



**Delegated Decisions by Cabinet Member for
Travel & Development Strategy
Thursday, 29 July 2021**

BACKGROUND PAPER

4. Burford Experimental Weight Limit (Pages 1 - 204)

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Burford Experimental Traffic Regulation Order (ETRO) Interim Report, July 2021

Contents

Burford Experimental Traffic Regulation Order (ETRO) Interim Report, July 2021.....	1
1. Purpose of this document	2
2. Overview of the Burford ETRO	3
2.1 Geographic Context and Study Area.....	3
2.2 Burford Weight Restriction Objectives.....	4
2.3 ETRO Evaluation and Success Criteria	4
3. Interim Traffic Monitoring Results	6
3.1 Impact of Covid-19.....	6
3.2 Analysis of 24 hour HGV Data	7
3.3 Analysis of Burford.....	9
3.4 Analysis of 2 Axle Rigid Vehicles	10
3.5 Analysis of Vehicles over 18t	14
3.6 Assessment of Success Criteria	16
3.7 Future Monitoring.....	17
4. Data from Burford Town Council.....	18
4.1 Monitoring ETRO Contraventions	18
5. Permit scheme	20
5.1 Permit Scheme as described in the ETRO	20
5.2 Current Burford ETRO Permit Process.....	20
5.3 Consultation responses received related to the permit area.....	21
5.4 Leafield Technical Centre	22
5.5 Recommendation for a revised permit scheme area	22
6. Policy and Technical Background	23
6.1 Local Transport Plan Route Hierarchy	23
6.2 Department for Transport Guide to Lorry Types and Weights.....	23
7. ETRO Consultation Responses	25
8. Annexes:.....	32

1. Purpose of this document

This document outlines the background to the Burford experimental traffic regulation order (ETRO) to prevent goods vehicles that exceed 7.5 tonnes passing through Burford to support the recommendations to Cabinet Member Decisions for Climate Change Delivery and Environment on 29 July 2021.

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

This report does not consider whether the Burford ETRO will be made permanent. This decision will be taken at the end of the full eighteen month experimental order period, in January 2022.

¹ [CMD Burford Weight Limit 2019](#)

2. Overview of the Burford ETRO

2.1 Geographic Context and Study Area

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

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

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

Table 2.1: Windrush river crossings

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

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

The consultation responses have highlighted both Crawley and Leafield has having an increase in HGV routing since the Burford ETRO was implemented. This is due to the number of other existing weight restrictions across the river Windrush coupled with the weight restrictions at Charlbury. Within the study area the B4022

and B4437 could be expected to be the diversion route to avoid A361 Burford, however the weight restrictions at Charlbury prevent this route being taken and has pushed HGVs on to the unclassified roads through Leafield and Crawley to avoid the weight restrictions.

The Burford ETRO has resulted in HGVs only being able to use the A4095 at Bridge Street, Witney to enter the area north of Burford, restrictions on the B4437 at Charlbury result in HGVs being unable to use the B4022/B4437 route and are now routing onto unclassified routes at Leafield and Crawley, or are breaching the weight restrictions.

2.2 Burford Weight Restriction Objectives

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

How the project supports LTP4 Objectives:

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

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

2.3 ETRO Evaluation and Success Criteria

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

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

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

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

² [CMD Burford Weight Limit 2017](#)

³ [CMD Burford Weight Limit 2019](#)

Table 2.2: Summary of Traffic Monitoring Sites

Location	April 2019	February 2021	Further monitoring 2022
Sites 1, 2 and 3 - Chipping Norton town centre A44 / A361 junction (all legs)	Yes	Yes	Yes
Site 4 - Burford High Street	Yes	Yes	Yes
Site 5, 6 and 7 - Bladon roundabout A44/A4095 (all legs)	Yes	Yes	Yes
Site 8, 9, 10 and 11 - Witney town centre A4095/B4022 junction (all legs)	Yes	Yes	Yes
Site 12 - B4022 between Witney and Charlbury (Witney Road, Hailey)	Yes	Yes	Yes
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton (before the Oxfordshire / Cotswolds Border)	Yes	Yes	Yes
Site 14 - Leafield, Fairspear Road	No	Yes	Yes
Site 15 - Swinbrook, Unclassified unnamed road	No	Yes	Yes
Site 16 - Crawley, Dry Lane	No	Yes	Yes

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

Air Quality Management Areas (AQMA) have been declared in Chipping Norton and Witney due to their high Nitrogen Oxide (NO₂) levels which are above the average for England. There is a concern that, diverting the HGVs from Burford may have a negative effect on the air quality in one or more surveyed areas. For that reason, during the review, we shall also be assessing the air quality levels. If they go above 55 µgm⁻³ (microgram per cubic metre) in Witney 57 µgm⁻³ in Chipping Norton, then a decision will be needed on whether to carry on with the experimental weight restriction. Air quality is reported on an annual basis and will be reported for the February 2022 scheme review. Consideration of the impact of the covid-19 pandemic on the air quality data will be needed, as traffic volumes and composition of vehicles class has altered significantly over this period.

3. Interim Traffic Monitoring Results

The County Council has committed to three rounds of monitoring as part of the evaluation of the impact of the Burford ETRO. This report considers the monitoring that took place in April 2019 before implementation, and six months after the scheme was implemented in February 2021 to coincide with the end of the Burford ETRO consultation period. These are the interim monitoring results. A further monitoring period is planned for September / October 2021 to report the findings by the end of the eighteen-month ETRO period, in February 2022.

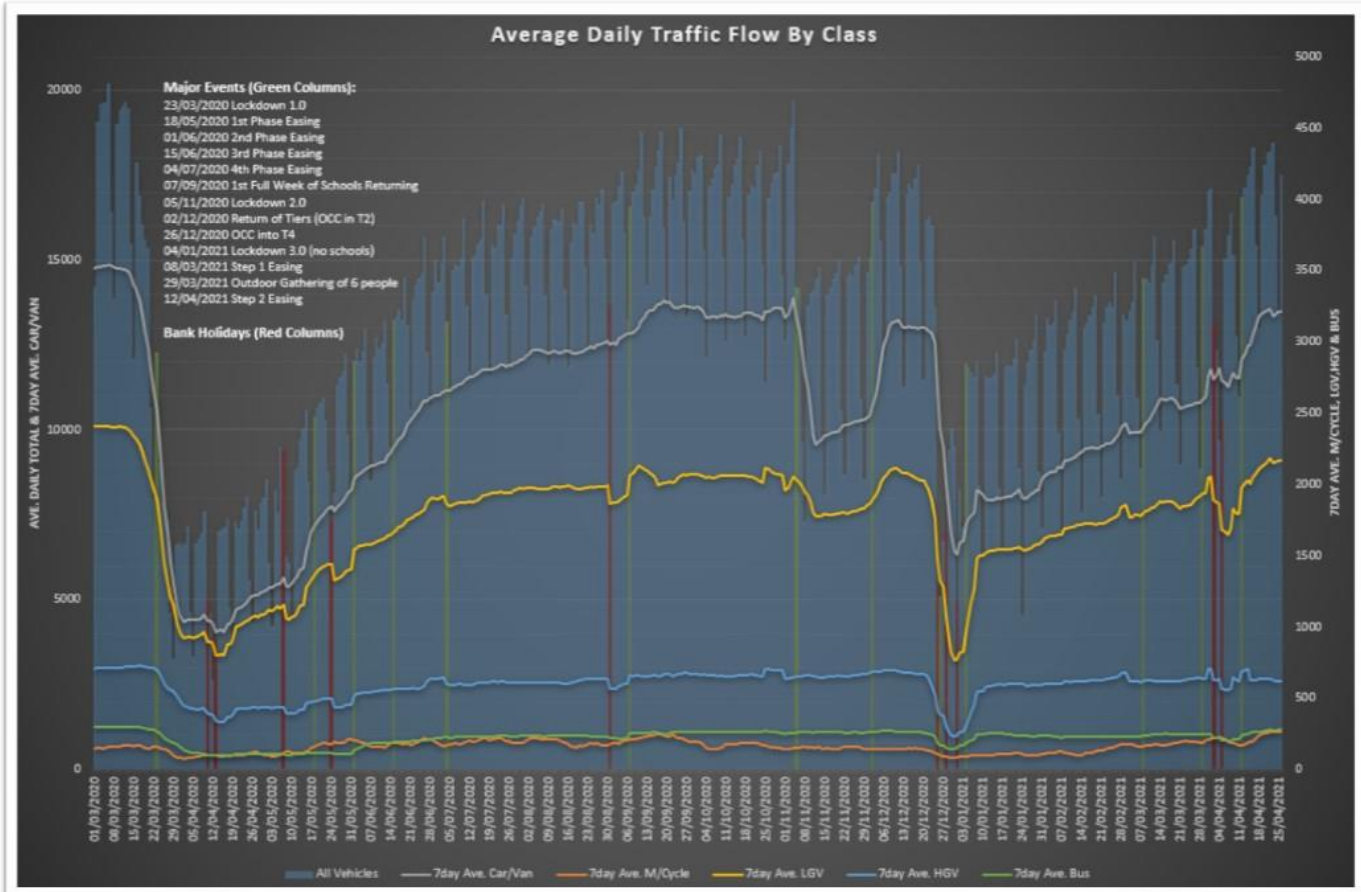
The traffic data collection has used the Department for Transport classification of HGVs (see Figure 7.1). The classification groups all 2 axle HGVs together, with a weight range from 3.5t to 18t. We cannot identify from the data precisely how many HGVs are contravening the 7.5t weigh restriction. We will seek to remedy this in the next round of monitoring. The method of future traffic monitoring will be altered to use cameras to enable greater classification of 2-axle vehicles.

3.1 Impact of Covid-19

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

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

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



3.2 Analysis of 24 hour HGV Data

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

Table 3.1 and figure 3.2 compare the volume of all HGV's (3.5t to 44t and 2-axle to 6-axle) recorded before and after the Burford ETRO was implemented. Note monitoring at Swinbrook, Crawley and Leafield only took place in 2021.

The HGV traffic data shown in table 3.1 is for a 24-hour period which has been averaged from data collected over a five-weekday period, we refer to this as average daily traffic (ADT).

Table 3.1: Comparison of all HGV traffic data before and during ETRO

HGV Volume 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%)	
Site 1 – A361 West Street, Chipping Norton	392	292	-100	-25.5%
Site 2 – A44 New Street, Chipping Norton	510	520	+10	+2%
Site 3 – A44 High Street, Chipping Norton	629	491	-138	-21.9%
Site 4 – A361 Burford	542	541	-1	-0.2%

Site 5 - A4095 Bladon Road, Bladon Roundabout	680	426	-254	-37.4%
Site 6 - A44 Oxford Road, Bladon Roundabout	764	871	+107	+14%
Site 7 – A4095 Upper Campsfield Road, Bladon Roundabout	572	458	-114	-19.9%
Site 8 – A4095 Bridge Street, Witney	619	707	+88	+14.2%
Site 9 – B4022 West End, Witney	145	262	+117	+80.7%
Site 10 – A4095 Woodgreen, Witney	340	323	-17	-5%
Site 11 – B4022 Newland, Witney	405	448	+43	+10.7%
Site 12 – B4022 Witney Road, Hailey	223	168	-55	-24.7%
Site 13 - A436, Between Stow-on-the-Wold and Chipping Norton	312	265	-47	-15.1%
Site 14 – UC Fairspear Road, Leafield	n/a	58		
Site 15 – UC road, Swinbrook	n/a	24		
Site 16 – UC Dry Lane, Crawley	n/a	111		

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

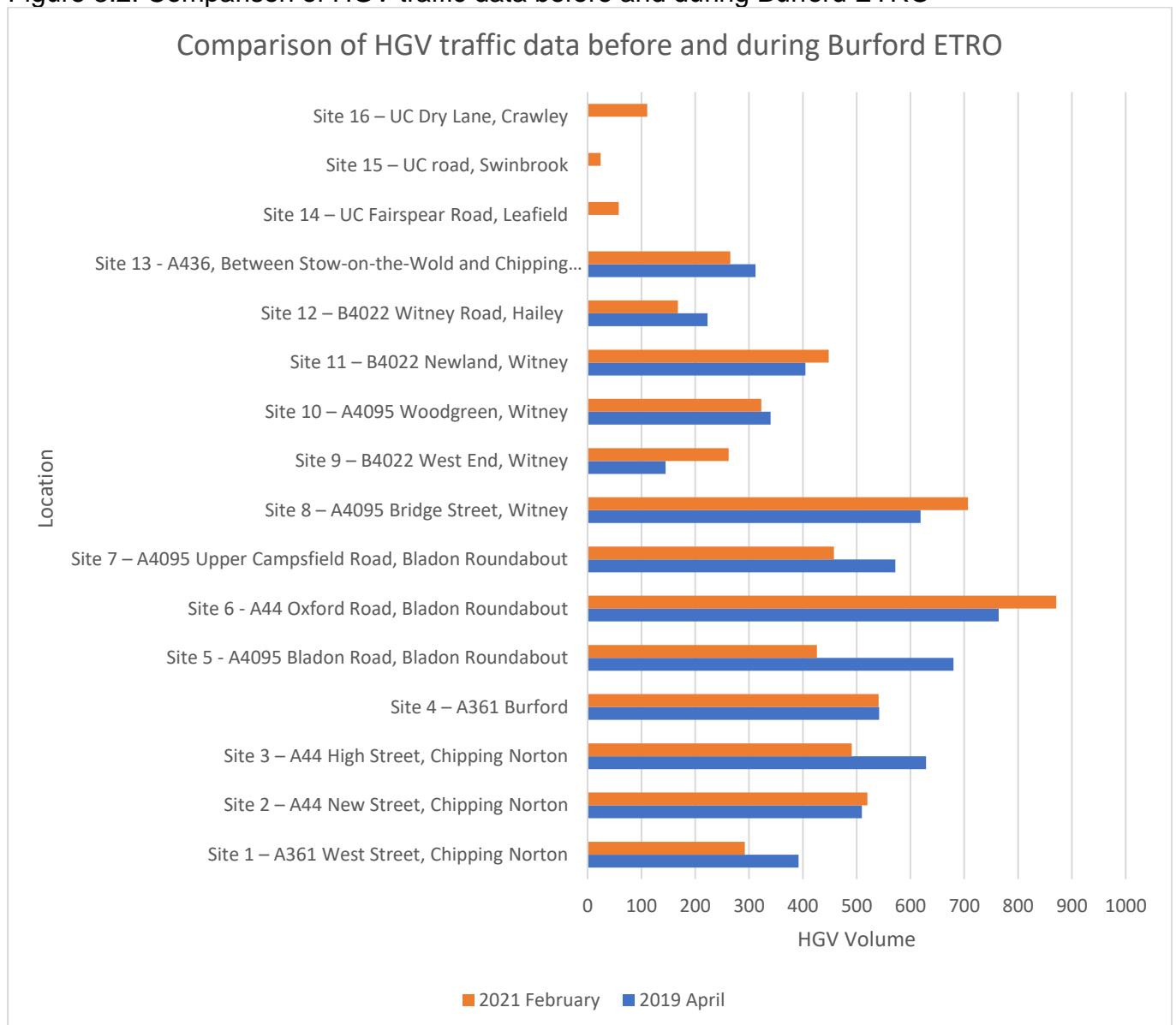


Table 3.1 and figure 3.2 shows that the same level of HGVs is recorded at A361 Burford before the ETRO was implemented as there has been after.

Overall, of the 13 locations with before and after monitoring data, 6 of these have seen decreases in HGV volumes, three locations have recorded approximately the same volume (+/-5%) and four locations have seen an increase in HGVs. Locations with an HGV increase are:

- A44 Oxford Road, Bladon Roundabout (+14%);
- A4095 Bridge Street, Witney (+14%);
- B4022 West End, Witney (+80%); and
- A4095 Newland, Witney (+11%).

All of these locations are considered to be on the alternative route HGVs should take to avoid the weight restrictions at A361 Burford.

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

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

It is not clear if the reductions on the A4095 at Bladon Roundabout (both Bladon Road and Upper Campsfield Road) are related to the Burford ETRO, as this route is not a direct alternative to Burford.

A weight restriction imposed by Gloucestershire County Council on the A436 at Adlestrop may explain the decrease in HGVs recorded on this route.

3.3 Analysis of Burford

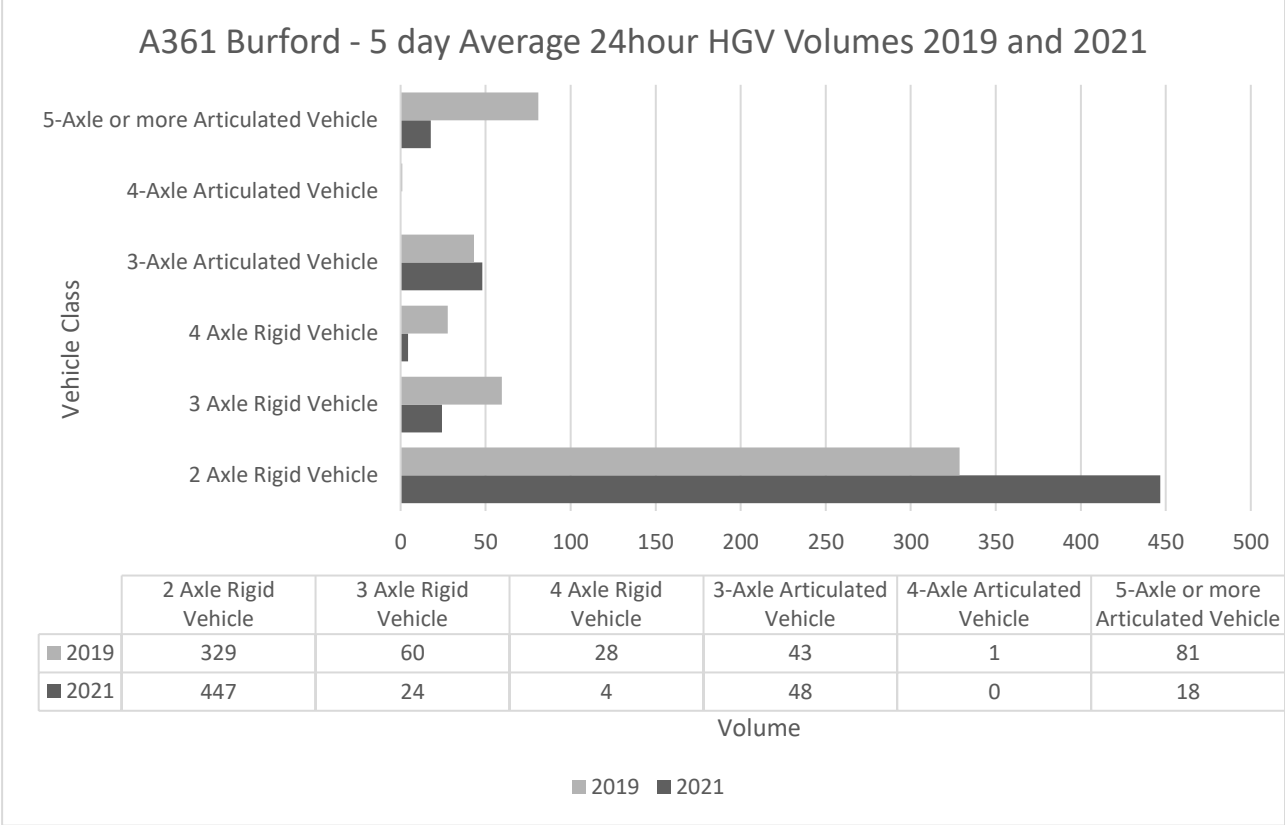
Figure 3.3 compares the composition of HGV class recorded at A361 Burford during 2019 and 2021. The data shows that since the Burford ETRO was implemented there has been a significant reduction in 5 axle or more articulated vehicles, with a reduction of around 60 vehicles per day recorded. Similarly, 4 axle rigid and 3 axle rigid vehicles have also reduced. A very small increase is noted in 3 axle articulated vehicles from 43 vehicles per day in 2019 to 48 vehicles in 2021. However, the largest increase has been seen in 2 axle-rigid vehicles, which has increased from 329 per day in 2019 to 447 in 2021 (36% increase).

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

We can't say from the data how many of the 447 2-axle vehicles recorded at A361 Burford in 2021 are 3.5t, 7.5t or 18t, as they are all grouped together.

It is possible that due to the implementation of the Burford ETRO that haulage and freight operators have increased their use of 3.5t or 7.5t vehicles to operate within the restrictions.

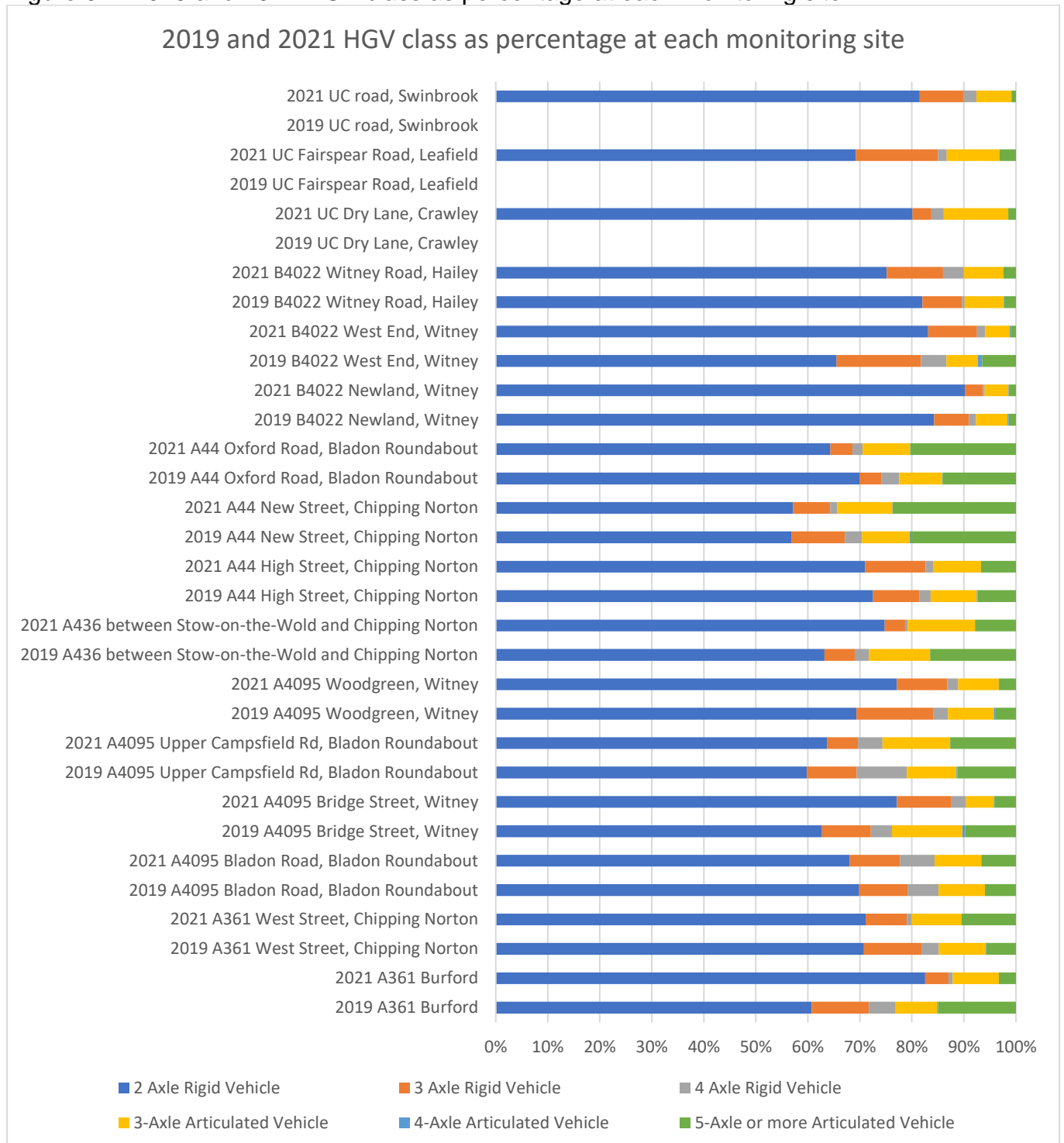
Figure 3.3: A361 Burford - 5 day Average 24hour HGVS Volumes 2019 and 2021



3.4 Analysis of 2 Axle Rigid Vehicles

In terms of prevalence, 2 Axle Rigid Vehicles are the most prevalent HGV classed vehicle. All the survey sites recorded over 55% of the HGVs as being 2 Axle Rigid Vehicles. In the case of B4022 Newland, Witney, 2 Axle Rigid Vehicles accounted for 90% of HGVs recorded (see figure 3.4). As noted above, 2 Axle Rigid Vehicles can have a UK maximum gross weight of 18t.

Figure 3.4: 2019 and 2021 HGV class as percentage at each monitoring site



Burford has witnessed a significant increase in 2 axle rigid vehicles between the two surveys. This trend is not universal across all the monitoring sites, as shown in figure 3.5.

The largest increases in 2 axle rigid vehicles are at:

- A361 Burford;
- A4095 Bridge Street, Witney;
- B4022 West End, Witney;
- A4095 Woodgreen, Witney; and
- B4022 Newland, Witney.

Smaller increases noted at:

- A44 New Street, Chipping Norton; and
- A44 Oxford Road, Bladon roundabout.

It is notable that all the sites where a decrease in HGVs overall were recorded, also have a decrease in 2 axle rigid vehicles with the exception of the A436 between Stow-on-the-Wold and Chipping Norton, which has recorded around the same number of 2 axle rigid vehicles.

Figure 3.5: 2019 and 2021 Comparison of 2 axle vehicles only

2019 and 2021 Comparison of 2 axle Vehicles only - 5 day 24h average

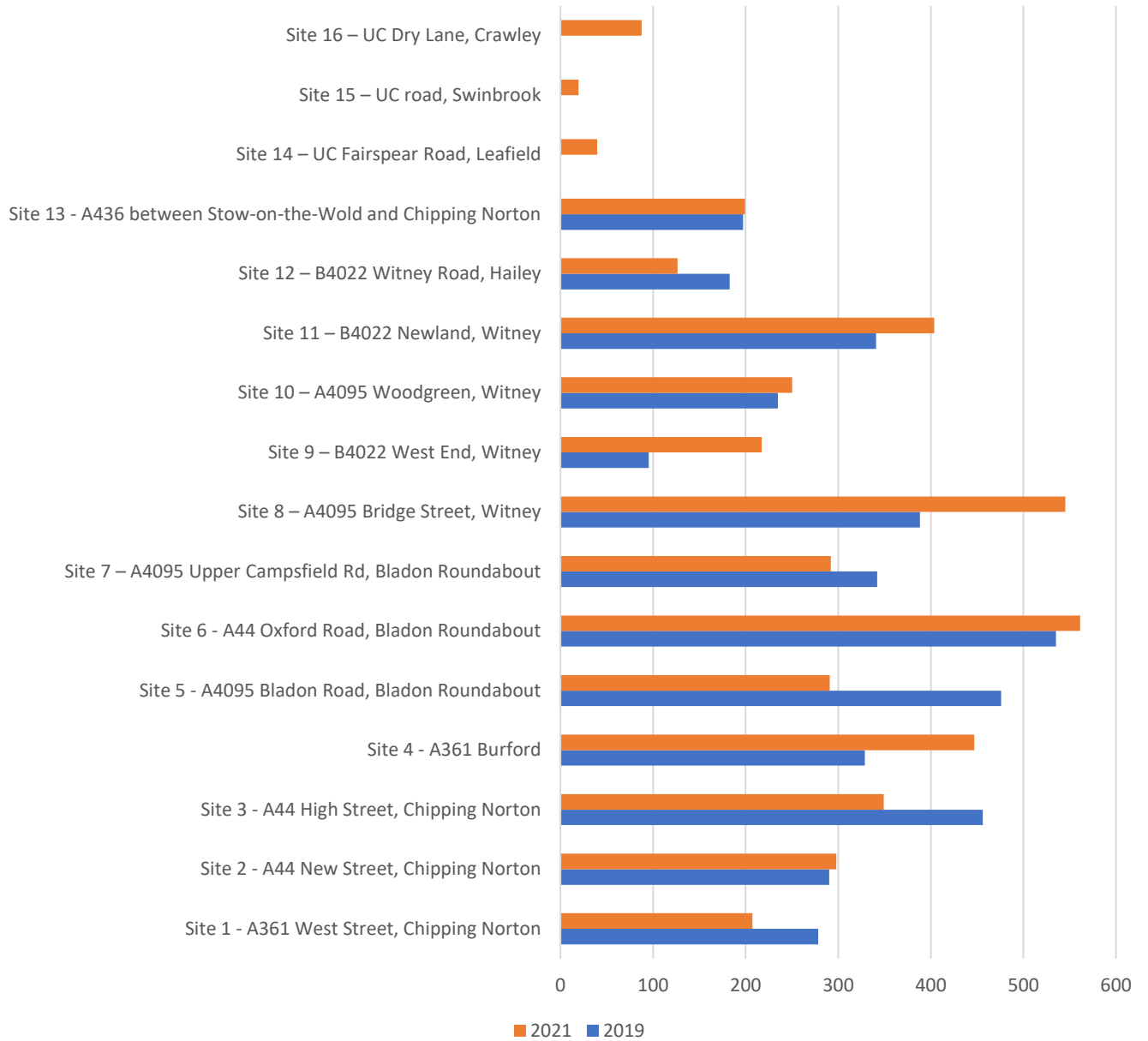


Table 3.2: Volume and percentage change of 2 Axle Rigid Vehicles only

Volume of 2 Axle Rigid Vehicles only 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%)	
Site 1 - A361 West Street, Chipping Norton	278	207	-71	-25%
Site 2 - A44 New Street, Chipping Norton	290	298	8	3%
Site 3 - A44 High Street, Chipping Norton	456	349	-107	-23%
Site 4 - A361 Burford	329	447	118	36%
Site 5 - A4095 Bladon Road, Bladon Roundabout	476	291	-185	-39%
Site 6 - A44 Oxford Road, Bladon Roundabout	535	561	26	5%

Site 7 – A4095 Upper Campsfield Rd, Bladon Roundabout	342	292	-50	-15%
Site 8 – A4095 Bridge Street, Witney	388	545	157	40%
Site 9 – B4022 West End, Witney	95	217	122	128%
Site 10 – A4095 Woodgreen, Witney	235	250	15	6%
Site 11 – B4022 Newland, Witney	341	404	63	18%
Site 12 – B4022 Witney Road, Hailey	183	126	-56	-31%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton	197	199	2	1%
Site 14 – UC Fairspear Road, Leafield	0	40		
Site 15 – UC road, Swinbrook	0	19		
Site 16 – UC Dry Lane, Crawley	0	88		

Table 3.2 shows the percentage change in 2 Axle Rigid Vehicles only. This shows increases over 50% at: B4022 West End, Witney, where a 128% increase has been recorded.

It is highly likely that the increase of 128% seen at B4022 West End, Witney and the increase of 40% at A4095 Bridge Street, Witney of 2 Axle Rigid Vehicles are due to the Burford ETRO as the Witney route is the only remaining A-road route across the river Windrush, now the Burford ETRO is in place. Whilst not all 2 Axle Rigid Vehicles exceed 7.5t, those that do, are impacted by the Burford ETRO and would need to find an alternative route.

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

3.5 Analysis of Vehicles over 18t

Table 3.3 and figure 3.6 shows the volume of HGVs over 18t at the 16 survey sites. These are vehicles that have 3 axles or more.

Burford has seen a significant decrease, at -56%, in HGVs over 18t between 2019 and 2021, likely to be due to the implementation on the ETRO.

Other notable decreases in HGVs over 18t are at:

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

No change (+/-5%) at:

- A44 New Street, Chipping Norton; and
- B4022 Witney Road, Hailey.

Increases at:

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

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

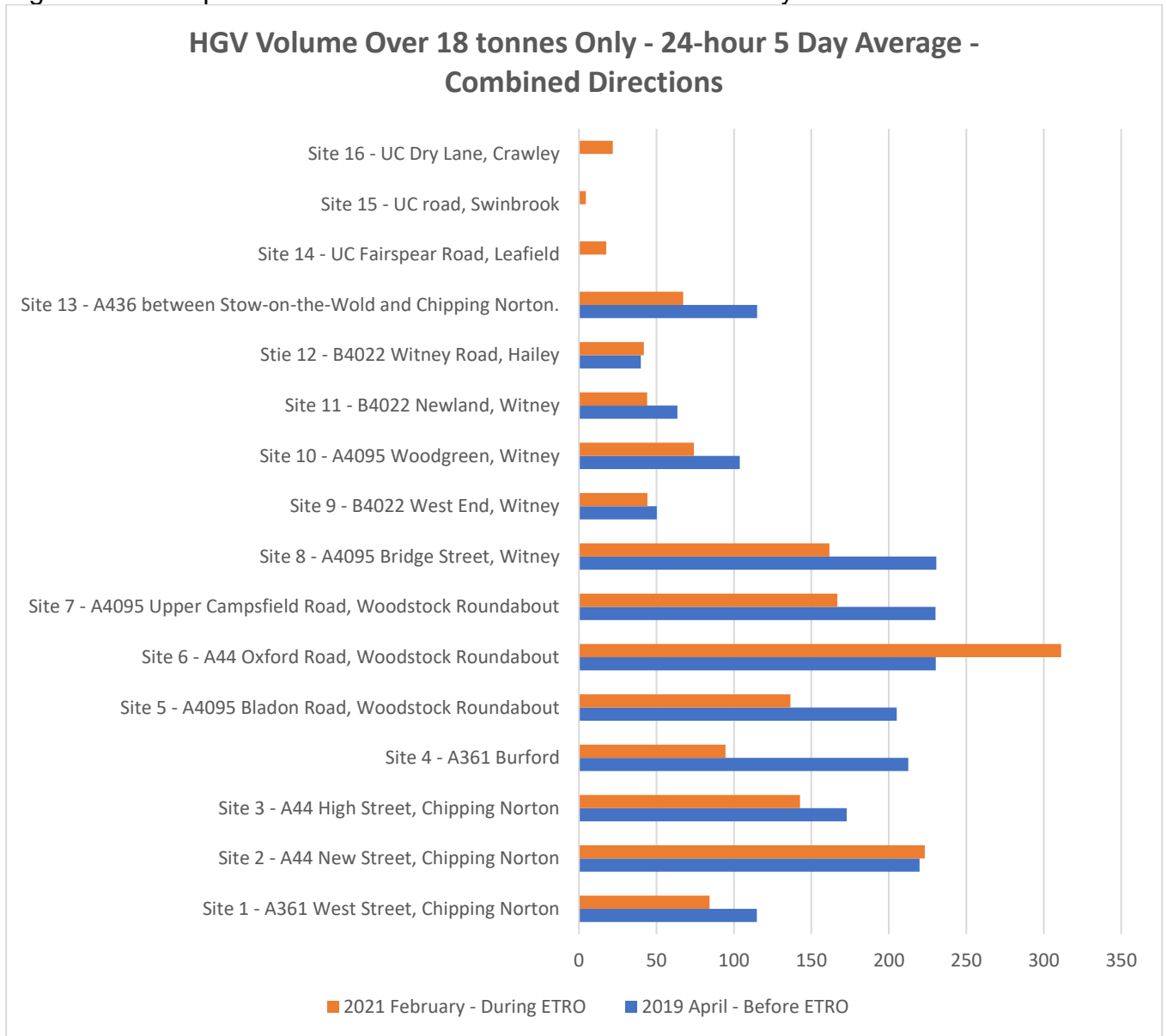
The Burford ETRO doesn't explain the reduction in vehicles that have 3 axles or more at all the other sites where reductions have been recorded, particularly those at Witney, where overall increases have been witnessed.

