



***Delegated Decisions by Cabinet Member for  
Environment (including Transport)***

***Thursday, 12 October 2017 at 10.00 am  
Committee Rooms 1&2 - County Hall, New Road, Oxford OX1  
1ND***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 20 October 2017 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark  
Chief Executive

October 2017

*Committee Officer:*     **Graham Warrington**  
Tel: 07393 001211; E-Mail:  
graham.warrington@oxfordshire.gov.uk

*Note:*    Date of next meeting: 23 November 2017

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

### 4. A361 Burford Hight Street - Proposed Environmental Weight Limit (Pages 1 - 90)

*Forward Plan Ref:* 2017/021

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE4**).

Representations from Burford Town Council to the County Council over the impact on the local environment of HGV movements through this town, and in particular in the historic town centre prompted a number of meetings to discuss options for addressing those concerns. This report presents objections and comments received in the course of a statutory consultation on proposals to prohibit use of the A361 Burford High Street as a through route for north to south heavy goods vehicle traffic. If approved the Town Council has offered to fund the consultation on a weight restriction and its implementation.

The specific option taken to formal consultation was for a prohibition of vehicles exceeding 7.5 tonnes maximum gross weight travelling between Burford and Fulbrook roundabouts (A40 to A424).

***The Cabinet Member for the Environment is RECOMMENDED to defer the implementation of proposals as advertised, pending further investigation to determine the wider effect the scheme would have on neighbouring areas as a result of displaced vehicles.***

**5. Proposed Disabled Persons Parking Places in Cherwell District and Oxford and Proposed Restoration of Parking Permits to Wingfield House, 2A Gathorne Road, Oxford** (Pages 91 - 116)

*Forward Plan Ref:* 2017/078

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE5**).

The report considers objections received as a result of formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell District and Oxford City. The report also considers proposed restoration of residents and visitors parking permits to Wingfield House, 2A Gathorne Road, Headington, Oxford, following a successful planning appeal.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, as set out in the report CMDE5.***

**6. Proposed revised waiting restriction & Extension of 20 mph Speed Limit - A4144 Woodstock Road by the Radcliffe Observatory Quarter, Oxford** (Pages 117 - 126)

*Forward Plan Ref:* 2017/026

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received in the course of a statutory consultation to reduce the number of pay and display parking places and extend the 20mph speed limit on the A4144 Woodstock Road, Oxford adjacent to the Radcliffe Observatory Quarter. The measures are proposed in conjunction with the redevelopment of the Radcliffe Observatory Quarter.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised***

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Division(s): Burford and Carterton North
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## **CABINET MEMBER FOR ENVIRONMENT – 12 OCTOBER 2017**

### **A361 BURFORD HIGH STREET - PROPOSED ENVIRONMENTAL WEIGHT LIMIT**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents objections and comments received in the course of a statutory consultation on proposals to prohibit use of the A361 Burford High Street as a through route for north to south heavy goods vehicle traffic.

#### **Background**

2. Burford Town Council has made representations to the County Council over the impact on the local environment of HGV movements through this town, and in particular in the historic town centre. Following a number of meetings to discuss options for addressing these concerns, Burford Town Council offered to fund the consultation on a weight restriction, and its implementation if approved.
3. The specific option that has been taken to formal consultation is a prohibition of vehicles exceeding 7.5 tonnes maximum gross weight travelling between Burford and Fulbrook roundabouts (A40 to A424). Access only for HGVs to make deliveries etc. would be permitted, as well as exemptions for emergency services and vehicles used for roads and utilities works. A plan showing the proposal is shown at Annex 1. A draft proposal for signing and advance notification of the restriction is shown at Annex 2.
4. An extensive signing scheme will be designed to advise drivers of the restriction and to divert them to alternative routes. Experience shows that signing is an effective deterrent but proper enforcement will be required in addition if the scheme is to be fully successful. The Counties Trading Standards Department have been working in conjunction with Burford Town Council to determine a suitable means of enforcement. It is proposed this will be taken on by Trading Standards as part of their existing countywide role. It is also proposed that should Burford Town Council wish to see a higher level of attendance by officers at Burford, additional external funding would be needed to further resource Trading Standards enforcement activity.
5. A formal consultation on the above proposals was carried out between 17 August and 15 September 2017. This comprised a public notice being published in the Oxford Times newspaper on 17 August and emails being sent to the statutory consultees, including Thames Valley Police, Ambulance,

Fire & Rescue, Road Haulage Association & Freight Transport Association, Cabinet Member & Shadow Member for Transport. Additionally...

Council Officers within Oxfordshire & Gloucestershire County Councils.  
District Councils - West Oxon, Vale of White Horse, South Oxon, Cherwell & Oxford City,

**11** OCC Members of directly impacted or neighbouring Divisions,

**80** Oxfordshire Parish/Town Councils,

**32** Gloucestershire Parish/Town Councils (list provided by Gloucs. CC)

6. 217 responses were received, comprising 67 objections, 143 expressions of support, and 7 making comments and raising queries on specific aspects of the proposals. A petition objecting to the proposal was also received from residents of Stow-in-the-Wold, which was signed by 82 individuals. All of the responses are summarised at Annex 3.

7. Thames Valley Police formally object to the proposal.

8. Other authorities responded as follows...

Ship ton-under-Wychwood	Neither
Barrington Parish	Neither
Woodstock Town Council	Object
County Councillor Hanborough	Object
Crawley Parish Council	Object
Witney Town Council	Object
Salford Parish Council	Object
Northleach with Eastington Town Council	Object
Little Rissington Parish	Object
Wyck Rissington Parish	Object
District Councillor	Object
Moreton in Marsh Town	Object
Bourton on the Water Parish	Object
Stow, Maugersbury & the Swells	Object
Broadwell Parish	Object
Upper Slaughter Parish	Object
Upper Rissington Parish	Object
Idbury Parish.	Object
Stow on the Wold Town Council	Object
Gloucestershire CC	Object
Crawley Parish	Object
Woodstock Division Cllr	Object
Bourton & Northleach	Object
Upper Slaughter Parish Council	Object
Broadwell Parish Council	Object
Burford Town Council	Support
Fulbrook Parish Council	Support
South Newington Parish	Support
Burford Town	Support
Swinbrook & Widford Parish	Support

Bloxham Parish	Support
District Councillor WODC	Support
District Councillor WODC	Support
Evenlode Parish	Support
Burford Division Cllr	Support
Taynton Parish Meeting	Support
Lechalde-on-Thames Town Council	Support
Burford & Carterton	Support

## **Response to objections and concerns**

9. Annex 4 contains a condensed summary of the main points raised with officer comments.

## **How the Project supports LTP4 Objectives**

10. Burford has long been included as a priority in the Local Transport Plan as a town the County Council would consider suitable for an environmental weight restriction due to the significant levels of HGV traffic.
11. The proposed Order is considered desirable on the grounds of promoting road safety, reducing danger and congestion, and improving the environment of the area. The proposal is primarily intended to protect the historic residential streets and its community from heavier lorry traffic. The restriction would also force heavy goods vehicles to make full use of the alternative major road network around the area.

## **Financial and Staff Implications (including Revenue)**

12. Funding for the proposal has been committed to by Burford Town Council; the appraisal of the proposals and consultation has been undertaken by County Council officers as part of their normal duties.

## **RECOMMENDATION**

13. **The Cabinet Member for the Environment is RECOMMENDED to defer the implementation of proposals as advertised, pending further investigation to determine the wider effect the scheme would have on neighbouring areas as a result of displaced vehicles.**

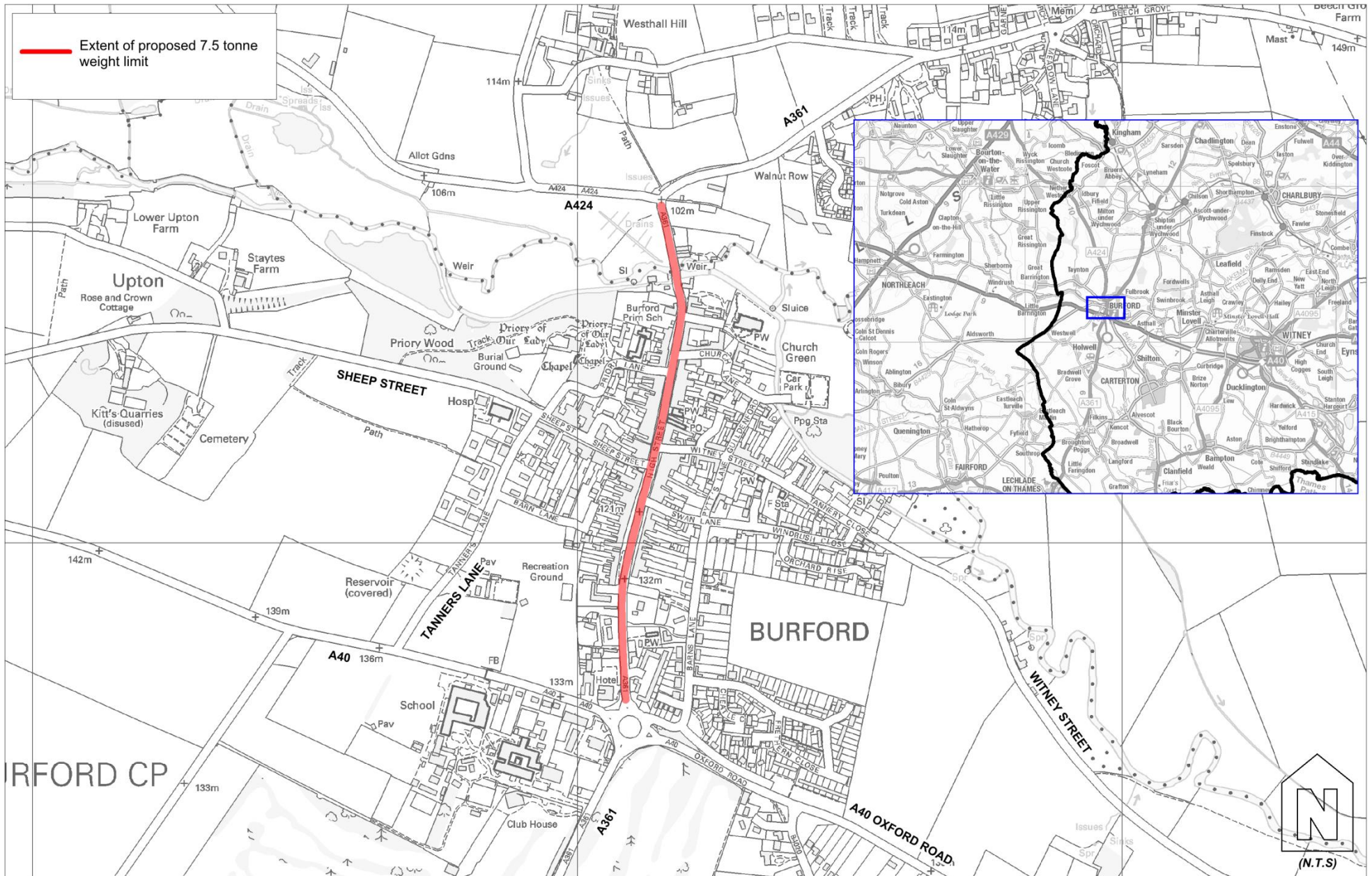
OWEN JENKINS  
Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: James Wright(07789 926984)

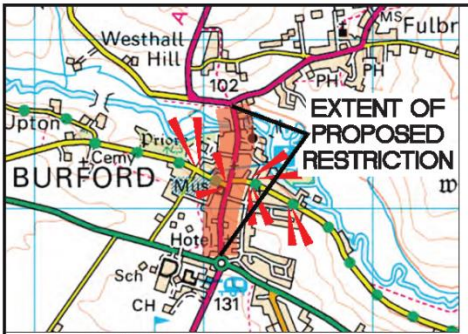
October 2017

# OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

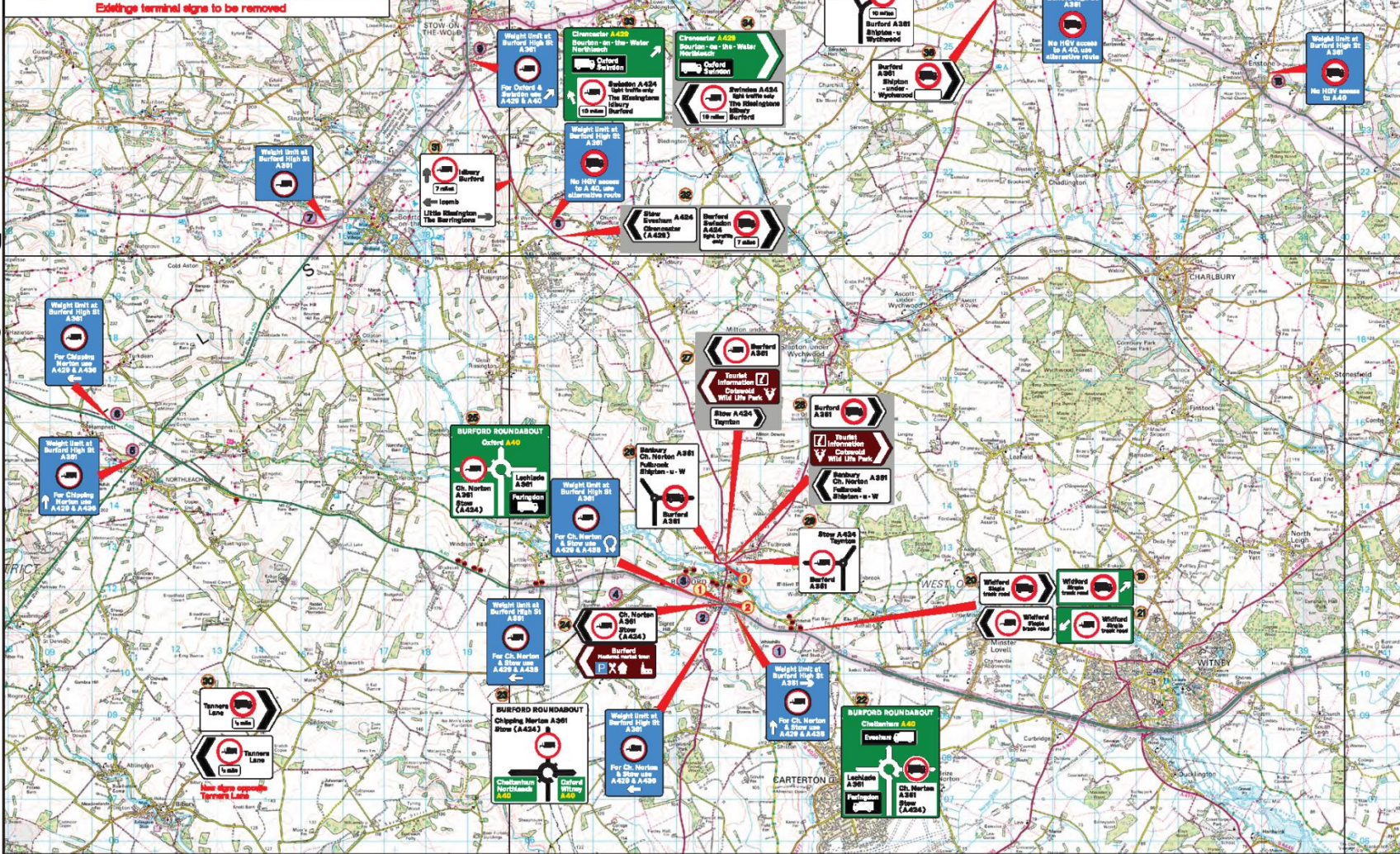




CMDE4



Existing terminal signs to be removed



<p><b>Terminal sign locations</b> A40 southern approach to A391</p> <p>A40 J/ve Barre Lane</p> <p>A391 J/ve A434 northern approach</p> <p><b>No. Burford terminal signs required</b> Except for access</p>	<p>© Crown Copyright and Ordnance Survey 100027342 2016</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>By</th> <th>Of</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>Chris McGarry Deputy Director Oxfordshire County Council County Hall New Road Oxford OX1 1BS Tel: 0865 310 1111</p> <p>Project: <b>Burford High Street Environmental Weight Restriction</b></p> <p>Drawing No: <b>Draft signing proposals</b></p> <p>Drawing Date: <b>12/17</b></p> <table border="1"> <thead> <tr> <th>Date</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td> </td> <td>NTS</td> <td>JCW</td> <td> </td> </tr> </tbody> </table> <p>Checked by Project for E the Ltd</p>	Rev.	Date	By	Of	Checked	Approved							Date	Drawn by	Checked by	Approved by		NTS	JCW	
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Officer Response	RESPONDENT	SUMMARISED COMMENTS
1	Democratic, (Burford)	<b>Support</b> - A white line on the single carriageway bridge separates pedestrians, including mother and child using the Primary School, from 44 tonne articulated trucks using the bridge. It is a frightening experience being so close to a moving heavy goods vehicle on this bridge. All other reasons, vibration damage to buildings and pollution also supported.
2	Individual, (Faringdon)	<b>Object</b> - My daughter has an 18 tonne MAN horsebox with a carrying capacity of 5 horses. We use Lyneham just north of Burford for training and exercise. From her base between Coleshill and Highworth are we now going to be required to travel halfway round the county to get to Lyneham should this restriction happen. Or will there be exceptions? Plus we also travel via Burford on about 6 occasions per year to travel to Horse Trials.
3	Individual, (Burford)	<b>Support</b> - one of the other issues is speed.....hgv's regularly drive too fast in a northward direction as they try to beat the traffic lights changing.
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
2,4,5,6	Individual, (Burford)	<b>Object</b> - The bridge at Burford connects 3 A roads. Bridges on such roads should be passable by HGVs

		<p>Diverting along alternative longer routes increases pollution, will increase journey time for drivers and expense for hauliers.</p> <p>Many lorries may try to cut through Swinbrook over the bridge by the Swan or use the bridge at Worsham. They may also try to cut through down Blacksmiths Lane to avoid Burford. This would be disastrous for Swinbrook village due to the narrow and unsuitable nature of the lanes. Windrush might also have the same problem</p> <p>The A40 is already very busy and is frequently closed due to accidents on the Cheltenham side of Burford. Increasing the number of lorries will exacerbate this further.</p> <p>Closing Burford bridge to HGVs is just moving the problem and transferring it to Stow, which is also an old and historic town. Why should Stow have to contend with Burford problems? It also is frequently jammed up and it can take some time to get through. The other villages and towns on the alternative routes will also suffer just to reduce the problem in Burford. This seems unfair</p> <p>Burford needs a bypass or a new bridge next to the existing one so that the traffic does not have to stop and start and queue up and down the hill</p>
1	Individual, (Lechlade)	<b>Support</b> - I am in support of this restriction on environmental, safety and heritage grounds.
1	Individual, (Carterton)	<b>Support</b> - I have just driven up the hill in Burford and the journey was extremely slow because of a large lorry at the head of the traffic. This caused considerable tailbacks down the High Street.
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> - I regularly walk to school with 4 children over the bridge in burford and it's extremely dangerous. There is considerable pollution from stationary lorries and the beautiful town of Burford

		looks like a car park most of the time. I feel it is only a matter of time before there is a fatality either on the high street or the bridge.
7,	Individual, (Banbury)	<p><b>Support</b> - The signage proposal in the consultation documents does not explicitly show the best route to Banbury for traffic coming north to the A40 Burford roundabout. There should signs showing that Banbury traffic should turn east and take the A40/A34/ M40 (preferred) or the A40/A4260. Without this explicit signage HGVs will probably follow the signed route via the A40/A429/A436 to Chipping Norton and then up the A361 to Banbury, thus unnecessarily creating additional traffic through Stow-on-the Wold. Lack of signage for the preferred A40/A34/M40 route to Banbury will also lose the opportunity provided by the weight limit in Burford to divert traffic away from Chipping Norton, South Newington and Bloxham, all of which suffer problems from HGVs similar to those in Burford.</p> <p>Similarly, the weight limit in Burford should be signed in Banbury so that HGVs have the opportunity to select the M40/A34/A40 or the A4260/A40 routes to reach the A361 at the A40 roundabout south of Burford.</p> <p>I assume that companies whose HGVs regularly using the A361 through Burford will be informed in advance of the weight limit and the preferred alternative routes.</p>
1	Individual, (unknown)	<b>Support</b> - Much needed to reduce damage to highway and buildings and reduce noise nuisance on The Hill.
*	Individual, (Carterton)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> - A limit would be welcome in order to reduce pollution and congestion, protect the historic buildings on the high street, and improve safety for residents and visitors. However it must be made clear that coaches will also be allowed access in order not to harm the important tourism industry.

*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
2,4,5,6	Individual, (Burford)	<p><b>Object</b> - I object to the proposed restrictions on Burford bridge as it links 3 A roads The alternative routes for lorries over long distances will result in extra congestion and pollution Oxfordshire County Council in collaboration with Burford Town Council are simply moving the problem to other towns in AONB which are already congested themselves. A bypass should be discussed If the proposal goes through, the local villages without weight restrictions on bridges, will be severely affected</p>
1	Individual, (Burford)	<b>Support</b> - I strongly support a weight limit, since existing heavy traffic is damaging this beautiful Cotswold town's buildings. Can the limit be reduced further? Less would be better!
1,	Individual, (Chipping Norton)	<p><b>Support</b> - I live in Milton under Wychwood and there is a shocking amount of congestion in Burford. Not only does it delay my journey to/from work, I feel sorry for the people who live in the town. The removal of HGVs is one small step in the right direction.</p> <p>However, these proposals do not go far enough. Limiting the times at which delivery vehicles may attend is also needed, and in particular, the creation and proper enforcement of restrictions on where and how they park is needed. They often double park creating an obstruction, or park right on junctions, creating a real hazard.</p> <p>Second, there are a number of coaches going into town to park near the priory. There really should be a coach park closer to the A40.</p>
1,	Individual, (Burford)	<b>Support</b> - The proposal to limit the weight of traffic travelling through Burford's historic centre is not

		<p>only environmentally sensible, given the size and capacity of the alternative route using the nearby North/South Fosse Way, but is essential if the listed buildings in the town's High Street are to be preserved.</p> <p>As a committee member of Burford's Museum and the publisher of the town's community magazine I can vouch for the fact that these buildings are suffering increasing damage as the lorries grow in size and capacity. Added to which the congestion caused by these enormous lorries is such, in the confined space of Burford's narrow street, that traffic is increasingly brought to a standstill by their transit. This in turn leads to hold-ups right back to the roundabout on the A40 which then slows the traffic on the A40 and approaching the roundabout on the A361 south of Burford. This congestion has reached chronic proportions now.</p>
1	Individual, (Fulbrook)	<p><b>Support</b> - There has long been a need for a restriction on heavy lorries. It causes noise and vibration to our and other properties and is dangerous for pedestrians crossing Burford Bridge. Burford is an historic town and the vibration caused cannot be good for old properties on the High Street. It is also highly disturbing noise-wise, especially at night.</p>
*	Individual, (Fulbrook)	<p><b>Support</b> – <i>No comment.</i></p>
1	Individual, (Burford)	<p><b>Support</b> - This is a very important issue and long overdue. The bridge over the river will not survive with such heavy vehicles continually using it. The historic buildings of The Hill must suffer from the HGVs using Burford as a quick way from the A40 to the Fosseway at Stow on the Wold.</p>
1	Individual, (Burford)	<p><b>Support</b> - Long overdue to protect this historic town. At the top of the hill it is so narrow that the mirrors on the huge lorries almost hit you when walking on the footpath..Such a heavy lorry going down the hill,in the event of brake failure or loss of control, is likely to cause massive damage and loss of life. The alternative via Northleach does not pass through any built up areas and would only add 7 .miles to the journey via Stow which is the route</p>

		followed by the vast majority of the heavy lorries.
1	Individual, (Burford)	<p><b>Support</b> - My husband and I live at the top of burford hill and use the footpath next to the road on a daily basis.                  We feel unsafe on a daily basis due to the many heavy vehicles travelling up to the A40 roundabout at very excessive speeds.                  As walking on this footpath involves being a 2 to 3 ft distance from the traffic, all are extremely vulnerable to injury, be they people walking their dog, people using their motorised scooters, anyone with a slight disability, families with small children etc., all are in constant danger.                  We therefore need a restriction on heavy goods vehicles and a 20 mile an hour speed limit with adjoining speed cameras.                  A pelican crossing would be much appreciated positioned where there is an island crossing at the moment as the traffic using the hill has increased enormously over the last few years making crossing difficult.</p>
*	Individual, (Great Coxwell)	<p><b>Support</b> - This is an eminently sensible proposal, I hope it succeeds.</p>
1	Individual, (Burford)	<p><b>Support</b> - These vehicles add noise and air pollution to the town, add to the already unbearable traffic congestion, (especially at peak times as they reduce the width of road available making it impossible in some parts of the high street to have two way traffic) and are extremely dangerous. Many come flyers no down the hill at well over the speed limit and make it almost impossible to cross the road.</p> <p>There is also an economic impact of tourism as many people we meet remark on how noisy it it is and that that wouldn't visit again because of this</p>
*	Individual, (Chipping	<p><b>Support</b> – <i>No comment.</i></p>



	norton)	
1	Individual, (Burford)	<b>Support</b> - Large vehicle traffic has an obvious and significant negative impact on this historic village. I would certainly spend more time on the High Street if traffic were reduced. Vehicle emissions must be substantially increased by the constant traffic jams that occur with engines revving within a few feet of visitors and tourists trying to enjoy a snack or a drink at one of the establishments on the street. Recent damage to buildings and verges caused by vehicles trying to escape from jams also highlights the vulnerability of the centre. Why must we risk a prized piece of our heritage so that lorries can save a few minutes on their journey?
*	Individual, (unkown)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> - As Burford residents, we see every day the adverse impact of heavy vehicles navigating the steep hill of Burford High Street. There is often double parking by delivery vehicles which effectively restricts the road width. The heavy vehicles strain to make the gradient. The old buildings close to the road, many of them listed, shake with the rumbling traffic. The road surface, manholes and underground services seem to need more frequent repairs than should be the case.  We hope that the council approves the weight restriction for the good of the town's environment.
1	Individual, (Burford)	<b>Support</b> - Large vehicles block the high street, stop the traffic flow and rattle the foundation of historic buildings
1	Individual, (Burford)	<b>Support</b> - We live just over the bridge from Burford on A361 and the volume of large lorries is a real blight on this area of such beauty. Over the bridge itself when walking you are inches from a juggernaut. This change would improve Burford incredibly and benefit the many residents and visitors. It is long overdue and much welcomed.

1	Individual, (burford)	<b>Support</b> - Long over due proposal to rid the town of constant flow of heavy, noisy and stinking large vehicles destroying the rural setting.
1	Individual, (Leamington Spa)	<b>Support</b> - Over 7.5 T HGVs currently use this route for time/distance saving, without any regard to the local heritage and not supporting the local needs. Its dangerous, damaging, polluting and causes congestion. The bridge and road surface is often damaged, with repeat offenders being local haulage companies.
1	Individual, (unknown)	<b>Support</b> - I feel a 7.5 tonne weight limit will benefit residents living in Burford and Fulbrook like myself as I am often getting stuck in standstill traffic at the Burford/ Fulbrook roundabout as lorries ignore the new keep clear sign and block up the roundabout. It also causes a great deal of traffic in Burford Highstreet as the lorries often find it difficult turning and coming out of the side roads causing other traffic to be stopped and delayed.
*	Individual, (Moreton-in-Marsh)	<b>Support</b> – <i>No comment.</i>
2,4,5	Business, (Birmingham)	<b>Object</b> - As a hgv driver that uses this main road upto 10 times a week this restriction will cause chaos , by closing this vital road it will force me and many other Hgvs to use unrestricted roads that really aren't suitable . I frequently have to go from Carterton to chipping norton and without this road it will push me through an already heavily congested stow on the wold , or my route from Witney to chadlington will have to be via the small roads linking finstock / charlbury / chadlington . Without this vital artery we will undoubtably add to congestion and cause problems elsewhere .
1,6	Individual, (Fulbrook, Nr	<b>Support</b> - I have lived in Fulbrook for 25 years.

