Police, Joint Operations Unit, Traffic Management Unit
Formal Objection to Burford ETRO (September 2017)



Howes Lane

*Thames Valley Police Hampshire JOU
Joint Operational Unit*

*Traffic Management Unit
Strategic Roads*

*Bicester
Oxon
OX15 ONX
13th September 2017*

Ref: A361 Burford 7.5t weight restriction-Traffic Regulation Order

To: Oxfordshire County Council

This formal letter is in response to consultation from Oxfordshire County Council.

The contents of the documents with research work that has so far been captured by engineers and officers at the Highway Authority are understood and taken into account in this response.

History

Attendance at Highway and Council meetings since on this unit in 1997 has occasionally been the platform for consideration to weight limits on A class Principal routes. To my knowledge this so far has not been fully developed instead being tackled by informal

advisory direction route signing. Restrictions in the context of this proposal have always been something Police have resisted on road safety environmental and enforcement grounds, which continue to be upheld in this instance. In general Police policy to weight restrictions is and remains a very low priority especially environmental limits which I have established this proposal is.

Consultation

A request for further information has established a firm desire by the Highway Authority to wholly supervise the restriction using (Trading Standards -CCTV). The limit of the restriction is through the town High Street from the A40 roundabout to the A424 Stowe junction over the river bridge at Fulbrook. These locations will require detailed and unambiguous restriction with alternative route signing including exemptions for access in the town appropriately.

It is likely that some drivers may risk prosecution either due to potential or punitive fine levels set against fuel costs which are significant for larger goods vehicles. Others using SAT NAV or other direction may find themselves past the entry point and then attempting high risk turning manoeuvres in confined space with vulnerable users.

The length of alternative routes is outlined, and routes identified some already being congested with significant additional distance. This must be a factor where those promoting the restriction should consider displacement onto other roads that do not have 'A' class character.

It is imperative that organizations such as Freight Transport and Road Haulage Association are fully engaged in this process together with local haulage and commercial enterprise that may be economically affected.

Conclusions

Notwithstanding the intended removal of direct imposition of an enforcement burden on Police the indirect implications that follow in the wake of this could be very significant. Heavy Goods Vehicle traffic displacement onto lesser class of roads is highly likely in our view something that could lead to further restrictions that then come onto Police for supervision! Any enforcement in this context is exceptionally onerous as a patrol officer. Continuous visual contact and have to follow any potential offending vehicle through the complete length of the restriction to eliminate exemptions and evidence towards a successful conviction.

Road safety must be a strong consideration in this plan with other communities potentially taking some or all of this traffic with all the environmental implications that go with it.

This response identifies several specific areas in evidence to our response which can be considered together with the general acceptance of our desire to Police by 'consent'. This rather than the requirement for continual and long-term supervision by the Highway Authority or indirectly Police in any circumstances.

The A361 carries A class road character and passes through several other towns, this example in Burford with others in the county could set an unwelcome precedence in the same context.

We understand the nature history and local desire to remove heavy goods vehicles from Burford. Consideration of a restricting to this class of traffic without an acceptable and sustainable safe and shorter alternative route to those affected will be very controversial on many levels.

In conclusion Thames Valley Police formally OBJECT to the proposal on the grounds outlined in this report.

John Croxton MIHE

For Supt Roads Policing

Increase of HGVs in Villages

Villages, Minor Roads, Lanes and Rural Areas (Oxfordshire and Gloucestershire)

Road edges, aged drainage systems, soft grass verges, bridges, culverts, drains, underground utilities, and fragile kerbs damaged by heavy, wide HGVs:









Road Edges, Culverts and Bridges:







Villages, Minor Roads, Lanes and Rural Areas (Oxfordshire and Gloucestershire)

Traffic obstruction being caused by HGVs transiting, or attempting to pass on single track roads and lanes:



Conclusion



Barford bridge, on an unclassified road in North Oxfordshire has been closed to all traffic because of damage to a stone river bridge caused by excessive HGV use. WiVTAG contends that this is an example of precisely the expensive damage to similar unclassified roads and bridges that we risk in our communities if HGVs continue to use inappropriate routes as diversions from the A361 in Burford.

Appendix B – Negative Impact on Haulage and Transport

Haulage & Transport

Contents:

- Introduction
- 51 haulage & transport companies affected by the Burford restriction.
- WiVTAG Survey – river crossings - Anti-competitive effects caused by the Burford Permit Scheme - Haulage and transport testimonies
- Examples of how hauliers have been affected by the Burford restriction.
- Some more direct quotes from the WiVTAG survey - Case Study – Leafield, May 17 and May 19, 2021 - Conclusion Introduction

WiVTAG recognises that an understanding of the Haulage & Transport network, and its commercial/contractual commitment to the community is critical. As the industry most affected by the Burford weight restriction, it is considered essential to represent in detail the challenges faced by this vital sector.

51 haulage & transport companies affected by the Burford restriction.

WiVTAG includes 51 regional and local HGV Companies. The following 51 Companies with a total of 579 HGVs, confirmed in an online survey *‘that the Burford weight limit restriction has a negative effect on their business’*.

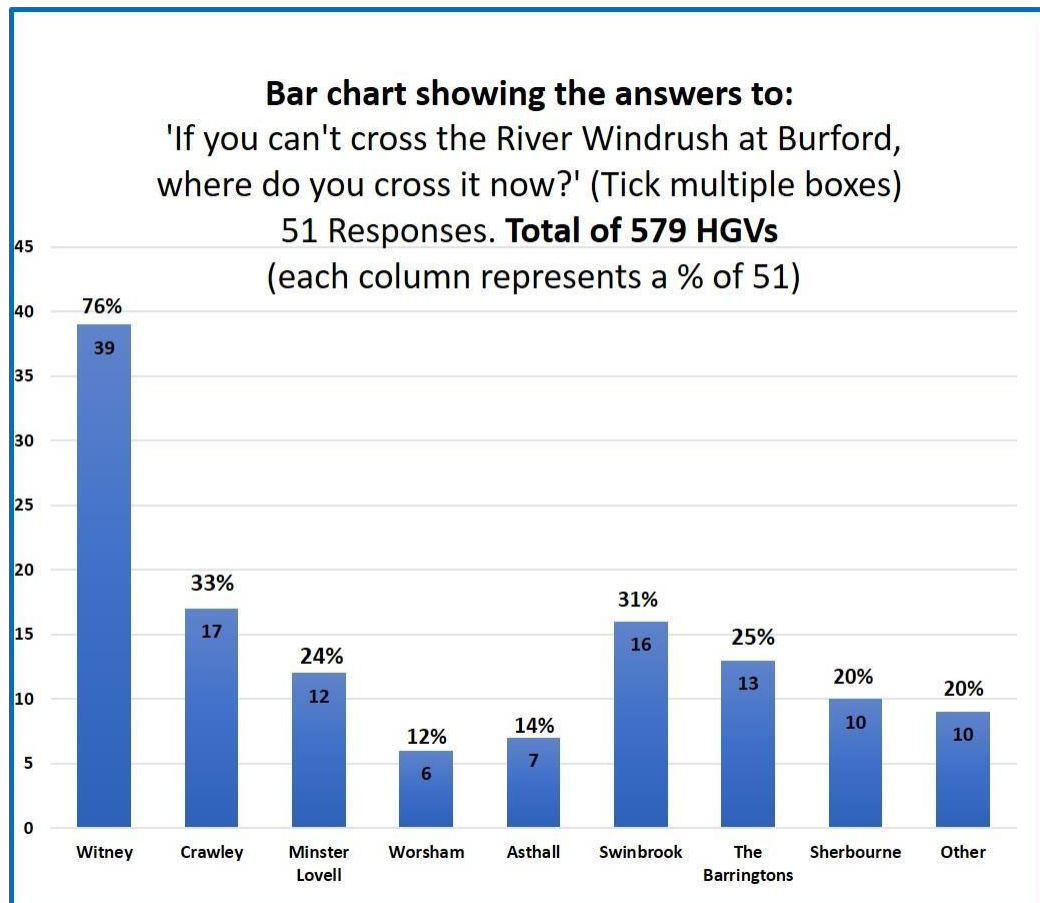
Table 1: List of HGV Operators affected by the Burford Weight Restriction				
	Company Name	Location	Type of Business	HGV Fleet
1	D&M Plant Hire Ltd	Stanton Harcourt	Construction	7
2	Encon Insulation	Stanton Harcourt	Distribution	5
3	The Landscape Centre	Witney	Grab loader hire, waste transfer & supplier of aggregates	3
4	Hayes Tipper Hire Oxford	Carterton	Haulage plant hire construction	5
5	Minster Paving	Standlake	Paving manufacturer	2
6	Micks Skips	Minster Lovell	Waste disposal	5
7	TWE Haulage Ltd	Banbury	Logistics	26
8	Witney Plant Hire Ltd	Witney	Plant hire company	16
9	JLP Haulage Ltd	Witney	Haulage for the building trade	16
10	A M Robey Haulage	Brize Norton	Haulage	2
11	Robeyone Tipper Hire	Brize Norton	Haulage of aggregates	1
12	Crockett Haulage Ltd	Freeland	Tipper and grab hire/haulage	12
13	Barry Jeffrey Transport Ltd	Mickleton	Haulage company	6
14	Ducker & Young Scaffolding Ltd	Witney	Scaffolding company	2
15	M J Cox	Challow Station	Haulage (daily contract for Smiths of Bletchington)	5

16	Chris Hayter (Transport) Ltd	Witney	Transport and warehousing	116
17	AE Gough & Sons	Llandrindod Wells	Haulage contractors	34
18	Earthline Ltd	Wroughton and Oxon generally	Movement of aggregates and muck	70
19	Adstock Bulk Solutions Limited	Milton Keynes	Bulk agricultural haulage	20
20	5A's Tool & Plant Hire	Brize Norton	Tool & plant hire	3
21	R D Benson Ltd	Wotton Under Edge Gloucestershire	Road haulage	5
22	Thames Liquid Waste Disposal	Cassington, Witney	Sewage removal - mainly domestic	1
23	WHC Hire Services Ltd	Chipping Norton	Tool & plant hire	2
24	Tubes Scaffolding Oxford	Abingdon	Scaffolding and construction	4
25	SCB Oxford Ltd	Frilford / Abingdon	Movement of aggregates and muck	11
26	Betts Transport Services	Chadlington	National and international haulage plus cardboard/ polystyrene recycling	2
27	KJ Millard Ltd	Chipping Norton	Skip hire	7
28	Cotswold Carriers	Kingham, Oxon	Household removals / transport	4
29	Alford Pallet Recycling	Lew, Bampton	Pallet distribution	5
30	D.C. Griffin Transport	Kingham, Oxon	Haulage	2
31	Deddington Liquid Waste Disposal Ltd	Woodford Halse, Banbury	Banbury sewage disposal	4
32	Cotswold forage	Icomb	Icomb Farming and haulage	5
33	BA Hull Ltd	Lower Lemington, Moreton in Marsh	Ground works, drainage, drilling, and civils	3
34	Gaden Logistics Ltd	Stow on the Wold, Upper Oddington	Hay & straw merchant - farmer and haulier	6
35	Mike Houlton Transport	Fairford, Gloucestershire	Road transport	1
36	AL Wilkinson Farm	Barnard Gate, nr Witney	Farming and haulage	2
37	Rupert Cole Transport	Filkins	Haulage	1
38	Banbury Plant Hire	Hook Norton	Plant hire, waste recycling, builders' merchant	15
39	Levelgrade (oxford) Ltd	Witney	Haulage	1

40	SG Harris Groundworks Ltd	Chipping Norton	Construction industry	1
41	Jason Gillett Groundworks Ltd	Chipping Norton	Groundworks and civils contractor	2
42	Ramthorne Concrete	Hook Norton	Pre-mix concrete	4
43	S Peet Groundworks Ltd	Chadlington	Groundworks and haulage	4
44	A. W. Cleaver Haulage Ltd	Stanton Harcourt	Haulage	19
45	Spiers & Hartwell Ltd	Near Evesham	Transport logistics	55
46	L A Lockhart Plant Hire Ltd	Bampton	Plant hire and haulage	15
47	NAP Gab Hire Ltd	Southmoor	Movement of aggregates & muck	14
48	Stobart Haulage Ltd	Chipping Norton	Road haulage	5
49	CP Seviles T/A Witney Grab Hire	Hailey, Witney	Inert construction waste transfer/ aggregate delivery	1
50	Hughes & Salvidge Ltd T/A Aasvogel Skip Hire	Wantage	Skip hire	18
51	The Breedon Group	Naunton	Quarry	4
			Total of HGVs	579

WiVTAG Survey – River Crossings

WiVTAG designed a simple 5-question, multiple-choice survey to gather data regarding site of river crossings by HGVs since the Burford closure. Data confirmed local HGV companies, none of which are eligible for the Burford permit scheme, were dependent on the Burford bridge for access to businesses and sites. The current situation leaves them little option but to use the narrow roads through Witney, Crawley, Hailey, Leafield, Swinbrook, Minster Lovell and the Barringtons to go north/south of the River Windrush.



Anti-competitive effects caused by the Burford Permit Scheme

The Burford Permit Scheme is for businesses within a 4.8-mile radius of Burford and the journey must start and finish within that radius – as per email from Mr White the Ex-Burford Town Mayor, Feb 2021:

BURFORD HGV WEIGHT RESTRICTION EXEMPTION PERMIT APPLICATION FORM

- *Permits are exceptionally issued solely for HGVs making very local journeys and which start and finish within a radius of 4.8 miles of Burford*

Testimonies, the WiVTAG survey, and local hauliers indicate that the Burford permit scheme has caused anti-competitive effects amongst local hauliers, when quoting for work north and south of Burford.

Hauliers with a permit:

- Can tender with lower quotes.
- Do not have to use the longer alternative or unsuitable village routes.
- Can do more deliveries in a day.

Hauliers without a permit have:

- Less deliveries in a day
- Higher mileage costs
- Higher driver costs per delivery • Cannot compete when quoting for a job. • Are forced onto unsuitable village roads.
- Have higher vehicle maintenance costs.

- Frustration and stress for the drivers
- Loss of customers

These factors are especially important where lorries are transporting aggregate etc, from building sites to waste and sorting centres, with 6 or more journeys/day, back and forth.

Burford Town Council stated that:

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCL.TRANSPORT)
Thursday, 18 July 2019 at 10.00 am

Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are better suited to understand which businesses should be exempt. 24. Advice has been given on the creation, issue and management of permits from Suffolk County Council who operate a lorry exemption permit system for several areas within the county.

Page 5 CMDE4

25. Concern from local companies regarding the impact of the experimental weight restriction on vehicular access for local heavy goods vehicles has been raised and shared with Burford Town Council to consider when moving forward with the scheme.

WiVTAG conclude that OCC and Burford TC have seriously underestimated the anti-competitive effects the permit scheme has created among local hauliers when servicing jobs south or north of Burford.

Haulage and transport testimonies

Most of the businesses in the survey are local: Witney, Chipping Norton, Carterton, Brize Norton, Stow on the Wold, Banbury, Stanton Harcourt, Chadlington, Kingham, Hook Norton, Abingdon etc. All are vital contributors to the economy in this area.

Based on the online survey and comments from telephone conversations, the primary impacts of the Burford restriction are:

- extra milage
- higher costs
- extra driver time
- extra driver stress
- extra damage to the environment.
- Ani-competitive effects caused by the Permit scheme.
- loss of business
- enforced use of unsuitable roads.

Examples of how hauliers have been affected by the Burford restriction.



"We have a customer based in Kingham and are required to make **several** journeys to collect and deliver **daily**, returning by the same route. Prior to the restrictions being enforced (Burford and Adlestrop/ Oddington) we would travel west via Burford and returned using the same route.

Since the closures, the only viable option is to go via A4095 to the East of Witney, join the A44 to

Chipping Norton and at the Greedy Goose turn left on to the A436 and to Kingham.

The effect the restrictions has had

is to **increase** both the time it takes to complete the journeys and has added **in an additional 41,812km/year** and as a result a significant **increase** in our costs both in wages and fuel."

WHC Plant and Tool Hire - Chipping Norton



"Just a few examples of our **day-day** deliveries around the Burford area:

- A - Sturt Farm. Burford
- B - Headford House. Shilton
- C - The Old Bakerv. Priorv Lane. Burford
- D - Walnut Tree House, Swan Lane, Burford

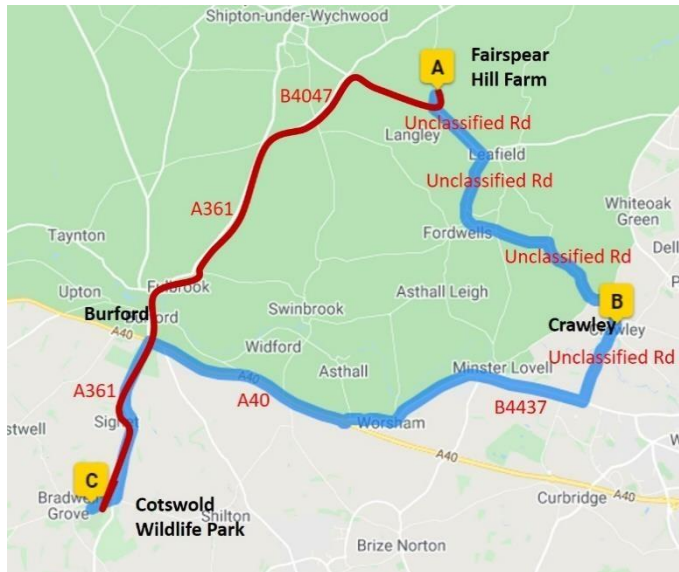
-The **red route** shows the route before the Burford Restriction **18km**

-The **blue route** shows the only alternative option since the Burford and A436 restriction **48km**

An extra 30km each way

At the moment we have to go to Morton in Marsh then on to Stow Bourton on the water then pick up the A40 to Burford
We do not have a permit."

Route taken by AW Cleaver on 17th and 18th Oct 2020.



AW Cleaver transported 400T of grit from Fairspear Hill Farm to Cotswold Wildlife Park. A total of 40 runs.

A-C Via Burford 12.8km x 40 runs = 512km

A-B-C Via Crawley 21.5 km x 40 runs =

860km

348 Extra km via Crawley

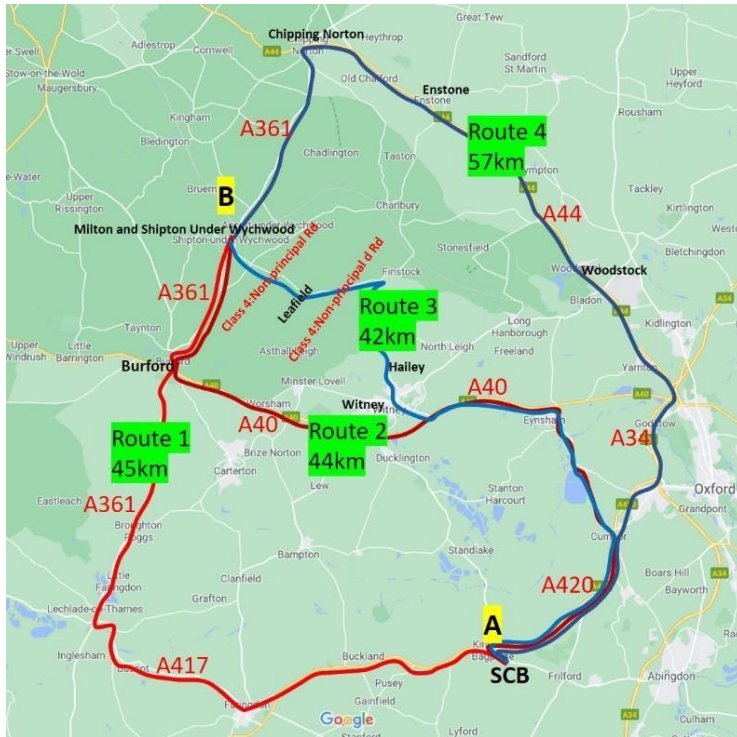
A-C Via Burford 14mins

A-B-C Via Crawley 30mins

10 Extra hours via Crawley

SCB - Kingston Bagpuize

"A typical example of how the weight restriction affects us would be the areas such as Shipton under Wychwood / Milton under Wychwood where we service building sites.



Our location in Kingston Bagpuize dictates that we cannot go over Newbridge on the A415. The route **before** the Burford restriction would be either:

Route 1 [A] Faringdon – Lechlade – Burford - Shipton under Wychwood / Milton under Wychwood. (45Km) or

Route 2 Cumnor – Farmoor – Eynsham – Burford – Shipton under Wychwood / Milton under Wychwood. (44km)

Due to the **new** restriction we have to use:

Route 4 the A44 and go via

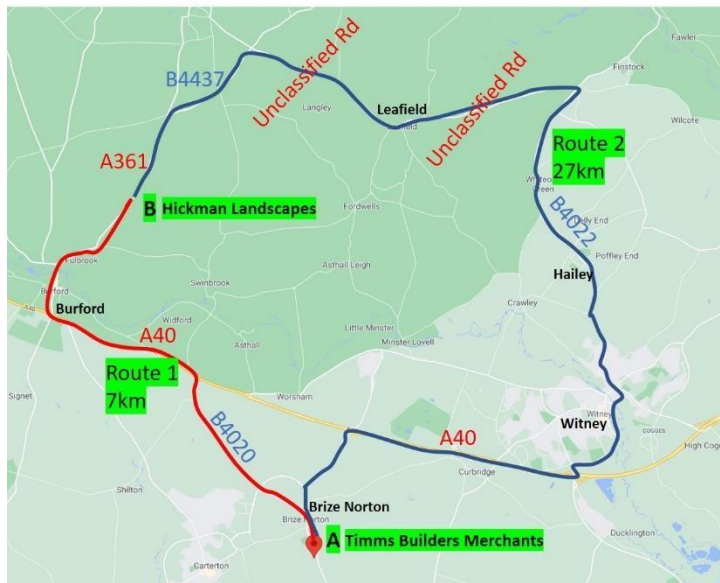
Chipping Norton (57km, 12km longer one way) or

Route 3 cut through Leafield (42km, forcing us onto unclassified roads)

This puts extra time on our journey, adds cost to our fuel bills and additional wear on the vehicles. It also limits the work that we can complete in the day.

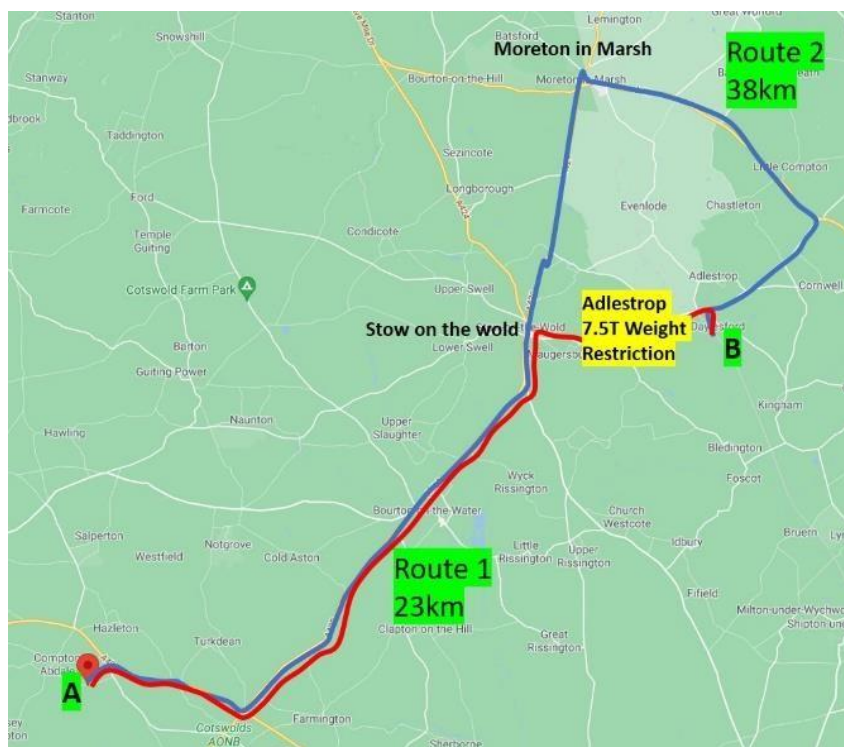
As such we have had to increase our prices for these areas to help reduce the impact.”

DC Griffin - Kingham



"We deliver to (A) Timms Builders Merchant at Brize Norton then on (B) Hickman Landscapes the most direct route is through Burford, instead we have to go through Witney to Finstock, then through Leaffield and onto Hickman brothers an extra 20km one way."

DC Griffin - Kingham



"Another regular job we do is from Walkers logs GL54 4DL to Daylesford Farm Shop and return [A-B].

The most direct route (shown in red) is through Stow and down the A436, which would be 46km there and back.

To avoid weight limit at Adlestrop, which was enforced by Stow on the Wold because of concerns the Burford weight restriction would have on Sheep Street in Stow, you have to

go to Moreton in Marsh (shown in blue), up the A44 towards Chipping Norton then back down the A436 which is 76km there and back, an extra 30km. Bearing in mind my vehicles do round 14km per gallon, plus add blue, wear and tear, drivers wages, this is considerable expense.

Betts Transport - Chadlington

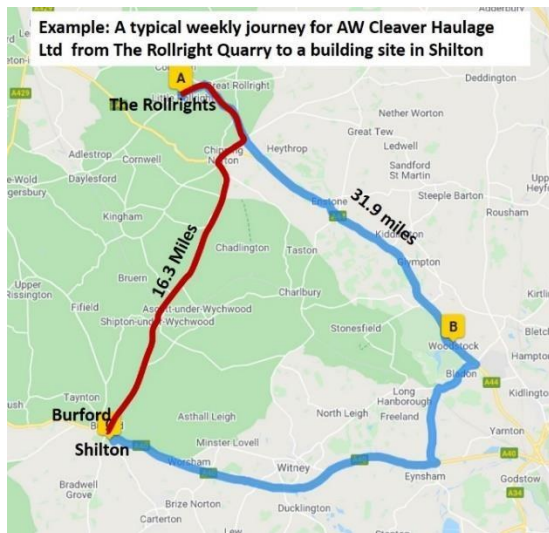


Some more direct quotes from the WiVTAG survey

- Witney Plant Hire (Witney)** *"This Weight Limit is having a huge negative impact on our Business financially, being based in Witney with 80% of our work within a 20-mile radius of our depot all our deliveries North of Burford on some occasions taking up to 2 hours longer and forcing our HGVs off good A' roads onto smaller B' roads. I cannot understand this decision to move HGVs off large A roads when they are in good condition and the Bridge is structurally good, onto smaller roads and not to mention the green impact."*
- Crockett Haulage Ltd (Freeland)** *"Due to the Burford weight restriction we have been forced to find other routes. Going on smaller village roads, takes us longer, uses more fuel, as we have to go up and down the gearbox. The roads are not built for heavy truck use, so when passing, even cars and vans we are using the outer edge of the road which will cause road surface failure. The roads are not great anyway, so our costs go up due to suspension and steering damage.*
For instance, for 5 days we have been doing 35/40 loads a day from a Shipton Under Wychwood house building estate to Dix Pit Landfill in Stanton Harcourt, not being able to go through Burford has forced us to go via Leafield, Hailey and Witney. This has a derogatory effect on the truck and obviously tiring and frustrating for the drivers.
Can it be explained why certain local hauliers can get a vehicle permit to use Burford? I consider myself as a local haulier but cannot get passes for our trucks. Hardly a level playing field for business and encourages short cuts and cutting corners to stay competitive, I think it is unfair competition.
We also run grab trucks on Thames Water Emergency work, we do standby and cover 24 hour 7 days a week, the other week one of our trucks was out at Stow and had to come

back via Northleach which was a massive detour costing more in time and fuel! Hardly good for the environment!"

- **Gaden Logistics Ltd (Upper Oddington)** *"We are a hay and straw business that bale straw, around Lechlade and Witney and we currently bale around 4000 acres which is about 6000 ton, and we cart this all back to our yard at Stow to store, this is approximately 200 loads, and we are at present having to go to Northleach roundabout to get back, which is putting 20 extra miles on per trip. (4000 miles over the summer harvest) how can this be a green way of doing things and be better for the roads?"*
- **Betts Transport Services (Chadlington)** *"This Burford restriction severely increases our running costs causing us to find alternative routes which are not really suitable for our size of vehicles which in turn creates other hazards to our local communities."*
- **KJ Millard (Chipping Norton)** *"We have lost all our business South of Burford as its uneconomical to travel either via Witney or Northleach."*
- **Alford Pallet Recycling (Lew, Bampton)** *"The closing of Burford bridge means we have to put an extra 40 - 60 minutes on our daily journeys in that direction which means on occasions we have to put 2/3 extra vehicles on the same stretch of road to fulfil our contractual obligations to a large contract we have. The closing of Tadpole Bridge Buckland Marsh and Newbridge Ox29 7QD also, have a similar effect."*
- **SCB Oxford Ltd (Frilford / Abingdon)** *"Not being able to use Burford is adding additional cost to our business and a higher environmental impact."*
- **Robey One Tipper Hire (Brize Norton)** *"Most of my competitors have a permit. This gives them an unfair advantage."*
- **Barry Jeffrey Transport Ltd (Mickleton)** *"Not being able to use Burford has a big cost to the fuel bill and an extra cost, in time, to go around. Our customers will not give me an increase to cover this extra cost."*
- **Ramthorne Concrete (Hook Norton)** *"The stupidity is we are being pushed into using the small dangerous roads around the villages, as we still need to deliver concrete. This also adds a mileage charge on to the customers."*
- **The Landscape Centre (Witney)** *"Burford is an extra cost to us. A family run business. The County Council should be helping local businesses."*
- **AE Gough & Sons (Llandrindod Wells)** *"The environmental damage that this is causing with vehicles that are achieving 7mpg and are having to do many more miles to get around this weight limit is huge. We are also looking at farm collection points and refusing work in this area as it becomes uneconomical to carry the goods. This will have a knock-on effect on your local businesses and their ability to continue trading."*



- **AW Cleaver (Stanton Harcourt)** *"We are driving a minimum of 25km extra on all journeys we would have previously used Burford bridge."*
- **Hayes Tipper Hire (Carterton)** *"Not only is Burford a problem but we are also shut off access to the A420 because of 7.5t limits at Bampton and 18T limits at Standlake, so have to go to Oxford or Lechlade as a result causing more impact to the environment."*
- **Barry Jeffrey Transport Ltd (Mickleton)** *"Not being able to use Burford has a big cost to the fuel bill and an extra cost, in time, to go around. Our customers will not give me an increase to cover this extra cost."*
- **Ducker & Young Scaffolding Ltd (Witney)** *"Using minor roads are not as safe, slower and doubles our travel time to get to the sites on the other side of the Burford bridge."*
- **WHC Hire Services Ltd (Chipping Norton)** *"Each journey is adding 20 miles a trip and is very costly. We cannot charge the customer all for the sake of not being able to use the Burford bridge."*
- **AM Robey Haulage (Brize Norton)** *"I cannot get a permit because I am 1 mile out of the permit zone. I have a regular job in Taynton, so not being able to use Burford is a huge problem for me. Look at a map and see the huge inconvenience."*
- **Tubes Scaffolding Oxford (Abingdon)** *"Every extra mile an HGV has to go wastes fuel and makes a drivers job more difficult because of Taco restrictions. We operate two 10 tonne lorries and two 7.5 tonne lorries. 7.5 aren't technically commercially viable to us because they cannot carry enough material. 10-15 tonne are however but these are banned by such restrictions, and we need a fleet that can reach all jobs."*
- **D.C. Griffin Transport (Kingham)** *"This has had a big impact on my business, for instance, we have delivered to Manor Farm at Burford OX18 4BJ then on to a farm on the Swinbrook Road just off the A40, Quickest route through Burford 3.6 miles, around Burford along A424 to Stow, A429 to Northleach and the A40 back to Swinbrook. An extra 25 miles!"*
- **Cotswold Forage (Icomb)** *"We were denied a permit due to not being close enough. How close do you have to be?"*
- **BA Hull Ltd (Lower Lemington, Moreton in Marsh)** *"Travel along the Fosseway to Northleach then back along the A40 to Crawley or Minster. This is a huge deviation. "*
- **AL Wilkinson Farming (Barnard Gate nr Witney)** *"The weight limit in Burford has drastically increased costs and time to deliver and collect farm goods, such as grain and compost to other farms across the Cotswolds."*

- **Stobart Haulage Ltd (Chipping Norton)** *"The environmental and financial impact of the extra journeys is horrendous. "roads are for larger vehicles; they shouldn't be funnelled through small villages to go about their normal business."*
- **NAP Gab Hire Ltd (Southmoor)** *"This has priced our services out of the area."*
- **L A Lockhart Plant Hire Ltd (Bampton)** *"The restriction is costing us as a business, and we are losing work through it."*
- **Breedon Group – (Naunton)** *"We also have 10 HGV Tippers/owner drivers that run consistently daily out of our Quarry at Naunton. We do a lot of Deliveries out towards Chipping Norton and Witney/Burford areas, this has added extra mileage per load of around 5 miles plus, each way and that incorporates additional timescales for each delivery. With the concrete mixers, since they can't use the A436 they are quite often held up in traffic around Moreton in Marsh and Stow on the Wold, this gets back logged often, and has massive effect, especially on our concrete products. Overall, when we did an analysis, it would cost extra £5k - £8K per year for the extra mileage".*

Case Study – Leaffield May 17 and 19, 2021

Leaffield conducted a traffic count on each day from 7.30am – 4.30pm:

- *Monday 17th May - 70 HGVs over 7.5T* • *Wednesday 19th May - 103 HGVs over 7.5T*

1. The HGVs were predominantly aggregate lorries carrying muck from two building sites at Shipton Under Wychwood and Ascott Under Wychwood. Confirmed by the contractor in Shipton:

- 90 loads over the course of 4.5 days – a total of 180 trips.
- Lorries doing approximately 6 trips a day.
- Extra costs due to the Burford restriction were around £60 per load: the inefficient and slower route adding to fuel costs, as well as drivers' time and wear and tear to vehicles, equating to around £5,400 additional costs for the job.
- Lorries were taking muck away to Dix Pit in Stanton Harcourt.
- The route taken was from Shipton, via Leaffield, Hailey, and Witney, to Dix Pit in Stanton Harcourt. Passing through the Witney AQMA area on Bridge Street.
- The route the lorries would have taken, as confirmed by the contractor, would have been from Shipton, via A361 to Burford, A40 to Witney, A415 to Stanton Harcourt.

2. In Ascott Under Wychwood during the week of the count, a new housing estate was started.

Lorries were taking muck away to Gill Mill Quarry in Ducklington.

Confirmed by the building site:

- 20 loads a day – 40 trips.
- The route taken was from Ascott, via Leaffield, Hailey, and Witney (Bridge Street) to Gill Mill Quarry, Ducklington.

- Two hauliers confirmed that with permits for Burford the route would have been Ascott, B4437, A361 Burford, A40, A415 to Gill Mill Quarry, Ducklington.

The day Leafield had 103 HGVs, over 7.5T, equals to 1 every 5 minutes.



Leafield Primary School is adjacent to the road used by HGVs. Many village houses have gates straight onto the road. Footpaths in the village are generally narrow, and very narrow in places, and often bordered by walls. Children walk and cycle to school and elderly members of the community, using walkers, travel along these pavements. All have expressed nervousness and feelings of intimidation because of the proximity of these enormous vehicles – even when they are travelling slowly.



To walk from Lower End to the church, shop, pub, and school you have to walk on a very narrow path next to a high wall. Villager Mr Russ said 24.05.21: *'I used to ride my buggy up to the churchyard and pub, but I am worried about being involved in a serious accident.'*

Quote from an email 25.05.21: *'It's difficult enough taking the pram out on Leafield's cracked and narrow*

pavements, now we also have these massive trucks getting far too close for comfort.' The current situation could have been anticipated and prevented had there been a dialogue with the haulage industry to understand the importance of Burford to hauliers' safe passage across the Windrush for contracts north and south of Witney and Burford. Despite many hauliers going to council meetings before the restrictions were implemented, their warnings were ignored. As a result, drivers, businesses, communities, and roads are suffering.



(Traffic counts and Company names of HGVs driving through Leafield on May 17th and 19th are available from Leafield Parish Council. The count does not include tractors, buses and dustbin lorries that would normally drive through the village)

Conclusion

The feedback from hauliers, via our basic survey and phone conversations, clearly indicates that the Burford weight restriction is detrimental to hauliers, farmers, and businesses vital to the local and wider economy, as well as local communities. These damaging effects have been exacerbated by the additional weight limit on the A436 just east of Stow, which was applied as a result of the Burford restriction. (See

statement of Reasons for Adlestrop 7.5T weight restriction on the Gloucestershire County Council website)

Furthermore, weight restrictions are being considered by other towns with A roads, for instance Henley and Chipping Norton. WiVTAG considers that the introduction of further such measures will inevitably repeat the problems that are currently being experienced regionally as a result of the Burford scheme. This reinforces our opinion that arbitrary restrictions in single communities are not the answer.

We are in the midst of a global climate emergency. Oxfordshire County Council has committed to be Carbon Neutral by 2030, but each such weight restriction and inevitable increase in road kms travelled, increases the County's carbon footprint, as can be clearly seen from our evidence.

Local activism and hard work have enabled the collection and collation of this data. Burford TC could have carried out a similar survey both before and during the implementation of their scheme and, had they done so, we believe that they would have reached the same conclusions as WiVTAG; namely that alternative diversion routes on A roads for local and regional business are not reasonably available or viable. We conclude that Burford TC seriously under-estimated the detrimental effects that their weight restriction would impose on the haulage and transport businesses, as well as residents in our village communities.

Appendix C – Farming

Requirements and Characteristics

Burford's experimental TRO ignores the crucial requirements and characteristics of the 21st Century agricultural business:

- Cost effective, timely delivery or collection.
- Fresh produce
- Bulk haulage and storage
- High volumes of production (e.g. grain harvest; sheep lambing; milk)
- International supply and demand

Burford ETRO The issue of HGV permits to local farms within a radius of 4.8m, might have been appropriate in the 1960s. The modern size, weight and production rates demand the support of the largest possible haulage vehicles.



Production, Shipment and Delivery The economies of scale and cost dictate that profitable supply and delivery is by three-axle HGVs often with trailers. The maximum permitted axle load is around 8.5t. A 3-axle HGV can therefore weigh up to 26t; 2-axle trailers add another 18t. The combined unit is therefore 44t; equivalent to the biggest 5-axle HGVs on our roads:

Produce	Daily Output/Load	Total Weight	Daily HGV Haulage
Grain (Jul-Sep)	100 acres/day (3.3t/acre)	330t	12 x 44t Grain Truck
Straw & Hay (Jul-Mar)	150 Square Bails/day (500kg)	75t	3 x 44t Truck & Trailer
Cattle (Annual)	30-40 cows (600 - 650kg each)	26t	1 x 44t Truck (Trailer)
Sheep & Lamb (Annual)	300-500 sheep (80kg + each)	26t	1 x 44t Truck (Trailer)

Transport & Haulage The key factor is that modern farming is now dependant on cost-effective/efficient major transport; the two industries are completely inter-dependent. There are a number of regular **national** and **regional** 'loops' that have effectively been broken by the weight restriction:

From	To	Delivery	Pick Up
Southampton/Avonmouth/Carmarthen	Ducklington/Gill Mill	Aggregate	Stone, Build materials +

Ducklington/Gill Mill	Burford/Charlbury	Stone, Build materials	Grain & Straw
Burford/Charlbury	Southampton/Avonmouth/Carmarthen	Grain & Straw	International Load

From	To	Load
Cirencester Livestock Market	Farms (Charlbury area)	Ewes/Cattle
Farms	Cirencester Livestock Market	Lambs/Cattle

The important aspects of this fact are that:

- Our local farmers join these 'loops' or national haulage circuits as soon as they place/request a shipment (order, collection, delivery)
- The hauliers (many of whom run over 100 vehicles) allocate contracts to the fleet; permits for single vehicles (registration numbers) would be inappropriate or impossible to control.
- If individual hauliers cannot fulfil a contract due to availability, the job is sub-contracted through a network of driver owned vehicles.
- It is most unlikely that Burford Town Council would ever issue a permit to an entire fleet of HGVs, nor can the local farmer apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery/collection.

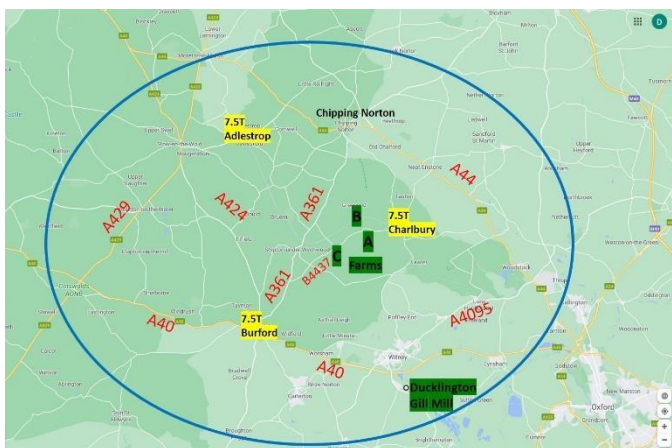
In all the above scenarios, the inevitable risk/consequence is that a (possibly non-English speaking) HGV driver (who has probably never run this circuit) learns about weight limit on arriving at Burford roundabout and, perhaps in desperation (e.g., carrying livestock with limited transit time) to fulfil the contract, will take or try any alternative, even if that is breaching an existing TRO or breaking the law.

Oxfordshire Farmers In addition, WiVTAG has been made aware of the following live and acute local examples, *crucially dependent on Burford bridge, but none of them within the 4.8m ETRO permit inclusion zone:*

Location & Farm Type	Issue

Arable Farm Shipton-under-Wychwood	In the past we have taken up to 2,000 tonnes of biosolids from Thames Water. This is a primary source of phosphate and to a lesser extent nitrogen, as well as organic matter for our crops. Since the introduction of the Burford weight limit, <i>we have been advised by Thames Water that they will no longer be able to supply us as their contracted haulier is not prepared to travel the extra distance on unsuitable roads to reach our farm.</i> Not being able to source biosolids for the farm will have a significant impact on the organic matter levels and fertility of our soils. Last December we were trying to load out large amounts of grain for export through Portbury docks, prior to the Brexit deadline at the end of December. Openfield (who we market our grain through) had fixings for our grain to be delivered to Portbury but were <i>constantly struggling to get hauliers to move our grain as a direct result of the Burford weight limit.</i> As a result, we did not manage to get it all moved and we still had a large tonnage left in store in January.
Contract Arable Farmer: Coat Lodge Farm Aston Potters Hill Farm Leafield Crown Farm Ascott-u- Wychwood Swinbrook Farm	A group of 4 farms effectively now in a 'restricted island' with haulage, transport, Clients and Suppliers being forced to take a 20-30m (A361: Chipping Norton; A44; A40) detour North to cross the River Windrush. The only geographical options open to this farmer being: • Burford • Swinbrook (too small and narrow)
	• Astell (too narrow) • Minster Lovell (weight restricted) • Crawley (too narrow) • Witney (available but v difficult and steep)

Arable & Livestock Farm: Fairspear Hill Farm Leafield	A large livestock (cattle, geese, sheep) farm North of Burford, with legal access for haulage reduced to Chipping Norton & Stow (30m detour) as all immediate surrounding bridges over the River Windrush (Burford, Addlestrope, Charlbury) are now closed to HGVs. Specific examples have included: • Bird stillages delivery cancelled, delivery re-arranged user smaller delivery van. • Smith's Aggregates delivery cancelled. • Export of straw to Wales now forced to divert. • International corn and hay export to Holland collection by Polish drivers on Satnav on return journeys; drivers speak no English and use illegal routes to reach farm
Arable Farms – Milton-u-Wychwood	A small group of farms now being forced to divert their produce and deliveries via Stow and the A426. Ineligible for a Burford TC pass due to their distance from the town, the heavy grain, straw, and hay HGVs have no option but to transit through small towns and villages, as opposed to the most direct route (being A361 to A40).



Conclusion Burford owes a considerable percentage of its historic wealth and buildings to the farming industry. The town's 'Sheep Street' and 'Tanners Lane' being but two examples of this traditional, long-standing connection. The town's ETRO is causing considerable strain on a local industry that is already feeling the serious economic pressures of a postBREXIT Britain, and which

might be justified to have felt ignored completely during the pre-ETRO analysis.

WiVTAG urges the recognition of the requirements of the local/regional agricultural and livestock farming industry; the wider Burford bridge is a vital link for the local and regional farming community.

Appendix D – Air Quality and Vibration

This Appendix deals with two of the concerns listed by Burford TC in their application for a weight restriction; namely air pollution and vibration associated with lorry traffic. Performance criteria were specified in the ETRO approval for air quality. No criteria were set for vibration.

Air Quality

Air pollution levels are reported as the concentration of Nitrogen Dioxide in the atmosphere measured in $\mu\text{gm-3}$ (microgram per cubic metre). A level of 40 $\mu\text{gm-3}$ or above is recognised as damaging to health. The Government has set 40 $\mu\text{gm-3}$ as the national objective level. It would like to ensure that air pollution never exceeds this level and local authorities are required to establish Air Quality Management Areas (AQMA) for all localities where the national objective levels are exceeded. Use of terms such as 'target air pollution levels' or 'average levels' when referring to the objective level can be misleading.

The performance measures stipulated in the ETRO approval read as follows:

Air Quality Management Areas (AQMA) have been declared in Chipping Norton and Witney due to their high Nitrogen Oxide (NO₂) levels which are above the average for England. There is a concern that, diverting the HGVs from Burford may have a negative effect on the air quality in one or more surveyed areas. For that reason, during the review, we shall also be assessing the air quality levels. If they go above 55 $\mu\text{gm-3}$ (microgram per cubic metre) in Witney 57 $\mu\text{gm-3}$ in Chipping Norton, then a decision will be needed on whether to carry on with the experimental weight limit.

