

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

BURFORD: PRIORY LANE, BARNS LANE, HIGH STREET & A361 THE HILL – PROPOSED BUS & COACH LENGTH RESTRICTION & ASSOCIATED PARKING/LOADING RESTRICTIONS & RAISED ZEBRA CROSSING

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following proposals within Burford, as advertised:

- a) Bus & Coach restriction along the entire length of Priory Lane, (with an exemption for 'Permit Holders'),
- b) 'No Waiting at Any Time' (Double Yellow Lines) extended on the northern side adjacent to 'The Rectory',
- c) 'No Loading at Any Time' – will be introduced alongside the extended DYs for 22 metres adjacent to the gated access to the 'Burford Priory',
- d) Formalisation of existing 'School Keep Clear' markings on the northern side adjacent to the Burford Primary School, with 'No Stopping 8am to 5.00pm Monday to Friday' restriction,
- e) Extend the existing 'No Waiting at Any Time' (Double Yellow Lines) restrictions on the eastern side of Barns Lane, northwards to the southern property boundary of No.12 Barns Lane,
- f) Introduce new 'No Waiting at Any Time' (Double Yellow Lines) restrictions on the eastern side of High Street, leading northwards from the northern end of the bridge over the River Windrush,
- g) 'Humped' Zebra crossing on the A361 The Hill, approximately 75 metres north of the junction with Windrush Court.

Executive Summary

2. This report presents responses to the statutory consultation on proposals seeking to prohibit large buses/coaches (i.e. those over 12 metres in length) from trying to access the short coach parking bays (approx. 7 metres in length) in Priory Lane, as well as restrictions in the form of new Double Yellow Lines, No Loading at Any Time, and No Stopping on the 'School Keep Clear markings' to help facilitate the introduction of the proposal, as shown in **Annex 1**.
3. Additional proposals in the form of: 1) parking prohibitions on Barns Lane to help facilitate safe passage of vehicles around a tight bend, and on the High Street on the approach to the river bridge, in order to minimise obstructive parking and keep the footway clear for pedestrians, and 2) a 'humped' zebra crossing on the A361 The Hill, were also put forward at the request of the Town Council, as shown in **Annexes 2 & 3**.

Financial Implications

4. Funding for consultation and the proposals themselves has been provided by the County Council's Accessibility and Road Safety Fund.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equality and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposals seek to improve road safety, particularly for the more vulnerable road-users such as pedestrians, as well as ensuring danger to property is minimised in the immediate vicinity.

Formal Consultation

9. Formal consultation was carried out between 04 December 2024 and 03 January 2025. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Burford Town Council, and the local County Councillor representing the Burford & Carterton North division.
10. Letters were also sent to approx. 140 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals. The relevant parish/town council, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. 74 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

table1. summary of responses to Priory Lane proposals

Proposal	Object	Partially support	Support	No objection/ opinion	Total
Bus and Coach restriction	10 (14%)	2 (3%)	55 (74%)	7 (9%)	74
DYLs adjacent to The Rectory	14 (19%)	1 (1%)	50 (68%)	9 (12%)	74
'No Loading' adjacent to Burford Priory	11 (15%)	1 (1%)	50 (68%)	12 (16%)	74
No Stopping on Keep Clear'	4 (5%)	5 (7%)	59 (80%)	6 (8%)	74

Table2. summary of responses to further Burford-wide proposals

Proposal	Object	Partially support	Support	No objection/ opinion	Total
Barns Lane DYLs	9 (12%)	5 (7%)	44 (59%)	16 (22%)	74
High Street DYLs	5 (7%)	12 (16%)	47 (63%)	10 (14%)	74

A361 Humped Zebra crossing	11 (15%)	5 (7%)	51 (69%)	7 (9%)	74
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12. Seven responses were received from either statutory consultees or key-stakeholders; with Thames Valley Police objecting to the Bus & Coach restriction on the basis that there weren't any additional proposals in hand to accommodate those coaches in excess of the restricted 12 metres. The managing director of Pulhams Coaches objected, citing a number of reasons (which have subsequently been mirrored by multiple Transport & Hospitality operators as per Annex 4d). Both the 'Road Haulage Association' and the 'Confederation of Passenger Transport' also submitted objections/concerns.
13. Burford Town Council and the County Cllr representing the Burford & North Carterton division both offered their support. Whilst West Oxfordshire District Council had no specific comments to make
14. Additionally, a further 13 emails were received directly from various interested parties. A local community bus service provider offered a non-objection with the caveat that the proposals in Priory Lane may actually support their services. Six transport operators (from various geographic locations) and a local business objected, generally along the lines of the proposals having a potentially negative impact on the coach industry in general, as well as on local tourism.
15. A local resident objected to the proposed double yellow lines on the High Street, stating that parking has never been a problem at that location, and it is often needed for service/utility vehicles to park. Another resident objected to the proposed zebra crossing on the A361 Upper Hill, citing that crossing currently isn't a problem at this location, and that the funds could be better used elsewhere.
16. Three local residents offered support, with one in favour of the double yellow lines (DYLs) proposed for Barns Lane (citing the safety improvements), one supporting the proposed zebra crossing, and one supporting both the proposed DYLs on Barns Road, and the zebra crossing.
17. Finally, 18 travel & hospitality providers (again, from various geographic locations around the country) objected to the proposals – using a standard response that included: a) Negative Impacts on Tourism and Local Economy, b) Increased Congestion and Environmental Concerns, c) Inadequate Alternatives for Coaches, d) Harm to Residents and Local Vibrancy, and e) Lack of Consultation and Consideration., with an operator specific introduction outlining their reason for submitting.
18. The full responses are shown at **Annex 4**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

19. Response from Burford Town Council regarding the coach restriction

“The TRO request is on the grounds of safety, with a number of minor accidents being reported in Priory Lane outside the school, so I hope cabinet will understand that as an historic town with narrow streets and over 250 listed buildings, areas large enough to park a 15 metre long coach safely in or near the town centre, and allow it to turn round safely are extremely limited. The area in Priory Lane has to also cater for public transport as a terminus for the bus service and also allow access to residential properties.

The town council understands the importance of tourism to the town, but on balance, we feel personal safety of children, residents and tourists should take priority. If the objectors could offer a viable solution, we would be delighted.”

20. Whilst it is conceded that there will be an impact on the accessibility for larger coaches, there remains the option for those 12m or under to continue to use Priory Lane.

21. In reply to the question of “loss of trade to the Town”, The Town Council have suggested based on their experience that anecdotally, to a larger extent, the smaller coaches deliver visitors that spend longer in the town and therefore are more inclined to make greater use of the facilities i.e. cafes, shops and other attractions, thereby boosting the local economy. Whereas those on the larger coaches are stopping in Burford as part of a wider area tour but only for a short stop off, leaving less time to indulge in the town’s offerings.

22. What is the average length coach? (Source - GOV.UK)

Coach Buses have average lengths of 39'4" (12 m), widths of 8'4" (2.55 m), heights of 12'6" (3.81 m), and have a capacity of 44-49 (+1) seats. Coach buses are buses designed specifically for longer-distances with greater accommodations for passenger comfort during these extended periods of travel.

23. Both the County and Town Council will be happy to work with the various coach operators and representatives in seeking alternative facilities for displaced vehicles. But in the short term in view of the support received following the consultation, the proposed restriction should be put in place. Work is currently underway to look at alternative arrangements.

24. The coach restriction will have an exemption for “Permit Holders” so should the Primary School require a vehicle over the 12m length, the Town Council can issue the relevant permit to preclude the vehicle from prosecution. The Town Council have indicated that the majority of regular coaches servicing the school would not be over length and therefore not affected by the restriction.

25. Other aspects – parking restrictions – these have been introduced on the grounds of aiding road safety and have been broadly accepted. Barns lane for the purpose of allowing free and safer passage of vehicles adjacent to a junction and blind bend. Lower High St approach to the traffic lights to prevent pavement parking. Priory Lane to allow a turning area for permitted coaches

and formally restrict parking on the School Keep Clear markings adjacent to the school.

26. The Zebra crossing proposal has been well received and includes the option for having a raised crossing.

Paul Fermer
Director of Environment and Highways

Annexes	Annexes 1-3: Consultation plans Annex 4: Consultation responses: <ul style="list-style-type: none"><i>a) Statutory consultees/Key-stakeholders,</i><i>b) Online survey submissions,</i><i>c) Direct emails,</i><i>d) Transport & Hospitality operators.</i>
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Contact Officers:	James Wright (Senior Officer – Traffic & Road Safety) Lee Turner (Team Leader – Traffic & Road Safety)
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February 2025

Drawing No.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

BURFORD

Drawing title

**Application for Authorisation
 Proposed coach restriction
 (Sub plate to accompany Diag 952)**

Drawing Status

Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn August 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

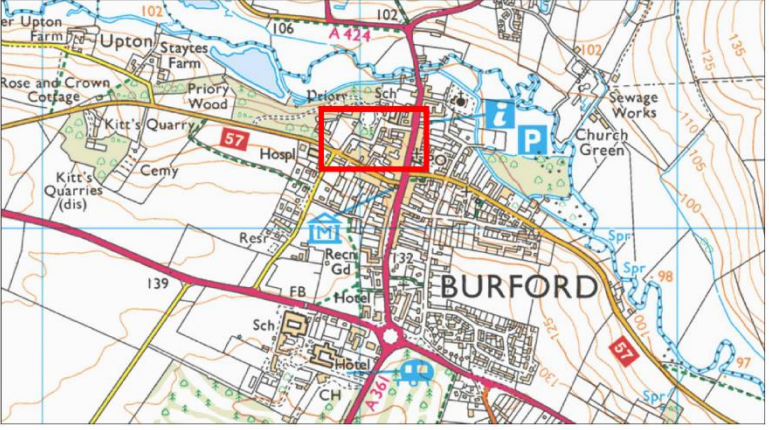
Extent of Coach restriction in Priory Lane



**Coach restriction
terminal signing**



**Coach restriction
terminal signing**



600mm

**Except
permit holders
and
buses under
39' (12 m) long**

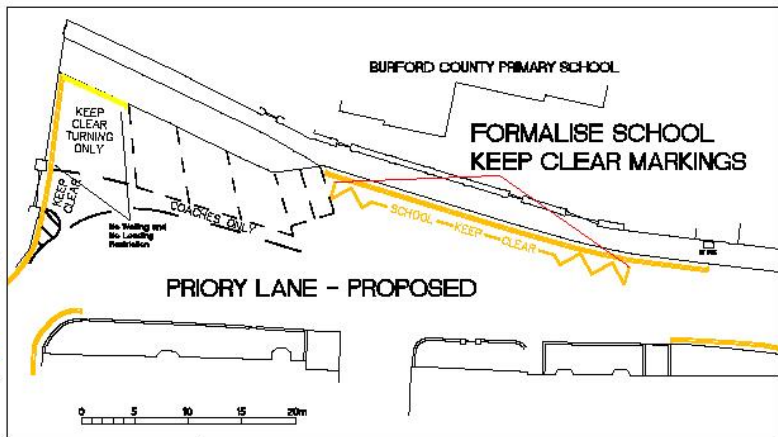
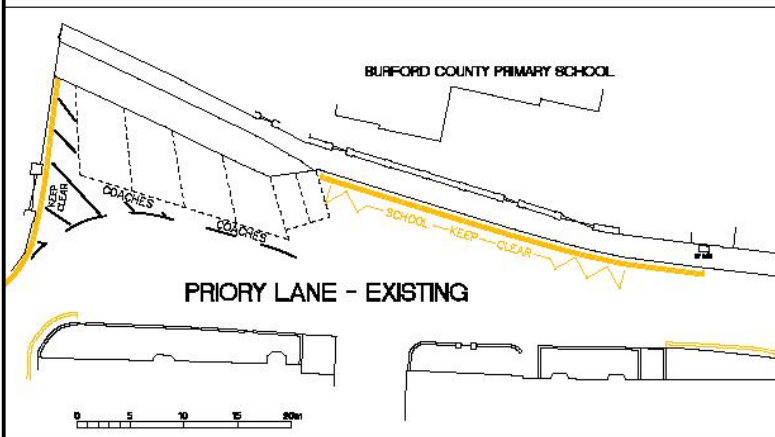
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860

Scheme Ref.		
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Border	BLACK	Height 640 mm
Material	Class RA2 (12899-1:2007)	Area 0.55 m²

Purpose being to stop tourist coaches from parking in Priory Lane in bays that are only suitable for shorter vehicles.