	Burford)	<p>Over the past 5-10 years the volume and weight of traffic, going over the Windrush Bridge and Burford High Street appears to have increased considerably. This results in lengthy delays using the bridge and High Street either to go to Burford shops and facilities or when travelling beyond Burford.</p> <p>Removing the heaviest vehicles from routinely using the bridge and High Street would be a valuable start to reducing this problem as well as making the route safer for pedestrians and cyclists. A by-pass, as proposed some twenty years ago, would be an even better long-term solution.</p>
4,8	Individual, (Charlbury)	<p><b>Object</b> - Velcourt Cotswold Contracting is an agricultural contracting business that currently farm land either side of Burford and we regularly have to move our agricultural machinery through Burford.</p> <p>If the weight limit was to be imposed, our only alternative route is through Taynton, Great Barrington and Little Barrington which is considerably further. Some of our machinery is wide (we have a Police dispensation to move machinery up to 4.2m in width on the road without a Police escort) and the alternative route would not be suitable due to the narrowness of the roads and cars parked on the road in the villages. Also with HGVs being stopped from using Burford, they are likely to use the same alternative route that we are looking at. If we were to meet these lorries with our machinery, they would not be able to pass each other easily and damage to the verges is likely to be caused. If the weight limit is to be brought in, I would ask that you consider granting a exemption for agricultural vehicles.</p>
1	Individual, (unknown)	<p><b>Support</b> - The historic buildings and all access roads to it are being severely damaged by heavy goods vehicles rumbling through this area. The vehicles are only using it as a short cut instead of following the more purposely built road systems for those types of vehicles.</p>
*	Individual, (unknown)	<p><b>Support</b> – <i>No comment.</i></p>
1	Individual,	

	(Burford)	<b>Support</b> - The road at the A40 roundabout is frequently blocked due to traffic descending through Burford High Street making it more dangerous for pedestrians. The increase in housing west of Oxford will only make this situation worse and so the sooner we upgrade the road system the better.
1	Individual, (Burford)	<b>Support</b> - The bridge is far too narrow for large hgv trucks and it feels very dangerous walking to school over the bridge. The congestion on the Hill is also extreme and forces local traffic to go around single track lanes to swinbrook and asthall just to avoid the traffic. Please consider the use of lights on the mini roundabout as traffic regularly queues back to the carpenters arms pub and beyond.
1	Individual, (Burford)	<b>Support</b> - As a resident of Burford living on the A361 between the A40 and the Burford Bridge, I would be delighted to see a weight restriction placed on vehicles using the Hill and the town, as the large vehicles make parts of our house vibrate as they pass, especially during the night, when I am sure many are travelling over the 30 MPH speed limit. I fully support the weight restriction to protect Burford Hill and High Street, which has so many historic listed buildings which deserve proper protection to conserve them.
2,4,5,6	Business, (Chadlington)	<b>Object</b> - We are a family run haulage business which has been operating in Chadlington since 1929. We have many customers in the Witney area, this proposal will now mean that we have to travel via Woodstock/Bladon or Oxford forcing our trucks past many schools and pedestrian areas not to mention the extra operating costs and additional pollution. The answer to this issue is to build a proper bypass for Burford.
1,4	Individual, (Burford)	<b>Support</b> - As a resident of Fulbrook I support this weight restriction throughout Burford, Walking 4 Children to School over the bridge into Burford is hazardous due to the large lorry's that force there way over the bridge leaving very little room to walk, An accident waiting to happen. Also Burford's road infrastructure struggles with the vast amount of vehicles so the reduction of HGV's passing through would make a massive impact to both the road congestion and the beautiful views through

		<p>this town.</p> <p>My only concern would be that vehicles coming from stow / Warwick area would pass through the village of Fulbrook using it as a rat run to get to their designation rather than following the recommended route. Hopefully your signage would make it clear that this was not an acceptable alternative.</p>
1	Individual, (Chipping Norton)	<p><b>Support</b> - The passage of a large number of heavy lorries through the town and across the medieval bridge is completely inappropriate. Alternative routes are available which could and should be used. Long-term damage to buildings in Burford High Street will occur unless heavy lorries are prevented from using it.</p>
1	Individual, (Burford)	<p><b>Support</b> - Our house, which is located near the bridge is subject to severe vibrations when heavy lorries drive past. The property is Grade 2* listed and a major programme of repairs to the facade have recently been completed. It is very likely that the vibrations created by heavy traffic contributed to the damage over time.</p>
2,4,5,9	Business, (Banbury)	<p><b>Object</b> - Proposed Burford 7.5 tonne weight limit</p> <p>I am providing these comments in my capacity as transport manager of Smith &amp; Sons (Bletchington) Ltd.</p> <p>We are strongly opposed to the proposed 7.5 tonne weight limit in High Street, Burford. As a locally based quarry operator providing essential materials to our local customer base, this weight limit would have far reaching implications on both our business and many of our customers.</p> <p>Typically, smaller quarry operators such as ourselves supply local markets, with the majority of our aggregates being supplied only a few miles from our quarries. Accordingly, Burford High Street is a key route for the marketing of aggregates from Burford quarry to our local customers including builders, construction companies, Councils, domestic users and particularly at this time of year, the supply of lime dust for soil conditioning by local farmers.</p> <p>Ironically, the proposed weight limit would damage a quarrying business, where its quarried stone is</p>

		<p>used in construction making Burford such an attractive town to start with and gives character to the wider Cotswold area.</p> <p>We carried out a study of our goods vehicle movements through Burford High Street week commencing 4th September which totalled 108 in each direction. Whilst this may be of concern to the residents of Burford, these journeys were to and from customer sites using the most appropriate, direct and environmentally friendly route for the vehicle type. If the vehicles had been prohibited from using Burford High Street, the additional mileage and time required to carry out these deliveries would have had major cost implications on our business and ultimately on our customers.</p> <p>If the proposed weight limit had been in place based, on the above movements, there would have been a major impact on the local environment even though our modern vehicle fleet with state of the art technology is less polluting than many of the smaller vehicles travelling through Burford.</p> <p>We also question the depiction of huge trucks thundering through Burford which has cropped up a few times. As a member of the public as well as an employee of Smiths who travels through Burford regularly, I have never seen a truck thundering through Burford, invariably they are stuck in a queue of cars and vans which are the prime cause of the congestion in the town.</p> <p>Regarding our specific use of Burford High Street, below are two examples of journeys made last week:</p> <p>Burford Quarry to Hickman Brothers, Fullbrook via Burford – 4 miles          Alternative - A40 west via North Leach, Stowe – 29 miles          Alternative - A40 east via Eynsham, Woodstock, Chipping Norton – 38 miles</p> <p>Burford Quarry to Shipton under Wychwood via Burford – 7 miles (various deliveries to farmers and builders)          Alternative - A40 west via North Leach, Stowe, Chipping Norton – 35 miles          Alternative - A40 east via Eynsham, Woodstock, Chipping Norton – 34 miles</p> <p>In each of these cases, both alternative routes highlighted above use the A road alternatives proposed by OCC. Should the weight limit be introduced we would not necessarily use the A road alternative because of the enormous and unsustainable increase in road miles which would result in additional vehicle movements to deliver the same tonnage to the customer's timescales. We would therefore look at other alternative routes to keep total vehicle movements to a minimum. One of these for example would be the use of the B4022 from Witney through Hailey and Charlbury to gain</p>
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		<p>access to the villages between Chipping Norton and Burford.</p> <p>Having argued the effect the weight limit would have on a local business and local customers, we would strongly argue that the following conditions should be considered:</p> <ul style="list-style-type: none"> <li>• Look at an alternative weight limit such as 32 tonnes which would affect articulated vehicles but allow some rigid vehicles to use the route.</li> <li>• In Particular - Issue exemption permits to local companies carrying out local deliveries.</li> </ul> <p>We stress again our strong opposition to this proposed weight restriction.</p>
1,5	Individual, (unknown)	<p><b>Support</b> - Think it is a good idea. Burford is a piece of heritage that is a popular part of the tourist economy. The amount of heavy goods vehicles is spoiling it.</p> <p>Concerned that asking HGV to turn right at the junction of the A429 and A436 would cause problems in stow.</p> <p>Can you not route it up to the junction of the A44 with A429 to access chipping norton.</p> <p>Assuming a lot of traffic is looking for the quickest route back onto the M40 when it is going through Burford and Chipping Norton?</p> <p>Will there be restrictions on the time of day deliveries can be made in burford town centre by HGV?</p>
1	Individual, (Burford)	<p><b>Support</b> - I have lived on Burford High Street for 4 years and the HGVs are a blight and a menace to the town. Nighttime is worst, when many of them seem to have the view that the 30mph speed limit is merely a suggestion. Friends of mine who are unfortunate enough to have there bedrooms facing onto the High St have a terrible time with them, as I did for several months when I first moved in, before the bedroom (at the back) was ready. The entire of the front of the house shakes as they go past, and the noise is horrendous. The HGVs must go, they are badly compromising the physical structure of a High St (not to mention the Windrush bridge) that was designed for nothing faster,</p>

		heavier or louder than a coach and four.
*	Individual, (Carterton)	<b>Object</b> – <i>No comment.</i>
*	Individual, (Burford)	<b>Support</b> - Excellent idea
4	Individual, (Witney)	<p><b>Neither</b> - Whilst I agree that it restricting the weight limit of lorries passing through Burford will be good for Burford itself, I am concerned about the knock-on effect on the surrounding villages. Any lorries travelling between Chipping Norton and Witney are likely to pick a route through Leafield or Charlbury. They are very unlikely to to pick the major trunk roads via Northleach or Wolvercote, because it will be too far out of the way. The roads in and around Leafield in particular are not suitable for large and heavy traffic, because they are far too narrow. In addition, the village school doesn't have a playing field, so the children do their sports activities on the village green which is unfenced and next to the road. We can't risk heavy lorries passing so close to them. Even if you put signs up directing traffic elsewhere, they will still undoubtedly follow their sat navs through these villages.</p> <p>I would be interested to hear how you intend to prevent this traffic rerouting via the villages.</p>
2	Business, (Ducklington)	<p><b>Object</b> - We are a Witney-based manufacturer of reproduction roof tiles and make regular deliveries to building sites immediately north of Burford, including three sites in Fulbrook in the last year. There is no access to the A361 or A424 from the A40 except by passing through the High Street, so I'm not sure what is meant by 'the alternative major road network' except if that means diverting to the A429 or A44, either of which would mean significant extra costs to us in, for example, our five or six deliveries to Fulbrook over the past year.</p>
1	Individual, (Burford)	<b>Support</b> - I think this proposal should improve the environment for residents and tourists and slightly



		reduce the congestion on the hill
1	Individual, (Burford)	<b>Support</b> - The HGVs are a major problem here. They make the foundations of our medieval buildings shake and because they have to shift gear to get up Burford High Street and Hill they are particularly noisy. The street is a major tourist destination but can be ruined by the HGVs. It really is not a suitable route, especially since the HGVs have to cross our tiny Medieval bridge.
1	Individual, (Burford)	<b>Support</b> - An excellent idea which has my full support.
1	Individual, (Burford)	<b>Support</b> - I feel this will be a positive move for Burford. You can feel the vibration of the lorries going up and down the high street, which is surely detrimental to the long term prospects of the ancient buildings on the hill. I will certainly feel happier cycling in the town and surrounding roads with fewer large HGVs squeezing me onto the pavement. It should also help reduce standing traffic and the regular pollution-generating tailbacks that are a feature of the 'commuter' time of day.
4	Individual, (Chipping Norton)	<b>Object</b> - All lorry drivers use Sat Nav and many will travel the shorter rural routes through villages like Swinbrook, which are quite unsuitable and the roads are in appalling condition already.  Would it not be possible to widen/strengthen the existing bridge so the traffic lights are no longer needed, or build an extra bridge alongside?
1	Individual, (Burford)	<b>Support</b> - I regularly ride my bike in Burford High Street to go shopping, and am often obliged to get off and wait for huge lorries to pass, because I am not confident that they can see me on the inside of the traffic lane. It is a frightening experience as they are so out of scale with surrounding traffic and buildings on this village street. They are often as big as many of the ancient buildings which are shaken by their passage up and down the steep hill. At a right angle to the medieval bridge over the Windrush, facing up the hill, is a row of historic houses called Wysdom Cottages. If the brakes

		<p>should fail on one of these lorries those buildings would be flattened, and with ever increasing numbers of them on the High Street this is more and more likely to happen. Residents of Burford, including me, have been begging for a weight limit on the bridge for several decades, and during that time the traffic has increased and the HGVs have got heavier and bigger. Please help preserve out town from the damage they cause. They not only undermine the interesting and beautiful buildings and distress the residents, they also destroy the pleasure of the many visitors who contribute so much to the local economy.</p>
1,6	Individual, (Fulbrook)	<p><b>Support</b> - Having lived in Burford, on the High Street, for over 30 years I can attest to the damage HGV's cause to buildings. Additionally Burford is a tourist destination as well as being the home to residents, and the level of traffic passing through on a daily basis makes life a misery and a hazard to pedestrians. There is a constant queue of traffic both up and down the High Street. Removing some part of the traffic, in the shape of HGV's will make things much better. This is the best interim solution, though a bypass would be even better. I suggest a visit to Broadway to see how a town can be vastly improved by having a bypass!</p>
*	Individual, (Burford)	<p><b>Support</b> - I absolutely support the proposed weight restriction but question the need for continued access for HGVs for deliveries etc. Notwithstanding the fact that this essentially increases the difficulty in policing the restriction it should not be a difficult matter for deliveries to be made in smaller vehicles, that are within the weight restriction.</p>
2,4,5, 6,10, 11	Individual, (Chipping Norton)	<p><b>Object</b> - I am writing to object to the 7.5t weight limit proposal on the major A road (A361 Burford) for several reasons:</p> <p>1: You say that 'it is considered necessary on the grounds of promoting road safety, reducing danger and congestion.' I would like to argue this point for the following reasons.</p> <p>It will not significantly reduce congestion as the whole reason for the congestion is the bridge at the</p>

	<p>bottom of the hill over the Windrush River. Even without HGV traffic the fact that the bridge is not wide enough to allow two way traffic to flow through the town is the reason for the extensive congestion, not the HGV's. I would like to point out that free flowing traffic would cause fewer emissions too.</p> <p>It will not reduce danger and improve road safety, as, unless it is the middle of the night, traffic is never moving more than 5 mph or 10 mph due to the heavy congestion, as I have addressed above. Therefore I argue this point and will look into finding out just exactly how many incidents and occurrences have been recorded involving HGV's on the high street in Burford.</p> <p>I would support a 20mph speed limit through the town if you really wanted, but the chance for the traffic to get to that speed is unachievable most of the day anyway.</p> <p>I would also firmly support the building of a wider or additional bridge over the river, which I believe there is space and scope for either where the existing bridge is or further upstream, which would then divert all the through traffic round the town.</p> <p>And in any case, on the issue of public road safety and reducing danger, the regular HGV traffic provides a welcome natural traffic calming measure to the rest of the A361 and A424 which would obviously cease should this proposal go through meaning that the traffic speed will likely increase when these roads are already renowned for many serious accidents due to their long straights and rolling landscapes.</p> <p>2: You say 'The proposal is primarily intended to protect the historic residential streets and its community from heavier lorry traffic.'</p> <p>I argue this point on the same basis as above, but also having lived in the area for almost all of my life, I don't see any excessive signs of damage other than the general wear and tear/deterioration. I realise that bits of some roads have recently been resurfaced but that we pay our taxes for anyway.</p> <p>3: You say 'The restriction would also force heavy goods vehicles to make full use of the alternative major road network around the area.'</p> <p>I argue this too as yes it would but the proposed diversions (if used...) are already incapable of taking the current traffic demand without extra traffic such as the Wolvercote roundabout which you have just spent some astronomical sum trying to improve and still the A40 has broken Que's right back past Eynsham every day.</p>
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		<p>Then there's also Chipping Norton and Woodstock which have just as much right to moan about their high streets as Burford. There's also Stow on the Wold and Moreton in Marsh which already finds themselves congested too, and saying "that's not our patch so we don't care" is just irresponsible and ignorant for which I do not tolerate.</p> <p>But you will probably find most goes through Witney, Long Hanborough and onto Bladon (A4095) or some similar route (such as the B4022/B4026 Finstock/Charlbury ect) to avoid the previous congestion points.</p> <p>4: You say that 'restriction would prohibit HGVs over 7.5 tonnes from using the A361 Burford High Street (and River Windrush Bridge) that were not designed to cater for modern heavy traffic.'</p> <p>I argue this as the bridge was renovated/rebuilt/upgraded in 1945 to adapt to heavier traffic and all roads and bridges were supposedly strengthened again to support such traffic when the USAF took control of RAF Little Rissington in the 1980's after an American tank was supposed to have driven over and fallen into the river, and I believe it was again reassessed in the late 2000's before the RAF looked to develop the use of the old airfield.</p> <p>5: You say that 'The Order will not prevent access for delivery requirements.'</p> <p>Well maybe this is true for properties in Burford but I live and work in the family farming business, (of which we are not the only one!), just outside Fulbrook on the A361 and that exemption will not apply to us meaning that our business/livelihood will suffer due to our deliveries and collections, which come in and out 3-4 times a week from the south of Burford. Having to divert so far, (official diversion routes being 28 miles and 42 miles) leading to a loss in time and productivity, and in a large number of cases affecting animal welfare. These diversion routes will also mean increased emissions due to the extra distances from all the diverted traffic.</p> <p>I would definitely support a bypass going into Burford should you wish to consider it, I can even make it easy and say that the most logical place to put it would be just upstream from the existing bridge where the A424 junction with the unnamed road to Taynton is, across the river and up to the unnamed road, (that runs between the A40 and sheep street), about where there is a junction for Upton and then up the unnamed road to the A40?</p>
1	Individual, (Burford)	<b>Support</b> - A restriction on HGVs in Burford High Street and The Hill is long overdue. Burford is a

		unique town with 252 listed buildings, many of them in the High Street and Hill. These are literally being shaken to the foundations by heavy lorries.
1	Business, (Burford)	<p><b>Support</b> - Dear Sirs</p> <p>You have our total support at Elm of Burford. After years of diesel dust deposited both outside and inside or shop, Multiple huge vehicles shaking the windows and property we agree and always have that the extra few minutes to go via the Foss way is no big deal.</p> <p>Might we highlight that should the A40 roundabout junction to Burford allow access to HGV's then some will buck the system, particularly in the night. An access restriction would help and suggest that HGV's who have statutory rights to enter Burford, enter via Sheep Street continuation to the A40.</p>
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
4,6	Individual, (Leaffield)	<p><b>Object</b> - Burford has always been a bottle neck with traffic even when I worked there as a district nurse in the early 1980s. Banning large trucks from Burford High Street will only send them into other small villages close by. I now live in Leaffield and there has been a considerable increase in very large lorries and trucks through our very small village over the past year or more possibly because of sat-nav. Lately even more have found their way into and through our village. When Caterham and the other F1 teams were operating out of Langley (a mile out of the village towards Shipton Under Wychwood) all of their large trucks were only allowed to go towards the Burford to Chipping Norton Road therefore NEVER coming through our small village. Leaffield village school is situated right on the village green and the staff have no parking other than on the road by the green. This makes getting by the school very difficult indeed and large vehicles would make it impossible for everyone trying to safely get around.</p> <p>For many years cars have made the short cut through Leaffield from Witney to Chipping Norton and the other way around. They go via Ascot Under Wychwood. The amount of traffic going through the village morning and evening has increased a great deal and if you add trucks and lorries to this it will become untenable.</p>

		<p>For year a Burford bypass has been discussed and then dropped. I think it is about time this was considered again. We cannot allow these oversized trucks to encroach on the roads of our small village that has extremely narrow roads.</p> <p>Please reconsider this 7.5 tonne restriction from Burford High Street because of the mayhem it will cause small villages close to Burford.</p>
1	Individual, (Fulbrook)	<p><b>Support</b> - The current situation is very dangerous and it is only a matter of time before a fatality happens on Burford bridge.</p> <p>Large lorries cross at great speed and there is very little room (and often time) for pedestrians to take cover.</p> <p>I am healthy and able adult and have personally almost been hit.</p> <p>The safety situation for people with disabilities and children is even more dire and inappropriate.</p> <p>I fully support the proposed 7.5 tonne Weight Limit for the Burford area.</p>
4,6	Individual, (Burford)	<p><b>Object</b> - The weight limit is in force in many of the surrounding villages with narrow and/or weak bridges, yet it is not enforced as lorries bigger than 7.5 tonnes regularly pass through the villages (and not for local loading/deliveries). A weight limit in the Burford area will merely mean some of the lorries that usually pass through Burford will seek alternatively routes through the villages knowing that the weight limits there are not enforced.</p> <p>However, I am supportive of reducing the amount of traffic and HGVs through Burford via other initiatives. Burford is the confluence of two important A-roads, yet it is an inadequate route with traffic backed up through the town everyday. A far more sensible solution would be to have Burford by-pass that keeps the traffic moving along these roads, but the town safe for tourists and pedestrians.</p>

<p>1</p>	<p>Individual, (Chipping Norton)</p>	<p><b>Support</b> - I wish to add a comment from Shipton under Wychwood, a few miles north of Burford, which sees most of the heavy traffic on the A361 which passes though Burford. I live on the A361 (High Street) in Shipton and suffer from the heavy traffic in a number of ways.</p> <p>The noise and vibration from heavy lorries wakes us in the early morning and we lose sleep. This continues through the day shaking the house. It is virtually impossible to use our front garden and gardening is a most uncomfortable activity. Conversation is impossible when heavy lorries go through.</p> <p>There are manholes in the road outside our house and the heavy traffic progressively causes the collapse of these, this in turn causes enormous shaking and noise when a heavy vehicle passes over a manhole which is no longer flush with the road surface. At our request, the highways department have had to repair these manholes three times in recent years to correct the damage.</p> <p>As a pedestrian, it is extremely distressing to use the footpath in our village with lorries thundering past at or above the 30mph speed limit. On some bends the noise, wind and vibration is very frightening for a pedestrian. We recently started up a Speedwatch in our village with the support of TVP, but the radar equipment was blown over by the draft from a lorry exceeding the speed limit and has had to be sent off for repair.</p> <p>Vibration to our 18th century, grade 2 listed cottage we believe is causing damage and we are concerned about several fractures in the dressed stone front of our house. I suspect this is at least equal to damage experienced in Burford town by historic buildings as the traffic is moving more quickly through Shipton.</p>
<p>1</p>	<p>Individual, (Fulbrook, Burford)</p>	<p><b>Support</b> - As a resident of Fulbrook for over 27 years, and a daily walker/driver into Burford using the bridge as our only means of getting into town I have noticed the increase in heavy goods traffic. Not only are they destroying the road surfaces &amp; bridge, they are downright dangerous; they tend to speed coming down the hill from Fulbrook on the A361 to the mini roundabout and onto the bridge. As a pedestrian on the bridge the only option is to stand aside and let them pass - there's not</p>

		<p>enough room to walk safely. Burford is severely congested and traffic coming down the hill from the A40 invariably backs up to the roundabout at any time of day. By imposing a weight restriction can only help alleviate some of this congestion. Hopefully it will improve the lives and safety of the residents on both sides of the bridge.</p>
1	Individual, (Burford)	<p><b>Support</b> - I believe Burford High Street is the largest continuous stretch of Middle Ages buildings in the country, and I live in the middle of it. It is a priceless piece of heritage, and we have allowed it to be shaken to bits by vibrations and pollution from heavy lorries for too many years. The situation has been made much worse recently with the advent of really huge lorries from EU countries.</p> <p>Congestion arising from the bottleneck caused by the single way bridge is unbearable, with huge lorries straining noisily and cars/vans silting up all side roads seeking rat run relief. Burford has become a traffic nightmare.</p> <p>I am a private citizen and this is not a technical contribution by way of "evidence". But it is a plea for common sense and fairness from one who daily witnesses what goes on.</p> <p>I heartily support the proposal.</p>
1	Individual, (Burford)	<p><b>Support</b> - I strongly support this proposal. The volume and weight of traffic in Burford High Street and over Burford bridge increases constantly and has become intolerable. Please note that it will also be aggravated, as will that in Barnes Lane and Witney Street, by WODC's proposal to build a large new housing estate on Cole's Field. I strongly urge the County Council to look again at that proposal and to object to it on those grounds.</p>
1,3	Individual, (unknown)	<p><b>Support</b> - I would go a step further and introduce a 20 mph speed limit. Although I do not myself live in the area,i regularly use the road and am very surprised that the limit has not already been inforced.During my daily commute,i have had severel 'near misses' with 40 tonne lorries driving at frankly dangerous speeds on this road.I feel sorry for the people that actually have to live with this</p>



		<p>situation every day. Should the restriction come into force, i sincerely hope that the lorries will not be replaced by droves of 'white vans' driving at break neck speeds?</p>
1	Individual, (Fulbrook)	<p><b>Support</b> - I would hope that this will also be enforced by relevant authorities.</p>
1	Individual, (Fulbrook)	<p><b>Support</b> - Decades of inaction has led to steady and unacceptable level of HGVs including those with trailers using Fulbrook, Burford and the bridge as a way of reducing mileage versus the recommended routes for HGVs. Causes excess pollution, traffic congestion, danger to foot passengers and bikes on the bridge and surrounding roads. Congestion in turn causes extra traffic on small roads in Burford and through Fulbrook, Swinbrook, Taynton etc. The HGV traffic brings no local benefit whatsoever.</p> <p>Enforcement measures will be required not just proposed signage. Cameras, ANPR, regular spot checks by uniformed police. Needs pollution measurement to demonstrate improvements to counteract appeals, slippage in enforcement.</p> <p>Licences for "local" businesses must not be handed out to major users since they also should use recommended routes. In this I would include Hayter, Hacklings, Hickman and others with regular and heavy use of the bridge. There are no doubt many others. Any licences must have a way of measuring how many vehicle movements are to be permitted.</p>
1	Individual, (Burford)	<p><b>Support</b> - I appreciate the need for transportation requirements in the area but Burford relies heavily if not almost completely on tourism, and the high street is being ruined as a pleasant space for both tourists and locals by huge lorries belching out fumes all day long. In addition, not only is the the pollution harming the beautiful architecture but I have personally witnessed a lorry attempting a u-turn in the high street resulting in one of the residential properties being hit in the process. I believe strongly that a weight limit on traffic will help this.</p>