An annual report is produced by West Oxfordshire that provides an average figure for air quality levels in the areas where pollution is known to be above the national objective level. It is assumed that the performance criteria are based on these annual average levels although this was not specified. Monthly data is gathered and could have been used to provide a more current criteria for monitoring during the Burford ETRO. The most recent available report is the 2020 Air Quality Annual Status Report (2019) for West Oxfordshire District Council. This report was the basis for the inclusion of air quality as one of the reasons to implement the Burford ETRO. It explains that:

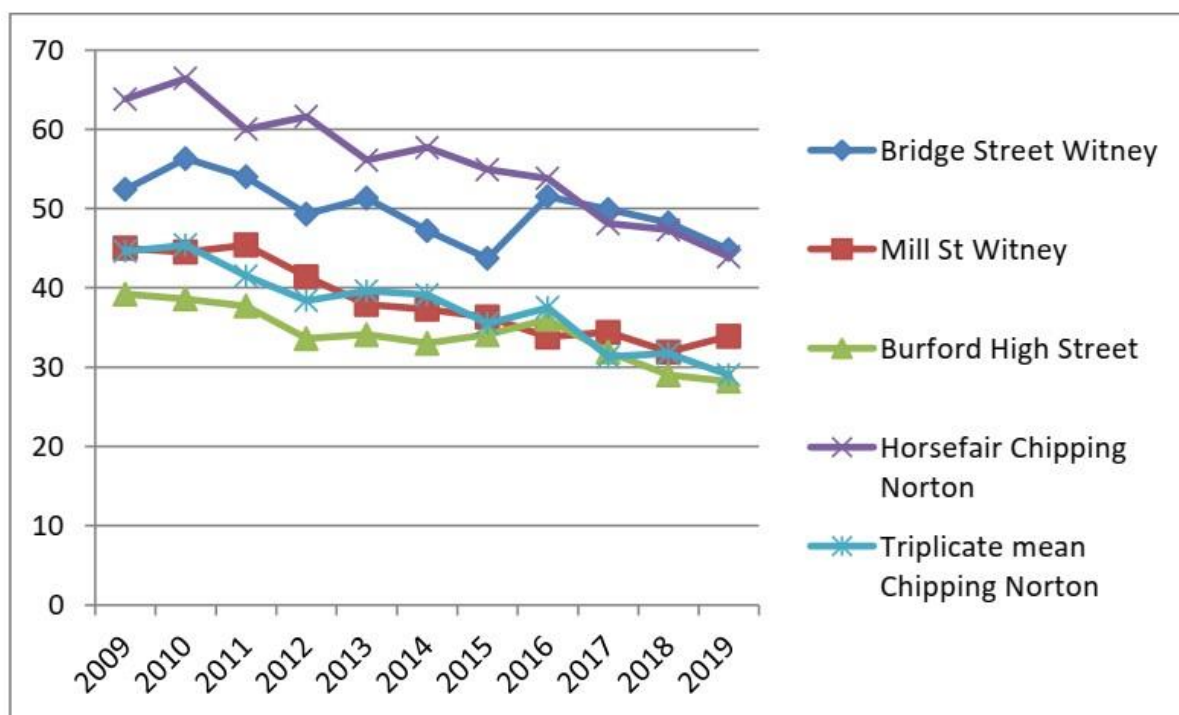
- The national objective of 40 $\mu\text{gm-3}$ was set and agreed to protect health.
- The air quality monitoring report for Burford shows that nitrogen dioxide levels were consistently below the nationally maximum acceptable level of 40 $\mu\text{gm-3}$ and were generally falling in value over time.
- Improving the air quality in Burford was not identified as a recommendation in this or previous reports.

The West Oxfordshire report focuses on nitrogen dioxide levels in **Witney** and **Chipping Norton**. Although these levels have also been falling over recent years, they

continue to exceed the national objective level. Consequently, both areas have been declared as AQMAs. The report concluded that:

No other sites had levels approaching the national objective and the results show that, in the main, West Oxfordshire District Council has good air quality. Outside of Witney and Chipping Norton, the highest annual average reading of 28.2 $\mu\text{g}/\text{m}^3$ (29.0 $\mu\text{g}/\text{m}^3$ in 2018) was found at Lower High Street, Burford

WiVTAG was alarmed to note that the ETRO has, if anything, contradicted West Oxfordshire's AQ recommendations by displacing HGV traffic to the very towns, especially Witney, where the problem requires urgent management.



HGV traffic displaced by the Burford ETRO through the Witney or Chipping Norton AQMA areas will have a detrimental effect on nitrogen oxide levels. As shown in the WiVTAG haulage and transport survey (Appendix B) 76% of local hauliers have indicated that the Witney crossing is one of the Windrush river crossings that they consider as an alternative to using Burford. The increase of 80% in HGVs coming through West End, Witney that was recorded by OCC in the traffic monitoring after the first six months of the ETRO bears out this alarming increase.

Burford air pollution - consistently within national objective levels (2016-2019)

Site ID	Site Location	Site Type	No of valid results (total number) for 2018 ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration ($\mu\text{g}/\text{m}^3$) ⁽³⁾				
					2015	2016	2017	2018	2019
NAS23	Lower High St, Burford	R	11 (12)	91.7	33.2	36	31.9	29.0	28.2
NAS24	93 High Street, Burford	R	12 (12)	100	29.8	29.0	22.5	23.2	21

Witney pollution levels - above national objective levels (2016-2019)

Site ID	Site Location	Site Type	No of valid results (total number) for 2018 ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾				
					2015	2016	2017	2018	2019
NAS1	25 Bridge Street	R	12 (12)	100	51.9	55.7	49.9	48.2	44.8
NAS2	10 Bridge Street	R	12 (12)	100	-	-	40.6	40.5	37.1
NAS3	20 Bridge Street	R	12 (12)	100	42.6	51.5	43.9	41.8	41.9
NAS4	Mill Street	R	12 (12)	100	35.5	33.8	34.4	31.9	33.9
NAS5	4A West End	R	12 (12)	100	-	-	33.9	35.5	33.1

WIVTAG therefore takes the view that OCC acceptance of Burford's unsubstantiated claims of poor air quality levels has led to HGV traffic being displaced through Witney and Chipping Norton, where critical air quality levels already exist and where AQMAs have been declared.

Traffic Induced Vibration on Buildings

Property damage as a result of traffic vibration was cited by Burford as a reason for the A361 weight limit and was referred to in OCC Report CMDE4 2019/090. However, comprehensive studies have been undertaken by the Transport Research Laboratory (TRL – formerly TRRL) on the effects of vibrations on people, buildings, and equipment. The report studies methods for predicting the degree of disturbance likely to be caused by both airborne and ground-borne vibrations and includes a number of investigations into the effects of traffic vibration on buildings.

The Transport Research Laboratory (TRL) study and report concludes that although traffic vibration can cause nuisance to occupants, there is no evidence to support the assertion that traffic vibration can also cause significant damage to buildings. Specifically, it reports: -

6.2 EFFECTS ON BUILDINGS

A number of studies have been carried out to determine the possible effects of traffic vibration on a range of building types. In addition, a worldwide search of possible sources of information has been made. The conclusions of these studies include:

8. *In studies of occupied buildings on relatively soft soils, where the degree of damage was compared in groups of similar houses adjacent to and remote from heavily trafficked roads, it was found that there was no significant difference in the condition of the two groups of buildings. This was despite the fact that 'worst case' conditions could reasonably be considered to have been studied.*

9. *Case studies of eight heritage buildings of widely different ages, size, and type of construction exposed to relatively high levels of traffic vibration revealed that there was no evidence that traffic vibration has caused the observed damage. The defects could more plausibly be explained by site factors other than traffic vibration.*

10. *A worldwide search for sources of relevant information on vibration damage in heritage buildings did not reveal any evidence that damage had been caused by exposure to traffic vibration.*

WiVTAG therefore asserts that there is no justification for the claim by Burford that HGV traffic on the A361 is the cause of significant structural damage to listed and other properties in the town.

Appendix E – Criteria for Performance Measures

This Appendix comprises two sections:

- firstly, parts of the report to OCC Cabinet that relate to the approval of the ETRO at Burford and the criteria for Performance Measurement are shown and,
- secondly, WiVTAG's concerns about these performance measures are explained.

Background of Performance Measures approved by OCC.

In relation to the proposal for the Burford Weight Limit a report was prepared for Cabinet under the title "Delegated Decisions by Cabinet Member for Environment (including Transport) Thursday, 18 July 2019". Sections from this report relating to anticipated diversions of traffic caused by the Burford restriction and the Evaluation and Success Criteria are reproduced below:

The town council, local residents and local members of the county council have been campaigning for a weight limit for Burford for many years. They are concerned about noise, vibration, air pollution and road safety issues associated with lorry traffic as well as the negative impact on the town's tourist economy.

However, this is being taken forwards on a temporary, experimental basis initially. This is because of concerns raised in traffic modelling work that lorries might divert via other towns and villages, transferring these problems there instead. This would not be acceptable but there is some scepticism about how accurately it is possible to predict such diversion and an expectation that much of the lorry traffic diverting away from Burford would do so via major A roads and motorways, particularly in the case of longdistance lorry traffic. Traffic monitoring will, therefore, be carried out at a number of key locations in order to identify any possible, adverse effects.

Evaluation and Success Criteria

Officers at Oxfordshire County Council will commission three rounds of monitoring as part of the evaluation of the success of the experimental weight limit. The monitoring will take place pre-scheme implementation, nine months after the scheme is implemented (halfway point), and at eighteen months (end of the experimental period).

The six sites that will be monitored are:

- Burford High Street,
- Chipping Norton town centre A44 / A361 junction (all legs),
- Bladon roundabout A44/A4095 (all legs),
- Witney town centre A4095/B4022 junction (all legs),
- B4022 between Witney and Charlbury,

- *A436 between Stow-on-the-Wold and Chipping Norton (before the Oxfordshire / Cotswolds Border)*

A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact. An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact.

Criteria for Performance Measures

In the extracts from the OCC Cabinet Report shown above, Burford's concerns about noise, vibration, air pollution and road safety issues associated with lorry traffic are listed as the justification for a weight restriction. WiVTAG's response on two of these issues, namely concerns about vibration in Burford and air pollution in affected communities, are detailed in Appendix D.

Quantified performance criteria to gauge the success/failure of the scheme were only defined for:

- traffic counts taken at six main road locations and
- air pollution in the AQMAs at Witney and Chipping Norton.

WiVTAG's comments in this Appendix are limited to issues associated with the traffic count performance criteria.

One of our original concerns about the Burford performance criteria was that the impact of Covid-19 restrictions on traffic levels could confuse the monitoring of traffic. It would be difficult to distinguish between changes caused by Burford ETRO and those caused by Covid restrictions. However, OCC's report on traffic monitoring after the first six months of the ETRO states:

"Overall HGV traffic has not significantly increased or decreased due to Covid-19. We would therefore conclude that Covid-19 has not significantly altered the data collected during February 2021."

This statement is borne out by a recent document from Dept. for Transport: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic> This document clearly shows that traffic volumes nationally from 1st March 2020 to 17 May 2021 were at the following levels:

- Cars 71% (expressed as a percentage of levels on the first day of Feb 2020)
- LCVs 85% • HGVs 96%
- All motor vehicles 75%
- Cycles 121%

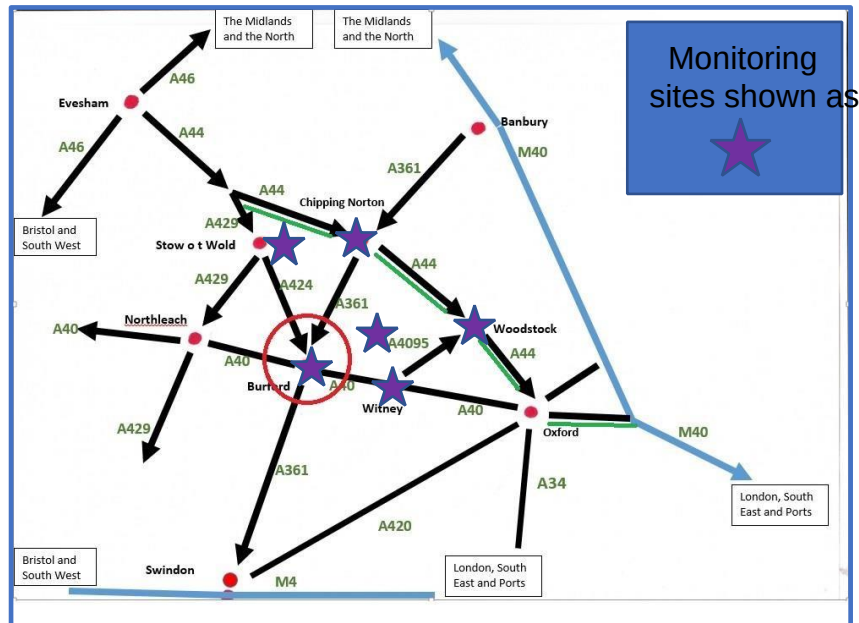
More specifically for February 2021, when OCC were conducting their post Burford ETRO traffic counts, the national average volumes for HGVs were 99% of the Feb 2020 levels.

WiVTAG therefore agrees with OCC's conclusion that we can safely discount concerns about Covid-19 affecting the data for HGV movements.

WiVTAG's opinion that the performance criteria lacked scope and definition are explained further below.

- **Monitoring Sites** The six monitoring positions (shown as red dots on the map) are located on the main road network within Oxfordshire and fail to include any monitoring of traffic on minor roads and in local Oxfordshire communities near Burford.
- **All but one of the monitoring sites are on A roads** The exception is the B4022 between Witney and Charlbury. The choice of sites reflects OCC's expectation that "much of the lorry traffic diverting away from Burford would do so via major A roads and motorways, particularly in the case of long-distance lorry traffic." (See quotes from the Recommendation Report above). The report notes concern that lorries might divert via other towns and villages, transferring the problems there instead and states that this would not be acceptable. However, no supplementary sites have been included on minor roads that are likely to be used by HGVs.
- **Gloucestershire** There is no monitoring at all in Burford's neighbouring Gloucestershire villages or on the strategic network of main roads in Gloucestershire. The monitoring sites have been added to the wider schematic of principal roads in the area affected by the Burford scheme on the attached plan. This highlights the inadequacy of the selected sites to provide any real measure of changes in traffic movement over the affected area. Villages in Gloucestershire are affected as badly as the Oxfordshire communities and no recognition of the likely problems appears to have been included in Oxfordshire's consideration when the Burford scheme was approved.





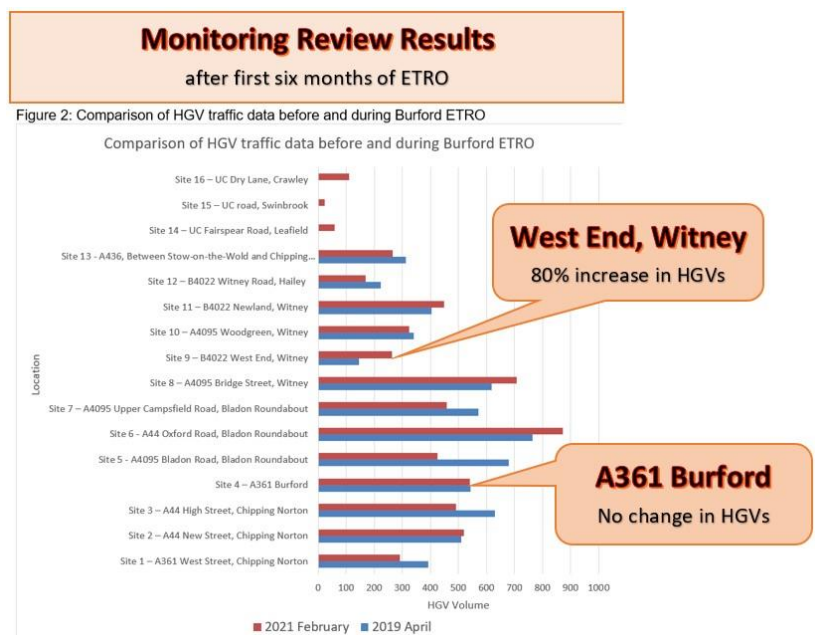
- **Commercial Traffic Network** The proposed monitoring allows no recognition of the impact on commercial vehicle movements associated with local businesses, in particular:
 - Travel between towns and villages north and south of Burford.
 - OCC's measures allow for diversions of established haulage along national routes but fail to cover the changes on regional routes.
 - Failure to address the requirements for freight transport to the farming community. These farm businesses have an established national network for freight, but the system will not interface with the permit arrangements operated by Burford TC for the final section of their journeys between the national routes and the remote farm addresses. (See Appendix C for detail.)
 - Businesses within a 20-mile radius of Burford do not have an option to divert onto motorways or trunk roads in making deliveries to their customers. Hauliers will endeavour to use A roads and B roads as far as possible, but many have found that long diversions and the requirement to complete several deliveries in a day make this unviable. They feel they are forced onto routes along C roads and unclassified roads.
 - There is nothing in OCC's performance monitoring method that will capture the scale and effect of HGV use along very inappropriate routes. More evidence of this problem is set out in Appendix B – Detrimental Effects on Local Haulage Businesses.
- The proposals for monitoring are based on traffic counts in a single week. This approach lacks any ability to identify and measure trends in traffic numbers over the six-month period that is being assessed.

Conclusion

In Section 2 of this Appeal Document,

WivTAG contends that the performance criteria were not fit for purpose. They lacked clear definition and scope as explained above.

Nevertheless, they are the criteria that were approved, and we accept that they will be used to judge success. The results of the first six months of the ETRO have been assessed and reported by OCC. Their report concludes that on both performance measures set out for traffic monitoring, the scheme has not reached the required criteria for success.



Appendix F – Current OCC Local Transport Plan

OCC Planning and Policy

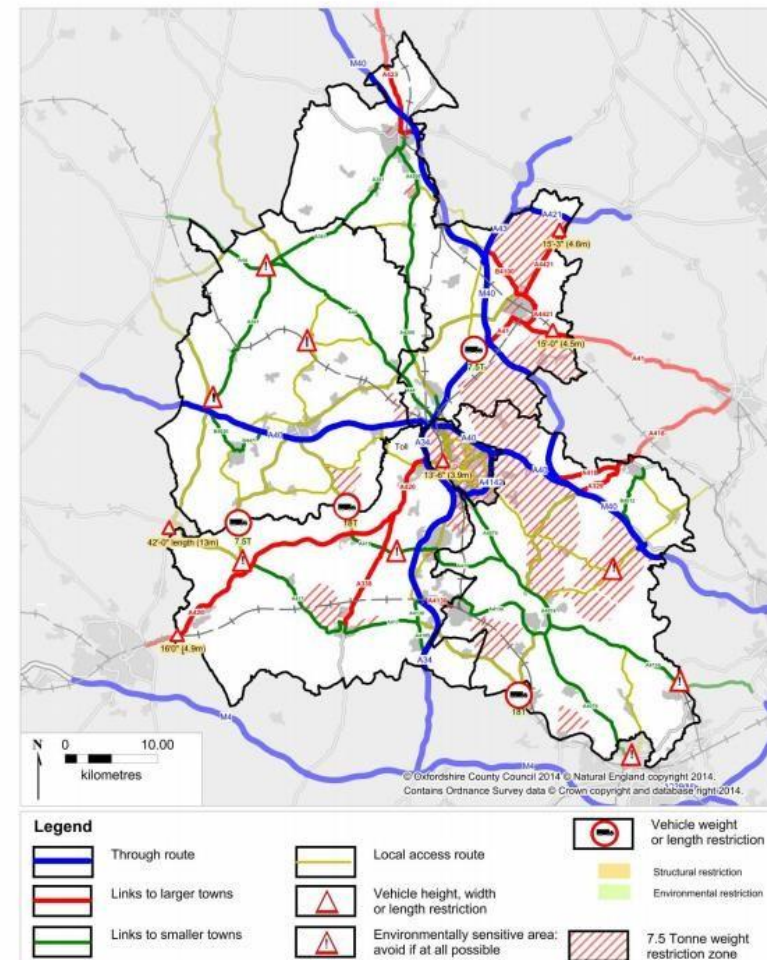
OCC maintains a comprehensive Local Transport Plan (LTP) which generally supports the policies and strategies that are set out in these LTP documents. We also note that these policies are intentionally aimed at 'gold standard' level and may, in some cases, be challenging to implement fully.

In this Appendix, relevant figures, charts, and text concerning HGV management have been extracted from OCC's policy documents. We have commented on each point in relation to the application of this policy to the approval of the Burford scheme.

Key elements of OCC's LTP are:

- Relevant policies from Volume 1; namely Policies 05, 06, 24 and 29 (purple text in table on pages F14 below)
- The Roads Hierarchy Table (shown on pages F2 and F3 below that covers Policies 05)
- Oxfordshire's Lorry Route Map (shown right)

It must be noted that the A361 forms an integral part of both the Roads Hierarchy and the Lorry Route Map. As part of the planned network of routes that HGV operators are encouraged to prioritise, a fair implementation of OCC's LTP policies should therefore have ruled against the approval of the Burford scheme that closed the A361 to HGVs. However, on a more positive note, these elements provide the building blocks to strengthen and implement better freight strategy and management in the future. The approval for Burford's scheme is revoked.



Freight Strategy: Oxfordshire lorry route map

Status	Definition	Characteristics/treatment	Routes in Oxfordshire
Class 1: Motorway	A road suitable for high speed long distance national traffic <i>Responsibility of Highways England (HE)</i>	Dual carriageway with limited access and type-restricted use No weight restrictions	M40
Class 2a: Strategic Primary Routes	A strategic road suitable for longer-distance and inter-regional traffic. Main connections between defined primary destinations. Part of the national lorry route network <i>Responsibility of either HE or the County Council</i>	Able to cater for high volumes of traffic. Predominantly dual carriageway No restrictions on access or permanent weight restrictions Presumption against at-grade pedestrian crossings Presumption against speeds below 50 mph	A34, A43 (HA) A40 (M40 J8 to Witney) A41 (A34 to Bicester) A44 (A40 to A4095)* A423, A4142 (Oxford S / E bypass)
Class 2b: Other Primary Routes	A road suitable for longer distance and inter-regional traffic. Main connections between defined primary destinations. May be part of the national lorry network <i>Responsibility of the County Council</i>	Able to cater for high volumes of traffic Either dual carriageway or single carriageway No restrictions on access or permanent weight restrictions, may be some height restrictions	A40 (west of Witney) A41 (Bicester to Aylesbury) A44 (north of A4095) A420 (west of A34)# A422 (east of A423) A423 (north of A422)
Class 3a: County Principal (A) Classified Roads (major)	A road suitable for important cross- and inter-county traffic where there are relatively large volumes of traffic but not longer-distance travel. Should be able to cater for all types of vehicles <i>Responsibility of the County Council</i>	Usually good standard single carriageway Weight restrictions may be considered where there is a suitable alternative route of the same or better standard available	A338 (Wantage to A415); A415; A417; A418**; A421; A4074+; A4130; A4260 (north of A40)

Class 3b: County Principal (A) Classified Roads (minor)	A road suitable for important cross- and inter-county traffic where there are relatively lower volumes of mostly local traffic. Minor A-roads would serve to link larger settlements with major A-roads and provide missing links <i>Responsibility of the County Council</i>	Predominantly single carriageway; some sections might be of a lower standard Weight restrictions can be considered where there is a suitable alternative route available	A40 (east of A418); A329; A338; A361; A420 (through Oxford); A422 (west of Banbury); A424*; A436; A3400; A4095; A4129; A4144; A4155; A4158; A4165; A4183; A4185; A4260 (south of A40); A4421
Class 4: Non-principal roads (B/C Classified)	A road suitable for other shorter cross and inter-county movements where volumes are relatively low and no principal road is available <i>Responsibility of the County Council</i>	Weight restrictions can be considered providing diversions are not excessive and do not prevent access to properties	All B and C roads

* these roads are on the Primary Route Network signed as "unsuitable for HGVs" because of height restrictions at railway crossings

* routes which could be reclassified in whole or part, in accordance with Council strategy on HGV routing

** A418 is signed as alternative Primary Route between Oxford and Aylesbury to A41 for HGVs

* A4074 is signed as alternative Primary Route between Oxford and Reading to A34/M4 but signed as "unsuitable for HGVs"

Table 2: Road priority hierarchy

OCC's Roads Hierarchy Table

Extracted OCC Policies from Local Transport Plan.

Management of HGV freight

OCC's LTP is published in a series of volumes under the general title "Connecting Oxfordshire, Local Transport Plan 2015-2031"

- There is a **Summary** Document that gives OCC's overall vision and strategy for local transport.
- **Volume 1: Policy & Overall Strategy** combines policy statements with explanatory supporting strategy commitments

- **Volume 5: Oxfordshire Freight Strategy** provides detail on encouraging the use of the strategic road network, discouraging the use of inappropriate minor roads through towns and villages and on OCC's involvement with National Freight Journey Planner.

For clarity in the table below, we have adopted a colour code for text from the LTP Volumes:

- Text from the Summary document is shown in **dark red**.
- Policy Statements from Volume 1 are shown in **purple**.
- Strategy Statements from Volume 1 are shown in **blue**.
- Freight Strategy statements from Volume 5 are shown in **green**.
- In addition, an amendment to Para 18 "Deter use of inappropriate minor roads through towns and villages" in Volume 5, that was introduced in November 2020, has been shown in **orange**.

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Summary Page 6	Freight Strategy Our freight strategy aims to improve the transport of freight within and through Oxfordshire, ensuring it is made using suitable routes and with minimal environmental impact, while reducing the impact of Heavy Goods Vehicles (HGVs) on communities. It also states our intent to support initiatives to increase the proportion of freight carried by rail.	<i>The rural nature of Oxfordshire, its important agricultural sector and its relative prosperity result in a high demand for access by freight transport. Oxfordshire is also a transport "crossroads" for longer distance freight between the Midlands and London, the Midlands and the South Coast ports and the "Oxford Science Vale and Cambridge Arc". Therefore, the application of a balanced, regional approach is required rather than arbitrary weight restrictions on a single A road in a single town.</i>
Volume 1 Page 9	It is also vital that freight journeys are made using suitable routes and with minimal environmental impact and that we support initiatives to increase the proportion of freight carried by rail; we have developed a freight strategy which aims to improve the transport of freight within and through Oxfordshire, while reducing the impact of Heavy Goods Vehicles (HGVs) on communities.	

Volume 1 Page 12	We will work with district councils to develop and implement transport interventions to support Air Quality Action Plans by reducing harmful emissions from vehicles where feasible, giving priority to measures which also contribute to other transport objectives.	<i>73% of the local HGV operators that support WiVTAG's appeal have listed Witney as one of the crossing points for their vehicles to get across the Windrush river now that the Burford bridge is closed. This routes them through Bridge Street and Mill Street in Witney – a black spot for AQMA problems in the county. This very foreseeable difficulty should have been adequate reason to reject the Burford TRO application. Approving the Burford scheme directly contradicts the commitment given in OCC's LTP.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Volume 1 Page 30 Para 35	The County Council is responsible for the maintenance of over 4500 km of roads in Oxfordshire. Like in other parts of the UK, the condition of the road network has deteriorated over recent years. This is as a result of a severe shortage of funding for maintenance, of increasing numbers of heavy vehicles using roads which were not originally designed to carry them, and successive harsh winters and flooding. For cyclists and pedestrians in particular, poor maintenance is a safety hazard and can deter people from walking and cycling. Funding levels over the last 25 years have been such that roads are able to be rebuilt approximately every 255 years on average, as opposed to the optimal 40 years.	<i>WiVTAG notes OCC's stated difficulties in funding maintenance for sections of the road network where increasing numbers of heavy goods vehicles are using roads that were not originally designed to carry them. This is another strong argument not to introduce a local restriction on an A road that is likely to divert HGVs onto inappropriate local roads.</i>
Volume 1 Page 37 Para 67	We also need to accommodate through-travel: this does little to benefit the local economy, but most of the through traffic on Primary Routes has no suitable alternative to passing through Oxfordshire. Easing journeys through the county helps to avoid delays to local traffic.	<i>OCC's published lorry route map (shown above) includes the A361 through Burford as part of the planned freight network. The decision to restrict HGVs on this route goes against OCC's stated policy here.</i>

Volume 1 Page 50 Para 95	Residents across the county complain about vibration, emissions and other environmental damage and dangerous experiences for cyclists and pedestrians caused by heavy lorries (HGVs) travelling through villages and small towns. It is a difficult area to control and our ability to succeed is dependent on both the resources we have available, but also the willingness of the operators to comply.	<i>The feedback that has been gathered from freight operators (see Appendix B) makes it clear that operators would welcome the opportunity to comply with LTP requirements and avoid small towns and villages. Finding alternative routes because of the Burford restriction has aggravated this problem and was within OCC's control to have prevented.</i>
Volume 1 Page 50 Para 96	Where HGVs would cause environmental damage, we will retain environmental weight limits, enforceable by the County Council through Traffic Regulation Orders. These prohibit HGV through traffic but allow local access. If resources allow, we will consider imposing further environmental weight limits where there is compelling evidence of risk of environmental damage due to through HGV traffic, which outweighs the risks arising from the use of alternative routes.	<i>Although this policy is well intentioned it demands careful application to balance between “compelling evidence of risk of environmental damage due to through HGV traffic” in one community with the resulting “risks arising from the use of alternative routes” in other communities. From the evidence that WiVTAG has accumulated, we contend that using this strategy to justify Burford's ETRO has caused greater damage to other communities that outweighs any benefits in Burford.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Volume 1 Page 50 Para 97	We will also seek to minimise environmental damage from HGVs through the use of Routing Agreements and Construction Logistics Plans associated with new developments. Structural weight limits will be applied to protect the county's bridges where necessary.	<i>WiVTAG strongly supports the intended action in this paragraph.</i>
Volume 1 Page 50 Policy 05	Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.	<i>The Roads Hierarchy Table shown above (Class 1 – Motorways through to Class 4 – Non-principal roads B/C classified) that OCC has set out to implement this policy is excellent and WiVTAG strongly supports its use. However, the Burford ETRO has forced HGV traffic from a Class 3b road (A361) on to Class 4 roads and even lower classes of unclassified roads in both Oxfordshire and Gloucestershire. A further explanation of diversion route protocol and application is given in the additional paragraphs and plans below this table (see pages F13 and F14).</i>

Volume 1 Page 50 Policy 06	Oxfordshire County Council will support measures to reduce the number of Heavy Goods Vehicles travelling through the county, by promoting freight by rail and working to improve strategic roads.	<i>Use of rail seems like a very sensible strategy but distribution from rail hubs could still create problems with deliveries by regional operators.</i>
Volume 1 Page 74 Para 175	We will help to conserve designated Areas of Outstanding Natural Beauty (AONB), though working with the AONB management teams to implement relevant policies or actions from their management plans.	<i>WiVTAG supports the protection of AONBs</i>
Volume 1 Page 74 Policy 24	Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas, and other areas of high environmental importance.	<i>Using this policy to justify the ETRO in Burford and protect its AONB has inevitably displaced HGVs to other equally sensitive areas of AONB (For example, town and village Conservation Areas and the Blenheim Palace World Heritage Site). The contamination and environmental damage caused by HGVs using longer diversion routes than the route through Burford will aggravate this problem.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Volume 1 Page 78 Policy 29	Oxfordshire County Council will work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives	<i>The Burford ETRO is directly contrary to this policy as it imposes additional air quality risks on Witney, Chipping Norton, and Woodstock. Data published in the OCC LTP are shown in Appendix D of this appeal document. These confirm that the NO₂ Annual Mean Concentration in Witney is substantially higher than that in Burford (42 and 28.3 respectively) Furthermore, in Burford the trend is downwards over time whereas in Witney the trend is rising and frequently exceeds intervention levels.</i>

Volume 5 Page 2 Para 3	To provide for this we need to make more efficient use of transport networks and systems across all modes of transport, including use of the rail network. However, the majority of freight movements in our predominantly rural county will continue to be by road. It is essential that we make use of our road network as efficient as possible, with larger goods vehicles using the strategic road network in preference to minor roads, encouraged by measures to reduce journey times and increase journey time reliability on these important major routes.	<i>WiVTAG accepts that the transfer of freight to rail will be limited in Oxfordshire. Nevertheless, this strategy provides an opportunity to encourage the efficient use of the strategic roads for freight vehicles in preference to minor roads. In the absence of arbitrary weight restrictions, operators and communities could work together to deliver a better regional solution that would deliver the intended benefits of this LTP strategy.</i>
Volume 5 Page 3 Para 6	The Department for Transport has published the estimated external cost per lorry mile of using different categories of road. These vary from 82 pence for A class roads to 235 pence for other (lower classification) roads. This reflects various environmental costs, but the critical factor is infrastructure, where the costs are 7 pence for motorways, 24 pence for A roads and 171 pence for other roads. This illustrates the economic and environmental benefits of keeping lorries on the strategic road network as far as possible.	<i>The Burford ETRO moves HGVs on to routes where the external cost per lorry mile is significantly higher. Not only will this result in high, unreasonable costs to transport and haulage operators, but it will impose impossible maintenance burdens on OCC for damage repairs on the unclassified roads that are already underfunded. Not only will pothole repairs and patching be increased but drainage and edge foundations will be destroyed. The consequence is that the road infrastructure in many communities will deteriorate with little or no realistic chance of future maintenance.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Volume 5 Page 5 Para 8d	Deter use of inappropriate minor roads and movements through towns and villages and other environmentally sensitive areas, except where this is essential for local access. This also helps to minimise damage by lorries to road surfaces and bridges. We will set out our policy on the introduction of further environmental weight limits in Oxfordshire and on their enforcement	<i>WiVTAG supports this policy to keep HGVs to A class roads wherever possible. By closing off the A361 in Burford HGVs are now being displaced onto far less suitable routes.</i>

Volume 5 Page 6 Para 10	There has been growing public and political concern in recent years about the number of lorries passing through towns and villages in Oxfordshire. In 2012 the Oxfordshire lorry routes map was updated to show both recommended routes and restricted locations. However, few drivers and freight operators use individual local authority maps such as these so the impact on route choice is limited.	<i>WiVTAG supports the use of a National Freight Journey Planner for HGV operators. This reinforces our call for a regional solution to the perceived HGV problems that would include an agreed format for freight traffic.</i>
Volume 5 Page 6 Para 11	Oxfordshire County Council has therefore signed up to the National Freight Journey Planner offered by the specialist mapping data consultancy PIE. This is an opportunity get our lorry route data to a wider audience. Drivers and companies are more likely to use the national Freight Gateway journey planner product than individual local authority maps such as Oxfordshire's.	
Volume 5 Page 6 Para 12	Freight Gateway allows an operator to enter details of a particular vehicle (size, weight, etc.) and routes it accordingly. Freight Gateway shows the user the location of restrictions so that it is clear why a particular route is being recommended. It will incorporate all the details of our restrictions and recommended routes. Features include a lorry watch link to allow local people to report breaches of weight restrictions and detailed local mapping.	<i>WiVTAG supports the use of a National Freight Journey Planner for HGV operators. See previous entry.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
Volume 5 Page 7 Para 17	<i>Deter use of inappropriate minor roads through towns and villages.</i> The county council will consider environmental weight restrictions across the County, particularly areas which are subject to significant levels of HGV traffic, prioritising the towns of Burford, Chipping Norton, and Henley-on-Thames. However, the county council is very unlikely to have any	<i>Whilst WiVTAG recognises the public demand for restrictions on HGV traffic, the significance of freight movements to the national, regional, and local economy is of high importance. In order to address both sides of this debate WiVTAG</i>

	funding available for this in the coming years so any schemes would need to be funded through development and/or by local communities, businesses, and town/parish councils.	<i>seeks a regional solution that recognises that freight is most effectively moved on A class roads and restrictions should, in general, be limited to the minor local road network.</i>
Volume 5 Page 7 Para 18	<i>Deter use of inappropriate minor roads through towns and villages.</i> Our policy on new environmental weight limits is that it would first be necessary to establish that a particular location has a problem in terms of environmental and economic impacts as reflected in congestion, air quality, road danger and public concern. It would then be necessary to identify the share of HGV traffic that does not constitute local access based on origin and destination surveys and other data, as well as analysis of alternative routes. Consideration of weight limits would also need to have reference to the road hierarchy set out earlier in this Local Transport Plan.	<i>The Burford ban has simply transferred the problems of air quality, safety risk and public alarm to other communities (See detail in Appendix D). Indeed, there is ample evidence that these risks are greater in some of these communities. We can see no evidence of any comprehensive Origin and Destination surveys, neither would it appear that the significance of the road hierarchy has been considered given that many HGVs are now using lower category roads on the network.</i>

Revised Volume 5 Para 18 Published in Nov 2020	Revised wording to replace paragraph 18 of “Deter use of inappropriate minor roads through towns and villages”. Local requests for environmental weight limits and other restrictions should be agreed and submitted by one or more local i.e., town or parish councils. Oxfordshire County Council officers will meet representatives of the local council on site to discuss their concerns within one month of being approached. Oxfordshire County Council officers will carry out a free of charge initial assessment of the request within three months of the initial approach. This assessment will consider the policy and strategy fit with the freight strategy, the LTP road hierarchy map and locality transport strategies. Officers will also check any routeing agreements and seek comments from district council planning and economic development staff, as well as from the local county councillor(s). The free of charge initial assessment will also consider the availability of better alternative route minimising impact on neighbouring settlements. Subject to available expertise, the effect of restricting HGVs will be modelled using the Oxfordshire Strategic Model. The assessment will also take account of accident and traffic data held by the county council. It will assess frontage uses including residential, education, social care premises, etc. as well as the impact on cyclists, pedestrians, and other vulnerable road users. The aim will be to identify potentially viable schemes and eliminate “non-starters”, so that unrealistic expectations are not raised, and local funding is not wasted on schemes that are unlikely to be implemented. The second phase of the assessment would need to be funded by the local community through an application fee (to be determined). This would consider the likely effectiveness based on video ANPR surveys of HGVs by matching times and number plates at different locations to establish patterns of movement and whether or not vehicles stop in between (which implies local access to load or unload). The surveys would also distinguish between HGVs above 7.5 tonnes with two axles and HGVs above 18 tonnes which have three or more axles.	<i>WIVTAG welcomes this revised wording. It indicates a clear intention to deliver a more regional approach. We would support this and take what action we can to assist OCC in delivering a fair application of this strategy.</i> <i>There remains a risk that environmental weight restrictions may only provide a solution for larger communities:</i> <i>it would allow vehicles up to 18t to have access for legitimate delivery and collection but banning the through movement of larger HGVs.</i> <i>but it may fail to protect the communities that must then accept the diverted HGVs.</i> <i>Clearly OCC’s offer to carry out an initial assessment and eliminate “non-starters” is seen as a protection to such vulnerable communities.</i> <i>However, the heaviest vehicles have to go somewhere, and application of this policy must ensure that use of the strategic road network of A and B roads continues to be a priority.</i> <i>This revised policy also seems to open a door to wealthier large communities who can afford the funding for the second and third stages of this new assessment approach. Small communities with few residents and very limited budgets will have no opportunity to go down this route.</i>

Source ref.	Text from OCC Local Transport Plan Documents	WiVTAG comment
	The aim will be to identify whether or not an environmental weight limit would lead to a significant reduction in HGV movements (i.e., those representing through traffic as local access would be exempt). It would also inform a recommendation on the geographical area to be covered and whether a weight limit should be set at 7.5 or 18 tonnes. This stage would therefore start to look at potential solutions. There is a tension between point or small zone restrictions (which are easier to enforce) and larger zones (which are less restrictive of local businesses). One possible compromise would be to apply a geographically tight (point or small zone) restriction at 18 tonnes instead of 7.5 tonnes. This would still exclude articulated and heavy quarry trucks but would not apply to smaller and lighter two axle HGVs. There is also the question of whether overnight and weekend restrictions might be effective in places where noise is the main concern. The third phase of the assessment would need to be funded by the local community through an implementation fee (to be determined). This would cover the costs of traffic orders, consultation and signing. It would also cover the first 12 months of enhanced enforcement activity following introduction. It would not be reasonable to expect local councils to commit longer term funding, but they would of course have an interest in ongoing enforcement and might well choose to commit further funding towards this in due course.	

Diversion Routes for HGVs

OCC's Roads Hierarchy Table is shown on pages F2 and F3 above. This classifies all roads in the county strategic network from Class 1- motorways down to Class 4 – Non-principal roads (B/C classified).

Roads affected by the Burford scheme have been copied from the full table and are listed below.

For this document only, we have added Class 5 – Minor roads (D classified) and Unclassified roads.

LTP Hierarchy Status	Road Type	Oxfordshire Routes
Class 1	Motorway	M40
Class 2a	Strategic Primary Routes	A40 (M40 J8 to Witney) A44 (A40 to A4095)
Class 2b	Other Primary Routes	A40 (West of Witney) A44 (North of A4095) A420 (West of A34)
Class 3a	County Principal (A) Classified Roads (major)	A415 A4260
Class 3b	County Principal (A) Classified Roads (minor)	A361 A436 A424 A4095
Class 4	Non-principal Roads (B/C) Classified	All B and C Roads Including B4047 B4022
Class 5	Non-principal Roads (D) Classified Unclassified Roads	Typically, this includes all narrow roads in villages

- *Standard Practice*

Planned diversions must direct traffic along routes of at least the same class as the road that is being closed. Furthermore, the concept of equivalence between a reduction of HGVs in one community and a similar increase in

HGVs in another is not valid unless full account is taken of the suitability of the infrastructure within those communities to support an increase in HGV numbers. Account should therefore be taken of the road geometry, proximity of homes, adequacy of footways and facilities for vulnerable road users, general traffic volumes and the like. This was clearly not undertaken as part of the considerations for the Burford ETRO or its subsequent review.

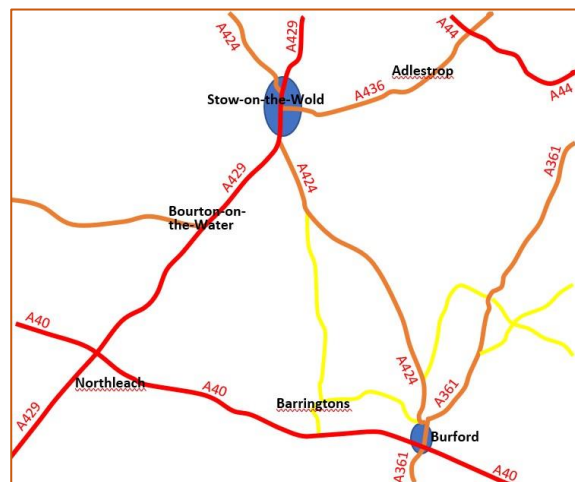
In Burford's case, the A361 has been given a hierarchy status of Class 3b. Diversion routes along road classes 1, 2a, 2b, 3a or 3b (shown as red and orange on the plans below) may be acceptable provided the infrastructure is adequate. Roads shown yellow are Class 5 roads and should not be used as diversion routes for the Burford closure of the A361 (Class 3b).

F55

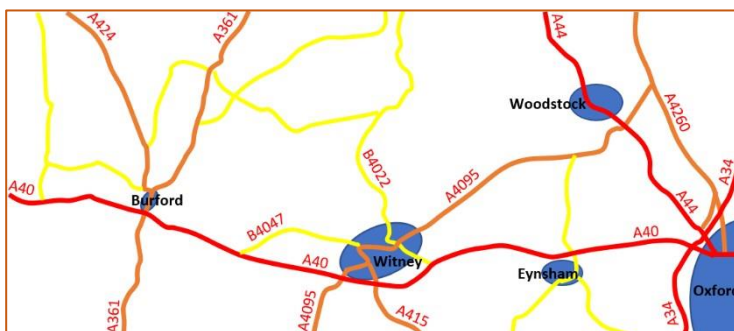
- **Diversion Routes to the West of Burford**

A diversion route is available via the A40 to Northleach and A429 to Stow.

However, these routes are longer and less easy for large vehicles to navigate (ref tight roundabout at A40/A429 junction) Some drivers have used the unclassified road through the Barrington's despite the 7.5t weight restriction.



- **Diversion Routes to the East of Burford**



The only legitimate diversion route that uses roads of Class 3b or better is via the A40 to Witney, then using the A415 and A4095 to reach the A44 and then turning north on the A44 through Woodstock. In practice, drivers are

choosing to use Class 4 routes (B4047, B4022 shown yellow). Class 5 routes are too small to feature on a map of this scale, but WIVTAG's market research

confirms that HGV drivers are also using Class 5 routes along unclassified roads in Swinbrook, Minster Lovell and Crawley to access Windrush crossings. Such use of these very minor roads by HGVs is the highest concern of communities represented by WiVTAG.

Consequences of inappropriate route choices by HGV Drivers

In the event that HGVs use Class 5 routes, there will be inevitable infrastructure damage to verges, kerbs, highway construction (particularly road edges) and drainage. There is little or no expectation that funding can be made available to carry out maintenance repairs. A gradual degradation of the highway assets in small communities appears to be inevitable unless the Burford restriction is withdrawn.

F56



BURFORD TOWN COUNCIL

126 High Street
Burford
Oxfordshire
OX18 4QU
15 September 2021

BURFORD TOWN COUNCIL RESPONSE TO WiVTAG DOCUMENTS

Burford Town Council (BTC) wishes to respond to two documents, the original paper submitted by WiVTAG to the OCC CMD Meeting and a subsequent letter sent to Councillor Enright.

BTC appreciates the concerns raised by your members and communities and wishes to minimize the adverse impact of the BWL. We are therefore considering how best to accommodate farmers' transport needs within the scheme. However we take issue with other areas of WiVTAG's report, which we elaborate below:

BURFORD

BTC's principal objective for the Burford Weight Limit (BWL) was to protect the prime business of Burford, i.e. tourism. The High Street attracts about 2 million tourists a year generating annual revenues of around £20m, within a total of 3 million tourists generating £40m across the town as a whole. Key to this continuing success is preserving the medieval nature of the town that attracts the tourists which, until the BWL, was relentlessly pounded by HGVs. Blenheim and Burford are the jewels of West Oxfordshire tourism, a £253m annual turnover business in West Oxfordshire (according to WODC). However, BTC acknowledges and appreciates that Burford is set in a rural environment, immediately surrounded by farms.

OCC ACTIVITY

From the background in the WiVTAG main paper, it appears that WiVTAG is unaware of the 20+ year history of Oxfordshire County Council's (OCC) intensive investigations into an HGV ban, about which BTC has been kept fully informed. Unfortunately, the staff responsible for freight transport issues at OCC have changed frequently, and it is only their filing cabinets that hold the full history. Accordingly, the only people around today who are familiar with the development of the scheme and its issues are connected to BTC. This response therefore briefly outlines the key issues that OCC has investigated over the last twenty years before deciding on the Burford ETRO, during which time we estimate they have spent almost £1m on investigations and decision making.

Support for the Environmental Case for Burford

Burford has the highest percentage of listed buildings of any town in the UK. Every OCC Cabinet member responsible for Transport since 2001 (and probably even

back to 1980) has accepted the case for the environmentally sensitive nature of Burford and all have looked for ways to protect the town. In the early 1990s OCC set up 11 large zones of 7.5tonne limit roads in the east and south of Oxfordshire but none in the west, as shown opposite. For 20 years, OCC positively looked for a by-pass solution but by 2000 the lack of funds drove OCC to dismiss the option. However, the issue remained a top freight transport priority, along with Witney and Chipping Norton as shown in the Long Term Plans 1, 2, 3 and 4. With regard to OCC's long term plans, two extracts are particularly relevant:

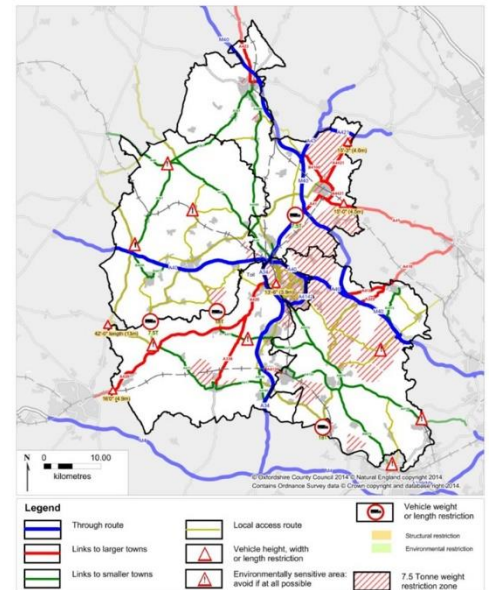
OCC LTP4 extracts:

Policy 01: Oxfordshire County Council will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and **where possible enhancing its environmental and heritage assets**, and supporting the health and wellbeing of its residents.