It is notable that the increases in 2 axle HGVs seen at seven of the monitoring sites have not also witnessed an increase in 3 axle and above HGVs. We do not know if this is true of Swinbrook, Leaffield and Crawley due to the absence of before data.

Table 3.3: Comparison of HGV traffic data before and during ETRO vehicles over 18t.

HGV Volume (Over 18 tonnes) 24-hour 5 Day Average - Combined Directions	2019 April - Before ETRO	2021 February - During ETRO	Difference +/- (%)	
Site 1 - A361 West Street, Chipping Norton	115	84	-31	-27%
Site 2 - A44 New Street, Chipping Norton	220	223	3	2%
Site 3 - A44 High Street, Chipping Norton	173	143	-30	-17%
Site 4 - A361 Burford	213	95	-118	-56%
Site 5 - A4095 Bladon Road, Bladon Roundabout	205	136	-69	-34%
Site 6 - A44 Oxford Road, Bladon Roundabout	230	311	81	35%
Site 7 - A4095 Upper Campsfield Road, Bladon Roundabout	230	167	-63	-28%
Site 8 - A4095 Bridge Street, Witney	231	162	-69	-30%
Site 9 - B4022 West End, Witney	50	44	-6	-12%
Site 10 - A4095 Woodgreen, Witney	104	74	-30	-29%
Site 11 - B4022 Newland, Witney	64	44	-20	-31%
Site 12 - B4022 Witney Road, Hailey	40	42	2	4%
Site 13 - A436 between Stow-on-the-Wold and Chipping Norton.	115	67	-48	-42%
Site 14 - UC Fairspear Road, Leaffield	n/a	18		N/A
Site 15 - UC road, Swinbrook	n/a	4		N/A

Figure 3.6: Comparison of HGV Volume of over 18t vehicles only



3.6 Assessment of Success Criteria

Review of total HGVs

When referring to the success criteria the interim data shows that overall HGV volumes at Burford when comparing 2019 with 2021 do not meet the 50% reduction criteria. The HGV traffic volume data collected in April 2019 at Burford before the ETRO was implemented showed a total volume of 542 vehicles ADT. Data collected in February 2021, after the ETRO was implemented, recorded 541 HGVs ADT. This data appears to show the ETRO has made no difference to the total volume of HGVs traversing Burford High Street.

Of the monitoring sites where there have been negative impacts of 50% or more, the B4022 West End, Witney, has seen an increase in HGVs of 80% from 145 in April 2019 to 262 in Feb 2029. This site is within the air quality management area. Officers consider B4022 West End, Witney, to be on a route which is likely to be used as an alternative route for traffic avoiding the weight restriction at Burford and is the confluence of traffic from Crawley/Leaffield and Chalbury/Chipping Norton/ Enstone. Although, the data for the B4022 Witney Road, Hailey monitoring site north of B4022 West End, Witney (the Chalbury/Chipping Norton/ Enstone route), shows a decrease in HGVs of 25% from 223 in 2019 to 168 in 2021.

We do not have any before data from Leaffield, Swinbrook or Crawley as pre-monitoring was not carried out there to assess if they meet the assessment criteria. However, we see from the consultation responses that these communities indicate there has been increased HGV routing in these places. It is the officer's opinion that the volume of HGV vehicles at 58 per day in Leaffield and 111 in Crawley seems high for locations of this type.

Review of 2 axle and 3 axle or more vehicle groups

The interim data shows that at A361 Burford the composition of HGV classification is different between the two survey periods. Whilst there has been an increase at A361 Burford in 2 axle HGVs of 36%, there has been a reduction of -56% in 3 axle vehicles and above. Therefore, the data shows vehicles with 3 axle vehicles and above (those over 18t) do meet the success criteria, although this was not originally stipulated as a criterion.

In terms of negative impacts, the percentage change data in 2 Axle Rigid Vehicles shows increases over 50% at B4022 West End, Witney, where a 128% increase has been recorded in the air quality management area.

None of the monitoring sites recorded a 50% or more increase in 3 axle vehicles and above (those over 18t). The highest recorded was 35% at A44 Oxford Road, Bladon Roundabout.

3.7 Future Monitoring

A further monitoring period is planned for September / October 2021 in order to report the findings by the end of the eighteen months ETRO period, in February 2022. It is recommended that future surveys use camera technology to be able to record greater information about the gross weight of 2 axle vehicles.

4. Data from Burford Town Council

4.1 Monitoring ETRO Contraventions

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

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

Table 4.1: Potential ETRO contraventions recorded by Burford Town Council

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

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

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

- Foreign Registered Number Plate: 2
- Tractors: 0

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

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

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

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

Buses and coaches are exempt from the Burford ETRO.

5. Permit scheme

This section of the report explains the area the Burford Experimental Traffic Regulation Order (ETRO) permit scheme covers and explores evidence that the permit scheme area should be revised.

Proposed actions to explore with Burford Town Council:

- Burford Town Council to publish the “Burford weight limit exemption permit system” note, “Permit Scheme Application” form and “hgv.permits@burford-tc.gov.uk” email address on their website.
- Livestock including equine vehicles to be issued a permit, where the vehicle either originates within or is destined for locations in the permit area (not necessarily both). OCC are also exploring if there is any option to have an exemption in the Order for livestock vehicles.
- OCC officers map the location of any businesses which responded to the ETRO consultation stating it was unfair they are not eligible for a permit, and review with Burford Town Council to identify if any reasonable adjustments can be made to the permit area to reflect the rural economy surrounding Burford.

5.1 Permit Scheme as described in the ETRO

The ETRO stated:

“Burford Town Council (BTC) HGV Exemption Scheme:

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

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

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

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

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

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

5.2 Current Burford ETRO Permit Process

The current permit exemption scheme to the Burford ETRO is administered by Burford Town Council. The permit scheme applies to individual HGVs from businesses which have an operational base within a 4.8 mile radius of Burford called

the “Red Zone” or the “Exempt Zone” (see **Annex A**). The permits allow vehicles to travel through the weight restriction area designate by the ETRO (see **Annex C**) to deliver within the red/exempt zone but not outside. Therefore, those eligible for a permit must have an operational base within the 4.8 mile red/exempt zone and be delivering within the zone.

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

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

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

Additionally, Burford Town Council have said:

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

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

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

5.3 Consultation responses received related to the permit area.

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

The themes include:

- The permit area is too small and does not allow local business to operate effectively.
- The permit scheme rule that the business must be in the permit area and also be delivering in the permit area is too restrictive.
- The process of application (by way of sending a cheque) is outdated in the modern era.
- Permits are issued to a specific vehicle, for example if a business that is permitted to apply for a permit is having a delivery, they need to know the

vehicle registration number of the delivery vehicle owned by a different company to apply for a permit for the vehicle.

- The permit scheme is not well advertised, nor information readily available online and some businesses are not aware they can apply for permits.
- Concerns the permit scheme conducted by Burford Town Council is unregulated. There is no appeal process. Burford Town Council can revoke permits or change the criteria without consulting.
- Concerns that Burford Town Council are contacting businesses who have been issued permits indicating they are abusing the permit system, disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order or permit scheme.
- The permit scheme is putting some local businesses at an advantage over other businesses who also consider themselves local.

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

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

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

5.4 Leaffield Technical Centre

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

5.5 Recommendation for a revised permit scheme area

The definition of "local" is subjective, and there are very few permit schemes across the England to reference.

In reviewing the consultation responses from businesses, noting the examples presented of re-routing, and the surrounding A-road network officers suggest the permits scheme area is could be taken wider than the 4.8 miles at present.

6. Policy and Technical Background

6.1 Local Transport Plan Route Hierarchy

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

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

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

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

6.2 Department for Transport Guide to Lorry Types and Weights

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
















The full version is available here:

[A Simplified Guide to Lorry Types and Weights \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

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

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

A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

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

7. ETRO Consultation Responses

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

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

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

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

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

Table 7.1: Type of response to the consultation.

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

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

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

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

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

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

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

Groups/organisations/representatives Objecting/Concerned

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

Groups/organisations/representatives Supporting

- Cllr John White, Burford Town Council
- Burford Town Council
- Cllr Chris Butterworth, Chipping Norton Town Council
- Cllr Field – Johnson, Oxfordshire County Council, Burford and Carterton North Division
- Cllr Hibbert-Biles, Oxfordshire County Council, Chipping Norton Division
- As part of a group/organisation Shipton under Wychwood

- As part of a group/organisation Burford
- As part of a group/organisation Fulbrook

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

Consultation Response Themes

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

Impact on Businesses

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

(Re)routing

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

Carbon and Environmental Impact

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

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

Policy / Strategy

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

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

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

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

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

Suggested Further Mitigation Measures

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

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

8. Annexes:

Annex A: Map of Burford ETRO Study Area

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

Annex C: Experimental Traffic Regulation Order (ETRO)

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

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

Annex F: Burford ETRO Consultation Responses by theme

Annex G: Burford ETRO Consultation Responses - originals

Annex A – Map of Burford ETRO Study Area

[X:\Infrastructure Development\Cherwell and West Locality\West Oxon\Town & Parish\Transport Schemes - Burford Weight Limit\2021 Work\June 2021 Cabinet\Annex A - Burford ETRO Study Area.pdf](#)

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

The following comments are taken directly from the consultation responses:

An individual at Leafield:

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

A business at Swinbrook:

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

A business at Kidlington:

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

Cllr Walker OCC Hanborough Division:

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

A business at Carterton:

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

A business at Standlake:

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

Individual at Fulbrook:

"More permits need to be issued to stop local and delivery lorries using village roads avoiding Burford to carry out their work, for example a multi drop lorry delivering in Fulbrook should not have to divert round Burford to deliver to Burford Garden Company"

An individual at Leaffield:

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

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

A business at Burford:

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

Leaffield Parish Council:

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

Business at Enslow:

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

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

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

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

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

In your email you say that this is not in keeping with your original thoughts of how the permit scheme would work and you think our journeys are excessive. If we were unable to use the permit scheme or have severe limitations put upon it, this would have a major impact on our business and our ability to serve the local community around Burford. To help explain the implications

this would have had on this particular job, here are examples of what we would need to do:

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

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

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

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

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

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

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

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

Individual at Leafield:

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

Business at Crawley:

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

Individual at Leafield:

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

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

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

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

Logistics UK (business group representing logistics):

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

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

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

Business at Brize Norton:

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

Business at Standlake:

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

We supply customers throughout West Oxfordshire and Gloucestershire with building and landscaping materials, operating one crane lorry. The closure is causing our vehicle to divert on a regular basis, costing us time, money, fuel and ultimately impacting on the environment. We are also having to turn away large orders for delivery into Burford as it is not feasible to deliver bulk materials multiple times on a smaller transit vehicle.

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

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

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

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

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

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

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

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

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

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

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

Windrush Valley Traffic Action Group (WiVTAG)

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

Annex C – Experimental Traffic Regulation Order (ETRO)

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

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

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

“articulated vehicle” means a vehicle with a trailer so attached to it as to be partially superimposed upon it;

“goods vehicle” means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;

“maximum gross weight” means:

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

“maximum laden weight” means:

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

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

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

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

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

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

- (d) undertaking works to any traffic sign or road lighting;3
- (e) carrying out any statutory functions of a local authority;

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

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

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

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

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

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

SCHEDULE

Restricted Roads:

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

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

Solicitor / Designated Officer

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



BURFORD TOWN COUNCIL

BURFORD WEIGHT LIMIT EXEMPTION PERMIT SYSTEM

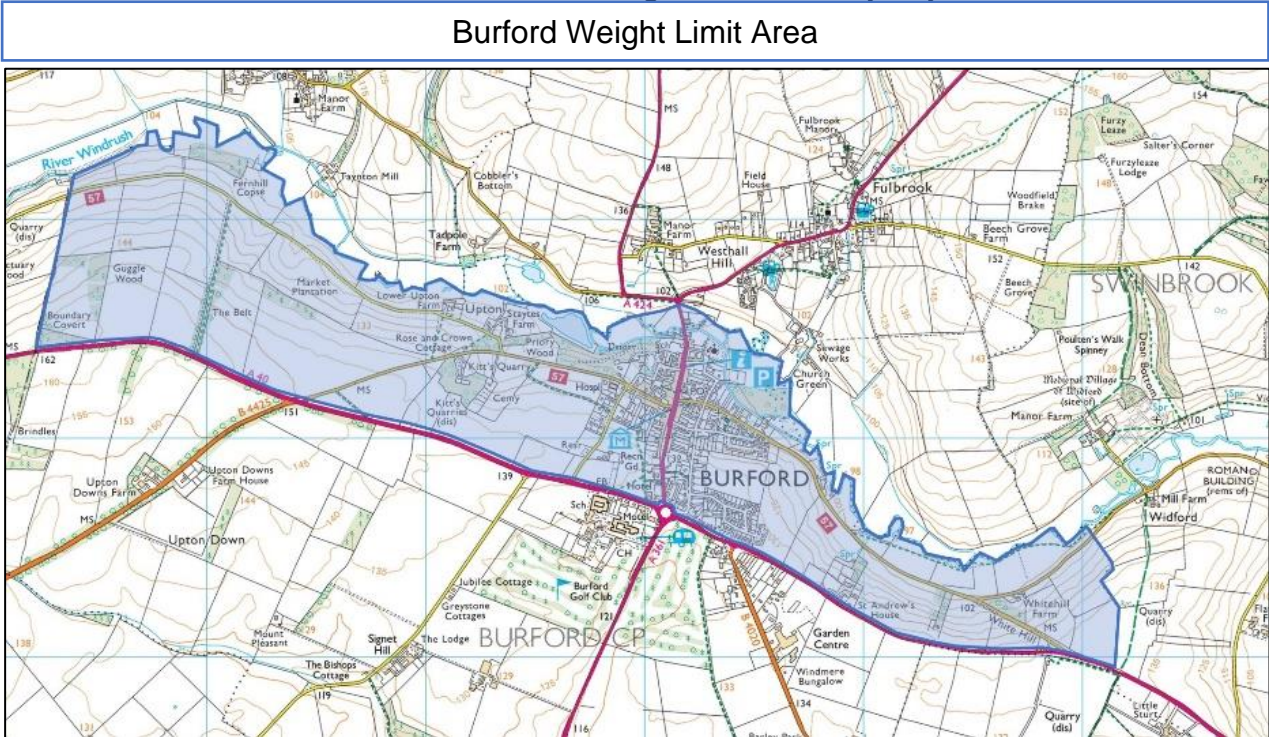
BACKGROUND

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

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

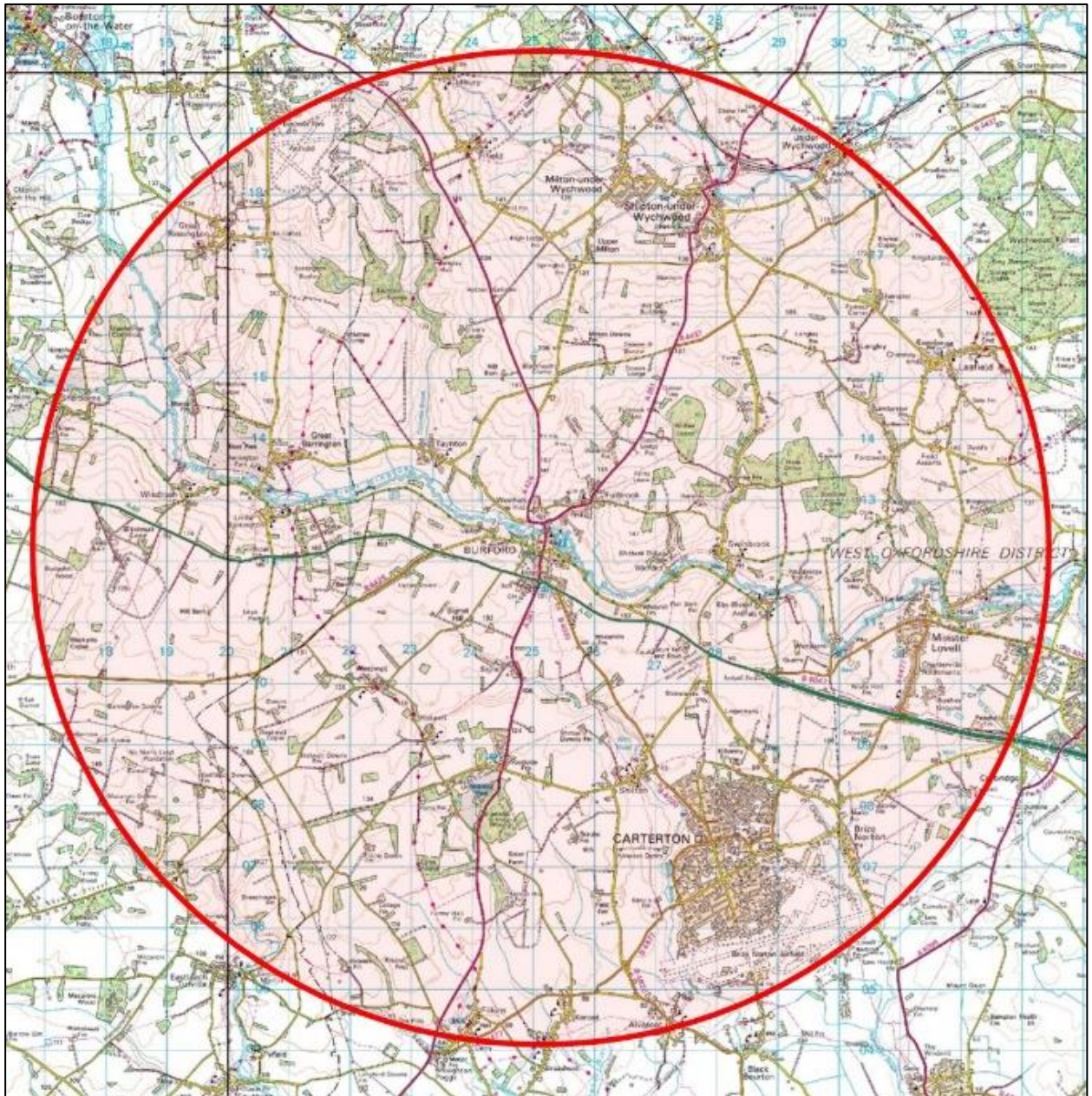
HGV EXEMPTION PERMIT SYSTEM USED BY BURFORD TOWN COUNCIL

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



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

Exempt Zone, centred on
Burford and about 5 miles radius



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

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



BURFORD TOWN COUNCIL

BURFORD HGV WEIGHT RESTRICTION EXEMPTION PERMIT APPLICATION FORM V13

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

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

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

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

AGREEMENT

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

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

Signed

.....

Name (capitals)

.....

Company

.....

Date

.....

Annex F: Burford ETRO Consultation Responses by theme

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

Businesses Summary of Key Consultation Response Themes Businesses from Witney, Swinbrook, Kidlington, Charlbury, North Leigh, Milton – under – Wychwood, Carterton, Chipping Camden, Stourton, Standlake, Burford, B4437 South of Chilson Village, Bletchington, Kingham, Leafield, Colchester, Enslow, Crawley, Royal Tunbridge Wells, Reading, Brize Norton, Whitminster, Cote Bampton, Chipping Norton, Cheltenham, Minster Lovell, Brackley, Bristol, Weybridge,	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • Businesses rely on the local road infrastructure to deliver and collect in and around Oxfordshire and beyond, there are no other viable transportation options. • The effects of the weight restriction on local businesses and hauliers have been dramatic and detrimental with additional costs, expenses, driving / delivery time etc being incurred with no way to off-set the impact. • The weight restriction has limited access to the farming community that require agricultural produce to be collected and other farming goods to be delivered by road freight. • Businesses are having to do more to keep up to current safety and environmental standards. • Businesses have invested money and time in fitting their HGV's with up to date equipment, Euro 6 emissions and surround safety camera system so they can responsibly access more area (e.g. London). However, access to businesses in rural areas, such as those in the Evenlode and Windrush Valleys, are gradually being hindered and cut off by restrictions like those in affect at Burford. • How the logistics of incoming and outgoing freight keep competitive when more and more routes are imposed with restrictions.
Theme: Permit Scheme	<ul style="list-style-type: none"> • The permit area is too small and does not allow local small businesses to operate efficiently. • The method for which a permit is paid for (i.e. by cheque) is unsuitable for most businesses and seems completely outdated in today's modern technical era. • For some companies, it is not feasible to know in advance what vehicle will be used for deliveries / collections, however, a permit will not be issued to a company unless this information is known. • The parameters to which an exemption permit is granted is far too restrictive (i.e. the businesses must be located and operate within the permit area).

	<ul style="list-style-type: none"> • The permit scheme has not been well advertised. Nor is information regarding permits readily available online. • The process of applying for an exemption permit (by post only) and the processing time meant that at the start of the restriction, successful companies did not receive a permit in time to avoid being given a warning. • There is a concern that what is considered as local is very subjective to Burford, with some businesses receiving permits whilst others who also consider themselves local, have been refused a permit. • Concerned that the permit scheme is unregulated as there is no appeals process and the Town Council can revoke or change the criteria of a permit without consultation. • Concerns that Burford Town Council are contacting businesses who have been issued permits indicating they are abusing the permit system, disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order or permit scheme.
Theme: (Re)routing	<ul style="list-style-type: none"> • The A361 through Burford is used as a route to access the north and west of England. • The restriction adds significantly more journey time to operators who must use alternative routes. • There are regulations which dictate the mandatory hours for HGV drivers. The restrictions will reduce the driving time available due to increasing the distance an HGV must travel. • The restriction sends driver miles out of the way of the route between collections and delivers. • The industry is in short supply of drivers, adding more restrictions on to the workload is detrimental. • Accessing areas within the Windrush Valley area from south of the A40 now requires lorries to go either through Oxford and Chipping Norton, or Northleach and Stow-on-the-Wold which is additional time and mileage which will be passed on to businesses as haulage levies or a reduction in the price for the product. • Lorries now route through Leafield, Charlbury or Chadlington to access areas such as Milton / Shipton under Wychwood. The roads in the rural locations are less suitable for HGVs than the A Road through Burford. • To deliver just north of Burford, instead of using the intended and more suitable A Roads around Oxford, lorries now have to divert through rural / remote locations to avoid Burford. • There is an impact on the neighbouring communities when HGVs divert onto less suitable roads to minimise journey distances, however, the restriction is pushing HGVs that way. • Some areas have 'gentlemen's agreements in terms of lorry routing, therefore, the available routes for HGVs is decreasing.

Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • Hauliers and businesses are working towards making environmental improvements to their fleet. • Weight restrictions increases HGV's carbon footprint on the environment.
Theme: Suggested Mitigation Measures	<ul style="list-style-type: none"> • Raising the weight limit to 18 tonnes and having a more inclusive permit system for local companies (e.g. within a 20-mile radius) would stop the largest lorries from using the High Street through Burford. • A bypass is required for HGV's only so that traffic generated by tourism within the town remains in place. • A system more appropriate for local hauliers and businesses to receive deliveries should and could be in place.
Theme: Impact on Location	<ul style="list-style-type: none"> • Forcing HGVs to route through smaller rural locations causes distress to those that live in those areas and is inappropriate. • Many rural locations lack suitable crossings and traffic management, therefore additional HGV's on the highway presents a real risk to the public.
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • Oxfordshire County Council have failed to consider the key principles within LTP4's Freight Strategy. • Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based road freight operators. • LTP4 guidance emphasises the important role which local authorities have in implementing Central Government's sustainable distribution strategy • The County Council must recognise that road freight will continue to be the dominant mode of freight distribution for the foreseeable future. • The County should have a 'fit for purpose' permit scheme allowing local road freight businesses to work unrestricted in the Burford area.
Theme: Specific Company Mentioned	<ul style="list-style-type: none"> • Cote Livestock Business has been prevented from reaching destination within legal time limits • Thames Water have tankers that require access through Burford High Street as a utilities company. Thames Water object to the restriction's currently in place to use Burford High Street.
Ascott-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • There has been a noticeable increase in large heavy goods vehicles travelling through the village of Ascott-under-Wychwood • Parish Council considered conducting a traffic survey but took the decision that it would not reflect the real amount of traffic due to the Covid effect and particularly lockdown now. • Concerned that any data would not give the correct picture at this time and would be difficult to prove the real effect of the weight restriction in Burford

Theme: Mitigation Measures	<ul style="list-style-type: none"> Oxfordshire County Council should extend the consultation period to cover a time when the nation returns to some form of normal working practices.
Aston Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> The weight restriction affects many businesses in the surrounding area that require HGV access This increases business expenditure and leaves companies with little choice to relocate or close
Theme: (Re)routing	<ul style="list-style-type: none"> Due to physical restrictions on narrow roads and crossing in areas such as Swinbrook, Asthall, Worsham, Minster Lovell and Crawley – Burford is one of few crossings over the river Windrush that can be used by farm machinery. The bridge along the A361 in Burford is vital for local businesses The narrow county lanes in rural areas cannot physically cope with additional large HGVs
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Forcing HGVs and farm machinery to travel further, is generating unnecessary pollution from diesel engines Tailbacks in traffic are also being created in more rural areas due to the lack of suitable pull-in places for long / wide vehicles
Theme: Impact on Location	<ul style="list-style-type: none"> The weight restriction is negatively impacting surrounding villages in the Windrush Valley area and have bridges that should be protected from excessive HGV use too
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> Without upgrading the infrastructure close by to provide an alternative route for large and heavy vehicles, the reduction of the weight limit through Burford is entirely detrimental to the communities of Oxfordshire
The Barringtons Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> The minor single lane road through the Barringtons has been and remains protected by a series of 4 TROs. Whilst the conditions for these TROs (width of road, safety, weight, environment) remain unaltered, these roads and villages cannot cope with any amount of heavy goods traffic forced illegally or otherwise to bypass Burford
Theme: Impact on Location	<ul style="list-style-type: none"> The Barrington village has seen an increase in HGV numbers and has verbal evidence of hauliers using the village in breach of the current TRO Concerned commercial satnavs are routing international registered vehicles through the Barringtons Increase in HGV numbers has brought damage to the verges, bridges, culverts, congestions and accidents

Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • Request an urgent review of the Burford weight limit on the basis that the A361 is the only A Road that provides safe crossing of the river Windrush without forcing a major diversion • The impact of the Burford weight limit on the neighbouring small rural communities has not been fully considered.
Bibury Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The weight limit helps to protect the whole of Burford Conservation Area, • The intrusion, vibrations and noise of traffic from heavy goods vehicles is harmful to the environment, damaging buildings and the bridge, and is undermining the character of the town.
Bledington Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • Knock-on effect of the weight limit includes causing additional heavy traffic to detour through many of the villages around Bledington
Theme: Carbon / Environmental impact	<ul style="list-style-type: none"> • Increased noise and vibrations from the HGVs felt through properties
Theme: Impact on Location	<ul style="list-style-type: none"> • Became aware of the increase in heavy traffic before being informed that the experimental weight limit in Burford had been implemented • Roads feels more unsafe especially as many HGVs are travelling above the speed limit. • The long-term effects will be detrimental to village life and the health of people, roads and buildings.
Burford Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • Local businesses are being affected by deliveries that cannot use the A361 through Burford. • Had lockdown never occurred when the weight restriction was implemented, the tourist / visitor economy in Burford would have benefitted
Theme: Permit Scheme	<ul style="list-style-type: none"> • Objections from other wards referencing locally based lorries having to use their roads are invalid, due to the available exemption scheme.
Theme: (Re)routing	<ul style="list-style-type: none"> • Safety concerns regarding lorries having to find alternative routes. This could result in them getting stuck down little roads. • There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosseyway.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The additional diesel fuel and extra mileage being used by HGVs for alternative routes is creating more pollution within the environment. • Benefits of the weight limit in Burford include: <ul style="list-style-type: none"> ○ stopping of vibrations felt through windows and residential properties,

	<ul style="list-style-type: none"> ○ front listed building houses no longer losing the pointing from vibration, ○ diesel soot through windows has decreasing, ○ the air quality has improving, ○ the single lane bridge appearing in better shape, ○ night times are much quieter, and ○ traffic idling is now minimal in comparison.
Theme: Impact on Location	<ul style="list-style-type: none"> ● Weight restrictions only move traffic issues elsewhere, they do not solve the problem, ● It is unacceptable for small communities such as Leafield and Crawley to experience increased HGV movements as it is for a community such as Burford to endure the same traffic and environmental issues, ● The experimental weight limit has proved highly successful, however even with the restriction, the road is extensively used throughout the day and night, ● The main reason for traffic congestion on the High Street is the tourism attracted to the town and the poorly located car park. External factors such as the garden centre and Cotswold Wildlife Park also impact traffic. ● The A361 through Burford was never built for this volume of large HGVs, especially when they attempted to manoeuvre through the side roads of the town centre, ● Leafield's issues with HGVs started before the implementation of the weight restriction in Burford, and is mainly linked to avoidance of the limit in Charlbury
Theme: Mitigation Measures	<ul style="list-style-type: none"> ● An alternative to the restriction would be a bypass to alleviate impact on both Burford and the surrounding villages, ● It is the County Council's responsibility to stop HGV infringements in surrounding areas. Villages worst affected should have their own weight restrictions, ● Signage for this scheme needs to be larger and clearer so domestic and international freight understand the weight limit is in force
Theme: Policy / Strategy Issues	<ul style="list-style-type: none"> ● The disjointed HGV route management that OCC overseas, has raised HGV movements exponentially through Burford. ● There was a recognised route around Burford that HGV's were only 'Advised' to follow. This route was never made enforceable, and Burford was used as a rat-run which was further heightened when weight limits were enacted in other nearby areas,

	<ul style="list-style-type: none"> • A wider district approach is needed to stop this remaining an ongoing problem for many decades to come
Carterton Summary of Key Consultation Response Themes:	
Theme: Impact on Business	<ul style="list-style-type: none"> • There are suitable alternative routes around Burford for HGVs to reroute • Haulage companies may be choosing to use smaller villages to stem the rising costs associated with rerouting knowing that rural unclassified roads are not suitable alternatives
Theme: (Re)routing	<ul style="list-style-type: none"> • The A361 is capable of handling HGV traffic.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • Benefit of reduced pollution in Burford
Theme: Impact on Location	<ul style="list-style-type: none"> • Burford experiences enough congestion with the influx of tourism throughout the year - with the HGV traffic; it becomes unbearable for the residents. • Classification of the A361 running down the High Street as an A-road was fine post war when traffic was light and HGV weights were not as heavy as they are now • The A361 through Burford should now be downgraded to a B-road.
Charlbury Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • There are many professional equestrian businesses operating in the Windrush Valley area - most of which have lorries which are more than 7.5 tonnes
Theme: (Re)routing	<ul style="list-style-type: none"> • Equine events are now made more difficult to get to by the bridge restrictions. • There are also several racing yards nearby. This has meant (Covid notwithstanding) that horses are being driven on long detours - sometimes daily if they're being trained elsewhere.
Chipping Norton Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • Hopefully making a permanent weight limit will reduce the overburdening of HGVs through our town. • Anything that helps reduce HGV traffic through historic market towns (and so reduces pollution levels and damage to listed buildings) must be seen as a positive thing
Crawley Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue for the operators of HGVs
Theme: (Re)routing	<ul style="list-style-type: none"> • HGV drivers should "make full use of the alternative major road network around the area". • For local journeys and deliveries, alternative major roads do not exist and there are no alternative river crossings on suitable roads between Burford and Witney.