1	Individual, (Shipton under Wychwood)	<b>Support</b> - The 45 years that I have lived close by to Burford have seen an enormous increase in HGVs driving through, blocking and spoiling the unrivalled beauty of Burford High Street. Not for nothing did the eminent art historian, Professor Pevsner, call it 'a quite remarkable small medieval town'. It is becoming remarkable because of the endless clogging up by heavy traffic. I strongly support the weight limit proposal.
*	Individual, (unknown)	<b>Support</b> – <i>No comment.</i>
1	Business, (Burford)	<b>Support</b> - As a residents, business and property owners on Burford High Street we completely support this proposal . Firstly as residents the heavy transport causes damage to our building. It necessary to have the pointing checked twice a year as the vibration caused by the lorries when they hit imperfections in the carriageway causes the building to shake this is worst at night and in the early morning when the lorries are travelling at speed there can also be vibrations caused by the engines of the lorries when they are stuck in traffic this is most noticeable in the windows . Whilst the light traffic adds to the vitality of the town the large vehicles clog the flow of traffic thereby increasing the pollution and congestion. As a trader who oftener talks to people who have been staying in the hotels on the High Street over night we constantly hear the comment that their stay has been spoilt by the noise created by the heavy lorries which goes on all night. Burfords survival is heavily dependant on the tourist industry and one often hears that the presence of the heavy vehicles is spoiling peoples enjoyment of the town .
4,5,12	Individual, (Cheltenham)	<b>Object</b> - The request to put a weight limit on Burford High Street is totally understandable, as expressed in the reasons stated in the application - to reduce danger to persons or traffic, prevent damage to roads or buildings on or near the road, facilitate the passage of traffic and improve amenities of the area by restricting the amount of heavy goods vehicles - and is long overdue. However, the proposal in its current form to divert the traffic from Burford impacts significantly on Stow on the Wold and the A436. The reasons for the proposal in Burford, with which I agree, also

		<p>apply to Sheep Street and Park Street - A436 in Stow on the Wold - and a weight limit should be put onto this road for exactly the same reasons.</p> <p>However, none of these factors take in the bigger picture and the problem of HGVs rat running through the Cotswolds, something that has to be stopped. The Cotswolds include historic market towns with listed buildings, conservation areas and AONBs alongside wonderful historic Cotswold villages. These form a world class heritage site, the preservation of which needs to be recognised. Tourism in the Cotswolds brings in well in excess of a billion GBP a year as a contribution to the British economy, but will only continue to do so if the Cotswolds are given the proper protection to prevent environmental damage being done through inappropriate transport and housing.</p> <p>It is West Oxfordshire Council that is making this application and it is wrong that only one single authority should be making such an application. It is absolutely imperative that an overall plan for the Cotswolds be put together to secure its future. This would require the cooperation and involvement of all the adjoining counties, which would include Glos, Wilts, Oxon, Warks &amp; Worcs, who all have roads leading into the Cotswold area. Stow on the Wold has suffered from increased HGV traffic from the Air Balloon roundabout on the A436 through Stow and onto Oxfordshire, which is getting out of hand. We have already suffered HGV traffic increases on the Evesham/Broadway/Stow road (A424 - A44), where traffic has been diverted from Bourton on the Hill and Moreton in the Marsh through Stow and onto Sheep Street, the A436. All of this ignores the other major problem in the Cotswolds, which is the North/South route - A429 - for which a long term solution needs to be established, which appears currently not to be the case. At peak times, the A429 is currently experiencing traffic flows in Stow in excess of 13,000 cars a day. The overall picture at Stow, sitting as it does on an arterial route, is that we are now suffering gridlock traffic at many times of the day, throughout the week and throughout the year.</p>
<p>1</p>	<p>Individual, (Chipping Norton)</p>	<p><b>Support</b> - I live in Shipton under Wychwood and many of the large lorries that pass through Burford also pass through this village. The A361 is single carriage and within the village there are two sharp bends. Often the lorries cross the central line to negotiate these bends causing danger to the other road users. On arrival in Burford they have to negotiate the narrow bridge at the bottom of the high street. The</p>

		noise, pollution and vibration caused by these lorries is very unpleasant and is probably causing discomfort to the residents and long term damage to the many old buildings. Banning these lorries would create a safer and more pleasant environment.
5,12	Individual, (Stow on the Wold)	<b>Object</b> - Whilst i understand the desire to restrict HGVs to improve safety, protect buildings and improve amenities, it is totally unacceptable to do this by re routing traffic in such a way that it will have the equal and opposite negative effect on other neighboring settlements, such as Stow on the Wold. The A436 (Sheep Street and Park Street) already suffers from such high volumes of traffic that they are gridlocked daily, and for whole weekends during the summer. To re route even more traffic through a conservation area, with a significant number of listed buildings and high pedestrian flow would be dangerous, damaging to the protected buildings in the area, and damaging to the economic viability of Stow on the Wold which depends so heavily on tourism, and the ability of tourists to reach the town and enjoy it without being subject to additional traffic pollution. Oxfordshire County council, please think again about where you re route traffic and come up with a scheme that takes account of the needs of the whole of the Cotswolds, rather than simply shifting a problem from one sensitive community to another.
1	Individual, (Chipping Norton)	<b>Support</b> - Non essential heavy vehicles should use the alternative routes to preserve the heritage and character of Burford.
*	Business, (Minster Lovell)	<b>Object</b> – <i>No comment.</i>
1	Individual, (Shipton under Wychwood)	<b>Support</b> - This will reduce the amount of HGV traffic through villages surrounding Burford, these villages have many graded properties that will benefit from less impact from vibrations due to heavy weight traffic. Road surfaces will be preserved due to less traffic of this type.
1	Individual,	

	(Chipping Norton)	<b>Support</b> - As a former resident of Burford, I understand that heavy vehicles have been a problem since at least the 1970s. They are detrimental to the environment and to the precious historic High St.
1	Individual, (unknown)	<b>Support</b> - It's important to protect the historic Burford high street and make it a more appealing place to be, given the tourist attraction and benefit to the local economy. BUT - in putting such a restriction in place it is also important not to create lorry rat-runs and put safety at risk, so clearly marking and communicating an acceptable alternative route for HGVs is vital.
1	Individual, (Chipping Norton)	<b>Support</b> - As the roads come under constantly more pressure this restriction will help ease the safety and maintenance issues around Burford's High Street and its medieval bridge. Living on the A361 in Shipton, it may also reduce the heavy traffic past our bedroom window which shakes our house and wakes us up at night. I fully support the proposal.
*	Individual, (Bampton)	<b>Support</b> - Strong support for proposal
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Minster Lovell)	<b>Support</b> - For years the ancient town of Burford has been subjected to increasingly heavy lorry traffic. It ruins the ambience of this beautiful Cotswold town. It is not inconceivable that one of these lorries could suffer a brake failure, and a horrendous accident would result.
13	Individual, (Burford)	<b>Object</b> - The issue is not about the weight of the vehicles using Burford High Street, but the vehicles that exceed the speed limit of 30 mph. Those heavy vehicles that travel legally along the A361 should not be penalised because of the actions of those who exceed the speed limit. If the speed limit was 20 mph during the day, with active camera enforcement, then none of the people who want

		<p>the lorries banned would notice the passing of any cars. In the late-afternoons/early-evenings, the traffic is always in a jam, and then it doesn't make any difference what weight a vehicle is. The proposal to ban lorries obeying the speed limit must be illegal as there are no safety concerns over the weight limit on the bridge at the bottom of the High Street and so those lorries travelling within the speed limit have as much right to use the High Street as any of us.</p> <p>Enforce the speed limit effectively and you eliminate the problem.</p> <p>The proposed weight limit is taking a hammer to crack an egg... ..and will affect law-abiding businesses along the A361 adversely.</p> <p>I am a Burford resident who is fed up with a small clique advancing their own agenda at the expense of others.</p>
2,5,6	Business, (Witney)	<p><b>Object</b> - Two Major A roads go through Buford. Who pays for the extra cost for routing vehicle miles out of there way.</p> <p>If people do not want large vehicles on the roads, STOP creating the demand for them, What about the other people you want to inflict with the extra traffic.</p> <p>If you want weight limit it should apply to ALL TRAFFIC and do not cherry pick.</p> <p>Try building a BYPASS first. A route was suggested in the 1930s</p> <p>The council have not replaced the bridge at NEWBRIDGE and put weight limit in BAMPTON. LOOK AT THE EFFECT THIS IS HAVING ON THE A40 AND ALL OF THE PEOPLE LIVEING EAST OF BURFORD.</p> <p>YOU SAY ABOUT SAFTY WHERE ARE THE ACCIDENT STATISTIC FOR BURFORD.</p> <p>MOST PROBLEMS I have seen are caused by BAD PARKING OF CARS.</p>
1	Individual, (unknown)	<p><b>Support</b> - Brilliant idea ! Hopefully this will also help with some of the traffic queues !</p>
2,9	Individual, (unknown)	<p><b>Support</b> - The Road Haulage Association (RHA) is the leading trade association representing road</p>

		<p>haulage and distribution companies, which operate HGVs as profit centres. Our 7,000 members, operating near to 100,000 HGVs, range from single-truck firms to those with thousands of vehicles. These companies provide essential services on which the people and businesses of the UK depend.</p> <p>The RHA understands why the council is introducing the 7.5 tonne, however the RHA strongly opposes attempts to reduce HGV mobility. HGVs play vital part in delivering goods to local stores, businesses and construction sites.</p> <p>The RHA welcomes the fact that the council has recognized this fact with the proposed exemption for HGVs to make their deliveries, as such the RHA gives a cautious support to the proposal. However, the 7.5 weight limit could place a financial strain on local haulage companies who need to use the road just to pass through. The RHA therefore asks that local haulage companies be allowed permits to go through the zone.</p>
6	Individual, (Carterton)	<p><b>Object</b> – Burford needs a bypass. Stop trying to get drivers to divert from Burford it aint gonna happen. Build a bypass. Problem solved.</p>
1	Individual, (Burford)	<p><b>Support</b> - It can take 10-15 minutes to pass through Burford and anything that reduces that the volume of traffic is a good thing. HGV traffic is detrimental to both residents, tourists and the fabric of the buildings of this ancient town - not to mention the bridge itself.</p>
1	Individual, (Burford)	<p><b>Support</b> - I fully support the proposed restriction.</p> <p>It is much needed to help alleviate the heavy traffic through the town. This is worsened at times of deliveries to the shops when delivery vehicles are sometimes double parked and local traffic is regularly backed up.</p> <p>For the through traffic of heavy goods vehicles, there appears to be no disadvantage to them in bypassing Burford by traveling north from the A40 at Northleach up to Stow.</p>

*	Individual, (unknown)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> - I know from experience that local houses shake
1	Business, (Burford)	<b>Support</b> - The sooner this happens the better. Our old building shakes and is being damaged when the larger lorries speed down the road at night.
1	Democratic, (County Cllr, Burford and the Windrush Valley)	<p><b>Support</b> - As the County Councillor for Burford, I most strongly support the weight restriction limit in around Burford as did all of the previous County Councillors for this division for 20 years at least. Every resident I have met supports the HGV ban. I fully understand and support the detailed analysis the Burford Town Council has made on Burford HGVs (along with OCC) and also on the wider impact in towns and villages in West Oxfordshire when HGVs are re-routed.</p> <p>In Burford HGVs are causing significant damage to the unique listed buildings and houses along the High Street - one has to be repointed every two years. Burford is the gateway to the Cotswolds and is in an AONB. Tourism is Burford's main business with 120 shops, restaurants and hotels. The hotels repeatedly have guests leaving due to being unable to sleep because of the HGVs 24/7. As tourists criss-cross the High Street the 44 tonne HGVs cause much worry. Air pollution in Burford is just below the safe limit but that does not stop primary school parents worrying about the pollution as the school comes out at peak times when HGVs are stationary on the hill. The school is only 25 yards from the High Street.</p> <p>There is a perfectly good alternative route to use: for Stow traffic along the A40 to Northleach and then up the Fosseway to Stow. This route is 8 miles longer but the HGVs burn more fuel waiting sometimes for 20 minutes in the traffic congestion due to the traffic lights on Burford bridge. This is a small price to pay to save Burford. For Chipping Norton traffic who go all the way to Banbury they can use a shorter route using the A34/M40.</p>



		<p>There has been much misrepresentation that these HGVs will find alternative routes such as the A44 through Woodstock. There is no evidence of this or is there any signage to encourage this route. There is no reason whatsoever to think displaced HGVs will use the A429 to Salford and back down A44 through Chipping Norton and Woodstock.</p> <p>The benefit to Chipping Norton on air pollution reduction, maybe to safe levels, is a major benefit to the imposition of the Burford HGV ban. The reduction of HGV traffic in South Newington and Bloxham will give them much relief.</p> <p>Furthermore local traffic and deliveries would not be effected by this ban. Some nearby businesses will be sadly inconvenienced, but they are few and they can find alternative routes on main roads.</p> <p>This proposal has met with significant support in West Oxfordshire, especially in Burford and Chipping Norton. It is absolutely vital for the future of Burford, its buildings, tourists, and local trade. Burford is the only major town in the Cotswolds AONB with HGV traffic through its centre. The use of Burford as a through route by HGVs must be stopped and there is no reason why this cannot be finally achieved.</p>
4	Individual, (Burford)	<p><b>Support</b> - Although I support the proposal in principle I am concerned about the increase in heavy lorry traffic that this may cause on the narrow road from the A40, 1 mile east of the A40 Burford roundabout, through Swinbrook to Fulbrook and onto the A361 in Fulbrook. Also the equivalent route from the A40, 2.5 miles west of the A40 Burford roundabout, through the Barringtons and Taynton to the A424. Some of these roads have "Unsuitable for HGV" signs but they need to be enforced with additional 7.5 tonne Weight limit restrictions. These country lanes are dangerous at the best of times and an increase in heavy lorry activity will lead to jams and almost certainly accidents.</p>
1	Business, (Burford)	<p><b>Support</b> - The buildings shake and rattle when HGV drive past</p>

*	Business, (Burford)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Ripon)	<b>Support</b> - I live in North Yorkshire, another beautiful part of Britain. Some 4-5 years ago I stayed at The Lamb Inn, Burford which thankfully is not on the High Street. I was appalled to see the "rape" of this historic and almost perfect Cotswold, stone built town by huge trucks trundling slowly toward the narrow bridge never designed to carry 44 tonners. Walking across it was not easy! At the time I sent my photographs of this desecration to the County Council. I am pleased now to have this opportunity to support the Burford High Street weight limit. Trucks will have to use A40 to reach A44
1	Individual, (unknown)	<p><b>Support</b> - I support the proposed weight limit for traffic in the Burford area.</p> <p>Since 2007 I have been a resident of Barns Lane, adjacent to Burford High Street, and over that time have seen traffic congestion levels increase considerably on the High Street. This has led to a knock-on increase in traffic along Barns Lane as vehicles try to avoid queues on the High Street - this poses considerable risk to residents and other pedestrian users of Barns Lane, as it is a single-track road with no pavement and walls either side at its narrowest point.</p> <p>Aside from the general increase in traffic congestion, there has been a marked increase in heavy goods vehicle traffic along Barns Lane. In the past 2 years alone there have been at least half a dozen instances where an HGV has come down Barns Lane and become stuck because of the narrow road and sharp corner at the intersection with Swan Lane. In all incidents, the road has been blocked for at least an hour or more while the HGV concerned reversed back up to the A40 roundabout; several incidents have seen damage to property (because the HGVs have clipped buildings and/or garden walls); and at least one incident required the HGV to be removed with the aid of a tow-truck. Emergency vehicle access to Barns Lane would have been impossible for the duration of these incidents. As a direct result, road signs warning HGVs not to access Barns Lane have been erected by the A40 roundabout - unfortunately these have had little effect, as HGV drivers tend simply to follow their sat-nav devices regardless.</p>

		Burford High Street and the bridge over the River Windrush are inappropriate for continual use by heavy goods vehicles and I therefore support the proposed weight restriction.
1	Individual, (Burford)	<b>Support</b> - I think that this restriction is absolutely necessary. At times the High Street resembles a coach and lorry park with a medieval high street as its backdrop. Most days I drive up and down the High Street multiple times a day and I am increasingly shocked by the size and number of articulated lorries coming through. I had understood that the lorry drivers were meant to avoid Burford by taking the A40 towards Northleach and then the A429 to Stow, however, this guidance is clearly IGNORED. The noise, vibrations and fumes are tremendous. The lorries also effect the smooth running of the traffic lights before the bridge since the drivers have to slow down considerably as they cross the bridge and this can cause traffic to build up on either of the bridge.
1	Individual, (Burford)	<b>Support</b> - The buildings on the high street and the hill are suffering from the vibrations on the foundations
1	Business, (Burford)	<b>Support</b> - The majority of the buildings on the Burford High Street date back to as early as the 1400s. To allow the size and amount of heavy vehicles on this road to continue, will result in the rapid deterioration of the beautiful structures that Burford is so famous for.
1	Individual, (Lechlade)	<b>Support</b> - Burford is a beautiful, old town. Like many others in this area, it is being hammered unmercifully by HGV's, many weighing 40 tons or more. The bridge at the bottom of the hill was not built to take the traffic or weight of traffic it now endures. I hope that this weight restriction will be passed and look forward to a similar restriction on St. John's Bridge, Oxfordshire, near Lechlade which is also suffering increased HGV traffic on a rat-run.
*	Individual, (unknown)	<b>Support</b> – <i>No comment.</i>

<p>4,5</p>	<p>Individual, (Burford)</p>	<p><b>Object</b> - Seems pretty unfair to pass on the HGV traffic to other communities in Oxfordshire or Gloucestershire. Will just put more lorries onto the A40 east or west of Burford and that is already a very busy and dangerous trunk road. Car and LGV traffic causes the major traffic congestion in Burford. Burford should not have turned down the bypass proposal many years ago and is now reaping the results of that bad decision. If this proposal is accepted Burford ( the gateway to the cotswolds) will only be a gateway for some vehicles. For HGV vehicles going north west towards Stow on the Wold, they will then have to reroute via Northleach, a 10mile detour. For those going north west towards Chipping Norton, where do they go. There are no good roads east of Burford until you get to Oxford and we all know how busy the A40 towards Oxford is almost all day long. The roads from Witney towards Chipping Norton via Charlbury are not good for HGVs. Any weight restriction is a stupid idea dreamed up by some Burford Nimbys.</p>
<p>*</p>	<p>Individual, (Fulbrook)</p>	<p><b>Support</b> – <i>No comment.</i></p>
<p>2,4,5,6, 9</p>	<p>Business, (Carterton)</p>	<p><b>Object</b> - As a Director of a local removal company i am objecting to the introduction of the proposed weight restriction as this will not only financially affect this business but also many others in Towns and Villages in and around the Burford area through the additional costs associated with higher mileages and labour costs incurred , which unfortunately will be passed on to the local population by way of higher charges for goods and services. The proposed restriction will also lead to a significant rise in local air pollution due to many extra miles being travelled to avoid the town of Burford - this is a big concern of mine and many others. I do fully understand the impact of heavy traffic along the high street and over Burford bridge , but feel it is unjust to be penalizing so many business owners and local residents through higher costs when the real answer to the problem should be a western bypass as was proposed many years ago but never delivered. Also why would the proposed limit be only 7.5 tonnes when a limit of 18 tonnes gross vehicle weight would be far more practical as coaches carrying people are generally rated at 18 Tonnes. The Heavy goods vehicles causing the real problem are generally the large Articulated Trucks with a gross vehicle weight of 44 Tonnes just passing through with satellite navigation. In addition to this</p>

		although not directly related to the proposed weight restriction , local business has had to contend with the recent substantially increased Business rate charges. I may be in the business of road transport but also care for the environment and providing employment locally.
1	Individual, (Burford)	<b>Support</b> - I think this is an excellent idea, long overdue. The amount of traffic, especially very large lorries, coming up and down Burford High Street, has increased exponentially. The noise pollution and air pollution and congestion caused are very detrimental to tourism and inappropriate for the ancient High Street, which is sited in an AONB. My only question is how it would be enforced since delivery vehicles to the High Street are supposed to be exempt.
1	Individual, (Lechlade)	<b>Support</b> - I am part of a small group of shop keepers in a shop on Burford High Street. When you are sitting in a shop looking out onto the High Street all day long you cannot fail to be aware of the air pollution, not to mention the vibration, caused by the very large HGVs that come through the town. They must be causing damage to the historic buildings in the town indirectly , and directly to the bridge at the bottom of the High Street. If one of these lorries were to jack-knife on the hill in bad weather or for any other reason, it would be carnage. It is wholly inappropriate for large lorries to be coming through the town. They are using this road to cut off a corner before joining the Fosse Way at Stow.
1	Individual, (Banbury)	<b>Support</b> - Burford and the surrounding area is beautiful and should be protected
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
*	Individual, (Milton under Wychwood)	<b>Support</b> – <i>No comment.</i>
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>

<p>4,5,12</p>	<p>Democratic, (Broadwell Parish Council)</p>	<p><b>Object</b> - With reference to the Proposed Burford 7.5 Tonne Weight Limit, Broadwell Parish Council wishes to make the following response:</p> <ul style="list-style-type: none"> <li>• This council considers that the planned diversion for HGV's will increase the amount of traffic onto the already congested A429 (The FosseWay) and surrounding road network. This council has concern that the planned diversion will add to the traffic congestion which is already at critical levels on all approaches to Stow on the Wold and Moreton-in-Marsh, with Station Hill and the traffic lights to Tesco at Stow on the Wold routinely gridlocked.</li> <li>• This increase in traffic will have a direct impact on traffic within Broadwell. Traffic already uses the village as a short-cut or escape route for road users wishing to avoid the congestion. Increased traffic volumes and speeds have already been observed in the village, as has the use of the village by HGVs, which are vulnerable to stranding as the village contains multiple tight corners and grounding risk at the ford.</li> <li>• For the above reasons, this council strongly opposes the imposition of this restriction and requests that the diversion route is fully reconsidered.</li> <li>• Broadwell Parish Council fully supports the letter of objection from County Councillor Nigel Moor on behalf of Gloucestershire County Council and their call for a robust transport analysis.</li> <li>• Broadwell Parish Council fully supports the letter submitted by Stow Town Council</li> </ul>
<p>1,12</p>	<p>Individual, (Lechlade)</p>	<p><b>Support</b> - This move is most welcome; it is time to reassert a balance between ever growing HGV loads and the needs of our historic towns and the people who live there. Congratulations on taking on this difficult task.</p> <p>There is also a need for Oxford County Council to participate in studying a similar restriction at the equally historic St John's Bridge on the Faringdon Road at Lechlade, where pedestrians (here is the</p>

		Thames Path) are given no shelter and unrestricted HGV are creating hazardous conditions as they enter the town along the narrow St John Street.
1	Individual, (Burford)	<b>Support</b> - Burford is busy enough as it is these day. This will reduce the congestion. (Hopefully)
1	Individual, (Burford)	<b>Support</b> - Reducing articulated lorry traffic to ease congestion & noise on Burford high street would be an immensely positive action, to reduce pollution and improve safety of pedestrians. I am in favour of this proposal being implemented sooner rather than later.
4,5,12	Individual, (Woodstock)	<b>Object</b> - This proposed plan will affect other local towns and villages that HGVS are diverted to. There needs to be broader consultation/knowledge about potential consequences, and a more joined up approach.
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> - This will greatly improve the quality of daily life in Burford both for residents and the towns many visitors. Heavy traffic in the High Street can only be detrimental to road safety, pollution (noise, fumes and vibration) and damage to its numerous listed buildings which help make Burford such a "destination" tourist attraction. Traffic in the High Street (and others such as Witney Street, Church Green and Guildenford) is often gridlocked and removing heavy lorries can only be beneficial in reducing traffic volumes. This weight restriction is long overdue.
1	Democratic, (Lechlade-on-Thames)	<b>Support</b> - Lechlade-on-Thames Town Council fully supports the proposal for a new 7.5 tonne weight limit for the A361 Burford High Street. The Council agree that this change will help in promoting road safety, reducing danger and congestion, and improving the environment of the area.

		This change may also lessen the HGV's routing through Lechlade.
*	Individual, (Woodstock)	<b>Support</b> – <i>No comment.</i>
4,5	Individual, (Woodstock)	<b>Object</b> - My concern to this weight limit in the Burford area is that it will push more big HGVs through Woodstock on the A44. We already have a lot of very big lorries coming through this narrow and busy road (very narrow as it passes through a woodstock). Unless a restriction can also be imposed on weight limits through Woodstock it would seem unwise to restrict alternative routes (Burford area) forcing HGVs through other small villages and towns with roads who cannot cope. there. There needs to be an alternative route for the HGVs thought of and soon.
5	Individual, (Stow on the Wold)	<b>Object</b> - Though I have empathy with Burfords situation and support the principle of stopping HGVs from going through our Cotswold towns I feel that though Burford put a strong argument forward i must object on the grounds that this will effect Stow on the Wold. Stow suffers already from way too much traffic and anymore would not be acceptable. I fully endorse Stow Town Councils response to this proposal.
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
4	Individual, (Witney)	<b>Object</b> - There are limited crossings across the Windrush Valley to the west of Witney. Currently there is a limit at Crawley (and new signage!) to send lorries over the narrow hump back bridge and road over the flood plain, and then up the single width road - Leafield Road? -past the Lamb Inn towards the Charlbury Road. There have already been numerous occasions where large lorries have become jammed in Crawley. The weight restriction is 7.5 tonnes beyond the bridge. This does not appear on the Freight Gateway. Also for some reason there has not been a restriction placed upon the bridge despite some hgv vehicles attempting to traverse Crawley and road calming



		<p>measures in Dry Lane, Crawley. The industrial estate lies to the south of the bridge. Also there is a weight restriction in place over the Minster Lovell bridge of 18 tonnes and again very narrow roads leading to and fro.</p> <p>If this proposal is implemented, all access routes between Witney and Northleach must be very clearly signed, as essentially there should be no large lorries crossing the Windrush in between. The crossings and roads are totally unsuitable. The suggestion that there should be a restriction in Burford could therefore result in more hgv vehicles trying to cross via Crawley where there are also access issues and unsuitable roads. The displacement of vehicles to any route other than Witney or Northleach is untenable.</p> <p>Another issue is also the proposed developments of homes at the top of Dry Lane / Burford Road, Witney which was agreed by DoE and a more recent application for Crawley parish at the top of Priest Hill Lane which would add further congestion to Crawley, Foxburrow Lane and Dry Lane. The housing infrastructure plans for Oxfordshire, which by default lead to increased traffic not only along main roads but also country lanes, need to be factored into these decisions as at key times of day these roads are at capacity and hgv's would cause even more congestion unless managed effectively away from the valley villages.</p>
1	Individual, (Burford)	<b>Support</b> - Totally unacceptable having large HGVs travelling down this historic steep and busy High Street over an ancient bridge. Creates congestion, pollution, hazard, noise and damage.
*	Individual, (Shilton)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Chipping Norton)	<b>Support</b> - HGV Class trucks are constantly clipping the bridge end walls, which will eventually end in collapse or the crushing of some luckless pedestrian. It is a known fact that heavy vehicles (wheeled) are highly destructive and for the most part responsible for the poor condition and rapid erosion of the wearing course on and approaching the bridge itself. So to look on the downside of allowing lorries in excess of 7.5 Tonne to continue using this bridge, problems would range from death of a pedestrian to the budgetary implications of a more intensive repair and maintenance regime.