Policy 24 Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in **Areas of Outstanding Natural Beauty, Conservation Areas** and other areas of high environmental importance.

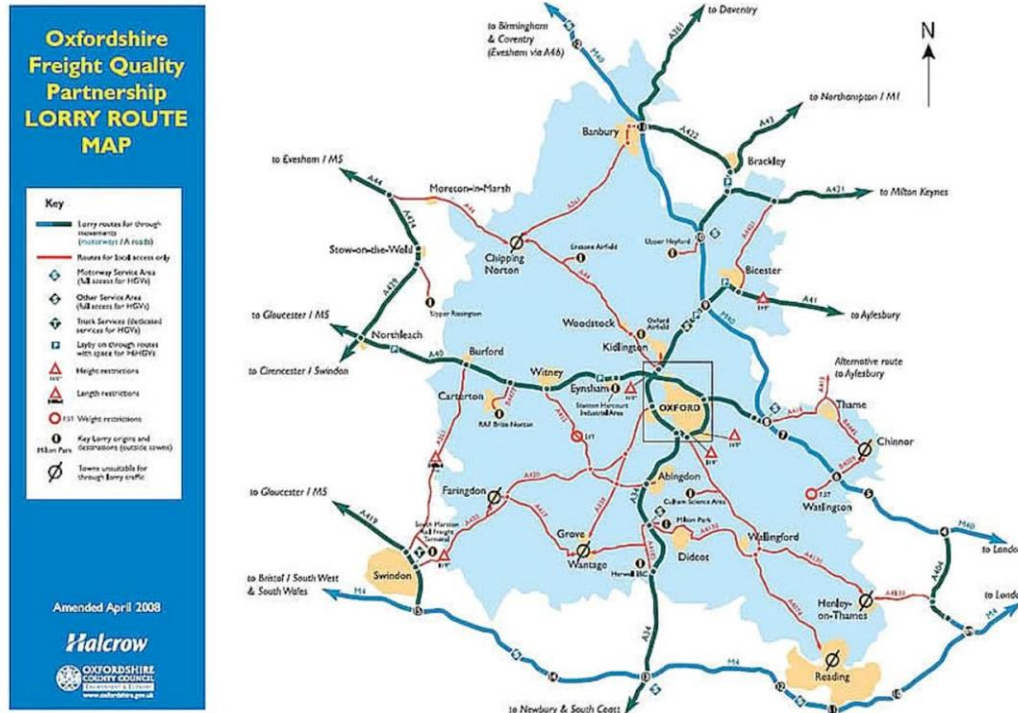
177. We will ensure that transport decisions are informed by an understanding of landscape and townscape character and sensitivity to development, recognising that materials, signing and lining can have a **negative impact on character and tranquillity**.
(emphasis added)

OCC's decision to install a Burford HGV weight limit fully follows these policies.



Negotiations with the haulage industry

Extensive negotiations with the Road Haulage Association (RHA) have been held by OCC to discuss the issue. A Freight Quality Partnership was set up between OCC, Gloucestershire County Council (GCC) and the RHA to examine the HGV routes in Oxfordshire. After two years of negotiation a freight route map was agreed by all parties which is:

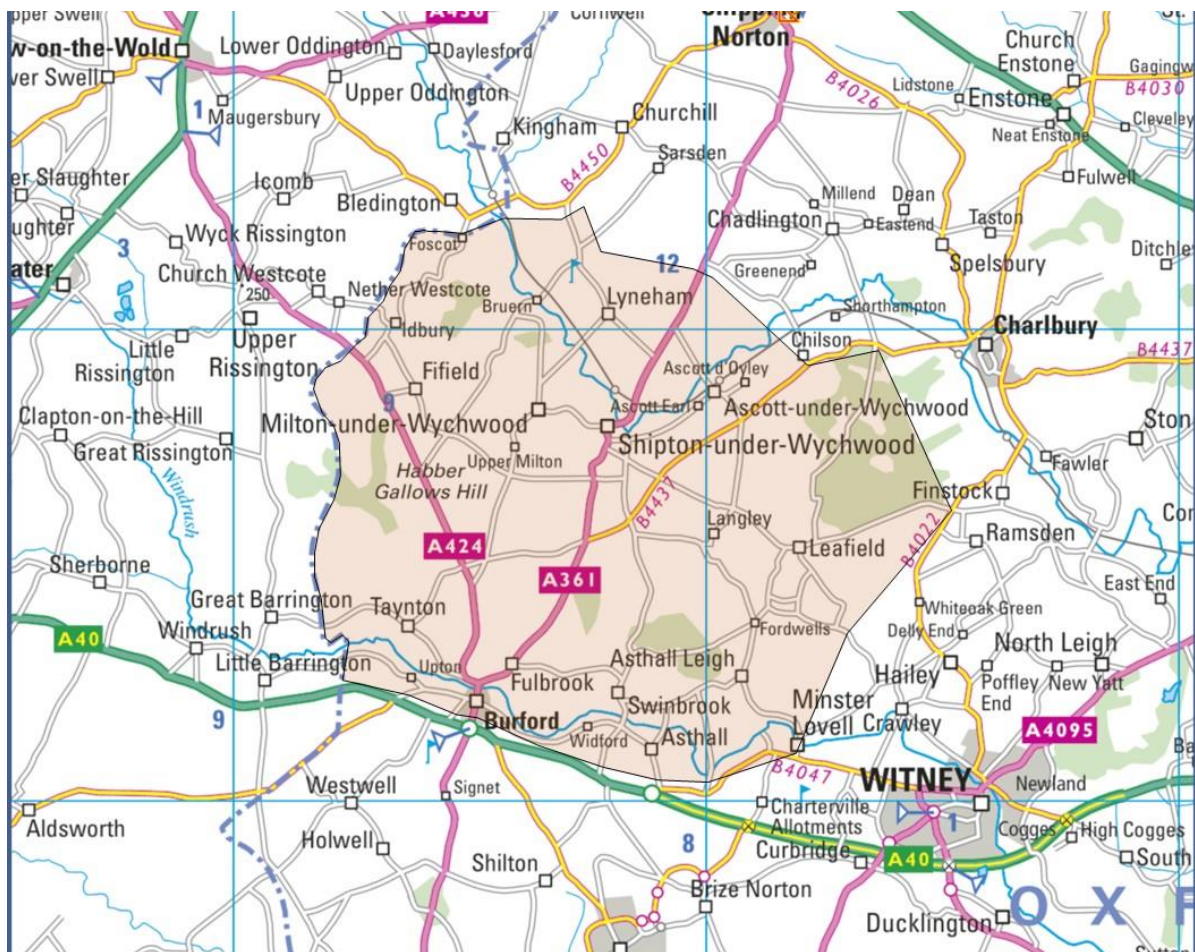


The A361 from Burford to Chipping Norton and the A424 to Stow were jointly deliberately decided to be removed from this Lorry Route Map. A few large companies still follow the Route Map but not all.

On their lorry information website, OCC have for 13 years indicated that Burford was an 'environmentally sensitive town and should be avoided'. Then this was followed by the 'Oxfordshire Freight Gateway', an extensive HGV route planner which conveyed the same information but was seldom used. 20 years of OCC HGV surveys of Burford showed no significant changes in HGV traffic.

Alternative methods to reduce HGV traffic through Burford

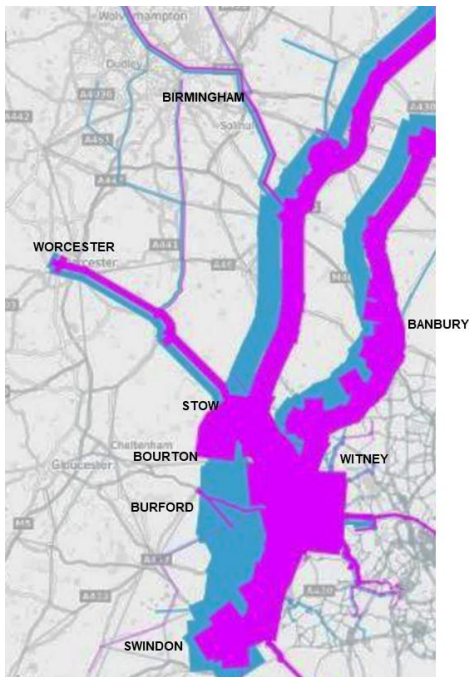
Other alternatives investigated by OCC to reduce HGV traffic through Burford included a West Oxfordshire zone (roughly, western edge county boundary, southern limit Burford, northern limit south of B4450, western limit Hailey).



However, after detailed planning by OCC officers, this solution was rejected before public consultation by OCC Trading Standards (TS) because it could not be policed cost-effectively. (Trading Standards are the joint policing authority for weight limits in Oxfordshire although the police are able, and must be able, to enforce them too.) TS's objection was made despite the fact that they already police 10 other zones and numerous 7.5t weight limits throughout Oxfordshire. The only policeable option according to Trading Standards was the present BWL. Even then, they insisted that BTC should pay to police it (under TS guidance) with prosecutions to be carried out by OCC.

Diversion of HGV traffic from the Burford Weight Limit area

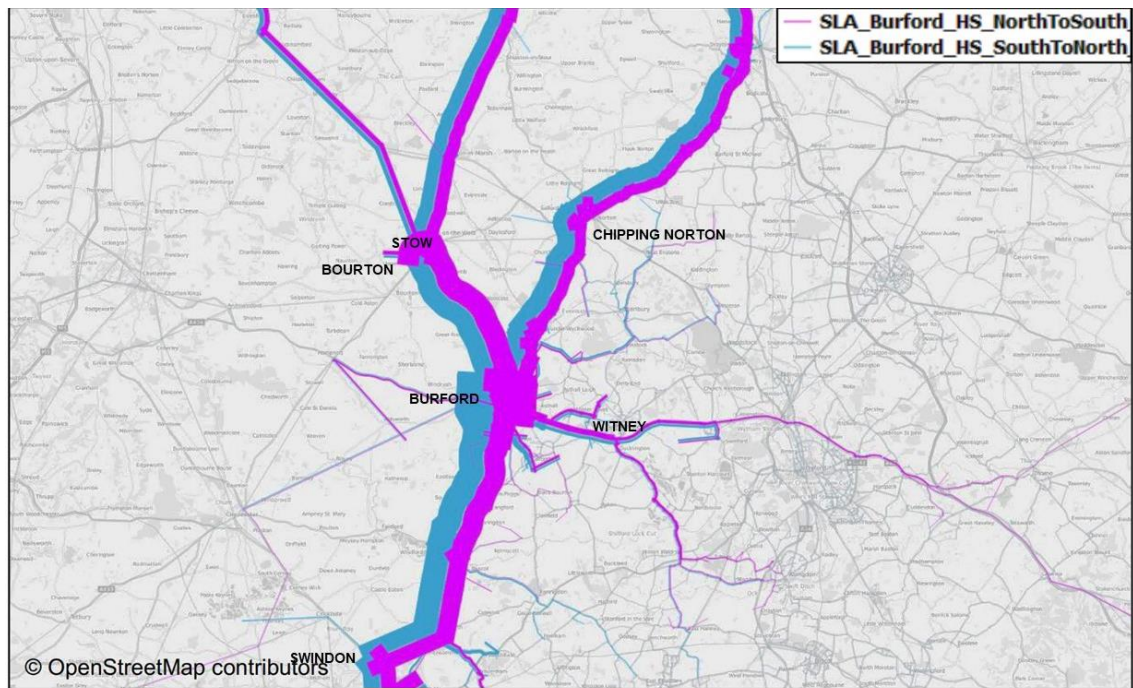
Extensive studies were carried out by OCC to forecast the diversionary routes that HGVs would use. The first major input was an origin and destination database of routes of HGVs using Burford High Street which was provided by HMG's Department for Transport. This showed the number and direction of HGV traffic on all roads, big and small.



This is illustrated in the maps below at different scales:

This data showed the major long distance North/South HGV routes, shorter East/West flows between Bourton-on-the-Water and Witney industrial areas, and numerous local trips. HGVs on North/South routes interestingly do not use the M40 north of Banbury and there are shorter, quicker routes between Banbury and Swindon on the major arterial roads according to the Freight Gateway route planner. The journey between Bourton-on-the-Water and Witney is 1.5 miles longer via the A429 and the Northleach roundabout, but is normally quicker as it avoids the Burford traffic lights.

To forecast the diversionary routes from the BWL, the best available route planner software was used by OCC. This software was normally used for motorway and similar planning and this was the first time it had been used for short journeys. The key component of such software programmes is the representations of the road network with all the speed and weight limits, restrictions, roundabouts etc. However, the software generated illogical HGV diversionary routes because the modelled network excluded several key weight and speed limits and other practical restrictions for HGVs. OCC and their contracted software programmer could not modify the incorporated network to make it fit-for purpose. Consequently, despite the best intentions, the project to find diversionary routes failed after six months' work. The study of such routes, however, allowed officers to infer where HGVs would divert to from the BWL, which supported the decisions on the location of the monitoring sites used in the TRACSIS survey.



This failure of this software programme led to the decision to make a conditional ETRO for 18 months to determine the routes HGVs would indeed divert to.

The Burford ETRO

The decision to proceed with the ETRO by Cabinet Member, Cllr Yvonne Constance, came after input she received from innumerable OCC Officers from all levels and many departments over many meetings. She was fully briefed on the HGV diversion issues, the permit scheme, the environmental issues, the policing issues, the cost issues, the signage issues, the inter-county issues, the legal issues, etc.. (She dealt with the political issues within OCC and GCC personally.) She held a public consultation for six months and read and considered every contribution including that from Thames Valley Police. She held public meetings when making her balanced decision to proceed.

Rather than commit to a permanent TRO Cllr Constance decided to approve an ETRO for 18 months to see where the HGV traffic would be diverted. She knew that although there would be beneficiaries of her decision, there would also be some losers, as there are with every one of the hundreds of 7.5t limits. Her decision balanced on one side the environmental, economic benefit to Burford, the pollution benefit to Chipping Norton and Burford and on the other side the economic loss to hauliers and the impact of diverted traffic HGVs on other communities.

In setting the performance criteria for the ETRO, HGV traffic variability was taken into account, namely that the number of HGVs passing any point on an A road in Oxfordshire varies by 30% a day during the week and 30% by season. A 50% reduction (or increase) in number of HGVs was therefore chosen as the relevant minimum change, if measured at one time in the year, to be sure it was greater than the underlying



variability. This was also reflected in the related pollution level conditions.

Cllr Constance openly recognized that there would be local disturbance of HGV traffic and arranged for a permit scheme to cover the trips local to Burford. BTC generously chose a 5- mile radius around Burford, 78 square miles, 8% of Oxfordshire, to cover the 'local' term in the ETRO.

Cllr Constance's conditions for approval included that Burford had to fund the costs of implementation including signs and their installation including a project manager, legal, continued monitoring and personnel training which cost £100k. This was raised from Councils on the A361 (Burford, Shipton-under-Wychwood, Chipping Norton, South Newington) but the majority was donated by the 1200 residents of Burford and its surrounding villages.

WODC ACTIVITY

Air Pollution

WODC has monitored air pollution in the district for years. The contribution that NOx from HGVs in West Oxfordshire was calculated by WODC to be 65%, although they only comprise 5-6% of traffic flow.

NOx pollution has been dropping over the years as vehicle pollution improves. The two AQMA sites in West Oxfordshire, Chipping Norton on Horsefair and Witney on Bridge Street used to monitor pollution 24/7 with continuous monitoring equipment until a few years ago. For cost reasons that was stopped and (cheap) diffusion tube measurements are now used, as elsewhere. The WODC Annual Air Pollution Report comes out annually in June but publication has been delayed this year as HMG sign-off has been delayed. BTC expects to see the report within the next few months when the levels in 2020 will be revealed. BTC expect that NOx levels at both AQMAs will be below the 40 $\mu\text{g m}^{-3}$ level, reflecting the reduction in traffic and use of cleaner vehicles.

The BWL was forecast to significantly reduce pollution at Chipping Norton Horsefair as about half the HGVs on Burford High Street also travelled through Chipping Norton Horsefair. The impact of the BWL on Bridge Street was less clear but should show up in indications of the 2021 data expected from WODC later this year.

BTC's VIEW ON THE WIVTAG REPORT

Quality of evidence

BTC has learnt that, to carry any weight, all evidence on road traffic must be supported by details such as time and place and verified by an independent body or OCC. Subjective opinions from people or businesses are dismissed. Most of the examples in the WIVTAG report, for instance where HGVs were photographed on narrow roads or caused damage to verges, cannot be verifiably directly linked to diversion due to the BWL.

BTC is very sympathetic to the problem of erosion of the verges on narrow roads and the increase in the use of wider vehicles, SUVs and HGVs, but argue that this problem existed well before the introduction of the BWL.

Narrow roads/bridges and HGVs

Burford shares the dangers from narrow roads like others in the Windrush Valley. The bridge over the Windrush at Burford carries a single-lane carriageway (3.45m wide) with a narrow (0.8m) painted pedestrian pavement. Furthermore, the road over the bridge is not straight so HGVs have to turn and invariably drive on the pavement. The maximum width including driving mirrors of an HGV is about 2.9m wide, hence when crossing the bridge, pedestrians can touch and smell the HGVs which brush past within centimetres, and have to shelter in the refuges provided.

Traffic-induced vibration on buildings

BTC does not agree with WiVTAG's assertion that passing HGVs do not cause significant structural damage to listed properties along the A361. We are aware of the 1992 TRL study on heritage buildings. The article in the publication of The Institute of Historic Building Conservation, <http://ihbconline.co.uk/context/144/24/> shows that the topic is not closed. There continues to be much worldwide research on the subject since the TRL report for instance:

1. B. Xia, P.B. Wei, Y.M. Cao, Traffic-induced vibrations of ground environments and buildings, *Environmental vibrations: Prediction, monitoring, mitigation and evaluation* (Taylor & Francis Group, London, 529–539, 2005)
2. O. Hunaidi, *Traffic vibrations in buildings* (National Research Council, 2000)
3. Z. Engel, *Environmental protection against vibrations and noise* (PWN, Warsaw 2001)
4. O. Hunaid, M. Tremblay, Traffic-induced building vibrations in Montreal, Can. J. Civ. Eng. **24**, 736–753 (1997)
5. R. Ciesielski, E. Maciąg, *Road vibrations and their effects on buildings* (WKŁ, Warsaw, 1990)
6. H. Hao, T.C. Ang, J. Shen, Building vibration to traffic-induced ground motion, Build. Environ. **36**, 321-336 (2001)
7. M. Petronijević, M. Nefovska-Danilović, M. Radišić, Analysis of frame structure vibrations induced by traffic, *Gradevinar*, **65**, 811-824 (2013)
8. M. Radzikowski, *The evaluation of the surface SOSN – application guidelines* (GDPRaM, Warsaw, 2010)
9. *Guidelines for measuring traffic*, Ministry of Infrastructure, Department of Roads and Highways, Warsaw (2009)
10. PN-88 B-02171, *Evaluation of vibration influence on people in buildings* (Polish Committee for Standardization of Measurement and Quality, Warsaw, 1988)
11. PN-85 B-02170, *Evaluation of the harmfulness of building vibrations due to ground motion* (Polish Committee for Standardization of Measurement and Quality, Warsaw, 1985)
12. MATEC Web of Conferences **107**, 00063 (2017) DOI: 10.1051/matecconf/2017107000
DYN-WIND'2017

13. Hunaidi, O. and Tremblay, M. Traffic-induced building vibrations in Montréal. *Canadian Journal of Civil Engineering*, Vol. 24, No. 5, 1997, pp. 736–753.
14. Hunaidi, O. Evaluation of human response to building vibration caused by transit buses. *Journal of Low Frequency Noise and Vibration*, Vol. 15, No. 1, 1996, pp. 25–42.
15. Hunaidi, O., Rainer, J.H. and Pernica, G. Measurement and analysis of traffic induced vibrations. *Proceedings of 2nd International Symposium on Transport Noise and Vibration*, St. Petersburg, Russia, 1994, pp. 103–108 etc

The vibrations in buildings caused by passing vehicles is a complex and still not yet fully understood problem. Ground vibrations, airborne vibrations, state of the road surface, road construction materials, building distance from road, building material, building resonances, material and structure of ground, height of building, floor of building, window size and window glass properties, speed of HGV, number of axles, axle weight, HGV suspension properties all contribute to the nature and degree of damage. If there was no damage to buildings worldwide why does research continue?

Burford residents on the High Street directly experience vibrations in their buildings and their consequences. The vibrations are felt through windows rattling, ornaments or glasses on window shelves vibrating towards the glass panes, beds moving with the passage of HGVs. One listed house, nearest to the road, has to be repointed very frequently. When a large depression in the road directly outside their house on the High Street was eventually filled in, the internal vibrations heavily reduced.

Further damage to buildings is caused by the acid arising from the NO_x pollution etching through (several inches) of the Cotswold stone, easily viewed from the road, of the lower three foot of eastern facing house walls adjacent to the road near the traffic lights.

TRACSIS 2-axle data unreliability

BTC strongly believes that the 2-axle HGV data generated by TRACSIS should not be used as a proxy for the impact of the BWL. This is because:

- the 2-axle data is dominated by HGVs less than 7.5t which are out of scope
- 2-axle data from pneumatic cable ATC technology is intrinsically unreliable

The TRACSIS 2-axle HGV data covers HGVs of 3.5t and upwards whereas the BWL only relates to HGVs with a maximum gross weight greater than 7.5t. CCTV footage from February 2021 shows that only 10% of the 2-axle HGVs identified where greater than 7.5t. The traffic counts are therefore dominated by smaller HGVs, and variation in their volumes will swamp any impact of the BWL on relevant 2-axle vehicles.

Furthermore, an *independent* company measured the accuracy of the classification (on a free flowing traffic, two lane road with vehicles traveling at speeds greater than 5mph) of 2-axle HGVs by equipment from the major Automatic Traffic Count pneumatic cable manufacturers. Their results show a 64% error in classifying 2-axle HGVs. (https://metrocount.com/downloads/about/reviews/NDSU_ATAC_Report.pdf). Similar published studies by another independent company obtained similar results of misclassification of 2 axle and 3 axle HGVs,

https://www.researchgate.net/publication/337088641_Applicability_of_an_automatic_pneumatic-tube-based_traffic_counting_device_for_collecting_data_under_mixed_traffic

Hence, in BTCs view, the 2-axle HGV TRACSIS data should not be used as a measure of HGVs supposedly diverting from Burford due to the BWL. The only available, most reliable, indicator is the TRACSIS 3+-axle data.

A40/A329 roundabout

BTC is puzzled by the comment that the A40/A329 roundabout was a difficult roundabout for HGVs to navigate. The turning circle of an articulated HGV is 12.5m and the roundabout has a 32m outer circle diameter.



Farming

Substantial comment was made in the WiVTAG papers about the permit scheme being unfair to farmers. BTC had received similar comments and BTC agree with WiVTAG on this point. We are in discussion with OCC to consider changes to the permit scheme so farmers are less disadvantaged and there will shortly be further communication from BTC or OCC on this issue.

FUTURE MEETING

BTC would welcome a meeting with WiVTAG, as it always has been, to discuss the issues raised in their report and our responses. Please contact John White at john.white@burford-tc.gov.uk to arrange.



Windrush Valley Traffic Action Group (WiVTAG)

Final Report to Oxfordshire County Council (OCC)

Burford Bridge 7.5t Experimental Traffic Regulation Order (ETRO)

24 November 2021

1. Introduction and Aim

WiVTAG wishes to conclude our submissions to OCC in relation to the 18-month experimental TRO for a weight restriction through Burford by:

- summarising our appeal to date,
- recording some further developments and evidence since the mid-term review at the Cabinet Member Decision Meeting on the 29 July 2021 and,
- setting out some ideas for a way forward when the final decision is reached in January 2022.

We have endeavoured to remain constructive, objective and factual in our submissions, to avoid hearsay and conjecture and to provide evidence and supporting data that substantiate our comments and recommendations. The extensive discussions, exchanges and reports of the past six months have proved that there is no simple, short-medium term solution that will match the expectations of Burford Town Council with those of the surrounding rural communities, farms and businesses. Some compromise approach must be found.

This final report is intended to collate our three submission documents^{1,2,3} and five meetings involving OCC Officers in order to suggest plausible solutions.

2. WiVTAG submissions to date

From the outset, WiVTAG has taken the view that Burford TC's application for a weight restriction failed to adequately assess the adverse impact that such a restriction would have on the region. Their expectation seemed to be that HGVs would be able to find alternative routes on the existing road network but the evidence to support this case was unconvincing, and attempts at traffic modelling failed. In contrast, WiVTAG has sought to consult with regional hauliers and farmers and has built up a body of evidence that is shown in the appendices to our main Appeal Document² (submitted in July 2021). Without exception the 12 larger farms and 136 companies that WiVTAG has contacted have advised of severe difficulties in working to comply with the Burford 7.5t restriction. Diverted HGVs have chosen either to use unsuitable narrow lanes and bridges, or to adopt longer routes on main roads with consequent negative impacts on their commercial viability and on the environment.

Added to this, the communities through which these diverted HGVs now travel are experiencing damage to road infrastructure, increase in air pollution, a genuine threat to public safety, and a reduction in the quality of living conditions for residents.

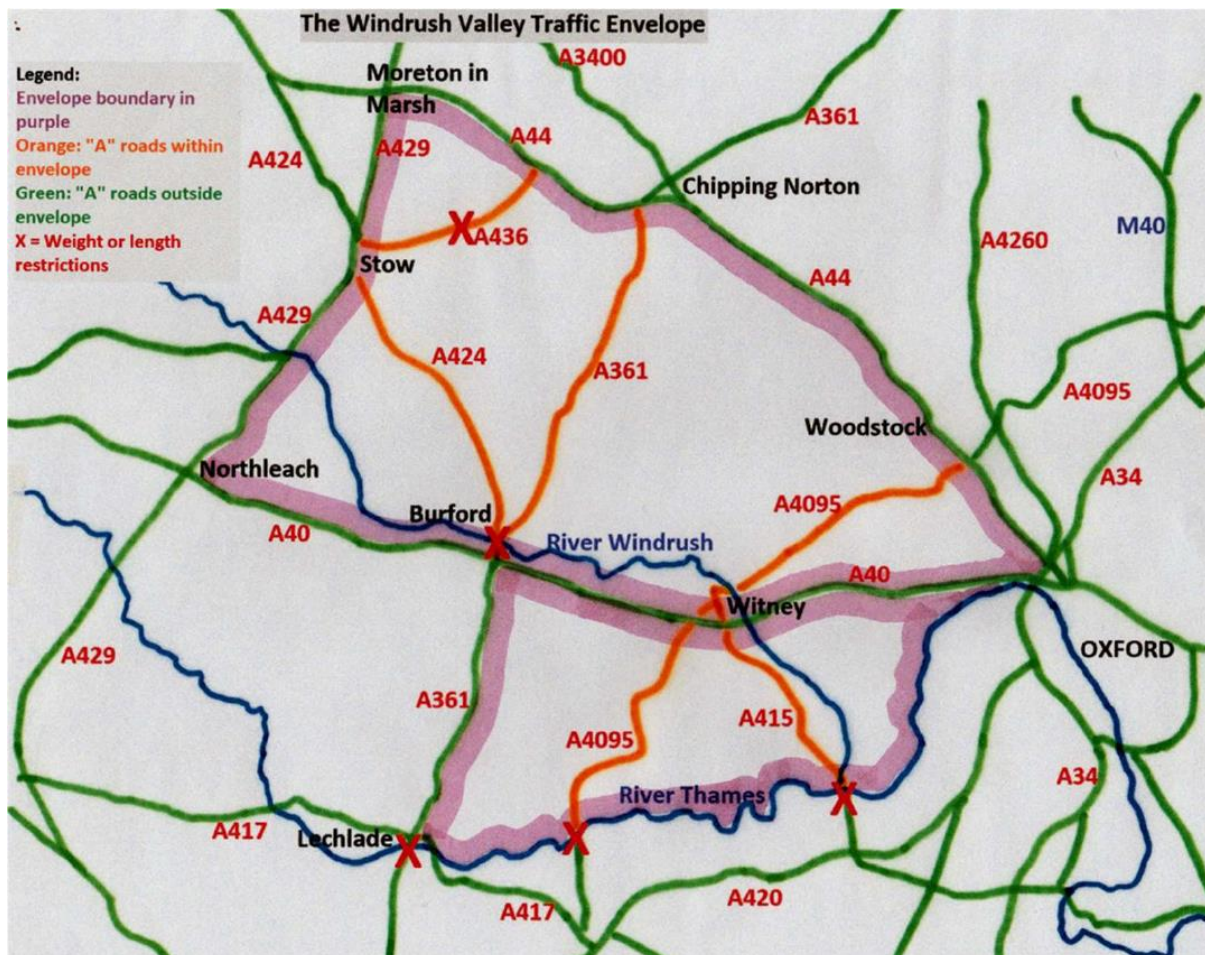
As parish councils, we remain in receipt of numerous complaints and concerns from the community about the safety of pedestrians on narrow pavements.

The summary statement in our appeal document is unchanged:

WiVTAG challenges and seeks to constructively support both OCC and Gloucestershire County Council (GCC) to recognise the serious regional, environmental and commercial impact of this experimental weight limit. We urge OCC to revoke the Burford 7.5t restriction and strengthen the application of relevant policies and strategies in their Local Transport Plan (LTP)

3. Developments and evidence since the mid-term review

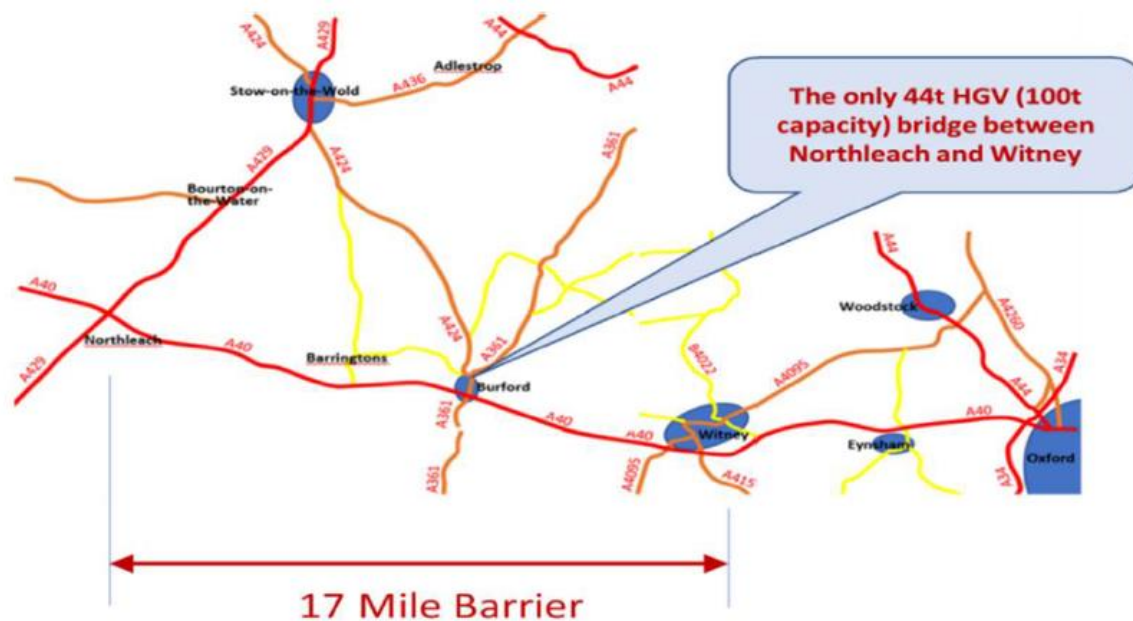
Perhaps the most significant issue since the scheme review on 29 July 2021 is the realisation that a large part of the pre-restriction HGV usage through Burford was generated by business needs within the Windrush Valley Traffic Envelope as shown, outlined in purple, on the plan below.



The envelope area is determined by the road layout rather than as a circle centred on Burford. We believe this more accurately represents the area within which the Burford ETRO has affected local businesses. The 7.5t restriction on the A361 through the centre of Burford closes one of the few north/south routes across the

Windrush river, and forces one block of HGVs onto routes through either Northleach roundabout or Witney.

In effect this introduces a 17-mile wide barrier to most haulage contracted to meet legitimate local supply and demand, unless they elect to use minor roads through rural villages. HGV routes between local towns have been hugely altered by this change and there has been a significant displacement of HGV traffic onto the A44 particularly affecting Woodstock, Enstone, Chipping Norton, and Bourton-on-the-Hill.

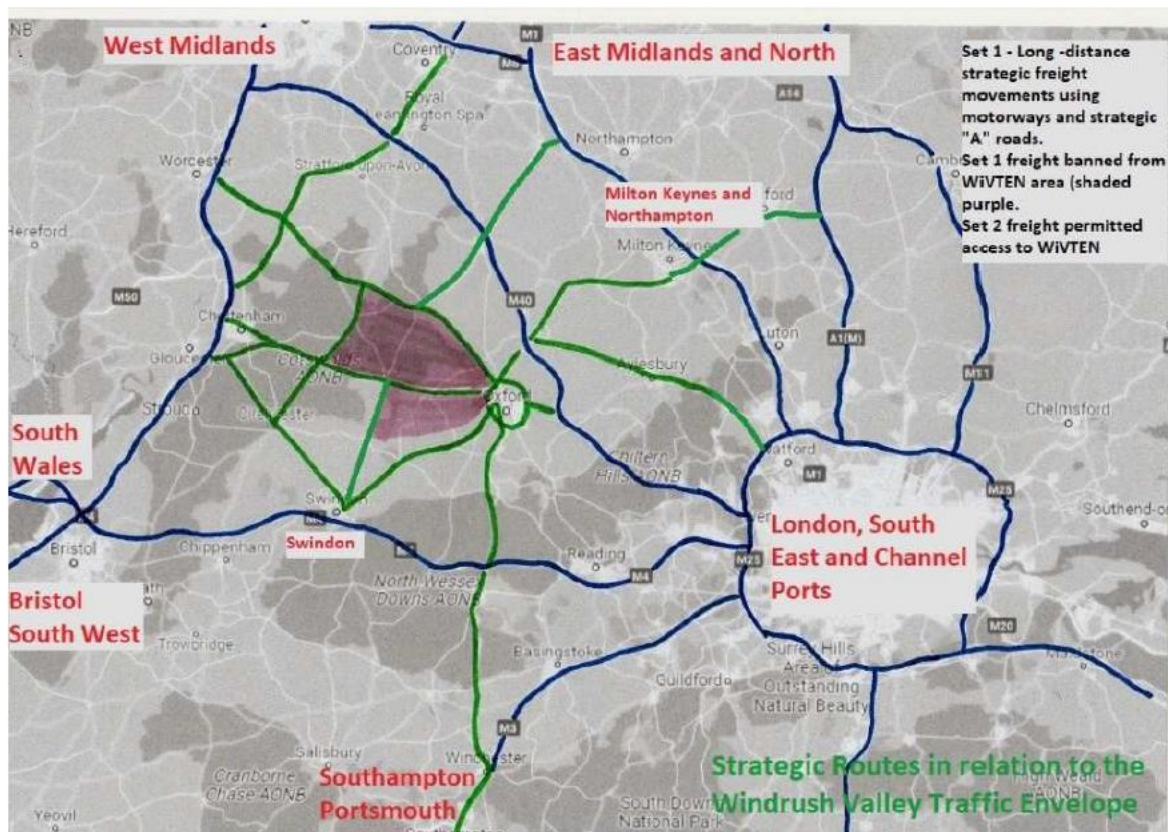


Our market research with haulage businesses has demonstrated that there is a second block of freight requirements (particularly for farmers) that have collection or delivery points within the Windrush Valley traffic envelope. These journeys begin or end at more distant depots or centres of operation.

The 4.8-mile radius permit scheme that was proposed by BTC to cater for local traffic makes no allowance for either of these legitimate blocks of freight movements.

Use of the adjectives Strategic, National, Regional and Local in describing freight movements has led to some overlap and confusion. For clarity we will consider freight movements in three sets:

- **Set 1 Strategic through routes** – long distance journeys whose origin **AND** destination are outside the Windrush Valley Traffic Envelope (indicated on the map below)
- **Set 2 Windrush Valley traffic** – journeys whose origins **OR** destinations are within the Windrush Valley Traffic Envelope
- **Set 3 Local Burford traffic** – journeys whose origins and destinations are within 4.8 miles of Burford centre



Burford ETRO appears to have been based on the assumption that the movement of HGVs through the town was made up of local Burford traffic (**Set 3**) plus vehicles on strategic through routes (**Set 1**). The permit scheme catered only for **Set 3** and expected to force the remaining HGV traffic onto motorways and trunk roads. It made no allowance for the majority of freight movements within the Windrush Valley Traffic Envelope (**Set 2**).

Burford TC have provided a response to the WiVTAG Appeal Document in which they acknowledge the shortcoming of the ETRO in relation to the needs of farmers. However their response fails to address the needs of local hauliers and businesses who generate most of the **Set 2** movements.

It is WiVTAG's clear understanding that no intercity or international haulier, contracted to transport goods on a north/south transit of the UK, would consider routes other than on motorways and trunk roads. No such journeys would involve the A361 through Lechlade, Burford, Chipping Norton or Banbury. Even a simple desk exercise using Google Map will show that long distance journeys via motorways and trunk roads present better options for route plans than journeys using the A361 through Burford. We believe that the majority of HGV movements that were seen as **Set 1** were in fact **Set 2**, and were using the A361 as the most appropriate route for their journeys to and from businesses **within the Windrush Valley Traffic Envelope**. This opinion is reinforced by the market research carried out by WiVTAG

and shared with OCC Officers in the face-to-face meetings facilitated by WiVTAG since the 29 July 2021 mid-term review:

- WiVTAG meeting with Farmers and OCC Officers (4 Oct 21)
- WiVTAG meeting with Hauliers and OCC Officers (14 Oct 21)

These meetings have demonstrated that:

- The farming and major haulage industries are inter-dependent; farms do not own or manage HGVs
- Local/regional farms, dependent on heavy (44t) haulage, are penalised financially, or in some cases so isolated by the ETRO that crops cannot be shipped, livestock moved or essential products supplied as contracted.
- Local hauliers, who regularly used the Burford bridge as the most efficient route, have been refused permits, despite proof of local contracts (construction, delivery/collection). The current permit scheme fails to cater for their needs.
- Additional costs (fuel/time) have been added to contracts resulting in cancellation or commercial unviability.
- There is a real concern amongst local hauliers that the permit scheme is anti competitive. If freight support systems are damaged, local business will suffer.

We believe that this information had not previously been clearly reported to OCC Officers.

The other major development since the mid-term review is that OCC has completed the final set of traffic counts on which an assessment can be made on the success/failure of the Burford scheme in accordance with the approved criteria. Performance measures failed to achieve the success criteria at the 6-month review and have failed again at this final session. The key target was to reduce the number of HGVs coming through Burford High Street by at least 50%. Traffic counts at 6-months and 14-months showed 'no change' and '15% reduction' respectively. On this basis the experiment can only be seen as a failure.

4. Conclusions and recommendations

WiVTAG contends that the Burford ETRO could have been avoided if, by logical application of existing County LTP strategy, the HGV ban proposed by BTC had been identified as not meeting the full intentions of that strategy. The minor town and parish councils surrounding Burford have always accepted that essential farm and HGV traffic (delivering or collecting locally) is a necessity in the rural environment; we are confident that they will continue to do so. Whatever the scenario, it is apparent that HGV restrictions in local towns, villages or bridges simply divert the problem; they are not a solution. Some mediation may identify a compromise but no such way forward can be activated without the immediate revocation of the Burford A361 ETRO. WiVTAG's conclusion is that the Burford scheme has failed. It has not satisfied the approved performance criteria nor has it made allowance for the adverse impacts on surrounding communities and businesses. We urge OCC to

revoke the Burford ETRO.

It is outside WiVTAG's remit to stipulate any alternative solution. We recognise that this responsibility lies entirely with OCC. However we can offer a series of concepts that OCC may consider in reaching a fair solution in this matter:

- One possible approach would be to introduce a combined East-Gloucestershire, West-Oxfordshire area scheme based on the Windrush Valley Traffic Envelope that would allow access inside the envelope area for all **Set 2** (and **Set 3**) HGV movements.

Set 1 traffic, on strategic through routes, would be restricted from entering the envelope area and would remain:

- on motorways and trunk roads outside the envelope area, or
- on the perimeter roads around the area, or
- on the A40 that runs across the area.

Traffic within the envelope would be limited to vehicles up to 7.5t plus Set 2 freight movements i.e. those with origins OR destinations within the area. To facilitate all the intended Set 2 traffic movements, the Windrush Valley Traffic Envelope would have to be defined as a single zonal restriction with the A40 running through the envelope area in an unrestricted corridor. Treating the envelope area as two zones would re-introduce the "17-mile barrier" along the A40 that is damaging to local businesses.

Such a solution caters for local business and farming needs. The scheme would be similar to the existing East Oxfordshire weight restriction zone and could draw on the strategy of Neighbourhood Weight Watch as shown in LTP Volume 5 4. The LTP strategy allows local communities to supplement the resources of the Police and Trading Standards and contribute to enforcement.

The scheme is therefore largely self-policing.

No permit scheme is needed.

This approach provides a 7.5t restriction for every community within the envelope area, including Burford, subject to the provision that access is permitted to all **Set 2** vehicles.

- Such a scheme might allow GCC to remove the current weight restriction at Adlestrop.
- OCC and GCC should review and improve the signage for current weight restrictions to ensure clear visibility and consistent information that is readily understandable to drivers.
- The GCC and OCC Police should add a 101 call reporting option for HGVs.

Additional information can be provided by any of the WiVTAG committee members listed below or by email to WiVTAG@outlook.com

References

1. WiVTAG Interim Findings Report to OCC
2. WiVTAG Appeal to OCC, Burford A361 ETRO
3. WiVTAG letter to Cllr Enright dated 4 August 2021
4. LTP Volume 5 [Click here](#) (Paragraph 21)

Submitted on behalf of

WiVTAG

Windrush Valley Traffic Action Group

Committee Members:

Deborah Triff – Leaffield Resident

Gina Pearce – Chair of Leaffield Parish Council

Graham Knaggs – Chair of Hailey Parish Council

Colin Carritt – Woodstock Resident

Mark McCappin – Crawley Parish Councillor

Jan de Haldevang – Chair of Barrington Parish Council

Lisa Harrop – Swinbrook Parish Clerk

Town and Parish Council Supporters:

Witney Town Council

Woodstock Town Council

Moreton-in-Marsh Town Council

Ascott-under-Wychwood Parish Council

Enstone Parish Council

Swinbrook & Widford Parish Council

Hailey Parish Council

Crawley Parish Council

Leaffield Parish Council

Hanborough Parish Council

Barrington Parish Council

Bourton on the Hill Parish Council

Minster Lovell Parish Council

Bladon Parish Council

From:

Sent: Monday, August 2, 2021 9:51 PM

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Cc:

Subject: Burford weight limit

Dear Councillor Enright,

Myself and my wife have previously contacted you before your recent council meeting to discuss the Burford weight limit. I hear from various sources that the decision has once again been deferred. I hope you can appreciate that this is disappointing to people who now have to tolerate being woken up by hgvs rattling their houses that are close to the substandard badly maintained roads in the surrounding villages. Village's that were once quiet and safe to walk around but now resemble a truck stop or the main entrance to a large stone quarry every day where hivis and anti pollution masks are now essential equipment.

I do have a couple of questions that I hope you could answer now a deferral decision has been made.

1. What work is the council now going to do to provide hard facts so that a decision can be made? If no work is to be carried out then why was a decision not made.

2. Assuming more surveys will be carried out in answer to q1 what data point needs to be reached for either decision. Quite clearly this must have been discussed so that the council can make a decision in 6 months time.

3. If more survey work is to be carried out who is paying for this work. I would like to see BTC contributing to the work needed. I would especially like them to pay the various parish councils for the time already taken to provide the data we have obtained.

4. If more local work is required could the council please liase with the various organisations to help setup basic data collection criteria and rules. I would hate for the wrong decision to be made after the council kicked out data provided in good faith that does not allow the correct statistical comparisons.

I am sure people on both sides of this argument would be pleased to hear an answer to these few basic questions.

A decision would also have allowed both sides to get on with their lives or perhaps go to the inevitable next step such as campaigning for the setting of weight limits in their own villages. Chaos.....

I cannot help feeling that the once again the can has been kicked down the road in the hope that everyone will get used to the Burford weight limit. I can assure you they will not. To people who do not live in Burford this looks like an arbitrary somehow biased limit set on one of the counties most important arteries that must be overturned to spread traffic more fairly.

This during the largest period of development and urbanisation ever, along with the largest reduction in traffic flow capacity and road maintenance/improvement budgets in West Oxfordshire where private transport and roads will always be the main transport infrastructure for the area.

This seeming lack of joined up thinking that repeats itself endlessly in local government is so serious to myself and my family that we are currently lucky enough to consider moving our residence and business premises out while the going is good and before the inevitable gridlock descends.

I trust this is in order and look forward to being able to pass the answers to my questions to the various people involved in the opposition to Burfords weight limit.

Kind Regards

29th September, 2021

Dear Councillor Enright

Re: Burford 7.5 tonne weight limit

I hope that you and your family are well. I am writing to object to the imposition of a 7.5 tonne weight limit through Burford town centre.

Since the trial weight limit was imposed in August 2020, I have seen an increase in local HGV traffic through surrounding villages including Leaffield, where I live. My objection is based on the following elements:

- The A361 is an A road, built over many years to specifically withstand HGVs and an increasing volume of traffic. It has been substantively constructed with road markings, wide pavements and the majority of housing is set back from the carriageway. The new routes that vehicles are now taking are based on unclassified roads, with no road markings, poor road foundations, limited footways and have many houses adjacent to the carriageway.
- The safety of pedestrians has been compromised with the change of traffic flow, Leaffield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which ALL re-routed traffic passes. The primary school is less than 5m from the carriageway.
- The damage to buildings and the road surface has increased. Greater levels of heavier traffic along the lightly constructed roads is causing vibrations to our property and many others. The unclassified roads are not designed for the traffic levels they now receive, they are being damaged at a much faster rate, leading to increased maintenance costs. Potholes also pose a danger to road users, damaging vehicles and causing a serious threat to cyclists. Additional vibrations are also generated from uneven surfaces, exacerbating the problem. Whilst 44 tonne lorries usually have air suspension, designed to cushion their massive weight, local lorries such as skip trucks, quarry lorries etc. have leaf springs, which shudder down the highway. This is the type of traffic that we have seen increase specifically as a result of the High Street closure in Burford.
- Air quality has decreased whilst Oxfordshire's Carbon Footprint and pollution has increased. The traffic has moved from Burford High Street to other areas, many journey times have been increased which has not only led to lost productivity but it has also elongated the mileage for local hauliers, resulting in a net gain in carbon emissions. This is particularly important in the light of the Climate Emergency, the action encouraging longer journeys caused by diverting away from Burford has increased Oxfordshire's carbon footprint. This ban is in direct contravention of Oxfordshire's desire to be carbon net zero.