	<ul style="list-style-type: none"> • The bridges in Swinbrook, Minster Lovell and Crawley are on narrow, unlisted roads. • Crawley already suffers from being a rat-run due to traffic avoiding the Witney congestion. This problem has been made worse by both the new A40 roundabout off Downs Road and the weight restriction in place at both the Burford A361 Windrush River crossing and Minster Lovell Windrush River crossing.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The nearest bridge on an A-road is in Bridge Street, Witney which is an Air Quality Management Area that already suffers high levels of pollution. • The loss of an A-road river crossing for HGVs (and the absence of available alternatives) is a major issue for the environment.
Theme: Mitigation Measures	<ul style="list-style-type: none"> • Burford weight restriction should be halted as soon as possible and replaced with a 20mph speed limit which would lower speed and protect infrastructure and the environment. • Only viable option for Crawley is to have its own weight restriction on Crawley bridge
Theme: Impact on Location	<ul style="list-style-type: none"> • The volume of traffic has slowly risen within Crawley. The increase in numbers of HGVs is escalating an already difficult situation. • The roads around the village are mainly unclassified and too narrow for vehicles to pass each other without an impact on traffic being caused • Concerned that the Burford weight restriction is pushing HGVs onto alternative routes through local communities
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • The application for a weight limit with Crawley is paused whilst a wider strategic freight plan for the area is being undertaken
Ducklington Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • The A361 is an important HGV route • Restricting lorries from using a key crossing point is pushing traffic onto smaller unsuitable routes • The diversion route is lengthy which adds extra pressure to travel times
Theme: Mitigation Measures	<ul style="list-style-type: none"> • A night-time 7.5 tonne ban would be beneficial to Burford whilst also taking some of the pressure from smaller surrounding villages.
Eynsham Summary of Key Consultation Response Themes:	
<i>No comment, just marked as support</i>	
Finstock Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • The experimental limit has moved HGV traffic on to small roads in the area, e.g. Leafield, Finstock, Charlbury, Shipton under Wychwood.

	<ul style="list-style-type: none"> • The local village minor roads are not suitable for such large vehicles • On occasion, HGV drivers have been noted as having difficulty manoeuvring around rural unclassified road if meeting other vehicles on a narrow road. • Concerns regarding pedestrian safety at certain points, especially the Finstock to Leafield road past the primary school which has no barrier between the road and the schools playing field.
Fordwells Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • Burford has many listed buildings which are being damaged by heavy goods vehicles, the ban on HGV's above 7.5 tonnes is essential to prevent further deterioration. • Heavy vehicles driving through erodes the peace and character of this beautiful town. • The bridge at the bottom of the High Street also needs protection from the passage of HGV's.
Foscot Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • Based on non-lockdown periods and when traffic volumes have been normal, the experiment has shown a great reduction in noise and vibration in buildings within Burford, • There has been an improvement in air quality, thus greatly enhancing the quality of life in the town
Fulbrook Summary of Key Consultation Response Themes:	
Theme: Permit Scheme	<ul style="list-style-type: none"> • More permits need to be issued to stop local and delivery lorries using village roads avoiding Burford to carry out their work
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The ban on HGV's reduces traffic congestion, noise and damage to roads and properties. • The overall environment feels safer for pedestrians, quieter, with less pollution and night-time traffic
Theme: Mitigation Measures	<ul style="list-style-type: none"> • A speed limit of 20mph would be beneficial for the town, however additional mitigation measures would be required such as a speed camera to ensure compliance.
Theme: Impact on Location	<ul style="list-style-type: none"> • The roundabout by the bridge on the A361 is too small for heavy goods vehicles. • Burford High Street doesn't have the infrastructure to support regular traffic, much less HGVs. • The village of Fulbrook has benefitted from the reduction in the numbers of heavy lorries formerly using the A361 not only during the day but also throughout the night. Fulbrook is a safer and healthier village • HGVs are dangerous to pedestrians at the narrow one-way bridge over the Windrush
Golden Summary of Key Consultation Response Themes:	
Theme: impact on Businesses	<ul style="list-style-type: none"> • Burford is a popular tourist destination with resulting dependable income for businesses; and employment for residents.

Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • HGVs emit noxious and dirty fumes, accompanied by loud noises
Theme: Impact on Location	<ul style="list-style-type: none"> • The bridge crossing the river Windrush in Burford is single lane with traffic lights which create very long lines of traffic idling in the High street. • The High street is narrow and not adequate for large vehicles in both directions.
Great Milton Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The continuation of a weight restriction will improve health and wellbeing and will limit toxic emissions in Burford.
Hailey Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue being felt by the operators of HGVs
Theme: (Re)routing	<ul style="list-style-type: none"> • The HGV that was once passing through Burford is not being reduce; but moved on to more unsuitable roads in rural areas • HGV's have been observed travelling through Hailey at night, even though there are weight limits and not suitable for HGV signs. • HGVs trying to find alternative routes are diverting through air quality management and conservation areas, and negotiating several points where there is insufficient width in road to accommodate the vehicle size (e.g. West End, Fawler Bridge, The Slade / Enstone Road junction, etc) • There are weight restrictions in Crawley and Minster Lovell bridge, therefore any displaced traffic seeking an A or B Road crossing to the east of Burford are passing through Bridge Street in Witney which already has congestion issues.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The loss of an A-road river crossing for HGVs, and the absence of readily available alternatives, will continue to have a big impact on the environment. • The effect of the weight restriction will increase pollution generated by HGV traffic and spread it to areas / communities that have historically not experienced these types of issues. • Bridge Street in Witney remains as the only suitable crossing for HGVs; however, it sits within a declared air quality management area. Displaced HGV traffic can potentially worsen the current levels of pollution. • West End conservation area is also under threat from increased HGV traffic that has been displaced from the A361 in Burford.

Theme: Mitigation Measures	<ul style="list-style-type: none"> • Lorries should be prevented from passing through the Windrush Valley area if there are no suitably designed roads or crossing. • A bypass to the west of Burford linking to the Stow Road could completely remove all non-essential HGVs from Burford and surrounding villages • The introduction of a 20mph limit and associated traffic calming would have a positive impact on enhancing road safety in Burford • Removing parking from Burford High Street would reduce traffic in the town.
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • The housing infrastructure plans for West Oxfordshire need to be factored into decisions as at key times of day these roads are at capacity and HGV's cause even more congestion unless managed effectively away from the valley villages. • The fundamental problem is that the suggested alternative routes on the major road network are not without their own issues and are deficient in alternative A or B-road river crossings
Italy Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • Less pollution and noise in Burford due to the reduced numbers of HGVs
Theme: Impact on Location	<ul style="list-style-type: none"> • The ban improves safety not only for residents and tourists, but also for the historic buildings
Leafield Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • Farms and haulage companies collecting product from the farms surrounding the village have reported being severely affected by the weight restriction in Burford. • The ban of HGV's through Burford has not only stopped long distance lorries, but also local hauliers who are important for the local economy. • There has been a lack of consultation with local hauliers. How the weight restriction enables a company to run a sustainable business needs to be considered. • The alternative routes suggested within the traffic order are not the ones being used by HGVs as they add more time, cost and distance to hauliers.
Theme: Permit Scheme	<ul style="list-style-type: none"> • The permit area is too small and does not allow local small businesses to operate efficiently. • The parameters to which an exemption permit is granted is far too restrictive (i.e. the businesses must be located and operate within the permit area). • Concerned that Burford Town Council have set the parameters of the permit system too restrictive through lack of knowledge of the local hauliers in the West Oxfordshire area and their need for access businesses via the A361.

	<ul style="list-style-type: none"> • West Oxfordshire district should be considered local when referring to the exemption permit scheme.
Theme: (Re)routing	<ul style="list-style-type: none"> • Leafield is not part of the major road network, however the village is being used as alternative route as a result of the Burford experimental weight limit. • Leafield now acts a pivotal point for HGVs travelling to farms and quarries in Shipton / Milton / Ascott under Wychwood, Kingham, Stow-on-the-Wold, Witney, Minster Lovell, Bampton and Stanton Harcourt. • The experimental weight restriction has cut off the only suitable A Road that crosses the river Windrush.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The environmental impact is extensive. • Damage is being caused to the environment with HGVs having to take detours resulting in more fuel use and increased air pollution. • Increased HGV movements through Leafield have caused additional potholes in the road, damage to kerbsides, verges and walls of residential properties, as well as vibrations through homes. • The location of Leafield and proximity to fields of varying topography results in heavy rainfall pouring into the village and turning icy in winter months. This is particularly hazardous for HGVs as the roads are not gritted. • The bridge in Burford is the only reliable river crossing if areas such as Bridge Street (Witney), Crawley, Minster Lovell and Swinbrook flood.
Theme: Mitigation Measures	<ul style="list-style-type: none"> • A 20mph limit should be introduced in Burford to slow HGV traffic and reduce the vibrations through homes. • If HGV traffic continues to use Leafield as an alternative route increased signage, pedestrian crossings, school travel measures, four-way traffic lights, traffic calming measures, parking plan and footpath railings should be introduced. • Ideally, HGVs should be prevented from travelling through both Burford and Leafield as neither is built for use by large lorries. • The County Council should investigate how an HGV ban can be implemented in Leafield. • Major road infrastructure is needed such as a bypass around Burford or the upgrade of the A361 with a quieter noise absorbing surface to reduce the noise vibration impact on residents. • Consider whether the restriction could be timed to be operational at certain times of the day – this would benefit both Burford and the surrounding villages. • If the weight restriction is to be made permanent, then the consultation period should continue for a further twelve months with additional monitoring.

	<ul style="list-style-type: none"> • Oxfordshire County Council needs to find a solution that considers the concerns of the wider area including climate change, environmental impacts, communities and businesses alike.
Theme: Impact on Location	<ul style="list-style-type: none"> • Issues with HGVs previously experienced in Burford, have been moved on to Leaffield. • Leaffield is now a rat run for HGV drivers as there are no restrictions through the village. • The roads within Leaffield are too narrow and unsuitable (with several blind bends) for continuous heavy goods vehicle use. • Roads within the village do not have the appropriate infrastructure to cope with the increased number of HGVs. • Several properties have driveways that lead directly on to blind bends on the road. For properties without their own driveways, many residents park on the roads that HGVs are currently travelling along. • The footpaths within the village are narrow or non-existent in some places, resulting in pedestrians and cyclists having to walk on the road. • There are safety concerns for children attending the local primary school as well as elderly residents and people with mobility issues walking along narrow pavements with increased HGV movement. • A few vital facilities within the village are located on a bend in the highway or have a wall obscuring visibility to safely enter or cross, which hazardous with increased HGVs movements. • Rural villages such as Leaffield should be protected from unintended consequences of road traffic schemes in larger towns • Concerned that local communities were not appropriately consulted before the Burford experimental weight limit was approved, yet these communities are the worst affected.
Theme: policy / Strategy Issue	<ul style="list-style-type: none"> • The model route to assess whether the scheme should go ahead was based on longer journeys, and that more local journeys had not been considered • No provision was made to monitor areas outside of the main towns in West Oxfordshire even though it was recognised that there would be an impact in the rural communities. • A Weight and Movement Strategy should be drafted for HGVs crossing the bridges in the Windrush Valley area to be included as part of LTCP5 which would be responsive to concerns raised by the wider community of residents and businesses. • The consultation period for this scheme should be lengthened so the effects of the weight limit can be observed in more normal / post Covid times.

	<ul style="list-style-type: none"> Understand that the County Council wants to save money by having communities pay for their own schemes, however, can the council make a decision on the consultation and future of the weight limit that is impartial and not at the expense of other communities?
Long Hanborough Summary of Key Consultation Response Themes:	
Theme: Permit Scheme	<ul style="list-style-type: none"> The permit area is small and the parameters to which an exemption permit is granted is too restrictive (i.e. the businesses must be located and operate within the permit area).
Theme: Impact on Location	<ul style="list-style-type: none"> The experimental plan is having a detrimental impact on residents and villages in my council division (Leaffield, Minster Lovell, Crawley, and Hailey), There has been an increase in HGVs coming through villages in order to avoid the weight restriction at Burford. The problem of large lorries routed on unsuitable roads has been pushed both east and west.
Theme: Mitigation Measures	<ul style="list-style-type: none"> The experimental weight restriction in Burford should be halted to prevent further negative impact on local businesses and any further damage to villages that have been blighted by increased HGV movements.
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> County Council needs to develop a West Oxfordshire HGV strategy to prevent informal weight restrictions being introduced based on those who can afford to implement them.
Milton-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> Major suppliers to businesses in village are either dropping individual deliveries or are considering ending the supply entirely Consider the knock-on effect on businesses who rely on local supply
Theme: (Re)routing	<ul style="list-style-type: none"> The Council must seriously consider the alternative routes which will be used. The narrow roads from A40 to A361 (via Leaffield and the Wychwoods) or from Stow to Witney (via the Wychwoods) are not suitable for heavy goods. The rerouting of HGVs to avoid Burford High Street has caused issues for the villages on the other side of Burford.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> The weight limit has created an increase in carbon emissions due to alternative routes causing HGV driving times to rise. The increase in trucks driving into small villages is causing damage to verges and roads which are not used to this level of traffic.
Theme: Impact on Location	<ul style="list-style-type: none"> Forcing HGVs to take longer routes appears to provide minimal benefit to the local community.

	<ul style="list-style-type: none"> • The A361 through Burford (as an A Road) is made to accommodate this levels and type of traffic i.e. wide enough for two trucks to past safely, whilst roads in villages are not. • Permitting Burford to continue with the weight limit will have a snowball effect with other towns also wanting one, which will continue to affect freight movement in the district and beyond.
Minster Lovell Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • Has an assessment been carried out to determine where the displaced traffic that can't go through Burford is going to go? • No provision has been made for alternative HGV routes • Concerned that this Order will increase the flow of HGVs through the narrow and congested streets of Old Minster, and particularly over the already weak bridge in the lower village. • Noted an increase in the number of HGVs travelling through Minster Lovell on both the Burford Road and Brize Norton Road, despite restrictions on the Brize Norton Road
Theme: Impact on Location	<ul style="list-style-type: none"> • Concerned about traffic taking alternative routes on unsuitable roads through smaller villages which will reduce health and safety in these areas.
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • The Parish Council has previously been in contact with the Traffic and Road Safety team to request a 7.5 tonne limit be placed upon the bridge in Old Minster, • Concerned that the bridge is subjected to damage by increased HGVs movements. A separate weight limit would protect this historically significant bridge and prevent roads in the village from being inundated with larger vehicles
'No Location Given' Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • The weight restriction in Burford is forcing HGV driver to add far more miles on to local journeys • Rerouting lorries into Witney town and up the B4022 through Leafield
Theme: Impact on Location	<ul style="list-style-type: none"> • HGVs going through village lanes and unclassified roads are dangerous
North Leigh Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • Understand that residents from neighbouring villages have objected to HGVs rerouting through their areas • It is illogical for HGV drivers to reroute through narrow roads in villages as most are obstructed by residents' parked cars to the extent that it is difficult to negotiate driving a car, it would be almost impossible in a lorry
Theme: Impact on Location	<ul style="list-style-type: none"> • The ban on large lorries has been beneficial in promoting a better atmosphere on the High Street for shoppers and visitors.

Oxford Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • Causing a serious negative impact on all hauliers • HGVs carry vital and essential goods all around the County • Freight transport is a necessity and will be increasingly utilising electric and hybrid technology in the future
Theme: (Re)routing	<ul style="list-style-type: none"> • Large lorries are too big for anywhere but motorways and major trunk roads
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • HGVs have a negative effect on the quality of life for residents, workers and visitors, on the environment • Large transporters cause noise and air pollution, major severance, as well as severe inconvenience.
Theme: Mitigation Measures	<ul style="list-style-type: none"> • The Council must take steps to ensure neighbouring areas are not affected by displacement of traffic.
Theme: Impact on Location	<ul style="list-style-type: none"> • The weight restriction is causing a serious impact on residents in the rural areas • Neither fair nor acceptable to force HGVs to make longer journeys into surrounding small villages. • Burford would benefit from fewer HGVS using it as a through route.
Poffley End Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> • Poffley End and Hailey have seen a sudden and dramatic increase in HGV's movements which have been displaced by the ban in Burford.
Shilton Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • The town of Burford is a historic place that was created long before large lorries • The town does not have the infrastructure to support such damage from HGVs. • The character and safety with Burford have improved since the ban came into force.
Shipton-under-Wychwood Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • A certain amount of heavy traffic is to be expected, however, the increase in large international registered HGVs has been noticeable. • There are a few equine training yards based near to Shipton-under-Wychwood who require access daily along the A361 • When assessing the effect of an increase in HGVs, you must consider that there are no grass verges for horse, pedestrians and cyclists to move to avoid encountering a heavy goods vehicle.
Theme: (Re)routing	<ul style="list-style-type: none"> • Shortly after the restriction went live, there was a noticeable difference in the number of HGVS rerouting along the High Street through this village (several which ignore the speed limit).
Theme: Carbon / Environmental Impacts	<ul style="list-style-type: none"> • Noise and pollution levels seemed to significantly reduce for homes on or near the A361 • The reduction in the number of HGVs means that it is safer to walk along the A361 in Burford

	<ul style="list-style-type: none"> Houses that border the road at various points in Shipton-under-Wychwood have started to experience noise pollution and vibrations from passing HGVs
Theme: Mitigation Measures	<ul style="list-style-type: none"> A curfew time for HGV traffic would be beneficial as the effects of HGVS can be heard and felt as late as midnight and as early as 4.00am
Theme: Impact on Location	<ul style="list-style-type: none"> The increase in traffic noise and non-adherence of the speed limit has been an issue on High Street in Shipton for many years Whilst some heavy traffic is unavoidable (e.g. farm vehicles, food & courier deliveries, oil deliveries & septic tank clearance, etc), concerned about the volume and speed of HGV traffic through Shipton Some roads within Shipton-under-Wychwood are narrow which raises concerns for pedestrian and vehicle safety from HGVs There is the potential for Shipton to benefit from the weight restriction in Burford as lorries are unable to progress via the A361 which would then pass through the village.
Signet Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Burford is free from the noise vibration and pollution that was severely affecting both retail and residential buildings.
Theme: Impact on Location	<ul style="list-style-type: none"> The roads through Burford are not suitable for huge lorries or trailers. A few lorries still try to beat the ban, but overall Burford is quieter, and traffic is more manageable.
Stonesfield Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> The reduction in HGV numbers creates a much nicer atmosphere in Burford and makes it a more appealing place to visit to shop or eat out
Swinbrook Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> Noticeable increase in HGVs rerouting through Swinbrook. The lanes within the village are very narrow and mainly single track, and are unsuitable to take additional HGV traffic Recently erected updated signage with pictures of HGVs saying unsuitable for HGV's, have not deterred HGVs from routing through the village
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Verges and passing bays have been significantly damaged, with some damage to properties also recorded The restriction in Burford will have long-term effects on the fabric of the area and cause significant damage to the local environment - adding pollution and blocking traffic as road too narrow for some HGVs

Taynton Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The weight and vibration of the traffic damage the ancient buildings • At peak times when traffic is at a standstill due to queuing to cross the bridge, HGVs cause excessive pollution when their engines are idling.
Theme: Impact on Location	<ul style="list-style-type: none"> • The High street is unsuitable for HGV's which are too heavy and too big for the busy town. • Burford is much visited by tourists and their experience together with that of local visitors and residents is marred by the sheer size and noise of the HGV's. • The width of the High Street is very restricted in places and there is not enough room for HGVs to pass.
Tysoe Summary of Key Consultation Response Themes:	
Theme: Impact on Business	<ul style="list-style-type: none"> • The restriction has resulted in higher transport costs to be absorbed by everyone!
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • If the end goal is to reduce carbon emissions, why make HGVs travel further than they need too?
Upton Summary of Key Consultation Response Themes:	
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The weight restriction creates a safer environment for everybody in Burford and preserves the fragile buildings
Wheatley Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> • The movement of farm vehicles is being affected by the weight limit in Burford
Theme: (Re)routing	<ul style="list-style-type: none"> • The villages to the north of the A40 which can be accessed by driving through Burford are unlikely to be a destination for large deliveries, therefore large vehicles should have no need to drive into or through those areas.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> • The vibration and pollution from heavy goods vehicles caused a slow but lasting irreversible damage to the buildings and roads. • Every step must be taken to prevent this wherever there is a viable alternative.
Theme: Impact on Location	<ul style="list-style-type: none"> • Burford is a town of fewer than two thousand residents but has a higher than normal level of traffic due to being a tourist destination. • The buildings and roads do not easily accommodate twenty first century traffic
Widford Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • Even with the current ban, there are still articulated lorries travelling through Burford. However, the difference in numbers is remarkable
Windrush Valley (TAG) Summary of Key Consultation Response Themes:	

Theme: Impact on Businesses	<ul style="list-style-type: none"> Local HGV companies, with contracts in the farming, waste, building, or energy sectors were dependent on the Burford bridge for access to regional businesses and sites The restriction in Burford has added a substantial degree of concern, commercial impact, effective 'isolation' and operating challenges to many local businesses
Theme: Permit Scheme	<ul style="list-style-type: none"> Most businesses that have been affected by the need to reroute their fleet of HGVS are not eligible for an exemption permit. Burford Town Council's agreement to offer 'local permits' ignores the critical transport requirements of modern agricultural business The Town Council do not issue permits to entire fleets of HGVs, and local farmers cannot apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery / collection.
Theme (Re)routing	<ul style="list-style-type: none"> The restriction in Burford has displaced almost all Evesham traffic to the A44 through Chipping Norton and Woodstock as suggested alternatives are inefficient and / or time / cost consuming for companies. Drivers of international HGVs often using satnavs; select local alternative routes that are on unsuitable roads as the suggested alternative routes are either heavily congested (A40 to Oxford) or constricted (roundabout on the A40 to Northleach). There are a number of regular national 'loops' that have effectively been broken by the weight restriction in Burford
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Burford's air quality levels are less than the levels recorded in Witney and Chipping Norton (both declared air quality management areas) to where much of the HGV traffic has been diverted The current situation with the Burford weight limit is creating detours that are inefficient and in direct contradiction to any County AQMA or regional net zero environmental initiatives.
Theme: Impact on Location	<ul style="list-style-type: none"> Burford and the surrounding communities expect a reliable level of essential services which have been provided so far by HGVs Concerned that with the country dealing with completely different patterns of movement under Covid 19 restrictions, will the County Council prove the changes in HGV numbers in the areas monitored are due to the Burford restriction or larger national impacts on traffic. Damage to Burford High Street was one justification for the implementation of the weight limit, however, no account was made of the resulting damage being experienced in the surrounding villages The WiVTAG community accepts completely that Burford Town Council has acted in the best interests of its resident community and historic property.

	<ul style="list-style-type: none"> Concerns surrounding the approach of the Burford Town Council, which reflects a lack of understanding of the situation and degree of damage being caused
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> WiVTAG sought direction, clarification, and justification for OCC's actions in LPT4 and Freight Strategy documents. Policies 5, 24, and 29 in the Freight Strategy would have justified rejection, or at very least seriously questioned the TRO application submitted by Burford. Approval of the Burford TRO directly contradicted the stated policy aims of OCC as set out in LTP4 (Policy 29).
Witney Summary of Key Consultation Response Themes:	
Theme: (Re)routing	<ul style="list-style-type: none"> The Burford weight restriction moves traffic on to longer detours to delivery / collection destinations, If this precedent were to be followed in many other areas then the only roads that they could use would be B roads, which are less suitable to carry HGVs than A roads.
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Burford should be saved from lorries polluting listed buildings. This current weight limit negatively affects the environment and the economy The impact of HGV movements in the air quality management area and road safety in Bridge Street is concerning
Theme: Mitigation Measures	<ul style="list-style-type: none"> Revocation of the experimental traffic regulation order at Burford to avoid additional and on-going negative impact within Witney
Woodstock Summary of Key Consultation Response Themes:	
Theme: Impact on Businesses	<ul style="list-style-type: none"> HGV drivers are aware of fuel efficiency. They will take the shortest and least congested route to save money. On this occasion, the shortest route is through the A44 Woodstock.
Theme: (Re)routing	<ul style="list-style-type: none"> The main issue with any weight limit is where will the displaced traffic go? They will inevitably end up rerouting somewhere nearby. The Burford scheme seems focused on north- south HGV movements, whereas the focus should be on movements going east – west (between Evesham, A424, Burford, Witney, south east and reverse). HGVs are choosing not to use the recommended diversion route on the A40, Northleach and A424 as it is not mandatory. Most drivers who know the area and do not use satnavs will switch to using the A44 through Woodstock and Chipping Norton to avoid Burford as it is quicker and avoids congestion around Oxford
Theme: Carbon / Environmental Impact	<ul style="list-style-type: none"> Air quality data is likely to show comparable or worse levels on nitrous oxides in Woodstock (due to the higher levels of traffic and road space confined by tall buildings) compared to Burford

Theme: Impact on Location	<ul style="list-style-type: none"> • The Burford weight limit will lead to more HGVs in Woodstock when the A44 through Woodstock is less suitable to take HGVs than the A361 through Burford • Woodstock has a high number of listed buildings, with properties generally closer to the carriageway than in Burford • Both Burford and Woodstock are important areas for tourism • The displacement of HGVs from Burford to Woodstock is likely to be approximately 173 HGVs per day
Theme: Policy / Strategy Issue	<ul style="list-style-type: none"> • A weight limit cannot be introduced on the A44 through Woodstock due to the classification of the road as a primary route.
Worcester Summary of Key Consultation Response Themes:	
Theme: Impact on Location	<ul style="list-style-type: none"> • There has been a marked benefit from the reduction in HGV traffic.

Annex G: Burford ETRO Consultation Responses - originals

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

Contents

Table 1: Consultation responses received objecting or those with concerns..... 23
Table 2: Consultation responses in neither support nor objection 120
Table 3: Consultation responses received in support 121

Comments received regarding the Burford Experimental Traffic Regulation Order

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

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

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

			<p>The weight limit could directly cause serious injuries or worse in RTCs on Oxfordshire's roads.</p> <p>Real possibility of affecting many businesses in the surrounding area that require HGV access,</p> <p>Could very easily increase business expenditure and leave business with little choice but to move or close.</p> <p>The bridge in Burford is vital for local businesses, it is not used for national or regional through traffic, which uses much faster routes, such as M5, M40, A40, A429 and A44.</p> <p>Without infrastructure upgrade elsewhere close by providing an alternative route for large and heavy vehicles, the reduction of t weight limit through Burford is entirely detrimental to the people of Oxfordshire</p>
Individual	Leafield	Object	<p>HGV's coming through on a regular basis, about every 16 minutes Mon-Fri during work hours.</p> <p>The roads in Leafield are unsuitable for regular HGV, including the roads leading to and from Leafield.</p> <p>The road from Langley crossroads to Shipton is 16ft wide for quite long stretches with blind bends.</p> <p>The Ridings is 14ft as you leave the village</p> <p>By Low Barrow Farm it is 15ft and 16ft, with walls on either side and on bends.</p> <p>The entrance to Field Assarts is 15ft and 14ft wide and again on a blind bend with walls.</p> <p>A Smiths truck is 8ft 4" wide which makes these roads hazardous to drive on for them.</p> <p>Our school is next to the road where the HGV are passing, the path runs along the side of the school wall and then it is the road</p> <p>There is a path that leads from one end of the village to the other by the Church called Lower End. This path runs along side a h wall. The path is 3ft to 4 1/2 ft wide in places. The road is also narrow here 15ft 6", 14ft 6" and 17ft 2" in places and again on a b</p> <p>Children use this path to get to school, older people and other villagers use it to get to from Lower End to the shop, school and Church. Some are using mobility scooters.</p> <p>It is an accident waiting to happen.</p> <p>Our Preschool, village Hall, gym and village playground exit onto Lower End, again where there is a bend and a wall obscuring visibility to safely enter or cross the road.</p> <p>The HGV's tend to be trucks carrying grit, skips, fuel, cement etc.</p> <p>They are local haulage companies driving through the village to get to the farms, building sites and villages etc north of Witney. Shipton Under Wychwood, Ascott, Milton, Kingham some even trying to cut across to Stow on the Wold, from Witney, Ducklington, Minster Lovell, Bampton, Stanton Hardcourt etc.</p> <p>They would have used the A40 to Burford and then the A316 in the past, but now they are using the much more unsafe roads N built for HGV's because they cannot get through Burford</p>

			<p>The permits are next to useless; A 5 miles radius around Burford where you have to start and finish the journey in that 5-mile radius as per an email I had from Mr White the Burford Mayor. Not to mention they have to write a cheque and send it through the post. This is totally unsuitable for local businesses.</p> <p>Why is the OCC saving one very small straight stretch of A road, which is safe and built for HGV's with a bridge that can take 100 tonnes to make the local haulage companies drive on no named roads like the ones going through Leafield, which are more dangerous, given the bends and widths of the roads they have been forced to drive on.</p> <p>The extra stress involved for these HGV drivers to have to go on these roads when they could use a perfectly good A road, built for HGV's that is short and straight through Burford.</p> <p>It is also not good for the environment, changing gears means using more fuel, taking detours means more fuel, more wear and tear on the vehicles and more potholes, which use resources to mend.</p> <p>Not to mention at more cost to the taxpayer to pay for the damage to the country roads and verges these HGV's, due to their weight and size, will make.</p> <p>If there is a 20mph speed limit in Burford that will slow the traffic down and make less 'vibration' in their homes.</p> <p>The Government were all for making an even society, what does it say when the OCC allow a rich community to pay their way for a road, not allowing local HGV's not to drive on a purpose-built A road through their town?</p> <p>What message does that say to other local communities who can't afford to do the same?</p> <p>What does it say to the day to day life of the drivers of the local haulage companies that now have to drive much further distances on unsafe roads when there was a perfectly good safe purpose-built road to drive on?</p> <p>The Burford 7.5 Tonne ban is good for Burford, but not good for anyone else.</p> <p>The wider community and businesses are suffering just for one community.</p>
<p>Business</p>	<p>Swinbrook Farms, South Lawn Farm, Swinbrook</p>	<p>Object</p>	<p>As an arable farm we are now faced with huge challenges.</p> <p>We sell grain to several large grain merchants who have a vast fleet of hauliers and lorries that they use to collect grain depending where in the country it is going etc - likewise with deliveries of fertiliser, chemicals, compost and sludge.</p> <p>Any lorries approaching us from south of the A40 will either have to go via Oxford - Chipping Norton or Northleach - Stow, which adds additional time and mileage for them which they will ultimately pass onto us either as haulage levies or reduction in price received for our produce.</p> <p>We have tried to approach Burford Town Council and they have been totally unsympathetic.</p> <p>The theory is very good BUT in practice it doesn't work for us and in the long run, our business could be adversely affected by surcharges on collection and delivery of goods.</p>

			<p>The permit scheme only works if you know which lorry is coming and therefore can obtain a permit.</p> <p>Is there any way that the system could be tweaked for local farmers and we could work together on this???</p> <p>We did ask about recording the date and registration of any lorries delivering or collecting to us and submit this weekly to yours and pay an annual "Farmers Exemption Fee" but it was dismissed in a very flippant way by John White and probably not even considered by others.</p> <p>We hate the idea of lorries coming through Swinbrook or Leafield village but its pushing everything that way.</p>
Individual	Leafield	Object	<p>On 15 December 2021 my car skidded on leaving the junction from Greenwich Lane to join the main village road. This was due to large amounts of wet mud on the road.</p> <p>When lorries have to pass traffic or parked cars on the other carriageway they are forced to mount the verge. In doing so, the verge outside The Pearl restaurant is being destroyed and the displaced soil is spreading across the road.</p> <p>I note that the verge has also been destroyed outside several properties between Greenwich Lane and Hatching Lane.</p> <p>Twice in the first two weeks of December, I had to step approximately 2 metres back from the pavement as an articulated lorry attempted to turn from the main road through the village down Hatching Lane.</p> <p>The driveway from the village hall and pre-school has very limited visibility, being placed on a bend.</p> <p>Because lorries have to drive so close to the edge of the carriage way to pass traffic on the other side it's no longer possible to stand at the end of the driveway to look right for oncoming traffic.</p> <p>Traffic is now using the minor road through Leafield instead of main routes.</p> <p>OCC has simply moved the problem from a wealthy, influential town in terms of tourism to a village which has no such power.</p> <p>Individuals here have as much right to walk, cycle and drive through the village safely as the residents of Burford do through the town.</p>
Individual	Leafield	Object	<p>By cutting the weight limit through Burford, traffic is taken from an A road onto B roads which are clearly not suitable at all for the extra traffic.</p> <p>A lot of the extra lorries are coming through our village of Leafield and causing a lot of damage to our verges on roads that only have enough room for two cars to pass and have no pavements.</p> <p>Lorries and extra traffic are also endangering the lives of children in Leafield.</p> <p>Leafield school sits in the middle of the village and is surrounded by roads without pavements.</p> <p>Also, in sending these lorries off on detours around B roads is environmentally unsound as they will be using more fuel.</p>

Business	Kidlington	Object	<p>I have sent emails to various councillors and our local MP outlining some of the recent issues we have had with the management of the restriction and associated permit scheme.</p> <p>The impact on the neighbouring communities when we divert our trucks onto less suitable roads to minimise journey distances.</p> <p>The effect on the wider environment as we strive to make environmental improvements, but our carbon footprint gets bigger rather than smaller.</p>
Individual	Leaffield	Object	<p>The weight restriction is causing vehicles over 7.5 tonnes to reroute through local villages such as Leaffield.</p> <p>The A361 is an A road of substantial construction and width.</p> <p>The routes that are now being used are unclassified roads with no road markings and many properties alongside.</p> <p>Footpaths are narrow or non-existent.</p> <p>The restriction in Burford has passed the issues that the town wants to avoid to local villages.</p> <p>We have vibrations through our home, damaged roads and reduced air quality.</p>
Individual	Leaffield	Object	<p>The roads around Leaffield are frequented by walkers, cyclists and horse riders 365 days a year.</p> <p>The roads have many blind bends and no footpaths.</p> <p>They also suffer from the fact that the drains never get cleared and also never get gritted in the winter in icy conditions.</p> <p>The combination of these factors now coupled with a huge influx of totally unsuitable HGV traffic has created a potentially lethal situation.</p> <p>The HGV traffic now heading through the village as a result of the Burford ban is starting to take a serious toll on the roads which are now breaking down throughout the village.</p> <p>They are peppered with deep pot holes, the edges are eroding away along with extensive damage to the grass verges.</p> <p>The damage to the roads makes it extremely dangerous to now walk, cycle or ride around the village.</p> <p>At the village green every morning where school buses pick up the village children, there is congestion, frustration and a very dangerous mix of hazards hindering the children crossing roads to get to their buses and to the village school.</p> <p>In the spring and summer months, the issue is compounded further by the addition of heavy farm machinery into the mix.</p>
Individual	Leaffield	Object	<p>There is NO footpath along The Ridings or Buttermilk Lane, as a result pedestrians have to walk along the roads,</p> <p>Walkers, cyclists and runners / joggers are being put at risk of serious injuries.</p> <p>Recently, with pedestrians on both sides of The Ridings road walking in opposite directions, I experienced a near miss with a car, this may have resulted in a serious incident if it had been a lorry.</p>