<p>*</p>	<p>Individual, (Cheltenham)</p>	<p><b>Neither</b> - Neither support or object to the proposal since although the 7.5 tonne Weight Limit would reduce the number of heavy goods vehicles using the A424 at Wyck Hill, it would have little impact on the total number of vehicles since the number of heavy goods vehicles using the road is now relatively small, since the closure of business units at Upper Rissington. My understanding is that vehicles travelling from or towards Swindon or Cheltenham tend to use the A429, which the weight restriction will have little impact on.</p>
<p>1</p>	<p>Individual, (Bloxham)</p>	<p><b>Support</b> - There are far too many HGVs using the A361 in general. Burford is affected by long delays at peak times that lead to an increase in pollution and pollution levels are high and only marginally below the legal limits. HGVs are not going to Burford but passing through to other destinations and there are viable alternative routes. It is not acceptable that Burford with its wealth of listed buildings and a reliance on tourism is subject to 600 HGVs a day using the single lane 12C bridge. Other villages- including Bloxham and South Newington - on the A361 are similarly affected by pollution and traffic issues including problems crossing the road because of the weight of traffic, damage to buildings and noise caused by HGVs and I fully support any scheme which have the effect of reducing the number of HGVs and forcing them to use more suitable routes to reach their destinations.</p>
<p>4,5,12</p>	<p>Democratic, (Upper Slaughter Parish Council)</p>	<p><b>Object</b> - With reference to the Proposed Burford 7.5 Tonne Weight Limit, Upper Slaughter Parish Council wish to make the following response:</p> <ul style="list-style-type: none"> <li>• This council considers that the planned diversion for HGV's will increase the amount of traffic onto the already congested A428 (The Fosse Way). This road is a high risk accident route with several collision hotspots and the planned diversion will only add to these. The diversion would also add to traffic congestion which is already an issue on Station Hill up to Stow on the Wold and at the traffic lights to Tesco (The Fosse Way). Therefore, this council strongly opposes any increase of traffic levels within and through Stow on the Wold created by diversionary traffic from the imposition of this restriction.</li> </ul>

		<ul style="list-style-type: none"> <li>• Bourton-on-the-Water has ongoing and future housing developments. This results in extra HGV's in the area. If even more were to be added due to the weight restriction at Burford, this would have a negative impact on those living in this area as well as all road-users. Therefore, this council strongly opposes any increase of traffic levels within and through Bourton-on-the-Water towards Northleach created by diversionary traffic from the imposition of this restriction.</li> <li>• For the above reasons, this council requests that the whole diversion route is fully reconsidered.</li> <li>• Upper Slaughter Parish Council fully supports the letter of objection from County Councillor Nigel Moor on behalf of Gloucestershire County Council and their call for a robust transport analysis.</li> <li>• Upper Slaughter Parish Council fully supports the letter submitted by Stow Town Council</li> </ul>
*	Individual, (Burford)	<b>Support</b> – <i>No comment.</i>
1	Business, (Burford)	<p><b>Support</b> - As a local person with a business on Burford High Street I strongly support the proposal to put a weight limit for HGVs on the bridge.</p> <p>From a commercial aspect these vehicles detract greatly from the beautiful town at the Gateway to the Cotswolds visitors come to see and enjoy. Their presence makes parking more difficult often leading to visitors passing through without stopping with the resultant loss of revenue. Those who stay in the town in the pubs and hotels are also subjected to disruption throughout the night too.</p> <p>With regard to health and safety HGVs bring noise and pollution along with the potential risk of accidents for those walking along or crossing the high street. Large vehicles can drive too close to parked vehicles causing damage and sometimes attempt to turn around by reversing into completely unsuitable and narrow side streets knocking the corners of buildings. The incline of the hill exacerbates the hazards and problems.</p>

		<p>Architecturally the listed buildings which form the high street are very vulnerable to the detrimental effects that heavy vehicles inflict 24 hours a day with very little respite.</p> <p>There are more suitable alternative routes the HGVs can use. The resultant benefits Burford would experience by a weight limit on the bridge would be instant and are imperative for its well being. For residents, those working in the town or visiting, its economic viability and its world renowned historic Cotswold buildings now and in the future.</p>
2	Business, (Oxford)	<p><b>Object</b> - Concern that the local recovery operator carrying out emergency vehicle recovery services on behalf of Thames Valley Police will not be able to meet contractual attendance times.</p>
4,6	Individual, (Witney)	<p><b>Object</b> - I object strongly to the notion that people who live in a busy town where values are commensurate with that level of traffic can seek to reduce the carrying capacity of a main a road so that they do not have to see quite so much traffic. Burford is busy and always has been. The town can either put up with it or fund a bypass which would increase residential values and tourism without impacting on other communities such as leafield where traffic is already on the rise. Trying to reduce traffic on an A road is just not realistic in an era when traffic volumes are only going one way. A bypass around burford would probably pay for itself ten fold if visitor numbers increased along with the desirability of living and working in the town. I live close to burford and currently I cannot think of anything worse than to visit burford high street. You cannot park and you get run over by cars trying to pass through the town. With a 7.5t weight limit this will not change much but it will send trucks onto the rat runs. I live in leafield where hgvs have already been increasing due to the councils mismanagement of the weak bridge in charlbury.</p>
4,5,12	Individual, (Woodstock)	<p><b>Object</b> – My objections are as follows:-</p> <ol style="list-style-type: none"> <li>1. The Council’s own statement indicates that the primary purpose of the weight limit is for environmental reasons. It is clear that there are no structural reasons relating to the River Windrush bridge, nor is there an accident record relating to HGVs in Burford High Street that demands action.</li> </ol>

		<p>2. The A361 through Burford is listed in the Oxfordshire Freight Gateway as part of the “Secondary Freight Priority Network”. Displacement of HGVs onto alternative routes may take them onto equally environmentally sensitive routes. In particular I single out the A44 through Woodstock to where a substantial number of HGVs are likely to be displaced.</p> <p>3. Environmental weight limits are useful but, by their nature, ought not to be introduced to a specific location without a detailed study of where displaced vehicles will divert. This might mean an expensive Origin and Destination survey and I appreciate that such expenditure might be disproportionate. Nevertheless, some intelligent assumptions to facilitate an answer to the displacement issues can usefully inform the Committee’s judgement and decision and I have attempted to provide such an evaluation in the following report.</p> <p>4. The benefits that accrue to just one settlement (Burford) will be to the detriment of at least three others (Moreton in the Marsh, Chipping Norton and Woodstock)</p>
1	Democratic, (Taynton Parish Meeting)	<p><b>Support</b> – Residents of Taynton have raised their concerns regarding this traffic at annual meetings for several years. We have, in addition, taken the opportunity at these meetings to lobby our OCC Councillors (formerly Neil Owen and now Nicholas Field-Johnson).</p> <p>Accordingly I can attest to the strength of feeling held by residents of Taynton to the effect that such traffic should be banned in the manner indicated by the plan.</p>
2,6	Individual, (unknown)	<p><b>Object</b> – I strongly object to the proposed weight restriction on the grounds that the alternative routes are uneconomical for consignors and truck operators. There are numerous housing developments along the A361, farms, businesses in particular the FWP Matthews flour mill in Shipton under Wychwood which rely on deliveries along this route.</p> <p>The amount of fuel wasted and emissions produced from using such a long and circuitous diversion is unacceptable. The residents of Burford who have campaigned for this restriction have no idea of how road haulage (particularly in rural areas) operates. Unless a bypass of Burford is proposed (if this is the case then I'd support the weight limit) then the scheme will severely affect the local economy who rely on road transport.</p>

2,12	Business, (Witney)	<p><b>Object</b> – This detour will mean that every one of our vehicles over 7.5 tonne GVW will need to cover an extra 17.5 miles on each out/in - bound trip consuming an extra 2.5 gallons per trip and our overall activity will add emit an extra 10.8 tonnes of CO2 emissions per annum and obviously impact on global warming.</p> <p>In addition, apart from our general fleet needing to travel thru Stow and North, we are also obliged to send vehicles to and from Daylesford Farm, Kingham GL56 0YG several times each day and as you can doubtless appreciate, this will incur us in additional operating costs equivalent to £45,000 of lost revenue which is major consideration for us especially as we operate in an heavily regulated, capital intensive industry enjoying very slim margins.</p> <p>Whilst we appreciate the desire to improve the Burford High Street environment, we believe a more phased approach to any access restriction would enable us to cope with the operational impact and on cost that any change to the current access we will undoubtedly incur.</p> <p>Therefore we suggest:</p> <p>Rigid vehicles up to 26 tonnes be permitted for next 4 years.</p> <p>Rigid vehicles up to 18 tonne be permitted for next 10 years.</p> <p>This will give us more time to re-arrange our operations to minimise the impact on our overall transport and logistics operations.</p>
*	Other, (RAF Brize Norton)	<p><b>Neither</b> – I can confirm that service transport in excess of 7.5 tonnes rarely uses that route. Therefore, these proposals do not really effect RAF Brize Norton business.</p>
1	Individual,	

	(Burford)	<b>Support</b> – I am writing in response to this proposal which I most certainly support. It is high time that some restriction was made on the weight of the huge lorries passing down the High Street.
1,3	Individual, (Burford)	<p><b>Support</b> – I AM APPALLED ON A DAILY BASIS , AT THE INCREASE OF TRAFFIC THROUGH BURFORD.</p> <p>ESPECIALLY HEAVY,HUGE, &amp; OFTEN FOREIGN ARTICULATED LORRIES.</p> <p>In addition, none of the traffic adheres to a 30mph speed limit: I suggest lowering the speed limit to 20 /25mph.</p> <p>I have lived here for 7.5 years, having relocated from Summertown Oxford. This is a beautiful and medi-eval small town.</p> <p>IT IS NOW BEING RUINED &amp; POLLUTED BY DENSE, DIRTY, &amp; HEAVY TRAFFIC. We are having to cope with both</p> <p>health and safety issues. My friends and community around here all agree that your proposed limit of 7.5T should be</p> <p>adopted immediately. A further option / ban all heavy duty lorry traffic from our main High Street.</p> <p>I TRUST WODC WILL RESPOND TO OUR GROWING CONCERNS.</p>
*	Individual, (Burford)	<b>Support</b> – I support the proposal.
4,5,6,8	Individual, (unknown)	<b>Neither</b> – I really think that a weight restriction although initially sensible , is really a non-starter . It would simply transfer the problem else where ; what would happen to agricultural traffic , combines ,

		grain trailers , tractors and implements . This is still a basically rural area.....Burford bridge and High St. have been a nightmare for 60 years , getting progressively worse each year ....a BYPASS is the only solution
1,6	Individual, (Carterton)	<p><b>Support</b> – I drive through Burford and Fullbrook twice a week. The traffic is now horrendous and with the size of Lorries out of control. I worry for the buildings and narrow bridge. Years ago there was talk of a Bypass Road. Parking along the high street is also out of control. It is a shame that access to the car park is not always easy.</p> <p>I hope very much this restriction is put in place very soon.</p>
1	Individual, (Nether Westcote)	<p><b>Support</b> – can I add my support to your proposals ....and add. ...'not before time' ! Heavy traffic is increasingly destroying this lovely market town and needs URGENTLY to be reasonably restricted</p>
1	Individual, (unknown)	<p><b>Support</b> – With fragile fine buildings designed and built in the age of horse-drawn transport the proposed vehicle weight restriction of 7.5 tons is long overdue. 44 ton lorries have no place in such an important historic area, particularly when full of visitors, and the daily frequency of such transits has now reached epidemic proportions.</p>
8	Other, (Burford School)	<p><b>Neither</b> – I am assuming that the consultation is taking place to restrict the number of HGV's (lorries) that travel through Burford all too frequently, putting strain on smaller roads and adding to congestion.</p> <p>Burford School has a number of bus services that transport approximately 250 students to school on a daily basis which use the bridge and high street from the direction of the Wychwoods to Burford School and home again after school. Similarly, the primary school in the centre of Burford probably also has bus services to and from school. The bus/coach hub is also located next to Burford Primary</p>



		<p>school, which brings tourists into Burford and provides transport services for local residents.</p> <p>I am assuming that buses and coaches are excluded from the consultation however, no exception for buses and coaches is mentioned in the consultation documents just the weight limit of 7.5 tonnes which a bus/coach would exceed.</p> <p>I would be grateful if you could ensure that buses/coaches that require the use of Burford High Street are considered separately in the consultation proposals.</p>
5	Democratic, (Cllr for Bourton & Northleach, Gloucs.)	<p><b>Object</b> – This proposal would push more HGVs onto the A40 in Gloucestershire. This will therefore add to the traffic using the A40/A429 roundabout at Northleach. As a result, it is vital that the 'old A40' just to the south of the A40 there is re-opened by Gloucestershire County Council to relieve pressure on the A40 roundabout.</p> <p>The 'old A40' is currently closed and is awaiting action from Gloucestershire County Council.</p>
*	Individual, (unknown)	<p><b>Support</b> – I fully support the proposed High Street Burford weight restriction.</p>
4	Individual, (Leafield)	<p><b>Object</b> – concerned about the knock on effect on heavy traffic having no way through, given the limitations in Charlbury and now potentially in Burford, except to go through a village such as Leafield. Leafield has one main street through it, which is quiet most of the time except during the morning and evening rush hours really. School children cycle and walk to school along this road and it can be quite perilous at times. I can see you do not want lorries using Burford as a go through but Leafield would also not be great at all.</p>
4,5,12	Democratic, (County Cllr for Woodstock)	<p><b>Object</b> – I restate that we would all welcome the removal of the 'Cross County' 44t HGVs south of Burford to Banbury (&amp; vice versa) however the current proposal has unintended consequences across West Oxfordshire. We need to look at the impact across the network and not just in isolation for Burford.</p>

<p>1,3</p>	<p>Individual, (Burford)</p>	<p><b>Support</b> – I have had to carry out some major work to my house that I consider as an Architect to have been caused by the weight of heavy traffic Going up and down the high Street.                  There is a parapet on the front facade that has been shedding stone fragments on to the pavement I consider due to vibration caused by the 40 to 60 tons Lorry's that pass through the town, especially at night they come down the high street at great speed, shaking the whole house at times.                  We as householders have to keep these Listed Buildings in tact, it is time the highway's department help us in this matter a little, we pay enough tax for the roads etc.                  We seem to get nothing in return.</p> <p>I therefore support this weight restriction</p>
<p>2</p>	<p>Individual, (Oxford)</p>	<p><b>Object</b> – I wish to object to the proposed weight restriction on Burford High Street in the light of my extensive knowledge and years of experience of driving trucks of all sizes in Burford and the surrounding area.</p> <ul style="list-style-type: none"> <li>• As you may know, there is no mains gas in Burford so virtually all the hotels and restaurants use propane gas to cook with. This mostly comes either in large 47kg bottles for the likes of The Mermaid, The Highwayman, The Pheasant, The Lamb, the (former) Dragon Inn, The Spice Lounge</li> <li>• OR, more seriously, The Bay Tree Hotel and others take delivery in high tonnage tankers for a bulk tank.</li> <li>• The 47kg gas bottles each have a weight of the 47 kilos of gas plus the tare weight of the heavy bottle, so 83 kilos per full bottle. Every time I delivered in my Countrywide Farmers plc 10 tonne truck, I had to use the High Street for access.</li> <li>• A 10 tonne truck was essential because The Lamb alone would routinely order 8 of these 83kg gas bottles. I also had to deliver to some private addresses in the same 10 tonner.</li> <li>• Whilst it would have been practicable to use a smaller vehicle outside of periods of peak demand, it would certainly not have been practical in winter to be restricted to a useless 7.5 tonner or less!</li> <li>• Furthermore, oil or gas tanker lorries themselves who deliver to customers with bulk tanks are</li> </ul>

		<p>never 7.5 tonners or less.</p> <p>Now, as you may know, we truck drivers are forced to routinely ignore 7.5 tonne limits on roads where deliveries have to be made (whilst being ever afraid of committing the much more serious offence of going over a weight limited bridge with too large a truck). One of my policewoman customers assured me that they 'have better things to do with their time than stop overweight trucks on 7.5t roads'. But even if the proposed restriction mainly applies to the bridge itself, then I don't see where trucks are going to turn around in the High Street, once they have done the deliveries? I have done thousands of deliveries to Burford High Street, Sheep Street and Priory Lane and can tell you that anything above 10 tonnes is going to be pushed to turn round even if we use Priory Lane outside the Primary School, especially if the coaches are occupying their designated spaces there. In busy periods it is too dangerous to attempt to turn round even the smallest truck by reversing into Priory Lane, Sheep Street, Church Lane or any of the even smaller medieval side roads.</p>
8	Individual, ()	<p><b>Support</b> – In general, some form of restriction has been necessary for a long time. As you seem to have taken account of the need for some access for deliveries, and I assume businesses that exist in villages and towns north of the Fulbrook roundabout, my main observation relates to inclusion of public transport vehicles and coaches. Firstly, the public statement refers to 'vehicles that exceed 7.5 tonnes' though the rest routinely refers to HGV traffic. Burford is a prime destination for tourists and coaches routinely use town centre parking to the benefit of the town. Coaches tend to weigh in the region of 18000 kilogrammes. Additionally, coaches are used for school runs to Burford school. The consultation makes no reference to exceptions for these vehicles. As this consultation supposedly has the support of the Town Council, it seems like an own goal in terms of tourism. I believe this document should essentially be restricted to HGV traffic which has been the focus in discussions to which I have been party in the past.</p>
1	Individual, (unknown)	<p><b>Support</b> – I wish to confirm my full support for the proposed weight limit of 7.5 Tonne on the High Street between Burford and Fulbrook roundabouts ( A40 to A424 )</p> <p>The High Street or the bridge at the lower end of the High Street is not suitable for the weight of</p>

		<p>HGV's nor the frequency with which they use the road. There are suitable routes available to HGV's that would bypass Burford and be entirely suitable for the traffic.</p> <p>Congestion regularly occurs when these size vehicles attempt to pass each other at busy times and the noise and vibration generated is severely produced on a daily basis, which is detrimental to the buildings and bridge</p>
9	Business, (Faringdon)	<p><b>Object</b> – We supply fuel to houses using the bridge every day to villages Taynton ,Fulbrook,Barringtons etc as well as deliveries directly before the bridge itself. How will we turn a truck around after making a delivery at the bottom of the high street?</p> <p>We frequently supply Burford oil group that has deliveries in all the villages mentioned above. Will this mean travelling to Northleach then Stow and back to Fulbrook? If this is the case we couldnt justify making the deliveries as it would be too expensive and although our trucks are Euro 6 the added enviromental issues are huge.</p> <p>I fully understand the logic behind this proposal as there are many trucks using Burford as a cut through and can easily be rerouted but as with all weight limits it penalises businesses like ours who are trying to make deliveries to the villages concerned. With us delivering in a 30 mile radius we are not gaining an advantage by using Burford as a cut through, but just trying to provide a service.</p> <p>We have twice this year had to fill in forms etc after being spotted in a village making a delivery and had to justify why we are there!</p> <p>Can I suggest a scheme that was put in place for the bridge in Bibury years ago where trucks needing to use the bridge to make deliveries applied to the council for a permit for access, as I remember this worked very well for all parties.</p>
4,5	Democratic, (Crawley Parish Council)	<p><b>Object</b> – Please take this as a preliminary notice of objection from Crawley Village Parish Council. We shall send a more detailed and formal response after our next meeting, which is due to be held</p>

		<p>on 21 September, highlighting the additional impact on Crawley which will have the only non weight limited bridge for miles forcing more heavy goods through our tiny village and onwards to Finstock, Leafield and Charlbury etc using what will be the only route North over the Windrush.</p> <p>Further to our previous communication, after our Parish Council meeting held last night, we would like to reiterate that Crawley Parish Council strongly objects to the 7.5tonne ban on Burford High Street. It is our view that the ban may sort out the problem for Burford, but it will make other areas like Crawley village, Minster Lovell, Bridge St in Witney and the A4095 even more congested. Which we believe to be unacceptable.</p>
<p>1</p>	<p>Individual, (unknown)</p>	<p><b>Support</b> – So many towns up and down the country are ruined by large lorries passing through them and it grieves me that a town as beautiful as Burford suffers from this too. One of the jewels in Oxfordshire’s crown, Burford is unique and brim full of history. It attracts thousands and thousands of visitors every year because it is so special and, for starters, the buses bringing in these tourists do much to clog the town up. If I sit anywhere on the High Street and watch the traffic I am astounded by the amount of coaches dropping off tourists all year round though of course summer is the worst. This, of course, we must put up with because the town needs revenue from tourism.</p> <p>However, to add in heavy lorries only makes for noise, smell, congestion and damage to buildings too. I live in an eighteenth century cottage on the A361 and every large lorry shakes our house despite its three foot thick stone walls. Lorries take the light away when they are passing by and many of my neighbours, who live nearer to the road, suffer from day long light blockage and loud noise. I visited a friend on Tuesday and stood in her kitchen for only ten minutes before we had to submit to the noise of lorries and move into the back of her house. Her house is kerbside, I am lucky I have ten feet of garden which makes a difference.</p> <p>I am explaining the more personal side of living on this road many people will come up with more practical reasons for banning lorries and I agree with them all, but those of us who have to put up with heavy lorries (and speeding motorists) would welcome any relief from this daily problem.</p> <p>In closing I would imagine that we can increase tourism to Burford by banning lorries and it would</p>

		certainly be safer, quieter and more pleasant for all of us.
2,4	Business, (Armscote)	<p><b>Object</b> – The A361 is the longest 3-digit A road in Britain, from Rugby to Ilfracombe, 196 miles. Roads were constructed to enable wheeled vehicles to carry goods, whereas horses could cross fields. Where a road crossed a river, it was usually where the river was fordable, hence in this case Burford. Less than 10% of the passing traffic through Burford are HGVs, and more than 80% of them are local, many of them delivering materials from quarries which are prolific in the area. The main problem at Burford is the narrow bridge, causing a bottleneck at the confluence of the A361 and A424, and the vast number of cars trying to find parking along the high street. Had Burford been situated in France, by the late 1970's it would have been by-passed, keeping a main through-route clear. In our situation the alternative route, A429 and A40 Northleach, adds on a round trip of 20km, more fuel and more pollution. However, this route is untenable for most of the year due to the traffic jams in Moreton-on-Marsh and Stow; the Fosse Way now loses us far too much time and fuel, even for collection from quarries around Bourton-on-the-Water. We shall therefore be instructing our drivers to use the shortest but slower and clear route of Enstone, Charlbury, Finstock, Hailey, Witney, even though passage through the west end and Witney inner ring can often be frustrating, and the maintenance of the B4022 road and invasive hedges and trees leave a lot to be desired</p>
1	Democratic, (County Cllr for Burford)	<p><b>Support</b> – As the County Councillor for Burford, I most strongly support the weight restriction limit in around Burford as did all of the previous County Councillors for this division for 20 years at least. Every resident I have met supports the HGV ban. I fully understand and support the detailed analysis the Burford Town Council has made on Burford HGVs (along with OCC) and also on the wider impact in towns and villages in West Oxfordshire when HGVs are re-routed.</p> <p>In Burford HGVs are causing significant damage to the unique listed buildings and houses along the High Street - one has to be repointed every two years. Burford is the gateway to the Cotswolds and is in an AONB. Tourism is Burford's main business with 120 shops, restaurants and hotels. The hotels repeatedly have guests leaving due to being unable to sleep because of the HGVs 24/7. As tourists criss-cross the High Street the 44 tonne HGVs cause much worry. Air pollution in Burford is just below the safe limit but that does not stop primary school parents worrying about the pollution as</p>

		<p>the school comes out at peak times when HGVs are stationary on the hill. The school is only 25 yards from the High Street.</p> <p>There is a perfectly good alternative route to use: for Stow traffic along the A40 to Northleach and then up the Fosseway to Stow. This route is 8 miles longer but the HGVs burn more fuel waiting sometimes for 20 minutes in the traffic congestion due to the traffic lights on Burford bridge. This is a small price to pay to save Burford. For Chipping Norton traffic who go all the way to Banbury they can use a shorter route using the A34/M40.</p> <p>There has been much misrepresentation that these HGVs will find alternative routes such as the A44 through Woodstock. There is no evidence of this or is there any signage to encourage this route. There is no reason whatsoever to think displaced HGVs will use the A429 to Salford and back down A44 through Chipping Norton and Woodstock.</p> <p>The benefit to Chipping Norton on air pollution reduction, maybe to safe levels, is a major benefit to the imposition of the Burford HGV ban. The reduction of HGV traffic in South Newington and Bloxham will give them much relief.</p> <p>Furthermore local traffic and deliveries would not be effected by this ban. Some nearby businesses will be sadly inconvenienced, but they are few and they can find alternative routes on main roads.</p> <p>This proposal has met with significant support in West Oxfordshire, especially in Burford and Chipping Norton. It is absolutely vital for the future of Burford, its buildings, tourists, and local trade. Burford is the only major town in the Cotswolds AONB with HGV traffic through its centre. The use of Burford as a through route by HGVs must be stopped and there is no reason why this cannot be finally achieved.</p>
<p>4,5,12</p>	<p>Democratic, (Gloucestershire CC)</p>	<p><b>Object</b> – Whilst Gloucestershire County Council can understand and sympathise with the issues that HGV traffic through historic towns and villages can cause, there are significant concerns that the impact of restricting HGV traffic in Burford High Street will simply divert HGVs to other routes and create or exacerbate congestion, air and noise pollution issues in other locations. Therefore, at the</p>

		<p>present time, Gloucestershire County Council formally object to the proposal to introduce a weight restriction in Burford High Street.</p> <p>The reason for Gloucestershire’s objection is that the proposed weight restriction in Burford is expected to divert HGV traffic onto the A429 and other routes within Gloucestershire. The most significant impact identified is on Stow-on-the-Wold, both in terms of congestion and in terms of possible noise, air quality and overall aesthetics of the village. Junction capacity assessments have shown that should the Burford weight restriction go forward, the Unicorn Junction in Stow-on-the-Wold will reach its current capacity during the AM Peak. This impact is created in both the situation that HGVs follow the signed, recommended route along the A429/A44, and also if they choose their own less appropriate routes such as those via the A424 or B4450.</p> <p>In addition, collision hotspots along the A429 are expected to be affected by the diversion of the HGVs. These include the A429/ A424 junction and the A429/ A436/ B4068 junction in Stow-on-the-Wold, the A429/ Copsehill Road junction, and the A40/A429 roundabout. There is also significant concern about the potential impact on Great Barrington and Little Barrington which will become an attractive route for bypassing the restriction from both the north and south – there is no existing weight restriction on any part of the route between the A40 at Barrington and the A424 at Upper Rissington.</p> <p>Gloucestershire’s position is that a minimal impact on Stow-on-the-Wold will be difficult to achieve and there can be no justification for transposing Burford’s lorry pressure onto Stow-on-the-Wold. The proposal should be supported by a robust transport analysis that takes into account predicted impacts such as noise, air quality and visual impact on Stow-on-the-Wold, as well as other villages where the diverted HGVs will travel through. This would enable a package of measures to be determined which will enable the restriction at Burford to be balanced and supported by mitigation measures for the areas affected in Gloucestershire. No such consideration or analysis has been undertaken.</p>
4,5	Other, (Thames Valley Police)	<p><b>Object</b> – Notwithstanding the intended removal of direct imposition of an enforcement burden on Police the indirect implications that follow in the wake of this could be very significant. Heavy Goods</p>