We understand that BTC wants to improve life for its residents and protect the many medieval buildings in the town and so I have some alternatives that should be considered either in place, or alongside the restrictions:

- Build a bypass. An expensive option but possible given the swathes of farmland either side of Burford and the obvious wealth of the town. A new river crossing could be built and given the requirement to provide homes in West Oxfordshire, a housing project could be considered to help fund this proposal. Burford High Street could then be pedestrianised, increasing property values in Burford and growing the tourist income and income from the TV and film industry. A bypass would also solve the increasing traffic volumes which are currently not restricted by the weight limit.
- Upgrade alternative routes. Acknowledging that traffic is re-routing over a few alternative bridges across the Windrush, BTC should upgrade those routes, improving the road surface, footways and pedestrian crossings in the surrounding, affected villages. Given the level of funding that the town has provided for the weight limit, it should not prove a problem for an additional amount to be raised to support the villages that have taken the burden from Burford.
- Upgrade the A361 — if the road surface was significantly upgraded with a quieter, more cushioned surface with proper foundations along Burford High Street the traffic would have less impact on local residents and the restrictions could be removed or altered. Alongside this suggestion, the restrictions could be timed to restrict traffic at certain times of day to give the residents a break and share the impact with the surrounding villages.

I have been very concerned about the apparent and obvious bias of the previous consultations. It is obvious that the voices of people living in villages outside Burford are heard less than those who have all supported the scheme who live in Burford itself. I understand that Burford residents strongly support the scheme even though several other villages are being negatively affected and their lack of numbers and objections (when consultation advertising was not widely circulated) may well be construed as apparent support of the scheme.

I think that the results of the trial period have shown that the weight limit has not met its original aims and has caused a much greater ripple effect across a much wider population. Local traffic (including HGV5) has increased in all villages over the last 10 years and will continue to grow as shopping habits change and the local population grows through the additional housing built in the county. This means that the additional load caused by Burford's weight limit has made things unbearable. I would also ask why Burford has been singled out to attempt to reduce traffic when every part of the county should be sharing the increase that is inevitable through increased urbanisation.

I think that the limit should therefore be reversed for at least 12 months and the traffic monitored over this period. Planning should also be started on mitigation options either by improving the road in Burford or throughout the surrounding villages and Witney to minimise the effects of increased traffic for all West Oxfordshire residents rather than moving problems around the county. After 12 months, the trial could be resumed alongside mitigation actions and then monitored against the control data for a proper comparison.

I would also like to understand what is being monitored today “over the Autumn” to base the decision due in February. This is a question that I have raised before but have failed to secure an answer from you. From the traffic surveys that we have conducted, it is clear that the weight limit is having a negative impact on Leafield and a limited positive impact to Burford. How can the ban continue when it is clearly not achieving it’s originally objectives of “promoting road safety, reducing danger (including damage to roads and buildings) and congestion, and improving the environment of the area”?

I look forward to your response regarding the monitoring and this unjust, unfit experimental ban being lifted in February 2022.

Yours sincerely,

From:

Sent: 18 October 2021 07:35

To: Parsons, Odele - Communities <Odele.Parsons@Oxfordshire.gov.uk>; Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>; Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>;

Subject: Burford Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good morning

I am writing to you today regarding the burford weight restriction and the impacts that it has had on our business.

We are based in ... just outside Stow on the wold where we run 6 lorries. We are based on a farm where we produce the majority of the stuff that we then sell to local equine yards around the area. As well as this we also buy lots of straw from surrounding farms in and around the burford area.

Due to the Burford Bridge a further weight limit was placed on the oddington bridge to stop traffic diverting that way. This has impacted us hard as this was our only other way out to the majority of our customers other than going through Stow on the Wold.

We applied for a permit at the time to use Burford only to be told a short sharp you are not situated close enough to the bridge.

We have a customer in Shilton by the wildlife park and in order for us to get there now it's added around 30 minutes to the journey having to go down the fosseway to Northleach and then back up the A40 to the top of Burford. Noty only this but we visit Lambourn 3 times a week and it has added I would say 45minutes to the journey now having to go via Cirencester and Swindon rather than being able to cut through to Lechlade and then through to Highworth.

All this extra driving only means one thing more fuel burnt, which is the environmental implication but then increased wages for the driver which again has impacted our ability to be as competitive as we can be. There is also the factor of not being able to get as much done in the day within the drivers hours laws.

I can understand the local people being against lorries in the town but there are a number of other towns such as Stow on the wold that have not imposed weight limits. If the bridge was not structurally sound to take the traffic then I can understand but I believe this is not the case.

Looking at the news in the recent months, I hope you can all appreciate how important the HGV is to the country, there is not a thing that we live with that

involves a HGV journey somewhere along the line. I hope with this being the case you will finally see that making it harder for the industry with little things like the Burford Weight limit then its going to impact everyone somewhere along the line.

I look forward to hearing from you on this matter.

Kind Regards

Business

From:**Sent:** 28 October 2021 16:02**To:** Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>**Cc:** Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>; Parsons, Odele - Communities <Odele.Parsons@Oxfordshire.gov.uk>**Subject:** Logging Lorry

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Cllr Enright,

I am the coordinator for the WiVTAG hauliers. Many of the hauliers don't like writing, so, in the past, I have offered to take notes over the phone. This email is a writeup from a telephone call I had from ... who owns a very large logging lorry with a trailer and is based in Herefordshire.

On Tuesday, October 26th, ... left Charlbury at 7am, where he had stayed overnight, to go to a job in Farringdon. Due to his company not being based here he did not know about the road closure in Witney West End, from 25th Oct to Nov 1st. Due to the lack of signage he didn't know about the road closure until he was at the mini roundabout just before you turn left into West End from the Hailey Road. With difficulty he turned around and headed back, as per the diversion signs. When he saw they directed him through Ramsden he was concerned, given the size of vehicle, where they would lead to next, so he turned left into Leafield to head for A roads that he was familiar with. From Leafield he turned left on the B4437, then left onto the A361. Not being able to go through Burford, from Fulbrook he was forced to go up the A424 to the Stow lights, left on A429 back down to Northleach, left on A40, past the top of Burford to Farringdon. From turning round on the Hailey Road it took him 1 ¼ hours to get to Farringdon. Not a good start to his day.

His job for the day was to take two loads from Farringdon to Evesham. 4 round trips because he was staying in Farringdon that night to start another job from there the next day. For this journey he had to go around Burford via the recommended route via the Northleach 4 times adding an extra ¼ hour each time, so an extra 1 hour in his day. This was on top of the extra time he had spent avoiding Burford in the morning, because of the Witney, West End road closure.

... is not one of the 51 hauliers on our list because he doesn't do emails. He wanted me to express to you that with such a big lorry he doesn't like going on smaller roads and that he is a small business so every mile counts. When a perfectly good A road is not available in an area and then one of the other A roads is closed for another reason, it makes it a nightmare to drive around when you are driving such a large lorry. He said people don't realise these diversions are not like driving a car. He often works in West Oxfordshire and finds that with the Burford bridge closed it is very frustrating navigating this area. As I say he is a logging lorry and has clients such as Ditchley Park, Cornbury Park and other large farms in the area with forests.

He wanted to put this example forward so that you can hear what is happening on the roads for HGVs and how closing Burford causes him so much more time to drive around it, costing him money and for this day extra stress.

cc Natalie Moore and Odele Parsons

With kind regards,

Business

From:

Sent: 18 October 2021 13:53

To: Wright, James - Communities <James.Wright@Oxfordshire.gov.uk>

Subject: Reconsidering the Burford HGV ban

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear James

I am not sure whether you are still dealing with the ongoing Burford HGV ban as I gather that there is a meeting shortly to decide whether it will be made permanent or not early in the new year.

As you very kindly took our wishes into consideration when the ban was put in for an initial period in 2020, I thought I would make a few comments. As our lorry is exempt on the private horse transport wording which you put into the draft order then assuming that does not change we will still be allowed to drive up and down Burford high street as we need.

However a few comments for others affected.

1: Why are the exemptions not made a lot more public. I have had lots of local equestrian competitors who do not know about the private livestock lorry transport exemption. There is no mention on any sign or anywhere else readily locatable by others. I have told local equestrian competition organisers of the exemption and some do mention it on the competition schedules but many do not.

2: Why was the limit set at 7.5 tons. We probably all know that lorries in excess of 15-20 tons probably do cause excessive vibration to adjacent properties esp when they grind up the High Street. However the smaller ones which are normally the more local transport vehicles probably do no damage whatsoever. The big trunk route heavy artics probably have no need to go up or down the High street as the long distance routes are pretty obvious ie west up the Fosse way or east via the A34. The residents of Burford rightly wanted to reduce property damage but can also be a little small minded and want to shift the small HGV traffic onto someone else's patch. That seems unfair. They are happy to let fully laden buses go up and down the High street and they probably weigh in excess of 12-15 tons but I suppose are filled with tourists who may spend their money in Burford

3: With global warming and other climate changes being considered, it cannot be sensible for small 7.5-15 ton HGV vehicles having to sometimes drive miles out of their way and consume a lot of additional fuel in the process not to mention additional driver hours. I think there needs to be a measured response and making the 7.5+ ton ban permanent is to my mind excessive and should not happen.

4: The bridge at Bibury has an 18 ton limit and has never caused an issue. The big artics don't use the Burford-Bibury-Cirencester road but all the local and small lorries do without any issues. The properties in Bibury are just as old and probably even closer to the highway than those in Burford.

Anyway just a few of my thoughts and trust the Highways dept will consider all submissions.

regards

Business

From:

Sent: 24 September 2021 12:14

To: Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>

Subject: Burford Weight Limit

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good morning Natalie

I am writing to you regarding the complications and the increase in potential accidents that are likely to occur due to the Burford weight limit being imposed upon local haulage firms like ours.

We do a fair amount of work for BMW running from Swindon to Cowley. The problem we have here is where we are located in Chadlington we either have to go to Enstone, Woodstock, Oxford thereby creating more congestion through Woodstock and around Oxford. Alternatively we can go through the back roads via Spelsbury, Charlbury, Witney and then along A40 to Burford this route is thwart with dangers notably on the narrow roads with overhanging tree branches forcing us to basically drive down the middle of the road! This is not so bad on the straight bits however the corners being a different matter especially as the oncoming vehicles are, not surprisingly expecting to see a large vehicle in the middle of the road! Another alternative is to go to Fulbrook turn up the A424 to Stow on the Wold and then turn left on the A429 towards Cirencester, however coming back on that route is quite a challenge as the junction from the A429 to A424 especially in a slow moving articulated vehicle is quite dangerous. All of these route though greatly increases travelling time, fuel usage and of course environmental costs.

We also do a lot of deliveries for ... in Shipton u Wychwood mainly to the London area, because of the Burford weight limit we now have to go via Chipping Norton and Woodstock which of course not only creates congestion in Chipping Norton and Woodstock it increases once again as above travelling time, fuel usage and environmental costs.

I hope this issue can be addressed soon.

Thank you and kind regards

Partner

Business

From:

Sent: 24 August 2021 10:49

To: Davies, Kate - Trading Standards <Kate.Davies@Oxfordshire.gov.uk>

Subject: RE: heavy vehicles access to Curbridge/Ducklington road

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Kate,

Perfect! Thank you, I will file for safe keeping.

It was refreshing to get such a prompt reply from you and I was also able to speak with your colleague in the road transport team yesterday who passed my enquiry to you. My previous dealing with the council last year took many weeks and phone calls before I eventually got an answer. Basically we were enquiring about a permit to travel through Burford from our address in ... as we had several delivery sites the other side of Burford. However we were told we were excluded so all our journeys to these destinations now use the longer route of the Northleach intersection of the A40/A429 adding another 10 miles/25 mins to our journey. Not only is it costly and more time consuming, it is not very environmentally friendly either 😞

Kind Regards,

Business

From:**Sent:** 07 September 2021 14:14**To:** Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>; Cllr Tim Bearder <Tim.Bearder@Oxfordshire.gov.uk>**Cc:** Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>**Subject:** Aggregate Lorries from Milton Under Wychwood

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Cllr Enright and Cllr Bearder,

cc Natalie Moore

I noticed at 7.25am this morning 4 aggregate lorries driving one after the other through Leafield. This caused me to investigate where they are coming from and going to. This is what I found.

There is a building site that has recently been finished in Milton under Wychwood, called St Judes Meadow, on the High Street just as you leave the village. They are clearing the site and turning the area they used for cabins, building supply storage etc back into a field. To do this they have to dig out the hardcore they brought in originally and then top it again with top soil. To clear this site, the person at the site said it will take at least 50 loads, over the next three days. The loads are being taken to Dunmore Road in Abingdon.

He said 'It is a nightmare, now they have taken away the crossing at Burford, because they are either going through Leafield or up to Chipping Norton on the A361 and down on the A44. Due to the slower route through Leafield and Witney or the longer route through Chipping Norton they can only do 3 loads in a day whereas in the past they would have done 4.' This was also confirmed by ... whose lorries came through Leafield this morning. He said that the route they are having to take is Leafield, Witney (through the AQMA and double roundabout) onto the A40, right at Eynsham on the toll road and onto Abingdon. Usually when they did the journey, from this area, which they have done for years, they would keep on the faster, more fuel efficient and time efficient A road via A361 through Burford, A40 to Eynsham etc, which would have meant they could have done four loads but now they can only do three. This is costing the business more, which they are passing onto their customer. One of the things overlooked by the Burford ETRO is that many of the delivery lorries or in this case aggregate lorries are on the road all day and every extra mile is more time and more cost, as seen in this case.

When you speak to these working people they are exasperated by the Burford restriction and feel that no one takes their business, costs and the environment into account. It is up to the drivers which routes they take, some may be coming through Leafield and Witney others via Chipping Norton, either way their carbon footprint is bigger.

As it happens it seems that the building sites in Milton Under Wychwood are at an end. There is one on the Leafield Road in Shipton and one in Ascott Under Wychwood, both comparatively small, compared to the ones that are finishing, but my question to you is, what provision is the County Council going to take if another large one in the next few years or more is going to start up with the 1,000s of loads that will need to be trucked in, bricks, wood, hardcore etc. If this small job is 50 plus

loads how many is a whole building estate? Where are they going to go? Through Leafield and Witney? Abingdon is around 26 miles from Burford which would not be covered by the permit scheme. As the A361, the only A road in this area, is being cut off at Burford what is the county councils future plan for deliveries this area?

I attach two photos of the site.

With kind regards,

Business



Mr Duncan Enright
85 Newland
Witney
OX28 3JW

Dear Councillor Enright
Re: Woodstock and HGVs

We have lived at this address, within a few yards of the very busy A44 for over 30 years. Often heavy goods vehicles turn or reverse into this narrow road causing vibration, noise and sometimes alarm. There are at least 11 children living in this short stretch of road.

We now learn that there are extra HGVs travelling on this narrow stretch of the A44 because they are being diverted from Burford. It does not seem to be fair or sensible that Burford have banned these HGVs from travelling through their town but we are expected to have additional vehicles through Woodstock.

The A44 through Woodstock has exceptionally narrow pavements on this northern stretch. In fact at one point it is not even wide enough for a pushchair or a wheelchair. It is along this pavement that children from Vermont Drive and the estate behind are expected to walk to and from school on a daily basis. This is not safe now and will become increasingly dangerous with more vehicles. Furthermore, we understand that there will be more family houses built at our end of the town which will mean even more children being put at risk.

It is our belief that the trial period should cease and certainly not be made permanent because of the danger to life and to property.

Thank you
Yours sincerely

Councillor Duncan Enright
Cabinet Member for Travel
& Development Strategy
85 Newland
Witney
OX28 3JW

6 October 2021

Dear Councillor Enright

HGVs and the A44 at Woodstock

The A44 as it passes through Woodstock and old Woodstock is not suitable for HGVs. It is so narrow as it passes through Old Woodstock along Manor Road that two HGVs are unable to pass each other without their bodies overhanging the pavements either side. In places, the pavement is barely 2 feet wide, with houses and retaining walls preventing any pedestrians taking refuge from avoiding traffic.

In addition to the narrowness of the road and pavements, HGVs must negotiate both steep inclines and bends, sometimes both occurring together, all at the speed of 30mph, where a limit of 20mph would be safer.

All the above is unacceptable in view of the fact that this stretch of the A44 is the only pedestrian route from Old Woodstock to Woodstock town, and hence the only means of school children getting to schools in Woodstock, mothers with buggies to reach shops, surgery & classes, and for infirm and elderly people to reach town.

I see no reason why Burford should be treated preferentially in the matter of HGV traffic, and that they should be able to buy privilege is simply wrong. Houses and shops on Burford Hill are all a distance from the road, unlike those in Woodstock, and there are plenty of alternative pedestrian routes down Burford Hill. The residents of Woodstock don't enjoy this choice and have put up with an unacceptable, dangerous volume of HGV traffic for far too long.

I trust you will see your way to righting this injustice.

Yours sincerely

8/10/21

Dear Mr Enright,

I write concerning the proposed plan for HGV's to use the road through Leaffield.

A Roads are purpose built for HGV's. The unclassified ones through Leaffield are not. They do not have the same foundation and are not repaired as frequently as A Roads. Who is going to pay for the repairs, are we the tax payers going to be paying extra because Burford's ban and the HGV's damaging our local small village roads.

Sending HGV's on to unsuitable roads causes damage to verges, footpaths, bridges, and culverts. Residents feel unsafe because of HGV's using unsuitable roads, which are used by walkers, cyclists, horse – riders, the disabled and families with children.

I hope you will think carefully and reconsider this situation before the final decision is made.

Yours Sincerely

Dear Cllr Enright,

We can't put up with HGV's on Woodstock roads – we should ban it too!

The roads and pavements are too narrow and very dangerous for pushchairs and wheelchairs etc – let alone ordinary folk. If delivery vans / builders park partly on the pavement, you end up having to walk round them via the road – which can be life threatening anyway. Elderly folk cannot hurry! If Burford can ban HGV's – then so should Woodstock.

Ps, Old Woodstock use to be very quiet when I came to live here 12 years ago. Now a lot more noisy – can't imagine what noise levels will be like with new housing being built – more HGV's

Councillor D. Enright
Cabinet Member for Travel & Development Strategy

85 Newland
Witney
OX28 3JW

11/10/21

Dear Sir

Ref: The Burford Weight Restriction

As you can see from my address I live in Leafield – one of the main diversion routes. Since the above has been in force, on trial, the roads through and around Leafield have become quite a danger zone – some of the trucks passing through are huge and are helping to destroy the roads, which already need attention and repair – these narrow roads are absolutely not built for such traffic.

Additionally, for children and the elderly or infirm (especially) it makes their home surrounding a frightening place to try and walk – in particular where there is no pavement.

I fail to see why an obviously wealthy town like Burford should be allowed to off load their problems onto the surrounding area and especially villages, where I think Leafield is most affected. I understand the drivers of these trucks are also far from happy with the situation.

I would therefore ask the OCC to review their plans and REVOKE the Burford Weight Restriction at the end of the trial.

Yours Sincerely

Burford 7.5t Temporary Ban — Open the bridge to HGV's

Councillor Mr Duncan Enright
Cabinet Member Transport & Development Strategy, 85 Newland, Witney, Oxon,
OX28 3BJW

Dear Mr Enright,

We write regarding the temporary 7.5t HGV weight restriction ban, over the Windrush river crossing on the A361 at the foot of Burford Hill, Burford. We live on the Green in Leafield, one of the surrounding rural villages, within the Burford traffic catchment.

We do not support the case for the continuation of the HGV ban, beyond the current temporary ban trial, due to end in February 22 and for which decisions are being considered and due to be made imminently.

We would encourage you, fellow town and county councilors, to take heed of surrounding villagers significant concerns and remove ban to allow HGV traffic to flow over the crossing. The reasons we consider to be the case are several and significant.

Impact to Rural Surroundings - HGV Displacement

The displacement of HGV traffic has resulted in a noticeable increase of HGV vehicles through Leafield. Leafield as a small village, with little street lighting, twisting and narrow streets and surrounding B-class road ways. It is not suitable or capable of taking HGV traffic at all, let alone in increasing volumes. The Leafield roads are narrow, poorly lit and often full of parked cars, with very little passing space and will be congested when HGV's attempt to pass through. This will only frustrate villagers, drivers, increase risk of accidents and disrupt the economic wellbeing of the village

Village Safety & Risk to School Children

As explain above, it is highly likely if not certain that an accident will arise by displaced HGV's driving though Leafield. The main Greens area has an extremely awkward and tight T Junction, which is really not suitable for HGV's. In the past some villages children have been knocked over and this will only worsen with HGV's. In addition, the village school and Pub are located on the green. With the pub opening hours and the school drop off and pick-ups leading to localized parking disruptions, which would be extremely problematic for HGV's and give significant safety risk to kids attending and leaving school or people leaving the pub. This risk is totally unacceptable

Local Economy - Business Wellbeing

Times are economically very difficult for hauliers, post pandemic and in recent driver shortfalls. The ban over the Burford bridge, on a A-Class road, limits their choice of routes they can take. This increases road miles, costs more in fuel and increases emissions. This makes our local haulage business less profitable and adds to transportation costs.

The impact of this is significant to the local economy. I'm a senior director of a Witney business, Stewart Milne Timber Systems, whom are a significant local employer. To get our goods to market's in the North, our articulated trucks are diverted to Northleach roundabout, or through Witney or East Bound on the A40, with approximately 50 truck movements a day (in/out bound), this is a significant economic burden, adding fuel to fuel costs, increasing emissions and increasing journey length, resulting in a less productive efficient and viable delivery option to market, than would be the case if the Burford option was open to us.

Burford Permit

Getting permit to use the bridge is very difficult and unlikely. This seems to be a rouse to suggest in certain circumstances the ban would be relaxed. Permits have not been issued during the ban trial period and are unlikely to be forthcoming after the ban. The impact is to simply displace HGV traffic everywhere but Burford.

Main Road Classification

The Burford road is a A-Class road, designed and suitable for HGV traffic, as a significant primary road artery within the region. Burford has always functioned as a main through traffic through destination, connecting towns, such as Burford, Stowe on the Wold and Moreton on the Marsh. All of which have an A-class road running through them for a long time. Many small towns successfully function with main trunk routes through them. What's the difference to say that Stowe or Moreton, should be closed to HGV's. Whilst the bridge maybe narrow, it is strong enough and safe, due to the need for one-way flows. The ban sets a bad precedence, that could be used by other towns, with a similar main road thoroughfare.

Summary

The trial has not worked, and the bridge needs to be re-opened to HGV traffic. Prior to the trial, I-GV successfully passed through Surford as a main A-Class trunk route, for decades.

The increased safety risk to surrounding villages, increase in emissions and economic hardship created, on local businesses, must surely override an ill conceived trial, that merely seeks to displace HGV movements to areas, significantly less capable of taking them, than the classified A-Road through Burford.

This ban must not progress past the trial stage.

Yours Sincerely

13th October 2021

Cabinet Member for Travel
And Development Strategy
85 Newland
Witney

Dear Mr. Enright,

Ref. closure of river crossing in Burford to HGV traffic.

I think that diverting this traffic through Witney and in some cases on to the B4022 through Hailey is highly undesirable.

The B4022 is already in poor condition. Extra heavy traffic will exacerbate the deterioration. It will also raise the pollution levels.

Hailey is a small rural village with a very narrow road through it. Already, parking is not easy. The school in the middle of the village makes a potential dangerous situation for children and their parents walking on narrow pavements to and from.

On a personal level, our cottage is a listed building and the extra traffic is already having an adverse affect on our stone boundary wall. It is earnestly hoped that the 18 month trial weight limit will not be made permanent.

Yours Sincerely

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy
85 Newland
Witney
OX28 3JW

October 6, 2021

Ref: HGVs through Leafield

Dear Duncan Enright,

As you are aware, for the past year, Leafield like many other small villages in this area north and south of Witney, has been subjected to a high number of heavy goods vehicles coming through our narrow, residential roads as a result of Burtord's closing the A361 to HGVs over 7.5t.

The A361 is the only wide A-road crossing in this area and the disruption, not to mention danger, of very heavy, unwieldy vehicles coming through numerous villages where roads are narrow, windy and often heavily parked because many properties don't have off-road parking, is contrary to road and pedestrian safety.

In Leafield most children walk to the primary school on The Greens along narrow or non existent pavements where roads narrow so vehicles from different directions cannot pass without one giving way. This is frightening for all concerned, children, parents and lorry drivers who would never choose to take this route.

Burford has paid over £240k for its signs, with no consultation of impact. Yet its A361 road has room for parking either side and wide pavements. Surely it is not right that a wealthy town should be allowed to offload their 'problems, onto poorer, smaller towns and villages in the region.

HGVs through villages are adding to air pollution and destroy roads that are not very well maintained anyway. The presence of heavy vehicles in small towns and villages destroys the very tranquillity and peace that people want when they move here, and are disruptive to normal village life.

Leafield has carried out numerous traffic monitoring surveys, which have been submitted. Interviews with drivers and companies have shown that they do not want to take these routes through narrow minor roads, which add miles to their journeys, as well as raising drivers' fears of sudden collisions or accidents. Let's help haulage companies to get their vehicles onto the best roads and stay off minor roads as much as possible.

Like the majority of residents in Leafield my house is close to the road. Driving round the village becomes more hazardous when you do not know when you may come face to face with a massive vehicle, as I did recently down Buttermilk Lane — a windy narrow lane where, when cars meet one of them has to find a widening part of

the road and they can barely pass each other, let alone a pantechnicon. The HGV — a pantechnicon, could go neither forward or back because of residents' cars attempting to go about their business accessing or leaving Leaffield, building up either side of him. No-one could move and the driver was visibly sweating as he tried to find somewhere to manoeuvre off the road so everyone could continue. Even when he eventually got onto a grass verge — which is actually someone's private property — and the cars could move, he was likely to face the problem again and again until he reached the wider roads in the centre of Leaffield.

Please stop the Burford Weight Restriction at the end of its 18 month trial, and restore peace and order to residents of affected villages and businesses trying to make deliveries and traverse the area as quickly and safely as possible.

Yours sincerely,

Dear Councillor Duncan Enright

I would like to raise my concerns regarding the amount of HGV's currently roaring through the village in very close proximity to the local primary school. I feel that diverting traffic from the A361 through Burford which is a wide A road onto minor roads is not helpful, is threatening and downright dangerous to life and limb. In small communities with narrow pavements (or no pavements!) pedestrians feel threatened by these large HGV's which do NOT adhere to the speed limits set driving so close to us. Why should our children feel frightened to walk to school because of huge vehicles being diverted onto minor roads? HGV's on inappropriate routes will destroy our roads which are in need of many repairs already. Who will pay the cost of extra repairs due to heavy traffic?

The Burford restriction is damaging local businesses. It adds extra time and cost and limits access. Closing the A361 in Burford forces HGV's either through Northleach roundabout or Witney. This alters traffic flow across a wide region.

The extra miles on these diversions raises air pollution which conflicts with OCC's targets for net zero carbon. Burford has paid out a huge amount of money over £250k for the signs and costs to set up this weight limit. Why should wealthy towns be allowed to offload their problems onto others in the region? Leafield is already a rat run for those who cut through the village going to work just to cut time and miles from their journey instead of using the appropriate roads around the village. I hope you will support our right to live in a village without HGV's racing through it and tell the the OCC to revoke the Burford Weight Restriction.

Regards

29th October 2021

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy
85 Newland
Witney
Oxon
OX28 3JW

Burford Bridge 7.5t Experimental Traffic Regulation Order

Dear Councillor Duncan Enright:

I write with reference to the above Experimental Traffic Regulation Order which is under consideration by Oxford County Council and wish to formally record my objection.

I live in the village of Swinbrook, my house is directly located on the single-track road that runs through the village. Since the implementation of the Burford ETRO there has been a marked increase in the number of HGVs that are coming through the village which I witness on a daily basis. I work from home and have done since moving into our property 6 years ago and whilst we have always had some HGVs coming through, for example for oil deliveries or for emptying our septic tanks or delivering to the local farms, since the Burford ETRO there has been a marked increase in the number and type of HGVs that have come through the village, these include, Skips lorries, Oxford Carrier, Palletline, Witney Plant Hire, Lomas Distribution, Beaches Logistics, Edinburgh Removals these are to name just a few of the HGVs that are now using the roads through Swinbrook.

The impact that these additional HGVs have had in the village has been: -

Road Safety: Our village is popular with walkers, cyclists & horse riders with a number of local walks featuring in many books and the road through Swinbrook is part of the Oxfordshire cycleway which lots of cyclists use. I regularly walk from our house to enjoy the beautiful countryside that we have on our doorstep however it is very unnerving & threatening walking along the lanes when an HGV is coming through. We have no pavements in Swinbrook and some of the verges are more like banks so when you are walking along this single-track road and come across an HGV you are passed within inches of this vehicle which feels very unsafe. There have also been occasions where drivers have come face to face with an HCV and there is nowhere for either vehicle to go and local residents, myself included have had to go out and calm the situation due to the frustrations that both drivers have felt.

Damage to buildings: We have one resident in Swinbrook who's property is located directly on the road near a junction and has had her property hit and damaged several times by HGVs and her wall has also been destroyed, this has resulted in her insurance premiums increasing significantly and she now has a metal bollard installed outside her property to hopefully prevent her property being further damaged. We have also placed large stones along our boundary to protect our property from being damaged and are always concerned when we go out to our cars on whether they have been damaged due to their proximity to the road.

Verge Destruction: A number of the verges have been destroyed throughout the village as vehicles are unable to get past the HGVs so either the car or the I-IGV is being forced onto the verges. We have first-hand experience of this as we have a verge opposite where we park our cars which has been damaged. My husband and myself have repaired this verge outside our property 3 times this year at our own expense we have now given up following an HGV coming one way and a white van the other, the white van was forced up onto the verge and damaged all the good work that we had done. This verge damage is also causing massive potholes as it is not part of the tarmac road which could cause damage to people's vehicles when they are forced into one.

The examples above highlight the issue that we are now experiencing in the village on a daily basis and whilst I accept that we will always have HGVs coming through as we need our oil tanks filling or our septic tanks emptying and our local farmers taking deliveries, I don't accept that we should be taking the HGV traffic that is clearly using Swinbrook as an alternative route due to the Burford ETRO.

I sincerely hope that when you consider your decision in February 2022 on the Experimental Traffic Regulation Order you will take my objection into account and reject the Burford ETRO.

Yours Sincerely,

Enclosure: Photos of Verge Damage and HGV traffic through Swinbrook



This is a picture of our property and an HGV going past with a car coming the other way. Note the single-track road.



This is a picture of a Highways HGV and an Oil delivery trying to pass one another on the single-track road through Swinbrook



These are photographs that I took of HGVs this year coming past our house from my bedroom Window. As you can see these HGVs are Oxford Carriers, Smiths, Witney Plant Hire, M&M Skip Hire, Travis Perkins



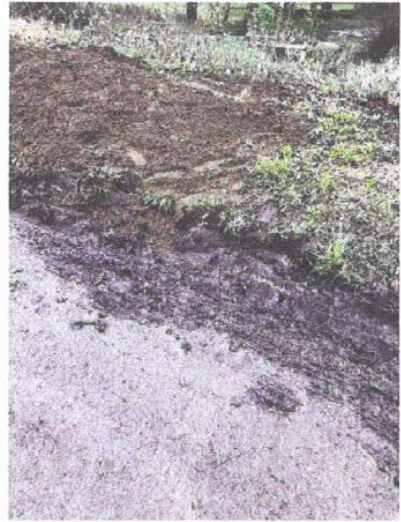
These are photographs I took from my house showing again the HGVs that have come through our single-track road in Swinbrook this year. As you can see there is very little room for people to walk past let alone other road users like cyclists & horseriders



This is the restored verge that my husband and myself have rebuilt 3 times this year at our own expense, unfortunately this has been damaged again and we have decided against rebuilding it

Verge Damage

The following pictures show the damage that is being caused to the verges in Swinbrook.



-----Original Message-----

From:

Sent: 04 November 2021 11:06

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight limit

Dear Mr Enright

I am writing to register my objection to the proposed weight limit on the A361 through Burford.

This proposed ban will force drivers of HGVs to find alternative routes on smaller B-roads which are usually narrow and twisting through various villages. These often have problems with parking so the large vehicles will have difficulty negotiating the parked cars. There are often no pavements in these villages so there is also a risk to pedestrians.

I am a horse- rider and already find that the roads around the local area are busy and frightening at times due to the volume and size of the vehicles using the roads.

I am concerned that one of the alternative routes for traffic will be the B4022 between Charlbury and Witney. This road is already very busy and vehicles do travel at excessive speeds - there are frequent accidents on this road, and occasionally fatalities. Drivers of the HGVs will find that this road enters Witney through ' West End' which is regularly clogged up with traffic and very narrow in places. One of the alternatives is to divert through Crawley which is incredibly narrow and totally unsuitable for larger vehicles.

There are other issues to consider, including damage to roads and verges, loss of business to Burford and damage to the environment due to longer journeys and exhaust emissions.

Please reconsider the intention to ban HGVs from Burford.

Regards

From:**Sent:** 04 November 2021 12:48**To:** Parsons, Odele - Communities <Odele.Parsons@Oxfordshire.gov.uk>; Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>**Cc:** Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>**Subject:** Weight Restriction A361 - Burford

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Odele and Natalie,

I have been asked to respond to the email we received from Deborah Triff around the effects of the weight restriction in Burford.

We are a ... company who operate out of ... depots spread across ... Our ... depot is the one that is most affected by the current weight restriction on the A361 at Burford. We currently deliver plant and equipment to a number of customers around Burford we also have a contract with a customer who is currently working on a large project which will go on for approximately three years. We currently deliver or collect plant and other equipment to customers in and around Burford two or three times every week. All of the customers that we deliver to and collect from have been with us for a considerable period of time and before the current weight restriction was put on the bridge.

The weight restriction on the bridge means that our plant delivery vehicles have to leave ... and travel through Charlbury and Finstock then through Minster Lovell then onto the A40 to drive to Burford. This increases the return distance travelled from some 11 miles to 22 miles therefore effectively doubling the return journey time from one hour to in the region of two hours. This has a direct impact on our drivers duty time and means that we may on occasion have to incur additional costs in overtime for the driver. The increased mileage means that our fuel usage for each return journey doubles from approximately 10 litres to 20 litres of diesel. There also the costs associated with the use of consumable items such as tyres, brakes, lubricants etc and general maintenance of vehicles.

In addition the use of the non-direct route also increases the number of settlements that our vehicles have to travel through. This directly impacts the residents of those settlements by the very fact that we by no fault of our own have to use the indirect route and therefore expose them to a higher level of emissions from our vehicles. We do try and mitigate this by only running a very new fleet of delivery lorries which are frequently updated. The fact is that longer journeys mean that more emissions are created and more people are effect by them either directly by inhalation or by the long term effects of global warming. This could be seen as an unintentional side effect of the weight restriction.

In terms of cost the doubling of the journey means that our customers have to bear additional delivery costs. This increases their operational costs and therefore increases the prices of whatever items they are selling into the general population. We are still operating within Burford, however as previously mentioned it does have an impact on the customers we are selling to, this does reduce our competitive edge and we may into lose out in time to other plant hire and tool companies.

We do not hold a permit for Burford, as it states that the applicant must have an operating base within Burford. The situation for us would be eased if vehicles who deliver to Burford on a regular basis were within the criteria and allowed to apply.

In summary we would on both environmental and cost grounds support the removal of the weight restriction on the A361 at Burford.

Kind Regards

Business

-----Original Message-----

From:

Sent: 06 November 2021 18:50

To: Democracy <Democracy@Oxfordshire.gov.uk>

Subject: Letter from constituent to Cllr Duncan Enright

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

FROM:

PLEASE FORWARD TO: Cllr Duncan Enright

OR, if they are no longer County Councillor, please forward it to the current County Councillor or County Councillors for Witney North and East.

IF IT IS NOT YOUR JOB TO FORWARD THIS MAIL, or if there is a more appropriate email address or fax number for messages to this County Councillor, please let us know by sending an email to feedback@writetothem.com, quoting reference 86952. This will prevent you from receiving further mail, and improve the service for local people. We also welcome any other feedback you may have.

(Sent via WriteToThem.com, a project of mySociety, registered charity number 1076346.)

Saturday 6 November 2021

Dear Duncan Enright,

I am writing to you as my representative on the Oxford County Council.

I am very concerned at the large increase in traffic on West End Witney with reference to HGV'S being rerouted through Witney and surrounding villages due to the ban on heavy vehicles crossing Burford bridge.

West End is a street built without consideration of current traffic flows and comprises many listed buildings.

There is parking on both sides of the roadway, and it is virtually impossible for traffic to pass if there is a lorry involved (even a relatively modest one).

The vibration and air pollution has increased significantly, no consideration seems to have been taken of the fact that the area is an AIR QUALITY MANAGEMENT AREA.

The effect of the Highways trial also seems to be at odds with the County Council's own thoughts on possible proposed plans for improving traffic flow on West End and Bridge Street in Witney.

The trial needs to be stopped.

Yours sincerely,

b7e9c58eb1735f4670f9/aff0361abf3dc8ede249

(Signed with an electronic signature in accordance with section 7(3) of the Electronic Communications Act 2000.)

[This message was sent by WriteToThem.com. If you have had any problems receiving this message, please email support@writetothem.com and we'll get back to you. See www.writetothem.com for more details about the service. We have sent this email to democracy@oxfordshire.gov.uk; if this address is out of date please email us so that we can update our records.]

Get emails when local people report street problems in your ward at:
<https://www.fixmystreet.com/alert>

----- Original Message -----

From:

To: duncan.enright@oxfordshire.gov.uk

Sent: Sunday, 17 Oct, 21 At 17:18

Subject: Objection to ETRO on A361 at Burford

Dear Councillor Enright,

This is to register my objection to making the above ETRO permanent.

I love Burford. I fully understand that Burford is a beautiful historic town with a delightful bridge over the Windrush, and that it is blighted by the ever-increasing amount of traffic, including HGVs, on the A361, which passes through Burford.

However, there is clearly no logic in tackling Burford's traffic problem simply by creating much worse, more widespread, more damaging and dangerous problems elsewhere, by forcing HGVs to thunder through other beautiful, historic places, along minor roads and over tiny bridges that are totally inappropriate for such large vehicles. This not SOLVING a problem, but simply MOVING it. A more comprehensive strategy is clearly needed, and as the towns and villages affected are on either side of the county borders, both Oxfordshire and Gloucestershire planners obviously need to work closely together on this.

To use Little Barrington as just one example of a village under threat: the whole of this small, historic, peaceful (until now) Cotswold village is a designated Conservation Area within an Area of Outstanding Natural Beauty. A narrow country road leads from the A40 through the village, and then crosses the Windrush river via two tiny bridges, both on sharp bends, before continuing up a steep hill to Great Barrington and then on towards Stow-on-the-Wold. Since the ETRO in Burford, the village increasingly feels like "Burford by-pass" - but without any of the space, safety and planning required for a real by-pass - and in our case, within a couple of meters of our front door. The road is barely wide enough for two cars to pass, so HGVs are now relentlessly eroding the edges of our village green, creating potholes, weakening our bridges (which have lower weight limits than Burford, but without the expensive monitoring systems used in Burford) and frightening our residents - many of whom are elderly - by constantly mounting the pavement. There have already been several minor incidents causing road closures, and some near misses. It really isn't fair to expect the HGV drivers themselves to cope with navigating these impossible routes. We live in fear that someone will be seriously hurt or killed. And I understand other villages like Swinbrook and Leafield are experiencing totally unacceptable volumes of HGV traffic, causing chaos and fear.

My objection is not to the Burford bridge weight limit in principle, but to enforcing it BEFORE a suitable alternative route for HGVs has been agreed and put in place. Until then, it is imperative to continue allowing HGVs to use the A-road through Burford that was intended for such traffic, rather than risk the lives, livelihoods and peace of mind of so many people in the region - not all of whom have the funds and power to defend themselves in the way the good burghers of Burford can.

Thank you for taking account of my views and for standing up for democracy.

Kind regards,

From:**Sent:** 11 November 2021 15:34**To:** Parsons, Odele - Communities <Odele.Parsons@Oxfordshire.gov.uk>; Moore, Natalie - Communities <Natalie.Moore@Oxfordshire.gov.uk>**Cc:****Subject:** Manufacturing and road networks in Witney

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Odele and Natalie,

I have been doing a bit more fact finding regarding how the Burford weight restriction affects businesses in ... I have a neighbour, who is the ... at the ... in ... They are a large manufacturer that build house parts in the warehouse and then ship the parts directly to the building sites, so as you can image they use very large lorries. The thrust of his argument against the ban was that ... are looking to expand in ... so the infrastructure and road networks around Witney are very important, not just for them but for any future investors in the area. Being a large business they have the choice to be next to the M1, for instance, in Northampton or they could invest in a small town like Witney. This is why keeping the Burford A road to access the north is so important. The A40 going via Oxford already causes a lot of delays and congestion, so adding another barrier near Witney by closing the best direct route through Burford's A road going north is another disincentive to invest here. There was another point highlighted in the second email on 19th Oct regarding trees, which I have also heard from ... a haulier who has a logging lorry. *'When he has a wide load the A361 is a better route to take back to his yard, over the Fosseway, as the Fosseway is not well maintained and has over hanging trees'*

... has had some emails back and forth with Duncan, which Duncan has probably emailed onto you, if not, Stewart gave me permission to send them onto you for your research.

13th Oct 2021

Dear Duncan,

I will put my ... employer hat on, and ask our logistics manager and Hauliers, for their thoughts.

I guess we want all A-Class routes open to us. We deliver on arctic vehicles and operate day/night shift, we are gearing for growth and will be investing further in ..., creating jobs and developing a centre of excellence for Offsite manufactured housing, to help solve the climate and housing crisis. It's great for Witney.

We are the UK's largest producer, across three factories. We make a home every 43 minutes and produce 8,500 annually across all sites.

Getting product to market is critical. We tend to deliver very early in the morning or last thing at night to building sites, so we are ready to erect the homes first thing with a crane.

We can have up to 50 truck movements a day in/out bound, including incoming suppliers materials

This means we tend to leave/arrive back to ..., either very early morning or late evenings or overnight

I doubt we or our haulier/drivers, would ever send a HGV artic down Burford high street, during the peak of the day, due to congestion/parking etc unless they absolutely had to, but we do want the option to do so, especially as our deliveries are typically out with peak daytime high street use and it's a A-Class route.

I will forward more information from our logistics manager, when this comes through

Regards

Business

19 October 2021

Hi Duncan

I have had feedback from SMTS logistics team and our local hauliers, regarding impact on hauliers and local business, such as ours regarding the Burford bridge ban.

Alan Fothergill Haulage

Just to get back to his yard on a daily basis from here it is an 8 mile diversion each way, which may not seem a lot but over the course of a week adds up when you look at driving hours

Some of his diversions can be up to a 45 min difference

Additional fuel costs due to diversions at a time when reducing emissions is a hot topic

When he has a wide load the A361 is a better route to take back to his yard over the Fosseway as it is not well maintained with over hanging trees

He has had villagers shouting as he has driven through – delivering to a farm in the village and not using it as a cut through

Now restrictions on the railway bridge at Oddington

Business

Hayters

... has already been talking with WiVTAG. I have attached an email he is happy for you to see and be out in public

At their current levels it is a £26k uplift in fuel costs pa

... regularly go to Kingham and the diversion now is quite a detour to what it could be

Business

If I get more, I will forward this on, but hope this helps

...

I have cc'd ... into this email.

I hope this is helpful and gives another prospective.

With kind regards,

-----Original Message-----

From:

Sent: 31 October 2021 15:51

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Cc:

Subject: Roads in Leafield

Dear Cllr Enright

I am writing in relation to the roads in Leafield - please see the points as follows:

1. They are clearly not suitable for Burford HGVs
2. Our children must be able to walk and cycle to school in safety
3. The older members of our community should not feel intimidated by heavy traffic so close to narrow and uneven pavements
4. That it is just plain wrong that Burford can 'buy' it's peace and quiet at the expense of other communities
5. It is harming local farms because their grain and produce lorries from the ports can't get permits
6. It is hurting local haulage businesses who are finding it a nightmare without the Burford bridge to access the farms, businesses and building sites and homes north of the River Windrush

Yours sincerely

From:

Sent: 31 October 2021 15:21

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction HGV Diversion Route via B4022 through Hailey

Councillor Enright, We are writing to register our objection to the Burford Weight Restriction with the subsequent diversion routes, with the adverse effect it is having on our village.

The **A361** through Burford is a wide **A** road, why therefore divert HGV's onto minor roads elsewhere e.g. **B4022**? Extra miles required on these diversion routes will be adding to pollution, this conflicts with OCC's target for net zero carbon.

As Hailey residents we are seeing the impact of this on our village with the increased amount and size of HGV's re-routed to travel through the village via the **B4022** (often at speed). It is extremely uncomfortable and threatening for pedestrians using the pavements either side of the road, where in one area in particular there is no pavement and the road outside the primary school narrows.

HGV's on inappropriate routes will destroy our roads, who will pay to put this right? We ask for OCC's decision to **STOP** the Burford Weight Restriction at the of the 18-month trial.

Thank you,

From:

Sent: 30 October 2021 15:53

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Objection to Burford HGV ban

Dear Sir,

As a long term resident of Leaffield and member of the Leaffield Parish Council, I am writing to voice my concerns over the implementation of a weight restriction on the A361 at Burford that forces heavy goods traffic on to alternative routes through rural communities that do not have the appropriate infrastructure to cope.

The A361 is a major route, designed to take large volumes of traffic of all sizes. The bridge at Burford has been strengthened to cope with the volume and load size of vehicles traversing this North/South artery.

A weight limit of 7.5 tonnes, on a bridge designed to carry 100 tonnes does not make sense. It creates far more problems than it delivers solutions.

If the A361 is closed to HGV traffic at Burford, the lorries will be forced to make a detour through either Northleach Roundabout or Witney. Surely, you must appreciate that this unnecessary mileage is contributing to deterioration of air quality along the route and is contradictory to OCC's commitment to Zero Carbon emissions. Many of the rural communities that are adversely affected by these detours have little or no pavements, narrow, winding streets and little off-road parking. Leaffield is a prime example.

I have witnessed increased HGV traffic at all hours, day and night, negotiating our narrow streets with too much haste. The village used to be quiet, especially away from the morning and evening rush hours. It has become much noisier and much busier since the ban has been in place. I am aware of occasions where pedestrians, myself included, have been fearful for their safety whilst walking on the pavement whilst a juggernaut attempts to squeeze through the village.

Damage to the village infrastructure is evident, especially around the Village Green with verges churned up, broken boundary posts and broken kerbs. This is an accident waiting to happen.

The situation must be having an adverse financial effect on the haulage companies. I am sure they would prefer to use the major roads which would be much more efficient and give them a much greater safety margin.

I am extremely disappointed that a wealthy community, such as Burford, can unilaterally impose restrictions that affects dozens of communities, thousands of lives, and many local businesses, as well as having a significant adverse effect on the environment and is contradictory to the government initiative for tackling climate change. If the ban is made permanent, I fear it may open the floodgates for similar measures to be put in place by wealthy communities that would overwhelm less affluent ones.

I urge you to revoke the Burford Weight Restriction.

Yours sincerely,

From:

Sent: 29 October 2021 21:06

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Crawley HGV Issues

Dear Councillor Enright,

I am emailing you today to voice my concerns over the increasing volume of HGVs driving through Crawley as a result of the weight limit imposed through Burford.