			<p>The road is simply too narrow.</p> <p>The roads cannot cope with the traffic being forced through Leafield.</p> <p>These roads are not designed to take such traffic.</p> <p>The grass verges are being worn away.</p> <p>There are pot holes being created which are dangerous to walkers, runners and cyclists and damaging to cars.</p> <p>There are blind bends along The Ridings and narrow points along the road.</p> <p>In the Spring and Summer months, heavy farm machinery adds to this traffic burden making it even more congested and dangerous.</p> <p>Due to the location of Leafield, after heavy rainfall the water pours off the fields, down from the village along The Ridings, resulting in icy conditions in the winter months. This is another real hazard as the roads are not gritted either.</p>
Individual	Leafield	Object	<p>The increase in HGV traffic through our village is dangerous.</p> <p>My drive has a blind exit, I have had several near misses trying to exit.</p> <p>There are pedestrians, including myself, who walk up and down the road with no pavement and are put in danger by the increased traffic.</p> <p>The road is not suitable and has a blind corner not wide enough for two cars to pass (let alone hgv), round which I have experienced several near misses by car and on foot.</p> <p>It is not maintained for this type of traffic or gritted causing vulnerable road users to be at extreme risk on icy days.</p>
Individual	Leafield	Object	<p>My road is not very wide and for most of the day there are cars parked to one side which belong to the residents The Ridings.</p> <p>There is a very small grass verge on the other side, which protects the stone wall which runs down the length of my garden.</p> <p>When large lorries have managed to get down this road, (and there have been instances when lorries have had to reverse back as they cannot get past the parked cars) there have been instances when this grass verge has been damaged and thus risking my boundary wall.</p> <p>There is no footpath at all down this road and many of its inhabitants are elderly.</p> <p>I am an elderly lady of 92 and have to use a walking frame. It is very dangerous at the moment to cross or walk along the road as we have no pavement.</p> <p>Many of the roads through our village are narrow and not all have pavements.</p>

			I understand that the council want to protect the historic town of Burford, but our village is also old and indeed picturesque, and also not built for the heavy traffic of today.
Individual	Leaffield	Object	<p>Increased traffic through the village and resulting risks to the residents.</p> <p>Lower End which is now one of the main routes for large vehicles has a lot of on-street parking, which means it's often difficult to get a large vehicle through safely.</p> <p>I have seen lorries having to mount the curb to get through, which poses obvious risks to pedestrians.</p> <p>Lower End also has the village hall, playing field and pre-school.</p> <p>The entrance to these places is a blind turn, obscured by buildings.</p> <p>Cars are having to exit without a clear view and with the risk of collision with the large vehicles.</p> <p>The large vehicles passing through the village usually come at speed.</p> <p>The primary school is located on the green, surrounded by roads. With so much additional traffic passing through the village, this is a clear risk to the lives of the pupils, their parents and the staff.</p>
Individual	Leaffield	Object	<p>Seen a massive increase in the number of HGV lorries going through it.</p> <p>The village itself was already suffering from many householders' cars being parked on the road side as there are houses being built with no off road parking facility.</p> <p>The increased lorry traffic is causing increased damage to grass verges as they try to avoid parked cars, oncoming cars etc.</p> <p>Part of the village does not have footpaths which makes it dangerous for children and parents walking to school and the local amenities.</p> <p>The route from Leaffield to Burford is a narrow road and is barely wide enough for two cars but means that if you meet a lorry then one of the vehicles has to take evasive action.</p> <p>This is a serious accident waiting to happen either in the village or on the narrow surrounding roads.</p>
Individual	Hailey	Object	<p>The same traffic that passes through Burford will be forced into even more unsuitable roads.</p> <p>You are not reducing the traffic on the road but just moving it elsewhere.</p> <p>The traffic will be forced through Minster Lovell and Witney into villages such as Hailey.</p>
Individual	Leaffield	Object	<p>Too many lorries driving through the village.</p> <p>When lorries go past my house it shakes.</p> <p>They are causing damage to already poorly maintained roads, which are not designed for the current volume of large vehicles.</p>

Individual	Charlbury	Object	<p>I am a lorry driver delivering and collecting goods around Oxfordshire, Milton under Wychwood, Shipton under Wychwood and surrounding areas.</p> <p>The only route I can now take is Leaffield or even Charlbury on to Chadlington these roads are in a worse condition and it is less suitable for driving than the A road at Burford.</p> <p>Making vehicles travel further has an additional impact on the environment additional cost to the businesses and hauliers.</p>
Individual	Poffley End	Object	<p>It is self-evident, based on the sudden and dramatic increase in HGV's travelling through both Poffley End and Hailey that the temporary ban has merely displaced HGV traffic.</p>
Business	North Leigh	Object	<p>Alternative routes causing extra travel expense time and cost from business point of view.</p> <p>Addition of vehicles trying to bypass routes by travelling through local villages a personal problem for a keen cyclist</p>
Business	Witney	Object	<p>I drive a 44ton lorry for a living. This weight limit is genuinely the difference Between getting home and not some nights.</p> <p>It has sent us miles out of our way at a time when drivers are in short supply.</p> <p>The trucks on the road are having to do more and more to keep things moving only to be hindered by things like this.</p>
Individual	Ducklington	Object	<p>I object to this as the A361 is a major HGV route and stopping them coming through is pushing this traffic onto smaller unsuitable routes.</p> <p>Otherwise it is a very lengthy diversion route which can add easily an extra half hour to travel time or in some cases more.</p> <p>Maybe a night-time 7.5 tonne ban would be better like some places have already such as 7am to 7pm.</p>
Individual	Leaffield	Object	<p>There has been a significant increase in HGV lorries going through Leaffield since this temporary Buford town ban was introduced.</p> <p>Our whole house rattles when a HGV vehicle goes over the speed bump.</p> <p>The risk to kids within the village, kids attending the village school and so on.</p> <p>There are enough cars parked on the roads in Leaffield as it is.</p> <p>What would happen if a HGV got stuck passing through and then the emergency services needed to pass through the village?</p>
Individual	Leaffield	Object	<p>Safety concerns diverting HGV through rural roads & villages not designed or suitable for HGV.</p> <p>Burford is a A class road designed for such vehicles.</p>

Individual	Aston	Object	<p>I lived in Crawley for forty years in a property adjacent to Leafield Lane where photographs of the congestion were taken and submitted by Crawley Parish Council.</p> <p>I can confirm that this very narrow lane even in the past was extremely busy and larger vehicles were for ever getting stuck and several occasions knocked my supporting wall down.</p> <p>With the extra number of HGVs attempting to use this lane I can only imagine the difficulties caused.</p> <p>It is very evident that the situation in Crawley is untenable.</p> <p>These narrow county lanes physically can't cope.</p> <p>The A-road river crossing at Burford is the only one which is viable.</p>
Individual	Leafield	Object	<p>I am an HGV Driver.</p> <p>I have noticed an alarming amount of HGV traffic around Leafield area.</p> <p>I've seen arguments with other road users against HGV drivers and witnessed HGV having to go on grass embankments in order to get through tight areas</p> <p>Leafield is now a rat run for HGV drivers as there are no restrictions through the village, and it cuts corners for the drivers.</p> <p>Burford is an A class road and suitable for HGV traffic</p> <p>Leafield can cope with a truck or 2 but not the extra traffic that's coming through. If you stop HGV from going through one point must go through another point. Or you could ban them completely as stupid as it sounds. No HGV no business no business no money you defeat the object.</p>
Individual	Finstock	Object	<p>The new limit has moved the vehicle on to small roads in the area, e.g. Leafield, Finstock, Charlbury, Shipton u Wychwood.</p> <p>Especially on the Finstock to Leafield road past the primary school which has no barrier between the road and the schools play field.</p>
Individual	Leafield	Object	<p>The number of HGVs going past the house has significantly increased.</p> <p>Concerned for the safety of my children who regularly cycle through the village.</p> <p>Some parts of Lower End is single file traffic due to parking.</p> <p>Some of the road is very narrow and it's not possible for a HGV and car to pass</p> <p>I have seen vehicles mounting the kerb to get through</p>

Business	Upper Milton, Milton under Wychwood	Object	<p>I represent a farming business which covers 2500 acres from Shipton and Milton under Wychwood all the way up to Fulbrook and across to Taynton.</p> <p>This weight limit restriction in Burford is seriously affecting the logistics of incoming and outgoing freight from the farm.</p> <p>A lot of our farm produce is transported in bulk by means of HGV, there are many destinations for our crops for example oilseed Rape ends up at Erith, which needs to be transported along the A40 and M40, other cereals which are destined for Europe also have to head along this route or down the A34 to southern ports.</p> <p>This restriction is now imposing an additional 25-mile journey (50 miles if the lorry must return the same way i.e. in & out).</p> <p>The business is annually producing somewhere between 10 - 15 thousand tonnes of cereals and oilseeds, the majority of which requires transportation onto the roads, a large percentage of which heads east and south from the farm.</p> <p>In order to grow these crops, we also require bulk haulage to bring the commodities in to grow the crops. Hundreds of tonnes of fertiliser and large quantities of crop protection products are needed.</p> <p>This weight limit is noticeably now costing more time, certainly unnecessarily burning more fuel for the hauliers, potentially creating more pollution, all of this is building into the hauliers now talking of passing the increase in cost of haulage onto me the farmer.</p> <p>I feel farms within a certain mileage from Burford should be allowed an access exemption.</p> <p>The problem with this I appreciate is we use numerous hauliers which amount to hundreds of vehicles so policing could be a problem.</p>
Individual	Leaffield	Object	<p>Banning HGVs from Burford simply moves the problem on to small villages.</p> <p>Burford has an A road going through it whereas the villages all have minor roads.</p>
Individual	Carterton	Object	<p>As a local HGV driver doing local palletised deliveries, if I need to get from for example Burford Garden Centre to Fulbrook, we are forced onto unsuitable single-track roads (Swinbrook or Minster for example).</p> <p>It is un-economical to drive 30 or so miles, to deliver half a mile away.</p> <p>A solution would be to raise the Weight limit to 32 Tonnes, which would stop the biggest lorries from using the High Street, without penalising local delivery companies,</p> <p>Or be more generous with the exemptions i.e. a 20mile radius rather than the current 4.5 miles I have heard it is.</p>
Individual	Burford	Object	<p>I believe the High street buildings and pedestrians do need better protection from Burford traffic.</p> <p>However, I don't agree with closing the High Street without providing a suitable alternative solution is the right way to go.</p> <p>Forcing HGVs to use smaller towns and villages on smaller roads is wrong.</p>

			A bypass is required for HGVs only such that we don't lose all tourist traffic out of Burford.
Councillor Walker	Long Hanborough	Object	<p>The current experimental plan is having a detrimental impact on residents and villages in my council division. Villages like Leaffield, Minster Lovell, Crawley, and Hailey have seen an increase in HGVs coming through their villages in order to avoid the weight restriction at Burford.</p> <p>The complicated permit system that has been set by Burford Town Council has made it difficult for local hauliers to apply unless they are based and are delivering within the designated circle as set out by the Town Council.</p> <p>Whilst I applaud Burford Town Council for wanting to achieve this what they've done is just pushed the problem elsewhere to the villages both the West and East.</p> <p>It is clear in my view and many residents and businesses who have contacted me over the past few weeks that the County Council needs to go back to the drawing board on this scheme.</p> <p>The County Council needs to come up with a proper HGV strategy for West Oxfordshire to prevent these ad Hoc weight restrictions being put in place based on those who can afford to implement such measures.</p> <p>I strongly advise that this experimental order is halted to prevent any further loss of income to local businesses and any further damage to villages along with the associated risks to having large vehicles having to travel through them.</p>
Individual	Leaffield	Object	<p>In the four years I have lived in Leaffield the traffic has increased three fold.</p> <p>I walk my dogs twice daily and constantly have to be extra vigilant in crossing roads due to the huge lorry traffic that comes through our small village and even down Witney Lane, a single track road</p>
Individual	Burford	Object	<p>It is not safe for lorries to have to find an alternative route.</p> <p>This results in them getting stuck down little roads.</p> <p>The bridge at the bottom was built many years ago to withstand the flow of traffic including lorries.</p>
Individual	Burford	Object	<p>Putting a weight restriction in place is only moving the problem to surrounding villages it is not actually solving the problem.</p> <p>As well as local businesses being affected by delivery's etc.</p> <p>We all need to come together to put something better in place.</p>
Individual	Charlbury	Object	<p>There are many professional equestrian businesses operating in that area - most of which have lorries which are more than 7.5 tonnes.</p>

			<p>A 7.5 tonne lorry can only take two or three horses. Lyneham Heath, Crown Farm (Ascott u Wychwood) and Cornbury Park (the are planning an international - 20 nations - 4* three-day event this year) run equine events which are now made more difficult to to by the bridge restrictions.</p> <p>Hundreds of people come to their one-day events - many in HGVs.</p> <p>There are also several racing yards nearby.</p> <p>This has meant (Covid notwithstanding) that horses are being driven on long detours - sometimes daily if they're being trained elsewhere.</p>
Business	Carterton	Object	<p>Having a severe impact to my haulage business and my employees along with my customers having to pay a significant increase in invoices as a result and the impact to the environment in increased fuel and tyre usage in the extra miles through the year.</p> <p>No advice sort from BTC on the permit system and should be 32 tonne limit thus it would send arctics along better routes</p> <p>A system more appropriate for local hauliers and businesses to receive deliveries should and could be in place.</p>
Individual	Leafield	Object	<p>I am concerned about the safety of pedestrians and cyclists when large HGVs are navigating narrow, fragile and twisty B roads and through the village.</p> <p>The only place for children to cycle in the local area is on the roads.</p> <p>Many people walk and run on the roads given the lack of pavements in this rural village.</p> <p>There are many houses in the village that exit directly on to the road where there is no pavement.</p> <p>Burford High Street is an A road with good connections to the A40, A361 and A424, the main roads the hauliers are trying to use</p> <p>Leafield is none of these and completely unsuitable as a replacement.</p>
Individual	Leafield	Object	<p>The Burford Weight restriction has pushed HGV traffic across other local river crossings and small villages which are entirely unsuited to HGV traffic.</p> <p>Leafield has single track roads and although the main roads are generally wider (narrow in parts) this is a residential area with parked cars on the road making it unsuitable for HGVs.</p> <p>This was recognised when the Leafield Technical Centre was occupied in that all deliveries by HGV had to come via Burford and not through Leafield.</p> <p>In Leafield we already have traffic problems caused by several issues including parking by the school which narrows the road and reduces sign lines.</p> <p>A stretch of road by the church next to a narrow pavement where HGV are occupying the whole road and are very close to vulnerable pedestrians.</p>

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

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

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

			<p>Roads have blind narrow corners which are not easily negotiated by these huge lorries.</p> <p>Historic Leafield should not be a rat run for traffic which is suited for A roads and not small potholed village roads where families going to school must walk on the roads at some points.</p> <p>Leafield is not part of the major road network and we kindly ask that this traffic is not routed this way to address the very real concerns of Burford Town Council and its residents.</p>
Individual	Hailey	Object	<p>The initial trial period to prevent HGV use of Burford High Street, has led to HGV's taking alternative routes through the villages including Hailey as the vehicles traverse Bridge Street in Witney and turn into West End towards the Hailey Road.</p> <p>There are several points along this route where there is insufficient width - West End, Fawler Bridge, Charlbury Woodstock Road, The Slade and Enstone Road junction.</p> <p>We have even had HGV trying to navigate through Delly End!</p> <p>Some HGV's have been travelling through Hailey at night, even though there are weight limits and not suitable for HGV signs.</p> <p>There are limited crossings across the Windrush Valley to the west of Witney.</p> <p>Currently there is a limit at Crawley (and new signage!) to send lorries over the narrow humpback bridge and road over the flood plain, and then up the single width road - Leafield Road -past the Lamb Inn towards the B4022.</p> <p>There have already been numerous occasions where large lorries / HGVs have become jammed in Crawley as it is simply too narrow.</p> <p>The weight restriction is 7.5 tonnes and there are road calming measures in Dry Lane, Crawley.</p> <p>Also, there is a weight restriction in place over the Minster Lovell bridge and again very narrow roads leading to and from which are unsuitable for HGV.</p> <p>There should be no large lorries crossing the Windrush through the small villages which do not have suitably designed roads or crossings.</p> <p>The suggestion that there should be a permanent restriction in Burford will therefore result in more HGV vehicles trying to cross Crawley where there are also access issues and unsuitable country lanes along Dry Lane, Crawley Bridge and Leafield Road.</p> <p>The displacement of vehicles is untenable as the proposal simply shifts the issues onto less suitable roads.</p> <p>The housing infrastructure plans for West Oxfordshire e.g. Witney and Minster Lovell which by default lead to increased traffic, not only along main roads but also country lanes, need to be factored into these decisions as at key times of day these roads are at capacity and HGV's cause even more congestion unless managed effectively away from the valley villages.</p> <p>The A road, through Burford is for most HGV companies preferable to Northleach, Woodstock (also suffering with HGV) or Oxford routes north because of the detour distance and time.</p>

			<p>Burford has succeeded on causing significant problems for the smaller villages with crossings over the Windrush and links northwards towards Chipping Norton / Stow.</p> <p>Other ideas should be considered to reduce traffic such as car parking outside the High Street or even better, a bypass to the west of Burford linking with the Stow Road.</p>
Individual	Leaffield	Object	<p>It pushes the heavy traffic onto smaller, narrower roads that weren't built for this sort of traffic and into villages that often don't even have pavements making it extremely dangerous.</p>
Individual	Witney	Object	<p>Simply moves traffic detouring it on longer roads.</p> <p>Reduces the efficiency of transportation.</p> <p>Negatively affects the environment and the economy.</p>
Individual	Leaffield	Object	<p>Extremely concerned by the quantity of lorries driving through the village.</p> <p>We live on the Green, north of the school and access the main road via a blind corner. Both in the car and on foot, we must be vigilant.</p> <p>We have two small children and most days we walk them in the buggy to the playground along narrow pavements and frankly it is terrifying when an HGV thunders past on Leaffield's narrow roads.</p> <p>From our house to the children's playground by the Village Hall, we must cross the road three times due to lack of pavement on both sides of the road. In places the pavement is less than a metre wide.</p> <p>There are no pavements on some small stretches, so we have to wait until the traffic is clear and walk on the road.</p> <p>Leaffield's roads are not designed to cope with this level of heavy vehicles.</p> <p>It is only a matter of time before a terrible accident occurs.</p> <p>Please do not proceed with the Burford 7.5tonne ban.</p>
Individual	Minster Lovell	Object	<p>Where is the traffic that can't go through Burford going to go?</p> <p>I can see no provision for alternative routes so where is the traffic going to go?</p> <p>I am very concerned about the traffic taking alternative routes through smaller villages and on unsuitable roads which will reduce health and safety in these areas.</p> <p>The experiment has so far been conducted through a period that has been largely lockdown which will have reduced volumes, but this will surely become more of a problem as traffic levels return to "normal"</p>

Individual	Witney	Object	<p>Working for a local business as a driver we deliver locally, I often must travel to Shipton under Wychwood and surrounding areas. Witney to Shipton is approximately 11 miles but with this 7.5 restriction it's 32 miles. I understand the impact on the local environment, but can't this be restricted to 26 tonnes? this will keep arctics out of the town but help local transport businesses.</p>
Individual	Swinbrook	Object	<p>There has been a marked increase in HGV's cutting through Swinbrook. A number of times I have had to go outside my property to direct traffic because an HGV has used this as shortcut and because we have single track roads throughout the village it has resulted in angry drivers who are not able to move anywhere. Our road is totally unsuitable to take this traffic and even though we have recently erected updated signage with pictures of HGV's saying unsuitable for HGV's and single-track roads at all access points to the village. Our verges are being eroded and we have already had a couple of incidents where a villager has had to have repair work done to their property due to an HGV hitting the corner of her house. If the Burford ban was to continue the only way that I would support it is with a weight restriction throughout our village which would then allow us the means to be able to report offenders,</p>
Individual	Swinbrook	Object	<p>We have seen a rise in HGVs coming through the village, which is a popular destination for walkers and riders. The lanes are very narrow and mainly single track. Several verges and passing bays have been significantly damaged. Also, some property has been damaged, with HGVs knocking into dry stone walls etc. A small Cotswold village is not built to accommodate significant numbers of HGVs passing through it</p>
Individual	Aston	Object	<p>I agree Burford needs to be protected and not have HGVs over the little bridge. However, it has had an impact on our surrounding villages, some who also have little bridges that should be protected too. Leafield, Shipton under Wychwood and Bledington have all seen an increase in HGVs passing through, often on narrow roads and having to dodge parked cars. I horse ride through the villages of Bledington and Shipton and have noticed a dangerous increase of HGVs on our country roads. However, not all HGV drivers are adhering to the restrictions as recently I followed a vehicle transporter loaded up with transit vans down the hill.</p>

			Our country roads and villages need to be protected and made safer; these big vehicles should not be permitted to use them as runs.
Individual	Oxford	Object	<p>This scheme is causing a serious negative impact on all hauliers and residents.</p> <p>It is causing HGV's being forced onto making longer journeys on surrounding small village lanes surrounding Burford - that is not fair nor acceptable.</p> <p>HGVs carry vital and essential goods all around the County - they are an absolute necessity and will be increasingly using electric and hybrid technology in the future</p> <p>There are better solutions to this than weight limit.</p>
Individual	Bledington	Object	<p>We became very aware of the increase in heavy traffic before we knew the Experimental Weight Limit in Burford had been implemented so are very concerned about its effect.</p> <p>We can feel the house shake more than before,</p> <p>the noise has increased to a point where it affects us listening to radio/TV in the house</p> <p>the road now feels a lot more unsafe especially as many of them are travelling above the speed limit.</p> <p>The effects of the Weight Limit are causing all sorts of additional heavy traffic to detour through many of the villages around us and I'm sure the long-term effects will be detrimental to village life and the health of people, roads and buildings.</p>
Individual	Leafield	Object	<p>Pushes lorries into small surrounding villages with unsuitable roads.</p> <p>Sections of Leafield have no pavements, particularly around the Village Hall and Preschool.</p> <p>The resulting increase in HGVs recorded here is dangerous for pedestrians and cyclists, many of whom are children.</p> <p>The village school is sited directly on the main road and a T junction increasing the danger to school children attending.</p>
Individual	Leafield	Object	<p>Our roads do not have the appropriate infrastructure to cope with the number of HGVs currently travelling through our village.</p> <p>The houses are shaking,</p> <p>the roads are too narrow and have regular walkers, horse riders and cyclists on them.</p> <p>I personally have almost come into collision with one in the car and when walking down a narrow country lane with my dogs.</p> <p>These roads have a reasonable number of vehicles usually that enable you to feel safe when either none or few paths are available to walk on. This is no longer the case.</p> <p>I no longer feel safe on foot which is a serious issue for my own wellbeing.</p>

			<p>If this remains a regular HGV route that our property foundations will be affected as well as having an environmental impact. Our property value will also decrease.</p>
Individual	Leaffield	Object	<p>I have noticed a significant increase in heavy traffic on the road that I live on (Fairspear Road) since the autumn. In previous years the only BIG vehicles were agricultural ones at harvest time.</p> <p>There are several BIG HGVs pass my house each day. I have a tree in my front garden that hangs over the path well above head height, recently it has been damaged- branches broken- I can only assume by large high sided vehicle/s.</p> <p>I have also noticed on my regular walk that the Ridings and Witney Lane are busier.</p> <p>There is also new damage to the verges and big gullies have appeared between the tarmac and the verge down Witney Lane.</p> <p>I was not aware of this consultation until I mentioned to a neighbour recently what a bad state the roads are in and how much more traffic there seemed to be down our road.</p> <p>We don't have footpaths on many of our roads through the village and even where we do most often, they are narrow and only on one side of the road so as a pedestrian; big vehicles are very scary when they go past so close.</p>
Individual	Carterton	Object	<p>The A361 is capable of handling HGV.</p> <p>Traffic speeds on the hill are generally low with a low incident of accidents.</p> <p>You appear to be fixing a problem that does not exist.</p> <p>However, with time and money at the heart of every business you are persuading drivers to take alternative routes on far less suitable roads.</p> <p>Minster Lovell is a far worse route as is Leaffield.</p> <p>As a cyclist I avoid the A roads and leave them to the HGV. I instead use B roads and unclassified road which are much narrower and now carrying HGV.</p> <p>You simply transfer the Burford risk to other villages and make the risk greater.</p>
Individual	Leaffield	Object	<p>These vehicles are diverting throughout small villages to get past this ban.</p> <p>Our roads are narrow and without pavements.</p> <p>We have many impassable sections, not even wide enough for two cars let alone an HGV.</p>
Individual	Leaffield	Object	<p>HGV lorries are travelling through the village every 15 minutes during the day</p> <p>They are dangerous to the villagers and particularly the children as the road narrows significantly on Lower End</p>

			<p>The local school can only be accessed by using this road and it is also used by many cyclists</p> <p>The vibrations that are caused by the extra traffic is unpleasant and many homes and walls are hundreds of years old.</p> <p>Is it not possible to prevent HGVs using both Burford and Leaffield? Neither place is built for heavy traffic</p>
Individual	Leaffield	Object	<p>Increased traffic through Leaffield.</p> <p>Increased heavy goods traffic through Leaffield.</p> <p>Often these large vehicles seem to be travelling at considerable speed, inappropriate for a small village with parked cars, a school and narrow pathways.</p> <p>Appears to be additional damage to roads and grass verges due to increase in wider/heavier vehicles.</p>
Individual	Leaffield	Object	<p>I object to the Burford Town Centre Experimental Traffic Order (7.5 tonne weight limit) on the grounds of its demonstrated adverse effect on the community in which I live - Leaffield.</p> <p>Leaffield is a small village 4-5 miles from Burford and the effect of this Experimental Ban has been to make our community into a 'run' for heavy goods vehicles.</p> <p>Some small roads through Leaffield are designated as 'Unsuitable for Heavy Goods Vehicles', but that does not stop such vehicles using them!</p> <p>The environmental impact is considerable - noise pollution, increased air pollution, etc.- plus danger of accident and injury to children (Primary School located in centre of The Green) and vulnerable older adults (a significant proportion of our residents).</p> <p>The fabric of The Green has already been seriously damaged by HGVs driving over verges, despite notices barring their access.</p> <p>The Experimental Ban should NOT be made permanent once the trial period is over.</p>
Individual	Tysoe	Object	<p>The A361 is a main road linking Banbury to Swindon</p> <p>There are huge implications for HGVs trying to navigate this area!</p> <p>The best route is the shortest therefore less traffic on the road less journey time and less Co2!</p> <p>Everyone wants to reduce carbon emissions so why on earth make trucks travel further than they need too?</p> <p>Ultimately resulting in higher transport costs to be absorbed by everyone!</p>
Individual	Burford	Object	<p>It is adding considerably more diesel fuel to be used by the HGV extra mileage</p> <p>Creating more pollution to the environment.</p>

			<p>Whilst Burford may have benefited from HGV traffic other roads & places have suffered an increase in congestion, pollution & to some extent the hazard of lorries on unsuitable country lanes.</p> <p>The main problem with the lorries in Burford High Street before the ban was the speed they travelled at which was at its worst in off-peak times & overnight when they could speed through, whereas when it was busy they crawled through with the rest of the traffic.</p> <p>The new 20mph limit on Burford high street could ensure the lorries would not speed through provided the right enforcement action was taken</p> <p>This approach should have been trialled first.</p>
Individual	Burford	Object	<p>I object to this as its pushing larger lorries down small back roads</p> <p>I'm sure it hasn't made much difference in pollution</p>
Individual	Finstock	Object	<p>To continue with this ban for HGV's in Burford the HGV drivers must find alternative routes to collect/deliver goods.</p> <p>The local village minor roads are not suitable for such large vehicles and drivers find it difficult to manoeuvre around them if they are stuck on a narrow road.</p>
Business	Chipping Camden	Object	<p>I object as I do regularly deliveries to farms and local businesses local to Burford</p>
Individual	Milton under Wychwood	Object	<p>I am objecting to the weight limit due to the amount of trucks going into small villages and damaging the verges and roads which are not used to this sort of traffic!!</p> <p>The road through Burford is an A road and is made to take this sort of traffic i.e. wide enough for two trucks to pass safely while villages like Leafield, Bledington, Barrington's are not.</p> <p>Letting Burford keep the weight limit is just going to have a snow ball effect with other towns wanting one e.g. Moreton in the market Stow on the wold which have been affected by the Burford weight limit and the weight limit at Oddington, with more trucks going through these towns to get to the A40,</p> <p>I work for a local haulier and the route I have to use to get to the A40 is stupid, I have to leave the yard by KINGHAM station, drive through Shipton under Wychwood through Fulbrook then head up on to the Rissington Road to Stow then along to Bourton on the water up to the roundabout at Northleach putting nearly 45 minutes just to get to the roundabout at the top of Burford Which in the name of saving the environment is making one hell of a carbon footprint when you have to take this route several times in a day</p> <p>We are not the only local haulier doing this,</p> <p>We do not go through Bledington, as we have a gentlemen's agreement with the parish council not to go through with large trucks</p>

Business	Stourton	Object	<p>As a transport business serving the agriculture sector. the weight limit is incurring more cost to the local farming community & damaging the local economy</p> <p>With this weight limit & your proposal for a weight limit in Chipping Norton this is total cutting access off to the farms & rural businesses.</p>
Individual	Leaffield	Object	<p>Leaffield is a small village, there are very few footpaths through the village.</p> <p>The increased traffic through the village is a danger to young and old.</p> <p>the damage that has occurred to the verges and roads by the heavy vehicles is ruining our countryside.</p>
Individual	Witney	Object	<p>It is ludicrous to accept a restriction to HGV's to travel on an A road.</p> <p>If this precedent were to be followed in many other areas then the only roads that they could use would be B roads, which are clearly LESS suitable to carry HGVs than the A roads.</p> <p>All this does is move the problem to many smaller communities in the surrounding rural area.</p> <p>Burford is situated on an A road and has always been on an A road.</p> <p>It is unfortunate for the residents, but the classification of the road hasn't changed.</p> <p>The solution is not to 'kick the can down the road' - Burford should beware of having the can kicked back.</p>
Individual	Leaffield	Object	<p>I have noticed a huge increase in HGV's driving through our village as a result of the Burford weight limit.</p> <p>The narrow country roads that run through our village and the amount of on street parking makes it incredibly unsuited to such heavy traffic.</p> <p>It is particularly dangerous around the school, which is tricky for crossing the road anyway.</p> <p>I have seen lorries struggling to pass each other in the village and areas of our beautiful village green have been damaged by large HGV's.</p>
Individual	Leaffield	Object	<p>I object to the proposed weight restrictions in Burford due to the increase in HGVs using unsuitable local roads that this will entail.</p> <p>I have already noticed a significant increase in HGVs using Leaffield Road and Lower End, which passes through the village of Leaffield since the weight restrictions have been suggested.</p> <p>These roads - particularly through the village itself - are barely wide enough for two cars to pass each other, and as they are unrestricted often have cars parked along them.</p> <p>The effect of this is that HGVs and local farm vehicles which use the roads must mount the verges, causing damage to them.</p>

			<p>Many of the properties along Lower End are very old. An increase in HGVs using the road will cause vibrations which could undermine the structural integrity of the buildings.</p> <p>There is also a primary school on the village green with a blind exit from the playground onto the road, which would be extremely dangerous if HGVs were to use the route more regularly.</p> <p>HGVs will simply use whatever routes are available, irrespective of whether they are major roads.</p> <p>However, the effect of it will be to transpose these problems to communities like Leaffield where the roads are much smaller and much less able to withstand constant HGV usage.</p> <p>Unless restrictions are introduced on other roads in the surrounding area which are unsuitable for high frequency HGV usage, the restrictions proposed in Burford risk creating unsafe environments in communities around Burford, whilst damaging local infrastructure and residential streets in these areas.</p>
Individual	Swinbrook	Concern	<p>There has been a marked increase in HGV vehicles passing through Swinbrook village since the introduction of the ban in Burford High St.</p> <p>This is a local access single track lane, much used by walkers, (many tourist guides direct walkers along this lane), cyclists, horse riders and other vulnerable users.</p> <p>I undertook a vehicle survey before the ban started and we have a record of this. I will carry out a similar survey in due course which should provide enough reliable data to enable a statistical comparison to be made.</p> <p>However, from subjective monitoring I am fully convinced that there is a significant increase in HGV traffic.</p>
Individual	Swinbrook	Concern	<p>I am very supportive of a targeted weight ban through Burford which is being ruined both physically and aesthetically by HGVs. However, my main concern relates to the impact on surrounding villages of heavy vehicles that are excluded from Burford.</p> <p>There has already been a significant increase in heavy vehicles seen in villages surrounding Burford...with accompanying destruction of roadside verges/walls.</p> <p>This significant increase in heavy vehicles through villages and along narrow country roads will have long-term effects on the fabric of the area and cause significant damage to the local environment.</p>
Individual	Minster Lovell	Concern	<p>Having initially supported as have worked in Burford Town, have now seen the chaos it causes for many of the villages the vehicles now pass through.</p> <p>Have met huge lorries on the narrow lanes around Ascott and Leaffield and there has been damage to Minster Lovell Bridge at least three times since this experiment started</p>
Individual	Leaffield	Concern	Serious concerns regarding the Burford ban