		<p>Vehicle traffic displacement onto lesser class of roads is highly likely in our view something that could lead to further restrictions that then come onto Police for supervision! Any enforcement in this context is exceptionally onerous as a patrol officer. Continuous visual contact and have to follow any potential offending vehicle through the complete length of the restriction to eliminate exemptions and evidence towards a successful conviction.</p> <p>Road safety must be a strong consideration in this plan with other communities potentially taking some or all of this traffic with all the environmental implications that go with it.</p> <p>This response identifies several specific areas in evidence to our response which can be considered together with the general acceptance of our desire to Police by 'consent'. This rather than the requirement for continual and long term supervision by the Highway Authority or indirectly Police in any circumstances.</p> <p>The A361 carries A class road character and passes through several other towns, this example in Burford with others in the county could set an unwelcome precedence in the same context.</p> <p>We understand the nature history and local desire to remove heavy goods vehicles from Burford. Consideration of a restricting to this class of traffic without an acceptable and sustainable safe and shorter alternative route to those affected will be very controversial on many levels.</p> <p>In conclusion Thames Valley Police formally OBJECT to the proposal on the grounds outlined in this report.</p>
<p>5,12</p>	<p>Individual, (Maugersbury)</p>	<p><b>Object</b> – As a resident of Maugersbury near Stow on the Wold I would like to object to the Burford weight restriction limit proposed. Although understanding the reasons the result will be catastrophic for Stow where we are already finding huge traffic build ups. Stow just cannot take the heavy traffic that will be diverted by this restriction in Burford. Surely the 2 Councils should sit down and work out a plan that benefits both Stow and Burford. Can the limit be limited to parts of the day only? If it goes through despite GCC objection may we please be assured that signage will direct heavy traffic to other routes than through Stow.</p>

<p>4,5,12</p>	<p>Individual, (Moreton-in-Marsh)</p>	<p><b>Object</b> – Regretfully, I have to object to the proposed order on the following grounds .</p> <p>The problems faced by Burford as a result of the passage of HGV’s through the High Street are shared by other Cotswold towns and villages to an equal extent.</p> <p>Consequently, a unilaterally imposed ban imposed by Burford would simply export their problems to Moreton-in Marsh, Stow-on-the-Wold, Chipping Norton and Bourton on the Hill.</p> <p>I therefore urge Oxfordshire County Council to defer further consideration of the proposed Order until hopefully consultations have taken place with Gloucestershire County Council, the District Councils and the Town Councils of the locations referred to above.</p> <p>Such consultations should be designed to produce an integrated plan to ease the problems posed by HGVs which take account of the legitimate interests of all the residents in the towns and villages affected rather than the interests of Burford residents in isolation.</p> <p>Moreton in Marsh is also an Historical Classic Cotswold Town whose streets and community also must be protected from heavier lorry traffic. A proposed restriction here would also force heavy goods to make full use of alternative major road networks around the area – but surely this would be better enacted together with other similarly affected communities. On Moreton High Street, HGV's often have to wait before travelling North while other HGV’s travel South – streets cannot take these vehicles. Where possible let’s put HGV’s onto motorways where they cannot detract from our beautiful Cotswold Towns which rely on the Tourist Industry – visitors don’t want to see masses of HGV’s while enjoying our idyllic towns and villages.</p>
<p>4,5,12</p>	<p>Individual, (Moreton-in-Marsh)</p>	<p><b>Object</b> – I wish to object to the proposed order on the following grounds .</p> <p>The problems faced by Burford as a result of the passage of HGVs through the High Street are shared by other Cotswold towns and villages to an equal extent. Consequently, a unilaterally</p>

		<p>imposed ban imposed by Burford would simply export their problems to Moreton-in Marsh , Stow-on-the-Wold ,Chipping Norton and Bourton on the Hill. I therefore urge Oxfordshire County Council to defer further consideration of the proposed Order until consultations have taken place with Gloucestershire County Council, the District Councils and the Town Councils of the locations referred to above.</p> <p>Such consultations should be designed to produce an integrated plan to ease the problems posed by HGVs which take account of the legitimate interests of all the residents in the towns and villages affected rather than the interests of Burford residents in isolation.</p>
4,14	Democratic, (Barrington Parish Council)	<p><b>Neither</b> – This matter has been discussed by Barrington Parish Councillors and they feel that, although not objecting to this proposal, they would wish to draw attention to the danger that it might push heavy traffic onto more unsuitable river crossings to the east and west of Burford – in particular, from their perspective, onto the bridge at the Barringtons.</p> <p>Consequently, they would like clarification of the current weight limit for the bridge at the Barringtons and for its approach roads. If there are weight limits in place, they would ask OCC to include appropriate signage as part of the overall proposal. If there are not weight limits in place, they suggest there should be and that these should be imposed with appropriate signage at the same time as Burford bridge.</p>
4,5	Democratic, (Evenlode Parish Council)	<p><b>Object</b> – Evenlode Parish Council has read the comments submitted by Stow on the Wold Town Council and would like to be put on record as wholeheartedly supporting all those comments.</p> <p>In addition, whilst the Evenlode Parish Council has sympathy for the Burford residents, if this plan is approved then the problem is only being moved elsewhere and will have serious implications for both Stow and Moreton which already have congestion/traffic problems of equal significance.</p>
4,5,12	Individual, (Stow-on-the-	<p><b>Object</b> – we are very concerned that the assumptions relating to the traffic volumes as presented by</p>

	<p>Wold)</p>	<p>a representative of Burford Town Council may not be accurate and that there WILL be a further increase in the already excessive volumes of traffic through Stow, in particular of HGVs, should be proposal be passed relating to the closure of Burford Bridge to HGVs.</p> <p>Whilst we are sympathetic to the Burford situation, there needs to be a cohesive joined-up strategy for North Cotswolds traffic rather than individual town or county initiatives which just move the problems to another part of the area.</p> <p>Furthermore several of the signage proposals currently in place as part of the above proposal actually direct HGVs through Stow to Chipping Norton and this will clearly exacerbate the issue. We strongly object to this element as well as the overall proposal until such time as the joined-up thinking can be undertaken.</p> <p>We are pushing Stow-on-the-Wold Town Council to undertake further studies and we shall also be asking other local residents and businesses to express their concerns</p>
<p>4,5,7,12</p>	<p>Democratic, (Stow-on-the- Wold Town Council)</p>	<p><b>Object</b> – This council has considerable empathy with the reasons given for the imposition of this limit and would note that they very much reflect a similar situation that currently exists in the historic heart of Stow on the Wold which suffers a much higher traffic load on inadequate roads.</p> <p>That said the council strongly support the objections raised by Gloucestershire County Council and their call for a robust transport analysis. The reasons for doing so are that the council strongly oppose any increase in traffic levels within and through Stow created by diversionary traffic from the imposition of this restriction. Council appreciate that traffic currently carried north on the A424 already joins the loading on the A429 through the critical Stow pinch point (traffic loading in excess of 20,000 movements per day) and thus would not be considered an increase, although the traffic joining the A429 at Northleach will have an impact upon Northleach and Bourton on the Water section of that road which also has no overtaking areas.</p> <p>However, if any existing traffic travelling north of Burford on the A361 is rerouted via Stow this would exacerbate the already critical situation. Every effort must be made to ensure that this avoids Stow by greater use of roads to the east of Burford (for example A44). Council cannot accept the proposal that traffic is routed A40 to Northleach, A429 to Stow and then A436 to Chipping Norton, which is on the A44. The A436 on this section is already identified on the Gloucestershire Advisory Freight</p>

		<p>Route Map as “Roads for access and diversionary use only” and not as a regular diversion route. The junction of the A436 and A429 at The Unicorn in Stow is not suitable or adequate for the efficient turning of large vehicles. It is in the middle of a built up area with ancient listed buildings. It already suffers extreme congestion with traffic tailbacks some considerable distance back; has insufficient width in parts to allow large vehicles to pass one another; has a large pedestrian presence in close proximity to traffic and will shortly be part of the Stow 20 mph limit zone. It has the defect characteristics that Burford undoubtedly suffers from but with a much smaller road width to disperse the inherent vehicle pollution.</p> <p>In the event that the Cabinet choose to proceed immediately with this restriction, despite Gloucestershire County Council’s and this council’s objections along with many others I am sure, the proposed signage plan must be changed to reflect the above comments by amending the signs as follows:-</p> <p>At Northleach – remove any reference to Chipping Norton and the route via Stow on the A429/A436 on the two signs.          Around Burford – remove any reference to the route via Stow and insert alternative routes to the east of Burford excepting the route to Stow itself.</p> <p>To reduce nugatory traffic running up the A361 from Swindon, via Highworth and Lechlade, turn on diversionary routes close to Burford. Add signage advising the Burford restriction on the A419(T) at Swindon so that drivers can choose alternative routes (A420 to Oxford and then north on the A34 or A44, or direct onto the A429 Cirencester).</p>
<p>4,5,6</p>	<p>Democratic, (Idbury Parish Council)</p>	<p><b>Object</b> – I have circulated the above consultation within the three villages within our parish, being Foscot, Bould and Idbury, to the northern boundary of Oxfordshire, 5 miles from Burford. The outcome is a massive response that this weight limit should NOT, be imposed on and "A" Road, which is an arterial road through the Cotswolds, an area of outstanding natural beauty.</p> <p>We fear that if this was imposed, then we will suffer heavy lorries taking shorter routes through our tiny hamlets, as happened just yesterday, in the picture below, a few seconds early the lorry took</p>

		<p>up the whole road, we had to back up, this lorry wasn't using the lane for access, as i asked the van driver behind him who said he had followed the lorry off the B4450 and he went onto A424</p> <p>We have no pavements, tiny lanes, sharp bends that big lorries can hardly negotiate. Listed buildings are situated right on the roadside, some only 1 foot from the highway.</p> <p>We can foresee traffic, using country lanes to bypass burford as not many will drive the distance the diversion will take them, i.e. Via A40 to A429.</p> <p>As with The Festival event in Kingham recently, the trouble we had was that 70% of lorry drivers didn't speak or read English, just follow a sat nav, and it meant placing a traffic event officer at the end of the road on the A424.</p> <p>I have been informed by our local MP, that Woodstock and Chipping Norton, both A44 where considering the same weight limit. If this was to happen, together with Burford, it would be horrendous decision for rural lanes, villages and residents.</p> <p>We already have a massive impact on our villages due to extensive building of new homes within rural areas, (480 homes at Upper Rissington 3 miles away) with no road infrastructure put in place. No public transport means more cars that use our village as a "rat run, to miss Stow on the Wold. Speeding cars, 63 mph has been recorded in at 30limit.</p> <p>In the late 1980,s early 1990's plans for a by pass for Burford was drawn up, why was this withdrawn, would that not be the answer. I imagine this land has now been built on now.</p> <p>I can see that Burford, does have a heavy traffic flow, together with a massive tourist attraction if you where to ban vehicles over 7.5 ton on An 'A' road, then all us tiny villages with what could be described as single track road, will have to have weight restrictions imposed also. The road through the villages is used by horses, farm animals, cows/sheep movement, dog walkers, cyclists, children, all potential for fatal accident, together with properties, bridges, hedges and verges will all be damaged.</p>
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<p>2,4,5,</p>	<p>Business, (Fulbrook)</p>	<p><b>Object – <u>Additional Travel</u></b></p> <ul style="list-style-type: none"> <li>• Increases mileage- big increase in costs from wear and tear on vehicles and fuel.</li> <li>• Reduces efficiency of scheduling.</li> <li>• Encourages use of minor roads.</li> <li>• The proposal is particularly concerning as it restricts lorry travel southwards, eastwards and westwards from the site. This is a very high impact on the business; the map illustrates this (Carterton, Witney, etc. where we have many clients).</li> <li>• Use of other lorry routes would increase traffic in other towns and villages - noise, nuisance, safety, air quality would be affected.</li> </ul> <p><u>Additional Hours Driver-Time</u></p> <ul style="list-style-type: none"> <li>• Increases driver hours - serious impact on costs for business. Will increase costs of supplier deliveries too.</li> </ul> <p><u>Diversion to Minor Roads</u></p> <ul style="list-style-type: none"> <li>• Higher likelihood of accidents.</li> <li>• Increased wear on roads and verges.</li> <li>• Other settlements would be affected by more lorries.</li> </ul> <p><u>Disruption of Deployment Patterns in Business</u></p> <ul style="list-style-type: none"> <li>• If the lorries run by this business are not allowed to go through Burford High Street, considerable additional expenditure on staff, plant and vehicles would be needed to reorganise the logistics of the business. Added to the additional running costs of the existing lorries, the business is likely to be no longer viable.</li> <li>• Business would also be lost to other firms who do not have to use this route.</li> </ul> <p><u>Supplier Relationships</u></p> <ul style="list-style-type: none"> <li>• Some suppliers will no longer undertake deliveries, or will charge more.</li> </ul>
<p>4</p>	<p>Democratic,</p>	

	(Upper Rissington Parish Council)	<p><b>Object</b> – smaller surrounding villages would suffer greatly as a result. Without measures being put in place to also protect neighbouring villages, there would be nothing to prevent heavy lorries taking short cuts through them.</p> <p>Particular concern for the bridge at Great Barrington was expressed, with the view that this bridge would not cope with the additional traffic which would inevitably ensue if the weight restriction was enforced in Burford.</p>
*	Individual, (South Newington)	<p><b>Support</b> – I would like to register my support for the proposed A361 High Street (Burford) Proposed 7.5 Tonne Weight Limit Restriction scheme, as I feel this would not only benefit Burford, but also have a wider positive impact by reducing heavy goods vehicle traffic at Shipton-under-Wychwood, Chipping Norton, South Newington, and Bloxham, as it would seem that this route is used by such vehicles as a thoroughfare between Banbury and the A40 and M4.</p>
1	Individual, (South Newington)	<p><b>Support</b> – I am writing to inform you that I support the proposal to put a 7.5 Tonne Weight Limit restriction on the A361 High Street(Burford). It is important to protect these historic areas from the resulting congestion and potential damage that larger HGV vehicles have on roads which were never designed for such large vehicles . Hopefully this will also safeguard the bridge over the River Windrush for the future enjoyment of residents and visitors alike and improve road safety.</p> <p>I believe that the introduction of this weight limit in Burford High Street may also result in a reduction in the number of larger HGV vehicles using the A361 between Burford and Banbury which will obviously benefit other communities along this route such as South Newington.</p> <p>South Newington has a problem with large HGVs on the A361 as it passes through South Newington where the road is narrow and means lorries have to cut the corner to get round the bends which is hazardous to other road users.</p> <p>Any reduction in the number of large HGVs passing through Chipping Norton, South Newington and Bloxham as a result of drivers have to take an alternative route (on roads better suited for such</p>



		traffic) can only be viewed as a positive outcome.
4,5,12	Democratic, (Upper Slaughter Parish Council)	<p><b>Object –</b></p> <ul style="list-style-type: none"> <li>This council considers that the planned diversion for HGV’s will increase the amount of traffic onto the already congested A429 (The Fosse Way). This road is a high risk accident route with several collision hotspots and the planned diversion will only add to these. The diversion would also add to traffic congestion which is already an issue on Station Hill up to Stow on the Wold and at the traffic lights to Tesco (The Fosse Way). Therefore, this council strongly opposes any increase of traffic levels within and through Stow on the Wold created by diversionary traffic from the imposition of this restriction.</li> <li>Bourton-on-the-Water has ongoing and future housing developments. This results in extra HGV’s in the area. If even more were to be added due to the weight restriction at Burford, this would have a negative impact on those living in this area as well as all road-users. Therefore, this council strongly opposes any increase of traffic levels within and through Bourton-in-the-Water towards Northleach created by diversionary traffic from the imposition of this restriction.</li> <li>For the above reasons, this council requests that the whole diversion route is fully reconsidered.</li> <li>Upper Slaughter Parish Council fully supports the letter of objection from County Councillor Nigel Moor on behalf of Gloucestershire County Council and their call for a robust transport analysis.</li> <li>Upper Slaughter Parish Council fully supports the letter submitted by Stow Town Council</li> </ul>
4,5,12	Democratic, (Broadwell Parish Council)	<p><b>Object –</b></p> <ul style="list-style-type: none"> <li>This council considers that the planned diversion for HGV’s will increase the amount of traffic</li> </ul>

		<p>onto the already congested A429 (The Fosse Way) and surrounding road network. This council has concern that the planned diversion will add to the traffic congestion which is already at critical levels on all approaches to Stow on the Wold and Moreton-in-Marsh, with Station Hill and the traffic lights to Tesco at Stow on the Wold routinely gridlocked.</p> <ul style="list-style-type: none"> <li>• This increase in traffic will have a direct impact on traffic within Broadwell. Traffic already uses the village as a short-cut or escape route for road users wishing to avoid the congestion. Increased traffic volumes and speeds have already been observed in the village, as has the use of the village by HGVs, which are vulnerable to stranding as the village contains multiple tight corners and grounding risk at the ford.</li> <li>• For the above reasons, this council strongly opposes the imposition of this restriction and requests that the diversion route is fully reconsidered.</li> <li>• Broadwell Parish Council fully supports the letter of objection from County Councillor Nigel Moor on behalf of Gloucestershire County Council and their call for a robust transport analysis.</li> <li>• Broadwell Parish Council fully support the letter submitted by Stow Town Council</li> </ul>
<p>1</p>	<p>Business, (Burford Chamber of Trade)</p>	<p><b>Support</b> – The Chamber of Trade represents businesses located within a five mile radius of the town, with a large percentage of our members being located on Burford High Street. We would like to voice our strong support for a weight limit being put in place on the High Street. Visitors and Tourists to the town are absolutely vital for its economic future, and the continued popularity it currently enjoys as The Gateway to The Cotswolds – an area of Outstanding Natural Beauty. The noise and pollution from HGV’s already impacts on visitor experience in the town and this will only worsen as traffic inevitably increases. The High Street is made up entirely of listed buildings which are especially vulnerable to the damaging effects of Heavy Goods Traffic passing in increasing numbers. The large number of visitors using the High Street on foot also makes it a dangerous proposition to see even more HGV’s using the town, when there are perfectly suitable other routes for them to use.</p>

		A High Street with no HGV's would be hugely beneficial to both residents and visitors alike.
1	Individual, (Ascott-under-Wychwood)	<b>Support</b> – As a car commuter that uses this route twice a day to get to work I truly welcome the proposed weight limit restriction with open arms as I do not know how the little bridge is still standing with the volume of heavy vehicles that trundle over it daily. I also think it will enhance Burford High Street greatly and avoid the queues at the roundabout on the A40 to get into Burford High Street which is extremely dangerous. You have my full support so please do your best to pass this motion before the bridge falls down!
4,5,7,12	Democratic, (Cllr for Stow, Mangersbury & the Swells, Cotswold)	<b>Object</b> – fully support the letter submitted by Stow Town Council.
4,5,7,12	Democratic, (Bourton-on-the-Water Parish)	<b>Object</b> – The Parish Council in Bourton on the Water wishes to concur with the comments submitted by Stow Town Council and shares their concerns in every respect.  The traffic flow problems currently experienced on the A429 as it passes through Stow are well known throughout the area, and cause considerable inconvenience to residents in Stow, as well as other neighbouring communities. It is common for journeys on the A429 to be disrupted by long delays at Stow and it is not unusual for journey times to fluctuate enormously. There are a number of amenities in Stow and to the north which residents in Bourton, Northleach and other nearby communities access on a regular basis, including the N. Cotswolds Hospital and Railway Station in Moreton in Marsh. Delays in journey times can therefore have a significant impact but are all too frequent, and it is often impossible to estimate the length of time a journey passing through Stow will take.  Consequently, any further increase in the number of vehicles passing through the pinch point at Stow will cause further inconvenience to residents of that town, and neighbouring communities. Whilst sympathising entirely with the problems experienced in Burford it is not reasonable to propose

		<p>a solution which will cause an unacceptable level of inconvenience to other communities, and further consideration appears required to ascertain the knock on impact to other areas and identify a cross-county solution that will not simply pass the problem on elsewhere</p>
1,9	Democratic, (District Cllr)	<p><b>Support</b> – I WELCOME THE PROPOSED WEIGHT RESTRICTION ON THE BURFORD BRIDGE AS A MEANS TO AMELIORATE THE HGV IMPACT ON BURFORD HIGH STREET. HOWEVER, I WOULD NOT LIKE IT TO BE AT THE EXPENSE OF THE LOCAL HAULIERS. IT HAS ALWAYS BEEN AN UNDERSTANDING THAT HAULIERS WITHIN A 5-10 MILE RADIUS OF BURFORD COULD HAVE AN EXEMPTION OF SOME NATURE. I HOPE THIS IS FACTORED IN TO YOUR DELIBERATIONS.</p> <p>I HAVE A GREAT INTEREST IN THIS ISSUE AS I HAVE BEEN THE COUNTY COUNCILLOR FOR BURFORD FOR THE PREVIOUS FOUR YEARS. IT HAS BEEN A LONG STRUGGLE TO REACH THIS POINT AND I LIVE IN HOPE.</p>
2,8	Business, (Carterton)	<p><b>Object</b> – Our company is contracted to both Thames Valley Police And Gloucestershire police , obviously if the limit is implemented it would cause us serious time delays in accessing all police incidents and accidents on the North side of the bridge , such a limit would cause delays in reaching the Wychwoods , Chipping Norton Chalbury and beyond ,Under home office guidelines we are contracted to be at the scene of an accident within 30 minutes of the call which without access through Buford isn't possible . I have looked at the alternative route which would take us down the A40 to Northlleaf and then the A429 to Stow On The Wold and then the A436 to Chipping Norton , as you will appreciate this will add at least 30 minutes to our response times ( if we had a clear run ) , we have looked at the other alternatives and that would take us up to Bladon and then down the A44 to access that side of the area.</p> <p>The issue that compounds the problem is that Crawley village already has a 7.5 ton limit on the bridge so that forces us to Bladon , we have looked at accessing the area through Old Minster but we feel that the road there isn't suitable for HGV's and that bridge is narrow and has an 18 ton limit , we then looked at Crawley and that has a 7.5 ton limit so we are forced through the west end of Witney</p>

		<p>which has heavy traffic at the best of times and is very narrow in an HGV , we have also looked at accessing the area through the Barringtons in Gloucestershire but that also carries a 7.5 limit so essentially to access anywhere North of Burford we would need to travel to Nortleach or Bladon to gain reasonable access thus not meeting our contracted time.</p> <p>I wish to further point out that we work for many motoring organisations requiring us to access vehicles in all areas of the county and such a limit in Burford would put severe time delays and access problems to the many thousands of motorist we attend each month.</p> <p>My Partner and I purchased our freehold site in Carterton in 2014 because of its excellent location and access to incidents North , South ,East and west of us , we employ 36 staff and operate 24 hours a day 7 days a week , I cannot see how we can continue to maintain the contracts we hold if yet another restriction is implemented restricting our operational effectiveness and contractual obligation , as we see it the access through Burford is the gateway to 50% of our work and the consequences of the proposed limit would have a devastating effect of our ability to continue to hold down contracts or possibly be in a position to trade at all.</p>
<p>4,5,12</p>	<p>Individual, (Moreton-in-Marsh)</p>	<p><b>Object</b> – I am writing to oppose the proposed weight restriction order sought by Oxfordshire CC for Burford High Street.</p> <p>I agree entirely with the sentiments of the proposal; Burford is being spoilt by HGVs using the route through the town, but so is Moreton-in-Marsh, Stow on the Wold, Bourton on the Hill and Chipping Norton. To impose a weight limit on any one of these towns or villages in isolation will simply move the HGVs to create more chaos elsewhere. All of these towns and villages are principally residential with potential tourist attraction. HGV traffic brings no business to the area but it does bring noise and environmental pollution, congestion and increased traffic danger to pedestrians as well as detracting from tourism potential.</p> <p>I believe that Oxfordshire CC and Gloucestershire CC should work together to formulate a strategy to remove these lorries from ruining our towns and villages. They should be using the motorway network albeit that may not be their most direct route. Such a strategy should, in my opinion,</p>

		propose a weight limit in all of these locations but also include the provision of appropriate by-pass or relief roads and to these ends a comprehensive plan put to central government to fund the infrastructure cost.
1	Democratic, (District Cllr for Burford, Taynton and Fulbrook)	<p><b>Support</b> – West Oxfordshire has a rich and unique built heritage which needs to be protected both in its own right and for economic reasons. Burford and Blenheim/Woodstock are the two jewels in the crown.</p> <p>Burford High Street is lined with medieval properties built between 1300 and 1600. The town has a total 252 listed building of which nearly 200 line the High Street. They are susceptible to vibration which causes leaks and cracks on an almost continuous basis.</p> <p>Any move which reduces or eliminates heavy goods traffic from the High Street has my support. Eliminating long, 44 tonne articulated lorries from the single carriageway medieval Burford bridge which is shared space for vehicles and pedestrians would also be a significant advantage of this proposal.</p> <p>Any move which also reduces air pollution in the High Street, and further afield like Chipping Norton, by restructuring vehicle through routes also has my support.</p> <p>Email correspondence has confirmed that no existing signage will be changed that increases the risk for Woodstock and, in fact, that protective signage could be enhanced. I support such a move.</p>
4,5,12	Democratic, (Moreton-in- Marsh Town Council)	<p><b>Object</b> – Though this proposal will not have a direct impact on Moreton in Marsh the Council feel that given the considerable impact on the Cotswold region as a whole, specifically the A429 south of Moreton and potentially minor roads in the region, that future assessment, consultation and a coordinated approach would be beneficial in the region.</p> <p>Moreton in Marsh is already struggling with high volumes of traffic along the A429 and has seen a significant increase of HGV's coming through the town over the last few years. This proposal is going to make surrounding areas more congested, therefore making Moreton even more difficult to negotiate along the A429. Moreton in Marsh is also a Historical Cotswold Town and we feel our community</p>

		<p>should also be protected from HGV's. A proposed restriction would force these vehicles to make full use of alternative major road networks around the area such as the M40 and M5, and deter these vehicles away from our town that relies heavily on tourism.</p> <p>We therefore suggest that Oxford's hire County Council defer their consideration of the proposal until consultations have taken place. These consultations should include an integrated plan to ease the problems of HGVs, which take into consideration the legitimate interests of all the residents in the towns and villages affected rather than just that of the Burford residents.</p> <p>Moreton in Marsh Town Council therefore objects to this proposal.</p>
1	Democratic, (Bloxham Parish Council)	<p><b>Support</b> – Burford is an historic village with more than a hundred listed buildings and as a result a reliance on tourism. Surveys show that 12000 vehicles and 600 HGVs a day use the High St and cross the single lane 12C bridge at Burford. Extended delays at peak times have led to an increase in pollution that is marginally below the legal limit and heavy traffic makes crossing the road difficult. Pollution is affecting the fabric of historic buildings along the A361 through Burford.</p> <p>A very high percentage of HGVs using the A361 are passing through Burford and other towns and villages to final destinations like Witney, Swindon and Cheltenham. It is not acceptable that Burford, and places like Bloxham, suffer the pollution, noise and congestion caused by HGVs using a road that is not suitable for them. Pollution levels in Bloxham are also only marginally below the legal limit.</p> <p>There are viable alternative routes for HGVs and a weight limit on the bridge would have a positive impact on Burford and other towns and villages like Bloxham on the A361.</p> <p>Bloxham Parish Council fully supports this proposal.</p>
4,6	Individual, (Shipton under Wychwood)	<p><b>Object</b> – Shortly after I moved to Fulbrook in the mid '80s there was a new proposal for a Burford Bypass!!!</p>