The roads through Crawley' are already small and the increase of HGVs has caused a number of blockages by The Lamb pub as well as being hazardous on the surrounding lanes when they take up the majority of the road.

Crawley is only a small village, has small lanes and virtually no pavements. With a young family, this makes any use of the roads hazardous and a dangerous place when we walk or cycle on them.

The A361 through Burford is a wide A-road and it's clear that Burford, who has considerably more funding, have spent over £250k for the signs and costs to set up their weight limit, just to move them problem elsewhere.

Smaller villages like Crawley do not have this level of funding so why do we have to put up with the issues caused by HGVs?

Roads in and around the area are already in a poor state and no sooner are repairs carried out, the volume of HGVs, tears them up.

Something needs to be done and I implore you, as the father of a young family to realise the impact this is having and act now to save our village

I would like you to outline the ways you intend to address this on my behalf. If you are unable to address this personally, I would like to request that you escalate my letter to the relevant Minister or department.

Please do keep me informed of any progress made.

I look forward to hearing from you soon

Yours sincerely,

From:

Sent: 29 October 2021 17:42

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs through Crawley OX29

Dear Councillor Enright,

I am emailing you today to voice my concerns over the volume of HGV movements in Crawley. This is something that's particularly important to me as I use the village roads daily especially for the school runs. On several occasions we have come across HGVs on the country lanes making it not only difficult to pass by but also rather scary/dangerous at times.

Crawley is a small village with virtually no pavements and we feel threatened by large vehicles on the country lanes and find it rather scary walking and cycling in the village. The A361 through Burford is a wide A-road and it's unclear as to why HGVs have been diverted onto minor roads.

I believe Burford has paid over £250k for the signs and costs to set up their weight limit. Why should larger and wealthier towns be allowed to shift their road problems to smaller villages which don't have this level of available funds? Crawley's roads/lanes cannot manage these larger types of vehicle.

I would like you to outline the ways you intend to address this on my behalf. If you are unable to address this personally, I would like to request that you escalate my letter to the relevant Minister or department.

Please do keep me informed of any progress made.

I look forward to hearing from you.

Yours faithfully

----- Original Message -----

Subject: Burford Ban and villages

From:

Sent: Friday, 29 October 2021 16:42

To: duncan.enright@ixfordshire.gov.uk

CC:

Hello Duncan I believe you spoke to us the day we protested at the Corn Exchange recently. You mentioned that your predecessor had been a party to this ban (without local consultation). We are hoping that you will be helping to right this wrong by being a party to ensuring this ban ends at Christmas time when the final decision will be made. Burford have twice been given the option of a bi-pass, which they rejected as they did not want to deny their high street eateries & shops commercial success. The high street is a proper 'A' road, unlike the local villages who are currently suffering destroyed verges, disruption, and endangered school children & their parents especially on no pavement areas. The HGV drivers are not to blame for this state of affairs, they are also suffering increased journeys & higher salary bills. The whole situation is miserable for all concerned. Leaffield, Crawley, Shipton, Field Assarts (& other village names I may have forgotten) don't deserve to be at the mercy of a wealthy village's whims. Why was there no consultation, and why does one village have superior rights to a number of others? We are relying on all Councillors to discuss this matter intelligently with all the gathered information & photographic evidence & come to the right decision for us all. Sincerely

October 29, 2021

From:

To:

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy
85 Newland
Witney, Oxon OX28 3JW

Cllr Enright-

The Burford bridge HGV traffic limits imposed this year have created an unacceptable and outsize burden on other communities. It's time to do something about it.

The HGV ban on vehicles over 7.5 tonnes was initiated at the request of and payment by members of the Burford community.

Unfortunately, the deliberations that resulted in the closure action lacked analysis of consequences beyond Burford and ignored the benefits (and imperative) to utilise the A361- a road that was designed to carry all traffic safely.

The closure shifted the volume, noise, safety, and roadway (surface and verge) degradation caused by large vehicle traffic from an A road to several villages. It has also caused significant delays for goods haulers due to the distances and time required to use alternative routes. Time is money- wages, fuel, and additional vehicle wear and tear for the haulers, and thereby added costs for their customers.

Leaffield is one of those villages, and through traffic is primarily commuting to and from Witney, local building projects and services, and farm operations. Because of low weight limits and narrow bridges over the Windrush and Evenlode Rivers in nearby villages, the HGV lorries now can choose (or perhaps be directed by satnav) through Leaffield. Obstacles and safety concerns especially challenge any HGV activity here.

- The school is on the Green with some classrooms and an outdoor play area immediately adjacent to the roadway eastward to Lower End which is the primary through route used by the diverted HGVs, so noise and traffic volume (air quality) are primary issues there. The school's "playing field" is the village green immediately opposite the principal road junction and the road parking and unmarked crossing are safety concerns due to traffic concentration at and near the junction exacerbated by parents dropping off and picking up children- the potential for serious, perhaps fatal accidents is huge.

- A very narrow bend opposite the church and just past the school is already somewhat hazardous to normal commercial vehicle traffic- the pedestrian pavement there is sometimes mounted by passing commercial traffic. Lower End, which continues beyond, is heavily used for adjacent residents' parking for much of the way through the village, requiring numerous pull-ins to allow oncoming traffic to pass.

-There are NO marked or protected (i.e. pelican) pedestrian crossings in Leaffield, so nearly all schoolchildren must cross the principal roadway at least once and sometimes twice going to or home from school.

-The main road junction in Leafield is near the village shop and post office, and divides the Green, which also contains the primary school. The limited pedestrian pavements are insufficient to ensure child and adult safety in the best of times, and parking by school staff and residents further constricts the available space for large vehicle traffic.

The traffic surveys conducted by local residents (including me) in May and June, 2021, have documented the numbers of large vehicles since winter. Unfortunately no baseline studies were made before the road closure was instituted for Burford, so the “proof” of significantly increased numbers is lacking. This is also true in other villages- resulting in a decision to permit the closure without regard for effects on villages and roadways.

Given the lack of data, the only sensible solution is to terminate the “trial” closure until such time as more consideration is made of costs to local communities- on their lifestyles and of the impacts on road maintenance surrounding and including these communities.

Surely the primary factor here is that “A” roads (and to a similar extent “B” roads) are created and maintained to serve everyone and to a standard of safety and durability to accommodate HGVs. Let’s keep them there except when directly serving local communities. It will save money, time, communities, and increase safety for everyone.

Regards,

Subject:Large Lorry Problems in Leafield

Date:Tue, 7 Sep 2021 14:30:20 -0700

From:

To:duncan.enright@oxfordshire.gov.uk, tim.bearder@oxfordshire.gov.uk

CC:

Dear Mr Enright and Mr Bearder,

Today has been yet another disaster day in Leafield. So many lorries and villagers getting frustrated by the noise and vibrations they make.

I just happened to be out for a short while and took a few photographs. As you can see this is what this small village is enduring virtually every day. Today the children were back at school and we have no pavements. It is so dangerous and I am amazed no one has been seriously injured yet.

I am attaching the photographs showing 3 lorries nose to tail while a fourth, not shown, was stuck further up Fairspear Road. Later there was a large lorry coming in the opposite direction on Fairspear Road and turned left onto the Green just as all the children were being collected from school.

We also have an

additional problem of two large water leaks in Fairspear Road. It has been leaking for weeks.

Thousands maybe millions of litres of water wasted over the past weeks. Many have contacted Thames Water. They are keen to mend it evidently but the road will have to be closed. So that is where you come in to do a bit of problem solving! We understand it might take weeks to organise. Environmentally it is a disaster which I suspect the local press would be interested in and maybe even our national newspapers.

This is a nightmare for our village which we would really like you to solve ASAP.

Yours sincerely

From:

Sent: 29 October 2021 14:15

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>; Cllr Tim Bearder <Tim.Bearder@Oxfordshire.gov.uk>

Cc: Robert Courts <robert@robertcourts.co.uk>; COURTS, Robert <robert.courts.mp@parliament.uk>

Subject: HGV Problems in Leafield

Dear Mr Enright and Mr Bearder

I am resending the email I sent to you back in September. It is below this one. The most important point to me is that Burford is on an A road and all of us in the villages live on B roads or unclassified ones. A roads get national financial support for their upkeep while our small roads get more dilapidated by the day. Did you know that this week a man staying at an Airbnb in Leafield village came off his bike in Crawley and was airlifted to the JR? It was more than likely a pothole. I am amazed more have not come off their bikes. I dread my son Tom cycling over from Wantage to Leafield to see me.

We still have the same situation here in Leafield and all the other villages and that is of heavy goods vehicles coming through our small village. As you know, by the demonstration a week last Monday, the lorry drivers too do not like inflicting themselves on all these small villages. It is so difficult for them to manoeuvre through these small lanes and village streets plus taking more time to deliver items and less deliveries a day. I am so worried that one day we will have a serious accident here in Leafield with the village school right in the middle of the village and the Green. We have no footpaths so children have to walk on the road. Women with small babies in prams have to walk on the road too. There are only a few pavements in the village and to get from A to B people have to walk on the road. We have all managed to walk until this lorry ban at Burford. It is now a huge worry when the children go and leave school plus the elderly who walk from their houses to the village shop and churchyard to see their loved ones. This is a 'lived in' village and so far not full of weekenders and holiday homes so, therefore, there is a great deal of villagers walking about the village all day. [name redacted], for example, had a stroke a couple of years ago. His walking is not that good but he can walk slowly to the pub where he has his lunch the days the pub is open. Each week from Wednesday he puts his life at risk, but [name redacted] loves the walk which is good for him. I have seen him walking along the road, when the footpath runs out, and it is really frightening these days with all the traffic trying to go by him. Our oldest village person is 93. I took her for her booster and flu jab on different days. She lives in the [place redacted]. She has lived in this village all her life but she is now marooned as to get her into a car, which parks on the road outside her gate, is virtually impossible. She hates to hold people up, but by the time she is helped into the car, frame on wheels folded and into the boot at least 10 minutes has gone by. There is then a queue of irritated drivers who drive off at high speed. The lorries have to squeeze by her cottage wall. Twice last week that happened to [name redacted], and myself.

I do realise that these things happen all around the country, but this is our village that we all care for deeply and for the welfare of the people who live here. **Please remember Burford is on an A road. They were also offered a bypass more than once and refused to have one because of losing trade. They didn't think of their listed housing stock then now did they??**

Thank you for reading the above. I love this area and especially Leafield. I have driven around the area since the 1980's as a community nurse, but now being on the roads is a total nightmare.

Yours sincerely



From:

Sent: 29 October 2021 12:52

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford weight limit

Dear Mr Enright,

I am writing to express my objection to the weight limit imposed on the Burford bridge which has consequently increased the amount of HGV traffic passing through Leafield.

With narrow and winding streets, Leafield is not well suited to accommodating large vehicles and with the recent increase in traffic, it is now common to see lorries mounting the pavement, particularly in front of the church, in order to negotiate the bend in the road. At this point in particular, there is barely enough room for 2 cars to pass each other so larger vehicles struggle to get through. This is on a route to the village primary school for people living at Lower End, the increase in HGV traffic is creating a significant risk of an accident.

Leafield has always been a popular destination for cyclists but the transformation in traffic type since the Burford bridge was closed to HGV has made cycling through Leafield more dangerous due to the increase in size of vehicles we now get passing through the village. Negotiating junctions, speed bumps, parked cars and the oncoming traffic are all difficult for the HGV drivers who I am sure haven't chosen to pass through Leafield but simply have no option any more.

I daresay the Burford bridge has sustained damage as a result of continuing traffic but the consequence of closing it to HGV has deflected the problem elsewhere onto more minor roads. Surely it would be better to repair the bridge to allow HGV to continue to use the wider A roads that it connects than to force large vehicles onto more minor roads which are less well suited to larger vehicles. It does feel somewhat that Burford is simply fobbing off the problem onto the surrounding villages rather than facing up to it's own maintenance issue.

I would urge you to revoke the Burford weight restriction at the earliest opportunity to restore the peace and quiet that Leafield and surrounding villages used to enjoy.

With regards,

From:

Sent: 29 October 2021 11:20

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction

Dear Mr Enright,

I am writing to express my concern that the temporary weight restriction on the A361 at Burford may be made permanent.

I live in The Coppice, a small cul de sac off Hailey Road, opposite Witney Community Primary School. As you will be aware the B 4022 (Hailey Road) is one of the alternative routes for HGV traffic during the A361 restriction. In my opinion this road is totally unsuitable to carry heavy traffic for the following reasons:

- West End cannot accommodate HGV traffic in addition to local traffic. I understand there is already serious concern about air quality in West End without increasing the amount of traffic queuing there.
- The junction with Hailey Road is prone to flooding in heavy rain. Not only will HGVs further damage the road surface which is regularly damaged by fast flowing water, but there is the risk of vibration damaging the underground drainage which clearly isn't coping.
- Hailey Road itself is poorly maintained being a patchwork of lumps, bumps and sunken drain covers. Further heavy traffic flow only exacerbates this situation.
- There is a busy primary school on the edge of Witney. Twice a day this creates a lot of traffic, both cars and pedestrians. If HGVs are regularly driving along the road there will be a significant hazard to children and their parents. This comment also relates to Hailey School.
- The pedestrian crossing outside the school is raised. HGV drivers ignore this and do not drop their speed resulting in a loud clanking and clattering as they drive over it.
- The foot path between the school and Foxburrow corner is again poorly maintained, but is also very narrow, It is well used by all ages but feels dangerous to walk on with large vehicles accelerating up the road out of Witney very close to where you are walking.
- The B4022 then travels through Hailey village. The main road through the village is narrow in places and passes a care home, the church, the local pub and another primary school.
- Beyond Hailey the B4022 is narrow, undulating and has many bends. Several years ago I lost my wing mirror on the bend near Finstock Station because I was forced into the hedge by the small local bus coming the other way. Had that vehicle been an HGV the situation would have been much more serious.

I would ask for your support by voting against making the A361 weight limit permanent. Why divert heavy traffic along country lanes and through small villages when there are A roads available which are constructed and maintained to manage heavy traffic?

Yours sincerely,

From:**Sent:** 28 October 2021 12:01**To:** Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>**Subject:** Burford Weight Restriction**Importance:** High

I want to add my voice to the protest against the weight restriction at Burford. Living in Leafield, I have seen at first hand how this has affected our village. The volume of HGV lorries is incredible and it will not be long before there is a serious accident. Leafield is a small village with narrow roads that are not suitable for HGV traffic. The safety of our children is threatened as they cannot walk or cycle to school safely and other elderly people feel frightened by the proximity of the lorries when they are using the very narrow pavements. This is in addition to the noise and pollution caused by the sheer volume of HGVs.

While I appreciate that this is a serious problem for Burford and they rightly want to solve it, it must not be at the expense of neighbouring small villages. The council needs to urgently address the issue and come up with a satisfactory permanent solution.

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From: Sent: 27 October 2021 12:12
To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>
Subject: Burford Weight Limit

Dear Duncan Enright

I write to express my serious concern about the impact of the HGV 7.5t weight limit in Burford on the surrounding villages and roads in West Oxfordshire.

We live on the B4022 in Hailey, and have definitely noticed a significant increase in HGVs using the B4022 through Hailey over the last 12 months at all times of the day.

At certain points in the village, particularly by the bend in the road just by Hailey CE Primary School the road is very narrow, and large HGVs add to the risks for pedestrians and school children at this point. At present there is no 'lollipop' person to assist the children across the road.

At the beginning and end of the school day the problem is exacerbated by the number of cars parked near the school.

In addition to this, as many of the houses give right on to the road it would be no surprise if persistent use by HGVs may damage some of the properties, whose foundations were not built to cope with heavy traffic of this kind.

Increased traffic, particularly of HGVs, also presents risks for motorists emerging from the 'blind' corners at Church Lane and Giernalls Road.

The impact of these HGVs must also be felt in West End and Bridge Street in Witney, and must also have an impact on air quality.

The B4022 is a B road with speed restrictions, and some narrow bends between Hailey, Finstock and Charlbury. It is not a suitable route for HGVs, when there are good A roads available - the A361, the A 424, and the A 4095.

Please record, and register my concern.

Thank you

Yours sincerely

From:

Sent: 27 October 2021 09:58

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford A361 Weight Limit

Dear Mr Enright,

Re: The Burford A361 weight limit

We are writing today to express our hope that the experimental 7.5T weight restriction through Burford is lifted once the 18 month trial period comes to an end. Our reasons for objecting to this becoming a permanent TRO is as follows.

- The road through Burford is an A-road, and also the confluence of 2 A-roads at both ends. Outside of the motorway network, A-roads are the primary route by which to transport goods, whether this be via small or large lorries. To prohibit them from using the A361 through Burford is non-sensical without alternative routes being identified and or built.
- The effect of prohibiting the HGVs through Burford and enforcing it using expensive technology means that these HGVs are now using other routes. Some of these routes are through villages such as our own (Little Barrington), where existing TROs are in place, but are impossible to enforce without the same expensive technology. The roads through these villages are narrow and unsuitable for HGVs – far less so than the A-road through Burford, yet we are seeing significant increases in HGV volumes and the associated damage to roads, verges, bridges and even parked cars. To move the HGV problem from Burford onto smaller communities with fewer resources to enforce existing TROs is not the solution.
- The police are not equipped to deal with enforcing the existing TROs in these communities: we are now faced with the frustrating situation where we report HGVs to the police and they will not do anything because while the HGV are breaking the TRO, they need to access locations the other side of Burford and travelling through the villages, where there are no cameras is preferable to taking the better A-road route through Burford. In other words, by virtue of being well-resourced, the trial TRO in Burford is taking precedence over existing TROs in villages.
- The Burford situation will only improve if there is an adequate alternative which would benefit Burford on two fronts. It will remove the unwanted HGV traffic, but also the cars which are simply passing through. Since the HGV ban has been in place, it is no easier to drive into Burford and park the car than it was beforehand. To deal with the HGV problem there needs to be a viable alternative route – a bypass: the current situation is a bypass by proxy where the relief roads are small country roads, unsuitable for heavy traffic.

In summary, the most suitable route for HGVs needing to cross the Windrush is on existing A-roads. To ban HGVs from an A-road, appropriate alternatives need to be in place and existing TROs both respected and enforced. The current trial is showing this not to be the case. I urge you to end the trial and seek alternative solutions.

Yours sincerely,

From:

Sent: 25 October 2021 19:10

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs and the A44

To Councillor Duncan Enright

I am a resident of Woodstock and appreciate the interest you are showing in HGV traffic passing through the town. .

In recent years the population of Woodstock has been increasing and will continue to do so as more newly built houses come on-stream. There are hundreds of such properties due to be completed in the near future. This brings with it an increase in traffic in this little town. All local and through traffic uses Oxford Street , the main North/South road . It is a narrow with pinch points at its southern and northern extremes. The pavements here are very narrow so pedestrians, mothers with prams, children, disabled and the elderly users are very close to passing traffic. Obviously this is a cause of anxiety to them. Also this main street is also used by several buses - 5 bus routes go through the main artery- with bus stops on both sides of the street inevitably reducing space for other traffic.

It is against this background that the increased commercial traffic resulting from the closure last summer of the A361 through Burford should be seen. There has been a significant increase in HGVs travelling through Woodstock. This, by itself, would be a cause for concern. However, the much larger accompanying increase by a 3rd in bigger HGVs, especially 5 and 6 axel trucks, is overloading the town. These are very large vehicles to be using in such numbers the narrow main street. Quite literally, properties on this street tremble as they pass by. The commensurate increase in air pollution is a further cause for concern.

I would urge the Council not to extend the temporary restriction on the A361 to such traffic . I quite understand that Burford residents also have concerns about town traffic. However, the absolute ban in Burford has disproportionately and unreasonably shifted this traffic to Woodstock.

At the least could the ban be lifted, perhaps whilst a more detailed study is made to allow other possible solutions to this problem be considered.

Thank you again for your interest.

LITTLE BARRINGTON

STOP HGV s ENDANGERING OUR LIVES & DESTROYING THE VILLAGE

The change in our lives and to the small rural village of Little Barrington has been devastating since the 7.5 t limit on A361 through Burford.

CHOICE

I feel sad Burford has HGVs thundering through. However, to be blunt the residents of Burford, *chose to move into a TOWN. Burford Town is sited on BOTH the A40 & A361 both major trunk roads since the Middle Ages. They chose to live and be part of BUSY thriving town, on a very busy A-road, a thoroughfare. Their choice.*

V

NO CHOICE

The residents of Little Barrington, a rural community, chose to live here because it is, just that, rural. They chose peace & quiet, a small village community, in the valley, away from major roads & united by the village green.

We used to wake to the sound of the stream. We now wake to the house shaking and the screeching of brakes as once again a vast lorry comes face to face with another vehicle and no where to pass. The village is literally physically shaken and now divided into two, bisected by a busy road with HGV s bi-passing Burford thundering through the village at speed. *This has been inflicted on us. This was not our choice.*

HGVs on A roads ONLY

The largely single track road that runs from Little Barrington to Great Barrington is narrow and care needs to be taken even driving in a small car. There are no turning or passing spaces for HGV s. Eneventibly the pavement, and or the green are used at speed by the HGVs to push their way through, endangering anyone or anything that happens to be in the way.

In just under a mile of road mile we have

- Overhanging trees which have been broken by the height of the HGVs



- Bridge over the stream destroyed, despite being rebuilt and placing posts either side to raise awareness of the proximity of the stream & bridge.
- Three lengths of pavement on blind corners which are too dangerous to use, particularly near the Fox Inn pub.
- Endless erosion of the village green by HGVs endangering visiting picnickers & walkers who unaware of HGVs speed & proximity.

DANGER

- 20 x Driveways / entries onto the road
- 5 x T- junctions
- 5 x Blind spots / corners
- 2 x Single track narrow bridges over The Windrush river.
- 3 x Notoriously dangerous black-ice sections of road nr rivers & stream

PLEASE BRING BURFORD HGV weight restriction to an end.

From:

Sent: 25 October 2021 11:48

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction

Dear Mr Enright

I refer to the above and wonder whether sufficient research has been carried out to enable a final decision to be made in this matter.

It seems illogical to divert HGV traffic either by design or default from an A road to a mixture of B and Unclassified roads which have neither been constructed to a specification to cater for this additional heavy traffic nor designed to accommodate the largest HGV vehicles.

This proposal raises various questions.

1. Has appropriate survey work been carried out to assess the potential affect on alternative routes?
2. Have funds been allocated for appropriate signage and future maintenance, which will be considerably more per route mile than it would be for an A road (due to the existing poorer specification)?
3. What thought has been given to Health and Safety? For instance, the logical route for an HGV heading east, which is prevented from crossing the Burford bridge and cannot cross at Minster Lovell or Crawley due to existing weight restrictions, would be through Leafield, Hailey and West End Witney. This route is predominantly on B roads and Unclassified roads, it passes directly adjacent to Leafield Primary School and the Schools at Hailey and Hailey Road Witney and then has to pass through the bottle neck of West End in Witney. My understanding was that the Witney by-pass was constructed to take through traffic out of Witney, this proposal re-introduces it!

To proceed with the proposal would, in my opinion, be completely illogical, a detriment to safety and wrong in respect of the Council's Highways strategies and policies.

I would ask that you give serious consideration to the affected community's concerns.

Yours sincerely

From:

Sent: 23 October 2021 16:42

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: A44 Traffic

Dear Councillor Enright

Please do something about the increase in good vehicles going through Woodstock now on the A44 since the weight restriction on the bridge at Burford. Every town will have these vehicles for local deliveries etc. but this extra onslaught is too much.

Yours sincerely

Woodstock.

From:

Sent: 18 October 2021 14:19

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Re: HGVs issue on A44 in Woodstock.

Dear Councillor Enright,

I am writing in regarding the HGVs issue on A44 in Woodstock.

The A44 must not have additional HGVs; the children in our community should be able to travel to school safely and the members of our communities, who live much closer to the main road, should not worry about the dangers of heavy and fast traffic which are close to our narrow pavements as much as they do; Burford should not be able to 'buy' peace and quiet if it means other communities such as ours have to suffer in expense.

Kind regards,

(Resident in OX20)

From:

Sent: 17 October 2021 17:30

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Consideration to lift the Lorry Ban in Burford

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy
85, Newland
Witney Oxon
Oxon, OX28 3JW
17/10/2021

Consideration to lift the Lorry Ban in Burford

Dear Mr Enright,

We have noticed that the level of traffic in Leafield has increased since the ban of lorries of 7.5 tonnes in Burford in September 2020. This has had an impact because it now means that the HGVs use Leafield as an alternative route. Many of these vehicles are too wide for the main village roads and have caused damage to the village's grass verges where there are narrow passing places. In some parts of the village, the roads are only suitable for one vehicle at a time so is completely unsuitable for larger vehicles. Along with the paths accessed by pedestrians. Our 300 year old house is only a few metres from the main road and the vibrations from the HGV traffic is causing vibrational and structure damage to the historic houses along the route through the village,

It is an increasing concern because more of the vehicles are accessing Leafield which is ruining the roads which can only be fixed at the expense of the taxpayer. This also has an impact on the environment because the larger volume of traffic is causing greater air pollution. The whole of Leafield and the Wychwood forest is considered a conservational area.

We feel very strongly that this temporary ban should be lifted removing the need for this traffic to pass through Leafield and the surrounding area.

Yours Sincerely,

From:

Sent: 17 October 2021 13:00

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: A44 - HGVs/Burford

Dear Mr Enright

I am writing to ask you to abandon the current temporary HGV ban through Burford, as it has moved the problem to Woodstock, a town with many more residents living just a narrow pavement width away from the A44.

We have lived in the centre of Woodstock, just off the A44, for over 10 years and there is a noticeable increase in HGVs thundering through the narrow streets of this historic town. I understand it's a 34% increase.

Woodstock already has its fair share of through traffic and cannot cope with the additional traffic from a town who paid (!?) for their problem to be moved elsewhere.

Before a decision is made I would encourage you and your team to walk from Old Woodstock into Woodstock town centre, to fully appreciate what pedestrians face along that stretch of the road - the majority are parents with young children on their daily walk to and from school. It's really dangerous.

Maybe an alternative solution can be found which suits both towns (and the others villages now also affected)? Diverting HGVs to Woodstock and other villages is not the answer.

Kind regards

----- Original Message -----

From:

To: duncan.enright@oxfordshire.gov

Sent: Sunday, 17 Oct, 2021 At 09:40

Subject: HGVs - Burford and Woodstock

Dear Mr Enright,

I am a new resident in Woodstock having previously lived near Burford for 32 years.

Both are lovely and historic small towns that deserve protection but it is wrong that Burford should be able to shift essential lorry traffic onto Woodstock and other small Cotswold towns.

The current ban on HGV traffic through Burford should not be extended in January. It is totally unfair that Burford should be able to protect itself at the expense of neighbouring communities.

yours sincerely

From:

Sent: 17 October 2021 10:50

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: End the Burford Lorry Ban

Dear Cllr Enright,

I live in Woodstock. I understand why Burford wants to get rid of trucks. But this has undesirable consequences elsewhere, in particular in Woodstock. The roads in Woodstock are narrow, especially in the vicinity of the Causeway/Black Prince. The A44 runs right through the middle of town, where pollution and noise are confined, making for an unpleasant environment.

Woodstock cannot avoid having its fair share of heavy trucks, but it should be its fair share. It should not have to take Burford's rejects.

In my opinion, the Burford Lorry Ban should be rescinded.

From:

Sent: 17 October 2021 09:17

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs on the A44

Dear Councillor Enright,

I am lucky enough to live in the centre of Woodstock. In the 5 years that I have lived here the volume of traffic on the A44 has increased significantly, presumably because of all the new building towards Chipping Norton. It can genuinely take several minutes before one is able to cross from one side of the road to the other. This in itself is an issue, but it is particularly bad for those having to navigate the narrow pavements from Old Woodstock to the local schools with their children.

In the last year, however, it has become even more noticeable that a large proportion of this traffic is HGVs and it has been brought to my attention that this increase is a direct result of the HGV weight restriction that has been enforced on the A361 that goes through Burford. Indeed, OCC's own survey has put the increase in the bigger HGVs going through Woodstock at 34%.

I appreciate that HGVs are an issue for many villages and towns, however the answer cannot be to displace HGVs from one town (which I also understand raised funds to get this enforcement in place) to another? Why should Burford be able to buy peace and quiet with the result being that HGVs thunder through Woodstock, very close to houses, causing pollution and intimidating residents trying to walk along narrow pavements?

I understand that in January 2022 OCC will be taking the decision to either continue this heavy lorry ban or abandon it. Please can I ask that you take into consideration the impact your decision will have on surrounding villages and towns who do not have the means to also "buy a ban".

Kind regards,

From:

Sent: 15 October 2021 16:40

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Resident objection to the Burford HGV ban,

Dear Duncan,

I am writing to inform you of my objection to the Burford HGV ban. I am a resident of Field Assarts and I live close to Leafield with my wife and baby daughter.

I'm now more concerned for my safety whilst driving and running, which I've been doing safely for the last 5 years. I'm now concerned if we will be able to safely live here as a family, without compromise to our livelihoods, as my daughter grows up.

I've been informed that Burford have raised a significant amount of money to implement this ban. If this is the case, surely it's inherently wrong that this can be implemented without a full safety assessment, as surely this hasn't been done correctly, due to roads clearly being too narrow to accommodate HGVs.

I really hope that common sense prevails and that the right decision is made.

Kind regards,

-----Original Message-----

From:

Sent: 13 October 2021 16:09

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford weight trial

Dear Sir

My name is ... and I am a resident of ...

The Burford weight restriction has severely adversely affected the through traffic down our street; we now have huge juggernauts cutting through from the direction of Burford and these vehicles are so large that the poor old (3-400 year old) buildings creak and shake and the road is damaged to to the sheer weight of these vehicles.

Often the lorries have to stop and let other large vehicles (like buses) by and as traffic parks on both sides of West End, the possibility of having the paintwork and wing mirrors shaved off your car is never far away.

This is a narrow and beautiful street, with plenty of character, surely worth preserving.

The volumes of such large heavy industrial vehicles using our street as a cut through should not be allowed to continue; even the imposition of a £20 tollroad tax wouldnt stop them! But you can.

So please, stop them ruining our peace, our houses and our lives!

Stop the Burford weight restriction trial now!

Thanks for taking the time to read my email.

Best regards

Sincerely

-----Original Message-----

From:

Sent: 13 October 2021 10:48

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Woodstock traffic

Dear Councillor Enright,

I have lived here in Woodstock for over 30 years, so used to the constant traffic through the town. However, it has increased, as you will know, and it we are getting more and more heavy lorries through the town, which is not suitable for it. I have to wait minutes to cross the road at some times of day and, were I a young parent, I would be very concerned at crossing with children.

Please can we have this experiment stopped as it is not right that Burford was able to "buy" peace and a restricted route, while Woodstock and others are now suffering.

Thanks,

From:

Sent: 11 October 2021 09:02

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford HGV ban

Importance: High

We live just off Manor Road in Old Woodstock and we now dread walking into Woodstock thanks to the huge increase in very large lorries following the Burford hgv ban. I am 77 years old and regularly find myself pressing my back to the wall when hgvs pass close to the narrow pavement. If a parent with a buggy comes towards me I must often step into the road., Schoolchildren walk this route every day. This section of road is totally unsuitable for hgvs and there is no way of widening it. Exiting our lane by car is also a scary experience and we have to exit blind as number 64 Manor Road blocks our view of traffic coming downhill. It is an accident waiting to happen.

I understand why Burford doesn't want the hgvs but they have a much wider high street and their houses are set back so they are less affected than Manor Road residents.

I urge you to abandon the Burford lorry ban. Woodstock cannot cope and lives are at risk.

-----Original Message-----

From:

Sent: 12 October 2021 10:48

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV diversion.

I'm writing to complain about the ridiculous decision to redirect HGV traffic through our villages. As Leaffield resident I have to experience these massive vehicles drive through our village green and school with all the children breathing all that extra pollution especially at a time when our government is pretending to be concerned about the planet.

-----Original Message-----

From:

Sent: 12 October 2021 22:15

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV complaint Woodstock

Dear Duncan,

I write with major concern over the level of HGVs now using Woodstock as a rat run! We live in a property set back from the main Oxford rd, Woodstock and within the 30mph zone however when HGV's drive along the Oxford road our house shakes, if we have our windows open it wakes us up at night! We drive our children to school because of safety concerns for our children walking along Oxford rd due to the HGVs. I have personally witnessed on more than one occasion a HGV mount or clip the pavement on the Oxford road due to narrow roads!

I find it an utter disgrace that Burford have been able to BUY a weight restriction to protect the safety of their children/peace and quiet for their environment and in the process their HGV traffic is therefor diverted past my front door!

I am aware the council are in talks to make the weight restriction in Burford permanent! I request with huge concern that this is rejected!

Surely if Burford can buy a weight restriction so can Woodstock?

Kind regards

From:

Sent: 12 October 2021 15:09

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV's and the A44

Dear Councillor

I am emailing you to register in the strongest terms my objection to the 'Burford Lorry Ban' - and its implications for Woodstock

Living on the A44 in Woodstock we had already perceived an increase in the number/size of HGV's on the road.

But it was our neighbour, [name redacted], who informed us that it was actually down to Burford enforcing a lorry weight limit. They had simply moved their HGV problem to us!

I find it incredible that a town can 'pay' to remove this issue from their road - only for it to be transferred to another.

Woodstock has incredibly narrow pavements in places and it can only be a matter of time before there is a tragedy - especially with the increase in traffic that this ban will bring. We would not allow my daughter to cycle to school and even I sometimes feel nervous about walking along some parts of the pavement and I'm an able-bodied adult.

Obviously this is down to the much wider issue of the lack of planning and road development in Oxfordshire. We need to take this issue away from roads through small towns and villages that simply weren't meant for this volume and size of vehicles.

But this Ban cannot be allowed to go ahead to benefit Burford, with no regard for its effect on other communities.

regards

From:

Sent: 12 October 2021 14:43

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs through Hailey

Dear Councillor Enright,

No doubt you will be overwhelmed by emails and letters of objection on the above subject, so I shall attempt to keep mine short and to the point.

IT IS TOTALLY INAPPROPRIATE FOR HGVs TO THUNDER THROUGH HAILEY creating damage to the road surface and, specifically, my long dry-stone wall. Whilst outside sweeping, I have actually witnessed the vibration from one cause stones to fall from it, and each time I clear up the pavement, there is more evidence that this is happening regularly. I somehow doubt that the owners of those vehicles would be prepared to pay for repairs!

I understand that the use of the B4022 by HGVs is on an 18-month trial basis. I cannot emphasise strongly enough that THIS MUST NOT BECOME A PERMANENT SOLUTION, and that AN ALTERNATIVE MUST BE FOUND.

Yours sincerely,

From:

Sent: 12 October 2021 11:10

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford H.G.V. ban.

Dear Mr Enright.

I feel that, as a resident of Woodstock since 1977, and of Old Woodstock for the past 33 years, I must write to you regarding the ban of H.G.V's through the A361 in Burford.

I am quite familiar with the town of Burford, and in particular the High Street and The Hill.

On both sides of the road, the footpaths are wide, and (with exception only of the 100 yards or so at the Burford bridge end) are set very well back from the road mainly by wide verges and partly by parking bays. This alone makes Burford much safer for its pedestrians than Woodstock. This also means that the houses and shops are much further from the vehicular traffic noise and fumes.

Burford High Street and The Hill has only the very slightest of bends, which means that the view ahead for drivers is not restricted, and even the Bridge, which is narrow, is safe because it is controlled by traffic lights, and has refuges for pedestrians.

I compare this with the A44 through Woodstock:-

The majority of the footpaths through Woodstock are immediately alongside the road and in parts are little more than 2 feet wide between the walls of buildings and the kerb at a point where the road itself is not wide enough for 2 H.G.V's to pass in opposite directions.

For much of Manor Road, the footpaths and roads are so narrow that passing large vehicles and buses cannot avoid their mirrors overhanging the footpath, which is very dangerous for pedestrians, to say nothing of the fumes and dirt, dust and spray which they throw across the footpaths.

Consideration must also be given to the fact that children attending school from Old Woodstock have no alternative but to use this route to and from school.

I suggest that, not only should the Burford H.G.V. ban be removed, but that Woodstock should have a 20m.p.h speed limit right through the town with AVERAGE speed cameras at each end.

I would add that I speak as a driver who gets as frustrated as any other driver at unnecessary traffic and speed restrictions, but safety and health of residents and road users must come first.

Your sincerely,

From:

Sent: 12 October 2021 09:26

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford 7.5t Restriction

Dear Councillor Enright,

I am writing to you in your capacity as the Cabinet Member for Travel and Development Strategy in Oxfordshire County Council regarding the temporary Burford 7.5t weight limit restriction.

I have lived on the main road in Hailey (B4022) since December 2020 and have been shocked at the high level of HGV traffic through the village. I believed that I was moving to a relatively quiet Oxfordshire village but in reality the levels of traffic are more suited to that of a primary 'A' road. Since the pandemic I have been working from home for the majority of the week and my office faces the main road so I am fully aware of the amount of traffic and hear the HGV traffic thundering up the road on a near constant basis.

There is a high occurrence of HGVs associated with the construction industry which really has no business to be driving on a country B road. I see convoys of large tipper trucks thunder up the road fully laden and then return empty booming and bouncing through the village. There are also a large number of 40' flat bed HGVs moving plant through the village and these, like all the large HGVs, will need to drive through West End into Witney which must cause no end of disruption.

Whilst I accept that there will always need to be large vehicles moving through to local destinations, it is clear that the B4022 is just a route through to some distant location due to the restriction at Burford.

It defies any logic that you and your department did not fully think through the impact that restricting HGVs from an A road in Burford would have on the surrounding areas. Surely just consulting a map would show the consequences of such an action? I recently followed a 40' curtain-sider off the Minister Lovell road, down Dry Lane and into Crawley where it realised that sat nav was taking them down an impassable single track road. It cannot be long before the environmental impact will be felt on these roads, let alone the safety impact of such a decision to road users, pedestrians and residents alike.

Surely it is not safe to force these large vehicles into making long and narrow diversions due to an ill-advised restriction to appease a single village? The villages on the unofficial diversion routes are even less suited to such large vehicles and have pavements that are narrow and sometimes not in the best of repair and this, combined with a large HGV thundering past you at a distance of only inches, is a recipe for disaster.

I have no doubt that if you make the restriction at Burford permanent then you will be inundated with similar restriction requests from all over the impacted area with each having just as much justification than the residents in Burford.

I wholeheartedly support all the residents in the affected areas in calling for you to revert back to normal operations in Burford when the trial period ends in February 2022.

Yours

From:

Sent: 11 October 2021 23:49

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Woodstock HGVs and A44

I write to express concern about the high number of HGVs coming through Woodstock. The A44 in Woodstock is not suitable for any additional HGVs. I travel the road at least 4 times a day by car and unfortunately less frequently by foot due to the dangers to pedestrians. There are two schools in Woodstock, the primary and the secondary, plus a sixth form. Our children must be able to walk or cycle to school in safety. I have been shocked at the danger they face and the near misses I have seen. The older members of our community should be able to go out and not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements. Last month I was horrified to see a lady on a mobility scooter have to go into the road due to the narrow pavements and I was extremely concerned for her safety.

We need HGVs to supply all our shops etc. But this is something that applies to all communities. I am horrified that the increase on our roads is impacted by the diversion to avoid Burford. I have lived in Stonesfield, near Woodstock for 8 years and the HGV traffic has got significantly worse. Woodstock has narrower roads and at places very narrow pavements. Both have tourists and are scenic communities. Why should Burford "buy" its peace and quiet at the detriment of other communities.

I disagree with the decision to enforce a weight limit on HGVs through Burford and thus sacrifice other communities. Indeed Woodstock has narrower roads and tighter bends than Burford. Our pavements are so narrow you can barely get a wheelchair or buggy along, as I have witnessed many times. Homes are much closer to the main road than those of the residents of Burford. I disagree with the weight limit ban and urge you not to extend or make it permanent. We all matter.

Regards

From:

Sent: 11 October 2021 23:04

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs, Burford and the A44 in Woodstock

Dear Duncan

I understand that you are responsible for the decision on Burford's refusal to allow passage to large HGVs, resulting in a huge increase in HGV traffic in Woodstock.

I live on the A44 and the recent HGV traffic has had a hugely negative impact on my family's life. The increase in noise and pollution, not to mention the now incredibly unsafe route to town with speeding HGVs passing a few inches away from us on the narrow pavements is unacceptable.

Burford is far better placed to allow HGV traffic than Woodstock as it has wider pavements and its buildings are further back from the road.

I am expecting another baby in January and the thought of walking a pram and my young daughter to the centre of Woodstock along the A44 is quite honestly terrifying.

I trust that you will make my objections clear when consulting about next steps for HGV traffic in our town.

Best wishes

From:

Sent: 11 October 2021 16:40

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Objection to the Burford Bridge Weight restriction

Sir,

I should like to register my objection to the existing weight restriction for vehicles using the A361 through Burford. I should like the OCC to revoke the restriction at the conclusion of the 18 month trial.

Since Burford paid for the trial weight restriction, surrounding villages have suffered from significant increases in HGV traffic and they are simply unsuitable routes.

I live in Leafield and have direct experience of this increase . It causes me concern because the B roads here are not built for high volumes of HGVs – of course we have to have the occasional large vehicle at harvest time

but the twisty turny lanes here are not the A roads on which the majority of large vehicles belong.

I have a toddler grandson who is often here (the usual grandparent child minding service) and if you see how close to the roadside and to parked vehicles these trucks get you have to have concerns about safety.

You will also know that large numbers of cyclists use these minor roads in addition to the children attending the local primary school so I do urge you to oppose any move to extend the current weight restriction through Burford.

Kind regards

From:

Sent: 11 October 2021 16:39

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV Traffic through Woodstock

Dear Cllr Enright

I am writing to complain about the level of HGV traffic now passing through the historic town of Woodstock.

I live on the main road and have found the increase in the number of large transport vehicles passing the house completely intolerable. I understand that Burford have managed to persuade the County Council to divert HGVs from their town very much at the expense of other towns in West Oxfordshire.

I understand that this is being reviewed and ask that you do not allow it to continue. We all understand that goods have to be moved around the country but sharing the load around the many beautiful towns in the area seems more reasonable than allowing one community to ignore the impact their decision will have on others.

The main road through Woodstock was already busy, narrow and congested and it has become impossible for us to walk our children to school or even enjoy time in our gardens.

Thank you for your consideration.

Best regards

Resident

From:

Sent: 11 October 2021 15:15

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford ETRO

Dear Councillor

Since the start of the 7.5 ton experimental traffic regulation Order ("ETRO") of the A361 through Burford, traffic, particularly HGV's, has been diverted through other minor roads.. In particular, traffic on the minor the road through Little Barrington has increased significantly.

I live about the closest to the road and am adversely affected by HgV noise, my security lights coming on at night and an increase in traffic pollution. The road through Little Barrington and the adjacent houses were not built to sustain the current level of HGV traffic.

I beg you not to continue with the ETRO in Burford.

Yours sincerely

From:

Sent: 08 October 2021 10:48

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Cc:

Subject: HGVs through Leafield

Dear Mr. Enright

I am writing regarding the diversion of HGV traffic through Leafield following the Burford weight restriction. We have noticed a great increase in heavy traffic through the village since the imposing of the decision to ban HGV traffic through Burford. Many of the Leafield families walk their children to school along some very narrow pavements, particularly near the church and, as well as being extremely unpleasant, this is an obvious danger on these single file pedestrian pavements. On some of the roads leading in to the village there is not even room for a pavement making the walk for pedestrians particularly dangerous. The air quality in Leafield is also affected by the increase in heavy traffic.

This road near the church is also very narrow and a few days ago I was confronted by a large low loader lorry, of necessity, in the middle of the road causing a hazard to car users, cyclists and pedestrians. This lorry would have been able to drive straight through Burford high street as parked cars and pedestrians are away from the road.

I believe that the haulage companies do not want to make this detour through the villages attempting to avoid parked cars, narrow roads and other traffic hazards and increasing their driving time and fuel consumption.

I would urge Oxfordshire County Council to revoke the ban on HGVs through Burford to enable village life in Leafield and surrounding villages affected by the considerable increase in heavy traffic to continue safely.

Yours sincerely

From:

Sent: 08 October 2021 10:17

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV's

Dear Mr Enright

Quite an undertaking!! But thank you all the same.

I live opposite the School, on the main road through Hailey. When a lorry passes my house the room goes dark, the noise sometimes blocks the radio and tele sounds and if you're on the phone you can't always hear the person at the other end!

The road through the village is becoming very 'holey' which adds to the sound of the lorries rattling over them.

Last year, when this experiment was first started, I suggested to Mr ... - chairman of the PCC - and Mr ..., another 'elder' of the village, that maybe the speed limit could be reduced. I was told by both that it was 30mph and 20 during school hours. I suggested that it could be reduced to 20 or 25mph as standard. I was rudely told that it was fine as it was! No one takes notice of the 20 mph when the school is in anyway. I'm surprised there haven't been any accidents. The roadside parking isn't helping either.

I do feel sorry for the HGV drivers though having to negotiate narrow roads to Charlbury and Leafield and they don't get much sympathy from other road users! It's not their fault.

Something has to be done and I wish you luck with solving this.

Kind Regards

PS. I wish you were in my Ward. I'm surrounded by blue

From:

Sent: 07 October 2021 17:31

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford - A361 weight limit trial

Dear Councilor Duncan Enright,

Please take this email as a letter of objection regarding the Burford 7.5t weight limit trial that is currently in place on the A361 through Burford.

Since August 2020 the increase in HGVs through Leaffield village has been both dramatic and dangerous.

The increase has been so bad that we now have to close windows to be able to join regular conference calls, it really is that noisy.

The weight restriction has simply moved Burford's problem of being on an A road onto smaller B and unclassified roads through villages with already narrow access, few or no pavements in places and putting pedestrians at serious risk.

Leaffield also appears to be on virtually every cycle route around Oxfordshire and the combination of regular large groups of cyclist and HGVs on our narrow streets, where cars regularly have to give way, in contraflow fashion, to pass through the village is a recipe for a disaster waiting to happen.

I'd hate to think that this trial is going to be another example of either the council or highways authority needing to wait for a certain number of serious injuries or deaths before anything can be done to change the situation.

It's fairly obvious looking at a map that Burford is effectively at the junction of 3 A roads, the A361 that runs through Burford the A424 that has a junction with the A361 on the north side of the bridge and the A40 that crosses the A361 on the southern edge at the top of Burford hill.

Simply putting the weight limit in place for Burford has meant many smaller villages have become rat runs for HGVs attempting to find their way around Burford in the shortest distance and time possible.

Please revoke the trial as soon as possible.

If Burford needs a bypass, then build one, don't appease the good people of Burford by ruining the lives of the good people in the surrounding villages.

Better still look at a wider solution that keeps HGVs transiting on nothing smaller than A roads and put a policing system in place to control them.

Best Regards

-----Original Message-----

From:

Sent: 07 October 2021 15:59

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford weight limit ban

Dear Mr Enright,

I would like to register my objection to the proposed continuation of the temporary weight limit through Burford.

Traffic through our village of Hailey has definitely increased during the ban and with no pedestrian crossing near the school we feel this is an unacceptable and unnecessary increase. We would therefore like to see the ban lifted.