			<p>Risk to life - there is no footpath along The Ridings or Buttermilk Lane, pedestrians must walk along the road which has become increasingly dangerous</p> <p>Walkers, cyclists' runners and joggers are being put at risk of serious injuries</p> <p>Experienced a near miss with a car, may have resulted in a serious injury had this been a lorry</p> <p>The road is too narrow</p> <p>Road Suitability - roads cannot cope with traffic being forced through Leafield</p> <p>Roads are in a horrendous state</p> <p>Not designed to take such traffic</p> <p>Grass verges are being worn away and potholes are being created which are dangerous to walkers, runners and cyclists and damaging cars</p> <p>There are blind bends along The Ridings and narrow points along the road</p> <p>In Spring and Summer, heavy farm machinery adds to this traffic burden making it more congested and dangerous</p> <p>Damage to Property - erosion of driveway and grass verge</p> <p>Harsh weather conditions - due to the location of Leafield, after heavy rainfall - water pours off the fields down the village along The Ridings resulting in icy conditions in the winter months. The roads are not gritted which is another hazard and putting lives at risk which is unacceptable</p> <p>Leafield cannot cope with the increased traffic resulting from the Burford ban located on a purpose-built A road for HGV's. Leafield is not.</p>
Individual	Leafield	Concern	<p>The roads around Leafield are frequented by walkers, cyclists and horse riders 365 days a year.</p> <p>The roads have many blind bends and no footpaths.</p> <p>The drains never get cleared despite many requests to do so and never get gritted in the winter in icy conditions. The combination of these factors now coupled with a huge influx of totally unsuitable HGV traffic has created a potentially lethal mix.</p> <p>The HGV traffic now heading through the village as a result of the Burford ban is starting to take a serious toll on the roads which are now breaking down throughout the village.</p> <p>They are peppered with deep potholes; the edges are eroding away along with extensive damage to the grass verges as large trucks just plough through leaving deep tire tracks and damage in their wake.</p> <p>The damage to the roads makes it extremely dangerous to now walk, cycle or ride around the village as the frustrated HGV drivers smash through with no consideration.</p>

			<p>At the village green every morning where school buses pick up the village children, there is congestion, frustration and a very dangerous mix of hazards hindering the children crossing roads to get to their buses and to the village school. It's only a matter of time before someone is seriously hurt or killed.</p> <p>In the spring and summer months, the issue is compounded further by the addition of heavy farm machinery into the mix.</p> <p>I implore you to re-consider routing this completely unsuitable traffic through a small Cotswold village and re-instate the use of a purpose built A Road for the job for which it's intended and put an end to this complete madness as soon as possible.</p> <p>I also ask you to urgently make repairs to all the damage caused in the village as a result of this experiment.</p>
Individual	Leaffield	Concern	<p>There has been a very noticeable increase in heavy lorries and as the roads in Leaffield are narrow, this can lead to difficulty in passing in many places and damage from this is visible on the verges.</p> <p>When the school re-opens and there is an increase in traffic parked round the green, this is likely to make passing very difficult and dangerous for both cars and pedestrians.</p> <p>I am very concerned from both a safety and an environmental point of view as the roads in Leaffield are simply not designed for this level of heavy traffic.</p>
Individual	Crawley	Concern	<p>Watched the volume of traffic steadily increase.</p> <p>The road structure in and around the village of Crawley are all unclassified and many are very narrow where two wide vehicles cannot pass.</p> <p>When this happens, and traffic comes to a standstill, there is ensuing chaos, not just in Crawley but very soon after in Witney.</p> <p>It is of great concern in our village that the increase in the number of HGVs coming through Crawley is making a difficult situation even worse.</p> <p>The only course open to us, is to seek a similar weight restriction to be imposed on Crawley Bridge.</p> <p>I hope and trust that the weight restriction on the bridge in Burford will be removed followed by proper review of HGV movement with the aim of keeping them to routes through the county that can cope with such vehicles.</p>
Individual	Crawley	Concern	<p>I am concerned about the increase in HGV traffic through Dry lane in Crawley due to the Burford restrictions. Crawley is a minor road compared to the A road through Burford.</p>
Individual	Leaffield	Concern	<p>Increase in HGVs through Leaffield.</p> <p>Proximity of lorries to houses on Lower End.</p> <p>Lower End pavements are very narrow at some points, especially near the church.</p>

			<p>Driveways are blind onto the pavement and on a bend.</p> <p>Some houses have no foundations to speak of, impact of the vibrations from HGV continually passing is very concerning.</p> <p>On Lower End there is a high stone wall, next to which people travel along up to the main centre of the village. There are also stone walls along this route. The pavement is very narrow, and traffic passes by very close to the houses. Some properties are directly on the road without any space between.</p> <p>Concerned about the long term safety of both dwellings and walls should these larger lorries continue to be allowed to travel through this route.</p>
Individual	Leafield	Concern	<p>I am writing to you as I am deeply concern about traffic in our village.</p> <p>It has significantly increased in HGV's since Burford have closed their town to lorries.</p> <p>I am a mother to 5 years old boy and walking to school every day.</p> <p>There is no pedestrian path and we need to jump in hedges to escaped massive lorries every day.</p> <p>I witnessed two lorries on both directions couldn't pass as the road is too narrow!</p> <p>It is dangerous for people who are walking on the road.</p>
Business	B4437 south of Chilson Village	Concern	<p>I am the Farm Manager for Cornbury Park and am writing to you regarding the recently imposed 7.5t weight limit in Burford.</p> <p>Our main farm is Smallstones Farm which is on the B4437 just to the south of Chilson village.</p> <p>We store approximately 7,000t of grain on the farm which equates to approximately 240 articulated lorries.</p> <p>We also have deliveries of seed, fertiliser, machinery etc. and I estimate about 350 HGVs access the farm each year.</p> <p>Most of the grain lorries come to Smallstones from the quarries at Ducklington and then go down to the ports at Bristol. Since 5th August these lorries have had to come through Witney, Hailey, Finstock and Leafield to get to Smallstones.</p> <p>Many of these roads are not suitable for articulated lorries and the road surface and the verges are likely to be damaged.</p> <p>This additional heavy traffic through these villages is affecting more people and properties than it would going through Burford.</p> <p>To get to Bristol, these lorries now must take the A424 to the bottom of Stow Hill and then the A429 to the Northleach roundabout where they can get on to the A40.</p> <p>This increases their journey by more than 6 miles.</p> <p>This must be detrimental to the environment with increased fuel use, emissions (despite the advances in emission reduction technology) and general wear and tear.</p>

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

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

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

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

			<p>I have a blind driveway that leads onto lower End where vehicles are entering or leaving Leafield often speed up when they can there is no vehicle coming the other way, this is hazardous if parked vehicles block mine, and their, view.</p> <p>The roads through Leafield are narrow and many residents must park their cars on the road as they don't have driveways.</p> <p>There is a constant flow of delivery and service vehicles.</p> <p>All this means HGVs are unable to pass each other on main village roads and many HGVs damage verges at narrow passing points.</p> <p>There are many young families in Leafield, and children walk to school along narrow pavements to the primary school, which is directly on the road, and where teachers park their cars so only single vehicles can pass at a time.</p> <p>The entrance to the village hall, a village hub for activities and exercise.</p> <p>Exit is hazardous for both pedestrians attempting to cross the road to the only pavement or to turn a car out onto the road, as it a blind bend and again traffic often comes round far too fast.</p> <p>This site houses, besides the village hall, the pre-school - two sessions a day - and the village gym. There are also a children's playground and skateboard ramp, as well as a playing field where people walk dogs and children come to play football.</p> <p>I took part in several the traffic surveys the village organised late last year and have witnessed for myself the amount of traffic, a HGVs that come through Leafield in any day.</p> <p>As an agricultural village we expect to see tractors and farm vehicles, and these are already a hazard. We do not expect to see HGVs which are having to use the village as a through-route from Witney and need to cross the river Windrush to get to Shipton Stow, Kingham and other destinations.</p> <p>Closing the A361 through Burford to traffic over 7.5 Tons has taken away the only A road that crosses the Windrush in this area</p> <p>Hauliers are having to cross at Crawley or Witney West End and then drive through Leafield. Burford is on a purpose-built A road designed for all manner of traffic, Leafield is not even on a B road.</p> <p>There are five minor roads in and out of Leafield, most of them in constant need of repair since they were intended originally for agricultural access to surrounding fields, and not for the heavy traffic they now carry. Most of them have points which are not wide enough for two vehicles to pass, and hazardous for those on foot.</p> <p>For the sake of the safety of Leafield inhabitants, the environmental impact, and cost to the taxpayer for road repair please reconsider the weight limit from which Burford currently benefits and help local business which are having to make detours to non-laying towns and villages, often along minor roads not intended for such traffic.</p>
Individual	Leafield	Concern	<p>A Leafield resident said that they noticed a water leak, on 16th January 2021. On further investigation they saw there were dents in the grass from what could only have been an HGV driving over the grass verge in front of 64 Lower End causing an old iron, underground, freshwater pipe to crack and leak.</p>

			<p>On 27th January 2021 Thames water came out to repair the leak who told a Leafield resident, unsolicited, that this was 'undoubtedly caused by a Heavy Truck driving on the verge,'</p> <p>Due to the Burford 7.5 tonne Ban, as you know, Leafield is experiencing extra HGV's coming through the village. This is an example of the damage they are causing, which is confirmation that the roads through Leafield are totally unsuitable for regular HGV's passing through.</p>
Individual	Leafield	Concern	<p>My two daughters (under 3 years of age) and I walk down to the playground several times per week, and the crossing from the pavement into the car park is treacherous enough without the increased numbers of HGV vehicles now using that road.</p> <p>My wife and I also use the gym, which is in the same location, and the ban concerns us greatly for this reason, not to mention the numerous obvious concerns that I'm sure you've had raised to you, particularly the number of HGV vehicles passing by the school, village shop and village green.</p> <p>The pavements in Leafield are very narrow and it's very concerning from a safety point of view, as well as the unsuitability of the narrow winding roads for that kind of traffic, the noise, pollution (and noise pollution), and other such serious concerns that must be considered when routing such vehicles through a small rural village with small rural roads.</p> <p>I urge you to please take these points into consideration and leave the heavy traffic for the roads that have been built to take the</p>
Individual	Burford	Concern	<p>There has been a significant increase in HGV's through the village and surrounding areas since this ban.</p> <p>As you will be aware, the A361 and adjoining A40 and A424 are wide, well maintained roads perfectly suited to HGV's.</p> <p>As a result of the ridiculously low weight restriction imposed through Burford many of these HGV's are being pushed onto poorly maintained, narrow and dangerous country roads regularly used by walkers, dog walkers, runners, cyclists and horse riders.</p> <p>HGV's are now passing within 10 meters of the entrance to Leafield Primary School, within 2 meters of the entrance to the village shop and using the road that dissects the village green that is both used by primary school children for their recreational time including their sports day and children as a playground out of school hours.</p> <p>Simply pushing the problem elsewhere could never be considered a clever or correct solution.</p> <p>Having lived in Burford for many years it is my opinion that the main reason for the traffic congestion is tourism to the town centre and its poorly placed car park and heavy car traffic to Burford Garden Centre and Cotswold Wildlife Park.</p> <p>A better option, surely, would be a new bypass and relocation of the car park to a more suitable area rather than a route closure that just forces HGV drivers to find a quick alternative route through country lanes?</p>
Barrington Parish Council	Barrington	Concern	<p>17th Century Cotswold villages of Great and Little Barrington in Gloucestershire are the immediate western neighbours of Burford</p> <p>We empathise with the spirit and motivation that has driven Burford TC to seek the implementation of this weight limit.</p>

		<p>The levels of heavy and commuting traffic had reached an unsustainable level causing damage to property and indeed affecting important tourism industry of the town.</p> <p>The minor single lane road through the Barringtons has been and remains protected by a series of 4 TROOs implemented in 1999, 2000 and 2003. While the primary limiting conditions justifying these TROOs (width of road, safety, weight, environment) remain unaltered, these roads and villages cannot cope with any element of heavy traffic forced illegally or otherwise to bypass Burford.</p> <p>The 2018 GCC Police survey of Barrington traffic recorded 45 HGVs per week.</p> <p>In tandem with the ETRO in Burford, Barrington PC supported by Barrington Park Estate and Stow Police, has completed an 18 month programme of traffic monitoring and data collection to justify the implementation of increased traffic management and control systems through the two villages.</p> <p>The key findings of this ongoing community supported activity is that from a rare seasonally fluctuation agriculture haulage or delivery, we have now:</p> <ul style="list-style-type: none"> Daily increased flow of between 10-15 HGVs per day Verbal evidence of 3 haulage contractors now using the Barringtons in breach of the existing TROOs Photographic evidence of international HGV traffic following commercial satnav systems to use the next alternative route Damage to roadside verges Damage to bridges and culverts Congestion and accidents <p>Barrington PC is pursuing the implementation of its own community preservation initiative through stricter traffic management systems to protect community and property.</p> <p>The flow of nearly 140 cars per hour during peak periods is causing serious damage to property and reaching a level dangerous to our community.</p> <p>These measures will include choke points and counterflow systems that will make the movement of any HGVs impossible or certainly limiting to all other traffic.</p> <p>In summary, Barrington Parish Council takes this opportunity to request an urgent review of the Burford weight limit on the basis that the A361 is the only A road permitting safe crossing of the River Windrush without forcing major diversion via A40 Northleach or Oxford.</p> <p>The impact of the enforced Burford weight limit on the neighbouring small rural communities was not completed and has not been considered.</p>
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			<p>There is growing evidence of serious damage being done to often narrow single lane roads and 16th century bridges through the Barringtons by increased flow of HGVs breaching existing TROs.</p> <p>Barrington PC plan to implement further traffic management systems to protect the two villages; will be damaged by HV traffic.</p>
Individual	Leafield	Concern	<p>Since the introduction of the 7.5 tonne weight restriction on the A361 through Burford, I have noticed a significant increase in HGV traffic through Leafield. I believe that this is due to HGV drivers needing to find alternative routes to travelling East on the A40 and then North on the A361/A424 through Burford.</p> <p>Safety: it is difficult for large vehicles to pass one-another or parked vehicles in the village without mounting the pavements and this is a risk to pedestrians, particularly to children walking to and from the Leafield School.</p> <p>Leafield Road between Leafield and the B4437 is narrow and made up of several blind bends. It is difficult for a car to pass a large vehicle in places and this has increased to the risk of a collision between vehicles on this road.</p> <p>Degradation of the road: Fairspear Road and Leafield Road between the village and the B4437 are both being badly damaged by the large vehicles, with verges being pushed back and the edge of the paved roadway being significantly degraded.</p> <p>There are now also multiple potholes along the road, many of which are increasing in size and depth.</p> <p>Please consider these points carefully when providing information on the Burford Town experimental weight limit.</p> <p>With the lack of alternative, A Roads, the heavy vehicles being displaced from Burford are using minor roads.</p>
Individual	Leafield	Concern	<p>Now understand that heavy lorries have been banned from Burford for a trial period. Therefore, these vehicles have had to find another route across the river Windrush</p> <p>These vehicles pose not just a nuisance but a significant danger to other road users.</p> <p>The main road through our village is unclassified meaning the road is narrow and not suitable for the large numbers of these heavy vehicles now using this route</p> <p>They are too big to fit onto their side of the road within the white lines</p> <p>There are houses on both sides of the main road with only roadside parking. When pedestrians are using the pavement, it is necessary to cross the road several times as the pavement finishes on one side and then starts on the other.</p> <p>Many young families and older residents are therefore crossing the road regularly</p> <p>At the current time with Covid it is essential to keep our distance from each other, therefore sometimes it is necessary to go into the road to keep the necessary distance from other people. It is likely that this will be essential for some time to come</p> <p>If the reason for this diversion is a trial, it is having an unsatisfactory impact on the main road running through our village.</p> <p>The road system in Leafield is totally unsuitable for the volume of traffic that this trial has caused</p>

Individual	Leaffield	Concern	<p>Burford is the only reliable bridge in this area when the Windrush floods.</p> <p>Due to climate change we are frequently seeing more flooding in this area.</p> <p>I have emailed 5 hauliers today who have said that, although the off-road HGV can drive through water, if it is too deep, they would seriously consider another route because on the modern lorries they have electrics that can be damaged. They thought normal going lorries would have an issue.</p> <p>If Witney, in Bridge Street, Crawley, Minster Lovell, Swinbrook all flood the only reliable way over is Burford. That is if you have permit....</p> <p>I feel that this should be considered.</p>
Individual	Leaffield	Concern	<p>We are in lockdown, including the schools, therefore much of the traffic is greatly reduced, especially cars.</p> <p>There is flooding in Minster Lovell and Crawley, which prevents traffic, especially cars, using Leaffield as a cut through from Ship Milton, Ascott, Kingham etc, they are likely to use Burford instead, especially, while Minster Lovell is so deep. I believe Crawley is deeper over the last couple of days but when I went today, Tuesday 2nd Feb, it was passable. Minster Lovell on the other hand is still quite high, I noticed that some cars did not pass through, others did.</p> <p>I don't know how high these floods were on Monday, but I have been told by 5 hauliers that although the off road HGV's can go through water, it is not advised to go through when it is too deep because of the electrics on the modern vehicles. They also said that the on-road lorries would not be able to take the water too deep. So that may have affected the Leaffield traffic flow of HGV's this week.</p> <p>Please also consider that Fairspear Road has, on our survey, around 86% of all the traffic that goes through The Green and Fairspear Road junction, it does not account for traffic that use Lower End, Hatching Lane and Witney Lane – these routes through the village would not have been captured in our survey or your survey this week. Residents have complained about lorries using Witney Lane and Hatching Lane so there are HGV's travelling through them, albeit not as many as the area we surveyed.</p> <p>How do you predict the future level of traffic increasing year on year? Is there a trend, if so, I hope you will analyse and forecast the amount of HGV's driving through Leaffield in 5, 10, and 20, plus, years' and consider the roads that are being driven on?</p> <p>I hope very much that you will monitor the village again when we are not in lockdown and in May or June. Realistically I don't believe that the traffic will get back to normal until 2022, when perhaps less people work from home and people go back to their normal shopping habits and way of life.</p>
Business	Kingham	Concern	<p>I run a small transport company nr Kingham and run 2 x 44t articulated vehicles as well as a few sub-contractors.</p> <p>After this weight limit being enforced it has caused us major disruption and hit us hard financially.</p> <p>We have a lot of customers in the area</p>

			<p>To access Witney or Bekstone (Burford Quarry for example) we are having to do another 20 miles which works out to be 2 and half gallons of fuel extra, and on top of that there's ad blue, wear and tear and adding to the drivers time and with drivers hours legislation we abide by, we could lose an extra load at the end of the week.</p> <p>As a company it comes out of my pocket as my customers won't pay me any extra.</p> <p>I've emailed the town mayor about my concerns, but his attitude and arrogance I find insulting as his said we are putting people before profit!</p> <p>I have invested thousands of pounds in up to date equipment, euro 6 emissions and surround safety camera system so we can go into London, yet we can't go through Burford, it just amazes me!</p> <p>I feel that the local haulier has been penalised and is one more nail in the coffin for Oxfordshire transport.</p>
Individual	Leafield	Concern	<p>Living in Leafield, I have experienced first-hand the impact that this has had, as I have noticed the increase in HGV's travelling along Lower End, where I reside.</p> <p>The proximity of the lorries along this road to houses - as the pavements are often very narrow (1 or 2 people maximum)</p> <p>The road also narrows at the top of Lower End by the Church, and 2 cars cannot pass safely, so if an HGV were travelling by the Church, it would mean cars coming the other way would need to stop altogether</p> <p>The pavement runs only on one side of the road - and switches to the opposite side meaning that pedestrians need to cross over one point, shortly after a bend, making this far more hazardous</p> <p>Lower End is a particularly long road - with housing along both sides, mostly period cottages - some of the houses are directly on the road</p> <p>People walk along Lower End to access the facilities at the centre of the Village - school, pub, village shop and community events held on The Greens</p> <p>Halfway along Lower End, is the Village hall and park facilities</p> <p>Pedestrians frequently use Lower End to walk from their homes to these facilities</p> <p>The narrow pavements make it particularly risky, especially if children are walking with parents</p> <p>When HGV's pass by my home, I can feel the whole house vibrate</p> <p>This is of concern particularly considering that most houses were built around 1800's without foundations</p> <p>Additional noise and pollution are also other factors to note.</p> <p>In summary, Villages are not designed for HGVs. Surely, they need to travel along the wider main roads, where there are fewer risks and the routes are much safer</p>

<p>Individual</p>	<p>Leaffield</p>	<p>Concern</p>	<p>I can see the benefits for Burford, being a busy high street and a historic tourist attraction and I think in principle it is a good idea. However, the knock-on effects of the trial have been impacting the surrounding area.</p> <p>I live in the centre of Leaffield and we have noticed a significant increase in the number and frequency of large vehicles passing through the village (some at dangerously high speeds).</p> <p>I have three children at the village primary school and the main school building is only a few metres from the main road through the village. The school also uses the Green for a playground and sports field which is open to the main road. The increased risk of having Leaffield as a heavy transport route is frightening and unacceptable for the safety of our children.</p> <p>There is also no parking for the school so in the mornings and afternoons parents park on the main road. This means that the road is narrowed by parked cars and the situation becomes even more dangerous as visibility is restricted and children are getting in and out of cars.</p> <p>Leaffield needs a new traffic/parking plan if it is to become a main route for heavy good vehicles. Perhaps some of the green space could be used to provide parking for the school. I know this will be objected to by residents as the Green is a lovely open community green space, but children's safety must be the priority.</p> <p>The other dangerous part of the village is where the main road passes through a narrow section outside the church. The footpath is less than a metre wide and a vast number of children use that section of footpath to go to and from the school and to and from the pre-school (which is by the village hall). It is also a route used by many elderly people in the village to access the village shop (on the far side of the green).</p> <p>Leaffield is a very old village and the roads are not designed for heavy vehicles. Many of the houses are very close to the road and have obscured driveways. The village hall itself has a driveway that has obscured views on to the main road.</p> <p>Please can you consider the impact on the small surrounding villages on the Burford closure?</p> <p>If there is no other option but for this heavy traffic to pass through Leaffield then please can we have the following improvements for road safety in our village:</p> <ul style="list-style-type: none"> much more and better signage at least two pedestrian crossings on the Green to allow safer access to the school additional funding for the school to put in place additional safety measures railings between the school building and the road, and off-road parking for the school. a set of four-way traffic lights at the point where the Village Hall access and Hatching Lane join the main road, including two pedestrian crossings. traffic calming measures, e.g. permanent speed cameras
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			<p>for the narrow section of road by the church we need a railing on the edge of the footpath to protect pedestrians. We also need railing on the edge of the footpath where the school building is next to the road.</p> <p>I'm sure there are lots of other means of keeping the inhabitants of Leaffield safe. Please can you call on the expertise available you to make our roads as safe as possible?</p>
Individual	Leaffield	Concern	<p>Living on lower End Leaffield and suffering with MS the increase in HGV vehicle movement has made it impossible for me to exercise during the pandemic.</p> <p>I find it difficult to understand how diverting vehicles from an A road to small rural roads will help the council meet the government climate objectives.</p> <p>I believe the hauliers need to be consulted regarding the way forward. How this enables hauliers to run a sustainable business needs to be considered.</p>
Individual	Leaffield	Concern	<p>The main road through the village is not fit for HGVs and is very narrow in places.</p> <p>The footpaths are not very wide either and, on several occasions, whilst I have been walking to the school, where I work, I have as though I could be squashed.</p> <p>If an HGV meets something coming in the opposite direction there is not enough room for them to pass easily, putting pedestrians at risk.</p> <p>For many years we have been encouraging families to walk or cycle to school, but it is fast becoming too dangerous.</p> <p>I understand that Burford is an historic town and would rather not have the HGVs, but it does have a main road that Leaffield does not.</p>
Individual	Leaffield	Concern	<p>As HGVs join the road at the Fox Pub there is a straight downhill stretch before them, which continues for over a mile.</p> <p>My cottage is about 200 yards from the pub and by the time they go past their speed is significant to the point that a child could be knocked over by the pressure wave created or worse seriously injured or killed.</p> <p>I strongly suggest that this is reviewed, as lives could be at risk.</p>
Business	Burford	Concern	<p>Being a business owner, running HGVs I can tell you that running through these smaller villages to get around the ban on the highway causing distress to elderly residents that live in these villages.</p> <p>We also need to mention the fact that these villages have limited crossings and traffic management, which puts children at risk.</p> <p>The Burford hill is an A road which is wide enough for HGVs to pass each other, even with cars parked either side.</p> <p>The little villages are NOT wide enough for 2 HGVs to pass each other without causing damage to curbs and drains.</p>

			<p>By opening the hill back up to its normal operations, you will be saving a lot of money on potential repairs caused by HGVs using smaller villages.</p> <p>The 20mph speed limit should remain to protect pedestrians and tourists.</p> <p>I am a Burford resident myself and have not yet applied for a permit, but if this ban is here for the long haul then I will be applying my permit and using the hill regardless.</p>
Individual	Leaffield	Concern	<p>I have seen HGV's damaging the verges and I no longer feel confident walking my two young children down The Ridings to the village because of lorries thundering past.</p> <p>Burford is on a purpose built A Road designed for HGVS and Leaffield is not.</p>
Business	Leaffield	Concern	<p>This "experiment" had led to a huge increase in HGV travelling through the village, with narrow roads. Particularly at peak times passing the school at drop off.</p> <p>Quite frankly it's been a nightmare, and with no consultation on the potential impact to our village.</p> <p>There must be a way to stop these huge heavy and dangerous vehicles passing through narrow village lane and in our case right through the heart of our village.</p> <p>It's totally unsustainable and the potential risk to the pedestrians in the village is wholly unacceptable. It's only a matter of time before there's an incident and given the route passes right past our school this must be mitigated now.</p>
Individual	Leaffield	Concern	<p>The damage an HGV can do to the roads verses a car. This is especially pertinent because of the routes local HGVs are now having to take on small country lanes which are not built, like A and B roads, that are designed for heavier traffic.</p> <p>More damage to these country roads equals more cost to the council and extra cost to the taxpayers.</p> <p>All to save them driving down the short, purpose built, wide and straight road in Burford.</p> <p>According to a series of experiments carried out in the late 1950s, called the AASHO Road Test, it was empirically determined that the effective damage done to the road is roughly proportional to the Fourth power of axle weight.[54] A typical tractor-trailer weighing 80,000 pounds (36.287 t) with 8,000 pounds (3.629 t) on the steer axle and 36,000 pounds (16.329 t) on both of the tandem axle groups is expected to do 7,800 times more damage than a passenger vehicle with 2,000 pounds (0.907 t) on each axle. https://en.wikipedia.org/wiki/Road</p> <p>I know the HGV's driving through Leaffield, Swinbrook, Crawley and The Barringtons are not all as described, but I think it illustrates a point. Perhaps the council have data load by load to show the difference between an HGV and a car?</p>
Individual	Leaffield	Concern	<p>The impact of the bridge weight limit restriction change in Burford has made a big difference to Leaffield and other area villages.</p> <p>We residents object to this imposition of traffic that is being from the Burford route.</p>

		<p>This ban of large weight vehicles appears to have been made only in the interest of local (Burford) commerce and not road safety and maintenance or attention to wider local and regional traffic management. It is our understanding that the “temporary” (2 year) change was considered and implemented due primarily to some substantial funding contributed by the Burford community.</p> <p>Nearby communities were not consulted before this action was approved. Leaffield is one of these communities: not consulted but seriously affected.</p> <p>Unlike Burford, we are not on an A road, maintained to a high standard. Our connections to the larger highways, towns, and other villages are by very small roads or roads in which there are severe sections of disrepair- especially potholes, but also with compromised drainage, narrow widths, and sharp bends. All extra traffic, but especially large vehicles vastly impacts the road surfaces and reduces safety for all road users, including cyclists and pedestrians.</p> <p>Even in this time of substantially reduced highway traffic due to coronavirus measures closing or curtailing businesses, employment patterns, and schools, our community members have noticed and began talking about the change in the presence and volume of large size/weight traffic passing through our village.</p> <p>To document what we felt, we then conducted traffic surveys using resident volunteers tallying both numbers and direction of movement. The results were shocking in terms of the amount of traffic overall compared to the (recalled) recent past, and the percentage of heavier commercial vehicles</p> <p>In recent (post-Christmas holiday) travels out of the village, the effect of large size traffic has been particularly pronounced, evidenced by the impacts on the road verges.</p> <p>Most of the verges are higher than the road surface, and these are being eaten away by the passing large size vehicles passing oncoming traffic. The wheels effectively are carving additional road width from the verges. This extra width has no underpinning (subsurface rock, gravel, etc) to provide road structure. It then becomes a gully, carrying rainwater which then further erodes the road edges. This degradation is increasingly noticeable on the narrow, somewhat twisted section of Fairspear west of the Ascott/Langley junction and continues across the Charlbury Rd junction en route to the Wychwoods.</p> <p>Currently there is a traffic monitor (counter) in place on Fairspear Road, which is the conduit used by Burford-avoiding traffic to the north and west of Witney and Burford. While it will give some data on road use, it ignores the ultimate (vs Covid virus-temporary) effect of the traffic that would normally have transited Burford. However, even with these reduced numbers the impacts are affecting our village safety, noise and effects on the road system, and general village quality of life.</p> <p>Our village has very few pedestrian pavements and NO regulated crossings, whether by signage, road markings, or lights. Children from the Fairspear Road area (the most trafficked section in the village) have no protection whatever on the final leg of the route to school. Children from Lower End cannot get to school without crossing the roadway near a bend because the pedestrian pavement alternate from one side to the other without a marked crossing. Meanwhile the village speed limit remains the usual 30mph despite these conditions.</p> <p>The entire side of the Green east of the school is occupied by school employees during normal school times, and the Green west of the school is on a bend approaching Fairspear Rd. This section has NO pavement and there is no marked crossing for students</p>
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			<p>Fairspear Rd. It is also used by parents dropping of fan picking up their children to and from school, causing additional road constriction and pedestrian hazard at a the heavily travelled Fairspear Rd.-Ridings junction.</p> <p>A layby just beyond the junction is used by parents as well. I have personally observed the inevitable bottleneck/backup there involving lorries, delivery vans, and autos travelling in both directions- just when children are coming out of school and being picked up by their parents. This is in "Covid times" so we can only imagine what the situation will be when there is "normal" traffic once again.</p> <p>What we want is a solution that keeps the volume and mix of traffic using village roads in line with the safety and capacities of the rural and village road network.</p> <p>The immediate need, then, is to rescind or modifying the weight limitations at the Burford Windrush River bridge. Other measures also need to be put into place regarding road maintenance and provisions for pedestrian/child and road user safety within the village.</p>
Individual	Leaffield	Concern	<p>Since the change of route, I have noticed the lorries squeezing between parked cars.</p> <p>The pavements are narrow in Leaffield and for cars to pass parked vehicles there is negotiation required to avoid stationary vehicles and oncoming traffic.</p> <p>The road system through Leaffield is not designed for anything larger than vans on a regular basis.</p> <p>This village should have a 20-mile speed limit as has been done in Swinbrook village. The main roads through Leaffield pass through residential areas.</p> <p>Lorries of this size are not suitable for this type of road and the risk of injury will be greater while they continue to be driven through the village.</p> <p>Statistics show that country roads can be dangerous, and the mix of large vehicles does not bode well,</p>
Individual	Leaffield	Concern	<p>While in Burford I remember there was a push by Oxfordshire Council to build a by-pass for Burford as the traffic was really heavy even then. Nothing happened and my understanding was that the town and all the businesses did not want a by-pass as it meant people would not go into the town to spend their money!</p> <p>Now it seems when the cost of a bypass would be prohibitive, they now are using other methods to minimise the traffic flow through their town and thereby causing huge problems to the surrounding villages.</p> <p>Sadly, my understanding again is that they did not discuss this with the Parish Council of this and other villages before they decided to ban the huge lorries coming through on our tiny minor roads.</p> <p>That does not stop traffic jams occurring every weekend and bank holidays even with the lorry ban so why have it?</p> <p>Burford has a wide main street; therefore, it minimises any damage to houses a few which are close to the road.</p>