Too many over length vehicles are trying to access the parking and are having to either block the local Primary school keep clear markings (which are accompanied by No Stopping upright signs), try to turn round in a generally pedestrian area of insufficient space or reverse out of Priory Lane onto the busy A361. Pedestrians are being put in considerable danger by such manoeuvring.



Drawing No.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Project title
BURFORD

Drawing title
Proposed coach restriction and amendment to Parking restrictions

Drawing Status

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Date drawn April 2024	Date checked	Date approved	

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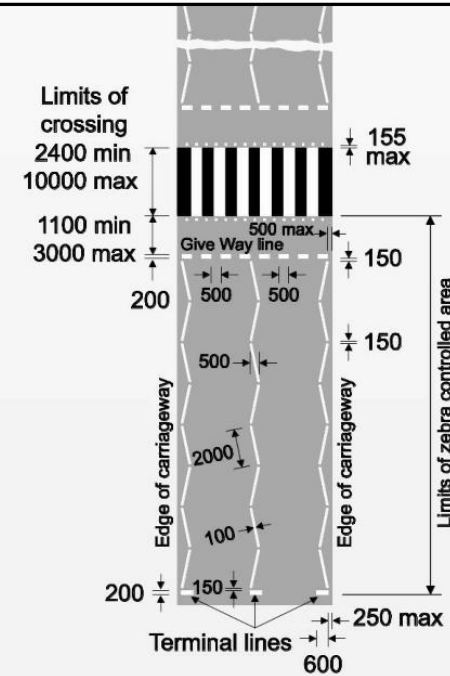
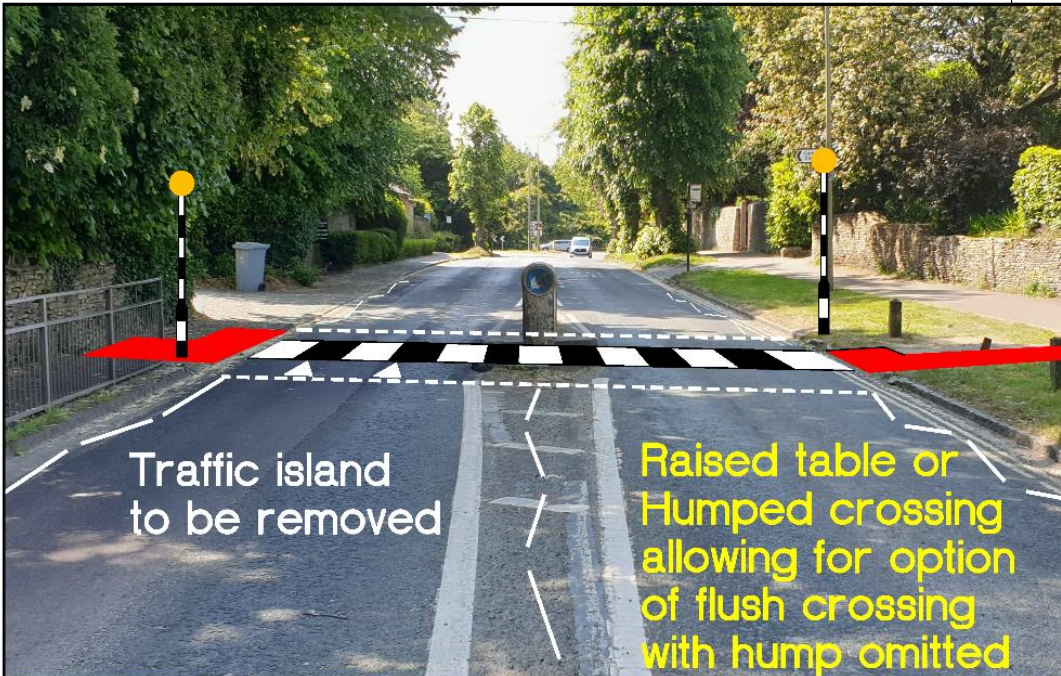


Figure 3A: Layout of the blister surface at an inset controlled crossing point

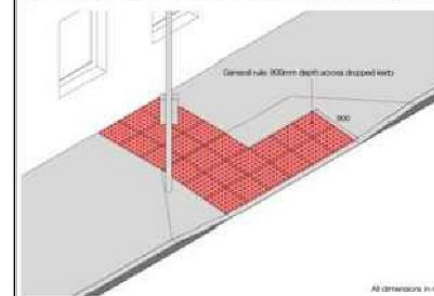
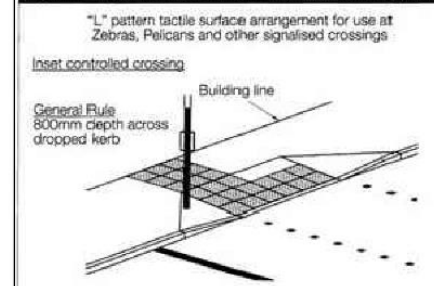


Figure 3: Layout of blister surface at controlled crossing point



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>David Jenkins Director of Communities Operations Oxfordshire County Council County Hall 100 High Street Oxford OX1 1H-D Tel 01845 315 111</p>					
Project title					
BURFORD					
Drawing title					
Proposed Humped Zebra Crossing Feasibility and consultation (Inc option for flush crossing)					
Drawing Status					
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	JEW				
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ANNEX 4

A. Statutory consultee responses:

Respondent	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	<p>Object – In relation to proposal 1. I am not aware that any arrangements are in hand to accommodate Coaches in excess of 12 metres . This is likely to lead to indiscriminate parking on other roads within Burford Town by visiting coaches ,and could place an unnecessary burden upon the Police in terms of other enforcement activity. For that reason I strongly object .</p> <p>Should proposal 1 proceed there must be no expectation placed on the Police in terms of any enforcement of the restriction. I would expect the Highway Authority to lead using their own powers under Part 6 of the TMA Act.</p> <p>In principle I have no objection to proposals 2,3,and 4 . These restrictions would be all subject to Civil Enforcement Powers.</p> <p>In relation to the Zebra crossing , I have no objection providing the necessary speed monitoring has taken place, and results support such a crossing at this location . And that this crossing fully meets all current design standards .</p>
(s2) Managing Director, (Pulhams Coaches)	<p>Object – The proposals as advanced include a proposed restriction on buses and coaches of over 12m in length accessing Priory Lane in Burford. This location has for many years been the only recognised, or workable location for coaches visiting Burford to turn around in the town, and has also for many years been home to the only dedicated coach parking bays in Burford itself.</p> <p>Given that all full-size coaches exceed 12m in length, these plans amount to a proposal to ban full-size coaches from visiting Burford, as without access to Priory Lane there will be nowhere for coaches to turn, or to park in the town while the groups of visitors they bring are enjoying the town. It was very disappointing to have to deduce this fact from the live public consultation, rather than through any direct communication from the council, particularly in light of the Formal Enhanced Partnership arrangements that exist between our organisations, and the Council's stated aims to accelerate the transition towards more sustainable, shared modes of transport.</p>

The advancement of these proposals represents the latest instalment in a concerning trend in the Cotswold area, with similar “coach ban” proposals having been advanced in March 2024 by Bourton-on-the-Water Parish Council, seeking to prevent coaches from accessing that village. There are many parallels between Burford and Bourton-on-the-Water, with both being historic and space-constrained settlements in the Cotswolds popular for coach tourism, which for many years have seen a large part of their economic activity associated with tourism.

As with the current Burford proposals, the Bourton-on-the-Water proposals did not involve any advance engagement with bus or coach operators, and following escalation to the District and County Councils, and opposition from several local businesses, the proposals advanced did not proceed to implementation. We have been working closely in partnership with the local business community in Bourton-on-the-Water, and with the relevant councils to address the issue, and last week successfully tested a proposed new location for coach pick-up and drop-off in that village which we very much hope will become a permanent solution to the issue.

My conjecture is that the majority of the issues which caused the Bourton-on-the-Water proposals ultimately not to be progressed, also apply to Burford. These issues are based around the impacts that severely limiting access for coaches will have on the local area, which include the following:

1. Negative Impacts on Tourism and Local Economy

The proposed restrictions will severely limit access for coaches, which are vital for transporting larger groups such as tourists, schools, and community organizations. This will:

- Reduce the number of visitors to Burford, directly harming local businesses that rely on tourism for footfall and revenue.
- Lead to revenue losses for businesses such as shops, cafes, and attractions, many of which depend heavily on group travel.
- Threaten jobs in the local hospitality and retail sectors.

2. Increased Congestion and Environmental Concerns

Restricting coach access will result in:

- A significant rise in car traffic, increasing congestion on Burford’s narrow streets through use of less space-efficient modes of transport.
- Greater strain on limited parking facilities, making it harder for residents and other visitors to find spaces.
- Higher carbon emissions, as coaches are a more environmentally friendly mode of transport compared to multiple private cars.

3. Inadequate Alternatives for Coaches

The removal of coach turning and parking facilities without suitable alternatives will:

- Effectively prevent larger coaches from serving Burford, isolating the village from group tourism.
- Create operational challenges for coach companies, discouraging them from including Burford in their itineraries.
- Impact school and community groups who rely on larger coaches for transport. This includes Burford Primary School, which is based on Priory Lane and for whom we currently park outside the school to collect pupils for weekly swimming sessions, as well as other educational trips that run as part of the curriculum. We would have concerns about safety if these children were asked to walk to the A361 to be collected and dropped off, as traffic is often queuing on this road past the primary school while waiting to cross the bridge at the Northern end of the village.

4. Harm to Residents and Local Vibrancy

The loss of group tourism will harm Burford's vibrancy, reducing the footfall that supports local amenities. Meanwhile, increased car traffic will disrupt residents' daily lives, exacerbating parking challenges and congestion and affecting the operation of local and school bus services in the area.

Increasing congestion in Burford through requiring people to access the town in a car, rather than in more space-efficient modes such as coaches will also have an adverse impact on local bus services. As congestion grows, the efficiency of bus services declines and the relative attractiveness of bus routes for those making through journeys compared with travelling by car is reduced.

Any policy which bans coaches from Burford will increase traffic of other kinds, most notably from private cars, in the town centre, and will also be likely to lead to an increase in inconsiderate parking on and around bus routes. While a small proportion of visitors to the town will likely migrate to using bus services, overall we would expect the increased congestion which would result from this proposal to have an adverse impact on the viability of local bus services in the town, not least by increasing the amount of vehicle movements in the area, increasing the risks to those walking, cycling and in other modes of transport also.

This will also apply to school bus services – we operate seven dedicated school bus services to and from the Burford school each day, and increasing congestion will lead to increased operational costs and journey times for these services, and those who make use of them.

Fundamentally, we believe all of the above is easily avoidable. Rather than imposing restrictions, I urge Oxfordshire County Council to retain the existing turning and parking facilities for larger coaches, while addressing specific safety concerns raised through targeted measures such as a greater on-site enforcement and management presence.

	<p>I would also highlight the high level of on-street parking that exists currently in Burford, and would ask the Council respectfully to consider whether the use of such a high proportion of finite available space on the public highway, for the storage of high value personal possessions belonging to local residents fits with the County's wider travel and connectivity plans, or whether some controls on parking in the area would be useful, to ensure the unique characteristics of the town can be preserved for all to enjoy.</p> <p>At present the statement of the reasons for the proposals appears to over-emphasize the use of Priory Lane for car parking, and even cites allegations of damage to parked vehicles by coaches as part of the justification for complete removal of coaches from the street, presumably to allow parking of private motor vehicles to continue unfettered. I must admit I had to read this passage several times before I could believe what I was actually reading.</p> <p>In the medium term, I would urge the Council to engage and collaborate with local stakeholders to find balanced solutions that protect both road safety and the local economy. This could include working together to seek to identify and establish suitable alternative parking or turning facilities for coaches in the area, and Pulhams Coaches is ready and willing to offer support for such work.</p> <p>I would welcome the opportunity to engage with you in relation to this matter and to hopefully support the Council in reaching a sensible resolution to this issue before serious damage is done to both the economy, and local bus network in and around Burford. I look forward to hearing from you soon with the details of the proposed next steps on this matter.</p>
(s3) Local County Cllr, (Burford & North Carterton division)	Support – agree and support the recommendations from Burford Town Council.
(s4) Burford Town Council	<p>Support – Burford is a medieval town, with narrow streets and lanes, and over 250 listed buildings. Priory Lane is a residential street leading off the High Street to The Priory, an historic building in its own grounds. Burford Primary school with 150 pupils has its entrance along a section of the north of Priory Lane.</p> <p>At present, there are 4 designated Coach Bays to the north side close to the entrance to The Priory. Each bay measures 7 metres in length. Priory Lane continues to the south in a narrow section with 2 right-angled bends that long vehicles cannot negotiate.</p> <p>Long coaches over 10 metres in length can only access and exit Priory Lane by the High Street entrance.</p>

Coaches of 12 to 15 metres can only turn in the lane by reversing into the coach bay closest to The Priory. If that bay is not available, they must either park illegally, or to leave must reverse out of Priory Lane onto the High Street (A361) blindly, which is a very dangerous manoeuvre.