		<p>Since then road traffic volumes have increased enormously and yet, more than 30 years later, there is no mention of this essential road improvement.                  Instead our useless politicians are proposing to waste taxpayers money on projects such as HS2 and the ridiculous current proposal for the Stonehenge Tunnel (instead of simply dualing the A303).                  Bonkers!</p> <p>If HGVS are restricted from crossing the Windrush on the A361 at Burford, there will be total chaos in the villages of Swinbrook (a horrendously potholed road) and Little Barrington as trucks seek an alternative river crossing.</p> <p>This is what we get from politicians. There is never any consideration given to consequences. It is the same with refuse collection, where charges and constraints on refuse collection and recycling centers simply result in increased fly tipping at enormous cost to our environment and farmers.</p> <p>What we need is that bypass to the West of Burford, it is long overdue.</p>
<p>1,4,7</p>	<p>Democratic,                  (Swinbrook &amp; Widford Parish Council)</p>	<p><b>Support</b> – The Parish Council of Swinbrook &amp; Widford have discussed the proposal and found in favour 3 to 2 that they would like to support the proposal from Oxfordshire County Council in collaboration with Burford Town Council (OXFORDSHIRE 7.5 TONNE MAXIMUM GROSS WEIGHT RESTRICTION) (AMENDMENT No.6) ORDER 20** to restrict large vehicle use, in excess of 7.5 tonnes through Burford High Street and the Burford Bridge.</p> <p>However Swinbrook &amp; Widford Parish Council are very concerned to see no provision of any Weight Restriction signs being proposed from the A40 into Swinbrook, from the B4437 into Swinbrook and also along Blacksmith’s lane from Fulbrook. Currently the only signage that is present at either end of the Village is “Unsuitable for HGV’s” this is purely advisory and does not mean that they are not allowed to drive through the village. There has recently been an increase in HGV’s using the village as a cut through and the Parish Council feel that unless the restricted signage being proposed for Widford is not installed at both ends of the village and at the entrance to Black Smiths Lane replacing the current “unsuitable for HGV” signs then if the proposal goes ahead then the village would become a rat run for HGV vehicles avoiding having to use the new alternative routes. This is</p>



		<p>very concerning due to the points raised below:-</p> <ol style="list-style-type: none"> <li>1. In the last decade, Parishioners of Swinbrook have reported a significant increase in traffic using the lane through our village, and through Widford in both directions, both in terms of volume and speed. In large part, we feel this has been due to increased traffic avoiding queuing at the Burford bridge caused by large vehicles negotiating Burford High street and the bridge. Vehicles increasingly use the lane through Swinbrook as a means of avoiding this traffic jam from both the A40 and the A361.</li> <li>2. This increased traffic through our village has led to an increasing number of accidents and near misses amongst Parishioners and a first non-fatal major car accident in memory. This has led to proposals now under discussion with OCC to implement a 20 mph speed restriction through the village.</li> <li>3. Swinbrook receives an increased number of cyclists and pedestrian visitors that are at risk from the increased traffic we now experience, caused we feel, by traffic jams in Burford.</li> <li>4. Many Swinbrook Parishioners and visitors use Burford High Street for shopping and the traffic, especially large vehicles, makes crossing the High Street and parking in the High Street dangerous. In winter, snow and ice in the High Street has caused accidents by jack knifing lorries.</li> <li>5. The main road through Swinbrook and to Fulbrook is a single track road and already our verges are being destroyed with the increase in traffic in both directions, if there is an increase of HGV traffic through the village trying to avoid using the alternative routes the road is not wide enough for them to pass side by side, people's property located directly on the road could be damaged.</li> <li>6. We have already had a number of incidents where the A40 has been closed or the bridge in Burford and traffic has diverted through the village including HGV vehicles which have got stuck along Black Smith's Lane or a number of incidents where an HGV vehicle following SAT NAV ignoring the "Unsuitable for HGV" Signs has caused considerable damage to a local parishioners home, including knocking down a wall and damaging her roof.</li> </ol>
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		<p>7. We don't have a weight restriction on our bridge across the River Windrush and would be concerned that an increase in HGV traffic would cause damage to this bridge.</p> <p>For all of these reasons, the Parish Council of Swinbrook and Widford fully supports these proposals however would insist that the attached signage is installed at either ends of the village and at the entrance of Black Smiths Lane in Fulbrook, this would still allow genuine HGV's delivering to the pub and farms whilst restricting the access of the majority who would use the village as a cut through to avoid the new alternative routes which will add considerable distance to their journey. Swinbrook &amp; Widford PC hope that OCC will recognise the need for this signage and update their proposal to reflect this.</p>
4,5,12	Democratic, (District Cllr for Moreton West)	<p><b>Object</b> – I wish to register my objection to the Proposed Burford Bridge Weight Restriction, as follows:</p> <p>It is clear that the settlement that will be most negatively impacted as a result of the proposed weight restriction to Burford Bridge is Stow on the Wold – an historic Cotswold market town. Stow is already highly stressed from a traffic perspective and further loading will impact upon the already unacceptable queuing times to The Unicorn traffic lights.</p> <p>Inevitably, there will be increased traffic along the A429 north of the Northleach roundabout. In addition to Stow, this will affect Moreton in Marsh, an historic market town which, like Burford, has a route used by HGVs that run through the heart of the town.</p> <p>It is felt by local residents that Burford should work with adjoining settlements and Gloucestershire County Council (GCC) - in charge of traffic infrastructure for the county - to come up with a scheme that protects these settlements, which are clearly unsuitable for HGVs from the impact of ever increasing traffic loads.</p> <p>I would support the comments of GCC and the essential need for a traffic analysis, taking into account safety, noise, air quality, and visual impact on Moreton in Marsh, Stow and other villages through which diverted traffic will travel.</p> <p>As Ward District Councillor for Moreton West, I strongly object to the proposed weight restriction on Burford bridge, on behalf of the large number of residents who have approached me on this subject.</p>
*	Democratic,	

	(Burford Town Council)	<b>Support.</b>
1,7	Democratic, (South Newington Parish Council)	<b>Support</b> – South Newington Parish Council ('SNPC') would like to respond to the consultation for the proposed above changes. SNPC strongly supports the proposals, as the reduction in HGV traffic through Burford will not only protect the historic streets of this medieval town, but should reduce the traffic flows of HGVs to surrounding towns and villages, including South Newington, a Conservation Area. We would ask that new signage directing HGVs to Banbury on the A40 are placed on the A361/A40 roundabout to the south of the town centre. This would ensure that HGV traffic use the recommended route on the Oxfordshire Freight Gateway website, which is via the A40, A34 and M40.
4,5	Democratic, (Wyck Rissington Parish Council)	<b>Object</b> – Wyck Rissington Parish Council debated the issue at the meeting on 18th September and were unanimous in their decision to object to the proposed Weight Limit Restriction on Burford High Street. It was felt that it will have a detrimental effect on the amount of HGV traffic through Stow on the Wold and the Fosse Way as well as a potential for more heavy traffic on the smaller roads in the area of the Barringtons, the Rissingtons and Bourton on the Water requiring access to the Upper Rissington Business Park.
4,5,12	Democratic, (Little Rissington Parish Council)	<b>Object</b> – Whilst the Council have every sympathy for the people of Burford they want to express their deep concern about the plans. Imposing the weight restriction would redirect traffic along alternative routes which are totally unsuited for additional and heavy traffic. Little Rissington has first-hand experience of this. It was impacted during the construction of Upper Rissington and continues to have unsuitable heavy traffic through its narrow main road. We support Gloucestershire County Council's call for a more strategic district and county plan. This needs to be considered rather than the proposed which will force traffic along unsuitable roads.
4,5,12	Democratic, (Northleach with Eastington)	<b>Object</b> – Northleach with Eastington Town Council have a great deal of sympathy for the people of Burford but want to express their deep concern about the plans. Imposing the weight restriction

	Town Council)	would redirect traffic along minor roads as opposed to trunk roads and does not resolve the HGV traffic. There is a concern that it will redirect traffic to the A40 roundabout outside of Northleach which is one of the 20th most dangerous locations in the district. Along with the continued closure of the Old A40 this roundabout is already seeing an increasing volume of traffic. In addition, we do not believe there is sufficient data at the moment to back up the changes which will undoubtedly impact negatively on local communities. We support Gloucestershire County Council's call for a more strategic district and county plan.
5	Democratic, (Salford Parish Council)	<b>Object</b> – Salford Parish Council has looked at the proposals to divert heavy lorries from going through Burford, and feels that this proposal will increase the number of such vehicles through the centre of Chipping Norton. It is not a solution to remove heavy vehicles from one Cotswold town, only to make the problem worse for another one close by.
5	Democratic, (Witney Town Council)	<b>Object</b> – concerned about the number of restrictions on bridges in the area and the effect on the traffic in Witney if the restriction goes ahead.
2,9	Democratic, (Shipton under Wychwood Parish Council)	<b>Neither</b> - The Parish Council is in favour of measures which would reduce the number of heavy vehicles travelling through Shipton under Wychwood and local villages, for the reasons stated in the consultation document. However, we have concerns over the implications for local businesses in the Wychwoods with the proposal as it currently stands. The proposal would have the effect of forcing heavy traffic delivering or departing local businesses on a lengthy diversion which would have an adverse economic and environmental effect on the local area. We would suggest that the order should be amended to allow transit through Burford of heavy vehicles destined or originating in the Wychwoods (and local villages) but only during daylight hours.
4,5,12	Democratic, (County Cllr for Hanborough and Minster	<b>Object</b> – Whilst I agree that Burford needs a more improved traffic system and has a problem with large lorries going down the High Street I cannot support this ban in its current form.

	<p>Lovell)</p>	<p>It's my view that having a 7.5tonne ban on Burford High Street would mean lorries would seek an alternative route either East along the A40 ending up on the B4047 Burford Road in the village of Minster Lovell. If they travel along this route they could then add to the problems we already have in Crawley with lorries or onto the already congested Bridge Street in Witney. If they were to continue to use the Bridge Street route they would then add congestion to either the A4095 or cut through the village of Hailey to reach the north of the District.</p> <p>The A4095 is another already congested road that is often always busy not just at peak times. With more development planned near to this main road the problem of congestion is only going to get worse.</p> <p>There is also my concern that lorries travelling along the A361 Northbound towards Burford would either head left on the A40 or turn right on the A40 – depending on their destination. The added increase in vehicles on the A40 certainly doesn't help with that problem especially with the planned roadworks in the coming years for the bus lane.</p> <p>I have spoken about this consultation at Parish Council meetings in Minster Lovell and Hailey and both share my concerns that this may sort out the problem for Burford but will have a knock-on effect to other villages in West Oxfordshire.</p> <p>I also have my concerns that a similar ban would then requested by other Parish Councils meaning small businesses in West Oxfordshire would in particular suffer. As a Council, we need to ensure we are looking at the wider picture and the effect this is likely to have on the surrounding communities.</p> <p>It is my view that the main roads in the area should be improved first before a scheme like this should go ahead. I support the idea but I don't support this plan for such a low weight limit ban.</p>
<p>5,15,</p>	<p>Democratic, (Woodstock Town Council)</p>	<p><b>Object</b> – Please find below the motion which was resolved with a vote of 10 For and 1 Against at the meeting of Woodstock Town Council on Tuesday 12th September:-</p> <p>Weight limit on A361 at Burford</p>

		<p>Proposed by Cllr B Yoxall and seconded by Cllr P Jay</p> <p>"There is no evidence of a detailed origin/destination survey on the offending HGVs without which it is impossible to gain a clear understanding of the true effect of displacement vehicles. The matter is far more complex than reacting to issues affecting a single community.</p> <p>WTC objects to the Burford Town Council proposal to impose a weightlimit on the A361 bridge over the River Windrush in Burford on the grounds that the resultant diversion of HGV traffic onto the A44 would adversely affect other communities including Woodstock, Enstone and Chipping Norton in Oxfordshire, Bourton-on-the Hill and Moreton-in-Marsh in Gloucestershire whereas the current proposal would benefit Burford alone.</p> <p>The Town Council is concerned that previous discussions between Oxfordshire County Council and A44A representatives (representing all afore mentioned communities) and the consequential promises made by the County Council for Lorry routes are being ignored whilst the County Council is looking at the Burford Situation in isolation.</p> <p>From the Woodstock point of view, the A44 through Woodstock is especially hazardous for heavy vehicular traffic because the width of the carriageway is narrowly constricted at two points in the town - at the northern end of the Causeway and just south of the junction with Farm End. The pavements are very restricted at these points on this regular walking route between Old Woodstock and the town centre, and are a distinct safety hazard for young mothers with prams."</p>
*	Individual, (unknown)	<b>Support</b> – <i>No comment.</i>
1	Individual, (Burford)	<b>Support</b> – the constant noise and exhaust fumes make life here most unpleasant. Also the road surface is really bad, especially down by Burford Bridge.
*	Individual, (unknown)	<b>Support</b> – <i>No comment.</i>
1	Individual,	

	(unknown)	<p><b>Support</b> – feel the weight limit is long overdue, I cringe when I see these enormous lorries going over our 12<sup>th</sup> century bridge.</p>
<p>4,5,8,12,15</p>	<p>Individual, (Stow-in-the-Old)</p>	<p><b>Object</b> - Regarding the proposal to impose a new weight limit in Burford for HGV's, and as a very concerned Stow resident, I would like to object to the proposals as follows. Stow has almost identical issues to Burford as detailed below:</p> <p>The impact of the proposed restrictions on HGV's travelling through Burford could result in an extra 200 HGV's a day using Park Street in Stow if all the current Stow I Burford traffic (34% of 600 HGV's) went via the Stow I Chipping Norton route.</p> <ul style="list-style-type: none"> <li>• Park Street is the location of Stow Primary School.</li> <li>• Park Street is the main place for tourists to park and walk into the town- HGV's bring fear to tourists crossing the road from the car park into town</li> <li>• Three people have died in the last two years in RTA's on this road</li> <li>• recent measured pollution levels have been at or above EEC recommended limits.</li> <li>• Relentless shaking of Stow's listed medieval buildings on Park Street</li> </ul> <p>Stow is very similar to Burford:</p> <ul style="list-style-type: none"> <li>• Is internationally famous as a historic Cotswold Wool Town</li> <li>• In an AOAB, Conservation Area</li> <li>• Has 118 listed buildings dating from at least CII</li> <li>• Has over half a million visitors a year from all over the world</li> <li>• Tourism is Stow's main business activity</li> <li>• There are 20,000 vehicles a day travelling through Stow</li> <li>• Park Street (route to Chipping Norton) alone has an average of over 12,000 vehicles a day of which 5% are HGV (600)</li> </ul> <p>The Burford proposals seem to be based upon a flawed report with much misleading data such as:</p> <ul style="list-style-type: none"> <li>• A focus on the "Banbury" &amp; "Swindon" routes with no regard given to the largest route of HGV traffic- that to I from Stow (34%)</li> <li>• Who assessed the impact of the proposed restriction on the 34% of HGV traffic that</li> </ul>

		<p>goes from I goes to Stow and what was the result of that assessment? How was this assessment communicated to the Stow I Cotswold I Gloucestershire authorities.</p> <ul style="list-style-type: none"> <li>• A very broad definition of an HGV and it's purpose- i.e. any truck with a gross combination mass (GCM) of over 3,500 kilograms (7,716 lb).</li> <li>o What proportion of the 600 HGV's actually travel all the way to Chipping Norton, Banbury, Witney, Cheltenham or Swindon?</li> <li>o How was the data obtained and where can it be viewed?</li> <li>• A generalisation of the purpose of the HGV's journey- was account taken of:             <ul style="list-style-type: none"> <li>o Deliveries to local businesses</li> <li>o Local construction traffic</li> <li>o Vehicles involved in agricultural deliveries</li> <li>o Cement/skip lorries</li> <li>o Local services</li> </ul> </li> <li>• The flawed assumptions on the alternative routes that HGV's would take following the ban.</li> </ul> <p>There seems to have been no assessment of the Impact on surrounding towns &amp; villages many of which are in different constituencies</p> <ul style="list-style-type: none"> <li>• Increased HGV traffic in other towns &amp; villages with at least the same issues as Burford</li> <li>• A NIMBY approach to a problem that affects the whole Cotswold District- why is there no (or very little) consultation with neighbouring communities and their representatives on how to deal with this problem.</li> </ul>
	<p>Petition, (Stow-in-the-Wold)</p>	<p><b>Object</b> – Due to concerns that indications based on initial feedback from private road haulage forms currently using BurfordBridge are that the alternative route they would select once the Burford Bridge option is removed, would be through Stow-in-the-Wold. Despite it being longer in distance than other routes, it would consume less fuel which is their most critical metric for consideration. This being so would further increase the already excessive volume of HGV's assing through Stow-in-the-Wold negatively impacting the vehicular and pedestrian traffic and further pushing the harmful emissions above and beyond acceptable and legal limits.</p> <p>Further object to the proposed signage alterations in several locations directs HGV's to the route</p>



		<p>through Stow-in-the-Wold which is clearly unacceptable and indicates that the fears of residents on businesses in Stow-in-the-Wold are real.</p> <p><u>82 signatures.</u></p>
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Responder	Object		Support		Neither		Total
	number	percentage	number	percentage	number	percentage	
Business	13	59.1	8	36.4	1	4.5	22
Democratic	23	60.5	13	34.2	2	5.3	38
Individual	30	19.4	122	78.7	3	1.9	155
Other*	1	50.0	0	0.0	1	50.0	2
<b>Total</b>	<b>67</b>	<b>30.9</b>	<b>143</b>	<b>65.9</b>	<b>7</b>	<b>3.2</b>	<b>217</b>

\* includes TVP & RAF Brize.

CONCERN RAISED		OFFICER RESPONSE
1	Noise pollution, air pollution, structural damage to property and congestion will be reduced. Road safety and the general environment will be improved.	Noise and emissions will decrease with a reduction in the number of vehicles. Structural damage whether real or imagined could only be confirmed by a survey carried out by a qualified structural engineer, however it would be safe to assume that the fewer external influences or potential contributory factors the lower the likelihood of damage being caused. There is currently a good injury accident history with HGV involvement so this will be hard to improve on but the risk of future HGV accidents should fall with the number of HGVs.
2	HGV diversions would be extensive and excessive leading to considerable extra fuel costs, increased business costs, longer journey times and an increase in air pollution on the diversion routes.	Diversions and alternative routes will be a necessary requirement if the restriction is to be imposed.
3	HGV's travelling at excess speed will be removed.	There are contradictory arguments regarding this issue. HGVs not requiring local

		<p>access will be removed, including any of these which may travel at excessive speed.</p> <p>The County currently have no formal speed data. In the absence of this data we cannot comment as to actual speeds. Many say speeds are too high and others that speeding is not a problem as congestion and queueing traffic prevents this. A formal survey should be undertaken to allow officers to make an informed judgement and monitor before and after speeds should the scheme progress to implementation.</p>
4	<p>HGV's will attempt to use unsuitable alternative routes through neighbouring communities causing a considerable nuisance in those areas.</p>	<p>Alternative route signing would be provided as part of the scheme to advise HGV's of suitable routes. In general drivers have a desire to take higher standard routes where possible and only divert onto lower classification roads where necessary for access to load and unload. Towns and villages on the A361 should benefit from lower levels of through lorry traffic, including Lechlade and Chipping Norton where most consultation responses were in favour. Unsuitable alternative routes may require weight or other restrictions if not already in place.</p>
5	<p>HGV's avoiding the restriction will be diverted through other nearby towns and villages exacerbating their already similar problems that Burford are seeking to remove. The problem will simply be displaced.</p>	<p>The proposed alternative routes are of higher or equal status i.e. PRIMARY TRUNK or PRINCIPAL A class roads. More research is required to determine the likely effects of displaced traffic and its preferred routing. The extent of the advisory signing needs to be investigated further and in all likelihood extended further north and south to pick up more distant through traffic to encourage use of the MOTORWAY and PRIMARY TRUNK road network. This research should be carried out in partnership with neighbouring authorities, to include Gloucestershire County Council, Stow on the Wold and Moreton Town Councils as a minimum. Towns and villages on the A361 should benefit from lower levels of through lorry traffic, including Lechlade and Chipping Norton where most consultation responses were in favour. Unsuitable alternative routes may require weight or other restrictions if not already in place.</p>

6	Burford needs a bypass.	This would be a major infrastructure scheme for which the County have no funding.
7	Alternative route signing needs to extend to Swindon in the south and Banbury in the north to encourage HGV's to use motorways and trunk roads rather than being encouraged to go via Stow, Chipping Norton, Witney or Woodstock. Additionally consider "unsuitable for HGV's" signing on local roads potentially becoming rat runs.	Agreed. The extent of signing to be reviewed as already discussed in paragraph 5.
8	Agricultural vehicles, buses, coaches, recovery vehicles and large horse transporters will be disadvantaged by the restriction.	Agricultural vehicles, buses and coaches will be exempt as they are not classified as heavy goods vehicles and will be permitted to pass through the restriction. Recovery vehicles and large horse transporters are not exempt and will have to use alternative routes bypassing the restriction. Other example vehicles might benefit if the limit were raised to 18 tonnes.
9	The County should consider a less restrictive weight limit that would allow a greater level of local access for businesses but still restrict larger articulated vehicles. A permit scheme should be incorporated in the order.	The original plan for a wider zone extending north of Burford was changed due to enforcement difficulties. An 18 tonne limit might meet the access needs of locations north of Burford. This would require discussion with Burford Town Council who has previously expressed a desire to maintain the proposal for a 7.5t restriction. It would be worthwhile giving consideration to getting advice on creating a permit scheme for those worthy which may be administered by the district and possibly written into the order as an exemption.
10	Banning HGV's will not reduce congestion	The bridge can only accommodate one line of traffic and therefore the signals will

	<p>which is actually caused by the traffic signals over the narrow bridge and not the number of HGV's. Similarly road safety will not be improved as traffic speeds are low due to the congestion.</p>	<p>remain. Monitoring of the flow and queue lengths is being carried out by the Counties Traffic Signal Team with a view to strike an acceptable balance for flows and queues in each direction. Surveys show the percentage of HGV traffic is in the region 5% to 7% of all traffic. If potentially reduced by 50% as a result of the restriction the percentage reduction is small in comparison to the total so only a minimal reduction in congestion would be apparent. There is currently a good injury accident history with HGV involvement so this will be hard to improve on but the risk of future HGV accidents should fall with the number of HGVs.</p>
11	<p>No evidence apparent that HGV's are having a detrimental effect on structures.</p>	<p>Structural damage whether real or imagined could only be confirmed by a survey carried out by a qualified structural engineer, however it would be safe to assume that the fewer external influences or potential contributory factors the lower the likelihood of damage being caused.</p>
12	<p>The County need to adopt a wider policy working jointly with neighbouring authorities and businesses to tackle the problem of HGV traffic across the entire Cotswolds region and not one specific point.</p>	<p>Happy to discuss with neighbouring authorities but we are each responsible for our own towns and villages.</p>
13	<p>HGV's should not be banned but instead speed enforcement should be carried out and maybe introduce a 20 limit.</p>	<p>The County would be happy to work with Burford Town Council and advise on the practicalities of such a scheme if requested.</p>
14	<p>Question regarding the existence of a weight limit through the Barringtons. There are signs but GCC state no order.</p>	<p>OCC will clarify with Gloucestershire as a Barringtons weight limit would complement the proposed Burford limit and prevent unsuitable diversions.</p>

15	There is no evidence of a detailed origin/destination survey on the offending HGVs without which it is impossible to gain a clear understanding of the true effect of displaced vehicles	Such surveys are expensive, disruptive and would require police involvement for which police do not have the resources. We have video surveys showing routes by which HGVs approach and leave Burford.
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Divisions: Banbury Ruscote, Wroxton & Hook  
Norton, Leys, Headington & Quarry

## **CABINET MEMBER FOR ENVIRONMENT– 12 OCTOBER 2017**

### **PROPOSED DISABLED PERSONS PARKING PLACES IN CHERWELL DISTRICT & OXFORD, AND PROPOSED RESTORATION OF PARKING PERMITS TO WINGFIELD HOUSE, 2A GATHORNE ROAD, OXFORD**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell District and Oxford City. The report also considers the proposed restoration of residents and visitors parking permits to Wingfield House, 2A Gathorne Road, Headington, Oxford, following a successful planning appeal.

#### **Background**

2. New DPPPs have been requested by a disabled resident near Gillett Close and in Ruscote Avenue, Banbury, and by disabled drivers visiting the shop and post office in High Street, Hook Norton. In addition, a new DPPP have been requested by a disabled resident in Oxford – Spindleberry Close Blackbird Leys. These locations are shown on plans at Annexes 1 – 4. The report considers the outcome of a formal consultation held on these proposals. Also, following a successful planning appeal by the owner of Wingfield House 2A Gathorne Road, Headington, involving the restoration of eligibility for parking permits, a formal consultation has been carried out proposing an amendment to the CPZ Traffic Regulation Order to restore permit eligibility in line with the Planning Inspector's decision.
3. Other proposals advertised at the same time were either unopposed, or had queries arising which have been resolved satisfactorily. These have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

#### **Formal Consultation**

4. A copy of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes were sent to formal consultees on 7 September 2017. These documents, together with supporting documentation as required and

plans of all the DPPPs, were deposited for public inspection at County Hall, and the Cherwell District Council offices at Bodicote. They were also deposited at local libraries and are available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate, and in the Oxford Times.

5. One resident objected to the proposal in Gillett Close, and one resident objected to the proposal in Ruscot Avenue, Banbury. Three households objected to the proposal in High Street, Hook Norton, and one resident supported it. Two residents have objected to the proposal in Spindleberry Close, Oxford. Finally, 36 residents, including the Residents Association, the Windmill Road Residents Action Group, the local Cyclox representative, and both City and County Councillors objected to the proposal to restore full parking permit eligibility to the flats at Wingfield House, 2A Gathorne Road.
6. These are summarised at Annex 5 together with officer responses. Copies of all the responses received are available for inspection in the Members' Resource Centre. The County Councillors at the time of the consultation have indicated their support for the DPPP proposals in their Divisions. The County Councillor and City Councillors for the area around Gathorne Road have objected to the parking permit proposal here.
7. Having carefully considered the points made by the objectors to the proposed DPPPs, and recognising that in locations where parking is congested disabled people are at a greater disadvantage, it is suggested that the proposals proceed as advertised.
8. With regard to the issue of permit eligibility at 2A Gathorne Road, the issue of parking capacity in the area does appear to have been thoroughly addressed by the Planning Inspector (copy of the Inspector's report at Annex 6) and it is therefore suggested that the proposal to allow residents to have permits proceed as advertised.

### **Financial and Staff Implications (including Revenue)**

9. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose, and developer funding.