		<p>The streets in our picturesque village are extremely narrow and two lorries trying to pass each other is impossible. All of us in the village have witnessed this with our own eyes.</p> <p>All the verges in and out of the village and the verges going towards Shipton Under Wychwood and up from Minster Lovell on the Witney road are damaged too plus a huge increase in potholes. They are bad enough anyway but are far worse now.</p> <p>These are not A roads but minor village thoroughfares.</p> <p>Many houses go straight onto the narrow streets and are suffering noise and vibration to their cottages and new builds. None of these small village minor roads are suitable for these large lorries.</p> <p>What has happened is that Leafield has the most enormous increase in traffic.</p> <p>The traffic mayhem when the children come out of school is horrendous and so dangerous to such young children. We have a school right on the village green in the middle of the village where all these trucks now travel by. There are no footpaths around Greens therefore children must walk on the road or close to it while very large lorries sweep by them.</p> <p>We also have elderly who manage to walk to the village shop with their walking frames and walk on the road. I really think it will be long before a serious accident occurs. Many of the elderly only remember Leafield as it used to be and forget that since the ban in Burford this village has become a dangerous place to walk.</p> <p>We have heard many tales of people nearly being mowed down while trying to cross our usually very quiet narrow village roads.</p> <p>We do not want local companies who must deliver locally to suffer. They in turn do not want to use our village as it is torturous for them and time consuming let alone dangerous for the inhabitants of the village.</p> <p>Now we see Oxfordshire CC have put up a vehicle counting machine at the beginning of Fairspear Road, but we are in a pandemic and now the village, like all the adjoining villages and towns, are extremely quiet. This will not give a true picture of the problems we are suffering.</p> <p>Our garden backs onto the road through the village and opposite the school. The noise from the traffic has been so great that we have been unable to hold a conversation. Before we had traffic around 8/9am and then very little until 5/6pm. The change is very marked.</p> <p>The demographics of Leafield have changed over the years as now it is predominately a younger person's village with lots of young children who use the village school, the pre-school and nursery. The last two venues are in the Village Hall. The entrance and exit that is extremely dangerous with a blind corner to the right as you leave.</p> <p>One child badly injured in that vicinity a few years ago.</p> <p>When the restrictions of the lockdown are over these facilities will start again including the gym and activities in the Village Hall. There will be a lot of traffic coming out onto the road from the hall where there is no pavement.</p>
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			It is an amazing place to live with so much support for each now during this pandemic and at other times. We still have a great village shop where they deliver groceries, prescriptions are delivered there for our collection or volunteers will deliver them. We have a part time Post Office. All the above has been hampered by the increase in traffic volume.
Individual	Milton under Wychwood	Concern	<p>The redirection of HGVs to avoid Burford High Street has caused a lot of issues for the villages on the other side of Burford.</p> <p>To avoid the A361, the additional time taken to reach us, meant a delivery of concrete for some building work we had done last August was wasted and caused additional cost and delays.</p> <p>Deliveries of fresh food and agricultural supplies are not viable as the time added to a journey following approved routes is around an hour each way.</p> <p>The speed limit of 20mph through Burford is a far better solution. This needs to be enforced, particularly at night when heavy deliveries can rumble down the hill unhindered.</p>
Individual	Leaffield	Concern	<p>Daily numerous HGV's and agricultural vehicles now use Witney Lane, causing regular hold ups by becoming stuck and cars are using our drive to try and manoeuvre out of their way.</p> <p>Witney Lane is a single carriageway road and these HGVs are damaging the verges, have taken chunks off walls.</p> <p>No longer feel confident walking into the Village and allowing my children out on their bicycles because of this and with the closure of the Charlbury Road on Monday there will be even more traffic pushed through our tiny village.</p> <p>Burford is on a purpose built A Road designed for HGVS and Leaffield is not!!</p>
Individual	Between Shipton under Wychwood and Leaffield	Concern	<p>Resident of the small white road which runs between Shipton under a Wychwood and Leaffield</p> <p>Residents of this road are deeply concerned by the huge increase in not just 7.5tonne traffic but just this morning I encountered 24 tonne arctic lorries taking up the whole of the road on the blind bends halfway between Leaffield and Shipton under Wychwood</p> <p>There are 3 Equine training yards based along this road who need to access the gallops every day and have done so for 20 years</p> <p>There are no grass verges for panicking horses, pedestrians or cyclists, to escape the heavy vehicles that we are seeing using this road to avoid the weight limits at Burford</p> <p>There have already been several accidents Involving horses and cyclists and furthermore there have been countless very near misses</p> <p>Willing to give evidence regarding the number of heavy vehicles on this road as we are located at the isolated farm at Langley Farm before the blind summits and bends on Leaffield road, and being so to the road we are very aware of the problem, we feel that at the very least, as a matter of urgency there should be an 'unsuitable for HGVs' sign placed at Judds Grave crossroads (where the HGV's turn off the B4437 to head towards Leaffield)</p>

			Nearest neighbour at Langley Holding is also encountering the problem, we are willing to contribute to data for your committee, regarding the Dangerous increase of HGV's using this road
Business	Colchester	Concern	<p>I deliver just north of Burford at Fulbrook its madness I'm having to go through Shipton under Wychwood and Chipping Norton to get there.</p> <p>I simply use to leave Oxford on A40 to Burford roundabout.... I don't think it's a good idea especially Shipton, it's not fair Shipton terrible to get through...</p>
Individual	Woodstock	Concern	<p>I live in Woodstock on the main road, the A44 and am a chartered traffic engineer.</p> <p>Freight transport is an essential component of our economic infrastructure.</p> <p>The problem with a weight limit in Burford is where will the lorries go? They are not going to disappear, they will reroute.</p> <p>The data suggests 432 HGVs per day through Burford, some will be exempt because they are delivering to businesses in the town or providing essential local services. But there is a residue of longer distance HGVs who might not need to go through Burford.</p> <p>The Burford campaign seems concentrated on HGVs using the A361 between Daventry / Banbury / Chipping Norton / Burford / Swindon / M4 (and reverse). I am more concerned with the equal volume of long-distance HGVs between Evesham / A429 / A40 / Burford / A40 / Witney / South East (and reverse).</p> <p>At present these HGVs choose not to use the recommended route which is, as you all know, Evesham / A429 / Stow / Northleach / A40 (and reverse). They don't have to – it is only a recommended route.</p> <p>Most of the drivers who know the route do not use satnavs or direction signs, and if they are denied the route through Burford they will switch to the recommended route or they will use the A44 / Moreton / Chipping Norton / Woodstock / A40 which is far more preferable because it is quicker and avoids congestion around Oxford.</p> <p>HGV drivers are acutely aware of fuel efficiency, especially owner drivers. They will take the shortest and least congested route. That shortest route is through Woodstock. And you can forget a weight limit on the A44 through Woodstock because of the known effects of displacement of local HGVs from Enstone Industrial complex and similar sources (even if a HGV diversion around Chipping Norton was financially viable).</p> <p>A weight limit in Burford will undoubtedly lead to more HGVs in Woodstock. How many more is debateable, but there will be more than is undeniable. My estimate is an additional 175 HGVs per day in Woodstock, an increase of 26%.</p> <p>The A44 through Woodstock is far less suitable to take HGVs than the A361 through Burford:</p> <p>Woodstock, like Burford, has a high number of listed buildings and adjoins a World Heritage Site,</p> <p>Roadside properties are generally closer to the carriageway in Woodstock compared to Burford,</p> <p>The A361 carriageway in Burford is generally wider,</p>

			<p>Both Burford and Woodstock are important centres for tourism and retail shopping</p> <p>Data on air quality is likely to show comparable or worse levels on nitrous oxides in Woodstock in view of the higher levels of traffic and road space confined by tall buildings</p> <p>Allegations of structural damage to listed (or other) buildings by Burford by HGVs is unlikely to be confirmed by analysis</p> <p>Basis of calculation for displacement of HGVs onto the A44 using OCC survey results of 432 HGVs using Burford High Street 7.00am to 6pm 2nd March 2015 – figures show north of the town where the road splits between A361 and A424 the numbers of HGVs on each road are approximately equal.</p> <p>On that basis, HGVs on A424 north of Burford are likely to be approx. 216 per day and HGVs on A361 north of Burford are also likely to be approx. 216 per day. Many of these HGVs include exempt vehicles.</p> <p>But based on the OCC survey results from March 2015, and the desire live “Diagrammatic Plan of Principle HGV Routes in North Oxfordshire” it is likely that with a weight limit in Burford, much of the long-distance HGV traffic will displace through Woodstock</p> <p>OCC have produced no data on the probable number of exempt HGVs but is likely to be in the order of 00 to 150 HGVs per day</p> <p>The remainder that will be displaced onto other parts of the network will therefore be approx. 300 HGVs per day.</p> <p>For those HGVs that would have used the A424 (Burford / Stow) the transfer to A44 and Woodstock is likely to be 75% and for those that would have used the A361 (Burford / Chipping Norton) the transfer will be less than 40%.</p> <p>Thus, the total displacement from Burford to A44 Woodstock will be approx. 173 HGVs per day.</p>
Individual	Leafield	Concern	<p>Traffic has got worse.</p> <p>My cottage is about 6 foot from that road, and the roads were not built to take lorries.</p> <p>We have an Evergreen club in the village hall once a month and when we come out towards teatime, you have a job to cross the road.</p> <p>If you cannot hurry with the cars ... (letter unreadable) ...and pavement is close to the road, they come quite close.</p> <p>Something ought to be a speed limit and to people do not know how things have changed.</p>
Individual	Leafield	Concern	<p>Increase in traffic</p> <p>Two cars passing along Fairspear Road can be problematic if there are cars parked on either side of the road, but sizeable lorries cause hold ups and damage to pavements and verges</p> <p>Not much in the way of pavements by the school & HGVs are a danger to people needing to cross the road with children</p> <p>HGVs sometimes need part of communal driveways to complete manoeuvres</p>

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

			<p>street, which narrows vehicle access; a popular Village Hall, Preschool, Playground and Gym share a blind exit onto a main road; drop off and collection for the Primary school on the Village Green is on the main through road; road and pavement widths are very narrow in and around the village, but particularly near the church which is a key arterial route from one end of the village to another and frequented by the elderly and schoolchildren. (See map attached regarding this pavement and road).</p> <p>In addition to safety issues, we are concerned about damage to road infrastructure. We are already seeing examples of damage to verges, road surface erosion and to the existing 'speed bumps' in and around the village. We are concerned that these roads were not designed nor built for the level of increased HGV traffic and will require increased maintenance in the future (not contemplated currently due to the existing road classifications) and therefore higher costs to OCC and the taxpayer.</p> <p>Burford is on a purpose built and maintained A road for HGV's with a bridge that can carry 100 tonnes. The consequence of this 10 tonne ban has led hauliers to reroute onto the roads in and around Burford that are entirely unsuitable to take HGV's (non-A road classification). This is now leading to villages, such as The Barringtons, Minster Lovell, Swinbrook and Crawley to review their local weight limits. It is our view that this piecemeal approach is causing more problems than solutions. Therefore, a coherent transport and connectivity plan, taking in the needs of all communities and suitable road use, is urgently required for the whole area.</p> <p>Although it was recognised that there would be impact beyond Burford, Chipping Norton, Bladon, Witney and Charlbury, there was no provision for local traffic monitoring to measure such impacts. Leafield has done this and, based on our findings, which could reasonably be extrapolated to other local villages, the experimental ban should not be made permanent. Should OCC not accept this evidence as enough, however, we request that the consultation period for the experimental order continues for a further two months during which time:</p> <p>Traffic monitoring is undertaken in local areas that were not previously considered, including but not limited to Leafield, Crawley, Swinbrook, Minster Lovell and Hailey.</p> <p>That a weight strategy for Windrush Bridges forms part of a wider transport and connectivity plan in the region. We would expect that this plan be responsive to concerns of the wider community of residents and not just to a single community. We are aware that this view is shared by other local communities.</p> <p>Our view, and that of the community we represent, will undoubtedly remain that a weight limit at Burford causes more problems than it solves to ours and other Oxfordshire communities, farms and haulage companies and therefore it should not be made permanent.</p>
Business	Enslow	Concern	<p>Our company was successful in being granted exemption permits by Burford Town Council for our fleet of 36 tipper trucks.</p> <p>The parameters of the scheme are still very restrictive due to the radius of the zone within which each journey must begin and end. It does encompass our smaller limestone quarries near Burford but does not include our largest and busiest sand and gravel quarry at Gill Mill near Witney. Due to this, we are limited as to how often we can route our vehicles through Burford.</p> <p>I was very surprised to receive an email from the Mayor of Burford last week accusing us of overusing the permits. It was suggested that the permits might need to be revoked and replaced with ones that would specifically limit the number of journeys our vehicles could make through the town.</p>

			<p>I hope that this clearly shows the impact the weight limit has on local companies such as ours trying to operate in the local community.</p> <p>I believe the County Council might be scheduling a meeting in February to coincide with the 6-month period that the temporary weight restriction has been operating. If this is the case, I would very much like to be part of that meeting or at least be able to present the information I have included here as an impact statement.</p> <p>[Correspondence from Business at Enslow to Burford Town Council:]</p> <p>Hopefully, you can see what a huge impact the restriction could have on our business and our ability to meet our customers' needs within the local surrounding area of Burford.</p> <p>One of the key objectives within our haulage division is to minimise our impact on the wider environment and to continually reduce our carbon footprint. We currently achieve this by running a modern fleet that incorporates all the latest environmentally friendly technology, driven by drivers who undergo continual eco-friendly training. In addition to this we take great care in scheduling the work to minimise the mileage the vehicles do whilst utilising the strategic road network.</p> <p>I would also like to mention that I attended the original meeting about the proposed weigh limit at the OCC offices on 12th October 2017. The reason given for the need of a weight limit was to prevent large articulated lorries on long distance journeys taking 'shortcuts' through Burford rather than using other major roads. It was pointed out that the intention was not to penalise local companies carrying out their business in the local community.</p>
Individual	Leafield	Concern	<p>Burford is served by an A road, Leafield is not</p> <p>Narrow road through Leafield with cars parked on both sides</p> <p>There is a blind exit from the drive when cars are parked in the road on either side</p> <p>Two close encounters with HGVs to exit the drive</p> <p>Narrow pavements in the village along which children are walked to the school and residents walk or without dogs</p> <p>Dangerous situation particularly as HGVs have already mounted the verges</p> <p>Narrow road is not wide enough to pass a car let alone another lorry</p> <p>Real possibility of a dreadful accident</p> <p>Adverse effect on the environment should not be underestimated</p> <p>Reverse the ban without delay</p>
Business	Witney	Concern	<p>Long standing company requiring access through Burford my application is being overlooked</p>

<p>Individual</p>	<p>Leaffield</p>	<p>Concern</p>	<p>There is only one A-road from the A40 across the Windrush heading north of Burford to reach places like Shipton, Kingham, and Stow – the A424</p> <p>One major effect of the Burford ban had been to increase greatly the number of HGVs going through Leaffield</p> <p>Leaffield is a small village with narrow roads and in many places, narrow pavements, and despite a 30mph speed limit many drivers that do not adhere to the limit as they pass through</p> <p>The primary school is in the middle of the village on part of The Greens, so getting to and from school necessitates crossing roads. This is also true of the pre-school and nursery, which are close to the Village Hall in another part of the village, along with the village playgrounds</p> <p>Due to the way pavements are organised, to get to the Village Hall area, which is a well-used amenity, the road must be crossed several times in one journey. On such a journey, in parts the pavements are especially narrow, so that it is impossible for two adults to walk side by side, and if walking with a child, the adult is on the edge of the pavement and it is truly terrifying when HGVs go past as one is so close to them</p> <p>Cars are parked outside homes; this makes the roads narrower and the passage of HGVs that much more unsuitable through the village</p> <p>Edges of The Greens have been damaged by the passage of unsuitable vehicles as they try to pass other vehicles</p> <p>Not only has there been damage to The Greens, but over time it is inevitable that the condition of the roads themselves will deteriorate more quickly with daily use by HGVs</p> <p>Again, due to the nature of old villages, here in Leaffield, residents' access and egress often include blind spots and limited visibility, making it difficult enough when it is cars one is seeking to avoid but making for more stress with HGVs on the village roads as well</p> <p>This limited visibility is also true of the exit from the Village Hall area; so, another danger spot both for other drivers, adults walking with children, and teenagers using the sports field</p> <p>The effect of closing that A-road to HGV is that traffic must cross the Windrush elsewhere. I note with interest that last year a ban on vehicles over 7.5 tonnes using old Oxfordshire bridges was discussed, though from what I can see it has not yet been implemented and Crawley does not appear to be mentioned at all</p> <p>Small, pleasant villages with young families and many children are no place for HGVs. Please ensure that the experimental ban on the use of the Burford bridge by heavy vehicles of over 7.5 tonnes is ended. It is having a significant and unpleasant effect on Leaffield</p>
<p>Individual</p>	<p>Leaffield</p>	<p>Concern</p>	<p>The ban on vehicles over 7.5 tonnes from crossing the Windrush in Burford is greatly increasing the passage of those big vehicles through Leaffield</p>

			<p>The reason for this increase is because before the ban in Burford, heavy traffic used the A424 through Burford to get from the A and across the Windrush in order to reach destinations north of Burford, such as Shipton, Kingham, and Stow. The A424 is the A road in this area to provide a crossing over the Windrush</p> <p>Now the heavy traffic which previously used the bridge in Burford, is having to cross the Windrush at Crawley (where the bridge is old and never designed to carry heavy traffic) or in Witney, and then come through Leafield</p> <p>Leafield is a small village with narrow roads. Many people have no choice and must park their cars and other vehicles in the road used by through traffic, so that large lorries are having to edge their way through the village. As a result, the lorries are a danger to those living in the village</p> <p>The primary school in Leafield is on the road used by all traffic going to or from Finstock. There are always many cars parked along that road by the school. Many young children going to or from school must cross that road and the use of that road by heavy lorries is creating an obvious danger</p> <p>Danger edging car out on to the road from the drive due to blind exit and car being parked on the road - no visibility and present another potential danger which is increased by the presence of HGVs</p> <p>Another serious danger is narrowness of pavements - short walk to the playground involves crossing the road as there is no pavement along the northern edge of the Green, the pavement of the southern side is very narrow and is difficult for two people to walk side by side. After 200 yards, you must cross from the southern side again as the pavement comes to an end</p> <p>The road from Field Assarts becomes very narrow just as it enters the village. That narrowness is exacerbated by the constant number of parked cars. Vehicles must wait for oncoming vehicles to clear the road before being able to proceed. This pinch-point creates another potential danger of collision of lorries with parked cars or pedestrians</p> <p>Inevitably there is damage to the edges of the pavements and verges. There is also an increase in the noise of heavy lorries which spoils the environment</p> <p>Please ensure that the experimental ban on the use of the Burford bridge by heavy vehicles of over 7.5 tonnes is ended</p> <p>Having a significant and detrimental effect on Leafield. It is surely better to channel heavy traffic along A roads as much as possible rather than blocking the one A road providing access to the area north of Burford, and causing heavy lorries to be dispersed to make their way along narrow B roads and through small villages with parked cars in already narrow roads</p>
Individual	Leafield	Concern	Can I please ask you to take into consideration not only the quantity of heavy lorries now using Leafield as a rat run but also how children are put at risk from the speed these lorries travel at as they thunder through the village.
Crawley Parish Council	Crawley	Concern	<p>Crawley Parish Council remains concerned that the Burford restriction is pushing HGVs onto alternative routes through local communities such as Crawley. Narrow village roads are totally inappropriate for use by heavy vehicles.</p> <p>In Crawley, all the roads have single lane working with passing places, no pedestrian footways (other than a short length on Dry Lane) and tight bends giving limited forward visibility.</p>

			<p>As a result, HGV traffic creates dangers to pedestrians and other road users, damages the road infrastructure and verges, and results in daily confrontation between drivers as they struggle to manoeuvre through the village.</p> <p>The regulation suggests that HGV drivers should “make full use of the alternative major road network around the area”. The problem with this is that, for local journeys and deliveries, alternative major roads do not exist and there are no alternative river crossings or suitable roads between Burford and Witney.</p> <p>The bridges in Swinbrook, Minster Lovell and Crawley are on narrow, unlisted roads. The nearest bridge on an A-road is in Brid Street, Witney. This is an Air Quality Management Area that already suffers high levels of pollution that breach air regulations.</p> <p>It makes no sense to add to the problems by diverting Burford’s HGV traffic from the A361 through any of the other local communities. Of all the bridges in the area, the A361 bridge in Burford is best able to accommodate HGV traffic.</p> <p>The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue, not only for the operators of HGVs but also for the environment.</p> <p>Crawley’s immediate response to the threat from increased HGV traffic was to seek the introduction of a 7.5t weight limit through the village. In consultation with OCC we developed a suitable scheme and progressed local informal consultation ahead of an application for a Traffic Regulation Order. Although such a ban could legitimately be justified, because of the narrowness and unsuitability of Crawley’s roads for HGV use, this approach could reasonably be seen by neighbouring communities such as Witney and Hailey as merely offloading our problems on to someone else.</p> <p>We understand that a wider strategic plan for the area is being undertaken and have paused our application for a weight restriction pending its completion.</p> <p>We believe that a better solution would be for Burford’s experimental weight restriction to be halted and that Burford could be adequately protected by the 20mph speed limit that they have introduced since their weight restriction became active. Lowering the speed of all traffic through Burford would protect their infrastructure and environment without adversely affecting all the other neighbouring communities.</p> <p>We trust that OCC will reconsider the needs of everyone who lives and works in this area and find a better solution than the current experimental scheme in Burford.</p>
Individual	Leafield	Concern	<p>Not only can I hear the lorries, but I can feel them shake the house.</p> <p>The house I live in lies directly on the road along Lower End, I have no windows looking out onto the road however this has not stopped me hearing and feeling lorries going up and down the road at an ever-increasing rate.</p> <p>There is also another area of concern that I would like to mention, this is located by the church yard at the entrance to the vicarage opposite the entrance, the wall is bowed out and so causes drivers to have to drive in the middle of an already narrow stretch of road. It is impossible for a car and HGV to pass here without one of the vehicles mounting the pavement – this causes a danger to the pedestrians, many whom are young children or elderly people.</p>

			I hope this letter reaches you and helps to give an insight into the thoughts of residents of the village. I have lived here most of life and want to be able to go for a walk without being worried about traffic, the large lorries and HGVs that often mount the pavement.
Individual	Leafield	Concern	<p>This is a small village with narrow roads and a village school, not suitable for large lorries.</p> <p>There has been a huge increase in traffic in the last 10 years just with cars so the village cannot afford to have an increase with HGV's which has happened since Burford has banned them.</p> <p>In some parts the road is so narrow that the lorries have to mount the pavement to get through when another vehicle is coming towards them which is totally dangerous when we only have a narrow pavement on one side of the road, especially as these pavements are used to walk children to school, and vulnerable people to the shop.</p> <p>Leafield is not built on an A road suitable for HGV's. This could also cause an environmental impact with more fumes coming from the vehicles which would impact on the school children in the village.</p>
Individual	Leafield	Concern	<p>I wanted to bring to your attention the condition of the roads HGV vehicles are expected to drive along in Leafield following the snowfall over the weekend (January 2021). I was walking my dog yesterday morning and due to the fact no footpaths exist along The Ridings, I had to jump onto grass verges where possible out of the way of oil tankers and lorries, hoping they would not lose control of their vehicles on the ice.</p> <p>The roads are sheet ice.</p> <p>A few weeks ago, Witney Lane was closed, while water work repairs were carried out. Traffic was re-directed into Purrants Lane.</p> <p>I assume a member of Burford Town Council undertook a risk assessment before initiating this pilot. If not, can I suggest that one be conducted covering the remainder of this trial and as part of that, suggest you have the Leafield roads gritted as a precaution against accidents in winter weather.</p>
Individual	-	Object	<p>7.5 tonne weight limit closure of Burford to heavy goods vehicles</p> <p>Now unloading and loading at Witney and surrounding area and reloading the other side of the river at farms to travel along the A429 to Stow and back down to the roundabout to Burford bridge, which is costing money in fuel and harming the environment.</p> <p>Also forcing lorries into Witney town and up the B4022 through Leafield</p> <p>Some drivers are going through lanes and villages, that is dangerous - all because you have put a weight limit on an A road</p> <p>I have been told that the Burford bridge capable of 100 tonnes</p>
Individual	Leafield	Object	There has been a significant increase in the number of HGVs going through Leafield which go right past my house on the Ridings

			<p>This poses a risk to safety particularly to my children who must cross and also walk on the road as there isn't a path around the green particularly when it is dark in the Winter when getting the school bus.</p> <p>There have been a number of occasions recently when lorries have pulled over to ask me - when outside my house - if the road ahead is suitable for HGVs, which it isn't as the road is very narrow in places and is only really wide enough for 2 cars, not 2 HGVs.</p> <p>I have seen road blockages on the road in Leafield and Crawley caused by HGVs as the roads are not wide enough to let vehicles pass. These blockages take some time to sort out as vehicles must reverse up winding, narrow lanes.</p> <p>Verges are being damaged a lot more than they used to, again because the roads are too narrow. This is impacting on habitat loss for wildlife.</p> <p>I am a daily pedestrian on the roads around Leafield and there is an increased risk to my safety as well.</p> <p>So, in summary there is a risk to life, a risk to the environment and additional costs to taxpayers having to maintain roads that were not built for such large vehicles. I would ask that the decision to ban HGVs through Burford is revoked.</p>
Individual	Leafield	Object	<p>I am writing to express my personal objection to the current temporary, experimental Weight Limit Order granted to Burford Town Council being extended past the initial trial limit and would like to see it abolished at the end of the initial six months of the trial.</p> <p>It is unjustifiable that this regulation order has been placed on an A-road river crossing of the Windrush Valley (one of very few A-road crossings of the Windrush Valley and the others being a significant distance from Burford).</p> <p>Because of this order, HGVs are having to find alternative routes. The alternative routes suggested within the order are not the ones being used by the HGVs as they are adding too much time/distance/cost to the businesses concerned.</p> <p>Instead, these businesses – many of them local are using unsuitable alternative routes.</p> <p>HGVs are re-routing to use narrow unclassified country roads, some of which are so narrow that passing places are necessary.</p> <p>These HGVs are causing very real safety concerns, in addition to environmental and road infrastructure damage.</p> <p>I have witnessed many instances, since September 2020 of near misses between HGVs, pedestrians and horses in this locality in fact I myself had to take evasive action to avoid being hit by a HGV trying to pass a car in a location in Leafield where there is no pavement for pedestrians.</p> <p>There are also instances of HGVs mounting the kerbs and driving over the Village Green in order to navigate their way through a totally unsuitable landscape for them.</p> <p>I have been part of the team undertaking traffic surveying in Leafield between October and December 2020 that has identified that HGVs (totally unsuited to our roads and community) are passing through every 16 minutes, and I have been advised by a volunteer who has been speaking to the hauliers that they do not want to use these unsuitable alternative routes, but they feel they have no choice with the current arrangements.</p>

			<p>The permit scheme being operated by Burford Town Council is improper and definitely not fit for purpose, I also do not believe it is being operated in the way it was perceived it was going to be, when the order was originally granted.</p> <p>In my opinion the "Evaluation and Success Criteria" is flawed as the designated sites for monitoring are ill thought through, and do not give a true picture of the very real danger this change is presenting</p> <p>Will it need someone to be killed or gravely injured for our concerns to be taken seriously?</p> <p>Burford is on a purpose built and maintained A road for HGV's with a bridge that is capable of carrying 100 tonnes – why are you not actively supporting a plan to push HGVs away from their most appropriate route into smaller towns and villages that just do not have the capacity to support them?</p> <p>The strategy for how HGVs cross the Windrush Valley needs to form part of a full transport and connectivity review for this region and OCC must stop making bespoke and isolated decisions with little or no regard for the actual consequences to the wider Cotswolds.</p>
Individual	Crawley	Object	<p>I'm writing as a resident of Crawley near Witney to say that we have noticed more HGVs/ large vehicles coming through Crawley since Burford closed its town to 7.5-ton vehicles last summer.</p> <p>We live on Leafield Road which is rather a rat run anyway and entirely unsuitable for large vehicles due to width restrictions. The increased frequency of these vehicles which end up having to perform dangerous manoeuvres and cause aggravation in other road users as well as residents, has been significant over the last few months, and that is despite lockdown restrictions supposedly leading to quieter roads.</p> <p>We have two young children who attend school locally in Hailey and when possible, we walk or cycle there. This is now proving extremely dangerous with the amount and type of traffic seen coming through Crawley in recent months.</p> <p>For these reasons I object to the weight restriction in Burford.</p>
Individual	Leafield	Object	<p>We have noticed that the level of traffic in Leafield has increased since the ban of lorries of 7.5 tonnes in Burford in September 2020.</p> <p>This has had an impact because it now means that the HGVs use Leafield as an alternative route.</p> <p>Many of these vehicles are too wide for the main village roads and have caused damage to the village's grass verges where there are narrow passing places.</p> <p>In some parts of the village, the roads are only suitable for one vehicle at a time so is completely unsuitable for larger vehicles. This is particularly true along with the paths accessed by pedestrians.</p> <p>Our 300-year-old house is only a few metres from the main road and the vibrations from the HGV traffic is causing vibrational and structural damage to the historic houses along the route through the village,</p>

			<p>It is an increasing concern because more of the vehicles are accessing Leafield which is ruining the roads which can only be fixed at the expense of the taxpayer. This also has an impact on the environment because the larger volume of traffic is causing greater pollution. The whole of Leafield and the Wychwood forest is considered a conservational area.</p> <p>We feel very strongly that this temporary ban should be lifted removing the need for this traffic to pass through Leafield and the surrounding area.</p>
Individual	Crawley	Object	<p>I live on the triangular piece of land alongside and to the south of Waterside Cottage, these two homes are closely bordered by Dry Lane and Witney Hill both of which are unclassified roads.</p> <p>Already the village suffers from being a “rat-run” owing to traffic avoiding the Witney congestion, this problem has been seriously exacerbated by both the new A40 roundabout exit off Downs Road and the weight restriction in place at both the Burford A361 Windrush River crossing and Minster Lovell Windrush River crossing.</p> <p>The weight restriction has noticeably increased the volume of HGV traffic through Crawley</p> <p>Dry Lane is not wide enough for two HGVs or large van or tractors to pass by side by side. So, when there’s queuing traffic at the lights on the Windrush River bridge, one or other vehicle must mount the pavement on the West side or verge on the East side. Both boundaries are by now broken up. In severe case HGV must reverse without the aid of a banksman including back over the bridge.</p> <p>A similar problem occurs between The Barn and Fir Tree Cottage – Waterside Cottage. At this point there is nearly always standing traffic (because of the numerous works vans and cars parked on the East side of Dry Lane by # 1 The Fordway as they run a business from home), so numerous vehicles mount the pavement and rush past the drive of The Barn in order to squeeze through. Anybody using the pavement at this point is in peril, especially on the curve opposite Witney Hill.</p> <p>When two large vehicles jam at the point above (2) we get uncontrolled reversing and manoeuvrings again putting people and property / infrastructure at risk. Only recently the bridge railings by Five Ways and Stowell Brook have been crushed, knocked over again. The congestion here causes frustration and rage more than once every day and one day I’m sure there will be more than material damage.</p> <p>More HGVs are now using Witney Hill even though there are signs clearly saying, “unsuitable for HGVs”.</p> <p>The danger to the four homes living on Witney Hill is apparent, as is the damage being caused by jams and oversized vehicles. To my knowledge they have hit and damaged, the fence, house, down pipe, wheelie bins, gas meter box, log piles, my car parked in the driveway in addition to considerable erosion of the bank bordering the high land to the East. Most weeks further stones are knocked out the retaining wall.</p> <p>I understand some of the exemptions that farmers benefit from in terms of their HGVs not being subject to the same controls as regular road haulage vehicles, but significantly increasing the large vehicle jamming problem and damage to curbs, verges, pavements, walls etc. as well as probably underground services too, is the almost daily road haulage that “blasts through” the village by a local farmer or his contractors.</p>

			<p>December 23rd one such HGV tractor contributed to the flooding of Waterside Cottage by its bow wave.</p> <p>Please put a weight restriction in Crawley in line with what's been done in Burford and Minster Lovell.</p>
Individual	Leaffield	Object	<p>Request that this ban is not permitted to continue due to the negative impact it is having.</p> <p>Noticed an increase to the HGV traffic in our village and I am concerned about how bad traffic will be once we are no longer in lockdown and the number of people trying to drive through the village in the mornings to get to work increases to its previous level.</p> <p>I must pull out of a blind driveway to get onto the main road and when I return to working in the office this will also be an issue.</p> <p>The potholes on our roads have also been getting worse and I am worried that these are likely to worsen with the number of HGVs driving on them. It makes it harder and more dangerous to go cycling in the area when you must constantly avoid potholes.</p>
Individual	Leaffield	Object	<p>I'm writing as a resident of Leaffield to object to the Burford town 7.5 tonne ban on the ground of the knock-on effect this has had on our village.</p> <p>The road through Leaffield is narrow and pavements either narrow or non-existent in parts.</p> <p>Walking around the village has therefore become very much more dangerous since the significant increase in the volume of HGVs using Leaffield as an alternative route following the close of Burford to lorries over 7.5 Tonnes.</p> <p>This is of concern to me as a regular walker and bearing in mind that we have a primary school in the centre of the village, with children being picked up and dropped off on the main road through the village.</p> <p>The position as a car driver is equally dangerous. Due to the nature of the housing in the village many residents are obliged to park their cars on the main road, which makes it very difficult for cars to safely pass each other at times, let alone heavy lorries.</p> <p>I have no doubt that the residents of Burford have seen an improvement to their quality of life since the ban, but I object to the fact that this is at the expense of those of us who are residents of Leaffield. Burford is on a purpose-built A road designed for HGVs, Leaffield is not.</p>
Individual	Leaffield	Object	<p>I am living in Leaffield and in the last year have seen how many large vehicles are coming through Leaffield. Since Burford objected to these vehicles going through there, they are using us as a short cut.</p> <p>I object to the fact that these vehicles are coming down tight lanes and down a school road and feel for the safety of our roads and children here.</p> <p>To save having traffic jams or save pushing car drivers near to the end of the curbs and hedges we highly object to allowing the vehicles coming through Leaffield.</p>
Individual	Leaffield	Object	<p>My family and I live in Leaffield and we've seen a significant increase in HGV lorries going through Leaffield since this temporary Burford town HGV ban was introduced.</p>