Since the closure of the Coach Park and the banning of coaches entering the centre of Bourton on the Water at the start of 2024, Burford has seen a significant increase in the number of coaches coming to the town with tourists. On occasions there have been 9 coaches parked in Priory Lane, with 2 outside the Primary School in Zig-zig no parking lines, and others blocking access to garages. There have been a number of minor accidents involving coaches in the last 2 years, with resident's vehicles being damaged. Fortunately, to date, there have been no injuries.

With the Burford Primary School entrance in the lane close to where the coaches manoeuvre and park, there is a concern with both pollution from exhausts as the coaches leave their engines running in summer to keep cool, and winter to keep warm, and the danger of a child or adult entering or leaving the school being hurt by a manoeuvring coach.

Coaches are also parking illegally on The High Street, using disabled bays and blocking access to entrances, but this TRO would not cover that.

Whilst we welcome the tourists to the town, we only ask that the coach operators use suitable vehicles to access the town. There are no other suitable coach parking areas in the town, the town council do not own any suitable land, and any privately owned land is too far away from the centre with access only using the steep Burford Hills, and also more valuable as potential housing land.

There is a layby on the A361 just south of Burford roundabout that coaches could use to lay over if they operated a drop off and pick up system; it is used by the buses and coaches bringing pupils to Burford School.

Zebra Crossing proposal:

The existing crossing on the A361 at the top of Burford Hill is used by parents to take their young children to the Burford Preschool on Tanners Lane, by Burford School pupils from the town to go to and leave school, and by residents and visitors to access the recreation ground and the play area. It is also used by dog walkers from the town to access Westfield across the recreation ground, where they can exercise their dogs. It is also used by the many residents who attend St John Fisher and St Thomas Moore Church which is adjacent to the crossing.

	<p>The existing crossing narrows the road, so that wide vehicles have to cross the carriageway if travelling south. The refuge in the centre is narrow, and for parents with push chairs and dog walkers, it is too narrow to use safely. A zebra crossing would enable all users to cross safely in one go. It would also allow pedestrians some priority on the busy A361.</p>
(s5) West Oxfordshire District Council, (Parking)	<p>No comments</p>
(s6) Confederation of Passenger Transport	<p>Concerns – The Confederation of Passenger Transport UK is the largest trade body in the country that represents coach & bus operators, over 400 of our members are directly involved in the delivery of coach tourism, ensuring that communities right across the UK can benefit from the environmental sustainability and economic contribution that coaches and, importantly those travelling on them deliver.</p> <p>The Cotswold's are a key element of England's tourism offer and are a "must see" for many visitors from right around the UK and indeed beyond these shores also. Therefore, CPT would emphasize that if any destination is to receive visitors in such large numbers sustainably, then coaches are essential to achieving this objective.</p> <p>We are therefore, concerned to learn that Oxfordshire County Council are currently consulting on a proposal to restrict the length of coaches entering Priory Lane in Burford to a maximum of 12 meters & also to extend "double yellow lines" in Priory Lane, that has the effect of eliminating one of the existing coach parking bays too.</p> <p>Limiting access by way of introducing a maximum "size length" of coaches in this way, effectively means a ban on access, because in the modern era where coaches using UK roads can be up to 15 meters long, it means that vehicles of the "maximum" length that would meet the criteria imposed by OCC's proposed changes would severely restrict the number of coaches that could gain access to this important, historic destination.</p> <p>CPT absolutely understands that any form of tourism has to compliment the local communities that host it, but by the same token, tourism being delivered sustainably, is surely a significant "positive" for those living & working in key destinations.</p> <p>Therefore, to restrict coaches is not helpful, be it economically, because businesses lose income, thus weakening their ability to offer employment, but also, it is not good for the environment because more visitors travelling independently means it becomes even more difficult to meet the key challenges of curbing traffic congestion and ensuring air quality standards stay high.</p>

	<p>CPT's recent report published in October 2024, highlighting the economic impact & environmental benefits that travel by coach delivers, states the following:</p> <ul style="list-style-type: none"> • Coach passengers spend £5.4 billion in UK tourist destinations annually. • Coaches deliver £610 million of consumer spending through "inbound" tourism into the UK each year. • One trip made in a petrol car emits twice as much Co2 per "passenger KM" than the equivalent coach journey. • One coach carrying 50 passengers can reduce up to 25 individual car derived journeys. • Coaches address social exclusion by allowing those without access to private cars to travel economically and sustainably too. <p>A copy of our report is included and I would be delighted to discuss any aspect of its content with you further. Please let me know if you wish to do so.</p> <p>In conclusion, I hope that Oxfordshire County Council, is prepared to look at this matter again, in view of the representation CPT has made.</p>
(s7) Road Haulage Association	<p>Object</p> <p>About the RHA</p> <p>1. The RHA is the leading trade association representing over 8,500 road haulage and coach companies across the UK, 85% of whom are small and medium-sized enterprises (SMEs). Our members are operators of vehicles who, between them, operate around 250,000 HGVs (half of the UK fleet) out of 10,000 operating centres and range from a single-truck company to those with thousands of vehicles. Our growing coach membership of around 100 operators run mostly non-scheduled passenger services using vehicles with a capacity of more than 16 seats.</p> <p>Opening comments</p> <p>2. The RHA welcomes the opportunity to provide a response to the formal consultation for the amended TRO wording for Burford. The RHA has previously responded to proposals regarding Burford in recent years and welcomes the opportunity to provide an industry voice to ensure that future traffic management proposals in the area deliver both for local residents as well as coach operators.</p> <p>3. Burford is a vital destination for many coach operators. In 2023, Oxfordshire welcomed 28.4 million visits, marking a 7% increase from 2022, though still 8% below the 2019 pre-pandemic levels. The total value of tourism in the county</p>

was £2.3 billion, also up 7% from 2022 but 6% down from 2019 figures. A significant proportion of this will concern Burford and its role as gateway to the Cotswold.

4. Given the lack of a railway station for the village, and the limitations of other bus routes, coach travel is often the preferred means of visiting the village for many tourists. As such, the role of coach operators can not be separated from the success story the village has experienced in recent years in welcoming tourists.

5. Our original concern around the wording of the TRO concerns restricting access to Priory Lane. Priory Lane provides access to the main coach park in Burford. The lane also provides a through route between Sheep Street and High Street, allowing coaches to turn around without having to complete turning movements on the High Street itself.

6. The restrictions apply to vehicles longer than 12m in length. A typical 53-55 seat coach is now more than 12m in length and the vast majority of coaches entering service over the past 20 years will be longer. To exclude coaches longer than 12m with no practical alternative arrangements to accommodate them, would effectively remove coach travel as a mode of travel to Burford and likely remove Burford as a destination for many group travellers whilst encouraging travel by higher carbon alternatives.

7. Given that coaches have the lowest carbon footprint of any mode of inter-city travel (Transport and Environment Statistics 2023), encouraging and facilitating their use for journeys in Oxfordshire would help achieve Oxfordshire County Council's aims to make the County carbon neutral ahead of the 2050 target.

8. Furthermore, we have grave concerns around the removal of coach bays and the implementation of no waiting zones. The RHA believes this is an unnecessary measure and would like to work with local decision makers to find a more appropriate solution.

Ways forward

9. The RHA objects to the proposed measures in the TRO. It is felt that in order for the coach industry to safeguard the frictionless movement of passengers into and out of the village, upon which much of the local economy depends, then access to parking and set-down and pickup areas is vital.

10. The RHA also understands that given the size and narrow width of certain streets within Burford, there is significant local concern about how the role of coaches can integrate safely with the village, particularly where there are questions of road safety.

	<p>11. It therefore follows that the RHA would request a meeting with officers from Oxfordshire County Council to discuss the proposed measures in further detail, and to work with representatives from Burford in order to find a mutually beneficial solution which allows the village to continue to enjoy the benefits of tourism brought about by local coach operators, but also does so in a way that is not detrimental to local traffic and safety concerns.</p>
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B. Online responses:

Respondent	COMMENTS
(o1) As a business, (Broadway, High St)	<p>Priory Lane: Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p> <p>Burford has always welcomed visitors (by coach and car) and the resulting trade, which employs locals and brings vibrancy and wealth creation to the town. This is how so many of our beautiful Cotswold villages developed sustainably. Cut off the supply of visitors to the village, and the village's lifeblood is diminished, along with much-needed inward investment by retail and hospitality trades. The owners of The Priory were aware of the coach parking area when they purchased it. It is vital to our business that it is retained.</p> <p>Other: Barns Lane DYL – Object High Street DYL – Object</p> <p>Driving visitors away from the town with onerous and aggressive traffic management has zero benefits for residents and tradespeople. Sensible restrictions in the interests of health and safety are all that is required in Burford. Please do not choke off the lifeblood of this town - visitors, with an anti-visitor set of restrictions as to where they can park.</p> <p>Zebra crossing – Object</p> <p>I have covered this in my previous comments</p>
(o2) As a business, (Burford, High st)	<p>Priory Lane: Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p>

	<p>Coach trade is absolutely vital for local businesses.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Road safet</p> <p>Zebra crossing – Support</p> <p>Good road safety measure.</p>
(o3) As a business, (Burford, High Street)	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object</p> <p>Tourist are the Lifeline of the Retail Business and Coffee and tea shops in Burford, just to stop the tourist gaining access by Coach is a short sighted approach. What is the proposal for these coach's move them on to spend their money elsewhere ?</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support</p> <p>High Street parking needs to be time restricted to allow a turnover of people and allow locals to use the High Street</p> <p>Zebra crossing – Support</p> <p>A good safety first option</p>

<p>(o4) Local resident, (Burford, Shilton Road)</p>	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Partially support</p> <p>I have been a Burford resident for over 40 years and have seen many such proposed traffic 'improvements' suggested for the coach parking in this location. Tourism is the economic heart of Burford and coaches will need to be accommodated somewhere. This is a central and easily accessible site allowing for coach visits to the town. The impetus behind this change seems to repeatedly come from people who don't want coaches on their doorstep, despite this always having been designated as such. If coaches are unable to park here, I imagine another field will be lost to the sprawl of urbanisation.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support</p> <p>The corner on Barn's Lane is dangerous and fewer cars parked in this area will make access easier. Personally, I haven't experienced issues as a pedestrian at this location on the High Street, despite using the bridge as a pedestrian frequently.</p> <p>Zebra crossing – Support</p> <p>This crossing is quite treacherous, and especially for people not able to rush across.</p>
<p>(o5) Local resident, (Burford, High Street)</p>	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p> <p>Killing the village Burford needs visitors</p>

	<p>Your proposals will drive shoppers and visitors away. It is poor policy. Do not do it . The High Street pays your wages as well as councillors expenses and for the school!!!! Ignorant policy proposal.</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Partially support</p> <p>You will damage the High Street . Burford is a tourist attraction. If you do not like tourists move out. Tourists need to be made welcome not driven away by daft parking wardens and ignorant councils who do not understand commerce.</p> <p>Zebra crossing – No objection</p> <p>Make good economic policy . The Cotswolds have always had trade . That's how they came about. Through the wool trade. Do not damage a vibrant High Steeet</p>
(o6) Local resident, (burford, no)	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object</p> <p>these will make the parking in burford harder affecting local business</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Support</p> <p>please make parking more available the idiot who parks just over the bridge should be dealt with though</p> <p>Zebra crossing – Object</p> <p>will increase noise and pollution</p>

(o7) Local resident, (Minster lovell, Brize Norton road)	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p> <p>I have been a local resident since 1993 and over that time there has been a massive increase in congestion through Burford . Local businesses need all the help they can get and to make things more difficult for the coaches to offload their passengers makes no sense at all.i believe it will also be a safety issue for all concerned as Burford high street is nearly always now congested. The doors on foreign coaches are on the opposite site so people would be getting out onto the road.</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion</p> <p>The coaches have been parked where they are currently allowed for so many years, why change it now. Until an alternative SENSIBLE option is put forward it makes no sense at all and if definitely a health and safety issue. It can already take a long time to drive down the high street due to congestion, making coaches stop too offload their passengers in the high street is madness and the congestion will be even worse</p> <p>Zebra crossing – No objection</p> <p>It is quite difficult to cross the road due to traffic congestion</p>
(o8) Member of public, (Minster Lovell, Witney, Brize Norton Road)	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – No objection</p>