Kind Regards

From:

Sent: 06 October 2021 13:00

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford HGV ban

Dear Duncan

Living on the main road in Hailey, the HGV ban has been obvious in its effects. As we have opened up again the number of the very large lorries has increased noticeably. I also live next to the school, within the yellow zig-zag markings on the road. This means that twice daily we are surrounded by parked cars at drop-off/collection times.

In the past this has provoked only slight, temporary inconvenience as the size of lorries which regularly used the B4022 could easily cope with the road's temporarily reduced width. However since the very largest lorries now have fewer alternatives if they need to cross the river, they are forced along this route to West End, Witney at all times of the day. This has provoked manoeuvres which can only be described as dangerous, so much so that the Head of Hailey school has recently requested that the Crossing Patrol be reinstated. This had been removed, being regarded as no longer necessary.

Also, as reports surface about the process by which this ban was enabled, it leads to questions about the rigour with which OCC Officers scrutinised the proposal, and in particular unintended consequences, their understanding of how this restriction would impact on such a wide area and exactly who else it would affect. A 17-mile barrier to crossing the river is difficult to work round! As you will realise I am in the privileged position of being able to access information not generally shared. In a letter to WiVTAG, Burford Town Council (John White) openly admits that most (if not every) study conducted over a 20 year period has failed to find good, **usable** alternative routes, including the one conducted immediately before the implementation of the ETRO. The last failure did not result in the abandonment of the project; as a result it became "a conditional ETRO for 18 months to determine the routes that HGVs would indeed divert to".

We are also told in the same document that Cabinet Member Cllr Yvonne Constance "balanced on one side the environmental, economic benefit to Burford, the pollution benefit to Chipping Norton and Burford and on the other side the economic loss to hauliers and the impact of diverted traffic HGVs on other communities".

It is also reported that OCC initially declined to implement the plan because of budgetary concerns. At which point interested parties agreed to provide financing and gained approval. Further speculation on this may be subject to the laws of libel!

A recent meeting in Leafield between farmers and OCC Officers enlightened them about hauliers refusing to pick up harvested crops because of the hassle created by the ban. I believe they had their very own "I didn't realise Dover (Burford) was so critical" moment! From whom should the farmers claim compensation for loss of income through no fault of theirs? This cannot be the only example.

This ban is in direct contravention of OCC's published regional policies on the environment (West End pollution levels) and traffic policies (best use of the road network to reduce congestion and pollution). An expansion of the permit system will not solve this. This A-road does not just serve locals and at this time when road haulage is having such problems which will affect us all, a unilateral action as a result of a suspect process does not give the impression that the new inclusive OCC has the interests of *all* its constituents at the heart of

its activities. I would therefore request that this trial period should not become a permanent ban.

Regards

From:

Sent: 06 October 2021 11:37

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction

Dear Mr Enright

I write to you as Cabinet Member for Travel and Development Strategy for Oxfordshire.

I object to the Weight Restriction in Burford being extended or made permanent. As a Woodstock resident I see on a daily basis the extra HGV traffic through the town (A44) as a direct result of the Burford restriction.

Not only does this increase the road safety dangers in Woodstock, it also substantially reduces the air quality in the town.

There is a solution though: Allow Burford to keep their restriction and build a by-pass for Woodstock.

If you look at the West Oxfordshire Local Plan and the Blenheim/Pye proposals for new houses on the south-east, east, and north-east of the town, requiring the developers to build perimeter roads around these new houses would go a long way towards a by-pass. Some new roads will have to be built, otherwise the pollution the the town will increase even further, so look very seriously at the by-pass idea. It would solve many of the problems.

Yours sincerely

-----Original Message-----

From:

Sent: 06 October 2021 10:59

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV's Burford knock on effect - Trial

Dear Duncan,

I write to you regarding the closure of the bridge in Burford and the diversion of HGV traffic through surrounding towns and villages.

As a resident of Witney North and East I am concerned about the increase in HGV traffic and the impact of the Witney infrastructure and air quality. Witney clearly has significant traffic problems already, which have yet to be resolved, this trial only adds to these issues and it should be abandoned and a rethink of the whole issues regarding HGV's in the area reconsidered.

I don't doubt Burford has local HGV problems, but so does Witney and it is simply wrong that Burford should be allowed to ban HGV's and move the problem to other areas.

Yours

From:

Sent: 05 October 2021 20:58

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: A44 through Woodstock

Dear Mr Enright,

I am writing to express my concerns at the number of HGVs passing through Woodstock each day on the A44.

Taking a walk from my house, past the Black Prince and along the A44 to the Barnpiece estate can at times be a nerve racking process, as the large lorries whistle past. I am relatively fit and mobile, but for other people, e.g. parents with children, people with mobility issues, the walk along the narrow pavement must be difficult.

I now hear that this increase in lorries is due in part to a weight restriction though Burford, I appreciate the importance of HGVs and understand they must travel along the A44, but do not understand why Woodstock is suffering to benefit Burford.

Yours Sincerely,

From:

Sent: 05 October 2021 12:45

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: A44 through Woodstock

Dear Councillor Enright

I feel compelled to write to you regarding the A44 through Woodstock.

Woodstock has a lot of traffic going through on the A44 and it is really not suitable for any additional HGV lorries the ones we have are already a hazard along parts of the road.

There are many families with children trying to do the right thing by walking to school and not just jumping in the car but they should be able to do this safely particularly through the pinch points at Farm End and near the Black Prince pub where the road narrows along with the pathway.

I have seen older members of the community, some trying to walk their dogs jump in fear by the fast and heavy traffic along the road where is narrows.

I was concerned to hear that Burford are able to "buy" it peace and quiet through their roads at the expense of our community . Therefore, I would appreciate your time in looking into what can be done to help our community with the traffic on the A44.

Regards

From:

Sent: 05 October 2021 10:25

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction

Dear Mr Enright

We are writing to bring to your notice the effect of the 18 month trial period of weight restriction on the A361 through Burford is having on the village of Hailey. It has caused a 17 mile barrier between Witney and Northleach for traffic going north/south and having to cross the Windrush River. One of the main diversion routes has been through our village of Hailey on the B4022. Although we do not live on the main road through the village we are aware when out walking of the increase in heavy vehicles passing through. The main road narrows close to the entrance to our primary school causing an additional hazard for children crossing daily. Also the cottages in the middle of the village are very close to the road and must be experiencing added air pollution and noise disturbance as well as structural damage. I therefore ask that the OCC makes the decision to stop the Burford Weight Restriction at the end of the 18 month trial for the above reasons.

Yours faithfully

From:

Sent: 05 October 2021 08:24

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford Weight Restriction

Dear Cllr Enright

I am writing to register my objection to the current Burford weight restriction and ask that it be lifted at the earliest opportunity. I live on [redacted] in Crawley village, the row of cottages on the Leafield Road just before the chicane. Prior to the Burford weight restriction, we already had major concerns about the amount of traffic and the speed at which it goes through the village and particularly along that part of the road. After the Parish Council did a traffic survey 2 years ago it was found that the average speed along that section of the Leafield Road is 47 mph.

With the addition of the Burford weight restriction the village, and in particular that section of Leafield Road, has become an incredibly dangerous place to live. The size of some of the vehicles that come through the village is terrifying. It constantly plays on my mind that one of these vehicles will one day smash into my home, they get so close and go too fast, as well as creating pollution in a small community where many of the houses are very close to the road and additional litter throughout the village. Certainly, there is a major accident waiting to happen in the village and lives could, and I fear will be lost. Many walkers come through Crawley and we also have a number of children, including the family who live next door to me on College Row, we have little in the way of pavements and navigating your way around the village on foot has become a perilous business. When a disaster does eventually happen, and it will, nobody on the council will be able to say they weren't warned.

The chicane on the Leafield Road is the scene for literally daily confrontations between vehicles that have become 'stuck' and the quantity of traffic is such that as I sat in my lounge last week, I observed a police car sat on the Leafield Road, with its siren going, but unable to get past the traffic. An example of how emergency vehicles may not at any given time be able to pass through the village. This situation cannot continue.

Whilst I have full sympathy with the community in Burford in relation to weight and quantity of traffic, the Burford weight restriction hasn't so much as solved the problem, but created even bigger problems for the wider community along the Windrush Valley. I am baffled as to why this weight restriction was put in place, albeit experimentally, certainly nobody could possibly have considered the knock-on effect in the surrounding area – is this really how Councillor's develop travel strategy? I love Crawley village and I love the other villages along the valley and indeed I love Burford, but we have to work together to ensure the valley remains a beautiful and safe place for us all to live. I look forward to hearing from you in due course.

Yours sincerely,

From:

Sent: 23 September 2021 12:59

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford weight limit trial issues - Field Assarts

Dear Duncan,

I would not normally contact my council over decisions they make, however I feel compelled to do so regarding the Burford weight limit trial.

Since it's start, I have seen a significant and steady increase of HGV traffic on the road that passes my house, which used to be a much more secluded, local traffic route only.

At the particular location we are, there is a very narrow stretch of roadway through a double bend at the top of the hill coming from Leafield through Field Assarts towards Minster Lovell / Crawley.

I've attached an overview of the area, showing how rural this area is....plus then highlighted in yellow the route that vehicles appear to be taking through Leafield to then go through Crawley, and on towards Witney/A40.

<<...>> <<...>>

I've then zoomed in to show the specific area of issue on the approach to Field Assarts – again marking it to highlight – and then attached two images of a truck my wife and I followed earlier this week through that section.

<<...>> <<...>> <<...>> <<...>>

As you can clearly see, there is barely space for a bicycle next to that truck, let alone a car, and yet as the area is rural with NO street lighting, there is no possibility for traffic calming measures to assist with controlling any flow.

On top, due to the hill, and blind bend, even with a “priority to” one direction of traffic, it would be impossible to actually SEE whether it was clear or not.

There are insufficient verges through the area to walk on, and there are a growing number of young children that live in the area (11). It is simply wrong to make them have to jump onto uneven grass verges that in non-summer months are usually very wet, slippery and muddy.

I do appreciate the efforts to reduce the use of large vehicles through Burford – but a ban in the way it is currently proposed IS SIMPLY SENDING THEM ELSEWHERE.

I don't think it is possible to actually STOP the use of large vehicles, but I have to question why, when the A361 through Burford has been a major road for a very long time – why can residents who KNEW that road was there in the size/scale/usage manage to COMPLAIN, and try to make their TOWN (and all the benefits they get from been a major town – shops/schools/restaurants/etc.) suddenly become quieter???? They made the choice to live there, and the road has never changed....so to do something now in retrospect is ridiculous?

And yet those who specifically moved to a more rural location – like Field Assarts as an example – sacrificing all those TOWN benefits and conveniences in favour of less noise, traffic, and countryside – now THROUGH NO CHOICE be forced to totally live in a different, more urbanised, environment?

I've attached an image of Burford to the same scale as the Leaffield/Field Assarts one – and you can clearly see a COMPLETE DIFFERENCE in the scale of development that a TOWN has compared to a HAMLET – and the infrastructure is in the TOWN to deal with larger vehicles.

<<...>>

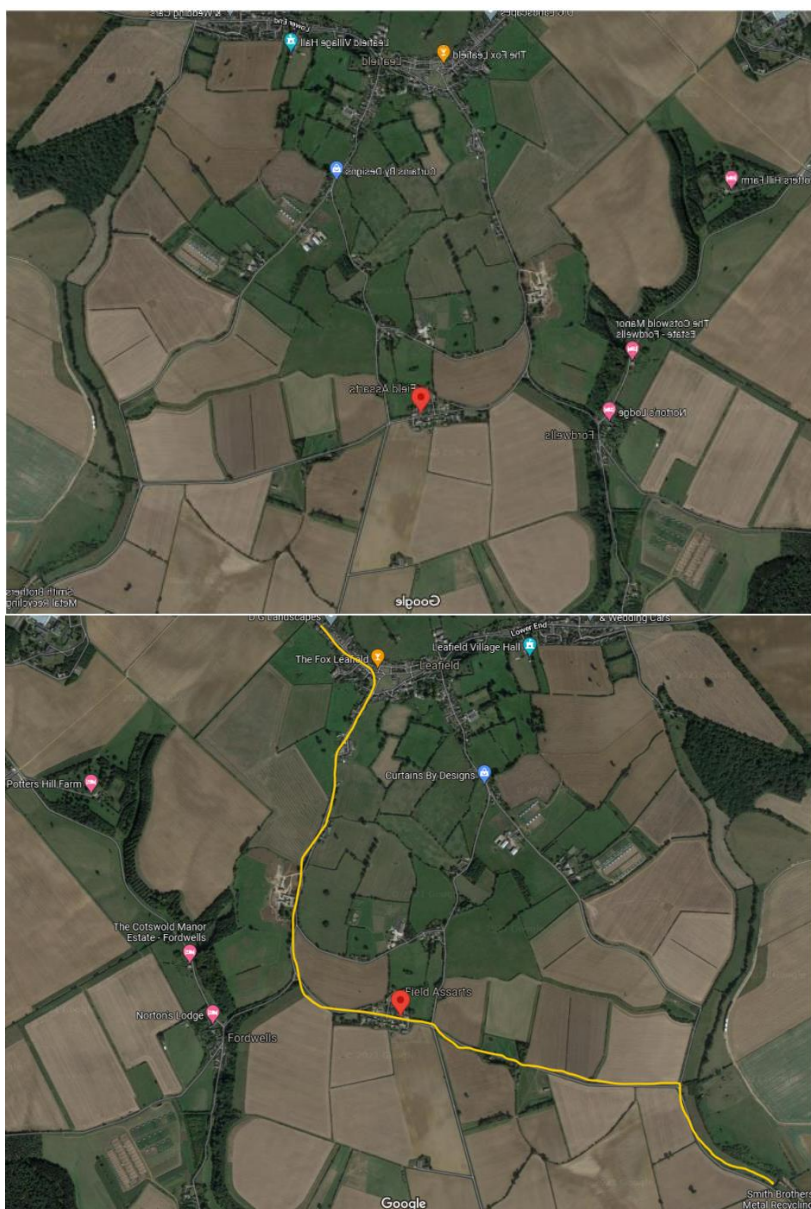
This is not NIMBYism.....it is simply stating a fact that people have a choice where they live – and the people who live in Burford decided that they wanted to live there – and it is entirely their prerogative.

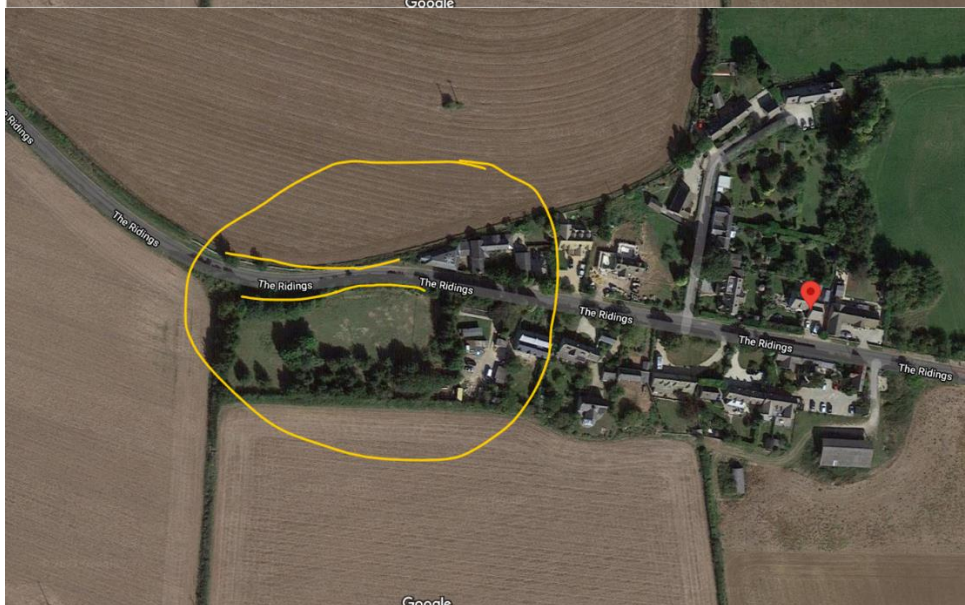
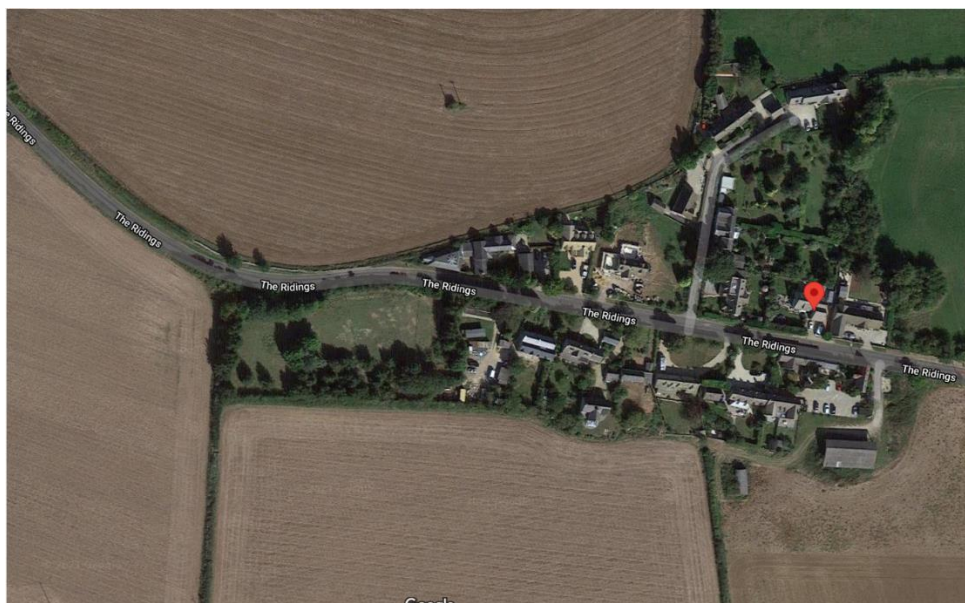
What is NOT their prerogative is to CHANGE their environment and FORCE OTHERS to change their environment as a result.

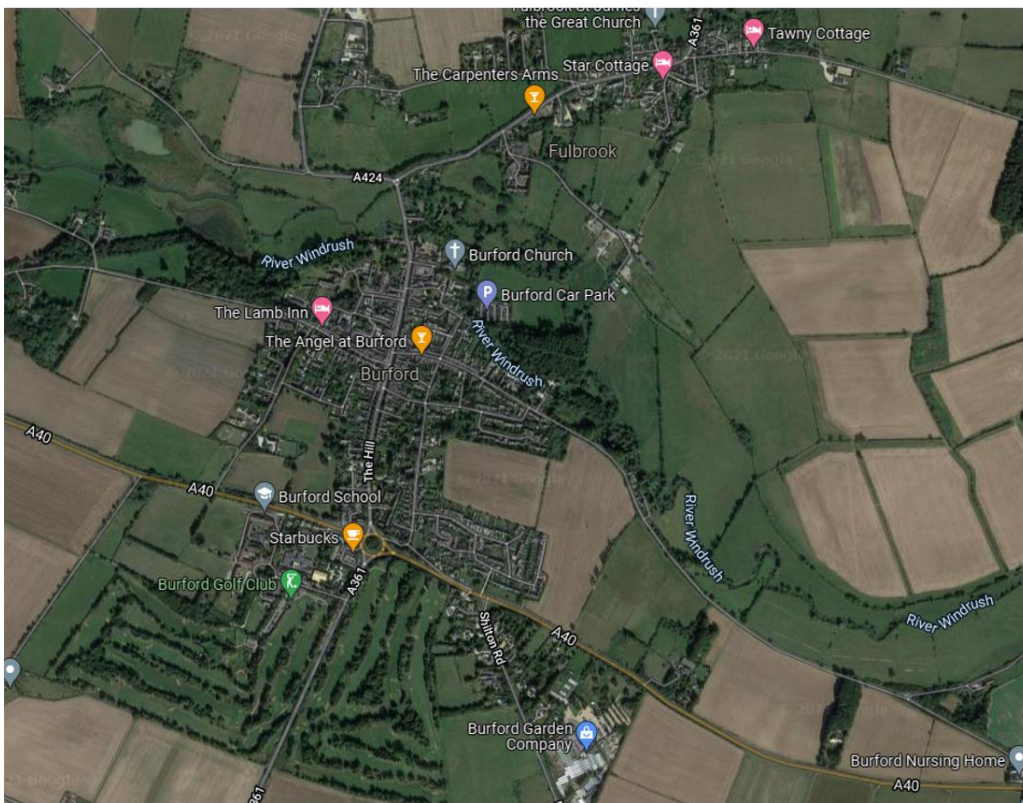
If they are not happy with Burford and HGV usage of that road, they can continue to lobby the businesses in the area to use smaller trucks – and if they are still not happy then they can move away. They really cannot expect to just push something elsewhere.

I would be more than happy to discuss in any more detail, with my details provided below. (or if you want larger image format files, as I had to compress to send the mail)

Many thanks







From:

Sent: 03 October 2021 16:55

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Traffic in Leafield

Dear Councillor Enright

I write to complain about Heavy Goods Vehicles now coming through Leafield since the 7.5 tonne Burford limit trial was started.

Roads are narrow in Leafield and pavements in Lower End are minimal. There is considerable pedestrian traffic in Lower End as parents and children pass to and from School and of residents walking to the shop and walking dogs. There is a particular problem at a bend by the church; I have seen vehicles coming from the greens force HGVs to swerve onto the very narrow footpath as this bend is difficult and very restrictive.

By the School the HGVs pass within 2 yards of a classroom wall. There is obvious potential for damage here which could occur when the school is in session.

There is a further problem when the bins are out for collection. These hide small people who may well be unpredictable in their efforts to cross the road.

Please prevent HGVs from coming through Leafield and allow access for delivery to Leafield only.

Yours sincerely

-----Original Message-----

From:

Sent: 03 October 2021 15:11

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs and the A44

Dear Duncan

I have lived in Woodstock since 1969. In those days there was only the S3 to Oxford and not many lorries. Since Burford were able to buy itself out of having HGVs driving its roads they have all been coming through Woodstock on the A44. Woodstock has tighter bends and narrower pavements but still they come trundling along through the town.

Woodstock is not suitable for HGVs especially as schoolchildren and elderly citizens are intimidated by the fast and very heavy lorries driving through the town. It is very dangerous by The Black Prince public house where the pavement is very narrow.

With extra houses also being built in the area, the problem will get even worse with extra cars as well as heavy lorries.

Please change this anomaly in January 2022 when you decide, hopefully, that you will reverse the decision to stop lorries passing through Burford.

From:

Sent: 03 October 2021 11:42

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs and A44 . Woodstock

Dear Mr. Enright ,

We live in Old Woodstock and to get to the town we have the only one option - to walk along A44. But this route is not safe anymore because it has very narrow pavement and traffic with additional HGVs has become intimidated , fast , heavy and dangerous. Some places are so narrow that we can barely get a buggy or wheelchair along.

We are asking you to take action now and make our children able to walk or cycle to school in safety.

With respect and hope

From:

Sent: 02 October 2021 17:46

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV'S in Woodstock

Hi Duncan , It has recently come to my attention that excessive traffic has been diverted from Burford through to Woodstock , I have indeed noticed the Increases numbers of HGV vehicles passing my cottage which directly faces the A44 In Woodstock .

This has been brought to my attention by a leaflet push through my door which has on the back a picture of a road with a line of cottages next to the A44 , My cottage is one of these, as you can see the houses are very close to the road, we have defiantly noticed increased traffic and Noice over the last few weeks due to this diversion , there has also been a lot of breaks locking up by HGVs having to break hard due to avoiding people crossing the zebra crossing at the bottom of the hill going through Woodstock. As you know Woodstock has a lot of tourists as has Burford ! this decision to divert traffic seems very unfair and potentially dangerous to Tourist , elderly people and children in Woodstock .

I look forward to your justification and response.

Regards

From:

Sent: 02 October 2021 15:14

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford ETRO

Dear Cllr Enright

I am a resident in Crawley village and I am writing to register my opposition to the experimental weight restriction in Burford.

Crawley is a small village with narrow roads and no pavements, except across the causeway. The number of vehicles coming through the village has increased significantly since the new junction with the A40 was opened at Curbridge as local traffic seeks to avoid going through Witney. Add to this the increase in HGVs trying to find alternative routes now they cannot go through Burford, and we end up with jams, delays, and damaged infrastructure. The roads can just about cope with two cars passing in some places, but not cars and HGVs, and the result is lorries driving up onto kerbs and verges. There has already been damage to culvert headwalls, kerb drains, and walls of some properties.

I acknowledge that traffic is increasing everywhere and local businesses need to be able to access destinations using economical routes, but HGVs must surely use appropriate roads, at least until the final stage of their journey - in accordance with Oxfordshire's Transport Plan. The roads in Crawley are labelled as unsuitable for HGVs and cannot cope with large numbers of them. It has become unpleasant, and at times unsafe, to walk in the village.

I also acknowledge that the residents of Burford don't like HGVs driving through their town, but the A361 is an 'A' road. It is hard to understand how it can be acceptable to simply ban many HGVs from Burford and offload them onto neighbouring communities who don't have suitable roads, and onto Witney, which already has considerable congestion and high levels of air pollution.

I therefore urge you to stop the weight restriction in Burford and seek to find a solution for the whole region.

Yours sincerely,

-----Original Message-----

From:

Sent: 02 October 2021 14:08

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Burford weight limit for HGVs

Dear councillor

I believe that you are the person to write to to express concerns regarding the Burford Weight Restriction for HGVs and to ask for OCCs decision to be to stop this restriction after its trial period.

Closing the A361 in Burford creates a 17 mile barrier forcing HGVs through other areas, including witney and on to the B4022 through my village, Hailey.

It does not make sense to force HGVs off bigger, more suitable roads like the A361, onto smaller roads. If nothing else, this will damage these smaller roads. How will this cost be met or will roads be left in poor condition? This will in turn lead to damage to people's cars and even a threat to safety from pit holes etc.

The roads that these vehicles are forced onto have very narrow pavements, or indeed they have no pavements at all. As pedestrians we are very threatened by this. Our children are scared walking to school and to the park and other parts of the village. This is an threat of actual physical harm. On number it's occasions I have nearly been hit by large vehicles whilst walking my children through the village.

Finally these HGVs are driving extra miles in diversion due to these restrictions which is also adding to air pollution. I believe that this conflicts directly with OCCs target for net zero carbon.

Thank you for your time and I hope to hear good news regarding the councils decision in time.

Yours sincerely

-----Original Message-----

From:

Sent: 02 October 2021 13:11

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: A44 / Woodstock

Dear Councillor Enright

We live on the A44 in Woodstock, and are therefore constantly aware of the high volume of large HGVs driving through the town. While the return of high levels of all kinds of traffic on the A44 may be partly attributed to post lockdown relaxations, it does seem unfair that an extra proportion of very large lorries may be attributable to Burford's temporarily imposed weight limit, so that Burford's gain becomes an increased problem for surrounding areas, particularly in towns such as ours where the street and pavements are narrow.

On walking home from the town, I round a corner where the High Street meets the A44. The path there is very narrow and the adjacent corner house is quite a high building. Traffic sometimes seems to speed past there in order to "catch" the traffic lights, and I can tell you that being trapped in that narrow space when a high-sided vehicle is moving quickly past is a truly frightening experience - one which I avoid now, but plenty of visitors must inadvertently experience. There are other points in the town where the paths are narrow and on a bend and where there is nowhere to stand back when an HGV approaches speedily.

Our lorries are essential as we know all too well at the moment, and we must accept our fair share of them. That should not entail passing that share on elsewhere. Please can you reconsider Burford's 7.5 tonne weight restriction when the trial period ends shortly?

Thank you

Kind regards

From:

Sent: 02 October 2021 12:58

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: FW: HGV's through Crawley

Dear Duncan,

I totally agree with all my wife's concerns regarding the HGV's driving through Crawley due to the weight restrictions on the Burford Bridge. If these restrictions are to be permanent perhaps one solution would be for a weight restriction on our bridge too, which is surely more in need of protection than the larger Burford Bridge.

There are many people walking through the village on their way to the Lamb Pub because of the walk in the Book of Cotswold walks which goes through the village. This is rather dangerous for them, especially with children, as the road by the bridge is so narrow that these HGV's and indeed some cars, need to mount the pavement in order to pass. This is an accident waiting to happen because of the HGV's being diverted through Crawley because of the weight restriction on the Burford bridge.

Please try to stop the Burford weight restriction at the end of the 18th month trial.

Yours sincerely

From:

Sent: 02 October 2021 12:58

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: FW: HGV's diverted through Crawley

Dear Duncan,

I am writing to express my concern about the number of HGV's driving through our hamlet of Crawley, because of the weight restrictions on the Burford bridge.

This seems to me to be most unfair – on the one hand the bridge at Burford is being protected thus leading to our small bridge in Crawley being damaged by the over-use of heavy HGV's. This seems very short sighted by the councils as it will lead to a great expense when the Crawley bridge is badly damaged and needing major repairs due to the large amount of very heavy vehicles passing over. Already there are many signs of damage to the bridge and indeed to the pavement leading to the bridge, where, because of the narrow road, lorries and even cars are having to go onto either the verge or the pavement in order to pass. It is also really dangerous when there are pedestrians walking along the pavement.

I realise that the bridge in Burford needs to be protected but surely not to the expense of the bridge in Crawley!!!!

I cannot understand why these HGV's are being diverted down such a minor, narrow road through Crawley. Surely there must be a better way using major A roads.

Please stop the Burford Weight Restriction at the end of the 18th month trial.

Yours sincerely

-----Original Message-----

From:

Sent: 02 October 2021 12:36

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV Burford Objection

Dear Mr Enright

I am writing in regards to the HGV weight limit through Burford and how this affects me and my family personally.

Since the weight limit has been introduced, we have seen a lot more HGVs through the village of Crawley. As you may be aware the roads through Crawley are extremely narrow and lack footpaths. We enjoy going for walks as a family but unfortunately due to the size of the vehicles coming through the village we now tend to drive somewhere for walk as we don't feel safe having a young family and walking around the village. My girls enjoy bike rides and again this is something that we have stopped doing.

I would also add that one of the diverted HGVs burst a gas pipe outside our house (witnessed by my father in law) as he had to go up onto the verge to avoid a car. Then drove off not even knowing that he had hit and caused considerable damage to our gas mains leading to three households being evacuated, one of which was for two weeks.

With this in mind I hope that you reconsider the decision and lift the trial weight restriction through Burford and maybe look at options such as lowering speed limits and repairing roads to lower noise levels.

Kind regards

-----Original Message-----

From:

Sent: 02 October 2021 11:38

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs and the A44 in Woodstock

Dear Cllr Enright

The trial ban on lorries in Burford has led to a dangerous increase in HGVs in Woodstock, on a narrow stretch of the A44 with tight bends.

Please look for an alternative solution rather than continuing the ban when it is reviewed in January. Our children must be able to walk or cycle to school in safety; older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements; and surely it is wrong that Burford can "buy" its peace and quiet at the expense of other communities.

Yours sincerely

From:

Sent: 02 October 2021 10:32

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Objection to Burford's 7.5t Weight Restriction

Dear Duncan

I live in Crawley and, since the start of the experimental weight restriction in Burford, have seen a very noticeable increase in the number of HGVs coming through our village. In particular we are seeing regular trips by aggregate and earthworks vehicles (4-axle 32t capacity) that we never saw before but there are a number of 6-axle articulated vehicles that come through too. The roads through Dry Lane and Leafield Hill provide a north/south route with a bridge over the River Windrush and there is no weight restriction. So, despite the narrow roads and blind corners, some HGV drivers are using Crawley as an alternative route when they are diverted by the ban on the A361 through Burford.

Crawley's roads were never intended to cater for HGV traffic. Almost all our roads are narrow single lane roads with passing places and we have only one length of footpath (on Dry Lane between the river bridge and the war memorial). Everywhere else, pedestrians must walk in the road. The increase in HGVs is damaging to the highway infrastructure and dangerous for residents and visitors.

I know that the Burford scheme is running for an 18-month period under an ETRO approved by Oxfordshire County Council and that you will be responsible for making the decision about what happens at the end of this 18 months. Crawley, and many other communities in the region around Burford, are suffering from the decision to allow Burford to close their High Street to HGVs. Please will you ensure that this problem is stopped and that the final decision is made to revoke the Burford ETRO. There must be a better way to manage freight movements across the whole region and I would urge OCC to work with businesses, residents and road users to find a regional solution that puts large vehicles onto the most appropriate roads. OCC's Local Transport Plan gives an undertaking to deter HGVs from travelling on inappropriate routes but the willingness of OCC to approve the Burford restriction seems to be a direct contradiction of OCC's transport policies. OCC has actively taken HGVs off a wide A-road and forced them to use longer diversion routes, many of them on minor roads. Please take the opportunity that you have to correct this fault.

Best wishes

-----Original Message-----

From:

Sent: 01 October 2021 18:10

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGVs and the A44

Hello Duncan,

The A44 is certainly not suitable for more HGVs. It has too many already.

I Have a few relations who would like to move here, but the A44 puts them off.

I live here and the A44 is a definite turn off. And am thinking of moving, due to the loud sound and more frightened to go on the main road, due to its narrow roads and the speed and danger it involves (A44).

I hope this is helpful.

From:

Sent: Friday, October 1, 2021 7:21 AM

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: HGV traffic in Woodstock

Dear Councillor

The A44 in Woodstock is not suitable for the current useage by HGVs and definitely not suitable for any additional HGV traffic.

I live in North Woodstock where the A44 is very narrow and I am not safe when I'm walking along the pavement (also narrow). When the HGVs go past on the narrow part of the road I have to shield myself against either the wall or the hedge to protect myself from flying grit, bow waves of air and wing mirrors. Even driving on the A44 can be hazardous when, at the narrow part of the road, HGVs attempt to pass each other from opposite directions.

It has been suggested that we write to you and tell you that our children must be able to walk or cycle to school in safety, the older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and even pavements. I do not have young children and I am not old, but I too feel frightened by the number of HGVs that pass me when I'm walking along the A44 pavement.

It is a nonsense that Woodstock should have to take Burford HGV traffic and thereby increase the number of lorries passing through our town. Burford should operate like any other town and be opened up to HGVs.

Yours sincerely

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From:

Sent: 20 October 2021 10:34 AM

To: Cllr Duncan Enright <Duncan.Enright@Oxfordshire.gov.uk>

Subject: Renewal of traffic restrictions through Burford.

Dear Mr Enright

We write in connection with the weight limit for traffic introduced in Burford in summer 2020 and the effect it has had, and is having, in Woodstock.

We have lived in Woodstock since 1971, and traffic has inexorably increased during that time, in spite of the building of the M40. This has been exacerbated by the recent spate of new houses, for which planning permission has been granted by WODC.

It is worth remembering that in the 1980s, Woodstock was denied a bypass; and that part of the justification for this refusal was that heavy lorries going west would be diverted, so far as was practicable, via Burford and the A361.

The WODC survey indicates that since the introduction of the lorry ban through Burford, there has been an increase in the bigger HGVs through Woodstock of about 34%, and an increase in HGVs overall by about 14%.

Woodstock, of course, adjoins the World Heritage site at Blenheim, which, of course, attracts a considerable amount of traffic, especially on days when there are special events. Burford, of course, is also busy, but does not have the added factor of Blenheim.

However, if one compares the centre on Woodstock and the centre of Blenheim and adds in the facts that the A44 is significantly busier than the A361, that there needs to be communication between Woodstock and Old Woodstock, that most of the houses in Woodstock near the main road are much closer to the traffic than those in the main street in Burford, the arguments for keeping unnecessary heavy traffic away from Woodstock are very strong.

In particular, the pavements in part are very narrow, and the hill leading down to the Causeway between the centre of Woodstock and Old Woodstock is both narrow and has tight bends. The position has recently been exacerbated by parking (sometimes on the pavements) on the hill up to the centre of Woodstock from Old Woodstock. There are no double yellow lines at this point, Surely, children and the elderly have the right to use pavements without being intimidated by fast and heavy traffic.

Finally, my understanding is that WODC only agreed to the temporary traffic ban in Burford because Burford was able to pay for the temporary ban to be imposed. How, please, is it that Burford can, in effect, “buy” peace and quiet at the expense of other communities?

We trust that these comments will be taken into consideration when the renewal of the restrictions through Burford are considered.

Yours sincerely



BURFORD TOWN COUNCIL

The Tolsey
126 High Street
Burford
Oxfordshire
OX18 4QU

Telephone 01993 823647

Burford Weight Limit –Report to Cllr Enright

(December 15th 2021)

The decision to grant the BWL ETRO was well considered and evaluated in detail

The decision by OCC to install a Burford Weight Limit (BWL) was made after a comprehensive analysis and a thorough review and a consultation process. OCC accepted the environmental case for protecting Burford from relentless HGV traffic, for protecting the listed buildings in Burford High Street (highest percentage of any town in the UK), for protecting millions of tourists annually along with the resulting £20m p.a. business generated and preventing numerous accidents and high levels of air pollution.

OCC also noted the Oxfordshire and Gloucester County Council partnership with the Road Haulage Association on an agreed regional HGV route map (which excluded Burford High Street from the network) (see Figure 1).

Figure 1: Agreed regional HGV Route Map excluding the routes between Burford and Chipping Norton and Stow

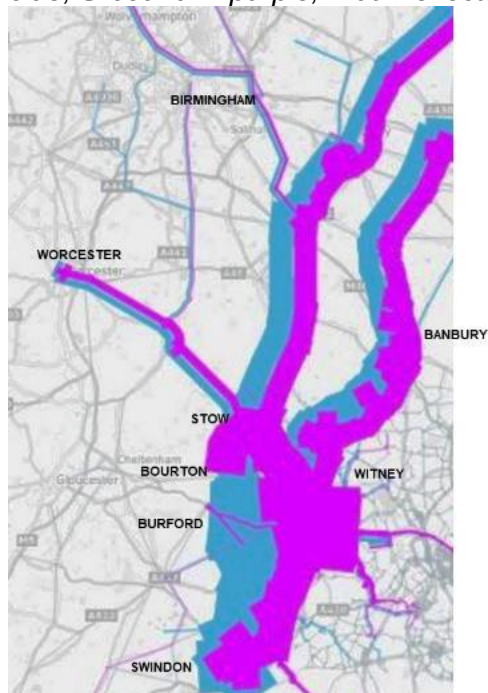


A weight limit region north of Burford (see Figure 2), similar to the 10 regional schemes elsewhere in Oxfordshire, was considered by OCC for over a year but was eventually rejected by OCC Trading Standards on monitoring cost grounds.

Figure 2: The rejected regional weight limit considered by OCC



Figure 3: Origin/destination analysis of HGV flows through Burford pre-BWL (N-bound in blue, S-bound in purple, width reflects volume)



An origin and destination analysis of HGVs only passing through Burford showed there was a heavy N/S traffic flow between north of Banbury and Swindon and a heavy E/W traffic flow between Bourton-on-the-Water and Witney, as well as local and nearby traffic (see Figure 3). OCC's officers examined alternative HGV diversionary routes and concluded that the N/S traffic would divert to the M40/A34/A420 (a shorter route), and the E/W traffic would divert to the A429/A40 (1.5 mile longer but quicker). OCC officers could not conclude where the nearby and local traffic would flow.

Because of this uncertainty, the BWL was implemented on an experimental basis.

Because of the uncertainties surrounding diversion routes, OCC took a cautious approach and approved the implementation of an Experimental TRO, rather than a permanent TRO at the outset. OCC recognised upsides for Burford, Fulbrook, Shipton-under-Wychwood, Chipping Norton and South Newington and the downside of increased higher mileage costs for some businesses. The downside would be partly mitigated by a permit system for businesses “local to Burford”.

The ETRO allows deliveries and collections within Burford by >7.5t HGVs without a permit. In addition, the ETRO required Burford Town Council (BTC) to define the permit zone and legally monitor its use. The subsequent initially-considered permit zone to encompass local businesses had a 2-mile radius as used elsewhere in the UK, but BTC, to accommodate more local businesses, increased this to 4.8 miles centred on BTC’s council office in the High Street. This expanded the zone area 6-fold and substantially increased the number of businesses which could obtain a permit to traverse the BWL to deliver/collect within the zone. BTC issued 18-month permits to 16 businesses who forecast to make 1,713 traverses a month with their 122 HGVs.

As a condition of the ETRO, BTC was required to pay for the installation of 20 signs and the associated installation management, legal ETRO costs, the equipment and people required to monitor the 7.5t weight limit continuously and also pay for the training (of BTC staff) in the preparation of evidence of transgression for prosecution by OCC Trading Standards. The total of those costs and the running enforcement costs to date amount to more than £100,000 which was donated to BTC by residents and benefiting councils, including Burford, Fulbrook, Shipton-under-Wychwood, Chipping Norton and South Newington.

OCC set criteria to determine the success of the BWL

On implementation of the ETRO, OCC agreed with BTC the criteria for making the ban permanent. It was agreed that such criteria should be defined by reference to percentage increases or decreases in the volume of >7.5t HGVs in the affected areas. Hence:

- (a) a decrease in Burford of 50% or more would be considered a positive impact;
- (b) an increase elsewhere (specifically in Witney, Woodstock and Chipping Norton) greater than 50% would be considered a negative impact, and
- (c) the air quality at the district’s AQMA sites would be monitored and any change taken into account.

OCC has undertaken comprehensive surveys to measure the BWL’s impact

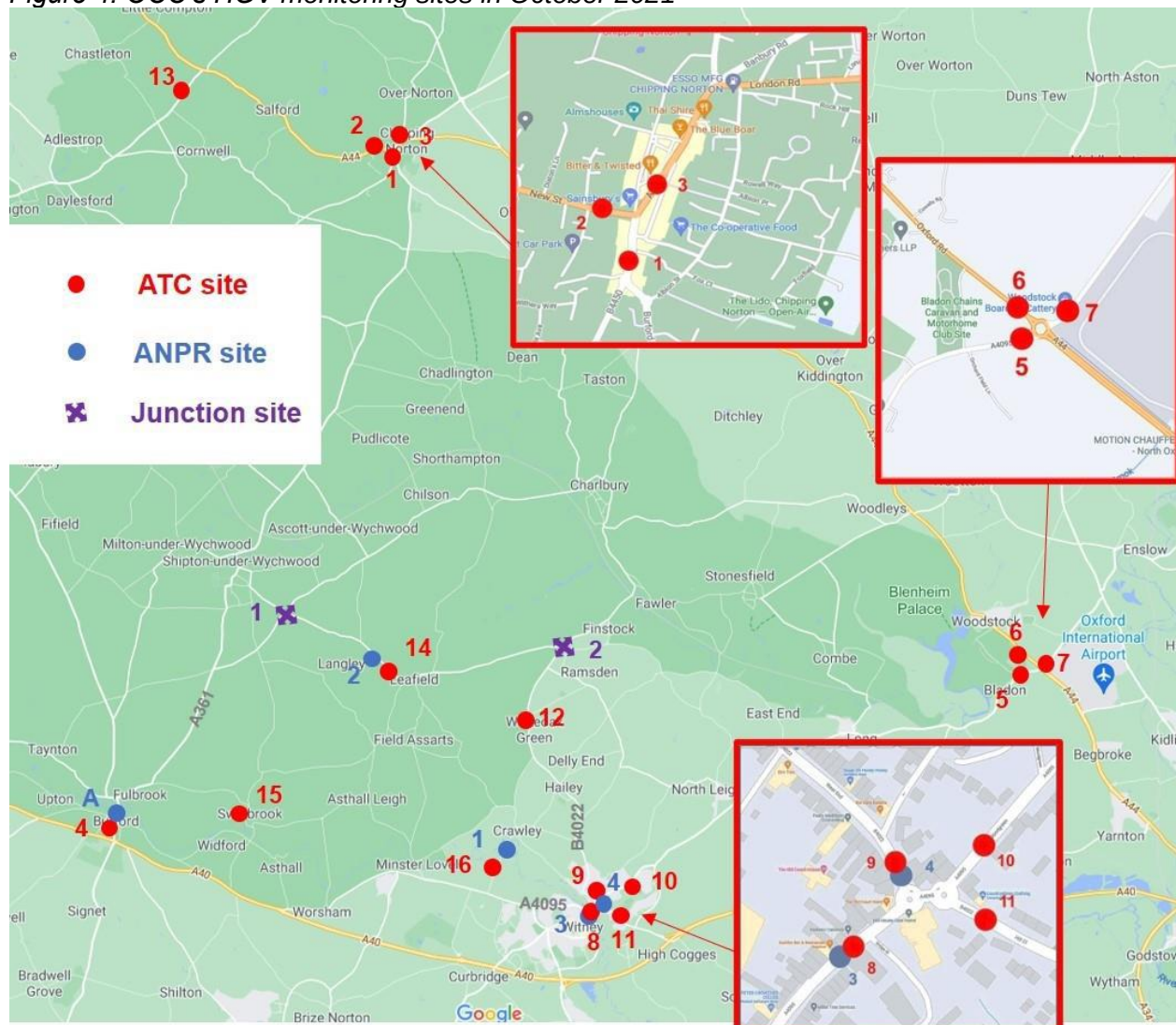
To assess the ETRO’s impact, OCC carried out before-and-after surveys at 13 sites in April 2019 and October 2021 with an interim survey in February 2021. Three sites on local roads were added in the 2021 surveys. (See Figure 4). These all used Automatic Traffic Counting (ATC), pneumatic-cables-across-the-road technique, which distinguishes between 2-axle HGVs and those with three or more axles (3+axle HGVs), but cannot distinguish between HGVs with a Maximum Gross Weight (MGW) of less than the 7.5t threshold (to which the ETRO applies) and HGVs with a MGW of more than 7.5t.

Following representations from Crawley Parish Council and WiVTAG, OCC conducted a number of ‘gold standard’ Automatic Number Plate Recognition (ANPR) surveys in Burford, Witney (2 sites), Crawley and Leafield, and turning movement counts at the junctions of Leafield Road with the B4437 and the B4022. These were conducted at the same time as the October ATC surveys. These surveys were carried out to ascertain the proportion of 2-axle HGVs above 7.5t at these locations, and to check how much >7.5t HGV traffic there currently is in the area between Burford and Witney which might be diverted from Burford,

excluding local municipals such as waste disposal and street cleaning vehicles, which would be local.

OCC provided BTC with the raw data from these surveys and our findings are set out in the attached Technical Annex. We have previously provided OCC with our analysis of this data, which they confirmed was consistent with their own data analysis. This report and the Technical Annex now contain our interpretation of this data.

Figure 4: OCC's HGV monitoring sites in October 2021



The BWL has been very effective in diverting HGVs from Burford

The ATC survey shows that the number of 3+axle HGVs in Burford has fallen by 51% since the BWL was introduced. (See Table 1, yellow highlight). Therefore, the relevant ETRO criterion has been unambiguously met for 3+axle HGVs.

The ANPR survey demonstrates that the proportion of 2-axle HGVs which are >7.5t is much lower in Burford, than, say, Witney (Bridge Street) (16% v 29%) implying that the BWL has been successful in diverting these vehicles. Moreover, although there is no directly comparable before-and-after data, a plausible case can be made that the number of 2-axle HGVs eligible for diversion (i.e. excluding those delivering in Burford or qualifying for a permit) has dropped by over 60%. This must be regarded as a “positive impact” for 2-axle HGVs as well, in terms of the ETRO criterion.