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

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

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

			<p>situations and to their utmost priority install suitable walkways and cycle paths. Members of the public deserve to be safe if a 32 tonne lorry is making its way past them on a small, narrow lane not suitable for that purpose.</p> <p>This weight limit not only impacts on the environment because of all the polluting gasses emitted from idling lorries trying to pass each other on ridiculously narrow, unsuitable roads but saying that the tourist industry is affected by lorries going through Burford quite frankly, we feel, laughable. If the tourist industry is worth 12 million, as they state, I don't think the lorries are really the issue are they? Maybe other strategies would prove more amenable? We just want to go about our daily business - as do most companies. What about the cost to our business? We live here; we are not tourists!</p> <p>I do understand that certain areas can be affected by HGVs. How do all your 'tourist' shops get their stock? Lorry deliveries by a chance?! So what Burford parish is in fact saying is that it's ok to deliver stock to our tourist shops, food shops and other stores in Burford, but not to just drive through it! Slightly hypocritical - if you ask me!</p> <p>Are the County Council or Burford Parish Council going to put in place some kind of funding, or reimbursement grants, for all of those companies that will incur extra costs when going approximately 15 miles out of our way and add time onto our total journey? Are they also going to find the extra costs for extra fuel and to pay for tyres (which cost us £350 each) that are bound to get punctured on totally inadequate, small roads? What recompense can we expect if this weight limit is permanent?</p> <p>We are now also having to pass some of this extra cost onto our consumers, as it's costing us more to divert going through Burford Centre, so adding to our customers costs.</p> <p>As you can appreciate in this current climate, it's not just the impact of our customers deciding to go elsewhere - but us not being able to keep providing the great personal service we have done for 10yrs+. The impact this is having on our small business is immense. We have more things to compensate for, which requires us to re-think our strategies regarding our deliveries and if it's actually worth us even going to those customers anymore?</p> <p>Also, can I just state that the cost of enforcing this limit - by the looks of what I've read - will be substantial and I'm interested to know how fines and breaches will be dealt with as our law enforcements and courts have enough to deal with. Is it Burford Parish Council that will keep the rewards of recuperated monies from fines and breaches - or the County Council?</p> <p>Lastly, it is to our knowledge that the bridge at Burford can hold 100 tonnes so I really hope that this will not be proposed as a reason to impose this ban.</p>
Individual	Leaffield	Object	<p>Since the experimental ban of HGV lorries in Burford, I have really noticed an increase in traffic of lorries. I have many concerns about this.</p> <p>I have witnessed on several occasions' lorries being unable to pass each other on a narrow part of the road (Lower End, on the corner by the church) and they have mounted the pavement in order to get through.</p> <p>We only have pavement on one side of that stretch of road and it needs to be safe to walk on. This is a route that is used by me and many other parents with small children. The pre-school and school both exit onto that road. The school use the green for PE classes so there are often lots of children very close to this road who are being exposed to fumes, noise and an increased risk of being run over!</p>

			<p>Our roads are already littered with potholes and the standard of our road surface will see a further decline if this traffic continues.</p> <p>The through road of our village is not an A road and is not suitable for this heavy traffic. We already have issues with cars speeding through the village as they use it as a cut-through, so adding excessive amounts of HGV vehicles to the mix is just an accident waiting to happen.</p> <p>I feel that the Burford route is the safest route for these lorries to be directed as they have suitable pavements on both sides of the road for villagers and visitors to be able to navigate the high street safely alongside this traffic.</p> <p>Please do not make the ban of lorries through Burford permanent, you are just moving the problem to a smaller village without the infrastructure to cope with it.</p>
Individual	Leafield	Object	<p>Over the next few years, as you know, Oxfordshire will have many economic challenges, as well as a goal of expanding and improving the infrastructure in the area. The Burford 7.5 Tonne ban was given to stop long haul lorries passing through Burford, knowingly, or unknowingly, this ban has also stopped the local Oxfordshire haulers driving through too, who are so important to the local economy. Not only this, it is bad for the environment, smaller local communities, like Leafield, it is causing more potholes and damage to the already neglected country roads and is a danger to other road users and walkers.</p> <p>I am also writing because I am deeply concerned that the Oxfordshire County Council allowed a rich community to pay for the cost of an experimental ban.</p> <p>‘From Burford Town Council minutes – May 2020, 8. TREASURER’S REPORT – John Yeatman, The HGV fund is £221,897.48, there is one outstanding pledge of £2000.’</p> <p>This seriously brings into question how unbiased the council will be when deciding on the consultation. I understand the council wanting to save money by having a community pay for its own signs and training etc, but at whose expense? In my view it is acceptable for a town to pay for 20mph signs or payments that only affect their community but allowing a town to pay for the cost of something that affects other communities in the area?</p> <p>£221,897.48? How did the council allow that to happen on what is touted to be an experimental ban? This is a moral question, one that perhaps should not have been put to the test. I hope the council are strong enough to do the right thing for the other communities in the area, the environment, farmers, haulers, quarries, building sites and other taxpayers.</p> <p>Local Economy - In the Witney Gazette it was stated that Burford contributed 12 million to the local economy. I am not an economist, but that seems very small change to the contribution the haulers must be making to the local, farms, quarries, building sites, infrastructure etc in the area. All of whom are being obstructed by an unnecessary ban in Burford that is taking away the only A road and most efficient route to cross the River Windrush in this area.</p> <p>Efficiency - Given that many of the HGV’s drive at 8MPG, every extra mile and gear change costs the haulers more in diesel and driver time. Not to mention the problem it causes for the time sensitive loads, such as concrete. Therefore, driving on inefficient roads or longer routes is not good for business. Haulers often drive for much of the day taking the same route several times so you add all this up over a day, weeks, months, and years it can have a large impact on a business.</p>

		<p>The Permit Scheme - The Permit scheme is also inefficient, a five-mile radius only serves Burford and not the 'local community' What is local? 5 miles around Burford or West Oxfordshire and some of Gloucestershire? Not only this it is being done by paper cheques, so it is not only costing the haulers more money, but also taking up their time to fill in paper forms and posting them.</p> <p>One other concern is that Burford are controlling the permit schemes themselves because: point 23. of the document dated 18th July 2019 'Burford Town Council have chosen to create, and issue exemption permits themselves as they have said they are best suited to understand which business should be exempt.' Clearly looking at the situation Mr White has perhaps taken this to being Burford businesses. Burford is not an island, we are all part of a Community, an Oxfordshire Community. In my view, Burford are totally unsuitable to understand the businesses that should be exempt. I do not understand why the council allowed them to do so. It gives the town of Burford much too much power, it could cause them to be inconsistent. Who is monitoring them? Do they have parameters? Who will they give permits to in 5 years' time? 20 years' time? Will they, for their own interest, allow for less and less permits over time?</p> <p>Health and Safety - If you did a health and safety assessment for the routes the haulers must make, they would stay on A roads wherever possible. Banning the safest A road in this area to cross the Windrush has caused local haulers to reroute onto roads that are fraught with hazards; narrow roads, blind bends, cyclist, pedestrians on narrow paths, parked cars, in a nutshell roads that were NOT designed for regular HGV's, unlike the A road going through Burford. For instance, on Saturday, 16th and Sunday, 17th October 2020, AW Cleaver transported 400 Tonnes of grit from a farm the other side of Leafield to The Cotswold Wildlife Park. It was 40 runs. If he was able, he would have turned onto the B4437 and then onto the A361 straight to The Wildlife Park. Instead he had to go through the village of Leafield, Field Assarts, across the bridge at Crawley, onto the B4047, A40 and then A361. When I spoke to Francis Cleaver to enquire why he was coming through Leafield so many times he was hopping mad. It was because he did not have a permit to go through Burford. He said he was coming across horse riders, cyclist, families on walks, young fast drivers in small cars on bends. It was stressful for the drivers and an accident waiting to happen. Not to mention the extra cost in driver hours and diesel.</p> <p>The Environment - For all the reasons above this ban harms the environment, due to drivers having to drive on inefficient roads therefore using more diesel, damaging the verges, due to vehicles not having enough room to pass each other on the country lanes unlike the wide A roads leading to, from and through Burford. Damage to road surfaces due to lack of maintenance on the narrow roads, for instance the ones going in and out of Leafield, roads through Crawley, Swinbrook and The Barringtons. Not to mention the extra cost to taxpayers to maintain these roads that do not have the capacity, like an A road, to have regular HGV's. HGV's cause much more damage than the regular car as illustrated by the Generalized Fourth Power Law: The standard 44 tonne HGV causes 136,000 times more damage to road infrastructure than a Ford Focus because the damaging power rises exponentially with weight increases. (https://www.denenapoints.com/relationship-vehicle-weight-road-damage)</p> <p>HGV travelling south of Witney to the other side of the Windrush, must drive through small villages and unnamed roads that are totally unsuitable for HGV's. You only must travel these routes to see the potholes and dangers along the route they are now having to negotiate.</p> <p>Air Quality - In the cabinet member meeting on 18th July 2019 the council said that they were concerned about the air quality in Witney West End and Chipping Norton due to possible HGV's diverting through there because of Burford and that monitoring was</p>
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			<p>take place. I hope that if this monitoring does go ahead that the lockdowns, partial and full, are taken into consideration because of the lack of usual traffic.</p> <p>Burford's Concerns - At the cabinet member environment meeting on 15th November 2018, it says, 'Burford Town Council, residents and successive local members of the county council have been campaigning for a weight limit for the town for many years. Their main concerns have been the impact of heavy lorries in terms of safety, noise and vibration including the impact on the town's many listed buildings and on tourism businesses.'</p> <p>1/ Safety – On balance due to their new 20mph speed limit much of this should have been solved. Compare the short distance down the wide High Street of Burford to many of the other villages that local haulers are now having to drive through. I think in a health and safety assessment Burford would be the safest option. Perhaps they can have speed cameras to enforce this?</p> <p>2/ Noise and Vibration – again the 20mph should have fixed some of this. Due to Burford being on an A road it is naturally a busy road, perhaps a bypass would be their best option. There was a scheme to do this about 20 years ago or more, past the Burford Secondary school on the A 40 and down to the sharp bend on the other side of the Windrush on the A424.</p> <p>Much of the traffic in Burford is the cars, so perhaps they can have carparks outside of the town, with a short walk in.</p> <p>You are the head of the County Council, I very much hope that this issue is deemed important and that when you do make the decision on the Burford 7.5 Tonne Ban that it is a whole cabinet decision with a rounded and unbiased view.</p> <p>If you can think of a way to stop the long-distance haulers going through Burford, which was their first goal, making exceptions for the local farmers whose grain lorries go long distances, then perhaps that could be a compromise. We cannot have HGV's going through small communities, like Leafield, that are not on A roads, or even B roads, if there are too many HGV's now what it will be like in 5,10,20,30 years' time?</p>
<p>Business</p>	<p>Royal Tunbridge Wells</p>	<p>Object</p>	<p>Logistics UK objects to the Town Centre (Burford) Experimental Traffic Regulation Order (7.5 tonne Weight Limit) and calls for it to be removed.</p> <p>Logistics UK is one of the UK's largest business groups that represents all of logistics, with 18,000 members across the road, rail, sea and air industries, as well as the buyers of freight services such as retailers and manufacturers whose businesses depend on the efficient movement of goods. Logistics UK members operate more than 200,000 lorries, almost half the UK fleet and one million vans.</p> <p>Oxfordshire County Council granted the Experimental Order as it was considered necessary on the grounds of promoting road safety, congestion and improving the environment of the area, but Logistics UK questions if it is creating the opposite. It is important to ensure that this order does not result in lengthy diversion routes or congestion in neighbouring roads caused by displaced traffic in smaller towns and villages. When considering transport emissions, it is important to not only consider emissions in terms of the vehicle, but tonne per km travelled. Longer journeys will result in additional emissions.</p> <p>There are many competing demands for access, but it is vital for local businesses are not hindered by the Order. Excessive mileage will result in additional costs for businesses which are passed on to consumers. Whilst locally-based HGV owners and operators can apply for a permit exempting them from the restrictions, allowing them to drive through without the need to stop in the town, we</p>

			<p>received feedback from our members that Burford Town Council is disputing the nature of deliveries and questioning lorry movements which are legitimate under the Experimental Order.</p> <p>It is important to recognise that the A361 running through Burford is suitable for HGV traffic and therefore this Order should not penalise local companies carrying out their business in the local community.</p> <p>Logistics UK would welcome the removal of this order and is encouraging better engagement with Burford Town Council on future schemes, especially with local businesses and their suppliers.</p>
Individual	-	Object	I object to these proposals
Individual	Leaffield	Object	<p>I wanted to write to you as a resident of Leaffield to express my concern over the increase in the number of HGV's in Leaffield since the temporary ban on lorries going through Burford.</p> <p>As well as the obvious increase in the level of traffic, as a rider who must ride through the village with my two young children, we have had a couple of near misses with lorries thundering through the village frightening one of the ponies. Without boring you with the details it could have caused a very nasty accident with my child falling off on the road.</p> <p>We have lived here for over 10 years, and the difference since September in the number of HGV type vehicles in the village has been obvious and concerning.</p> <p>I have seen them damaging verges, and although my children are not at the local school, I have spoken to other parents who are concerned for the safety of their children as they drop off and collect them from school which, as you will know, is located on the main road through the village.</p>
Individual	Leaffield	Object	<p>I am a resident of Leaffield and since last September have noticed the incredible increase in traffic, particularly HGV's going through our village.</p> <p>I have since learned that this increase coincides with the ban on lorries over 7.5 tonnes through Burford, which was an 'experimental' scheme.</p> <p>Looking at a map, it is clear why they are choosing to divert their route to get to the other side of the Windrush by going through Leaffield, which solves their problem, but instead creates our problem.</p> <p>Now, we hear lorries trundling by regularly down here in Lower End, shaking the foundations of our house and making loud additional noise.</p> <p>Since the beginning of the ban, many cracks in our walls and floor tiles have worryingly appeared. Especially a large crack where our porch is joined to our house.</p> <p>There is also the issue of lorries blocking our drive-in order to navigate the parked cars on the street. This is not only inconvenient but is also dangerous especially when reversing out of our drive onto the main road, as it is difficult to see oncoming traffic.</p> <p>It is very much a blind spot and makes me anxious each time I must go out.</p>

			<p>My son, who must park his car on the main road outside our house, has had his cars' wing mirror clipped and broken on more than one occasion. At his expense, this is not a cost he should have to be paying.</p> <p>I also dread to think what the fumes and environmental pollution that these lorries produce is doing to our health let alone the local wildlife.</p> <p>Leaffield roads were never built to withstand this amount of daily HGV traffic, whereas Burford has a purpose-built A road designed for HGV's.</p> <p>It has got to the point where my husband and I decided to put our house on the market, only to find that many prospective buyers complained that there is too much traffic and noise. We couldn't believe that was a reason for people to be put off. Such a contrast to what our thoughts of how quiet and safe it was here when we were considering buying all those years ago.</p> <p>But my bigger fear is, if this is how it has been during our various lockdowns, what will the number of lorries/ HGV's be like in the future.</p> <p>Please retract this awful experiment, that has been at ours and the rest of the villagers' expense.</p>
Individual	Leaffield	Object	<p>Our family live on the Green in Leaffield, north of the school and access the main road via a blind corner. Both in the car and on foot we must be extra vigilant.</p> <p>We have two small children aged and every day we walk them in the buggy to the playground along narrow pavements and frankly it is utterly terrifying when an HGV thunders past on Leaffield's narrow roads.</p> <p>This village is not equipped to cope with heavy vehicles & traffic like this - the school opens directly onto a blind corner where lorries race past. We are frightened for our children's safety. Please don't wait until it's too late for this experiment to be scrapped.</p> <p>From our house to the children's playground by the Village Hall, we must cross the road three times due to lack of pavement on both sides of the road. In places the pavement is less than a metre wide. There are no pavements on some small stretches, so we must wait until the traffic is clear and walk on the road. I dread to think what it would be like walking small children along this road.</p> <p>Leaffield's roads are not designed to cope with this level of heavy vehicles.</p> <p>It is only a matter of time before a terrible accident occurs.</p> <p>We feel that that the weight ban in Burford has only served to shift a problem - not to solve it. Leaffield has always been a quiet and SAFE village, now we genuinely fear for the safety of our precious children - with heavy vehicles rolling past just inches past the road as we navigate the precarious pavements.</p> <p>Please listen to the concerns of this very anxious mother of two.</p>
Individual	Leaffield	Object	<p>I'm a resident of Leaffield and since the 7.5+ tonne temporary ban through Burford have noticed a significant increase in heavy goods vehicles driving through our village, which is a concern.</p>

			<p>Such traffic is particularly heavy at the start of the day when you'll find many parents (including myself) and young children walk to the village school. Such a walk involves narrow pavements and blind bends, including for example the exit for the village hall which is also the exit for the gym, playground and preschool.</p> <p>The bend by the church on Lower End is so narrow that when two large lorries meet, they cannot pass, and one must mount the pavement (which is very narrow). It is so dangerous that children are encouraged (with the permission of the homeowner) to walk through a garden to avoid this bend.</p> <p>In the summer children are also encouraged to cycle to school, which is already dangerous due to the fact the village is still a 30 mile an hour zone. I am convinced the increase in heavy good vehicles will discourage this (this is certainly the case for myself) which may increase the traffic further as more children are driven to school and have an impact on a child's physical (and potentially mental) health.</p> <p>As you're aware Burford is a purpose-built A road designed for heavy goods vehicles and Leaffield is most certainly not. I would therefore urge you to revoke this ban.</p>
Individual	Leaffield	Object	<p>I am writing to register my opposition to the closing of the Burford Road A361 to lorries over 7.5 tonnes.</p> <p>I live in Leaffield, which many HGVs are now forced to use to come from Witney in order to get to places like Shipton, Stow, Kingham and other destinations on the other side of the Windrush River.</p> <p>Leaffield is a village with no A - road through it, and already plenty of large agricultural vehicles with its 6 farms.</p> <p>The pavements have always been inadequate, and the planning for access to playing fields, the Village Hall, Community Gym, now the pre-school, takes into consideration only that there is a 30mph speed limit, not the vast size of the trucks that now pass through on the north Greens on a much increased basis.</p> <p>You will have seen the actual results of the recent traffic census from other villagers.</p> <p>Our village school with, in normal times, 100+ children is also on the main north Greens with no protective pavement; the staff car road car parking is already a hazard for passing traffic, but HGVs are a true liability as they force their way out onto the opposite carriageway - even if they are not speeding, they generally have too much bulk and momentum to actually halt.</p> <p>Burford is on a purpose-built A road, designed for HGVs and providing a direct route to their main destinations. This is better for the greater environment, and better for the local environment</p> <p>Walking every day as we do here, it is obvious that the roads in Leaffield have become more and more damaged with the increased massive tyres ripping the camber edges and tearing open potholes in this winter weather.</p> <p>I urge you to oppose this HGV ban, for the safety and well-being of the Leaffield community, young and old. It is simply not right that these vehicles should use B- and non-marked roads when a main A road is left deserted.</p>
Individual	Leaffield	Object	<p>As a resident of Leaffield I write to urge you to revoke the temporary ban on 7.5+ vehicles through Burford.</p>

			<p>My concern is principally as a parent who walks with young children along very narrow pavements in the village with children to school and to the playground.</p> <p>Parts of the pavement in Leaffield are terrifying, with children having to walk along a narrow pavement between a large wall on one side and heavy goods vehicle traffic on the other.</p> <p>We currently divert through a garden (with permission of a local homeowner) to avoid the worst part of the pavement through safety concerns.</p> <p>The consequence of banning heavy goods traffic through Burford is an unacceptable safety risk in Leaffield. Burford has a purpose built A road designed for heavy goods vehicles with no school on it, and pavements set well back from the road; the opposite is the case in Leaffield.</p>
Individual	Leaffield	Object	<p>The ban on lorries of 7.5 tonnes has led to a very significant increase in these vehicles driving through the village of Leaffield. Burford is a big town on an A road which is designed to take these lorries. Leaffield is a small village and many of its roads are far too narrow for these big lorries.</p> <p>I live on Witney Lane and have often seen large lorries having difficulty manoeuvring around parked vehicles and almost damaging the gutter of a brand-new house in the Malthouse Court development - which is not even sold yet. Witney Lane residents are entitled to park outside their houses without fear of damage to their vehicles or property from over-sized lorries.</p> <p>Many families walk their children to school in Leaffield along Witney Lane and should not have to face the danger of huge lorries filling the entire width of the lane.</p> <p>I also note that several of these lorries stop where Witney Lane gets very narrow and twisty - outside Church Farm - to check their GPS to see whether this really is the way they should be going. IT IS NOT!</p> <p>The road surface on Witney Lane (and elsewhere in Leaffield) is being badly affected by the huge increase in the numbers of heavy lorries. There are more potholes and impaired road surfaces and more damaged verges.</p> <p>I assume that Crawley and Minster Lovell bridges are the "new routes" for these lorries. Both of which involve extremely narrow approach roads and both of which are currently flooded as well.</p> <p>The current situation is damaging and dangerous and should not continue.</p> <p>If the Council and the roads authorities have not planned for a heavy-duty bridge over the Windrush, then the Burford A road is the only suitable route for them.</p> <p>I ask you to please lift the Burford 7.5 tonne ban.</p>
Individual	Leaffield	Object	<p>I have noticed a huge increase in HGVs through my village Leaffield since Burford has been closed to lorries over 7.5 Tonnes</p> <p>If you have a blind driveway you could have a near miss (as a driver or pedestrian) with an HGV on a main village road.</p>

			<p>HGVs are unable to pass each other on a main village road, especially when cars park all the way down Lower End and Fairspear Road.</p> <p>HGVs are damaging the verges at narrow passing points.</p> <p>I'm very concerned about the future numbers of HGVs, especially as I walk my children along the narrow and frankly awful pavements around Leafield. There is not enough space for 2 HGVs to be side by side on those narrow passing places.</p> <p>Not to mention the school which is directly on the main road through Leafield and I need to cross this road while walking my children to school, this increases the risk to us.</p> <p>The exit for the village hall has a blind corner when trying to cross the road, and this is also the exit for the gym, playground and preschool. Burford is on a purpose-built A road designed for HGVs, Leafield is not.</p> <p>It has increased the noise outside my house noticeably as they ride right past my door on Fairspear Road.</p>
<p>Individual</p>	<p>Leafield</p>	<p>Object</p>	<p>I write to express dismay at the noticeable increase in heavy vehicles (HGVs) passing through Leafield since September 2020, especially since the Burford Town experimental ban on vehicles in excess of 7.5 tonnes was introduced last year.</p> <p>We have lived in Leafield for almost 20 years and volume of traffic has increased anyway 'through natural causes' over that time. But it has got very much worse in the past 6-8 months. A team of volunteers carried out a traffic survey over a two-week period towards end of last year, which demonstrated that, between Monday - Friday, one HGV passes through the village every 16 minutes. Leafield is becoming a 'rat run' - and the main reason is that HGV drivers can no longer use the Burford route.</p> <p>When you look at a map it is obvious why they are coming through Leafield: many come from the other side of Witney and need to cross the river Windrush to get to Shipton, Stow, Kingham and other destinations, going, for instance, to farms, building sites, and quarries. Closing Burford has taken away the only A road that crosses the Windrush in this area, so hauliers are having to cross the river at Crawley or Witney West End and then drive through Leafield.</p> <p>HGV drivers who spoke to Leafield volunteers carrying out the survey said that they would prefer not to have to do this, but Burford ban has left them with no option. Roads through the village are narrow, passing places are few, there is a Primary School on the Village Green in centre of the village. This creates an ever-present danger of accident or injury to children who are crossing the road to get to and from the School - a potential nightmare for HGV drivers. In addition to this danger, there is the environmental impact of so much extra traffic in a small community - noise pollution, air pollution, etc. And, not least, environmental damage has already been caused to the fabric of the village. See attached photos showing atrocious scarring to verge of The Green - Leafield's greatest asset - as a result of a heavy goods vehicle tyre ploughing across the wet ground. And this damage has been incurred right next to a road sign that reads UNSUITABLE FOR HEAVY GOODS VEHICLES!!!</p> <p>If the traffic situation in Leafield is this bad now, I really fear what it will be like in 5-10 years' time if the Burford ban can become permanent. The road that passes through Burford Town is an A road - that is the route that should be doing the 'heavy lifting', in every sense of the word, not a B road through a small village. I urge you all to discontinue the Burford Town ban once the experimental period has expired.</p>

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

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

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

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

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

			<p>Coming out of the evergreens club, it is on a blind bend and I struggle to hear if something is coming. I am forced to walk on the road by the green as there is no path, and when a HGV comes along, I must go onto the grass verge. This is dangerous for me as I have balance issues and can easily slip over.</p> <p>I also worry about young families in the village. The paths are very narrow, especially if you have a pushchair and a child walking as I see often.</p> <p>I noticed the road I live on has become increasingly busy.</p> <p>Leaffield is built along country lanes not suitable for lorries.</p> <p>In contrast to Burford that was built on an A road designed for HGVs.</p>
Individual	Leaffield	Object	<p>I am writing to record my deep concern regarding the recent increase in HGV traffic passing through Leaffield.</p> <p>I am disabled and travel on a 'buggy'.</p> <p>We already have a severe speeding problem.</p> <p>My carer was almost 'wiped out' by a cyclist speeding down from the Lychgate direction while she was assisting me across the road.</p> <p>My gate opens onto the road with traffic passing as close as 4 feet.</p> <p>In 'normal' times I have seen two vehicles try to pass on that blind bend, with one having to mount the pavement. Now when we return to 'normal' conditions you will see families, pushchairs, bicycles, a line of children (going from the school to the playing field) on that same pavement.</p> <p>Now ... two HGVs meeting on that bend with no room to pass! Meanwhile the traffic waiting at Witney Lane junction (to your left) waiting to join the HGVs passing in front of it. I have outlined the situation in just one area of Leaffield.</p> <p>Finally, I suggest that our Leaffield speeding problem will never be rescued by more signs (30, 20, 10 etc) as only a small percentage of driver's speed on purpose, so they take no notice. Let us try ... speed display ... to wake up the vast majority who speed because of ...</p>
Business	Brize Norton	Object	<p>I own 5A's TOOL & PLANT HIRE we are in Brize Norton we have HGV vehicles that deliver heavy plant to Fulbrook/Tayton/Swinbrook/Fifield/Church Westcote/Etc.</p> <p>This has caused us as a company considerable extra cost in Man hours and fuel costs.</p> <p>I understand the bridge can support up to 100 tons, so I consider that 7.5-ton limit unnecessary and having to divert unfair for our business and other HGV's</p>

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

			<p>time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area. I would like to know how what Oxfordshire County Council will be doing to assist my business.</p>
Individual	Leaffield	Object	<p>It has become very noticeable that many more Heavy goods vehicles are using the village as a through route. This seems to have happened since Burford closed to HGV traffic.</p> <p>The village was never suitable for this kind of traffic as it was only built for a small community through the Wychwood forest.</p> <p>The village is a ' conservation ' area and as such is a prime example of an historic Cotswold village.</p> <p>As a small community people regularly use the narrow pavement through the village to go to the shop, or to the public houses, the church and to take small children to the village school.</p> <p>Heavy goods vehicles have been seen mounting this pavement when passing parked vehicles! There has also been increased damage to the village road that was never intended to carry these amounts of goods vehicles. Not only is wear and tear on the village infrastructure dramatically increased, the threat of injury that could also come from that damage is also real.</p> <p>I really think the village needs to stop this traffic and even introduce a laden weight limit!</p>
Hailey Parish Council	Hailey	Object	<p>Hailey Parish Council believes that the above order is questionable, ill-advised and detrimental to the health and wellbeing of the inhabitants of Witney, Hailey and other affected villages.</p> <p>This measure was enacted because it was “considered necessary on the grounds of promoting road safety, reducing danger (including damage to roads and buildings) and congestion, and improving the environment of the area. The order is primarily intended to protect the historic centre of the town, its infrastructure and residential streets, and its community from heavy lorry traffic. The restriction would force heavy goods vehicles to make full use of the alternative major road network around the area.”</p> <p>The (unforeseen?) consequences - This regulation order has been placed on one of the few A-road river crossings of the Windrush valley. Consequently, Heavy Goods Traffic must find other routes. The regulation suggests they “make full use of the alternative major road network around the area”. The underlying problem is that the supposed major road network is not very major and deficient in alternative A or B-road river crossings. Many of the alternative routes are unsuitable narrow country roads, some of</p>

		<p>which are so narrow that passing places are necessary. The loss of an A-road river crossing for HGVs and the absence of road available alternatives is a major issue, not only for the operators of HGVs but also for the environment.</p> <p>Environmental impact - This unilateral restriction may reduce the environmental impact in Burford, but it forces HGV operators to use alternative and inevitably longer routes. This increases the overall impact of the pollution generated by HGV traffic and spreads it through adjacent, ill-prepared communities.</p> <p>Reaction of other Parish Councils - Minster Lovell, Leafield, Hailey and Crawley Parish Councils are all exploring similar orders as a defensive measure to prevent HGVs displaced from the Burford crossing from using their country roads. None of these parishes contains an alternative A-road river crossing suitable for HGVs. The first A-road river crossing east of the Burford crossing is the Bridge Street area of Witney.</p> <p>Congestion - Any displaced HGV traffic seeking the next A or B-road river crossing to the east of Burford will pass through the problematical Bridge Street area of Witney to gain access to either the B4022 or A4095. As well as increasing the well documented congestion and delays for traffic passing through Witney it will increase pollution and environmental impact.</p> <p>Air Quality Management Area - The Witney Bridge Street area, now the only suitable river crossing for HGVs, is one of only two areas of West Oxfordshire that has been declared to be an Air Quality Management Area (AQMA). This is because of the level of pollutant (Nitrogen Dioxide), caused predominantly by traffic levels. Although part of the justification for the Burford order is the level of pollution, Burford has NOT been declared as an AQMA by West Oxfordshire District Council. Displaced HGV traffic passing through the Bridge Street area will worsen the current unacceptable level of pollution which already breaches air quality regulations.</p> <p>Conservation Areas - From Bridge Street, the most logical route is along the B4022, through the West End conservation area of Witney and then through Hailey, another conservation area. Along with many of the other affected communities, Hailey contains a primary school. The associated school 'rush hour' traffic regularly restricts traffic flow through the village which would be exacerbated by the increased HGV traffic. It would also increase the risk of road traffic accidents and the danger to children seen to cross the B4022 as well as bringing additional pollution to the village.</p> <p>Road safety and reducing danger - Displacement of HGV traffic through ill-suited country roads and villages is detrimental to road safety, will increase the risk of collisions and is more dangerous. A more sensible way of reducing danger and enhancing road safety in Burford is to introduce additional traffic calming measures along with a 20mph speed limit.</p> <p>Conclusion - This unilateral regulation order simply transfers the problem to other areas. The infrastructure in these 'sub-A road' areas is less suited to handling issues associated with congestion, road safety, pollution (especially in an AQMA), protection of conservation areas and their communities and creates a net larger and more wide-spread detrimental effect to the environment. This regulation has not been thought through! It only deals with pollution created by HGVs and takes no account of the vastly greater number of cars and vans that pass-through Burford.</p> <p>Alternative solutions to the issues identified by Burford should be sought such as: a 20mph speed limit through the town, a long term solution would be a by-pass, tourist car parks that avoid access via the town centre would remove a major part of the problem.</p> <p>Restricting access along one of the few A-road river crossings in West Oxfordshire is not a sensible way forward. It may improve the environment in Burford, but it has transferred the problem to areas less able to cope with it.</p>
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<p>Business</p>	<p>Cote Bampton</p>	<p>Object</p>	<p>PD Hook (Hatcheries) Ltd is a family owned agricultural business located in Cote, near Bampton in West Oxfordshire. We rear, breed, hatch and grown chicken across the UK supplying multiple retailers and food service customers. We hatch 10 million chicks a week across the UK and the management of bird welfare is extremely important to our business and industry. We employ 200 people and we have a role and duty to feed the nation. Our main hatchery at Cote produces 2.0 million-day old chicks a week and deliver to farms across the UK. We have breeder farms strategically located near the hatchery that supply fertile hatching eggs and we have always used Burford High Street to access the A424 to Sow to access the North of England and the A361 to access our breeder farm at Shipton under Wychwood.</p> <p>The restriction would add about 30 minutes each way on to this journey time alone and prevent us reaching the farms in the North of England within legal time limits. We cannot stop en-route to the farm as it would compromise the chick welfare.</p> <p>Our drivers have an excellent reputation for safe and courteous driving, and we have excellent working relations across the business with local people, communities and businesses.</p> <p>The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this.</p> <p>Please may I bring to your attention the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators in this situation.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities.</p> <p>We hope you understand the importance to our business to enable us access to farms in the North of England and our breeder farm at Shipton under Wychwood.</p>
<p>Individual</p>	<p>Leaffield</p>	<p>Object</p>	<p>As the owner of a property in Field Assarts and I am extremely worried about the current situation.</p> <p>We have no speed limit through our village and many of our driveways give directly onto the main road quite often with very bad visibility. Compounded with this there is an EXTREMELY dangerous bend where the road narrows on the Leaffield side of Field Assarts.</p> <p>Two small cars can hardly pass at this juncture let alone HGVs. It is a fast road and I personally have had to waive vehicles down whilst walking on this road causing me to leap onto a tiny verge there. It's an accident waiting to happen.</p> <p>PLEASE do take notice of residents living on these roads and do whatever is necessary to re-open the Burford Bridge again.</p>

Business	Chipping Norton	Object	<p>I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area.</p> <p>The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of 7 jobs. We contribute £51k annually in business rates which will also be lost.</p> <p>We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction.</p> <p>It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area.</p> <p>I would like to know how what Oxfordshire County Council will be doing to assist my business.</p>
Business	Cheltenham	Object	<p>I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area.</p> <p>The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of XX jobs. We contribute thousands of pounds annually in business rates which will also be lost.</p>

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

			<p>achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area.</p> <p>I would like to know what Oxfordshire County Council will be doing to assist my business.</p>
Business	Carterton	Object	<p>I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around west Oxfordshire and the Burford area.</p> <p>The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of each delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost. We do not consider this to be viable and our business may have to close with the loss of 06 jobs, not including the other sub-contractors and other local business we use to our company.</p> <p>We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme starts on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction.</p> <p>It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area.</p> <p>I would like to know how what Oxfordshire County Council will be doing to assist my business.</p>
Individual	Leafield	Object	<p>As a resident of Leafield village for 16 years, I have noticed a massive increase in traffic through the village. And especially recent heavy goods vehicles.</p>