	<p>All sized coaches need to set down/pick up. Limiting those that can access Priory Road means more will block High Street.</p> <p>The coaches either need to park on double yellow lines (permitted exemption) or double park.</p> <p>Either blocks the traffic flow for a considerable time due to the amount of passengers. They have no alternative location. The stopping on High Street is particularly exacerbated by foreign coaches (left hand drive) who have to debus their passengers on the `wrong side` i.e. not on the path but in the centre of the road.</p> <p>The coaches need to use Priory Lane.</p> <p><u>Other:</u> Barns Lane DYL – No objection High Street DYL – No objection</p> <p>DYLs are fine. One can still load or drop passengers lawfully.</p> <p>Zebra crossing – Partially support</p> <p>Crossing is fine in a 20moph speed limit, but light signal controlled not fine due to delays in a particularly busy road.</p>
(o9) As a business, (The Madhatter Bookshop, The Madhatter Bookshop)	<p><u>Priory Lane:</u> Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p> <p>Whilst I support the safety of children and pedestrians I can not support the reduction of coach and minibus parking - I have two businesses on Burford High Street. 90% of my trade comes from visitors who travel to the town in coaches and by minibus all of which park on Priory Lane.</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Object</p>

	<p>There are a great many businesses in the town from retail to accommodation and therefore quick deliveries are often needed.</p> <p>Zebra crossing – Object</p> <p>We already have an island crossing, we already have a traffic light crossing. The mph is 20. A further crossing will only exacerbate and already busy spine road.</p>
(o10) As part of a group/organisation, (UK, UK)	<p>Priory Lane: Bus & Coach – Object DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object</p> <p>1. Impact on Tourism and Local Businesses Burford is a renowned tourist destination, attracting thousands of visitors annually. Many of these visitors arrive via coaches, which play a crucial role in transporting larger groups such as international tourists, school groups, and day-trippers. Loss of Visitor Access: The prohibition of coaches over 12 metres in length will severely limit access for group tours, directly impacting the number of visitors to the village. Economic Consequences: Local businesses, including shops, cafes, restaurants, and attractions, heavily rely on tourist footfall. Reduced access will lead to a significant decline in customer numbers, threatening their viability. Knock-on Effect on Employment: Many jobs in Burford depend on the hospitality and retail sectors, which will suffer from a decline in visitors.</p> <p>2. Increased Congestion and Environmental Impact Rise in Car Traffic: Restricting coach access will force tourists to use cars instead, significantly increasing traffic congestion in the village. This is particularly concerning given Burford's narrow streets and already limited parking facilities. Negative Environmental Impact: Coaches are a more sustainable form of transport than individual cars, reducing emissions per passenger. Discouraging their use contradicts environmental goals and increases pollution.</p> <p>3. Lack of Adequate Alternatives for Coaches No Replacement Facilities: The closure of turning and parking facilities for coaches has not been accompanied by suitable alternative arrangements. This leaves coach operators with no viable way to serve the village, effectively excluding coaches from Burford altogether.</p>

Impact on School and Community Groups: Many community groups and schools rely on larger coaches for transport. These restrictions will limit their ability to visit Burford and nearby educational or cultural sites.

4. Impact on Residents

Reduced Access for Non-Resident Visitors: Residents of Burford benefit from the trade and vibrancy that visitors bring to the area. Limiting coach access risks turning Burford into an isolated community with fewer amenities and diminished local services.

Increased Local Disruption: The rise in car traffic will not only increase congestion but also exacerbate parking challenges for residents, who already face competition for limited parking spaces.

5. Lack of Justification and Consultation

Insufficient Consideration of Economic Impact: There appears to be no comprehensive assessment of the economic implications of these proposals on Burford's businesses and wider community.

Inadequate Engagement: Key stakeholders, including coach operators, local businesses, and tourism representatives, have not been sufficiently consulted. Effective policy should balance road safety with the broader needs of the community, which this proposal fails to do.

Other:

Barns Lane DYL – **Object**

High Street DYL – **Object**

1. Impact on Tourism and Local Businesses

Burford is a renowned tourist destination, attracting thousands of visitors annually. Many of these visitors arrive via coaches, which play a crucial role in transporting larger groups such as international tourists, school groups, and day-trippers.

Loss of Visitor Access: The prohibition of coaches over 12 metres in length will severely limit access for group tours, directly impacting the number of visitors to the village.

Economic Consequences: Local businesses, including shops, cafes, restaurants, and attractions, heavily rely on tourist footfall. Reduced access will lead to a significant decline in customer numbers, threatening their viability.

Knock-on Effect on Employment: Many jobs in Burford depend on the hospitality and retail sectors, which will suffer from a decline in visitors.

2. Increased Congestion and Environmental Impact

Rise in Car Traffic: Restricting coach access will force tourists to use cars instead, significantly increasing traffic congestion in the village. This is particularly concerning given Burford's narrow streets and already limited parking facilities.

Negative Environmental Impact: Coaches are a more sustainable form of transport than individual cars, reducing emissions per passenger. Discouraging their use contradicts environmental goals and increases pollution.

	<p>3. Lack of Adequate Alternatives for Coaches No Replacement Facilities: The closure of turning and parking facilities for coaches has not been accompanied by suitable alternative arrangements. This leaves coach operators with no viable way to serve the village, effectively excluding coaches from Burford altogether. Impact on School and Community Groups: Many community groups and schools rely on larger coaches for transport. These restrictions will limit their ability to visit Burford and nearby educational or cultural sites.</p> <p>4. Impact on Residents Reduced Access for Non-Resident Visitors: Residents of Burford benefit from the trade and vibrancy that visitors bring to the area. Limiting coach access risks turning Burford into an isolated community with fewer amenities and diminished local services. Increased Local Disruption: The rise in car traffic will not only increase congestion but also exacerbate parking challenges for residents, who already face competition for limited parking spaces.</p> <p>5. Lack of Justification and Consultation Insufficient Consideration of Economic Impact: There appears to be no comprehensive assessment of the economic implications of these proposals on Burford's businesses and wider community. Inadequate Engagement: Key stakeholders, including coach operators, local businesses, and tourism representatives, have not been sufficiently consulted. Effective policy should balance road safety with the broader needs of the community, which this proposal fails to do.</p> <p>Zebra crossing – Support</p> <p>No comment</p>
(o11) Local resident, (Burford, Cheatile crescent)	<p><u>Priory Lane:</u> Bus & Coach – Partially support DYL adjacent to The Rectory – Object No Loading – No opinion School Keep Clear – Support</p> <p>Whilst limiting the size of coaches it is essential that we still welcome coaches as they are vital to Burford businesses.</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – Support</p>

	<p>Do not know the details</p> <p>Zebra crossing – Support</p> <p>This is an extremely dangerous crossing place where children and adults are frequently stuck in the middle of the road whilst trying to cross. A zebra crossing will give drivers a clear instruction to stop whilst pedestrians cross. This crossing is us</p>
(o12) Member of public, (Carterton, Crista Place)	<p><u>Priory Lane:</u> Bus & Coach – Partially support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>To keep our children safe when arriving and leaving school.</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion</p> <p>To keep our children safe when arriving and leaving school. The coach park, people (including some school parents) parking on the school markings and parking on double yellow lines makes it so difficult to get out of school safely.</p> <p>Zebra crossing – Support</p> <p>Experience of people jumping the lights when trying to cross the road with my children. I often see the 20mph speed limit being broken by erratic drivers.</p>
(o13) Local resident, (Brize norton, Brize meadows)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support</p>

	<p>School Keep Clear – Partially support</p> <p>The space opposite Burford school should be parking for parents children who attend the primary school only. The tourist bus's should drop all tourists at the bus stop on the Burford road where allocated shelter is provided and does not impact the flow of traffic . This will prevent damage to residents parked outside their homes and create less traffic throughout the town and for parents collecting children.</p> <p><u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support</p> <p>If the children are going on a school trip can the primary school discuss with the senior school a way of letting parents drop their. Children there as there is plenty of room for the coach to wait with their spacious car park?</p> <p>Zebra crossing – No objection</p> <p>Not sure where this is</p>
(o14) Local Cllr (i.e. Town/Parish/District), (Burford, The Hill)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Priory Lane is a residential lane with the primary school located on one side. It also leads to Burford Priory's entrance. The long coaches can currently park in the 4 allocated spaces that are only 7 metres long, so overhang much further into the road. If a long coach parks in the space closes to the priory entrance, it blocks the entrance. Long coaches over 10 metres cannot turn round in Priory Lane unless they can reverse into the parking space next to the Priory, as the lane is too narrow. They cannot leave using the southern section of Priory Lane as is is narrow with two right-angled bends, so must exit onto the High Street. If more than 4 coaches use Priory Lane, then they park outside the school with their engines running, or block garages parking illegally on double yellow lines. Some coaches have reversed out of Priory Lane onto the High Street as they have been unable to turn round as all the spaces were in use. This is a dangerous manoeuvre as the High Street is the main A361.</p>

	<p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>The sharp bend at the top of Barns Lane is blind, so cars travelling south have to overtake the parked cars on the west side. If a vehicle is turning into Barns lane and enters the bend, it meets the vehicle on the wrong side of the road coming towards it. There have been many near misses. Extending the double yellow lines would make this safer. On the High Street, vehicles park between the traffic light and the bridge, blocking the pavement, meaning pedestrians have to walk into the road.</p> <p>Zebra crossing – Support</p> <p>The current unregulated crossing point with a narrow island is used by school pupils from Burford town to go to Burford School, by parents taking children to the preschool in Tanners Lane in pushchairs, by dog walkers to access Westfield where they can wa</p>
(o15) Local resident, (Burford, Lower High Street)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I live on the Lower High Street and regularly can't get my car out of the parking bays as coaches park behind the cars and block us all in. They are commonly rude and won't move even if asked nicely to move to the correct area. My neighbour's house is accessed via Priory Lane and her car has been damaged twice in 2 months by other vehicles trying to turn in the congestion of Priory Lane.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Cars parked to the side of the road create blockages going up the High Street and as I live on the High Street it can amplify and already congested situation.</p>

	<p>Zebra crossing – Support</p> <p>My son goes to Burford School so he uses these crossing points every day. He was very pleased when I mentioned it might be happening as it would undoubtedly make his crossing safer and easier.</p>
(o16) Local resident, (Burford, The Hill)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The area in question is increasingly congested and it is very difficult for drivers of cars and other small vehicles to get through. The large coaches produce pollution right next to the primary school and neighbouring houses. The parking area is only suitable for a few moderately sized coaches and not for the much bigger ones than are now arriving there. They also sometimes park right in front of the school and some of them stay there for some times with their engines running.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>To avoid congestion caused by parked vehicles in the narrow and congested streets of Burford.</p> <p>Zebra crossing – Support</p> <p>This is very near where I live and I cross the road there regularly. It is very perilous, especially for older people, as drivers rarely stop to let pedestrians cross and many of them exceed the speed limit.</p>
(o17) Local resident, (Burford, Cheatile court)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p>

	<p>A great idea as traffic is awful at times and trying to cross at the top of the hill is very bad.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>A big improvement to safety</p> <p>Zebra crossing – Support</p> <p>Should of been put in years ago to improve safety</p>
(o18) Local resident, (Burford, high street)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>keeping school safe</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Lights around crossing at Co-op - there's a lot of dangerous abuse of restrictions.</p> <p>Zebra crossing – Support</p> <p>Wholeheartedly support. This has been a very tricky place to cross with pram and multiple children. Has required co-operation from the moving traffic, but that's not always been the case. It also encourages older children to cross safely - I've seen some</p>