BTC continues to have support from Town or Parish Councils for the continuation of the BWL. These include Carterton, Chipping Norton, Fulbrook, Kingham, Shipton-under-Wychwood, South Newington and Taynton.

Table 1: ATC survey results - 3+axle HGVs (daily vehicles)					
		(OCC Interim Report)	(Tracsis)	Change	Change
5 day average, 24 hour, combined directions		Class 6-10	Class 6-10	from	from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(HGVs)	%
Site 1	A361 West Street, Chipping Norton	115	91	-24	-21%
Site 2	A44 New Street, Chipping Norton	220	169	-51	-23%
Site 3	A44 High Street, Chipping Norton	173	180	7	4%
Site 4	A361 Burford	213	105	-108	-51%
Site 5	A4095 Bladon Road, Bladon Rdbt	205	163	-42	-20%
Site 6	A44 Oxford Road, Bladon Rdbt	230	262	32	14%
Site 7	A4095 Upper Camsfield Rd, Bladon Rdbt	230	208	-22	-10%
Site 8	A4095 Bridge Street, Witney	231	241	10	4%
Site 9	B4022 West End, Witney	50	40	-10	-20%
Site 10	A4095 Woodgreen, Witney	104	71	-33	-32%
Site 11	B4022 Newland, Witney	64	67	3	5%
Site 12	B4022 Witney Rd, Hailey	40	36	-4	-10%
Site 13	A436 between Stow & Chipping Norton	115	72	-43	-37%
Site 14	UC Fairspear Road, Leafield	n/a	15		
Site 15	UC Swinbrook	n/a	5		
Site 16	UC Dry Lane Crawley	n/a	82		

The diversion of HGVs from Burford onto other West Oxfordshire roads has been minimal

The before-and-after ATC data for both 3+axle and 2-axle HGVs show that no surveyed route has experienced an increase approaching the ETRO criterion of +50%. (See Tables 1 and 2, right hand column).

Table 2: ATC survey results - 2-axle HGVs (daily vehicles)					
		(OCC Interim Report)	(Tracsis)	Change	Change
5 day average, 24 hour, combined directions		Class 5	Class 5	from	from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(HGVs)	%
Site 1	A361 West Street, Chipping Norton	278	260	-18	-6%
Site 2	A44 New Street, Chipping Norton	290	251	-39	-13%
Site 3	A44 High Street, Chipping Norton	456	436	-20	-4%
Site 4	A361 Burford	329	355	26	8%
Site 5	A4095 Bladon Road, Bladon Rdbt	476	376	-100	-21%
Site 6	A44 Oxford Road, Bladon Rdbt	535	589	54	10%
Site 7	A4095 Upper Camsfield Rd, Bladon Rdbt	342	367	25	7%
Site 8	A4095 Bridge Street, Witney	388	436	48	12%
Site 9	B4022 West End, Witney	95	131	36	38%
Site 10	A4095 Woodgreen, Witney	235	221	-14	-6%
Site 11	B4022 Newland, Witney	341	209	-132	-39%
Site 12	B4022 Witney Rd, Hailey	183	157	-26	-14%
Site 13	A436 between Stow & Chipping Norton	197	265	68	35%
Site 14	UC Fairspear Road, Leafield	n/a	44		
Site 15	UC Swinbrook	n/a	37		
Site 16	UC Dry Lane Crawley	n/a	90		

At a more local level, there is no evidence to support WiVTAG's assertions that the BWL has led to the significant diversion of >7.5t HGVs from Burford onto nearby roads. The ANPR analysis (Table 3) shows that although the total number of HGVs is significant, the number of HGVs within the scope of the BWL (i.e. excluding municipals and those less than 7.5t) is very much less at all sites.

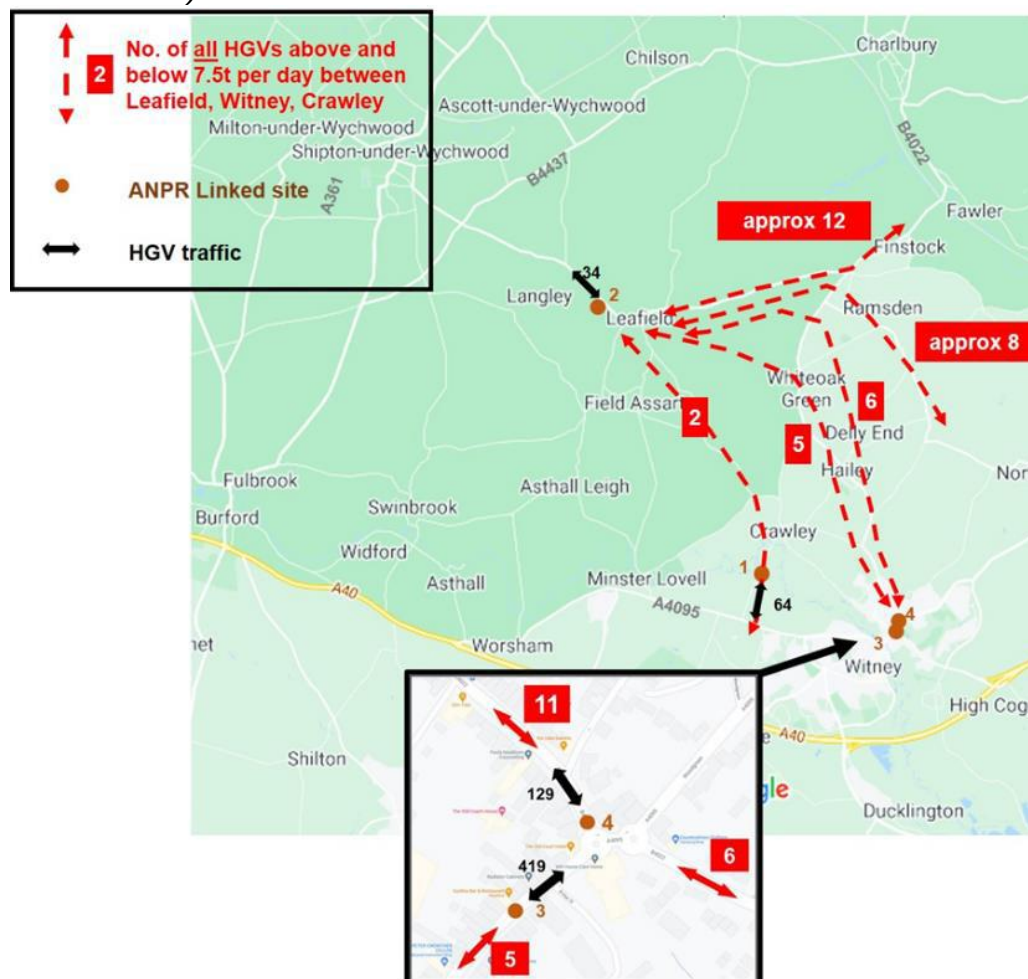
Table 3: ANPR survey results showing the HGV totals by day and hour

Site name	Site No	All HGV Daily	HGV >7.5t Daily	HGV >7.5t excluding municipals	
				Daily	Hourly (07:00-19:00)
Dry Lane Crawley	ANPR 1	65	16	13	1.1
Fairspear Road, Leafield	ANPR 2	34	19	17	1.4
A4095 Bridge Street, Witney	ANPR 3	419	185	161	13.4
B4022 West End, Witney	ANPR 4	129	58	51	4.3

The most striking evidence to show that the BWL is having little effect in Leafield stems from the 'trip chain' analysis where the ANPR survey tracks vehicle movements between Leafield and Crawley and two sites in Witney. A very small number of HGV trips was observed between Leafield and Crawley/Witney, amounting to 13 HGVs/daily of which only around half (1 every 2 hours) would be >7.5t, and potentially diverted from Burford. (See Figure 5).

There is thus no evidence of significant diversion by hauliers from Burford to this alternative route.

Figure 5: Indicative HGV routing through Leafield (from junction and linked ANPR data, October 2021)



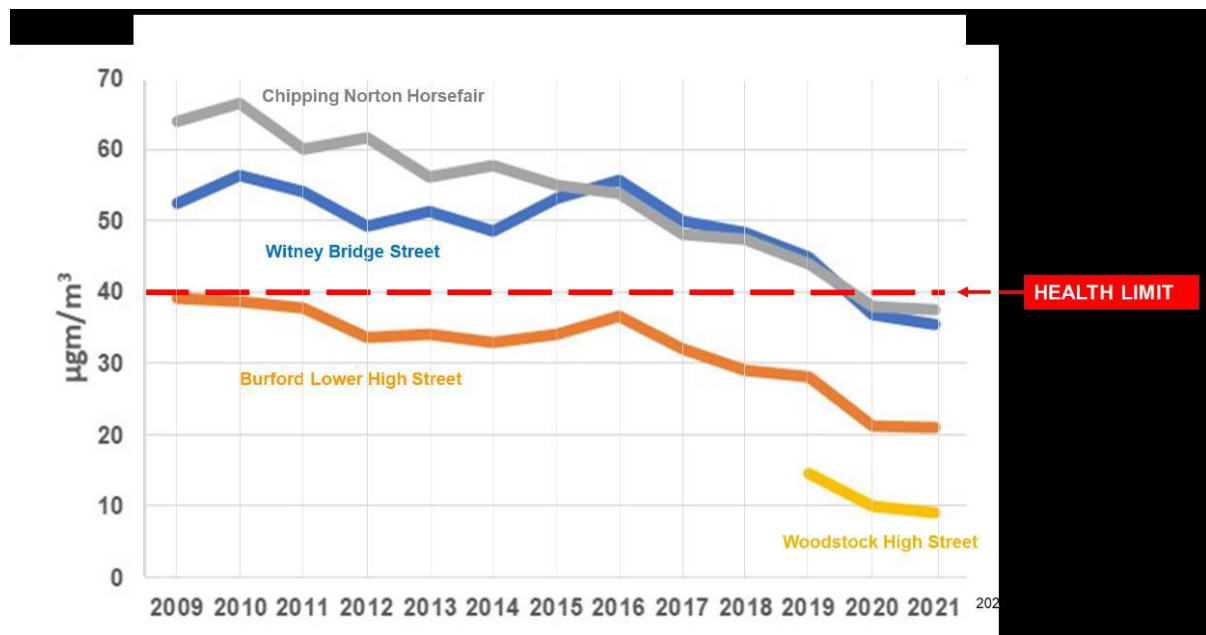
We note particularly:

- At Crawley, the maximum possible impact of diversions from Burford is around one lorry movement per direction every hour. This is an insignificant impact.
- Through Leafield: the maximum possible impact is around 1.4 lorry movements per hour. Furthermore, in 2021 a BTC survey at Leafield recorded 20% of >7.5t HGVs had a BWL permit. This is an insignificant impact.
- At West End, the October 2021 survey linked data shows that the through HGV movements to Leafield are negligible (5-6 HGVs >7.5t daily) and there has been a reduction of HGV traffic on the B4022 at Hailey since April 2019 (site 12 in Tables 1 and 2). Therefore, it is not plausible to attribute the HGV flows at West End to diversion from Burford.
- HGV traffic (from ATC data) has also reduced on the A4095 between Witney and the A44 between April 2019 and October 2021 (Sites 5 and 10 in Tables 1 and 2).

The level of pollution in the AQMA sites has reduced over the last two years

The air pollution measurements from WODC show that pollution levels have decreased during the relevant period 2019-2021 (see Figure 6). The pollution levels at the AQMA sites in Witney and Chipping Norton are now *below* the Pollution Health Limit for the first time since reliable records began in 2009. In Woodstock on High Street, the pollution level has fallen from 14.5µgm/m³ in 2019 by 48% to 9.0 µgm/m³ in 2021 (year-to-date to September).

Figure 6: Reported NO₂ pollution at key sites in West Oxfordshire



Most of WiVTAG's assertions do not stand up to scrutiny.

WiVTAG asserts that OCC was not following its own strategy in instigating the ETRO, but this is incorrect as the ETRO is fully consistent with OCC's policies in LTP 4 (see box below). WiVTAG also asserts that there was no contact with the haulage industry, that no regional strategy for lorries was established by OCC, that no HGV origin/ destination data was examined – these assertions by WiVTAG are all incorrect, as has been explained in our opening paragraphs. They use an old, much criticized and discredited research paper to claim that HGVs do not damage buildings whereas physical damage is visibly obvious in

Burford. Vigorous and extensive research continues worldwide on this issue as it is very complex. WiVTAG gives no evidence that damage to verges etc. is due to HGVs diverting from Burford. They seem to take the view that, if an HGV is in a village, it must have been diverted from Burford because of the BWL.

Relevant OCC LTP4 extracts:

Policy 01: Oxfordshire County Council will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets, and supporting the health and wellbeing of its residents.

Policy 24: Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.

Para 177: We will ensure that transport decisions are informed by an understanding of landscape and townscape character and sensitivity to development, recognising that materials, signing and lining can have a negative impact on character and tranquility.

....but we agree that the permit zone should be expanded

As correctly pointed out by WiVTAG, Burford is surrounded by a farming community, particularly to the north, which relies on external contractors to deliver or collect from their properties. Other nearby businesses similarly occasionally need to deliver to the area and currently need to make a disproportionately long diversion to avoid the BWL. BTC therefore proposes to change the permit system and extend the zone to accommodate these movements, while continuing to divert longer distance HGV movements. It proposes doubling the size of the permit area and defining two enlarged zones, delineated by roads on three sides and the Thames in the south. Both sides of the boundary roads would be included in the zone, creating an exempted regional area of 15% of Oxfordshire. See Figure 7 with the original zone delineated by the black dotted circle.

Figure 7: Proposed revised and extended BWL Permit Zone boundaries



To make this wider zone easily operable by occasional users, BTC proposes to change the permit scheme to provide for two types of permits:

- **Annual permits**, issued to businesses with operating bases within the Northern or Southern Zones. These permits would allow HGVs to traverse the BWL multiple times to deliver/collect from addresses within the zones. They must be obtained in advance from BTC, as is the case currently.
- **Day Permits**, issued to occasional users with their operating bases outside the Southern Zone, for collections/deliveries in the Northern Zone where the concentration of farming need is based. These permits would be available retrospectively. Applications would need to be made on-line within a week of traversing the BWL, accompanied by evidence of delivery or collection from addresses in the Northern Zone.

BTC's current system for monitoring and pursuing BWL transgressors would continue.

This proposal should relieve WiVTAG's key concerns on this issue.

Within the measurement limitations of the surveys, we believe that all the conditions agreed between BTC and OCC have been satisfied for allowing the ETRO to become a permanent TRO.

Accordingly, Burford Town Council respectfully requests that OCC approves the continuation of the Burford Weight Limit.

Burford Weight Limit –Report to Cllr Enright

Technical Annex (December 15th 2021)

This Technical Annex provides more detail behind the figures and statements in Burford Town Council's (BTC's) Report to Cllr Enright. It focusses on BTC's interpretation of the ATC, ANPR, chain link and turning movement surveys carried out by OCC in October 2021.

Analysis of OCC's before-and-after ATC surveys

Data integrity

The only data available to assess the impact of the Burford Weight Limit (BWL) is that collected in April 2019 and October 2021 by Tracsis using Automatic Traffic Count (ATC) technology at 13 sites (see map at Appendix A). (An intermediate count was also carried out in February 2020. This was helpful in providing interim results, but is superseded by the October 2021 count which took place well after the last economic lockdown).

The ATC pneumatic tube technology is accurate in counting the number of vehicles and axles (except in slow-moving traffic). It is less accurate in classifying HGVs by axle numbers, but the results will be consistent between 2019 and 2021 (providing the traffic conditions were similar) and therefore they will generate valid data for a before-and-after comparison.

To consider the impact of the 7.5t BWL on HGVs, only its effect on relevant ('in scope') vehicles should be assessed, i.e. HGVs greater than 7.5t MGW:

- HGVs with three or more axles (3+axle HGVs) are all above 18t MGW and therefore fully within the scope of the BWL. The ATC surveys are therefore appropriate for assessing the impact on this category (Classes 6-10).
- Unfortunately, the 2-axle ATC classification (Class 5) does not distinguish between HGVs above and below 7.5t. *Therefore, the ATC surveys cannot be used alone to assess the impact of the 7.5t BWL on 2-axle HGV flows.*
- This also means that assessing the impact of the 7.5t BWL on all HGV's is a meaningless exercise.

To help fill this data gap, OCC arranged for a number of Automatic Number Plate Recognition (ANPR) surveys to be carried out in parallel with the October ATC counts. Although for total vehicles the ATC and ANPR survey results were generally within 10% of each other, for HGVs the ANPR surveys identified very significantly fewer HGVs than estimated in the ATC surveys (see Table 1 for a comparison on Burford High Street and Witney Bridge Street and detail in Appendix B).

Table 1: There are significant differences between ATC and ANPR survey results for HGVs in October 2021			
	All 2-axle	All 3+axle	All HGV
Burford, High Street			
ATC	355	105	460
ANPR	200	26	226
ATC/ANPR %	177%	407%	203%
Witney, Bridge Street			
ATC	436	241	677
ANPR	331	87	418
ATC/ANPR %	132%	276%	162%

However, the accuracy of OCC's ANPR approach is validated by BTC's ANPR/CCTV system for monitoring the BWL in Burford which shows a close correlation with the OCC ANPR survey results (Table 2 and Appendix C).

The ANPR surveys of Burford and Witney Bridge Street (see Table 3) show that:

- In Burford, post-BWL, only 16% of 2-axle HGVs are above 7.5t, as are 26% of all HGVs.
- In Witney (Bridge Street), as would be expected, the proportions of >7.5t HGVs are higher at 29% and 44% respectively.

Table 2: OCC's ANPR survey results for HGVs validated by BTC's ANPR/CCTV analysis (HGVs >7.5t per day)		
Date	OCC's ANPR	BTC's ANPR/CCTV
20/10/21	55	50
21/10/21	57	65

Table 3: Burford has lower proportion of >7.5t than Witney Bridge Street (ANPR October 2021) Daily HGVs (5-day, 24-hour)					
	2-axle <7.5t	2-axle >7.5t	Both 2-axle	3+axle	All HGV
Burford, High Street					
ANPR	168	32	200	26	226
% in BWL scope	0%	100%	16%	100%	26%
Witney, Bridge Street					
ANPR	234	97	331	87	418
% in BWL scope	0%	100%	29%	100%	44%

Interpreting the ETRO success criteria

This has important implications for interpreting the 50% thresholds set out in the ETRO criteria, which applies to the HGVs 'in scope' namely those with an MGW greater than 7.5t.

It would be meaningless to apply the 50% criterion to '**Total HGVs**', since only a minority of vehicles are in scope. We have no survey data on the number of HGVs >7.5t passing through Burford in 2019, but we have a proxy in the form of Bridge Street (Witney) in 2021, and can apply its value of 44% as an upper bound. Accordingly, to achieve the 50% reduction criterion across all HGVs in Burford, not only would all vehicles greater than 7.5t have to be diverted (a nonsense in itself since a proportion would be delivering or be municipal vehicles, e.g. waste collection and street cleaning) but so would over 10% of vehicles below 7.5t (which are in any case exempt).

Similarly for the **2-axle HGV** flows, taking Witney Bridge Street data as an upper bound proxy for Burford High Street in 2019, implies a starting point with only 29% of 2-axle HGVs being above 7.5t, and in scope. Thus a 50% reduction in 2-axle HGVs would require all HGVs above 7.5t **and** 30% of those below 7.5t to be diverted. Again, this means that the application of the 50% target to all 2-axle HGVs is nonsensical, and further estimates are necessary to quantify the impact on the vehicles in scope.

The 50% thresholds can be sensibly applied to **3+axle HGVs** as all vehicles are in scope.

The ETRO criteria are only meaningful in terms of the HGVs within the scope of the BWL, i.e. those with an MGW of >7.5t, and in the absence of suitable before-and-after data for 2-axle HGVs, it is only meaningful to apply the criterion to 3+axle data.

In the sections below we interpret the ATC survey data with these factors in mind first for 3+axle HGVs and then for 2-axle HGVs where we put forward a practical approach to interpreting the only available data.

ATC data for 3+axle HGVs

The ATC surveys of 3+axle HGV flows indicate a decrease of 51% on Burford High Street between April 2019 and October 2021 (see Site 4 in Table 4), showing the BWL to have been effective for this HGV group, and meeting the ETRO criterion for "a positive impact".

The surveys also show that the maximum possible impact elsewhere was 14% on the A44 Oxford Road, Bladon Roundabout (Site 6 in Table 4). Even assuming this increase was all due to diversion from Burford, for which there is no evidence, the increase does not qualify as 'an adverse result' in the terms of the second ETRO criterion, as it is well below 50%.

Table 4: ATC survey results - 3+axle HGVs (daily vehicles)					
5 day average, 24 hour, combined directions		(OCC Interim Report)	(Tracsis)	Change	Change
		Class 6-10	Class 6-10	from	from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(HGVs)	%
Site 1	A361 West Street, Chipping Norton	115	91	-24	-21%
Site 2	A44 New Street, Chipping Norton	220	169	-51	-23%
Site 3	A44 High Street, Chipping Norton	173	180	7	4%
Site 4	A361 Burford	213	105	-108	-51%
Site 5	A4095 Bladon Road, Bladon Rdbt	205	163	-42	-20%
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Site 7	A4095 Upper Camsfield Rd, Bladon Rdbt	230	208	-22	-10%
Site 8	A4095 Bridge Street, Witney	231	241	10	4%
Site 9	B4022 West End, Witney	50	40	-10	-20%
Site 10	A4095 Woodgreen, Witney	104	71	-33	-32%
Site 11	B4022 Newland, Witney	64	67	3	5%
Site 12	B4022 Witney Rd, Hailey	40	36	-4	-10%
Site 13	A436 between Stow & Chipping Norton	115	72	-43	-37%
Site 14	UC Fairspear Road, Leafield	n/a	15		
Site 15	UC Swinbrook	n/a	5		
Site 16	UC Dry Lane Crawley	n/a	82		

The October 2021 ATC survey includes data on the speed distribution at each site during the survey. Our analysis shows that Sites 4 and 6 had a significant percentage of the time when traffic was slow moving. The impact of these periods of slow moving traffic on the accuracy of the 3+axle and 2-axle data is unknown and unpredictable, according to the manufacturer (Metropoint). However, the fact that they are similar between the two periods provides some comfort that the surveys can be relied upon for a like-for-like comparison. Details of the speed analysis are attached at Appendix D.

ATC data for 2-axle HGVs

The ATC surveys of 2-axle HGV flows indicate (Table 5) that the highest increases were 38% on West End, Witney (Site 9) and 35% on the A436 between Stow and Chipping Norton (Site 13). These increases are below 50% and are therefore below the ETRO criterion level for “an adverse result”. Nonetheless, we argue that the criterion should only be applicable to 2-axle HGVs greater than 7.5t, for which there is no before-and-after data.

Moreover, there are likely to be other factors at play. For example, we believe the growth in delivery traffic using smaller HGVs has grown significantly since 2019, and more specifically, on the A436, a 7.5t weight restriction has been applied since April 2019 at Addlestrop with unknown consequences in Chipping Norton.

Table 5: ATC survey results - 2-axle HGVs (daily vehicles)					
5 day average, 24 hour, combined directions		(OCC Interim Report)	(Tracsis)	Change	Change
		Class 5	Class 5	from	from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(HGVs)	%
Site 1	A361 West Street, Chipping Norton	278	260	-18	-6%
Site 2	A44 New Street, Chipping Norton	290	251	-39	-13%
Site 3	A44 High Street, Chipping Norton	456	436	-20	-4%
Site 4	A361 Burford	329	355	26	8%
Site 5	A4095 Bladon Road, Bladon Rdbt	476	376	-100	-21%
Site 6	A44 Oxford Road, Bladon Rdbt	535	589	54	10%
Site 7	A4095 Upper Camsfield Rd, Bladon Rdbt	342	367	25	7%
Site 8	A4095 Bridge Street, Witney	388	436	48	12%
Site 9	B4022 West End, Witney	95	131	36	38%
Site 10	A4095 Woodgreen, Witney	235	221	-14	-6%
Site 11	B4022 Newland, Witney	341	209	-132	-39%
Site 12	B4022 Witney Rd, Hailey	183	157	-26	-14%
Site 13	A436 between Stow & Chipping Norton	197	265	68	35%
Site 14	UC Fairspear Road, Leafield	n/a	44		
Site 15	UC Swinbrook	n/a	37		
Site 16	UC Dry Lane Crawley	n/a	90		

Since the ETRO criterion cannot sensibly be applied to 2-axle HGVs as a whole, the question remains as to whether the 2-axle ATC before-and-after data can yield any helpful insights. As pointed out above in Table 3, the ANPR survey finds that only 16% of 2-axle HGVs are >7.5t. We note that this is much lower than the 29% observed on Bridge Street, Witney (see Table 3). We do not know the pre-BWL proportion on Burford High Street, so in Table 6, we explore a plausible scenario where pre-BWL vehicle proportion might have been 29% as in Witney today. If this had been so, then the surveys indicate there would have been a 40% reduction in >7.5t HGVs. This is a very positive impact given that a significant proportion of 2-axle HGVs above 7.5t are either delivering into Burford, or are municipal vehicles.

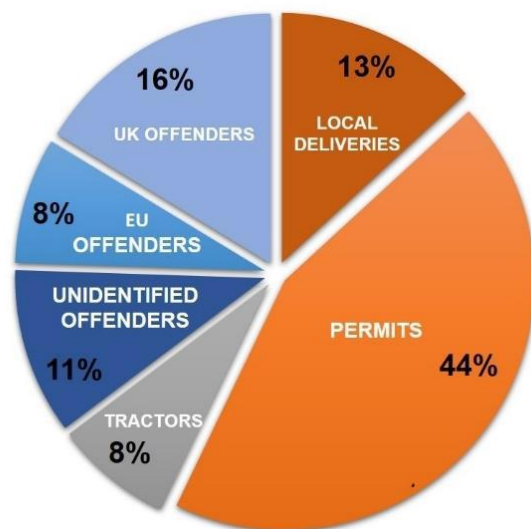
These assumptions imply that the flows of smaller HGVs (<7.5t) would have increased by 28% (Table 6). This is plausible given the dramatic increase in on-line shopping deliveries since 2019, plus the shift by hauliers to smaller vehicles as a response to the BWL, and could explain some of the increases in 2-axle HGV flows in Table 5.

Table 6: Implied growth in smaller HGVs				
	Total	%>7.5t	>7.5t	<7.5t
2019	329	29%	95	234
Oct-21	355	16%	57	298
	(ATC data)	(ANPR data)	-40%	28%
Key	Observed data			Assumption

Furthermore, as well as allowing delivery within Burford, the conditions of the ETRO requires the issuance of permits for HGV trips taking place entirely within a zone around Burford, which was subsequently defined as a 4.8km circle around the BTC offices in the High Street. Neither of these factors was taken into account when the criteria were set. We now know, from our own ANPR/CCTV-based data collection and analysis for compliance purposes, that in October 2021, 62% of all >7.5t HGVs (excluding agricultural tractors) using the High Street were either delivering or permitted. (See the breakdown in Figure 1 and detail in Appendix C.)

In Table 7 we use this information to estimate the reduction in targeted HGVs (i.e. 'potential offenders') after the BWL was introduced. Firstly, we assume that 'permitted' trips are the same proportion (62%) for both 2-axle and 3+axle HGVs, implying that the 57 trips by >7.5t **2-axle** HGVs consists of 35 'permitted' trips and 22 'offenders' in October 2021. Secondly, we see no reason for the number of permitted trips to have changed significantly since 2019. Therefore the implied number of 'potential offenders' would have been 60 (=95-35 with rounding) in 2019. On this metric, the BWL has been highly successful and diverted 64% of the targeted 2-axle vehicles.

Figure 1: Analysis of HGVs (>7.5t) in Burford for 9 days in October 2021



	Total	%>7.5t	>7.5t	% HGVs with permits or delivering	HGVs with permits or delivering	Offenders
2019	329	29%	95		35	60
Oct-21	355	16%	57	62%	35	22
% change	(ATC data)	(ANPR data)	-40%			-64%
Key	Observed data			Assumption		

OCC's ANPR, origin/destination and junction surveys

To better understand possible HGV diversion in the area immediately east of Burford, OCC conducted two sets of detailed surveys in October 2021:

- ANPR surveys in Witney (Bridge Street and West End), Crawley and Leaffield, and
- MCC (Manual Classified Counts) of the turning movements at Leaffield Road junctions - to the west at the B4437 and to the east at the B4022.

The locations and key HGV flows are shown in Figure 2. A summary is presented in Table 8, with detail in Appendix E. These flows include HGVs on local business, on municipal service, with BWL permits **and potentially** diverted from Burford.

Figure 2: Key HGV flows from OCC's ANPR and junction surveys

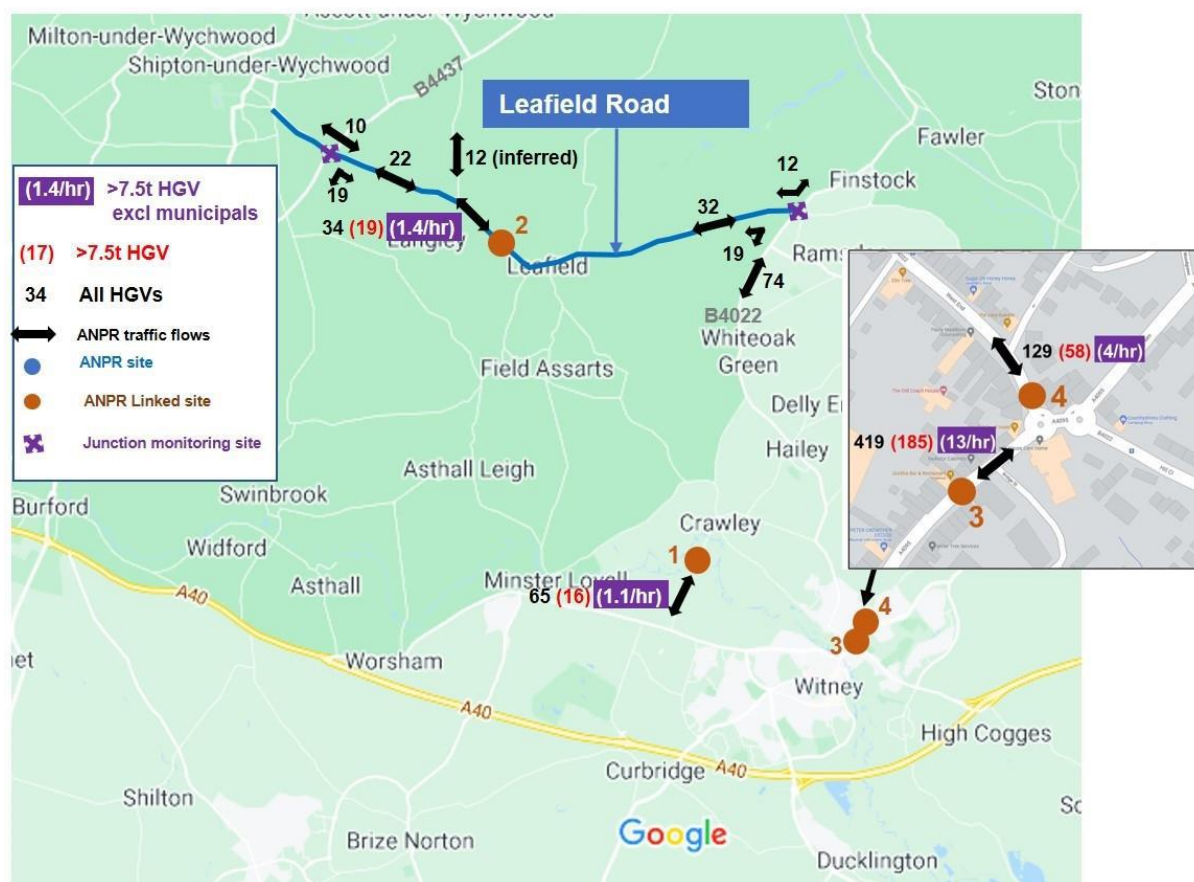


Table 8: ANPR survey results showing the HGV totals by day and hour HGV

Site name	Site No	All HGV Daily	HGV >7.5t Daily	HGV >7.5t excluding municipals	
				Daily	Hourly (07:00-19:00)
Dry Lane Crawley	ANPR 1	65	16	13	1.1
Fairspear Road, Leaffield	ANPR 2	34	19	17	1.4
A4095 Bridge Street, Witney	ANPR 3	419	185	161	13
B4022 West End, Witney	ANPR 4	129	58	51	4

HGV flows at Dry Lane Crawley

Although the measured flow of HGVs is relatively high at 65/day, only 16 HGVs were >7.5t, of which 3 HGVs were municipals. This is a rate of only 1/hour relevant >7.5t HGVs. Even in the unlikely event that they were all diverted from Burford, this cannot be seen as a significant adverse impact of the BWL.

HGV flows through Leaffield

The ANPR survey at Leaffield identified an average of 34 HGVs passing through the village in both directions but only 19 (59%) were >7.5t MGW, of which two were municipal vehicles and definitely not diverted from Burford, (see Table 8). In February 2021, in a separate photographically-recorded survey (available from BTC) permit holder HGVs made up 20% of the >7.5t HGVs through Leaffield.

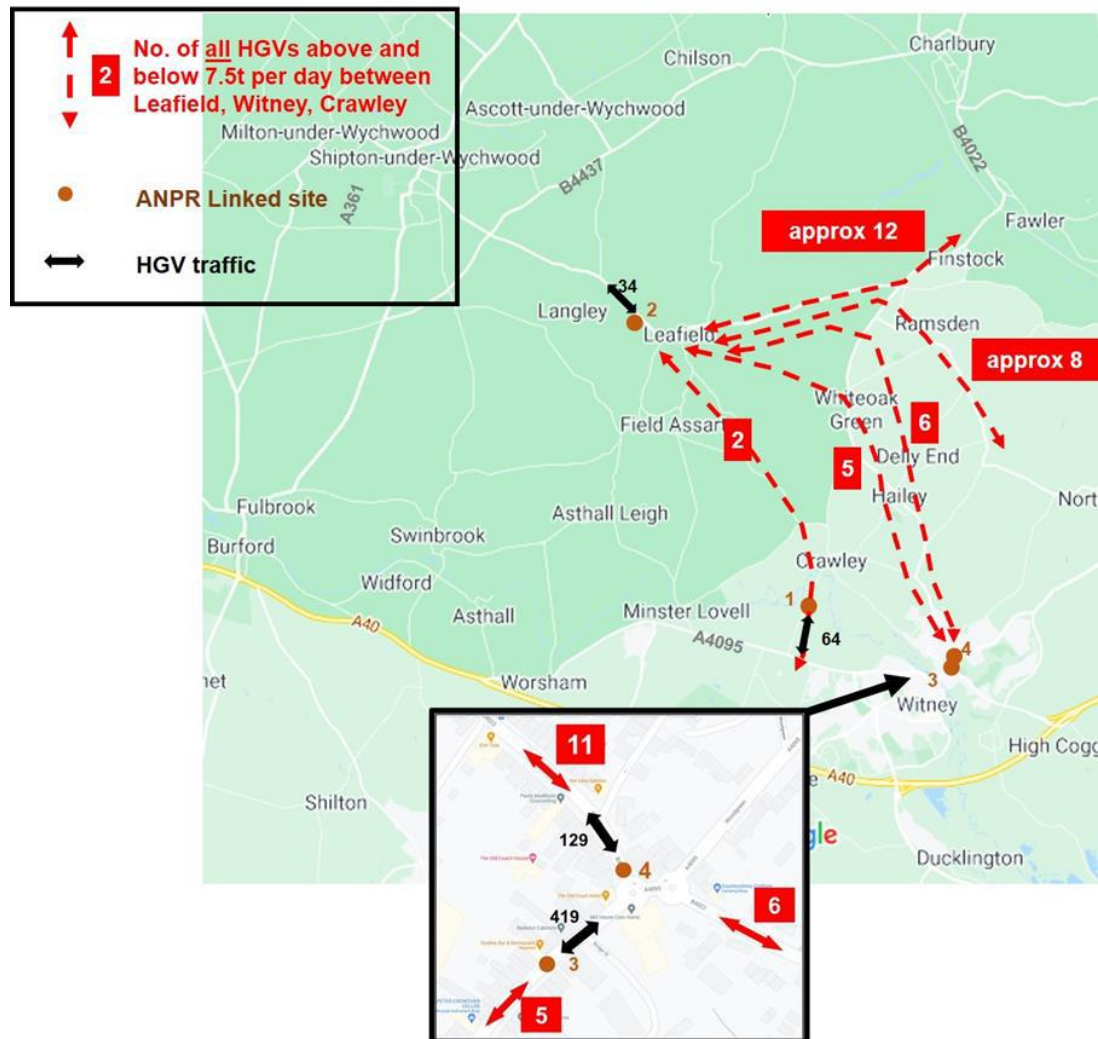
This leaves only typically only 13 >7.5t HGVs daily that were either on local business or potentially diverted from Burford, just over 1/hour between 07:00 and 19:00. This is a similar number to that arising from several BTC surveys and Cllr Field Johnson's October 3-hour surveys.

We note, from Figure 2, that the surveys provide a strong indication that a third of the HGVs passing through Leafield are travelling on an east/west axis, possibly avoiding the 7.5t weight limit at Charlbury, and are therefore unlikely to be diverting from Burford:

- The HGV flow on Leafield Road on either side of Leafield is similar (34 and 32 HGVs), and
- The east/west turning movements at the junctions with the B4437 and B4022 are also similar (11 and 12 HGVs).

OCC also commissioned a Trip Chain Report to identify the trips between the four ANPR sites. A summary of this for HGVs (excluding agricultural plant) is attached at Appendix F. The survey identified an average of only 13 HGVs/day between Leafield (Site 2) and the other sites (Figure 2), This is around 40% of the HGV traffic through Leafield. We note that the most likely route for most of these 13 HGVs is via the surveyed junction between Leafield Road and the B4022 where there is a significant movement (19 HGVs daily) between west and south (see Figure 3).

Figure 3: Indicative HGV routing through Leafield (from junction and linked ANPR data, October 2021)



Only 50% of the HGVs passing through Leafield were within the scope of the BWL (i.e. 17 of 34 HGVs in Table 8). Assuming the same percentage applies to through movements, on average only 6.5 daily 'in-scope' HGVs travelled through Leafield as far as Crawley and Witney. This means that the maximum possible number of HGVs diverting from Burford through Leafield is around one every two hours, assuming none had permits or were exempt. This is negligible compared with background flow of 34 HGVs/day.

Through West End (B4022), Witney

The ANPR data for West End identifies 129 HGVs/day, of which 40% were >7.5t and in BWL scope (i.e. 51 HGVs). If these included traffic diverted from Burford, then we would expect to observe an increase in HGVs on Fairspear Road in Leafield and on the B4022 at Hailey. However, the chain link analysis shows that only 11 HGVs/day (around half of which are relevant) at West End also passed through Leafield (see Figure 3), some of which would route via the B4022, passing through Hailey. Despite any such routing, the before-and-after ATC survey at Hailey (B4022, Site 12) showed **reductions** of 10% and 14% for 3+axle and 2-axle HGVs respectively (see Tables 4 and 5). Therefore, there is no evidence that HGV traffic on West End has been significantly impacted by the BWL, contrary to WiVTAG's general assertions.

On the A4095 northeast of Witney

The other possible local diversion route from the BWL is the A4095 northeast of Witney. The ATC survey results (Table 9) show that both survey sites have experienced a reduction in HGV traffic between 2019 and 2021 in both HGV categories. HGV traffic has increased slightly on Bridge Street, but in the light of reductions on the routes north (A4095 and B4022) it seems likely that this is due to data quality variability, than any real effect.

Table 9: ATC survey results for A4095					
<i>HGVs (5day average, 24 hour, combined directions)</i>					
3+-axle HGVs		Class 6-10	Class 6-10	Change from	Change from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(Vehicles)	%
Site 5	A4095 Bladon Road, Bladon Roundabout	205	163	-42	-20%
Site 10	A4095 Woodgreen, Witney	104	71	-33	-32%
Site 8	A4095 Bridge Street, Witney	231	241	10	4%
2-axle HGVs		Class 5	Class 5	Change from	Change from
		2019 April	2021 October	2019	2019
		Before ETRO	During ETRO	(Vehicles)	%
Site 5	A4095 Bladon Road, Bladon Roundabout	476	376	-100	-21%
Site 10	A4095 Woodgreen, Witney	235	221	-14	-6%
Site 8	A4095 Bridge Street, Witney	388	436	48	12%

Conclusions

Effectiveness in diverting HGVs from Burford

The number of 3+axle HGVs in Burford has fallen by 51% compared with before the BWL was introduced. The relevant ETRO criterion has been unambiguously met for 3+axle HGVs.

The proportion of 2-axle HGVs which are >7.5t is much lower in Burford, than, say Witney (Bridge Street) (16% v 29%) implying that it has been successful in diverting these vehicles. Moreover, a plausible case can be made that the number of 2-axle HGVs eligible for diversion has dropped by over 60%. This indicates that the intent of the ETRO criterion has been met for 2-axle HGVs as well.

Degree of diversion of HGVs from Burford

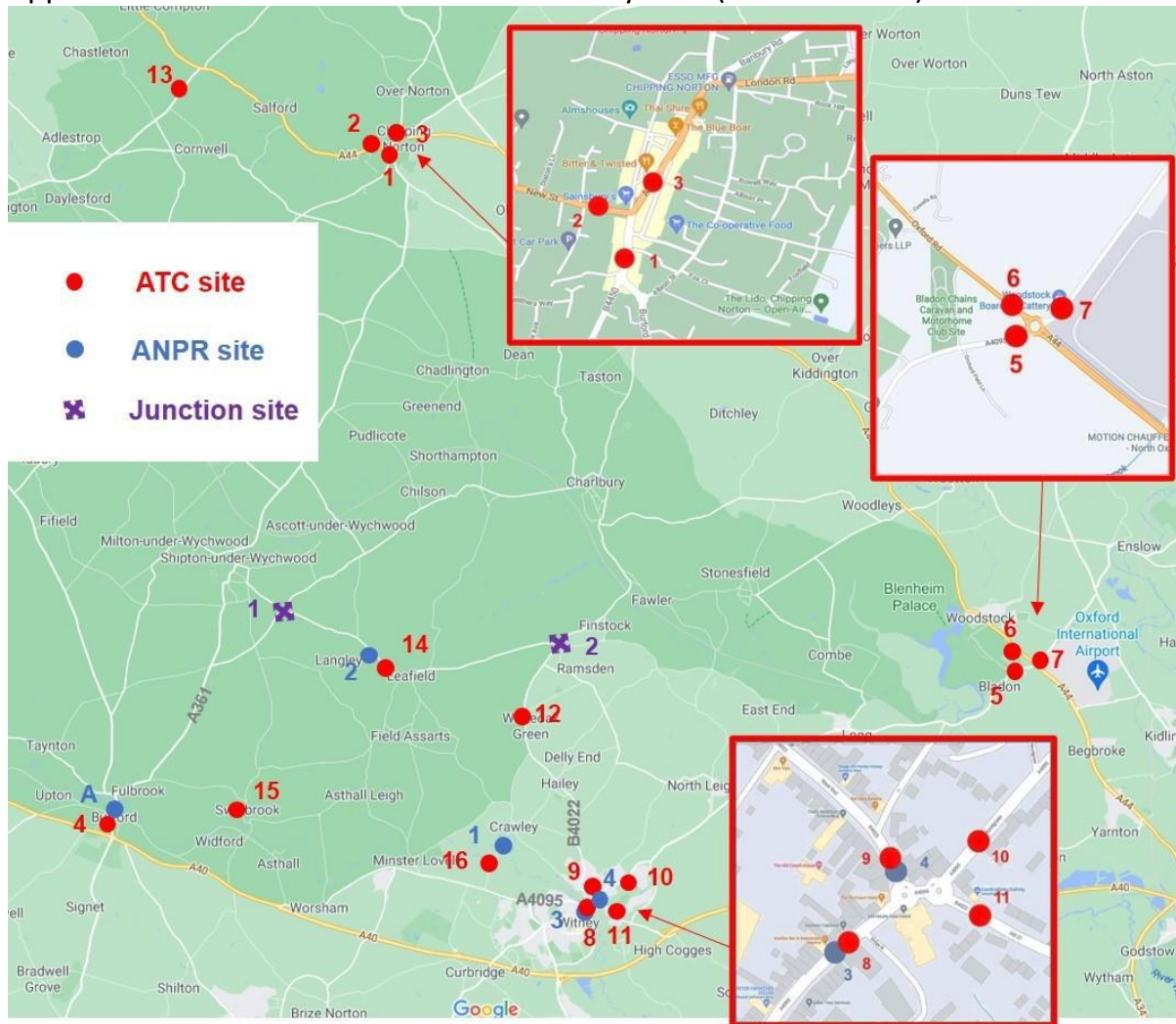
The before-and-after HGV data for both 3+axle and 2-axle HGVs show that no surveyed route has experienced an increase approaching the ETRO criterion of +50% for an adverse impact.

At a more local level, there is no substance in WiVTAG's assertions that there is significant diversion, if any, of >7.5 tonne HGVs from the Burford Weight Limit onto local roads:

- At Crawley, the maximum possible impact is around one lorry movement every hour.
- through Leafield: the maximum possible impact is around one lorry movements every two hours.
- At West End, the through HGV movements to Leafield are negligible (5-6 HGVs daily within the BWL scope) and there has been a reduction of HGV traffic on the B4022 at Hailey since April 2019. Therefore, it is not plausible to attribute the HGV flows at West End to diversion from Burford.
- HGV traffic has also reduced on the A4095 between Witney and the A44.