### **RECOMMENDATION**

10. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, as set out in the report**

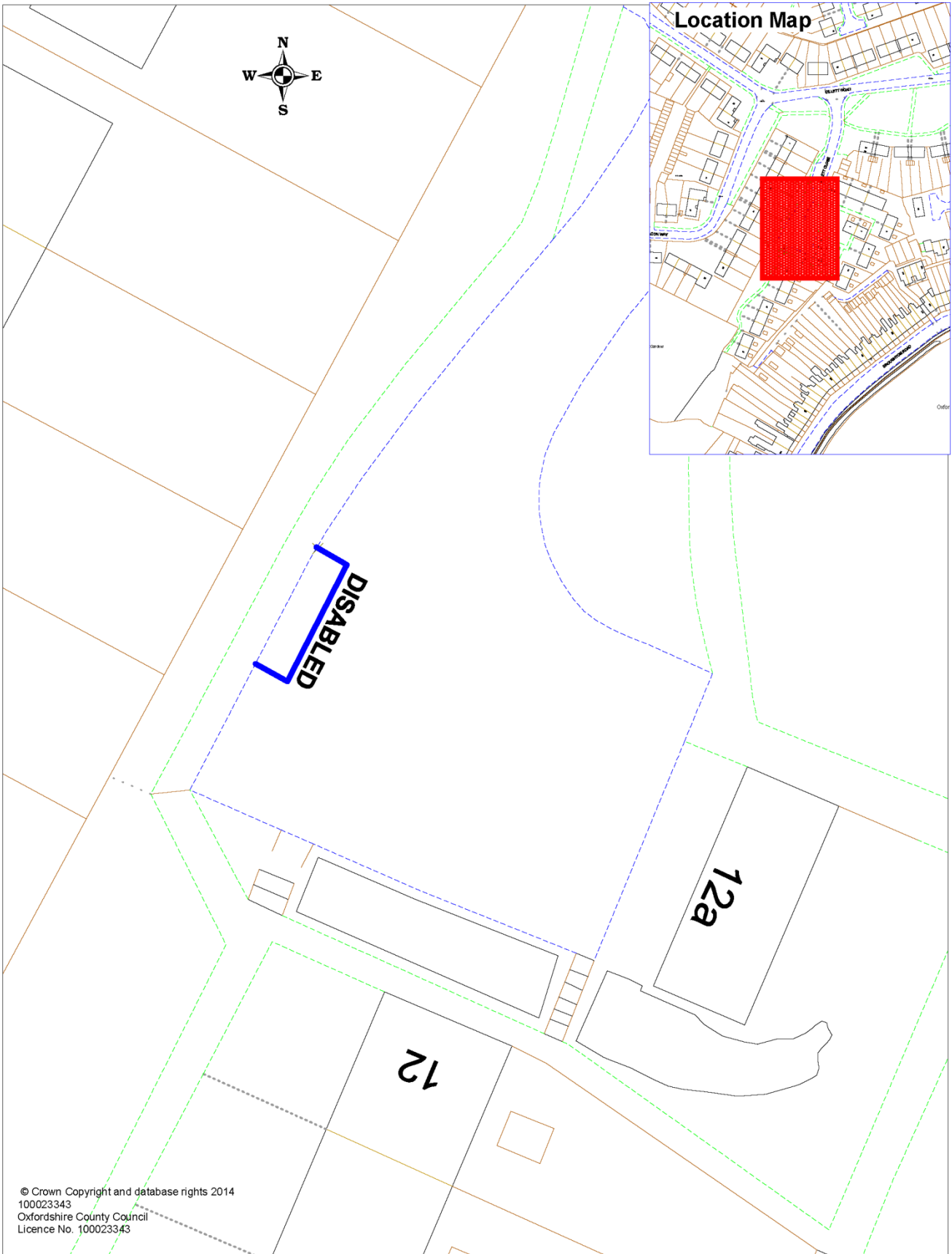
OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:           Plan of proposed restrictions  
  Consultation responses



Contact Officers: Mike Ruse (01865 815978)

September 2017

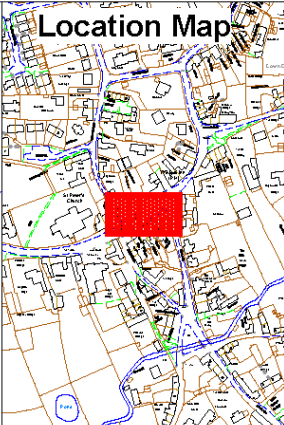


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# Proposed DPPP Gillett Close, Banbury

SCALE	NTS
DATE	03/02/2017
DRAWING No.	
DRAWN BY	



154.5m

**HIGH STREET**  
Bankview Cottage  
Stubbington  
Orchard Cottage

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**Key to Restriction Types Displayed**

 Disabled Badge Holders Only

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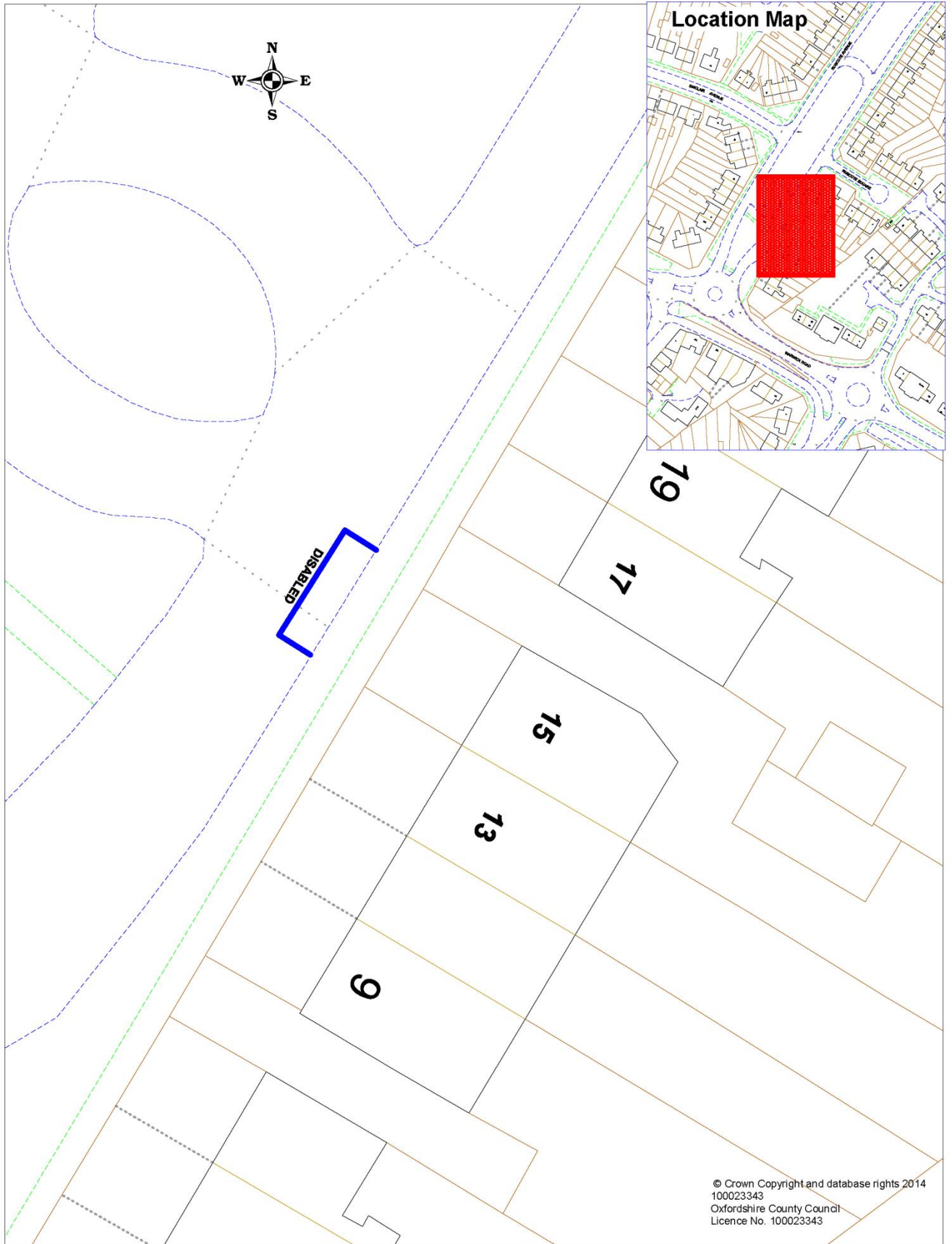


**OXFORDSHIRE  
COUNTY COUNCIL**  
ENVIRONMENT & ECONOMY  
www.oxfordshire.gov.uk



**Proposed DPPP  
High Street, Hook Norton**

SCALE	NTS
DATE	01/11/2016
DRAWING No.	
DRAWN BY	



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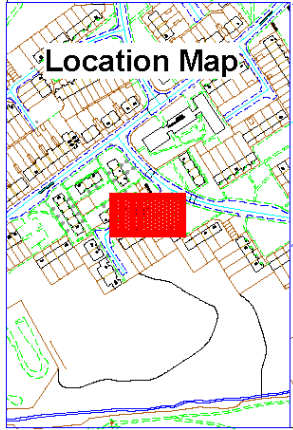
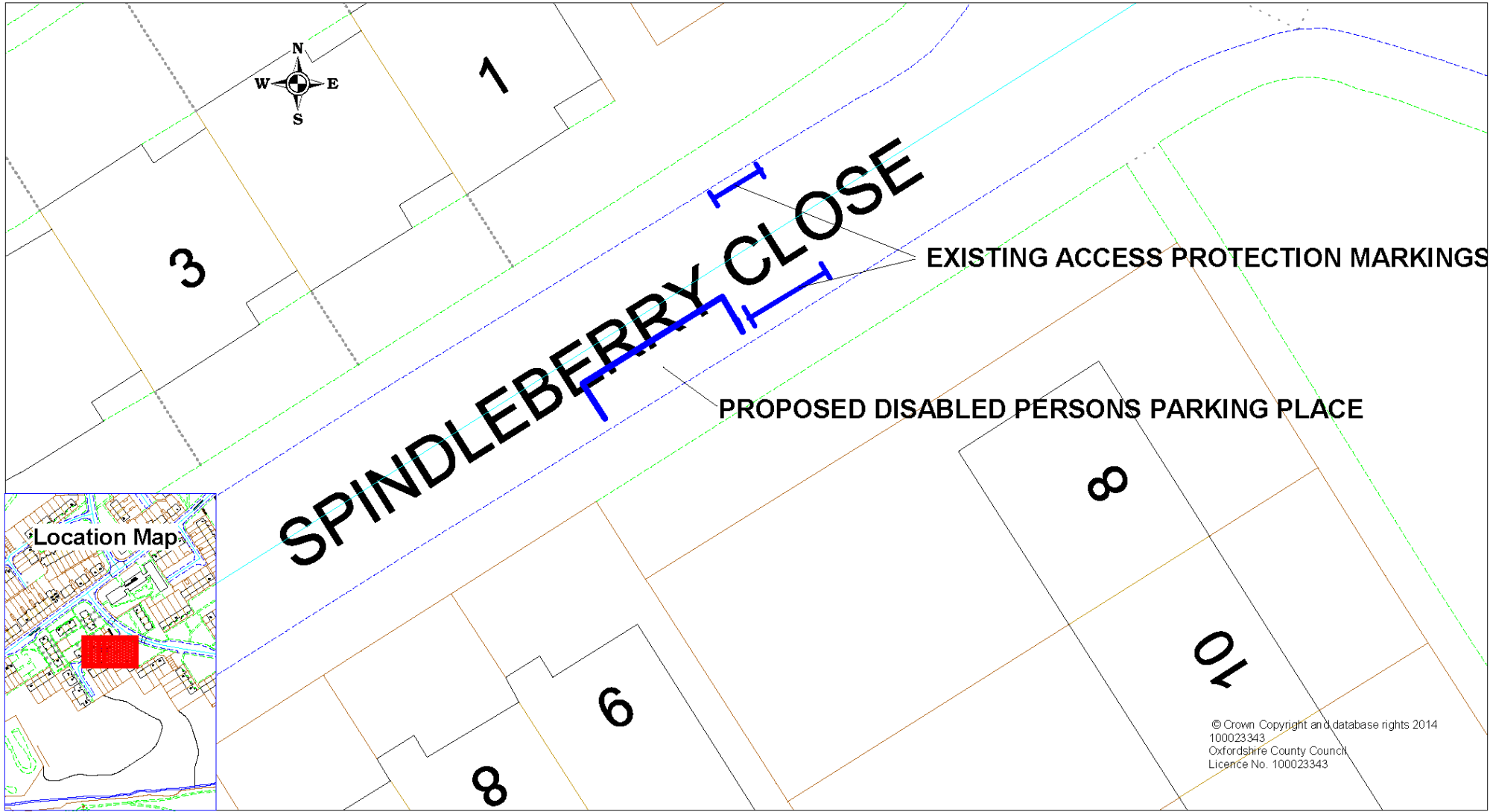


**Proposed DPPP  
 Ruscote Avenue, Banbury**

SCALE	NTS
DATE	13/03/2017
DRAWING No.	
DRAWN BY	







EXISTING ACCESS PROTECTION MARKINGS

PROPOSED DISABLED PERSONS PARKING PLACE

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**Proposed DPPP  
Spindleberry Close, Oxford**

SCALE	NTS
DATE	12/09/2017
DRAWING No.	
DRAWN BY	

## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
<b>Proposed DPPP in Gillette Close, Banbury</b>		
A resident, Gillett Close	Objects because the DPPP is for a resident at a Deacon Way address. There are already residents from Broughton Road and Deacon Way parking in the Close. Gillett Close residents need to park near their homes and this will make it more difficult.	The applicant finds it easier to get from the rear of the house on to Gillett Close. A garage exists but is too narrow to open the car doors and not wide enough to get in and out. Bay is planned in front of garage. The homes in Deacon Close are on the opposite side of the Close and have plenty of parking space, although non residents can park there.
<b>Proposed DPPP in High Street, Hook Norton</b>		
Two residents, High Street	Object to the proposal. They have their own garage and parking but are writing on behalf of the community. They believe the bay would have only limited use and suggest a limited time bay (say 30 minutes) instead, which would help all shoppers including elderly non-badge holders.	A limited time bay would not help badge holders and the proposal is supported by the shop. Apart from residents, most parking here is by shoppers and of limited duration.
Two residents, High Street	Object to the proposal. The proposed bay will cause considerable difficulties for them. They and their immediate neighbours have no off-street parking and this applies to houses beyond the shop, at the top of Bell Hill, and the cottages opposite. Because of the road layout, cars park where there is a space including their immediate frontage. Workers at the shop and dentist also park here. The shop is open 7 days a week, and for 6 days – 12 hours per day. There is constant	When there is pressure on parking, disabled people are at a greater disadvantage. While the proposed DPPP has been requested by 2 badge holders and has the support of the shop, as well as the Parish Council, one of the badge holders is moving away in a few months and no other badge holders in Hook Norton have come forward during Formal Consultation or before. Advisory DPPPs are no longer permissible under Department for Transport regulations. The OCC website gives particular information and guidance on locating DPPPs outside homes of those disabled residents who qualify but that doesn't



	<p>traffic movement. They have no rear access and as there is no railing where the bay is planned, this is useful to them for deliveries etc. The shop also has deliveries and large lorries park along the frontage here. They believe the bay will be empty for most of the time. If proposal goes ahead they would consider applying for a residents parking area here. They believe the badge holder who asked for the bay is moving away from the village. They also consider OCC should have written to more residents than those along this frontage, although they acknowledge a number of street notices were put up, and the Council did more than the legal requirement. Could the bay be advisory only for more flexibility? They note that OCCs website only has information on disabled bays outside disabled resident's homes, and believe this is misleading. .</p>	<p>preclude the Council from considering DPPPs that are for general use by badge holders.</p>
<p>Two residents High Street</p>	<p>Object to the proposal. They believe the proposed DPPP would be inappropriate here. The shop have told them the three badge holders who would use it only use the shop for 5 minutes in any week and one has moved away. One of the shop managers has told them that they support the proposal because it is away from their immediate frontage and so won't interfere with their deliveries.</p>	<p>As above.</p>

A resident, Hook Norton	Supports the proposal and surprised that the residents here question the need as they are able to reach the shop with ease while disabled drivers cannot. The shop has seen people falling on the steps up to the footway nearer the shop. Hook Norton has a growing population of elderly people and the parking problem near the shop creates a real problem for disabled drivers visiting it so the proposed DPPP is essential. The residents here are a small proportion of the population of the village and nobody else has objected.	As above.
Hook Norton Parish Council	The Councillors were generally in favour of the proposal and there were no objections.	Noted.
<b>Proposed DPPP in Ruscote Avenue, Banbury</b>		
A resident Ruscote Avenue	Questions the need for the proposed DPPP as there are no disabled residents where space is proposed. The residents in this part of the Avenue either have dropped kerbs and off-street parking and where the space is proposed a drive and garage exists. Parking is limited on street for visitors and the proposal will add to the lack of space.	The DPPP is planned outside a current badge holder's home. Although a shared drive and a garage exist, the drive is on a slope, and is rough and uneven. The badge holder can't get in or out of the car when it is in the garage and can't get from there to the house. The garage itself is derelict and rickety. The property is rented.
<b>Proposed DPPP in Spindleberry Close, Oxford</b>		
A resident, Spindleberry Close	Objects to proposal. She is not aware of another disabled resident in the Close other than the resident who already has a DPPP and believes all other residents are sufficiently mobile. There is parking pressure here and as a home owner and parking permit holder she expects to be	The proposed DPPP is located near the home of a current badge holder. The grassed area in question is not publically adopted highway so OCC has no jurisdiction to consider parking. The City Council has installed parking areas in similar situations elsewhere in Blackbird Leys but currently there are no known plans in this vicinity. The allegations of misuse of visitor permits

	able to park outside or near her home. Currently when Oxford United are playing at home, supporters park here with visitor permits obtained from residents outside the Close or illegally. She suggests parking spaces for residents are instead provided on the “green space” at the Pegasus Road end of the Close. She strongly opposes the proposal.	have been passed to the Parking Team to investigate.
The daughter of a resident in Spindleberry Close	She objects to the proposal. There is already a DPPP nearby and one more would detrimental to the (other) residents and visitors to the Close. Five bungalows and four houses exist and there are only four spaces left for everybody else. Her 90 year old mother lives here, and while she is not a badge holder as she has no car, she cannot walk far so it would be more difficult for the daughter to take her out in the car. It will be more difficult for her carers and deliveries. Adjoining No 9 is a patch of waste ground with a shrubbery which could be allocated to parking. She believes the applicant has sufficient mobility to regularly walk, mow the lawns so why is a DPPP thought necessary?	Her mother could apply for a badge as car ownership is not required. The daughter could use the proposed DPPP to take her out and bring her back provided the mother’s badge was displayed. When parking is limited the disabled are at a disadvantage. The off-street area mentioned is not publically adopted land so OCC has no jurisdiction. As above.
<b>Proposed restoration of full parking permit eligibility to flats at Wingfield House, 2A Gathorne Road, Headington, Oxford</b>		
36 residents in Gathorne Road, St Anne’s Road, including the St Anne’s Gathorne Road & Margaret Road Residents Association, the	All object to the proposals. The developer chose not to provide off-road parking on site to maximise the number of flats possible and hence increase profits. The Development was therefore given planning permission by the City Council on the basis that the flats would be ineligible for parking permits in Headington Central CPZ. A subsequent appeal by the	As the objectors have noted the development was granted planning consent on the basis that it would be car-free.  County officers supported this principle at the time of the initial application (2007) and objected to the subsequent planning application (in 2016) which sought to remove the condition preventing permits being issued to residents of this site. It remains officers’ view that the development should continue to

<p>local representative of Cyclox, and the Windmill Road Residents Action Group</p>	<p>developer against the planning condition was overruled at the time. Conversely the developer of 1A Gathorne Road, in recognition of the prevailing permit policy of both Authorities provided off-street parking understanding that permits would not be allowed. This area has good communication links and is ideal for car free development. The tenants in the flats at Wingfield House were aware that permits were not allowed when they took on their tenancies, and if parking on-street was an issue they could have rented elsewhere. The objectors believe the developer will increase the rent for the flats if permits are restored. This would also mean an increase of between 6 to 12 vehicles parking in the area.</p> <p>Parking is already congested in Gathorne Road and St Anne's Road with residents from Windmill Road parking here. While parking is more available during the working day when residents are at work, in evenings and weekends the parking is full, as evidenced in surveys carried out by the residents. Previous surveys have been carried out during the day when more parking spaces are available and as a result of the latest appeal the Government Inspector also inspected the road one week-day at lunchtime. The residents' surveys and pictures show that parking is full at night.</p> <p>The proposed reduction in spaces on Windmill Road as a result of Access to Headington will make the situation even worse. Gathorne Road</p>	<p>be car-free.</p> <p>However, there has now been an appeal against retention of the planning condition and the Planning Inspector's report is clear that in reaching a different conclusion, he has taken into account survey information from a number of sources. The Inspector's statement that "the evidence before me does not indicate that as a result of removal of the conditions, on street parking would occur to an extent that would harm highway safety" is very clear.</p>
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	<p>is near the edge of the Zone boundary, so residents unable to park here will have to park the other side of the busy Windmill Road which is undesirable for the elderly. While permits were restored to 9 &amp; 9A Gathorne Road following a planning appeal, each property was only allowed 1 permit so this has not increased on-street parking pressure. If full eligibility to permits for Wingfield House were allowed, this would create a precedent and other developers would seek to overturn similar planning conditions on existing developments in order to obtain full eligibility.</p>	
<p>County Councillor for Headington &amp; Quarry Roz Smith</p>	<p>Objects to the proposal. "With advice from Oxfordshire County Council, Oxford City Council planning committee put a condition on this property that it should be exempt from parking permits, i.e. a car free development. The condition was sensible given the proximity of regular public transport, local services within easy walking distance, (GP, Dental, library, schools etc.) plus an active car sharing scheme. The owner has now appealed this condition and it seems an ill-informed planning inspector found in his favour. This was a shock, given the pressure on the few residents parking spaces within Gathorne Road, nearby St Anne's and Margaret Roads. If allowed, we could see as many as 12 more vehicles competing for the 18 spaces in Gathorne Road and the few spaces in surrounding area. Many homes do not have off road parking and</p>	<p>As above</p>

the Access to Headington project will see even more pressure when residential spaces in Windmill Road are removed. The detailed work around removal of parking spaces in Windmill Road undertaken by county officers with consultation with residents and local councillors will be undermined by allowing parking eligibility for the Wingfield House development. The stated aim of Access to Headington is to encourage use of sustainable means of transport. If this change to the eligibility for parking permits is allowed then I envisaged a raft of appeals for changes to parking conditions within the City's controlled parking zones. I concur with my city councillor colleagues that if this change is approved then it will be more difficult for the local planning authority, (Oxford City Council), to turn down applications and for the County Council to further its aim of reducing the high volume of vehicle movements within the City. I recognise it will be unusual, but not the first time, that a local authority to challenge an appeal decision by a planning inspector. However, I feel the arguments for exempting these properties from the eligibility for parking permits in the Headington CPZ are overwhelming and I urge the Cabinet member to continue the exemption for this development".

<p>City Councillors M Altaf-Khan &amp; Ruth Wilkinson</p>	<p>Both object to the proposal. “As city councillors for Headington Ward, we are writing to object most strongly to the proposed changes which seeks to restore the above Gathorne Road properties to full permit eligibility. We set out our concerns below.</p> <ul style="list-style-type: none"> <li>• We believe that the County Council should not be encouraging the use of cars in areas that are excellently served by frequent public transport, especially at a time when the Access to Headington project is facilitating better space for cyclists, and when concerns from our residents about air quality in the area are increasing. The advent of Rapid Transit buses will improve travel for Headington residents still further, and there is a successful car-share scheme currently in operation in the area.</li> <li>• Applications to intensify or change the use of flats and HMOs in this area have been permitted by the planning authority including councillors on East Area Planning Committee <i>only on condition that these are car-free developments</i>. Gathorne Road is close to excellent public transport routes in and out of Oxford, the airports and London.</li> <li>• There are currently only 18 dwellings in Gathorne Road; on-road parking spaces are already under pressure both from existing permit-holders, and from hospital</li> </ul>	<p>As above</p>
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	<p>and care workers seeking to access the Nuffield Orthopaedic Centre and a Gathorne Road property for tenants with special needs. The removal of some on-road parking spaces in Windmill Road as part of the Access to Headington scheme is likely to shift parking to adjoining residential roads including Gathorne Road. The restoration of permit eligibility to tenants in these six properties would reduce on-road parking availability for current Gathorne Road permit-holders, and potentially shift parking pressure to St Anne's Road nearby, thus impacting negatively on permit-holders there too.</p> <ul style="list-style-type: none"><li>• We are anxious that this proposed change arising from what we feel to have been a questionable inspector decision does not serve as a precedent for the Headington area, which contains a very large number of shared houses, HMOs and flats which have only received permission for build or change of use on condition that they are car-free. We recognise that it is most unusual for a local authority to challenge an appeal decision by a planning inspector, but we feel that the arguments for exempting these properties from eligibility for the CPZ are overwhelming.</li></ul> <p>We urge the Cabinet Member to oppose this change and ask her to continue to exempt these</p>	
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	properties from full permit eligibility in the Headington Central CPZ”.	
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## Appeal Decisions

Site visit made on 23 January 2017

by **B Bowker Mplan MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government  
Decision date: 10 February 2017

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### Appeal A Ref: APP/G3110/W/16/3160284

#### 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
  - The appeal is made by Mr Harold Grant against the decision of Oxford City Council.
  - The application Ref 16/00342/VAR, dated 30 April 2015, was refused by notice dated 5 April 2016.
  - The application sought planning permission for the erection of one and a half storey rear extension (with accommodation in roof space) to provide 1-bed maisonette without complying with a condition attached to planning permission Ref 11/00875/FUL, dated 27 May 2011.
  - The condition in dispute is No 6 which states (sic) that:  
*The development hereby permitted shall not be occupied until the Order governing parking at has been varied by the Oxfordshire County Council as highway authority to exclude the site, subject to this permission, from eligibility for resident's parking permits and resident's visitors' parking permits unless otherwise agreed in writing by the Local Planning Authority.*
  - The reason given for the condition is:  
*To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety, or cause parking stress in the immediate locality, in accordance with policies CP1, CP6, CP10 and TR13 of the Oxford Local Plan 2001-2016.*
- 

### Appeal B Ref: APP/G3110/W/16/3160286

#### 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
  - The appeal is made by Mr Harold Grant against the decision of Oxford City Council.
  - The application Ref 16/00354/VAR, dated 3 February 2016, was refused by notice dated 5 April 2016.
  - The application sought planning permission for the erection of two storey building to provide 5 flats (3x1 bed, 2x2 bed) including accommodation in roof space without complying with a condition attached to planning permission Ref 07/00399/FUL, dated 23 May 2007.
  - The condition in dispute is No 6 which states that:  
*The development hereby permitted shall not be occupied until the Order governing parking at land on the plot referred to in this permission as the rear of 139, 141 and 143 Windmill Road, adjoining 2 Gathorne Road has been varied b the Oxfordshire County Council as highway authority to exclude the site, subject to this permission, from eligibility for resident's parking permits and resident's visitors' parking permits.*
-

- The reason given for the condition is:  
*To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety or cause parking stress in the immediate locality.*
- 

### **Applications for costs**

1. Applications for costs have been made by Mr Harold Grant against the decision of Oxford City Council. Both applications are the subject of a separate Decision.

### **Decisions**

#### **Appeal A**

2. The appeal is allowed and planning permission is granted for the erection of one and a half storey rear extension (with accommodation in roof space) to provide 1-bed maisonette, at 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF, in accordance with the application Ref 16/00342/VAR, dated 30 April 2015, without compliance with condition No 6 previously imposed on planning permission Ref 11/00875/FUL, dated 27 May 2011, but subject to the attached schedule of conditions, Schedule A.

#### **Appeal B**

3. The appeal is allowed and planning permission is granted for the erection of two storey building to provide 5 flats (3x1 bed, 2x2 bed) including accommodation in roof space, at 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF, in accordance with the application Ref 16/00354/VAR dated 3 February 2016, without compliance with condition No 6 previously imposed on planning permission Ref 07/00399/FUL, dated 23 May 2007, but subject to the attached schedule of conditions, Schedule B.