<p>(o19) Local resident, (Burford, Priory Lane)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>These measures are completely necessary and should have been enacted some time ago. My prime concern is for the safety of the school children. The way the coaches park and double park, as well as manoeuvre (unbelievably they carry out three point turns in front of the school), is a real and immediate danger to the children. The County Council have a duty of care to prevent this extremely dangerous situation. The coaches keep there engines running causing more pollution. If the drivers are confronted about their behaviour, they just ignore the issue and shrug it off. Of course there is no prospect of their being any enforcement by Traffic Wardens or Police, so they know that they can get away with it. The big concern is that even if the TRO is brought in, the coach drivers will continue to do as they please. Therefore it is a pointless exercise unless it is going to be properly enforced. Our personal vehicles have been damaged three times over the past couple of years because of this situation. Again over the past 2-3 years, I have seen a Traffic Wardens only on one occasion attempt to stop the illegal parking, and as soon as they have gone, we're back to square one. The coaches and their passengers offer very little to the businesses and life of the town, at most buying a cup of coffee and then often disposing of their rubbish inappropriately. The letter from the coach operator is full of empty arguments, it may easily have been AI constructed . Pollution and damage to the fabric of the historical buildings are also important considerations . The obstruction of the entrance to Burford Priory, and the coaches blocking the view of the Priory are also issues for cosideration. I strongly support the introduction of these measures, in fact I think the Council should go much further to protect the safety of the children and to fulfil their duty of care. It is of paramount importance that any measures must be fully supported by effective enforcement.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p>
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	<p>Sensible safety measures</p> <p>Zebra crossing – Support</p> <p>Sensible safety measure. Increasing numbers of pedestrians from the Burford campsite and the Prince of Burford hotel.</p>
(o20) Local resident, (Burford, Bernard Mews)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Fully support the town council on this to reduce the risk of vehicle movements and blocked access</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Fully support to reduce accident risk</p> <p>Zebra crossing – Support</p> <p>Crossing the road needs considerable care to avoid danger and a raised crossing will slow traffic and ,are crossing the road easier and hopefully safer</p>
(o21) Local resident, (Burford, Forest Grove, Burford)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p>

	<p>1. Ensure safety of schoolchildren at nearby school. 2 Ensure sufficient turn around space for coaches. 3. Ensure entrance to The Priory is unobstructed.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Sufficient free parking at bottom of High Street car park.. Reduce congestion on the High Street</p> <p>Zebra crossing – Support</p> <p>Traffic already travels faster than the 20 mph speed limit, making it difficult to cross the road safely to access the recreation ground.</p>
(o22) Local resident, (Burford, Prefer not to say)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Sound ideas</p> <p><u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support</p> <p>Agreed but we must make sure that residents are not restricted in parking their own vehicles.</p> <p>Zebra crossing – Partially support</p> <p>I believe that a Zebra crossing is needed, however it should not be raised / humped. This sort of obstacle causes damage to vehicles, especially to low riding cars. Furthermore, Burford is plagued with HGV traffic. These large vehicles would limit the</p>

<p>(o23) Local resident, (Burford, Church Lane)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Totally agree with proposed restrictions</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Agree with proposed restrictions</p> <p>Zebra crossing – Object</p> <p>Not required as traffic is moving very slowly most of the time</p>
<p>(o24) Local resident, (Burford, The Hill)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The town is not suitable for long vehicles (12m+) and the safety of the school children should come first</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Invariably cars and other vehicles park in these areas, if even for a short time</p> <p>Zebra crossing – Support</p>

	<p>It is important to have this crossing. School children, both Primary and Secondary cross the A361 regularly, and the main crossing in Town is too far away.</p>
<p>(o25) Local resident, (Burford, Witney Street)</p>	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Partially support</p> <p>With regard to the no stopping item, I am not sure what "stopping" is. The common sense definition would preclude parents stopping their cars to let children out to go to school which doesn't seem sensible.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>Barns Lane - improves junction High Street - shouldn't park blocking lights</p> <p>Zebra crossing – Object</p> <p>No objection to zebra crossing but feel that raised/humped will be detrimental to residents of nearby properties with noise of lorries and vans rattling as they cross together with noise from deceleration/acceleration.</p>
<p>(o26) Local resident, (Burford, The hill)</p>	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Too many buses</p>

	<p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Narrow road</p> <p>Zebra crossing – Support</p> <p>Difficult to cross road</p>
(o27) Local resident, (Burford, Witney Street)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The length and breadth of tourist coaches will only get worse - Priory Lane residents and the school have had to put up with these for too long Large tourist buses decant their customers on Priory Lane who then have to rush round the town, glimpse the church and get back to the coach as part of a whistle stop tour Lorries also should be banned from using Priory Lane as a turning point when unable to get over the bridge!</p> <p><u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support</p> <p>Provided residents are not penalised - there is a lack of off-street parking in the town which means any available spaces are often blocked by visitors</p> <p>Zebra crossing – Support</p> <p>The increase of traffic and the jams caused by the crossing on the A40 makes it difficult to cross for dog owners and school pupils to cross to the playing/dog friendly fields</p>

<p>(o28) Local resident, (Burford, Swan lane)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Short of limiting the number of coaches at any time and policing where they park, this set of measures seems to strike the right balance. The current situation is very dangerous and with so many engines running outside the primary school, not very healthy or environmental. I hope that OCC and Thames Valley Police see fit to enforce the regulations which is what we expect of them.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>There is frequent silly and potentially dangerous parking in these areas</p> <p>Zebra crossing – Support</p> <p>Great idea, with the increase in traffic in the last 10 years and people ignoring the speed limit, then this is the only way to make parents, children and students safe</p>
<p>(o29) Local resident, (Burford, Forest Grove)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The traffic (predominantly coaches, buses, and lorries) outside the primary school are a danger to our children. Multiple times I've witnessed dangerous driving and one coach crashing against a car with kids in - putting people in danger. The coaches/lorries are too large and cannot see the small children especially on the narrow country road with high brick walls they cannot see round until too late. Parking outside the school is unsuitable for these vehicles.</p>

	<p><u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Support</p> <p>Alternative parking for the primary school needs to be offered</p> <p>Zebra crossing – Support</p> <p>Secondary and primary school pupils have to cross this road. Since it being opened to lorries and heavy goods vehicles a few years back, no safety aspects have been implemented putting children's lives in danger.</p>
(o30) Local resident, (Burford, falkland close)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – No opinion School Keep Clear – Support</p> <p>in 2023 our car was hit by a reversing coach while we were picking up our small children from the school</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Barns lane is always busy with cars at school pick up time.</p> <p>Zebra crossing – Object</p> <p>this would slow traffic alot and would help</p>
(o31) Local resident, (Burford, Priory Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support</p>

	<p>No Loading – Support School Keep Clear – Support</p> <p>I live on Priory Lane and support these proposals. While I understand the importance of tourism to the local economy, the length of buses currently using the road is not appropriate for the size of the street. I've personally witnessed several incidents involving the larger buses hitting other cars, walls or street objects. Thank you for considering these changes.</p> <p><u>Other:</u> Barns Lane DYL – No objection High Street DYL – No objection</p> <p>No objection</p> <p>Zebra crossing – Support</p> <p>Pedestrian infrastructure will make Burford safer</p>
(o32) Local resident, (Burford, Priory Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Partially support No Loading – Partially support School Keep Clear – Partially support</p> <p>My concerns are (a) reducing coach parking will impact on visitors to Burford which will result in loss of business. Agree reduce length of coaches eg minibuses are fine. Stop the large coaches from parking and thus turning the tight bends on Priory Lane which is dangerous for pedestrians. (B) as a resident of The Old Brewery, parents' cars park in our private development - we are not a public car park - due to lack of nearby school parking thus introducing a no stopping sign is not helpful for either parents needing to drop children at school or residents whose car spaces are already used by families collecting school children. Why not have a 5 min maximum drop off zone near school instead to help families and keep children safe?</p> <p>Also on the bend in Priory Lane many council bins are permanently placed on double yellow lines not just on refuse collection days. These make the lane more narrow for passing cars. Buses have difficulty turning at times and it is</p>

	<p>hugely dangerous for pedestrians too - I experience this regularly walking back to The Old Brewery. The bus drivers also drive at speed down Priory Lane at the bend.</p> <p>Agree a zebra crossing at the top of the High Street rather than the existing island. Two benefits here - slowing the traffic particularly on entering The Hill from the roundabout and helping pedestrians.</p> <p>These are areas that need to be carefully considered. Thank you.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Partially support</p> <p>Is it really necessary and an issue ?? Would prefer to see HGV banned from using the beautiful historic bridge which has just been repaired and polluting Burford.</p> <p>Zebra crossing – Support</p> <p>Safer for pedestrians. Slowing traffic approaching The Hill from the roundabout. Better access to The Prince of Burford in support of local businesses.</p>
<p>(o33) Local resident, (Burford, BURFORD HILL MEWS)</p>	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>By regular observation the number of coaches over 12m in length which park and manoeuvre by the primary school and priory have become dangerous. I often walk that route and see half a dozen coaches parked, some with engines running and some parked directly outside the school. The noise and fumes must be affecting the well-being of the school children. There are inherent dangers to pedestrians because there is no pavement in parts of Priory Lane where the coaches park.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p>

	<p>Burford is characterised by many narrow lanes and streets. The two proposals here will improve visibility for drivers and pedestrians</p> <p>Zebra crossing – Support</p> <p>I live at the top of Burford Hill and regularly cross the road where the traffic island is situated. A raised or humped Zebra crossing will improve visibility of the crossing for drivers and will improve safety for residents, particularly for those with i</p>
(o34) Local resident, (Burford, Burford Hill Mews)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>It is a danger to school children . It is also dangerous to both drive and walk in Priory lane when there can be up to five or six coaches parked at the same time all along Priory lane. There is no room for manoeuvre of Coaches and the extra long coaches can cause a traffic jam when they turn right up the high Street from Priory Lane.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>For safety turning out of Frethern Close. For safety of traffic coming over the Bridge and for safety of pedestrians walking over the bridge</p> <p>Zebra crossing – Support</p> <p>To make it a safer crossing for crossing the road especially for children crossing at beginning and end of the school day. It will also be safer for parents with prams and pushchairs taking children to pre school across the rec. It will also make it safer</p>

<p>(o35) Local resident, (Burford, Cheltenham Road)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The current situation in Priory Lane is very problematic and potentially dangerous. I believe these changes will help.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Cars are often parked on the Barns Lane area which is right on the bend in the road and causes problems when other vehicles are driving around the corner. The parked cars are also causing considerable damage to the verge.</p> <p>Zebra crossing – Support</p> <p>The crossing is busy, but the current tiny crossing island is dangerous given the high numbers of people who use it, including school children walking to and from the comprehensive and primary schools, and children and families walking to the recreation g</p>
<p>(o36) Local resident, (Burford, priory)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support</p> <p>I support the proposed improvements but they are insufficient to keep people safe. I have written to OCC about this issue before and remain extremely concerned: it is only a matter of time before someone is severely injured, or worse. To have a regular bus route, and a coach park, next to a primary school seems inadvisable enough, simply in terms of pollution and excess traffic. Add to this, the lack of parking and pavements, and you have a potentially serious situation with pedestrians, lack of visibility and huge vehicles. You only need to look at the cemented in bollards - one of which has been knocked over again in the last couple of weeks - to see why I am so concerned about safety: the</p>

	<p>bollards are child height. Restricting coach length will prevent parked vehicles from being hit so frequently and may help a little with traffic flow. It is still leaving residents' and primary school children's lives at risk. You really need to address this issue properly.</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion</p> <p>None</p> <p>Zebra crossing – Partially support</p> <p>Helps residents who want to cross to the park</p>
(o37) Member of public, (Burford, Barns Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The road outside of Burford Primary School is not safe and is not fit for purpose. I have seen multiple cars almost collide and it is surely only a matter of time before someone is seriously hurt because of the vehicle traffic along Priory Lane.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Burford traffic is a nightmare and this should help to reduce issues.</p> <p>Zebra crossing – Support</p> <p>This is currently an unsafe area of the road and someone will be hurt if this is not sorted.</p>

<p>(o38) Rather not say, (Burford, Witney street)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Bus and coach length I do support this but the problem will be most coaches are 13 meters in length so putting a 12 meter restriction will possibly mean we will loose the toriest to burford during peak time</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>I support</p> <p>Zebra crossing – Support</p> <p>This is need for children and adult safety but it will also slow the traffic as the still speed down that road</p>
<p>(o39) As a business, (Burford, Lower High Street)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I particularly support this restriction as large coaches park outside my shop for long periods and block the parking bays. High Street - introduce new restrictions on the eastern side, leading northwards from the northern end of the bridge over the River Windrush, to the traffic signals.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p>