Appendices

Appendix A: Location of the ATC traffic survey sites (October 2021)



Appendix B: Detailed analysis of ANPR surveys (HGVs including municipal vehicles)

Fairspear Road, Leaffield							ANPR data	Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs)										2-axle	3-axle	HGV			
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle							Car	LGV	2-axle	3-axle	4-axle	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t	
Site No	2-axle	2-axle	2-axle	3+axle	Total		18/10/2021	1263	329	29	6	4	1	0	19	3	0	1654	1832	90%	11	6	22
ATC 14	<7.5t OGV	>7.5t OGV	Class 5	Class 6-10	HGV	Total	19/10/2021	1279	326	16	14	6	2	0	15	2	1	1661	1862	89%	5	14	27
ANPR 2	15	6.6	22	13	34	1,745	20/10/2021	1384	350	25	7	5	2	0	14	2	0	1789	1851	97%	8	7	22
ATC/ANPR			204%	117%	172%	115%	21/10/2021	1418	324	18	5	4	1	0	18	2	0	1790	2023	88%	6	5	16
							22/10/2021	1431	358	20	2	3	2	0	14	2	0	1832	2038	90%	3	2	10
HGV >7.5t (ANPR)	19 /day						5-day	1355	337.4	21.6	6.8	4.4	1.6	0	16	2.2	0.2	1745.2	1921	91%	7	7	19
							ATC data	1701	253	44	8	2	4	1	1			2014		87%			
							ANPR controlled to																
							ATC total	1564	389	25	8	5	2	0	18	3	0	2014					
A4095 Bridge Street, Witney							ANPR data	Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs, and 'Plant' are agricultural vehicles and under 2-axle)										2-axle	3-axle	HGV			
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle							Car	LGV	2-axle rigid	3-axle rigid	4-axle rigid	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t	
Site No	2-axle	2-axle	2-axle	3+axle	Total		18/10/2021	19168	3084	368	59	24	0	0	328	8	15	23054	25776	89%	103	59	186
ATC 8	<7.5t OGV	>7.5t OGV	Class 5	Class 6-10	HGV	Total	19/10/2021	19878	3235	343	74	37	0	0	352	16	8	23943	26137	92%	96	74	207
ANPR 3	234	97	436	241	677	25,622	20/10/2021	20129	3271	321	82	23	0	0	322	11	8	24167	26632	91%	91	82	196
ATC/ANPR			331	87	419	23,827	21/10/2021	19967	3055	314	56	19	0	0	329	15	5	23760	26859	88%	96	56	171
			132%	276%	162%	108%	22/10/2021	20355	3158	311	41	21	0	0	307	9	11	24213	26683	91%	101	41	163
HGV >7.5t (ANPR)	185 /day						5-day	19899	3161	331	62	25	0	0	328	12	9	23827	26417	90%	97.4	62.4	184.6
							ATC data	23075	1832	436	70	22	94	55	38			25622		93%			
							ANPR controlled to																
							ATC total	21398	3399	356	67	27	0	0	352	13	10	25622					
A361, Burford							ANPR data	Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs)										2-axle	3-axle	HGV			
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle							Car	LGV	2-axle rigid	3-axle rigid	4-axle rigid	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t	
Site No	2-axle	2-axle	2-axle	3+axle	Total		18/10/2021	8197	2002	219	30	1	6		44	34		10533	11828	89%	30	30	67
ATC 4	<7.5t OGV	>7.5t OGV	Class 5	Class 6-10	HGV	Total	19/10/2021	8087	2073	193	15	1	8		51	22		10450	11769	89%	29	15	53
ANPR A	168	32	355	105	460	12,228	20/10/2021	8717	2124	187	14	6	8		50	21		11127	12415	90%	27	14	55
ATC/ANPR			200	26	226	11,028	21/10/2021	9062	2105	219	10	4	4		38	34		11476	13095	88%	39	10	57
			177%	407%	203%	111%	22/10/2021	9329	1935	184	13	5	4	0	38	0	47	11555	13228	87%	35	13	57
HGV >7.5t (ANPR)	58 /day						5-day	8678	2048	200	16	3	6	0	44	0	34	11028	12467	88%	32	16	58
							ATC data	10019	1716	355	38	7	43	17	33	0	0	12228		90%			
							ANPR controlled to																
							ATC total	9650.1	2017.2	187.2	4.7	6.7	3.6		37		16.4	11923	13705	87%	38	4.7	53

B4022 West End, Witney							ANPR data		Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs)													2-axle		3-axle		HGV	
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle									Car	LGV	2-axle rigid	3-axle rigid	4-axle rigid	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t			
Site No	2-axle <7.5t OGV	2-axle >7.5t OGV	2-axle Class 5	3+axle Class 6-10	Total HGV	Total		18/10/2021	5600	922	109	23	9	4	0	41	1	2	6711	7591	88%	34	23	70			
ATC 9			131	41	172	7,171		19/10/2021	5606	1025	96	19	8	4	0	47	3	4	6812	7654	89%	25	19	56			
ANPR 4	71	29	100	29	129	6,975		20/10/2021	5758	975	103	27	9	5	0	43	2	2	6924	7686	90%	37	27	78			
ATC/ANPR			131%	139%	133%	103%		21/10/2021	6031	1021	100	12	10	1	0	36	3	2	7216	8069	89%	25	12	48			
								22/10/2021	6040	1024	91	9	7	0	0	37	4	1	7213	8013	90%	24	9	40			
HGV >7.5t (ANPR)	58	/day						5-day	5807	993	100	18	9	3	0	41	3	2	6975	7803	89%	29	18	58			
								ATC data	6282	688	131	22	4	11	4	29			7171		97%						
								ANPR controlled to ATC total	5970	1021	103	19	9	3	0	42	3	2	7171								
Dry Lane Crawley							ANPR data		Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs)													2-axle		3-axle		HGV	
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle									Car	LGV	2-axle rigid	3-axle rigid	4-axle rigid	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t			
Site No	2-axle <7.5t OGV	2-axle >7.5t OGV	2-axle Class 5	3+axle Class 6-10	Total HGV	Total		18/10/2021	3227	801	55	5	5	0	0	13	1	3	4110	4479	92%	7	5	17			
ATC 16			90	81	171	5,146		19/10/2021	3427	867	42	6	2	0	0	14	0	2	4360	4743	92%	8	6	16			
ANPR 1	49	7	57	8	65	4,349		20/10/2021	3683	908	69	0	1	0	0	13	0	2	4676	5057	92%	7	0	8			
ATC/ANPR			158%	964%	262%	118%		21/10/2021	3708	882	72	5	9	1	0	14	2	1	4694	5158	91%	8	5	23			
								22/10/2021	3119	713	46	4	4	0	0	18	1	1	3906	5092	77%	7	4	15			
HGV >7.5t (ANPR)	16	/day						5-day	3433	834	57	4	4	0	0	14	1	2	4349	4906	89%	7.4	4	16			
								ATC data	4439	535	90	56	7	13	5	1	0	0	5146		85%	13%	100%	24%			
								ANPR controlled to ATC total	4062	987	67	5	5	0	0	17	1	2	5146								

Dry Lane Crawley							ANPR data		Source: Euroclass reports (assuming vehicles classed as 'Other' are not HGVs)													2-axle		3-axle		HGV	
Combined direction, 5-day, 24-hour, excluding cyclist and motorcycle									Car	LGV	2-axle rigid	3-axle rigid	4-axle rigid	3-ax artic	4+ artic	Bus+minibus	Plant	Other	Total	MCC	%captured	>7.5t	>7.5t	>7.5t			
Site No	2-axle <7.5t OGV	2-axle >7.5t OGV	2-axle Class 5	3+axle Class 6-10	Total HGV	Total	18/10/2021	3227	801	55	5	5	0	0	13	1	3	4110	4479	92%	7	5	17				
ATC 16			90	81	171	5,146	19/10/2021	3427	867	42	6	2	0	0	14	0	2	4360	4743	92%	8	6	16				
ANPR 1	49	7	57	8	65	4,349	20/10/2021	3683	908	69	0	1	0	0	13	0	2	4676	5057	92%	7	0	8				
ATC/ANPR			158%	964%	262%	118%	21/10/2021	3708	882	72	5	9	1	0	14	2	1	4694	5158	91%	8	5	23				
							22/10/2021	3119	713	46	4	4	0	0	18	1	1	3906	5092	77%	7	4	15				
HGV >7.5t (ANPR)	16 /day						5-day	3433	834	57	4	4	0	0	14	1	2	4349	4906	89%	7.4	4	16				
							ATC data	4439	535	90	56	7	13	5	1	0	0	5146		85%	13%	100%	24%				
							ANPR controlled to ATC total	4062	987	67	5	5	0	0	17	1	2	5146									

Appendix C: An extract from BTC's BWL monitoring process (HGVs/day)

	Deliveries to Burford	Permit Holders	Agricultural Tractors	Unidentified Offenders	Foreign Plate	Identified Offenders	TOTAL >7.5 Tonne HGVs
01/10/2021	5	27	5	9	7	9	62
04/10/2021	7	25	6	6	3	7	54
05/10/2021	6	30	6	5	7	9	63
11/10/2021	11	18	6	6	3	12	56
14/10/2021	7	23	5	5	2	9	51
20/10/2021	4	22	2	8	6	10	52
21/10/2021	15	32	5	7	3	8	70
26/10/2021	9	28	3	8	7	11	66
27/10/2021	7	32	3	4	6	13	65
Daily Average	8	26	5	6	5	10	60

Note: This data is obtained by examining CCTV footage and manually identifying HGVs above 7.5t. Operators are identified by livery as BTC does not have access to DVLA's number plate database. Foreign operators cannot be pursued. Unidentified offenders are those operating un-liveried vehicles.

Appendix D: Comparative analysis of the extent of low speeds at ATC survey sites

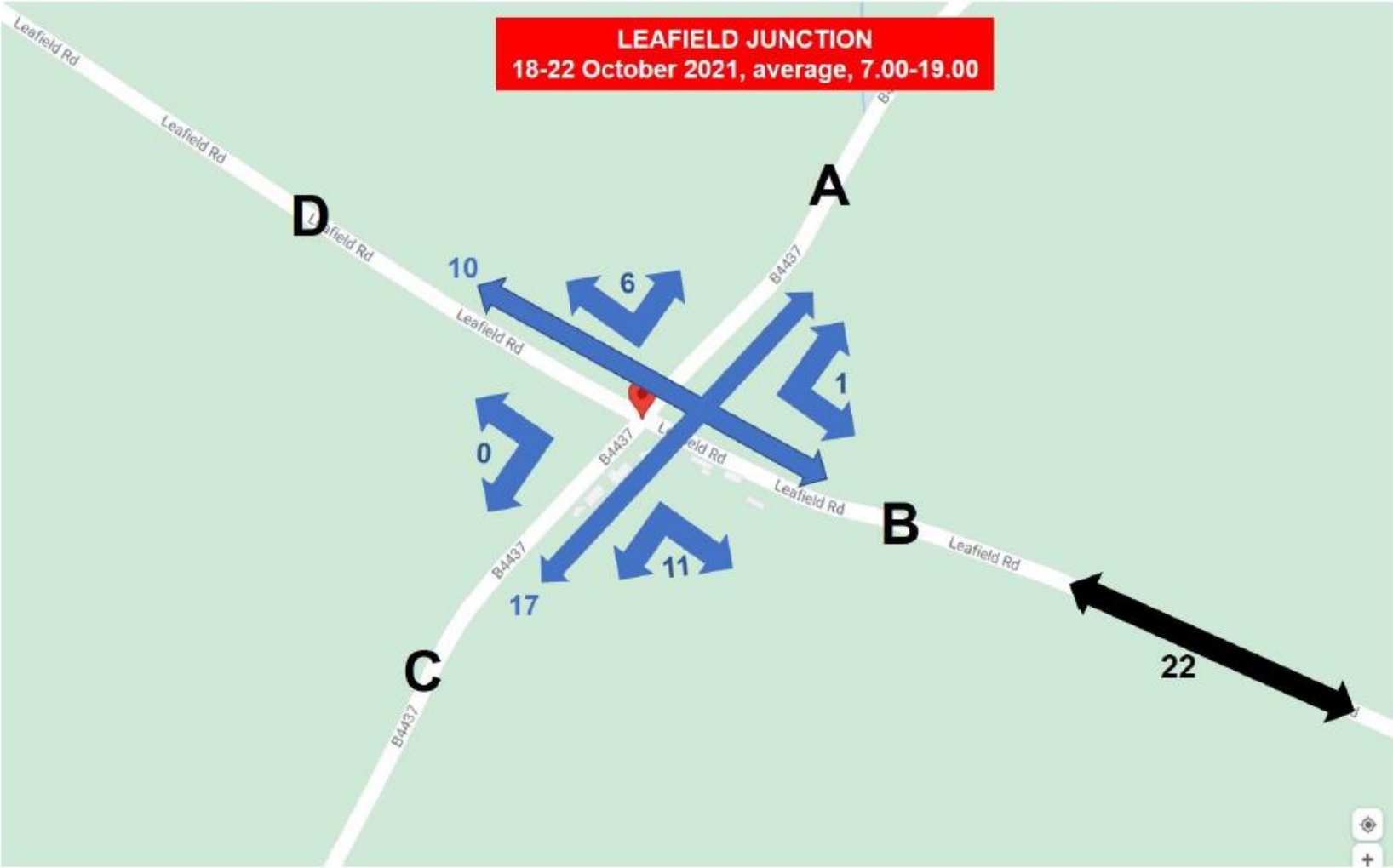
SPEED OF ALL TRAFFIC AT ATC SITES: APRIL 2019 AND OCTOBER 2021

Average speed 7.00-19.00				
5 day average %				
when vehicles travelling at <10mph, one direction				
	April 2019		October 2021	
1 A361 West Street, Chipping Norton	12%	Northbound	16%	Northbound
2 A44 New Street, Chipping Norton	2%	Westbound	2%	Eastbound
3 A44 High Street, Chipping Norton	7%	Northbound	12%	Northbound
4 A361 Burford	13%	Northbound	12%	Northbound
5 A4095 Bladon Road, Bladon Rdbt	0%	Westbound	2%	Eastbound
6 A44 Oxford Road, Bladon Rdbt	1%	Westbound	0%	
7 A4095 Upper Camsfield Rd, Bladon Rdbt	4%	Southbound	0%	
8 A4095 Bridge Street, Witney	15%	Southbound	14%	Northbound
9 B4022 West End, Witney	57%	Southbound	42%	Southbound
10 A4095 Woodgreen, Witney	33%	Southbound	33%	Southbound
11 B4022 Newland, Witney	14%	Eastbound	1%	Westbound
12 B4022 Witney Rd, Hailey	0%		0%	
13 A436 between Stow & Chipping Norton	1%	Southbound	1%	Northbound
14 UC Fairspear Road, Leafield			1%	Northbound
15 UC Swinbrook			0%	
16 UC Dry Lane Crawley			0%	Southbound

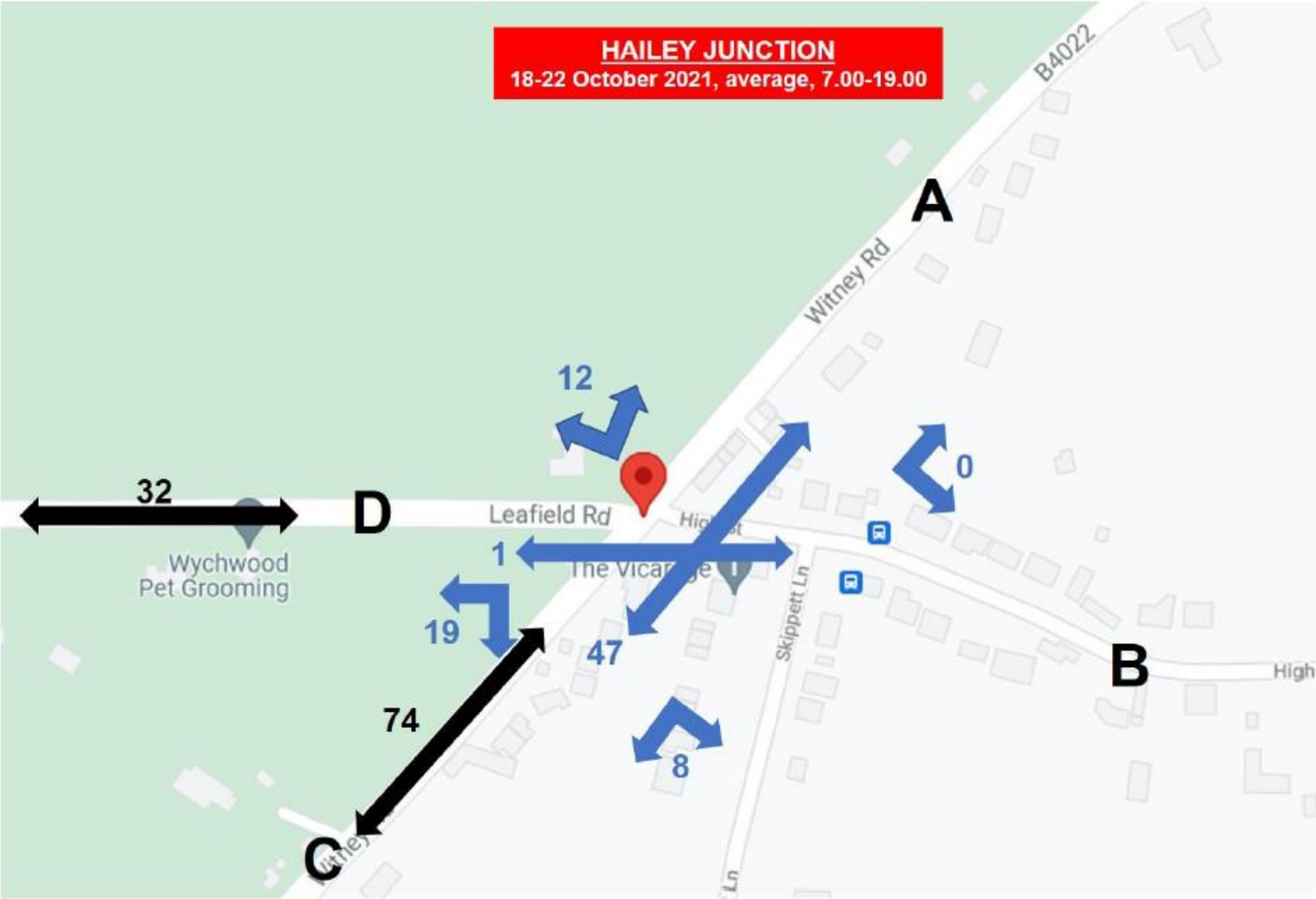
Metrocount is the manufacturer of the ATC equipment used by Tracsis. Installation instructions from Metrocount say that sites should be chosen where traffic is free flowing and travelling at speeds greater than 5mph. If not then the results are incorrect by an unknown amount. ATC requires the all the axles of a vehicle going over the cables do so at the same speed. If they do not do so then the technique cannot function.

The Tracsis ATC data only show speeds <10mph, not 5mph.

Appendix E1: MCC survey at Leaffield Road junction with B4437 (HGVs/day, including municipal vehicles)



Appendix E2: MCC survey at Leaffield Road junction with B4022 (HGVs/day, including municipal vehicles)



Appendix F1: Analysis of linked trips (HGVs/day, including municipal vehicles – 5-day average, 24 hours)

In this analysis, Site 4 is treated as an entry/exit site, i.e. trips through West End to/from Bridge Street are only counted on Bridge Street (and not in Site 4 data).

	5 day average				OUT			Linked HGV trips				
			1	2	3	4E	4W	In	In+Out	All HGV trips	Matched	
	1 Crawley Dry Lane	1	2	0	0	1	0	3	7	65	11%	
	2 Leafield	2	2	0	3	4	0	9	14	34	40%	
IN	3 Witney Bridge St	3	0	2	18	5	22	47	102	419	24%	
	4E Witney West End towards Hailey	4E	0	0	31	0	0	32	43	129		
	4W Witney West End towards Newlands	4W	0	2	2	1	0	6	28		55%	
			4	5	55	11	22	97	194			

Appendix F2: Analysis of linked trips – daily (HGVs/day, including municipal vehicles 24 hours)

18/10/2021		OUT															
IN		1	2	3	4E	4W	All										
	1	1			1		2										
	2	1		3	3		7										
	3	1	3	26	2	19	51										
	4E			42			42										
	4W	0	3	5	1		9										
	All	3	6	76	7	19	111										
19/10/2021		OUT															
IN		1	2	3	4E	4W	All										
	1	1	2				3										
	2	2		5	3		10										
	3		2	20	7	25	54										
	4E			29	1	1	31										
	4W	3	2			1	6										
	All	3	7	56	11	27	104										
21/10/2021		OUT															
IN		1	2	3	4E	4W	All										
	1	3					3										
	2	4		2	5		11										
	3		2	18	6	20	46										
	4E			32			32										
	4W			1			1										
	All	7	2	53	11	20	93										
20/10/2021		OUT															
IN		1	2	3	4E	4W	All										
	1	3		1	1		5										
	2	1	1	4	5		11										
	3		2	12	6	27	47										
	4E			32			32										
	4W	1	1	1	2		5										
	All	5	4	50	14	27	100										
22/10/2021		OUT															
IN		1	2	3	4E	4W	All										
	1	1		1	1		3										
	2	1	1		5		7										
	3	1	1	15	4	18	39										
	4E			20	1		21										
	4W	2	3	2			7										
	All	3	4	39	13	18	77										

Annex I: Directional Tracsis Traffic Flow Data and proportion of slow moving traffic

2019 April Tracsis Data - 5 day average - northbound / eastbound flow	2 Axle Rigid Vehicle	3 Axle Rigid Vehicle	4 Axle Rigid Vehicle	3-Axle Articulated Vehicle	4-Axle Articulated Vehicle	5-Axle or more Articulated Vehicle	Total ALL Vehicles	<10mph	% Slow moving
Site 1 - A361 West Street, Chipping Norton	120	25	6	18	0	9	4071	421	10%
Site 2 - A44 New Street, Chipping Norton	147	19	7	21	1	55	5213	21	0%
Site 3 - A44 High Street, Chipping Norton	184	25	8	30	0	23	6625	404	6%
Site 4 - A361 Burford	154	26	13	16	1	42	6910	752	11%
Site 5 - A4095 Bladon Road, Bladon Roundabout	256	32	21	35	0	20	7609	18	0%
Site 6 - A44 Oxford Road, Bladon Roundabout	270	16	13	33	0	65	7420	3	0%
Site 7 - A4095 Upper Campsfield Road, Bladon Roundabout	167	33	16	21	1	33	4952	14	0%
Site 8 - A4095 Bridge Street, Witney	228	29	9	20	2	17	14199	579	4%
Site 9 - B4022 West End, Witney	46	11	1	2	0	1	3885	81	2%
Site 10 - A4095 Woodgreen, Witney	128	21	5	17	0	5	7014	86	1%
Site 11 - B4022 Newland, Witney	187	18	5	18	1	4	5226	587	11%
Site 12 - B4022 Witney Road, Hailey	98	9	0	9	0	3	2911	0	0%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	91	8	4	14	0	26	2894	2	0%
Site 14 - UC Fairspear Road, Leaffield	0	0	0	0	0	0	0	0	0
Site 15 - UC road, Swinbrook	0	0	0	0	0	0	0	0	0
Site 16 - UC Dry Lane, Crawley	62	2	1	6	0	1	2916	N/A	N/A

2021 Feb Tracsis Data - 5 day average - northbound / eastbound flow	2 Axle Rigid Vehic le	3 Axle Rigid Vehic le	4 Axle Rigid Vehic le	3-Axle Articulat ed Vehicle	4-Axle Articulat ed Vehicle	5-Axle or more Articulat ed Vehicle	Total ALL Vehicl es	<10m ph	% Slow movi ng
Site 1 - A361 West Street, Chipping Norton	36	12	2	8	0	22	2664	84	3%
Site 2 - A44 New Street, Chipping Norton	156	20	4	32	0	57	3371	9	0%
Site 3 - A44 High Street, Chipping Norton	165	23	5	23	0	24	4857	81	2%
Site 4 - A361 Burford	216	12	0	25	0	7	4077	56	1%
Site 5 - A4095 Bladon Road, Bladon Roundabout	159	20	20	24	0	16	3609	4	0%
Site 6 - A44 Oxford Road, Bladon Roundabout	257	17	6	36	0	95	4241	1	0%
Site 7 - A4095 Upper Campsfield Road, Bladon Roundabout	135	12	12	24	0	35	2717	2	0%
Site 8 - A4095 Bridge Street, Witney	232	54	15	20	0	24	9213	599	7%
Site 9 - B4022 West End, Witney	94	11	1	6	0	1	2814	30	1%
Site 12 - B4022 Witney Road, Hailey	57	8	5	6	0	2	1736	1	0%
Site 10 - A4095 Woodgreen, Witney	111	18	3	9	0	6	4600	18	0%
Site 11 - B4022 Newland, Witney	187	6	1	10	0	2	3894	5	0%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	105	6	1	18	0	11	1562	1	0%
Site 14 - UC Fairspear Road, Leafield	28	2	1	4	0	1	708	6	1%
Site 15 - UC road, Swinbrook	8	1	1	0	0	0	210	3	1%
Site 16 - UC Dry Lane, Crawley	45	1	1	8	0	0	1317	14	1%

2021 October Tracsis Data - 5 day average - northbound / eastbound flow	2 Axle Rigid Vehic le	3 Axle Rigid Vehic le	4 Axle Rigid Vehic le	3-Axle Articulat ed Vehicle	4-Axle Articulat ed Vehicle	5-Axle or more Articulat ed Vehicle	Total ALL Vehicl es	<10m ph	% Slow movi ng
Site 1 - A361 West Street, Chipping Norton	91	9	3	12	0	29	3338	443	13%
Site 2 - A44 New Street, Chipping Norton	127	17	5	20	0	48	4931	92	2%

Site 3 - A44 High Street, Chipping Norton	160	26	10	28	0	29	6279	478	8%
Site 4 - A361 Burford	193	19	4	27	0	8	6367	643	10%
Site 5 - A4095 Bladon Road, Bladon Roundabout	190	17	23	31	0	27	6503	102	2%
Site 6 - A44 Oxford Road, Bladon Roundabout	263	15	3	36	0	63	6969	1	0%
Site 7 - A4095 Upper Campsfield Road, Bladon Roundabout	194	19	7	25	0	36	5038	8	0%
Site 8 - A4095 Bridge Street, Witney	196	39	13	75	1	31	12760	1552	12%
Site 9 - B4022 West End, Witney	53	13	2	3	0	1	3216	60	2%
Site 10 - A4095 Woodgreen, Witney	82	9	5	9	1	10	6088	97	2%
Site 11 - B4022 Newland, Witney	142	8	2	11	1	3	5539	24	0%
Site 12 - B4022 Witney Road, Hailey	73	7	3	6	0	2	2569	0	0%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	129	4	0	21	0	12	2894	25	1%
Site 14 - UC Fairspear Road, Leafield	18	5	1	1	0	0	1011	11	1%
Site 15 - UC road, Swinbrook	18	1	0	1	0	0	372	1	0%
Site 16 - UC Dry Lane, Crawley	55	16	1	8	0	2	2997	12	0%

2019 Tracsis Data - Southbound/Westbound	2 Axle Rigid Vehicle	3 Axle Rigid Vehicle	4 Axle Rigid Vehicle	3-Axle Articulated Vehicle	4-Axle Articulated Vehicle	5-Axle or more Articulated Vehicle	Total ALL Vehicles	<10mph	% Slow moving
Site 1 - A361 West Street, Chipping Norton	158	19	7	17	0	14	5593	203	4%
Site 2 - A44 New Street, Chipping Norton	143	33	10	26	0	49	5229	93	2%
Site 3 - A44 High Street, Chipping Norton	272	31	6	26	1	23	9108	219	2%
Site 4 - A361 Burford	174	33	15	27	0	39	6845	537	8%

Site 5 - A4095 Bladon Road, Woodstock Roundabout	220	31	20	26	0	21	6541	16	0%
Site 6 - A44 Oxford Road, Woodstock Roundabout	265	16	13	30	0	43	8152	53	1%
Site 7 - A4095 Upper Campsfield Road, Woodstock Roundabout	175	22	39	34	0	31	4944	189	4%
Site 8 - A4095 Bridge Street, Witney	161	29	16	64	1	44	13404	1481	11%
Site 9 - B4022 West End, Witney	49	12	6	7	1	8	4058	1991	49%
Site 10 - A4095 Woodgreen, Witney	107	29	4	12	0	9	6830	1893	28%
Site 11 - B4022 Newland, Witney	154	9	1	6	0	2	5061	46	1%
Site 12 - B4022 Witney Road, Hailey	85	8	1	8	0	2	2945	0	0%
Site 13 - A436 between Stow-on- the-Wold and Chipping Norton.	106	10	5	23	0	25	2908	33	1%
Site 14 - UC Fairspear Road, Leafield	0	0	0	0	0	0	0	0	0%
Site 15 - UC road, Swinbrook	0	0	0	0	0	0	0	0	0%
Site 16 - UC Dry Lane, Crawley (Oct 2021)	60	2	2	6	0	1	2632	N/A	N/A

2021 February Tracsis Data - Southbound/West bound	2 Axle Rigid Vehic le	3 Axle Rigid Vehic le	4 Axle Rigid Vehic le	3-Axle Articula ted Vehicle	4-Axle Articula ted Vehicle	5-Axle or more Articula ted Vehicle	Total ALL Vehicl es	<10m ph	% Slow movi ng
Site 1 - A361 West Street, Chipping Norton	172	11	1	20	0	8	4928	52	1%
Site 2 - A44 New Street, Chipping Norton	142	17	3	23	0	66	3323	12	0%
Site 3 - A44 High Street, Chipping Norton	184	35	2	22	0	9	5880	50	1%
Site 4 - A361 Burford	231	13	4	23	0	10	4124	129	3%

Site 5 - A4095 Bladon Road, Woodstock Roundabout	132	21	9	14	0	12	4133	2	0%
Site 6 - A44 Oxford Road, Woodstock Roundabout	305	21	11	43	0	82	4987	1	0%
Site 7 - A4095 Upper Campsfield Road, Woodstock Roundabout	157	16	10	35	0	23	2719	2	0%
Site 8 - A4095 Bridge Street, Witney	313	20	5	18	0	5	10015	130	1%
Site 9 - B4022 West End, Witney	124	14	3	6	1	1	3380	295	9%
Site 10 - A4095 Woodgreen, Witney	139	14	3	17	0	5	4697	85	2%
Site 11 - B4022 Newland, Witney	217	10	1	10	0	4	4088	5	0%
Site 12 - B4022 Witney Road, Hailey	69	10	2	6	0	2	1759	0	0%
Site 13 - A436 between Stow-on- the-Wold and Chipping Norton.	95	4	1	16	0	10	1536	0	0%
Site 14 - UC Fairspear Road, Leafield	12	7	0	2	0	0	613	11	2%
Site 15 - UC road, Swinbrook	12	1	0	1	0	0	209	1	0%
Site 16 - UC Dry Lane, Crawley	42	3	1	5	0	1	1115	10	1%

2021 October Tracsis Data - Southbound/Westb ound	2 Axle Rigid Vehic le	3 Axle Rigid Vehic le	4 Axle Rigid Vehic le	3-Axle Articula ted Vehicle	4-Axle Articula ted Vehicle	5-Axle or more Articula ted Vehicle	Total ALL Vehicl es	<10m ph	% Slow movi ng
Site 1 - A361 West Street, Chipping Norton	170	9	3	16	0	10	5108	175	3%
Site 2 - A44 New Street, Chipping Norton	125	10	3	14	0	52	4749	18	0%
Site 3 - A44 High Street, Chipping Norton	276	37	3	27	2	20	7967	193	2%

Site 4 - A361 Burford	162	19	3	16	0	8	5970	562	9%
Site 5 - A4095 Bladon Road, Woodstock Roundabout	186	16	9	23	0	16	6613	36	1%
Site 6 - A44 Oxford Road, Woodstock Roundabout	327	26	4	45	0	68	7568	12	0%
Site 7 - A4095 Upper Campsfield Road, Woodstock Roundabout	173	18	48	37	0	18	4814	199	4%
Site 8 - A4095 Bridge Street, Witney	240	30	9	19	1	21	13040	60	0%
Site 9 - B4022 West End, Witney	78	9	2	8	1	1	4052	1434	35%
Site 10 - A4095 Woodgreen, Witney	139	12	5	12	1	7	6916	2040	29%
Site 11 - B4022 Newland, Witney	67	23	6	7	0	7	5064	531	10%
Site 12 - B4022 Witney Road, Hailey	84	8	2	6	0	2	2544	0	0%
Site 13 - A436 between Stow-on- the-Wold and Chipping Norton.	136	4	0	21	0	10	2911	1	0%
Site 14 - UC Fairspear Road, Leafield	26	3	1	2	0	1	1029	13	1%
Site 15 - UC road, Swinbrook	18	2	0	1	0	0	345	2	1%
Site 16 - UC Dry Lane, Crawley	35	40	6	5	0	3	2183	8	0%

Annex J: Officer note of meeting with Farmers and Hauliers.

Summary of WIVTAG Local Farmers meeting with OCC Officers 4 October 2021.

Introduction

A meeting was arranged by WIVTAG with local farmers they represent. The aim of the meeting was for officers to understand the range of operational issues the Burford ETRO presents to farmers.

Those Present

The farmers present had a range of farming businesses some within the permit area, others located slightly further away, but within the A40/A44/A429 triangle; one on the Gloucestershire/Oxfordshire boarder, who is also affected by the GCC Adlestrop weight restriction on the A436; another farmed land toward Ducklington. One member present, is a haulier for the farming economy rather than a farmer.

Overview of Burford ETRO

Officers outlined that the Burford ETRO is an experiment, a test, to understand the potential impacts of the 7.5t weight restriction and they were collecting information to better understand any impacts. This meeting note is an additional form of evidence, that will be presented to the Cabinet Member for Travel and Strategic Development in January 2022.

Overview of Farming Practices and use of HGVs

Officers were introduced to how farming is a core local business to the economy, and whilst land is farmed in Oxfordshire, the trade in the crops/goods produced is international. The commercial contracting chain is fundamental to the farming industry. A farm sows, grows, manages and harvests crop; this crop is sold to a national Mill or international Corn/Straw Trader; the Trader contracts a national/international Haulier with a fleet of 44t (29t grain payload) HGVs; the Haulier collects/delivers the produce, seeking the most commercially and environmentally efficient 'circuit' (i.e., never travelling empty between national ports, farms, suppliers or end users). Farmers do not own or manage HGVs.

Barley, wheat and straw were examples of crops produced which all need transporting by HGV from the farm to the next customer/user e.g. grain merchant, mill, livestock farmer etc. Some crops are destined for local destinations such as Enstone or Finmere, others across the UK e.g. Somerset, and some are bound for export ships at Southampton or other docks.

They describe the area north of Burford, encompassed by the A40/A44/A429, as "an island", meaning there is inadequate or unsafe HGV access, particularly from the south (the A40), into this area.

None of the farmers present own HGVs and all depend on contracts with a haulage company. Many employ a haulage company direct, or whomever they are trading with, will contract a haulage company. Broadly speaking the farmer has no influence over, or knowledge of, the specific HGV vehicle that will be used.

It was explained that due to the large volumes of crops being transported, hauliers use the largest appropriate vehicles to ensure efficiency and commercial viability. In the UK this is, a 44t articulated 6 axle lorry or 44t 3 axle lorry with 3 axle draw-bar trailer (comprising 6 axles altogether). There is clear logic in using the largest vehicles to transport a large volume of goods long distances.

Seasonal farming practices mean there are more HGV movements during the July to September harvest than at other times. Late winter/early spring is also a time for deliveries of seed, fertiliser, and other chemicals. As with outgoing goods, the farm has no knowledge of the specific HGV vehicle that will be used to make the delivery and, in some circumstances, may not even see the vehicle.

Due to the nature of farming, many of the HGV movements are irregular with no set pattern each week or month. One farm may see 12-14 movements per week and deal with in the region of 25-30 different suppliers/traders over the course of a year, this would vary considerably based on the size of the farm and type of farm. Grain, for example, may be stored on the farm until a good price is reached, and then there is a peak in movements to transport elsewhere within the UK or to the docks for export.

The Local Farming Economy

It was felt all farms, within the 'rural triangle' A40/A44/A429, north of Burford are affected by the A361 ETRO, as are many farms in both Oxfordshire and Gloucestershire, some of which are divided North and South of the River Windrush. It is considered a defendable estimate that in this area of some 92,000 acres (32,000 hectare) farming a combination of arable, woodland and sheep/cattle, the average annual arable yields amount to 5-7 tonnes/hectare (@£275/tonne: £52m).

The tonnage/hectare is a conservative low average and the price/tonne is based on an average of the following main crops:

- Barley (£180/t)
- Wheat (£190/t)
- Beans (£230/t)
- Oilseed Rape (£500/t)

Use of Professional hauliers

Professional hauliers have large fleets with a range of vehicles. Haulage pricing is based on "as the crow flies" distance pricing system and not based on actual routing. National/international haulage firms tend to use SAT NAVs, however the Burford ETRO is unlikely to be included in most of these because it is so new. It was highlighted that there is no layby providing HGV drivers with information on suitable alternative routing on the approach to the Burford restriction. It was considered that drivers would either flout the restriction and travel through Burford, or travel on until the SAT NAV re-routed, in this case this could lead to HGVs on unsuitable lower-class routes.

Impacts of Re-Routing due to the Burford ETRO

Those present reported that they adhere to the Burford ETRO, where they have this in their control and have diverted to other routes. Depending upon the origin or destination this includes village routes which would not have been the route before the ETRO, or much longer routes via the A44, A429 and A40. It was highlighted that in all cases the re-route distance is far in excess and completely disproportionate to the original route via Burford. Those in attendance who have re-routed in some cases had received abuse from residents in the villages due to legitimate (yet undesirable) routing through the village. They feel they are now transporting goods on less suitable roads than the A361 through Burford, notwithstanding that it is a legal route.

Some felt that using the A4095 through Witney is a less suitable route than using Burford, not withstanding the OCC Road Hierarchy policy identifies the A361 and A4095 as both Class 3b, County Principle A Classified Roads (minor). They also cited issues with the A44 New Street in Chipping Norton as very difficult to conduct a hill start in an HGV and that the turn to A361 West Street as impossible without mounting the footway.

It was explained that the costs of re-routing in journey time, fuel, driver work hours was adding considerable costs to farming and haulage businesses. It is difficult to be specific and quantify this. One farmer said they used to be able to transport three loads per day, and the re-routing meant now only 2 loads per day could be transported due to the driving time restrictions. Another farmer said they used to buy a specific fertiliser, however, the haulier would no longer serve their farm due to the access restrictions and increase in journey time, fuel, and driver work hours, so they can no longer buy/use a product they have used for many years. It is assumed the specific fertiliser

product is limited supply, so they can sell to more accessible farms/clients to maintain profit margins.

Those who have re-routed via Stow-on-the-Wold felt the traffic congestion and volume of HGVs is probably higher now in Stow-on-the-Wold than it was before the Burford and Adlestrop restrictions were implemented. OCC have not carried out any traffic monitoring at Stow-on-the-Wold in Gloucestershire.

Permit Scheme

The Burford Permit Scheme was discussed. Many those present are not eligible for a permit as they are not within the 4.8mile radius of Burford (but are within the A40/A44/A429 triangle). One farmer is within the 4.8 mile radius but does not own an HGV, as uses professional haulage firms instead. All those present said the rule that a journey must start and end within the permit zone meant very few permits would be issued as farming trade is national and international. The permit scheme is focussed on Burford, not the area of impact which is within the A40/A44/A429 triangle.

Possible Solutions

It was considered that if the permit scheme was altered to be more flexible it was still an issue that it relied on vehicle number plate being provided to Burford Town Council, and the farmer/staff at the farm may not be able to record this for all collections/deliveries. It was felt unworkable.

It was considered that raising the Burford ETRO restrictions from 7.5t to 18t would not be beneficial to farming businesses as all loads are on heavier vehicles than 18t.

Many considered that Burford needs a bypass to provide a full accessible route to the south, as this would remove HGVs from Burford High Street whilst maintaining access for all.

There was a discussion that hauliers/haulage firms may be under represented in the OCC formal consultation as many national firms would not have yet seen the impact the Burford ETRO is having on their business in terms of increase in journey time, fuel, and driver work hours.

Summing Up

All present felt penalised due to the location of their farming business. They also said that their farming business is critical to the UK food supply chain but this appeared to have been disregarded in the approval of the Burford ETRO.

Summary of WIVTAG Local Hauliers Meeting with OCC Officers 10 October 2021

Introduction

A meeting was arranged by WIVTAG with local hauliers they represent. The aim of the meeting was for officers to understand the range of operational issues the Burford ETRO presents to hauliers.

Those Present

The hauliers present have a range of businesses transporting building materials, machinery, quarried stone/gravel, spoil, manufacturing parts etc. None of those present dealt in retail goods to shops for example and consider their businesses to be based in the rural economy and the building industry, rather than commercial retail found in towns/cities etc.

In terms of location, those present were based at Witney, Brize Norton, Bletchington, Chadlington and Crawley. Only one of the businesses is eligible for a permit, as based within the permit area, the others were outside the permit area of 4.8miles from Burford. Two had been refused permits due to their location outside the permit area by a few 100 meters.

Overview of Burford ETRO

Officers outlined that the Burford ETRO is an experiment, a test, to understand the potential impacts of the 7.5t weight restriction and they were collecting information to better understand any impacts. This meeting note is an additional form of evidence, that will be presented to the Cabinet Member for Travel and Strategic Development in January 2022.

Hauliers experience and ETRO Impacts of Re-Routing due to the Burford ETRO

All of those present described how they undertake work locally within or close to the triangular area created by the A40/A44/A429, where access from the south is now severely restricted due to the Burford ETRO.

Examples were given of journeys that were under contract at the time the ETRO came into force, meaning a set price had been agreed for the work in advance. The introduction of the ETRO and the disproportionate increase in journey length, compared to the original journey, means that the haulier is now not making any profit on the contracted work, due to the increase in journey distance to re-route away from Burford, as highlighted table 1 below.

Table 1: Comparison of journey distance before and after introduction of Burford ETRO.

Origin and Destination	Original Journey Distance via Burford	Original number of loads transported per day	New Journey distance avoiding Burford	New number of Loads transported per day	Increase in distance	Percentage increase
Curbridge to Chipping Norton	17.4 miles	6 loads	35.9 miles	4 loads	18.5 miles further	106% increase
Berkstone to Pavestone	20.9 miles		28 miles		7.1 miles further	34% increase
Berkstone to Rollright Quarry	18.4 miles		30.4 miles		12 miles further	65% increase

A further example was given of the inefficiency the ETRO is creating; a job covered 112 miles with one HGV via Burford using the permit scheme. If a permit had not been issued the job via Leafield would have been 302 miles and needed 2 HGVs. If Leafield had been avoided too, the route via the A429/A424 would have been 506 miles using 3 HGVs. The HGV in question would have been over 7.5t. If a 7.5t vehicle had been used it would have taken 8 vehicles covering 68 trips.

The key Issues for hauliers due to increased journey distance due to Burford ETRO are:

- **Uncompetitive** – the permit scheme results in some local hauliers being within the permit area and others not. Those with permits, can tender a much more competitive price because they can route via Burford, compared to those who sit just outside the permit area, and do not have a permit. Those without permits have to base their tender price on a disproportionately long journey distance compared to their competitor. Local firms, in some cases located very close together, who were on a level playing field are now not.
- **Jobs take longer** – an increase in journey time results in the jobs taking longer. In the UK HGV drivers are under strict laws on how long they can drive for per day. The increased journey distance means jobs, for example moving stone, where 6 journey loads could have been completed in a day, now can't be achieved due to the increase in journey time on driver's working hours. This results in jobs taking place over several

days, within increased business costs, such as paying the driver another day's work, when before the ETRO this would not have been necessary.

- **Increased fuel costs/mileage costs** – due to increased journey distances to route away from Burford. A journey that would be 15-20 minutes via Burford, could take an extra 45 minutes.
- **Emissions/Climate Impact** – all the hauliers present operated Euro 6 engine vehicles. However, they felt the significant increases in journey distance must result in a negative environmental impact as more emissions are being generated now the ETRO is in place, than before.
- **Ability to take on work**
 - **Capacity** – All hauliers, as with all businesses, focus on the most efficient way of conducting work. However, what was the shortest route using the A361 is now not available, and a review of alternative routes has to take place. Consideration of how much further and driver time means planning if the job now takes more days, than it originally would have. This reduces the business capacity of the haulier and less capacity ultimately means they conduct less business since the ETRO has been in force, than they did before, as the same resources are stretched over longer distances/time.
 - **Joint contracts/sub-contracting** - Some hauliers work with other firms to conduct jobs, they now favour those with permits, to those without, as this is more cost effective.
 - **Journey routing** – in most cases to avoid Burford there are two routes the haulier can take, either round the edge of the A40/A44/A429 triangle to enter via A424, A361 at Chipping Norton, or using the A4095/B4022 at Witney. Many described the A4095/B4022 as attractive as it is shorter, but undesirable due to the route being unsuitable for HGVs. They described how traversing through Burford, where there is a wide carriageway and wide pavements as being easy and low risk; however, described traversing the A4095/B4022 at Witney as very hazardous, with narrow carriageways, narrow pavements, high levels of pedestrians, particularly school children, cyclists all which HGVs routes seek to avoid. One haulier said they no-longer routed via Leafield, it was too dangerous with parked cars, narrow or no footways, equestrians, cyclist and children walking to school etc. However, that decision has a financial and business implication, as it means they turndown work, very local to where they are based, which previously they would have routinely done, because they won't route via Leafield and it is not cost effective to route round the edge of the A40/A44/A429 triangle. Routing via Leafield is felt to be unpleasant as the likelihood of a head-on collision, mounting verges and getting stuck are all dangers that wouldn't be experienced routing via Burford.
- **Reduced Profits** – all the hauliers said the increase in planning, routing, fuel/milage costs and driver time impacted on their profits, with some jobs now not making a profit.
- **Mental Health** – those who owned their own businesses felt the level of change the Burford ETRO has brought to their business, by increasing operating costs, and reducing efficiency increased stress and negatively impacted their mental health and wellbeing.

It was highlighted that when applying to the police for a Movement Order (to transport loads over 44t), the police issue a route that is via Burford.

There was discussion that the Adlestrop weight restriction on the A436 also impacted HGV routing and had negative impact on Stow-on-the-Wold and Moreton-in-Marsh.

It was asked if there is published evidence from before the ETRO was introduced on the percentage of HGVs travelling through Burford that were long distance through traffic. Those present described

how hauliers route via the highest order roads e.g. Motorways first, then the primary A roads etc and it would be highly inefficient to use A361 at Burford for any long distance trip that didn't involve being the area.

Page Break

Permit Scheme

It was felt the permit scheme area is too restrictive and this is indicated by the fact only 16 businesses have permits showing the permit scheme isn't really working for local businesses. The haulier who is in the permit scheme area doesn't find it particularly useful, as the journey has to start and end within the 4.8 mile zone.

There was a lot of speculation about whether those with a permit, did only use it for journeys that start and end within the 4.8 mile zone, and whether the permit scheme was abused for financial gain.

Those who had applied to Burford Town Council for a permit and been refused felt the customer service experience was very poor.

Those present felt the permit scheme should be administered by a different body as Burford Town Council doesn't have responsibility or sufficient overview of the area impacted by the ETRO to objectively administer the scheme.

Hauliers were asked about other permit schemes across the country and were only aware of those required in London.

Possible Solutions

The discussion explored the idea of a wider weight restriction zone based on the A40/A44/A429 triangle, as it was felt this would reroute any long-distance HGV that didn't have business in the area but would enable efficient routing to/from origins/destinations within the A40/A44/A429 triangle. It was discussed that all those present had a fleet of vehicles in excess of 18tonnes and so raising the weight limit to 18tonnes wouldn't change anything for most hauliers.

Some were disappointed a Burford bypass had not been built, despite the previous government opportunities to do this.

Summing Up

It was described that the only suitable A-road route from the south has been taken away, and the benefits Burford gains are not commensurate with the range and severity of negative impacts, both economically and financial to local businesses, but environmentally as well.

The permit scheme is meaningless to all but a few hauliers.

It was felt there is no evidence that the A361 at Burford was being used inappropriately by very long-distance HGVs before the ETRO was implemented, as this is not a characteristic of the industry, and therefore it was disproportionately impacting local businesses who are aware of and adhering to the ETRO. Due to the lack of evidence and need to have a suitable A road to access the area efficiently it was felt the ETRO should be revoked.