### **Background and Procedural Matters**

4. The two appeals seek to remove conditions relating to two separate planning permissions at the same site. Despite being subject to separate decisions, both conditions sought to prevent future occupants of No2A Wingfield House from obtaining parking permits for the same reason; to prevent harm to highway safety. These conditions are reported to have been complied with and currently occupiers of the appeal site are not eligible to apply for parking permits.

5. The concerns of the Highway Authority do not relate to parking availability and highway safety and relate to the conditions being necessary based on the good levels of access the site has to sustainable forms of transport. Reference is also made to Policy HP16 of the Sites and Housing Plan (SHP). This policy states that permission will be granted for car free housing in locations that have excellent access to public transport, that are within a controlled parking zone and within 800 metres of a local supermarket. My site visit confirmed such circumstances apply to the development.

6. However, SHP Policy HP16 was adopted after the approval of the original planning permissions and does not alter the original reasons used to justify the conditions. Therefore, I must focus my determination of the appeals on the reason both conditions were imposed at the time; to preserve highway safety.

7. For similar reasons, concerns regarding the effect of the development on living conditions with reference to noise, disturbance and pollution do not form part of my consideration of the appeal. Accordingly, the main issue is as below.

### **Main Issue**

8. The main issue is the whether the conditions are reasonable and necessary in the interests of highway safety.

### **Reasons**

9. The appeal site is a two storey building comprising four flats each with one bedroom and two flats each with two bedrooms. The surrounding area is predominantly residential in use with Nuffield Orthopaedic Hospital to the south west and Windmill School to the north of the site. Roughly half of properties at Gathorne Road benefit from off street parking. Apart from properties along Windmill Road, the majority of properties in the surrounding area benefit from off street parking. The site is located within a Controlled Parking Zone.

10. During my late morning site visit, albeit representing only a short period of time, I saw a number of vacant on street parking spaces at Gathorne Road and St. Anne's Road. In addition, whilst Windmill Road received a constant flow of traffic at a moderate speed, Gathorne Road was not particularly busy. I also saw that Gathorne Road is straight with a 20mph speed limit, double yellow lines at its junctions and thus offers highway users good levels of visibility. However, I appreciate that later in the day the availability of parking spaces in the immediate area is likely to reduce and that levels of traffic and pedestrian activity are likely to increase.

11. The appellant has undertaken a number of Parking Stress Surveys across a range of dates and times within 150 and 200 metres of the appeal site in accordance with the 'Lambeth' methodology. Concerns are raised regarding the accuracy, timings and methodology of the appellant's parking surveys. However, I understand that the dates and times were agreed with the Highway Authority. I consider that the range of dates, times and the survey area chosen are reasonable and up to date, with the latest survey undertaken in February 2016. However, as the appellant's Google Map based surveys do not include precise times, they are afforded limited weight.

12. Owing to the number of bedrooms per flat at No 2A, and taking into account potential visitors, the likely demand for parking spaces arising from the proposed change in the conditions would be modest. In this context, I consider that the appellant's surveys indicate that on street parking capacity exists in the surrounding area to accommodate the development.

13. To inform the 'Access to Headington' (ATH) initiative, Oxford County Council's undertook a parking assessment, which concluded that Windmill Road has a consistent underutilisation of on street parking. The assessment also involved side roads along Windmill Road including Gathorne Road. Part of the ATH initiative involves the removal of all 38 on street parking spaces along Windmill Road and the creation of 35 additional new spaces at adjoining side roads.

14. However, taking into account the length of Windmill Road and the number of adjoining side streets, the ATH's modest net loss of 3 on street parking spaces and the redirected parking demand would be met over an area larger than Gathorne Road. Moreover, the County Council's parking assessment concludes

that at least 40 parking spaces would remain vacant in the area after accounting for spaces removed at Windmill Road.

15. Whilst concern is raised regarding the ATH initiative and associated parking stress surveys, no substantive reasons are before me to discount its findings. The parking surveys undertaken by residents indicate a lower number of on street parking spaces than the appellant's surveys. However, as the higher figures in the appellant's and Council's respective surveys corroborate one another, I find them a more credible form of evidence for establishing parking availability in the area. Consequently, even taking into account the ATH initiative, the surrounding area would be able to meet the modest parking needs of the appeal site.

16. A number of appeal decisions have been brought to my attention including a decision<sup>1</sup> at Gathorne Road. The appellant and residents refer to the decision in support of their respective cases. Whilst I have not been provided with the full details of this case, I note that the decision was made over 5 years ago. Consequently the decision and underpinning evidence are unlikely to provide an up to date account of local parking capacity. Nor do I have full details of development proposals referred to in the surrounding area, such as the expansion of Windmill School. Moreover, I must determine the appeal based on the evidence before me.

17. In reaching my decision I have carefully considered objections from residents and Ward Councillors, which include concerns regarding precedent. However, this decision would not prevent the Council from resisting development in locations where additional on street parking would lead to an adverse effect on highway safety.

18. In summary, in this case, sufficient on street parking capacity exists to meet the needs of occupants at No 2A. Moreover, the evidence before me does not indicate that as a result of removal of the conditions, on street parking would occur to an extent that would harm highway safety.

19. Therefore, I conclude that the conditions are not reasonable or necessary in the interests of highway safety. Consequently, the proposed change to conditions would meet the requirements of Core Strategy Policies CP1, CP6, and CP10 which are of most relevance to this matter. Combined, insofar as they relate to this matter, these policies require parking levels to be appropriate for the use proposed and development to be acceptable in respect of highway safety.

## **Conclusion**

20. The Planning Practice Guidance makes it clear that decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission, unless they have already been discharged. As I have no information before me about the status of the other conditions imposed on the original planning permissions, I shall impose all those that I consider remain relevant. In the event that some have in fact been discharged, that is a matter which can be addressed by the parties.

21. For the reasons given above I conclude that the appeals should succeed. As a result I will vary the respective planning permissions by deleting the disputed conditions.

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<sup>1</sup> APP/G3110/A/11/2143838

*B Bowker*

INSPECTOR

Attached – schedule of conditions.

## **Appeal A**

### **Schedule A: Conditions**

- 1) The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans: P2.15A proposed, P2.14A proposed, P2.13A plans - proposed, P2.12A plans - proposed.
- 2) The materials used in the external elevations of the new development shall match those of the existing building.
- 3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) no additional windows shall be placed in the side and rear elevations without the prior written consent of the Local Planning Authority.

## **Appeal B**

### **Schedule B: Conditions**

- 1) Samples of the exterior materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before the start of work on the site and only the approved materials shall be used.
- 2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) the window(s) marked in green on the approved plan shall be glazed in obscure glass and thereafter retained.
- 3) That notwithstanding the details of the approved plans, the overall ridge height of the approved building shall not be any higher than 0.8 metres higher than the ridge height of number 2 Gathorne Road.
- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) the window(s) marked green on the plan shall have a cill height not less than 1.6 metres above floor level.
- 5) Notwithstanding the provisions of Class A of Part 2 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) details of the means of enclosure along the highway frontage shall be submitted to and approved in writing by the LPA prior to the commencement of development and no residential unit shall be occupied until the approved means of enclosure have been fully implemented. No alterations shall be made to this means of enclosure unless otherwise agreed in writing by the LPA.



Division(s): Jericho and Osney; University Parks

## **CABINET MEMBER FOR ENVIRONMENT – 12 OCTOBER 2017**

### **PROPOSED REVISED WAITING RESTRICTIONS AND EXTENSION OF 20MPH SPEED LIMIT, A4144 WOODSTOCK ROAD BY THE RADLCIFFE OBSERVATORY QUARTER OXFORD**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of the statutory consultation on a proposal to reduce the number of pay and display parking places and to extend the 20mph speed limit on the A4144 Woodstock Road, Oxford adjacent to the Radcliffe Observatory Quarter.

#### **Background**

2. The above measures are proposed in conjunction with the redevelopment of the Radcliffe Observatory Quarter. Annex 1 details the proposals .

#### **Consultation**

3. The formal consultation on the proposals was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillors. Additionally letters were sent to approximately 70 nearby properties.
4. Responses were received from eleven parties, including two objections and nine expressions of support for the proposed extension of the speed limit and one objection and six expressions of support for the proposed amendments to the parking bays (with a further four responses expressing no view on the latter) as summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors in the Members' Resource Centre.
5. Thames Valley Police objected to the proposed extension of the 20mph speed limit on the grounds they considered that this limit would likely be ignored by many drivers and lead to speed limits being brought into disrepute, noting also that if the proposal is approved, the police would not be able to provide regular enforcement. The police however expressed no objection to the proposed changes to the parking places.
6. A member of the public also objected to the proposed 20mph speed limit on the grounds that the existing 30 mph limit provides the right balance between

speed and safety and that to reduce the speed limit to 20 mph would be frustrating for drivers and is less fuel efficient and likely to increase pollution.

7. St Anne's College objected to the proposed reduction in the number of pay and display parking places on the grounds of the inconvenience that would result for visitors and contractors working at the college. The college also expressed concerns that the proposed paved median area could be mistaken by pedestrians as a providing a refuge, whereas in practice it will frequently be over-run, particularly by the bus stop, which the college suggested is relocated to a wider part of the road.
8. Expressions of support for the proposals were received from the local member, Oxford City Council, Oxford University and Oxford Bus Company.
9. Cyclox, a group representing the pedal cyclists within Oxford, while expressing support for the 20mph speed limit and amendments to the pay and display parking places, also expressed disappointment with the design in respect of the provision for cyclists, and considered that there was a need for segregated space for cyclists – including bus-stop bypasses - in this section, which would also help change the character of the road to encourage compliance with the proposed 20mph speed limit. Other changes to the cycle lane on the west side of the road adjacent to the pay and display parking to the north of the proposed scheme were also suggested.
10. A member of the public - while also expressing support for the proposed 20mph speed limit and changes to the pay and display parking – also expressed very strong concerns about the effect of the scheme on cyclists, and specifically considered that the safety and amenity of cyclists would be adversely affected by the reduced width available due to the provision of the widened footway and central median area, particularly at the bus stops.
11. A response from a member of the public similarly expressing support for the proposed 20mph speed limit and changes to the pay and display parking also requested that the bus stops are designed to a high standard for the benefit of bus users.
12. A response was also received from a member of the public expressing support for the proposed extension of the 20mpgh speed limit, and no objection to the proposed changes to the pay and display parking places.

### **Review of responses**

13. The objections of Thames Valley Police and member of the public to the proposed extension of the 20mph speed limit are noted; however this extension is– in the context of the wider 20mph speed limit in Oxford city centre –very modest. The wider changes to the road environment being made as part of the scheme, together with the higher level of pedestrian activity resulting from the Radcliffe Observatory Quarter Project, should encourage compliance with the proposed additional length of 20mph limit.

14. The objection from St Anne's College on the loss of pay and display parking places is also noted; three such places will be removed by the proposals, but with twenty one places being still available directly opposite the college, and also there being additional parking available in nearby Bevington Road, it is considered that the impact of the proposals in respect of parking are proportionate to the wider benefits of the scheme.
15. The representations made on wider aspects of the design of the scheme - including the concerns expressed by St Anne's College on the safety of the scheme in respect of pedestrians, and Cyclox and a member of the public in respect of the provision for cyclists, and also the design of the bus stops are similarly noted. They do however lie outside the scope of the consultation, and it should be stressed that the design has been subject to very careful assessment on its impact on all road users; since the consultation was carried out, the design has been amended in a response to an independent road safety audit to;
- Remove the central median treatment,
  - Provide for surface colouring at the formal and informal crossing locations of the scheme,
  - Widen the mandatory cycle lanes, and also
  - To slightly amend the zig zag markings at the puffin crossing.

A number of suggestions were also raised in the consultation on the scheme design elements which were not formally consulted upon. These were;

- Proposed relocation of the bus stops. Positioning of the bus stops has been carefully considered in the design. Due to the need to maintain access to existing facilities, an alternative positioning of the bus stops would mean that an alternative location for these popular stops would be located away from the areas of passenger demand. Additional walking required to any relocated stops would likely inconvenience the majority of current/ future passengers utilising these stops.
- Potential design conflict points for cyclists at where parking bays are located by the Green Templeton College entrance. Officers acknowledge the comments and suggestions made and will consider suitable options for addressing these points as part of further scheme design.
- Provision of cycle bus-stop bypasses and segregated cycle lanes. Provision of either design feature was not considered appropriate to the location due to the frequent number of vehicle access and egress points along the scheme. Officers consider that this would compromise the integrity of any segregated cycle provision.

### **How the Project supports LTP4 Objectives**

16. The public realm enhancements to this stretch of Woodstock Road will improve the perception of a safer road at this location and facilitate improvements to walking and cycling routes.

### **Financial and Staff Implications (including Revenue)**

17. Funding for design and construction of the scheme has been provided by Oxford University under Section106. Staff from Communities, including through the term Highways contract with Skanska will deliver the project with the assistance of staff from Legal Services.

## **RECOMMENDATION**

- 18 **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:        Plan of proposed restrictions  
   Consultation responses

Contact Officers:            Anthony Kirkwood 07392 318871

September 2017

Drawing No: S-000673/PRE/000/101 Revision: 0

- KEY:**
- Proposed footway paving (Hanson Chartes classic modular PCC paving, permanent grey colour)
  - Proposed localised footway reinstatement to match surrounding material
  - Proposed access paving (Granite set blocks, silver grey colour)
  - Proposed central road feature formed in an imprinted bitumen material with a tegula pattern infill and kerf profile boundary pattern
  - Existing kerline (reference purposes only)

- NOTES:**
1. Extents of carriageway resurfacing identified as change 55 to change 160.
  2. Proposed kerbing for western kerline to be ACC contained kerb drainage units to match the units currently installed.
  3. Proposed traffic islands and footway build-out to be formed in Marshalls Conservation kerbing, 145 mm wide.
  4. Relocated bus stop bays to be 13 m long.
  5. The existing mandatory cyclines are to be widened to 1.80 m and will narrow down to match the existing widths of the cyclines at each end of the scheme.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

REGARDING TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK ESTIMATED ON THIS DRAWING. NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

**CONSTRUCTION**  
Underground utility apparatus, tar-bound material

**MAINTENANCE/CLEANING**  
Underground utility apparatus, tar-bound material

**USE:**  
none

**DECOMMISSIONING/DEMOLITION**  
Underground utility apparatus, tar-bound material

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title:**  
Woodstock Road Public Realm  
Radcliffe Observatory Quarter

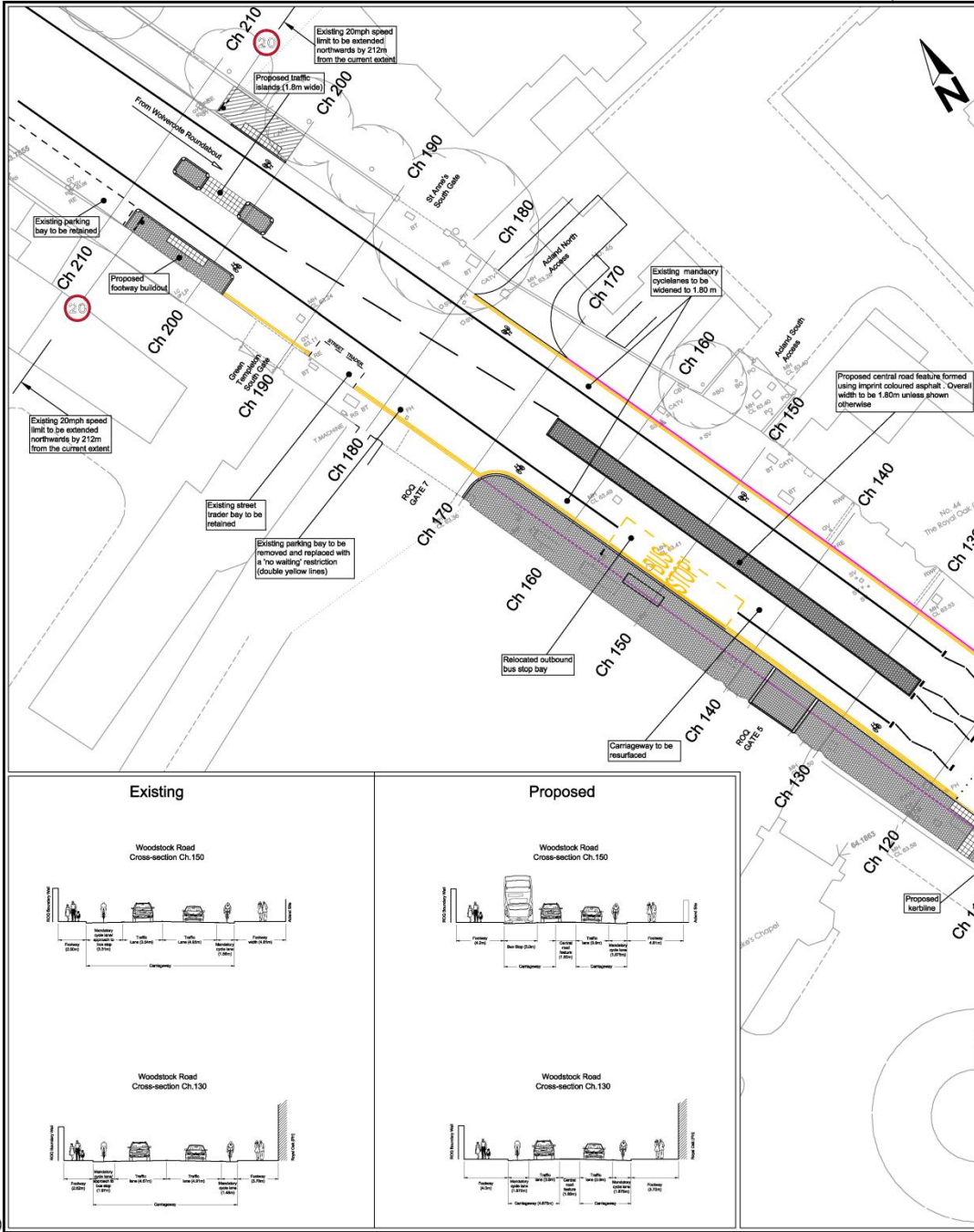
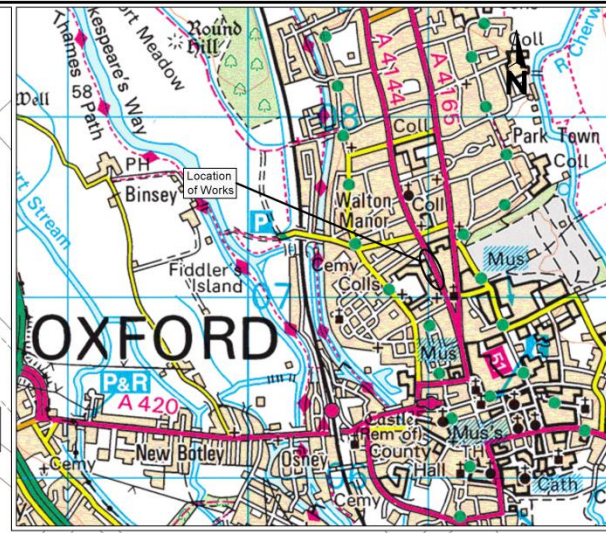
**Drawing title:**  
Preliminary Design  
Revised General Layout

**Drawing Status:** Issued for Comment

Scale @ A1	Drawn by	Checked by	Drawn by	Checked by	Approved by
1:200	EA	EA			
	Date created: 22.03.17	Date checked:			

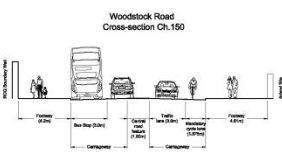
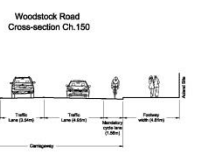
Administrative Project No & File Ref: S-000673

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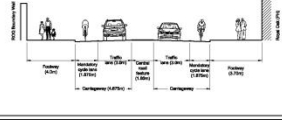
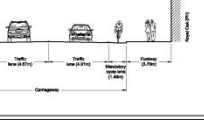
**Existing**

**Proposed**



**Existing**

**Proposed**



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>20mph speed limit</u> – <b>Object</b> – Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p><u>Parking restrictions</u> – <b>No objection.</b></p>
(2) Oxford City Council Planning	<p>As a principle the City Council support these proposals to further extend the 20 mph speed limit along Woodstock Road and Windmill Road respectively. The introduction of these new highway measures does appear to be very much in accordance with the approach being taken in the Preferred Options document currently being explored as part of the preparation of the Local Plan 2036. The preferred transport approach identifies a clear priority 'to promote sustainable travel over private car use so as to help to alleviate the current issues of congestion and air pollution.' This broad approach seeks to promote a travel hierarchy within the city which will prioritise walking, cycling and then public transport. The City Council are very keen to continue to work with the County Council, as the local highway authority, to develop new transport policies within the Local Plan 2036, which are aligned to the policy approach being developed through the Oxford Transport Strategy.</p> <p>Finally whilst the City Council are fully supportive of these lower speed limits and the benefits that it would bring to the areas concerned their active enforcement within the City should be made a priority.</p>
(3) Oxford City Councillor for North Ward	<p><b>Support</b> - the extension of the 20mph zone on Woodstock Road and the improved pavements. Road safety (for cyclists) and speeding traffic are probably the biggest complaints I get from my ward, so this is a welcome change.</p>

(4) Oxford Bus Company, Thames Travel & Carousel Buses	<b>Support</b> - I can confirm that from our perspective the scheme looks fine.
(5) University of Oxford	<p><u>20mph speed limit</u> – <b>Support</b> – The University welcomes the proposals to extend the 20mph speed limit further North along the A4144 Woodstock Road as part of the pedestrian and cycling public realm enhancements outside the University's Radcliffe Observatory Quarter (ROQ). This can be expected to reduce average vehicle speeds and thereby road danger to vulnerable road users. It should improve real and perceived safety for all road users and in particular improve the experience of walking and cycling on the corridor and accessing the ROQ via Gate 5 and Gate 7.</p> <p><u>Parking restrictions</u> – <b>Support</b> – The removal of the existing on-street parking bay outside gate 7 is supported, which can be expected to improve visibility for all users including freight and delivery vehicles serving the ROQ by gate 7, the only vehicle access to the site. The University is supportive of the whole scheme and looks forward to its delivery in 2018; the University hopes this will provide a suitable public realm environment for the Woodstock Road which is in keeping with the majestic appearance of the Building frontage and for convenient, welcoming and safe pedestrian and cycle access to the ROQ itself for the thousands of staff and students who use the site daily as the ROQ Masterplan is built-out.</p>
St Anne's College	<p><u>20mph speed limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>Parking restrictions</u> – <b>Object</b> – The reduction of parking opportunities for visitors to our college is unwelcome. Our contractors often use the P&amp;D parking. On behalf of St Anne's College, I also object to the planned changes at Ch150. The northbound traffic will have to use the imprinted tarmac 'central reservation' to pass buses at the adjoining bus stop. You have, with your current plan, designed in a potential accident. Pedestrians will believe, by the nature of the coloured area that they are in some form of refuge. This, according to you plan will not be the case and could lead to confusion and potentially an accident. The only thing that mitigates is the 20 mph speed limit. The bus stop should be moved to a wider part of the road.</p>
(6) Cyclox	<p><u>20mph speed limit</u> – <b>Support</b> – We support the extension of 20mph along Woodstock Road, though Cyclox's position is that we wish to see 20mph across the city.</p> <p>While we understand that this consultation is about speed limits and parking bays nevertheless we do want to point out again that the OTS designates Woodstock Road as a Cycle Super Route and in this section the characteristics of a</p>

	<p>Cycle Super Route appear only partially upheld. We feel that there is a lost opportunity for segregation and bus-stop bypasses in this section. Generally the dimensions don't indicate a 20mph area and these could be visibly different, therefore supportive of 20mph driving, were the cycle provisions to be segregated: the road would then look, and be, narrower. Having a mandatory marked lane, with Double Yellow Lines at the kerb, rather negates the message about safe cycling which 'mandatory' markings should give.</p> <p><u>Parking restrictions</u> – <b>Support</b> – The wide area of Mandatory Lane at the Green Templeton College reads incoherently, it has a 'Street Trader' marked in it. It is an invitation for conflict. The Mandatory Lane should have an inner edge in an attempt to give it a recognisable, specific provision. The on-street parking north of Green Templeton College south gate, is another invitation to continue an existing conflict. We support the build-out as a physical marker for the car parking rather than enabling a driver to cross the cycle lane. There will be manoeuvring into parking places, but at least it will usually be at a lower speed. The Mandatory Lane should have an inner edge in an attempt to give it a recognisable, specific provision.</p>
(8) Online response, (unknown)	<p><u>20mph speed limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>Parking restrictions</u> – <b>Neither</b> – <i>No comment.</i></p>
(9) Online response, (unknown)	<p><u>20mph speed limit</u> – <b>Object</b> – Woodstock Road is wide and long. It is either very slow at peak times when there is congestion but outside of these periods it has good visibility for drivers. The existing 30 mph limit has served perfectly well for many years and is an excellent compromise between speed and safety. To slow traffic to 20 mph is not only frustrating for drivers but is less fuel efficient and likely to increase pollution. In some vehicles it can require constant gear-changes to keep to the limit.</p> <p><u>Parking restrictions</u> – <b>Neither</b> – I do not know the justification for this proposal. Parking is always difficult wherever you are in Oxford and reducing its availability does not seem to be a useful option unless it is causing real and genuine difficulties for traffic flow.</p>
(20) Local Resident, (Nuffield Road, Headington)	<p><u>20mph speed limit</u> – <b>Support</b></p> <p><u>Parking restrictions</u> – <b>Support</b> –</p>



	<p>However, also expressed utter disappointment in the rest of the cycling facilities proposed in respect of the width of the cycle lanes, noting that it would be far preferable to remove the proposed median area provide more space for cyclists, particularly at the bus stop, where a cycle bypass could be considered. This design will absolutely mean cyclists remain constantly in conflicts with people driving vehicles. A conflict area where buses and cyclists have to cross paths at the bus stop is even built specifically into this design. Cyclists WILL get injured or worse because this city chose to waste money painting the middle of a road and widening pavement.</p>
<p>(21) Local Resident, (Watlington Road)</p>	<p><u>20mph speed limit</u> – <b>Support</b> – We support this project and consider it will be a positive addition to the public realm, We are particularly supportive of the use or imprint surfacing for the central road feature. We are keen to ensure a high quality bus stop with superior facilities that might be expected on a high quality bus corridor, including: -</p> <ul style="list-style-type: none"> <li>• Good bus stop design including real time passenger information display, printed timetable and service information, local map and way finding;</li> <li>• High visibility bus stop flag and pole with appropriate and consistent branding;</li> <li>• An enhanced maintenance regime to maintain the quality feel of infrastructure investment;</li> <li>• A higher kerb to reduce the step height between the bus and the footway, minimum 125mm;</li> <li>• A stop cage marking of sufficient length to enable buses access close to the kerb. Minimum of 15m per bus if unobstructed (to cater for maximum likely vehicle lengths).</li> </ul> <p><u>Parking restrictions</u> – <b>Support</b> – The removal of pay and display spaces at this location is essential to allow for the free flow of traffic, including buses through this scheme and accordingly this needs to be delivered to ensure a high quality scheme.</p>

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