	<p>Large coaches are parking outside my shop for long periods, they blocking my shops presence from visitors, course congestion on the High Street and block the parking bays.</p> <p>Zebra crossing – Support</p> <p>A zebra crossing would be beneficial, especially at school time</p>
(o40) Local resident, (Burford, Oxford road)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Support School Keep Clear – Support</p> <p>R</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Support</p> <p>Residents have a hard time parking as it is at the top of barns lane. Extending the double lines will loose 2 parking spaces. The parking opposite the crescent has no restrictions and people park there all day or dump cars there leaving residents unable to park in that area. Can you not dig out the verge on barns lane and put in some parking spaces for residents only? It's all well and good covering barns lane in double yellow lines but where do the residents with no driveways park? The residents on the crescent by barns lane have to battle daily to park as they have no driveways. I think you need to consider them before implementing double yellow lines where residents have to park currently.</p> <p>Zebra crossing – Support</p> <p>Easier for school children to cross</p>
(o41) Local resident, (Burford, Tanners Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support</p>

	<p>DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I support these proposals as the large coaches are a hazard when manoeuvring/ parking. My concern is that these large coaches currently ignore double yellow lines on Sheep Street at the junction with Priory Lane and unless there is some enforcement to deter illegal parking more coaches will park there if unable to park in Priory Lane. Parking on the double yellow lines at this junction obstructs the view of pedestrians or vehicles exiting Priory Lane. My view is that Burford is not a suitable destination for the very large coaches and they have little consideration for the residents or parking restrictions. Would regular visits by a traffic warden be possible? I imagine the fines would more than cover the cost.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Again I support these proposals but I think they will be ineffective unless enforced</p> <p>Zebra crossing – Support</p> <p>It will make this crossing safer</p>
(o42) Local resident, (Burford, The Hill)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p>

	<p>Particularly support restrictions on Barns Lane deterring parents waiting to collect their children which is not always safe.</p> <p>Zebra crossing – Support</p> <p>Suggest the hump is not too high. If adopted suggest the electronic speed sign is moved to discourage those who drive up the Hill south from speeding</p>
(o43) Local resident, (Burford, Shilton road)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Burford is now very heavily congested and can be quite unsafe for local residents</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>There are so many tourists parking on yellows or near driveways that make it hard to drive through as a local</p> <p>Zebra crossing – Support</p> <p>As a parent to young kids, it's difficult to safely cross to take them to the recreation ground as the traffic flows through much faster than 20mph</p>
(o44) Local resident, (Burford, Priory Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p>

	<p>As a resident of Priory Lane the mayhem caused by large coaches is a danger to children from Burford primary school. Also damage to residents' cars are becoming more frequent as this small lane was never intended to cope with the ever increasing number of large coaches and delivery vehicles which do not have room to turn round. By restricting the size of the coaches and extending 'No waiting at Any Time' would certainly go a long way to ease the congestion which sometimes backs up to the High Street and beyond causing chaos in Burford. The large coaches often park outside my garage which has double yellow lines and a 'no parking sign'. When asked to move the drivers say they have nowhere else to park. There used to be a saltire outside the two garages (No 14 and 16 Priory Lane) but over the years this has worn away. I did request this to be reinstated and Joanna Marciniak at Oxfordshire county council did approve this but to date this has not been executed.</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – Partially support</p> <p>I'm wasn't aware that cars parked here but I can see the reason for double yellow lines as the road looks very narrow for wide vehicles</p> <p>Zebra crossing – Support</p> <p>A lot of pedestrians cross this busy road, particularly school children. It's the best place for a crossing</p>
(o45) Local resident, (Burford, Burton mews)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>A parent of a primary school student traffic is dangerous at present</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Traffic is crazy all the time people park where they want</p>

	<p>Zebra crossing – Support</p> <p>Definitely support. There are not enough safe places to cross</p>
(o46) Local resident, (Burford, Priory lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I work at Burford primary school and there have been many incidents where the children have become unsafe due to the irresponsible parking of buses outside the school. It makes it incredibly hard to cross the road safely and makes it hard for our transport to park safely.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Na</p> <p>Zebra crossing – Support</p> <p>Na</p>
(o47) Local resident, (Burford, Priory lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Support</p> <p>I wish to comment particularly on the issue of parking and coaches on Priory Lane.</p>

I hope I can offer some valuable perspective on this issue, having been resident at 19 Priory Lane since 2008 - directly opposite the coach park - and with two children currently at the primary school.

In short, we believe that the situation with the coaches is becoming increasingly untenable and dangerous, and that the proposed length limit does not go far enough in addressing this. It is no exaggeration to say that I believe someone will be injured or killed if something is not done urgently to resolve the problem of an increasing number of increasingly big coaches trying to park at the same time that parents are trying to pick up their kids from school, combined with a blind corner by the priory round which cars and buses drive too quickly.

I also want to acknowledge that I am aware of how important tourism is to Burford, and how reliant its businesses are on the coaches: we bought our house with the coach park already in existence over the road, and we understand that the coaches have to park somewhere.

That said, there have been genuine changes over the years that have contributed to a worsening situation: namely, the coaches have got (much) longer, meaning that they are often forced to either block the road or park lengthwise, taking up more space; the 233 bus has now been inexplicably routed down Priory Lane whereas it used to stop on the high street; and the frequency and number of the coaches has *vastly* increased, especially since the ban in Bourton. There are frequently multiple coaches, many of which are extremely long, reducing visibility and making it impossible for children and parents to cross the road safely, quite aside from the constant pollution of diesel engines right next to the primary school. These very long coaches also reverse round the corner of Priory Lane in order to park; many times, we've set out along Priory Lane, then had to rapidly retrace our steps and pull our children back in between parked cars because the coach drivers simply can't see us. Sometimes, including yesterday and the day before, coaches park on the zig zags directly outside the school, posing a risk to all pedestrians, particularly the children; the stagecoach bus has also done this. We have often witnessed aggressive behaviour on the part of coach drivers and parents having their cars hit by coaches.

Meanwhile, the primary school continues to have no car park, and it is not easy or safe for parents to walk their young children from the car park by the church, with no pavement on the blind corner between the car park and the high street, so one can appreciate why it is that some parents decide to disregard regulations and park in the coach park. Putting those things together, I am concerned that it is only be a matter of time until a child is hurt, or worse. With the added traffic from parents driving to collect children, as well as the usual flow of vehicles, Priory Lane becomes particularly hazardous at collection time: there is literally no safe way for parents to walk their children / cross the road. The 233 bus exacerbates this situation.

We are very worried about the potential ramifications of all of this. You will know that bollards have been knocked down on Priory Lane on multiple occasions by coaches, and cars have frequently been smashed into (we and all our neighbours have had cars damaged by the coaches); it could so easily be a person next time.

Rather than or in addition to a length limit, I suggest:

- 1) banning all but the short mini-buses (e.g. Rabbies),
- 2) preventing coaches from arriving between 3pm and 3.30pm, to allow parents to pick up their children

	<p>3) rerouting the 233 bus to the high street (a separate issue is that it often causes near misses and traffic jams by coming round priory lane by the old brewery, as their drivers are not allowed to reverse by stagecoach policy), or similarly preventing it from arriving at school pick up time</p> <p>4) or move the coach park to the top of the hill somehow</p> <p>I would be very happy to consider / help with any discussions moving forwards. Obviously tourism is important to Burford, but so is its resident community - none more so than its children at Burford Primary.</p> <p>Yours sincerely, Nick Lake</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion</p> <p>No opinion as live further away in town and not clear on issues</p> <p>Zebra crossing – No objection</p> <p>Good idea for kids crossing to secondary school on their own</p>
(o48) Member of public, (Burford, Priory Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Having worked at a property in Priory Lane for the last 12 years, there has been a constant abuse of any parking restrictions that have been implemented in this area. Coaches parking 2-3 abreast in the road and outside of a primary school thus reducing visibility and offering increased risk to those using Priory Lane.</p> <p>A large majority of operators are not present in their coach should it need to be moved in case of emergency. Emergency vehicle access is reduced significantly, in most situations seconds save lives, moving a coach doesn't take seconds.</p> <p>With there being no option to relocate the existing coach park, I am in full support of the proposed restrictions. There are many other options on the A40 for temporary parking for large coaches, it is the ignorance of drivers and operators</p>

	<p>why these facilities are not used. The same operators and drivers that increase the risk to life, inaccessibility for other road users and pedestrians on a day to day basis.</p> <p>Priory Lane is of a certain size, introduce a large coach and then multiple large coaches and the lane becomes harder and harder to operate in. There is NO existing turning place, contrary to the formal objection letters written, once the existing spaces are occupied then large coaches are “trapped” in Priory Lane, unable to exit adding to the problem. In summary I support the proposal, it is by far the best solution to a bad situation and would benefit not only the residents/businesses of Priory Lane, but also aid the general Burford traffic situation which shows no signs of easing.</p> <p><u>Other:</u> Barns Lane DYL – No objection High Street DYL – Support</p> <p>As an individual who rarely uses Barns Lane I have no comment to make. I am in support of the proposed restrictions on the High Street. With the increase of traffic using Burford on a daily basis, the proposed I hope would alleviated the congestion.</p> <p>Zebra crossing – Support</p> <p>Due to the increase in traffic using Burford on a daily basis, very noticeable over the past 12 years, any addition allowing the safe crossing of the public is gladly welcomed. Given that there are no safe points to cross such a busy road at the proposed</p>
(o49) Local resident, (Burford Primary, Burford Primary)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Our children attend the local Primary school and more needs to be done than this to protect the small children and keep them safe!</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p>

	<p>Na</p> <p>Zebra crossing – Support</p> <p>Na</p>
(o50) Member of public, (Burford primary, Priory lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>As a parent whose child attends the school, and a member of the staff, the coaches unfortunately do not take the care they need in order to keep the children safe as they pass them by. They can sometimes be quite rude and feel that the lane is solely for their use. Members of the public and especially children are at risk when travelling to and from school and could possibly end up in a very nasty accident.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support</p> <p>The area out side the school should be kept clear in case of emergency access needs.</p> <p>Zebra crossing – No objection</p> <p>N/A</p>
(o51) Local resident, (Burford, Upton and Signet, A 361)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – No objection</p>

	<p>Priory Lane is the only legitimate coach parking area for Burford and as such needs to be regulated if the present frequent congestion and blockages are to be avoided. The length of coaches permitted to ENTER (let alone park in) Priory Lane has to be limited to those which can park and turn safely in the lane's constricted space.</p> <p>Other: Barns Lane DYL – No objection High Street DYL – No objection</p> <p>The lack of car parking facilities is one of the most limiting factors in the enjoyment of the Town by residents and visitors. Such is the problem of this shortcoming that people ignore the parking restrictions which have therefore to be tightened up.</p> <p>Zebra crossing – Object</p> <p>Traffic going down The Hill (A361 northwards) comes to a stand-still on frequent occasions each day. It then backs up to the roundabout on the A40 which in turn stops the east/west traffic along that stretch of the A40. A Zebra crossing on The Hill north</p>
(o52) Local resident, (Carterton, Linden Gardens)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The coach park is a safety concern for me, my daughter attends the school and particularly during summer months there is heavy congestion and several large coaches in the area, which I see as a risk to children and parents.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>To alleviate some congestion in the high street.</p>

	<p>Zebra crossing – Support</p> <p>A good traffic calming measure.</p>
(o53) Member of public, (Carterton, Queens Road)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The coaches and buses that currently use Priory Lane are a danger to the children and parents dropping off and picking up times. When the coach drivers are asked to move from the restricted areas they are rude and don't move. The tourist companies do not adhere to the signs already in place and are not doing enough to to keep our children safe. On numerous occasions the coaches have parked parallel to the school which covers the restricted road markings with their vehicles. They also drive onto the path where parents are standing to go into the school with younger children. They are a danger and should be restricted to being on Priory Lane from 0800-0900 and 1445-1545 at the very least.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>Barnes Lane is not wide enough for people to park on the sides of the roads. On the High street International Tourists walk out from behind cars taking pictures and not adhering to the Highway Code so when people park on the double yellow lines it makes the situation worse.</p> <p>Zebra crossing – Support</p> <p>This may slow drivers down.</p>
(o54) Local resident, (Fordwells, Norton's Terrace)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support</p>

	<p>No Loading – Support School Keep Clear – Support</p> <p>The proposal will help to mitigate the nuisance caused by coaches in Burford. Currently large coaches use the space, blocking access and parking in a dangerous way</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>These measure will help stop congestion from vehicles causing obstruction in both Barns Lane and High Street</p> <p>Zebra crossing – Support</p> <p>There needs to be a safe crossing at this point</p>
(o55) Local Cllr (i.e. Town/Parish/District), (Fulbrook, Burford Road)	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The buses make the area congested and dangerous especially for children.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>I feel most strongly about the High Street parking restrictions. Unbelievably cars and vans park just before the bridge occupying the pavement causing pedestrians to have to walk into the road to get round the vehicles. It's dangerous.</p> <p>Zebra crossing – Support</p> <p>It's difficult to cross the road safely.</p>

(o56) Local resident, (Fulbrook, Fulbrook)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Priory lane has always been issue for the primary school and it is not safe for the children so anything that limits the parking there is good</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Support</p> <p>The council need to understand that parents have to be able to collect their children from the secondary school and from what I can tell the only issue is that parents are waiting at the top for no more than 10 minutes at a time. There needs to be a solution for everyone. Stopping parents from picking up their children from certain places will only create more traffic throughout the high street</p> <p>Zebra crossing – Object</p> <p>Again this will only create more traffic through the high street</p>
(o57) Local resident, (Fulbrook, Garne's Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I am a resident of Fulbrook and until recently chair of the parish council. I have heard numerous cases of parent picking up (walking) children from the primary school encountering safety problems caused by large coaches and</p>

	<p>lorries inappropriately parked or blocking the area within Priory Lane. The proposed measures are most welcome and will have positive impact on the quality of life for, inter alia, parents</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Partially support</p> <p>I oppose increased parking restrictions on the high street because it will, as case studies from other towns illustrate, impact negatively on footfall and thus negatively impact the local economy at a time of economic uncertainty and instability. HOWEVER, you must place restrictions on the Fulbrook side of the river bridge near the traffic lights which has been an area of considerable angst on the part of elderly people, families with buggies, wheelchair users, as well as the wider public all of whom are forced into the road and off what is supposed to be a footpath thus into dangerous conflict with moving traffic including huge lorries and towed farm vehicles</p> <p>Zebra crossing – Support</p> <p>The existing crossing is insufficient and at times dangerous. There are not only countless high school children who use it but families with buggies on their way to and from the newly refurbished playground. It makes absolute sense to have a proper crossing</p>
(o58) Local resident, (Fulbrook, Shipton Road)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Safety and congestion relief</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Safety</p>

	<p>Zebra crossing – Partially support</p> <p>Not convinced it needs to be humped</p>
<p>(o59) Local resident, (Fulbrook, Fulbrook Hill)</p>	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Parking on Priory lane has been difficult for years and school entrance is dangerous. Please also have residents removed the private parking signs from opposite the school as these are public spaces and effectively decrease the actual public parking in the street.</p> <p>Other: Barns Lane DYL – Support High Street DYL – Support</p> <p>We walk daily from Fulbrook and it is awful that large cars regularly block the footpath across the bridge. We are forced to walk in the road inside the busy bridge lights area. Please also consider double yellow lines on both sides of the area, we think the cars will just park opposite where they currently do which will force moving traffic onto the footpath.</p> <p>Zebra crossing – No objection</p> <p>Crossing currently feels dangerous as cars coming from the roundabout are often going faster than 20 mph. Raised crossing will make it stand out more effectively and make cars have to look more closely for pedestrians.</p>
<p>(o60) Local resident, (Fulbrook, Burford Road)</p>	<p>Priory Lane: Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p>

	<p>For the reasons given in the supporting document</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>For the reasons given in the supporting document</p> <p>Zebra crossing – Support</p> <p>Not currently sufficient places to safely cross the road on the Hill.</p>
(o61) Local resident, (Fulbrook, Beech Grove)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – No objection</p> <p>Coaches need space to park for dropping off and collecting passengers, maybe the drivers could be encouraged to park up outside Burford while the passengers enjoy Burford.</p> <p><u>Other:</u> Barns Lane DYL – No objection High Street DYL – Support</p> <p>parking between the bridge and the traffic lights is dangerous, especially for pedestrians. WE urgently need a safer way for pedestrians to cross the river ideally a foot bridge sympathetically designed alongside the current road bridge.</p> <p>Zebra crossing – Support</p> <p>good idea but why shouldn't cyclists be able to use it?</p>

<p>(o62) Local resident, (Fulbrook, Meadow Lane)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>The area needs to be made much safer for young school children and other pedestrians</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Pedestrian safety</p> <p>Zebra crossing – Support</p> <p>It would help make traffic keep to the 20mph limit</p>
<p>(o63) Member of public, (Fulbrook, Beech grove)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>I think protecting pedestrians access i very important in these areas</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Pedestrians right of way needs to be protected</p> <p>Zebra crossing – No objection</p>

	No objections
(o64) Rather not say, (Fulbrook, Orchard Row)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>It will increase traffic flow .</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Preserves access and improves pedestrian safety</p> <p>Zebra crossing – Support</p> <p>Pedestrian safety</p>
(o65) Local Cllr (i.e. Town/Parish/District), (Fulbrook Parish Council, Dolphin Lane)	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>These proposals will help improve the traffic situation in Burford and the double yellow lines at Lower High Street will improve pedestrian safety.</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p>

	<p>Vitally important for traffic flow and pedestrian safety.</p> <p>Zebra crossing – Support</p> <p>Will improve pedestrian safety</p>
<p>(o66) Local resident, (Milton-under-Wychwood, Wildbourne Close)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Support No Loading – Support School Keep Clear – Support</p> <p>Area is too congested and unsuitable for large vehicles</p> <p><u>Other:</u> Barns Lane DYL – Support High Street DYL – Support</p> <p>Traffic congestion prevents flow of traffic</p> <p>Zebra crossing – Support</p> <p>Local people and school children need to be able to safely cross the road</p>
<p>(o67) Member of public, (My children attend Burford Primary school, Burford Primary school coach park)</p>	<p><u>Priory Lane:</u> Bus & Coach – Support DYL adjacent to The Rectory – Object No Loading – Object School Keep Clear – Object</p> <p>Having 3 young children who attend Burford primary I find the restrictive carparking available frustrating. To travel to the school from car parks along the hill or near the rectory with young children is very difficult.</p>

	<p>If anything I believe tge restrictions should on parking should only be in place 9am-3pm to allow those who have children with or without special needs the ability to safely collect them without having to go through the challenge of navigating a busy high street filled with traffic and tourists.</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Partially support</p> <p>There is not sufficient parking at anytime of day in burford. This needs to be addressed. Parking needs to be increased not restricted.</p> <p>Zebra crossing – Object</p> <p>This will cause issues with navigating tge steep hill and potential health and safety issues.</p>
(o68) Local resident, (Burford, Cheatle Court)	<p><u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support</p> <p>Clear responses given where I have an opinion</p> <p><u>Other:</u> Barns Lane DYL – Object High Street DYL – Object</p> <p>How will delivery drivers drop things off if all the limited parking is taken</p> <p>Zebra crossing – Support</p> <p>My children walk to school everyday and not all motorists watch out for children crossing at the top of the hill on their way to school. It is very dangerous.</p>

<p>(o69) As a business, (Burford, High Street)</p>	<p><u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – No objection No Loading – No objection School Keep Clear – Partially support</p> <p>The effect on businesses in Burford, if traffic restrictions are imposed.</p> <p><u>Other:</u> Barns Lane DYL – No objection High Street DYL – Object</p> <p>Deliveries, crucial to High street traders, must have freedom to work with businesses.</p> <p>Zebra crossing – Object</p> <p>Unnecessary expense, pointless exercise</p>
<p>(o70) Local resident, (Fulbrook, Meadow Lane)</p>	<p><u>Priory Lane:</u> Bus & Coach – No objection DYL adjacent to The Rectory – Support No Loading – No objection School Keep Clear – Support</p> <p>Concern re parking outside primary school as so many children live outside the area and therefore come to school by car - no other suitable stopping place in Burford for children to be taken to school.</p> <p><u>Other:</u> Barns Lane DYL – Partially support High Street DYL – Partially support</p> <p>At sometimes stopping is necessary</p>

	<p>Zebra crossing – Partially support</p> <p>Would be useful at school times</p>
<p>(o71) Local resident, (Fulbrook, Walnut Row)</p>	<p>Priory Lane: Bus & Coach – No objection DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion</p> <p>I agree with these</p> <p>Other: Barns Lane DYL – No objection High Street DYL – Support</p> <p>Agree over the bridge and after should be double yellow line.</p> <p>Zebra crossing – Support</p> <p>We need more zebra crossing as a lot of pedestrians in Burford</p>
<p>(o72) Local resident, (Burford, Forest Grove)</p>	<p>Priory Lane: Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion</p> <p>No opinion</p> <p>Other: Barns Lane DYL – No opinion High Street DYL – No opinion</p>

	<p>No Opinion</p> <p>Zebra crossing – Object</p> <p>No needed. Prefer the island in the road as I walk slowly</p>
(o73) Local resident, (Burford, Cheatile crescent)	<p><u>Priory Lane:</u> Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – Support</p> <p>Safety for school children</p> <p><u>Other:</u> Barns Lane DYL – No opinion High Street DYL – No opinion</p> <p>No opinion</p> <p>Zebra crossing – Support</p> <p>It is very scary crossing the road here but children have to do it in order to get to school</p>
(o74) Local resident, (Burford, The Hill)	<p><u>Priory Lane:</u> Bus & Coach – No opinion DYL adjacent to The Rectory – No opinion No Loading – No opinion School Keep Clear – No opinion</p> <p>I live at the top of the hill in Burford so not immediately affected.</p>

Other:

Barns Lane DYL – **No opinion**

High Street DYL – **No opinion**

I live at the top of the hill in Burford so not immediately affected.

Zebra crossing – **Support**

I cross at that point a few times each week and at the moment most cars come onto the hill at speed. So I would be very grateful for some help in crossing the road.

C. Responses received by email:

Respondent	COMMENTS
(e1) Community Bus Service	No objection – We have no objection to these proposed changes. Indeed, the changes to parking in Priory Lane will help our services.
(e2) Local resident, (Burford, Lower High Street)	<p>High Street DYL – Object</p> <p>The above proposal suggests double yellow lines from the bridge to the traffic lights. We object to this proposal on the basis that:</p> <ol style="list-style-type: none"> 1. From time to time, we need to allow service vehicles or utility suppliers access to park alongside either Little Ham or Mouse Ham as there is no temporary parking facility between the two properties; typically such vehicles are not there for long 2. Any such parking does not restrict or inhibit the operation of the traffic lights or progress across the bridge which is single file anyway 3. Since we have lived at the property we have never had any experience of tourists or visitors to Burford trying to park in this location so there is no need to provide such a deterrent <p>We would however strongly encourage you to address the issue of large lorries crossing the bridge instead. As residents who walk across the bridge several times a day, the number of near misses as lorries cross that are too large for the space between the marked pedestrian walk way and the other side of the bridge and cannot avoid encroaching onto the marked pedestrian area has markedly increased in the time we have been living here - it is getting increasingly risky for pedestrians walking over the bridge. (We understand that some form of bollards along the pedestrian walk way have been mooted but as a number of lorries are too large anyway this only seems a more dangerous solution as the bollards will almost certainly be struck frequently).</p> <p>As far as the other proposals are concerned, the only one we would challenge is the need for humped zebra crossing on the A361 The Hill. Burford already struggles significantly with issues of traffic backing up in either direction up or down the hill. Adding an additional crossing is only going to increase the instances of this and both noise and emissions pollution.</p>

(e3) Transport operator, (Bootle)	Object – I submit my opposition to this as coach companys are being crucified for trying to earn a wage
(e4) Transport operator, (Melksham)	<p>Object – We are writing to show opposition to coach access in Burford which we have supported as a town bringing tourism and local groups for several years to businesses and local events.</p> <p>Reducing the 12M rule is ludicrous as the majority of coaches now built exceed this figure and you end up pushing the problem further onto other villages and towns in the Cotswolds such as Stow & Chipping Camden direction.</p> <p>We currently have had issues in Bourton on the Water which in my opinion would say has pushed coaches into Burford (not ideal but no resolution to resolve from the council here), do not take the sticking plaster solution and you need to address this at a wider scale to accommodate tourism and locals alike who like Bourton are against at the revenue lost from this sector on top of additional costs levied by government.</p> <p>If the policy is to be anti coach groups then maybe Oxfordshire district council need to look at this argument as you need the coach operators for school contracts so the more you hurt the sector the harder it can bite back ! Please consider all angles and not just those of the snowflake generation who do not understand the larger picture of how this industry supports more than just their town !</p>
(e5) Transport operator, (Shetland)	<p>Object – As is already becoming evident with the removal of coach parking in Bourton, these actions have a significant negative impact not only on coach operators such as ourselves and our clients, but on local businesses. Coach tourism is and has long been vital to the Cotswolds and ill-thought out restrictions such as these cause a massive downfall in tourist footfall. Furthermore, they give rise to a potential increase in car traffic on already congested streets, in turn having a negative environmental impact. In an age where local authorities should be focusing on reducing car usage and promoting public and group transport, these restrictions send a very poor message.</p> <p>Thank you for your time in considering my objections, I do hope they will be used constructively in the consultation process.</p>
(e6) Transport operator, (Worcestershire)	Object – The vehicle I own is 12.8 metres in length. I object to the proposals to prohibit coaches of 12 metres or longer. I would suggest a length of 13 metres. Most standard coaches are 12.5 - 12.8 metres in length and so a ban

	<p>above 12 metres would prohibit most of the industry. Vehicles of 13 metres or more are required to have a third axle, which I agree should not sensibly access Priory Lane.</p> <p>I also object to the reduction of one coach bay, from the current 4. There are three car parking bays currently between the school frontage and the coach bays. I would suggest these be eliminated and the 4 coach bays be moved further east, with the coach bay closest to Burford Priory being eliminated to create space for turning.</p> <p>As the width of Priory Lane is not equal, I would suggest that the coach bay closest to the school, where the car parking bays currently are, aligned so that it is parallel with the road</p> <p>The overwhelming majority of our customers are elderly people, many of whom have restricted mobility. Reducing coach parking is a direct discrimination against these demographics. I may add that the elderly and infirm often do not have access to a car and that is why they turn to coach travel.</p> <p>The environmental benefits of coach travel are obvious. The more people that arrive by coaches from further afield, the smaller the carbon footprint of the visitors. This helps Oxfordshire county council achieve its own environmental targets, whereas the proposed Traffic Regulation Order diminishes that. I trust that you will ensure that my contribution is viewed by the appropriate elected members of Oxfordshire county council as part of this process?</p>
(e7) Transport operator, (North Yorkshire)	<p>Object – Burford has been a calling place to visit with our coaches for over 50 years and I'm disappointed to see the coach park may be discontinued and strongly opposed to this, please put my comments on record.</p>
(e8) Transport operator, (Wigan)	<p>Object – These changes will have a significant and negative impact, not only on the coach industry but also on the local community and economy. My key concerns are as follows:</p> <ol style="list-style-type: none"> 1. Impact on Group Tourism: The proposed restrictions will severely hinder group tourism to Burford. Coaches are an essential mode of transportation for group travellers, who contribute significantly to the local economy. Limiting access to Priory Lane and parking facilities will discourage tour operators from including Burford in their itineraries. 2. Economic Harm to Local Businesses: Local shops, restaurants, and attractions rely on the steady influx of tourists arriving by coach. Reducing coach access will harm these businesses, jeopardising jobs, and livelihoods in the area.

	<p>3. Environmental Consequences: The proposed measures are likely to increase the number of cars on local roads as group travellers seek alternative means of transport, that could potentially mean over 14 cars will enter the village to replace just 1 coach. This will result in more congestion, pollution, and carbon emissions, counteracting sustainability goals.</p> <p>4. Dangerous National Precedent: Implementing such restrictions without adequate opposition risks encouraging other local authorities to adopt similar measures. This could severely limit coach operations across the country, threatening the viability of an industry that provides vital transportation services and supports local economies nationwide.</p> <p>Coaches are among the most efficient and environmentally friendly means of group travel. Rather than imposing restrictive measures, I urge the Council to consider alternative solutions that balance the needs of residents, businesses, and the coach industry. These could include designated coach parking zones or time-based restrictions that allow access while minimising disruption. I strongly encourage the Council to reconsider these proposals and engage with industry representatives and stakeholders to find a solution that benefits all parties.</p>
(e9) Local business, Burford)	<p>Object – As a business owner in Burford, the footfall from people coming into the village is the life and blood of Burford and is essential to all retailers on the high street. Limiting this would drastically reduce the number of people visiting the village creating even more challenges for retailers in an already difficult climate.</p> <p>Coaches have visited Burford for over 50 years and have not caused any issues, they have organised each other amongst themselves and made sure that the roads and pedestrians are safe at all times.</p>
(e10) Local resident, (Burford, Barns Lane)	<p>Support – Specifically, we are fully supportive of Item 2 b) - Barns Lane - introduction of Double Yellow lines and Item 4 - Humped Zebra crossing on the A361 - The Hill.</p>
(e11) Local resident, (Burford, High Street)	<p>Support – I'm writing on behalf of my wife and myself to support the idea of a Zebra crossing in The Hill, Burford.</p> <p>We live on High Street, and often use the existing pedestrian island in this location. We find this difficult because of the narrow road and the traffic speed. We would welcome any improvement and the Zebra is a good idea.</p> <p>It would require good sight lines however, as traffic approaches up The Hill round a slight bend and often comes up at high speed. Are the Belisha beacons enough warning, or should there be a warning sign further down The Hill?</p>

	<p>And Is the existing pedestrian barrier to remain? It provides some safety to the narrow footway, but it does partially obscure the view.</p>
<p>(e12) Local resident, (Burford, Forest Grove)</p>	<p>Object – I must register as an objector to the proposed zebra crossing on the upper Hill (A361). I'm aged 80 and nowadays walk with a stick, slowly and without the steadiness of a few years ago. I use the present crossing several times a week, and have never found it unsafe, or too delaying, even at peak traffic times. The traffic may not always keep within the 20mph speed limit, but it nevertheless moves quite slowly, and visibility is good in both directions. My experience is that drivers have no difficulty in gently and voluntarily braking -when that is even necessary. In short, I don't understand why a new crossing is required.</p> <p>The key to safety is the island in the middle of the road, enabling the crossing to be made in two bites. I haven't seen a design drawing of the new crossing, but if it were built without an island, I believe the outcome could well be to increase rather than reduce the risk of accidents.</p> <p>I understand that if approved, local residents will have to contribute funds for this project. Burford residents have already had to dip into their own pockets to fund a (so far) nugatory scheme to reduce permitted lorry weights on the Hill. Given the general shortage of funds, it would be better to spend money on repairing Oxfordshire's terrible roads. That would give a better safety dividend than this unnecessary project.</p> <p>I am in favour of all the changes proposed in the Lower Hill, Priory Lane and Barnes Lane. They are much-needed.</p>
<p>(e13) Local resident, (Burford, Barns Lane)</p>	<p>Support – I wish to support whole-heartedly the extension of the double yellow lines referred to above.</p> <p>This proposal is long overdue and would put as stop to having to drive on the wrong side of the road when cars are parked on the section mentioned. This is virtually a blind corner. It is even more important as a few drivers ignore the speed limit. I hope this improvement takes place before too long.</p>

D. Responses received by multiple Transport operators:

“Object

1. Negative Impacts on Tourism and Local Economy

The proposed restrictions will severely limit access for coaches, which are vital for transporting larger groups such as tourists, schools, and community organizations. This will:

- *Reduce the number of visitors to Burford, directly harming local businesses that rely on tourism.*
- *Lead to revenue losses for businesses such as shops, cafes, and attractions, many of which depend heavily on group travel.*
- *Threaten jobs in the local hospitality and retail sectors.*

2. Increased Congestion and Environmental Concerns

Restricting coach access will result in:

- *A significant rise in car traffic, increasing congestion on Burford’s narrow streets.*
- *Greater strain on limited parking facilities, making it harder for residents and visitors to find spaces.*
- *Higher carbon emissions, as coaches are a more environmentally friendly mode of transport compared to multiple private cars.*

3. Inadequate Alternatives for Coaches

The removal of coach turning and parking facilities without suitable alternatives will:

- *Effectively prevent larger coaches from serving Burford, isolating the village from group tourism.*
- *Create operational challenges for coach companies, discouraging them from including Burford in their itineraries.*
- *Impact school and community groups who rely on larger coaches for transport.*

4. Harm to Residents and Local Vibrancy

The loss of group tourism will harm Burford’s vibrancy, reducing the footfall that supports local amenities. Meanwhile, increased car traffic will disrupt residents’ daily lives, exacerbating parking challenges and congestion.

5. Lack of Consultation and Consideration

I am concerned that the proposal does not adequately consider:

- The economic impact on local businesses and the wider community.*
- The views of key stakeholders, including coach operators, tourism organisations, and residents.*

Proposed Solutions

Rather than imposing restrictions, I urge Oxfordshire County Council to:

- 1. Retain the existing turning and parking facilities for larger coaches while addressing specific safety concerns through targeted measures.*
- 2. Collaborate with stakeholders to identify suitable alternative parking or turning facilities for coaches.*
- 3. Engage with local businesses, coach operators, and residents to find balanced solutions that protect both road safety and the local economy.*

Conclusion

In summary, the proposed restrictions will harm the local economy, increase congestion, and negatively impact residents without offering adequate alternatives for coaches. I strongly urge the Council to reconsider these plans and work with stakeholders to develop a more balanced and inclusive approach.”

Respondent	COMMENTS
(x1) Transport operator, (Bath)	<p>As a coach operator, I believe these changes will have a profoundly negative impact on a number of yearly visits from our clients. Whilst we appreciate local concern and the impact of ‘overtourism’ we always encourage our clients to be respectful of the area they visit and encourage them to support local business. The region is very popular for overseas visitors many of which spend a great deal of money locally.</p> <p>We have a small client from the US visiting in 2025 and will be staying locally at a hotel, eating locally and all of this is contributing to the local economy. We appreciate the concerns especially as vehicles today are larger and longer but please understand these vehicles are now built this way not for more passengers but to allow them to be inclusive,</p>

	with wheelchair access and to allow for equipment onboard which help them operate much cleaner and environmentally friendly.
(x2) Transport operator, (Hampton)	As a coach operator, I believe these changes will have a profoundly negative impact on Burford and surrounding areas.
(x3) Transport operator, (Hounslow)	As a coach operator, I believe these changes will have a profoundly negative impact on tourism from London and abroad.
(x4) Transport operator, (Gravesend)	As a coach operator, I believe these changes will have a profoundly negative impact on our passengers, education groups, day visits and tourists.
(x5) Transport operator, (Sheffield)	As a coach operator, I believe these changes will have a profoundly negative impact
(x6) Transport operator, (Barnstaple)	As a coach operator, I believe these changes will have a profoundly negative impact on the tourism we currently bring into the area.
(x7) Transport operator, (Shrewsbury)	As a coach operator, I believe these changes will have a profoundly negative impact on providing our private hire services.
(x8) Transport operator, (Bognor Regis)	As a coach operator, I believe these changes will have a profoundly negative impact on our company being able to bring tourists to Burford.
(x9) Transport operator, (Greenford)	As a coach operator, I believe these changes will have a profoundly negative impact on tourist private hire coach services. Many of our incoming tourist group clients book tours and excursions that include Burford and the wider area. There is a very real possibility that tour Groups will exclude Burford and the Cotswolds altogether if access is denied to Groups wishing to enjoy their holiday together in a group situation with knowledgeable Tour Guides and

	experienced Tour Leaders. Those clients with mobility issues or just requiring the reassurance of a convenient and comfortable coach service, will likely look to make alternative holiday arrangements and exclude those locations that are unwelcoming and prohibitively difficult to access. These proposed restrictions would seriously impact our ability to provide our clients with tour and excursion services they book for their clients who want to enjoy their leisure time in our country.
(x10) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact
(x11) Transport operator, (Maidenhead)	As a coach operator, I believe these changes will have a profoundly negative impact
(x12) Transport operator, (Bicester)	As a coach operator, I believe these changes will have a profoundly negative impact on the tourism and the livelihoods of the people living within Burford.
(x13) Transport operator, (Bicester)	As a coach operator, I believe these changes will have a profoundly negative impact on our continued success allowing us to employ local staff.
(x14) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact on coach group tourism.
(x15) Transport operator, (London)	As a coach operator, I believe these changes will have a profoundly negative impact on our tours to Cotswolds as well as the tourism industry as a whole. We use various pubs in Burford and when I discussed this matter with them, they were all surprised that they had no information about the plan and the fact that they had not been consulted with.
(x16) Hotel operator, (London)	As a hotel operator, I believe these changes will have a profoundly negative impact on the numbers of tourists visiting Burford, this will affect the revenue of the two hotels we operate in Burford which will in turn place people's jobs at risk.
(x17) Transport operator, (London)	As a tour operator, I believe these changes will have a profoundly negative impact on the inbound travel industry in the Cotswolds area.

(x18) Hospitality operator, (Burford)	As a hospitality operator that relies of couch operators to provide us with business, I believe these changes will have a profoundly negative impact on both in Burford which I have operational responsibility for.
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