			<p>I understand this is due to new restrictions in Burford , but unlike the A road, our village roads are not designed for such enormous vehicles and often there is a problem with vehicles being able to pass each other safely, especially outside my house which is a through-road but also a narrow one given that cars park on one side of the road.</p> <p>I have a blind driveway and often find it very stressful trying to get out of my driveway, as well as the fact that I have to do a three point turn to reverse into the driveway, this can be a real issue when the traffic is really heavy.</p> <p>Even in these Covid times I've not noticed that much of a decrease in small vehicular traffic and a definite increase in non-farm related HGV's.</p> <p>There are many parts of the village – including outside my house and beyond down the Ridings – where there is no footpath and given that the only time we're meant to be out and about is to exercise it is worrying as I have to walk on such a now busy road in order to get my daily exercise – and it often feels dangerous to do so.</p> <p>My worry is not just about now – the danger to school children on their walk to our village school, as well as the environmental impact but what will the traffic be like in the next 10 to 20 years?</p> <p>If Leaffield is experiencing an HGV every 16 minutes, Monday – Friday now, due to the Burford town ban, how much more frequently will that be in the future?</p>
Business	Standlake	Object	<p>I write to you as a local business that has been impacted by the imposed Burford weight limit.</p> <p>We supply customers throughout West Oxfordshire and Gloucestershire with building and landscaping materials, operating one crane lorry. The closure is causing our vehicle to divert on a regular basis, costing us time, money, fuel and ultimately impacting the environment. We are also having to turn away large orders for delivery into Burford as it is not feasible to deliver bulk materials multiple times on a smaller transit vehicle.</p> <p>I would urge you to reconsider the 7.5 Tonne limit currently in place, and at least increase this to 18 Tonnes, or introduce an exemption permit for locally based firms, to allow us and other local small businesses like us to operate as we have for many years before the change.</p>
Individual	Leaffield	Object	<p>I write to you in your capacity as an OCC Councillor to express our growing concern regarding the increasing impact of heavy goods vehicles now using Leaffield as a cut through to their destinations.</p> <p>I understand that this is principally due to the decision to close the bridge at Burford to lorries over 7.5 tonnes. How could this possibly be a good decision?</p> <p>Burford is situated on an A road (A361). Traffic now automatically diverts through other routes and the noticeable impact on Leaffield is considerable.</p> <p>Leaffield is a small village with narrow roads entering into it from all sides (not even B routes).</p>

			<p>We have seen on many occasions the difficulty for two lorries to pass each other, whereby they must mount the pavements or verges to do so. The risk to pedestrians and residents' properties is considerable.</p> <p>Even more concerning is the fact that a primary school is situated in the middle of the village green with large articulated lorries passing at some speed. There are no reduced speed limits around the school which is surrounded by The Ridings, Fairspear Road, The Greens and Lower End. No speed restrictions of 20MPH have been introduced to Leafield as has been done to other surrounding villages with much less traffic.</p> <p>The decision to allow large HGVs to divert from using a main road is an extraordinarily short sighted one. The narrow country roads were never built to carry such traffic. The negative impact on safety, environment and resulting damage to roads and verges is considerable and will impact greatly on the need for road repairs etc.</p> <p>Something also needs to be done to discourage vehicles using the small side road (The Greens) which runs on the south side of the green by the school. Even though signage clearly says, 'local traffic only', it now being used as a short cut and often at considerable speed.</p> <p>I would ask the Council to please reconsider their decision to divert large HGVs from passing through Burford. This is clearly a decision which severely impacts on a small Oxfordshire village, all for the sake of protecting a prosperous market town.</p>
Individual	Leafield	Object	<p>I am writing to express my concern about the increased amount of HGV 's passing through Leafield which is the result of Burford closing their town to lorries over 7.5 tonnes since, I believe, September 2020</p> <p>I live on Fairspear Road which is now being increasingly used as a rat run for HGV's to avoid Burford. Leafield is a small rural village and its roads are not suitable to cope with this increase in HGV's and in my opinion the situation creates danger not only for us the residents but other vehicles passing through the village</p> <p>There have been standoffs as two HGV's cannot pass each other as the road is too narrow due to residents parked cars and there is a nearby primary school with children further down Fairspear Road walking to school and having these huge vehicles passing very close to them</p> <p>Fairspear Road itself is not in the best condition and the passing HGV's are degrading the surface of the road as it is not designed to take such huge vehicles. I am going to speak to WODC about the state of the road which is only going to get worse with the HGV's continuously passing over it.</p> <p>Some of the huge container lorries that pass have extreme difficulty in passing up or down the road and come perilously close to the path and parked cars</p> <p>My driveway opens directly onto Fairspear Road and at the best of times it is hard to see vehicles approaching along Fairspear Road from either direction and I have recently had a very close call with one of these large vehicles.</p> <p>I understand the ban on HGV's in Burford is experimental and would urge you to not allow the ban to be made permanent as it is impacting all of us who live in Leafield and making life both unpleasant and dangerous.</p>

Individual	Leaffield	Object	<p>I am a resident in the above village and am writing to express my concern at the increase in traffic, especially HGV's, ever since the introduction of traffic restrictions through Burford.</p> <p>I live on The Ridings which is a main route into the village centre. My cottage flanks the road with only a narrow grass verge for protection. Since the increase in traffic, particularly HGV's, it has become increasingly hazardous to exit my driveway safely as I must slowly nudge the bonnet of my car into the road to gain good visibility.</p> <p>The Ridings is not a wide road by any means, so when traffic is coming from both directions, invariably the HGV must cut into the verge, which apart from spoiling the appearance, is also dangerous for walkers and cyclists. Indeed, when taking the five-minute walk into the village centre, I feel I take my life in my hands each time!</p> <p>The roads in the village are not suitable for such heavy traffic. Parents who walk their children to and from the village school on Green do so on narrow pavements or no pavement at all with lorries passing very closely.</p> <p>I feel very strongly that with the increase in such heavy traffic through the village (which can only get worse), it is only a matter of time before a serious accident occurs.</p>
Individual	Leaffield	Object	<p>I am writing in some gloom and despair about the worsening traffic situation through Leaffield.</p> <p>As if 2020 and now 2021 have not been bad enough, life has been blighted further by the considerable increase in traffic through the village along our narrow country roads.</p> <p>This is made particularly intolerable by the numbers of lorries over 7.5 tonnes now struggling through the village and by the increased speed of many private vehicles.</p> <p>Emerging from my driveway onto The Ridings is now an act of faith as is walking along the road to the village centre. The latter is made even more hazardous by the deterioration in road edges and verges which has been accelerated by the large lorry traffic.</p> <p>We have undertaken a traffic survey (results sent to you separately) and during my shifts at different times of day I was horrified by the actual numbers and types of vehicles passing through Leaffield.</p> <p>It is apparent from conversations with the companies whose lorries now come through the village that the current experimental increase on HGV traffic through Burford is contributing very considerably to Leaffield's problem. The companies and drivers recognise the inappropriateness of our local roads for their vehicles and would prefer not to have to use them. The potential for further damage to the roads and our environment is very apparent, as is the clear possibility of road traffic accidents on some of the particularly narrow sections and tight corners.</p> <p>I urge you to consider very carefully how this problem in Leaffield can be resolved before even more damage is caused.</p>
Individual	Leaffield	Object	<p>The corner by the church in Leaffield is a cause for concern when used by large vehicles.</p>

			<p>One day I was walking the narrow pavement by the church when a car approached from the village greens direction. As it began around the corner a Hickman's lorry approached rapidly from the Finstock direction. The lorry swerved on to the very narrow pavement and I had to flatten myself against the wall to avoid injury or worse.</p> <p>Vision is not good around this corner and the road appears to narrow; this makes it dangerous for large vehicles to travel along Lower End particularly as pavements are too narrow.</p> <p>There is also a blind corner obstructed by a thick hedge near the school. It is another potential danger spot.</p> <p>I reported the Hickman lorry to Hickman Brothers (garden supplies, Fulbrook) but received no acknowledgment.</p> <p>The recent increase in lorry transits is dangerous for Leaffield residents especially as the narrow pavement by the church is used by parents and children on the way to Leaffield School.</p> <p>Please act now to ameliorate this situation.</p>
Individual	Leaffield	Object	<p>I would like to express my concern about the very noticeable recent increase in HGV lorries through Leaffield. Some of the vehicles are very large indeed and completely inappropriate on the small lanes through and around the village.</p> <p>I work from home a lot - more so during the Covid pandemic. My desk looks out onto The Ridings, at a point where the road narrows. There are DAILY incidents where lorries must stop suddenly outside my house. The wall outside our house has been damaged. Our car alarms get set off, as the lorries are so close. If the lorries are coming up the hill, traffic regularly must reverse the hill to allow the HGV's to pass.</p> <p>There is no footpath down the Ridings. Pedestrians must try to get off the road to let the large lorries pass. This is difficult and very scary if you're pushing a buggy or are with a young child or walking a dog.</p> <p>I have a horse, which I ride regularly around the Leaffield village lanes. Luckily my horse is not scared of lorries, but there is an obvious increase in the number of big lorries that go past me. Nearly all of them slow down, are courteous and try not to scare my horse. However, there are quite a few horse riders in the village and some of their horses are nervous of lorries. With the increasing number of large vehicles going through the village, it's only a matter of time before there is a very nasty accident.</p> <p>The verges through and around the village have been significantly damaged, as lorries or cars must use the verge in order to pass each other. This not only churns mud all over the road, but destroys culverts, which help with water drainage. There is also an increase in the number and the depth of potholes on the roads. Restoring the verges, culverts and potholes will have to be paid for by someone.</p> <p>As we endure this latest lockdown, and try to take our daily exercise, walking, cycling and horse riding have become high risk activities in the village of Leaffield, due to the increase in the number of HGV's using our village lanes.</p>
Individual	Leaffield	Object	<p>I am writing to complain about the amount of heavy traffic using the roads here through this village.</p> <p>The last year it's got bad. Extra traffic every day. Bigger than ever lorries and tractors.</p>

			<p>I've lived here in this house over 60 years and we always kept the grass and garden out the front of our cottage neat and tidy with mowers and grass looking nice and clean. Now it's being run over with traffic night and day. It's got worse, seen extra lorries coming through Finstock Road then going through to Forrest to get to Chadlington etc.</p> <p>Today, 20th January 2021, waiting for water board to come out to mend a water leak where heavy lorries and tractors have run over and burst the water pipes.</p> <p>Revoke the Burford ban.</p>
Business	Brackley	Object	<p>I am writing to you about the experimental Burford weight restriction. We are a local Oxfordshire business, who work in and around the west Oxfordshire and the Burford area.</p> <p>The weight limit is going to cause us significant operating problems, not just in time, but also additional cost associated with delivering and collecting goods from businesses in the Burford area. It costs £2 per mile to operate an HGV. An additional five-mile return journey will add £20 to the cost of a delivery, it will add an hour to the journey, meaning that vehicle becomes even more costly because of compliance drivers' hours regulations. We cannot sustain this cost.</p> <p>We are appalled that Burford Council opened permit applications on 22nd July 2020. The scheme started on 3rd August 2020. Permit applications must be made by post and cannot be done electronically, why not? There is a two-week processing time, clearly permits will not be issued in time for the start date of the restriction.</p> <p>It appears that Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2015-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We are now at risk and Oxfordshire County Council must act and have a fit for purpose permit scheme allowing local Road Freight businesses to work unrestricted in the Burford area.</p> <p>I would like to know how what Oxfordshire County Council will be doing to assist my business.</p>
Individual	Leafield	Object	<p>I am writing to object to the imposition of a 7.5 tonne weight limit through Burford town centre. I did object in the original consultation; however, my views were ignored and BTC has commented in the press that they did not receive any objections.</p>

		<p>Since the trial weight limit has been imposed, I have seen many of my predictions come true with an increase in local HGV traffic through surrounding villages including Leafield, where I live:</p> <p>The A361 is an A road, built over many years to specifically withstand HGVs and an increasing volume of traffic. It has been substantively constructed with road markings, wide pavements and most of the housing is set back from the carriageway. The routes that vehicles are now taking are based on unclassified roads, with no road markings, poor road foundations, limited footways and have many houses adjacent to the carriageway.</p> <p>The safety of pedestrians has been compromised with the change of traffic flow, Leafield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which ALL re-routed traffic passes.</p> <p>The damage to buildings and the road surface has increased. Greater levels of heavier traffic along the lightly constructed roads are causing vibrations to our property and many others. The unclassified roads are not designed for the traffic levels they now receive, they are being damaged at a much faster rate, leading to increased maintenance costs. Potholes also pose a danger to road users, damaging vehicles and causing a serious threat to cyclists. Additional vibrations are also generated from uneven surfaces, exacerbating the problem. Whilst 44 tonne lorries usually have air suspension, designed to cushion their massive weight, local lorries such as skip trucks, quarry lorries etc. have leaf springs, which shudder down the highway. This is the type of traffic that we have seen increase specifically as a result of the High Street closure in Burford.</p> <p>Air quality has decreased whilst Oxfordshire's Carbon Footprint and pollution has increased. The traffic has moved from Burford High Street to other areas, many journey times have been increased which has not only led to lost productivity but it has also enlarged the mileage for local hauliers, resulting in an net gain in carbon emissions. This is particularly important in the light that we have a Climate Emergency, the action encouraging longer journeys caused by diverting away from Burford has increased Oxfordshire's carbon footprint.</p> <p>We understand that BTC wants to improve life for its residents and protect the many medieval buildings in the town and so I have some alternatives that should be considered either in place, or alongside the restrictions:</p> <p>Build a bypass. An expensive option but possible given the swathes of farmland either side of Burford. A new river crossing could be built and given the requirement to provide homes in West Oxfordshire, a housing project could be considered to help fund the proposal. Burford High Street could then be pedestrianised, increasing property values in Burford and growing the tourist income and income from the TV and film industry. A bypass would also solve the increasing traffic volumes which are currently not restricted by the weight limit.</p> <p>Upgrade alternative routes. Acknowledging that traffic is re-routing over a few alternative bridges across the Windrush, BTC should upgrade those routes, improving the road surface, footways and pedestrian crossings in the surrounding, affected villages.</p> <p>Upgrade the A361 – if the road surface was significantly upgraded with a quieter, more cushioned surface with proper foundations along Burford High Street, the traffic would have less impact to residents and the restrictions could be removed or altered. Alongside this suggestion, the restrictions could be timed to restrict traffic at certain times of day to give the residents a break and share the impact with the surrounding villages.</p>
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			<p>I have been very concerned about the apparent and obvious bias of the previous consultations. It is obvious that a few hundred people living in villages outside Burford are less in number than the several thousand who have all supported the scheme who live in Burford itself. I am sure anyone reading this note can see that Burford residents would strongly support the scheme even though several other villages will be negatively affected and their lack of numbers and objections (when consultation advertising was not widely circulated) may well be construed as apparent support of the scheme. I am also worried that the period of trial is during the quietest traffic period of the year as well as during lockdown/restriction of local people, forcing them and businesses to move around less.</p> <p>At the very least can the council consider lengthening the consultation period so that the effects of the weight limit can be seen more normal times. In addition, I have been involved in traffic surveys in our village. Could BTC not fund these traffic surveys within surrounding villages so that a clear picture of the weight limits affect can be seen. However, there is no before data to consider, another weakness of the original consultation process where no thought was given to local HGV traffic or small surrounding villages existing traffic levels.</p>
Individual	Leaffield	Object	<p>I would like to voice my extreme concern about the increase in heavy goods vehicles coming through Leaffield.</p> <p>I have particularly noticed large lorries using The Ridings and joining Fairspear Road which is presumably due to the Burford bridge weight limits.</p> <p>Witney Lane and the top road of The Green is also bad, and they go at such speed. I understood we were due a 20-mph limit as per most villages in the area.</p>
Business	Leaffield	Object	<p>We are very concerned about the proposed weight restriction on the bridge in Burford and indeed the effects which are already being felt during the temporary experiment.</p> <p>As farmers, almost everything we buy and sell concerning our business comes and goes on lorries. The bridge restriction in Burford is causing problems to hauliers wishing to access our farm. Many of the lorries are having to come through the village of Leaffield using the small lanes in the area, when they would otherwise have been able to use the A361.</p> <p>We have had an instance of a driver of an articulated lorry refusing to deliver a pallet of goods to the farm because he was not allowed to come over the bridge in Burford. Instead he returned to the distribution depot, where the goods remained until they could be delivered on a smaller lorry. This resulted in two journeys for one pallet, meaning a waste of fuel, more pollution and lost time for us.</p> <p>There is no doubt that we are seeing increased numbers of lorries on the narrow roads through surrounding villages because of the restrictions on using the A361 through Burford and we would ask you to consider very carefully the consequences, in many cases unintended, of making this restriction permanent.</p>
Business	Bristol	Object	<p>I am writing to raise our concerns over the 7.5 tonne weight limit proposed for Burford.</p>

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

Individual	Leaffield	Object	<p>We are writing to complain about the amount of HGV's currently driving through Leaffield and the surrounding area.</p> <p>The noise, considerably more traffic causing noise pollution - bleep, bleep when reversing to go from The Ridings down Fairspe Road, as well as engine and braking noise and rattling/chugging of larger vehicles.</p> <p>The amount of traffic - I took part in a survey from 7-9am and was shocked by the amount of HGV's at this early time, and the danger they posed to school children crossing the road for both the village school and to those who alight buses for schools out the village. In my opinion this alone is an accident waiting to happen. On more than one occasion that morning there were altercations between large vehicle drivers and car drivers.</p> <p>The impact on surrounding area roads. Weight and size of traffic causing wear and tear on the roads - more potholes and issues with the edge of the road where large wheels have caused trenching because they have had to move onto the verge as they are simply too large to pass one another. Quite simply these vehicles are much too heavy/wide and long for the roads in and out of the village</p> <p>The danger to public walking on the roads. The Ridings has no pavement and is tight with two cars passing let alone a lorry and a car, or at worst 2 lorries. At Field Assarts the road also narrows at the brow of a hill. This can be treacherous</p> <p>The impact on the School pick up and drop off. Also, the fact that school children use the village green during school time as a play/sports area with no surrounding safety barriers</p> <p>We cannot understand why the little bridges at both Minster Lovell and Crawley are deemed to be preferable for HGV'S to cross rather than the substantial one at Burford which comes at the bottom of a large high street and adjoins 2 large roads - the A361 heading to Chipping Norton and the A424 heading to Stow on the Wold.</p> <p>The selfishly unilateral decision to restrict the bridge at Burford, a key link between the A40, the A424 and the A361, has achieved nothing other than diverting heavy vehicles onto far less appropriate roads, with consequent damage to community and infrastructure</p> <p>My husband like many others is currently working from home due to the pandemic, and is continuously distracted and interrupted by lorries at a bottleneck outside his home office window, an issue sure to be replicated throughout Leaffield</p> <p>Finally. It is my understanding that most large vehicles contacted about driving through the village are against doing so.</p>
Individual	Leaffield	Object	<p>I have a young family; we walk around the village regularly and it is very dangerous now due to the high volumes of the HGV vehicles coming through our tiny roads.</p> <p>I have stopped taking my children out on their bikes as I fear for their safety on parts of the roads. This has a detrimental effect on their health and fitness, even walking around the village is proving more difficult. I have never felt as unsafe during that time as now. I am reluctant to allow my oldest child to walk to school on her own or to the shop anymore. This is affecting her independence.</p>

			<p>During the recent lockdown, going for walks, bike rides etc has become more challenging and riskier due to the HGVs travelling through which has added anxiety and worry to an already challenging time. Especially as we cannot travel to another area to get our daily exercise.</p> <p>A few days ago I was walking near the school (The Green), we were on the road as there is no path there, and a large HGV car passed, we jumped onto the grass but I caught my foot in a hole and twisted my ankle.</p> <p>I do not feel safe in my own village anymore. Leafield is built on country roads, unlike Burford which is built on an A road, it has much better access and better quality of roads than Leafield does. It makes no sense at all to send these HGVs through our tiny village, when there are much suitable roads to use, and has been for years.</p> <p>I also have an elderly relative in the village, and I know how challenging she finds mobility, I worry about her out walking on our pathways, and where there are no paths.</p>
Individual	Leafield	Object	<p>I was struggling to understand why Leafield has suddenly been subjected to an extraordinary number of large lorries driving through the village continuously every day of the week generally at breakneck speed.</p> <p>They struggle to overtake each other as our roads are not wide enough for large lorries, they damage our verges, and usually disrespect the speed limit. The problem is acute around the village green (where the school is located) and being a pedestrian near our village shop is positively dangerous. (This is where the elderly does their shopping, congregate and use the post office). There is not enough room for them to pass parked cars safely or see the pedestrians.</p> <p>I now understand this is happening as they don't have access to Burford and are using our village as a rat-run.</p> <p>Please could the planners take this email seriously and re-consider what has happened in this village as a result of this ban.</p>
Individual	Leafield	Object	<p>Over the past few months, I have noticed a large increase in HGV driving through the village. This is having a detrimental impact on the village, environment and to my safety.</p> <p>The village has very narrow roads and it is causing damage to most if not all the grass verges. Please take a drive through the village towards Finstock to see the clearly obvious damage.</p> <p>I also have a narrow footpath from my drive to the road which when leaving my property to see out, my bonnet must go into the road which I have had a frightening experience with a lorry heading my way!!! I have now taken to parking my vehicle on the road, so I do not encounter that experience again.</p> <p>These lorries are using a narrow B-road with properties that are next to the road without any grass verge or pathway. The lorries' longer journeys are in long term affecting the environment as their journey is longer.</p>
Individual	Leafield	Object	I believe more heavy lorries use Leafield as a rat run.
Individual	Leafield	Object	Massive increase in HGVs due Burford

			<p>Village roads not designed for HGVs</p> <p>Issues with HGVs passing each other, especially roads that have cars park on one side</p> <p>Blind driveway on to the road - stressful parking when traffic is heavy</p> <p>Noticed definite increase in non-farm related HGVs</p> <p>Parts of the village with no footpaths, worry about walking on the road with increase in HGVs - feels dangerous</p> <p>Danger to school children</p> <p>Environmental impact</p>
Business	Weybridge	Object	<p>The RHA strongly objects to the Experimental Traffic Regulation Order for the following reasons.</p> <p>The Burford restriction will displace our members HGV fleet from perfectly good "A" roads designed for Road Freight onto less suitable country lanes. This is likely to create unnecessary congestion and have an adverse environmental impact.</p> <p>We have 133 members based in the vicinity of Burford many of whom will be affected by this restriction. There are many farms businesses around the periphery of this restriction that need agricultural produce collected and other farming goods delivered by road freight.</p> <p>The restriction will add significant journey time and cost for operators having to use alternative roads. Mandatory drivers' hours regulations apply to HGV drivers and the restriction will reduce the driving time available, as a result of increasing the distance they must travel, because of the restriction.</p> <p>Oxfordshire County Council have failed to consider the Key Principles of the Connecting Oxfordshire: Local Transport Plan 2011-2031 - Oxfordshire Freight Strategy. Principle A, states; Understand patterns of freight movements including time, origin and destination, as well as any problems encountered by operators and their customers and those experienced by local communities and other road users. Oxfordshire County Council and Burford Council have not considered the needs of local Oxfordshire based Road freight operators.</p> <p>The Local Transport Plan Guidance emphasises the important role which local authorities have in implementing the Government's sustainable distribution strategy, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future. It goes on to say, Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.</p> <p>We have many members operating businesses in Oxfordshire who will be adversely affected by this restriction on a key local authority road. The unintended consequences of this restriction are likely to result in those businesses having to close.</p>

			<p>The RHA has previously responded to a consultation, objecting to this scheme, prior to October 2017. We are concerned that our response objecting to this restriction was erroneously assessed by Oxfordshire County Council officials as supporting the restriction. Therefore, our members views were not fully taken into account.</p>
<p>As part of a group/organisation</p>	<p>Windrush Valley Traffic Action Group</p>	<p>Object</p>	<p>Windrush Valley Traffic Action Group (WiVTAG) currently includes 15 Parish and Town Councils, 1 district council, and a growing number of farms and businesses in Oxfordshire and Gloucestershire.</p> <p>We represent the interests of local communities and businesses who have been affected by the displacement of HGV traffic due to the Burford TRO.</p> <p>WiVTAG challenges and seeks to constructively support both OCC and Gloucestershire County Council (GCC) to recognise the serious regional impact of this experimental weight limit.</p> <p>We urge OCC to revoke the Burford 7.5t restriction and strengthen the application of relevant policies and strategies in their Local Transport Plan.</p> <p>The estimated 400-600 HGVs transiting through Burford daily, confronted by the experimental TRO weight limit since August 2017, have been forced to seek alternative routes.</p> <p>The restriction in Burford has:</p> <ul style="list-style-type: none"> displaced almost all the Evesham traffic (fruit and industrial) to the A44 through Moreton-in-Marsh/Chipping Norton/Woodstock. offered alternative routes that are unworkable, time/cost consuming or indeed inefficient. These are the westbound A40 to Northleach route, with an impossibly tight roundabout, and the eastbound A40 to Oxford route, with frequently heavy congestion caused drivers of international haulage and transport operators, often using Satnav, to select local alternatives that are often on unsuitable roads. <p>Local company HGVs, with contracts in the farming, waste, building, or energy sectors were dependent on the Burford bridge for access to regional businesses and sites. Most of these businesses are not eligible for exemption permits in the scheme operated by Burford TC. The situation leaves them no option but to use the narrow lanes through neighbouring Witney, Minster Lovell, Crawley Hailey, Leafield, Swinbrook, and the Barringtons to cross the River Windrush.</p> <p>WiVTAG's ongoing liaison with local farmers has exposed a substantial degree of concern, commercial impact, effective 'isolation' and operating challenges to their businesses. These large or contract farming estates are dependent on heavy haulage for supply and, crucially, the movement of livestock, grain, straw, hay, and wood to clients or regional/national and international markets.</p> <p>The economics of scale and cost dictate that all such movements are by three or more axle HGVs weighing well above 7.5t. Crucial to our findings is that Burford's agreement to offer 'local permits' ignores the critical transport requirements of modern agricultural business.</p> <p>There are a number of regular national 'loops' that have effectively been broken by the weight restriction.</p>

		<p>Burford TC do not issue permits to entire fleets of HGVs, and local farmers cannot apply for a single vehicle license as even the haulage contractor will not know the registration number until a maximum of 48hrs before delivery/collection.</p> <p>The likely consequence is that an HGV driver (who has possibly/probably never run this circuit or is a non-English speaking driver using Satnav) learns about the weight limit on arriving at Burford roundabout and, perhaps in desperation to fulfil the contract, will take or try any alternative route, even if that is breaking the law.</p> <p>Local business (retail, building and construction, FMCG) is dependent on local, national, and international transport. Burford and surrounding communities expect a dependable level of essential services (fuel, aggregate, sewage waste, skips) which are supplied most cost-effectively and efficiently by HGVs. The current situation is enforcing detours that are at best inefficient and (at an average 8mpg) most certainly in direct contradiction to any County AQMA or regional net zero environmental initiatives.</p> <p>OCC's proposed method of measuring the success of the Burford restriction is to monitor traffic at six key points in the county and compare the number of HGVs before and after the scheme came into operation. A reduction of more than 50% in Burford and a corresponding increase of no more than 50% elsewhere is seen as a success.</p> <p>However, the country has been living with radically different patterns of movement under Covid 19 restrictions. Consequently, it is proving exceedingly difficult to distinguish changes due to the Burford restriction from other much larger national impacts on traffic.</p> <p>WiVTAG sought direction, clarification, and justification for OCC's actions in the County's own Local Transport Plan (LTP4) and Freight Strategy documents. We were surprised to find the following policy statements that if applied by OCC, would have justified rejection, or at very least serious questioning of the TRO application submitted by Burford:</p> <p>Policies 5, 24, and 29. Oxfordshire Freight Strategy</p> <p>DfT has published the estimated external cost per lorry mile of using different categories of road. These vary from 82 pence for class roads to 235 pence for other (lower classification) roads. This reflects various environmental costs, but the critical factor is infrastructure, road repairs and maintenance, where the costs per lorry mile are 7 pence for motorways, 24 pence for A roads and 171 pence for other roads. This illustrates the economic and environmental benefits of keeping lorries on the strategic road network as far as possible.</p> <p>Approval of the Burford TRO directly contradicted the stated policy aims of OCC as set out in LTP4 (policy 29). Indeed, Burford has 50% of the levels recorded in Witney and Chipping Norton (areas that breach Air Quality levels) to where much of the HGV traffic has been diverted.</p> <p>Damage to Burford High Street was one justification for the implementation of the weight limit. This takes no account of the resulting damage that is now being experienced in the neighbouring Oxfordshire and Gloucestershire villages. Verges, footpaths, bridges and culverts are being damaged, while pedestrians, heavy commercial and car traffic attempt to find space on the narrow lanes.</p> <p>The WiVTAG community accepts completely that Burford Town Council has acted in the best interests of its resident community and historic property. At the same time, mindful of the experimental nature of the current TRO, we were most concerned to understand the attitude of the Town's Mayor, which at best reflects a lack of understanding of the situation and indeed degree of damage being caused.</p>
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<p>As part of a group/organisation</p>	<p>Witney Town Council</p>	<p>Object</p>	<p>I write with reference to the above order which has been discussed by Witney Town Council in recent weeks.</p> <p>Following recommendations from the Council's Climate, Biodiversity & Planning Committee and the Witney traffic Advisory group the Town Council requests the removal of the Experimental Traffic Regulation Order at Burford Bridge at the earliest opportunity.</p> <p>The interim report on this scheme showed a clear impact on Witney due to the order. In particular, the Town Council has concerns regarding the impact of additional HGV movements in the Air Quality Management Area and road safety in Bridge Street, Witney.</p> <p>The Town Council is sympathetic to the issues at Burford which brought about this order and asks that the County Council engage with all those affected to explore alternative options, adhering to the Local Transport Plan which ensures the management of HGVs on a county basis.</p> <p>The Council understands that this matter will be considered at a meeting of Thursday 29 July 2021 and asks that the views of Witney Town Council are taken into consideration.</p>
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Table 2: Consultation responses in neither support nor objection

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

Table 3: Consultation responses received in support

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

			<p>We live in the centre of the village and I have seen several near accidents of elderly people trying to cross the road, cyclists and horses being alarmed by sudden noise and heavy lorries some foreign registered trying to manoeuvre on unsuitable roads having made a wrong turn and this often very early in the morning.</p> <p>Whilst some heavy traffic is unavoidable like farm vehicles, food & courier deliveries, oil deliveries & septic tank clearance & other related country traffic I remain very concerned about the volume and speed of HGV traffic through the village.</p> <p>The buildings often shake with the size of HGV vehicles and the idyllic, safe peaceful life of Shipton and surrounding village residents is under threat.</p> <p>At the very least a curfew time for HGV traffic would be beneficial as we often hear (& feel) the effects of HGV vehicles as late as midnight and as early as 4.00am.</p> <p>The issues that are affecting Burford should not simply be passed to the next villages as this is not solving the problem long term.</p>
Individual	Shipton Under Wychwood	Support	<p>Noise significantly reduced for homes on/near A361</p> <p>Pollution significantly reduced (immediately noticed dust levels)</p> <p>Much safer walking along A361. Previously big lorries were far too close to pavement.</p> <p>Much more pleasant walking around village</p>
Individual	Oxford	Support	<p>These vehicles blight people's lives and need to be restricted.</p>
Individual	Fordwells	Support	<p>Burford is full of very important listed buildings which are being damaged by heavy goods vehicles.</p> <p>The ban on HGV's is essential to prevent further deterioration.</p> <p>Burford is a beautiful town for locals and tourists and to have heavy vehicles driving through erodes the peace and character of the beautiful town.</p> <p>The bridge at the bottom of the high street also needs protection from the passage of HGV's.</p>
As part of a group/organisation	Shipton under Wychwood	Support	<p>Improved safety and local amenity</p>
Individual	Carterton	Support	<p>Having lived in Burford for most of my life before moving I know how the town suffers with HGV traffic the noise, emissions and damage it does to the extremely old buildings.</p> <p>There are perfectly good routes around Burford I feel it's purely down to the laziness of the haulage firms or penny pinching that they try and cut through other villages, they know these are not suitable alternatives and are just trying to cut corners off the main road to save time/fuel.</p>

			<p>Why do the residents and the heritage of our country have to suffer due to HGV firms trying to take a quicker route because once damage is done it's normally too late to fix it with listed/heritage buildings?</p> <p>The town suffers enough with congestion with the influx of tourism throughout the year with the HGV traffic on top it becomes unbearable for the residents.</p> <p>The classing of the road running down the high street as an A-road was fine post war when the traffic was light and HGV weights were not as heavy as they are now but anyone can see that it should now be downgraded to a B-road.</p>
Cllr Hibbert-Biles	Shipton under Wychwood	Support	This weight limit deters HGV's travelling through Chipping Norton on the A361 and continuing through the conservation village of Shipton.
Individual	Fulbrook	Support	Reduces traffic congestion, noise and damage to roads and properties.
Individual	Burford	Support	I support this - I go for early morning walks and the sound of the heavier trucks can be deafening and feels unsafe.
Individual	Fulbrook	Support	<p>The large trucks that used to pass through the town were horrible.</p> <p>They were rarely at speed limit and made standing on the high street and crossing the road unpleasant.</p> <p>The speed limit of 20mph would be good but no one sticks to it and there is not really reason for drivers to do so with no speed camera and no speed bumps.</p>
Individual	Burford	Support	<p>For the last 15 years living here, our house has vibrated as HGVs have driven through at speed, especially at night.</p> <p>However, once the weight limit was introduced, the vibrations stopped and the front of our listed building house has stopped losing the pointing, and the traffic, whilst still heavy at peak times, is so much better than it was two years ago.</p>
Individual	Carterton	Support	<p>Removing the heavy goods vehicles and reducing the speed limit benefits the people of Burford not only from the danger of accidents but also pollution.</p> <p>Children walking to school will also be safer especially those having to cross the bridge at the bottom of the hill.</p> <p>The restrictions should also stay in place to protect the historic high street and bridge, the buildings are after all the main attraction for the army of visitors every year.</p>
Cllr John White - Burford Town Council	Burford	Support	<p>The Experimental Weight limit has proved highly successful.</p> <p>Whilst formal surveys have not yet been carried out the incidence of HGVs exceeding 7.5 tonnes passing up and down the High Street has decreased by over 50 %.</p> <p>Businesses, had they been allowed to remain open, would have benefitted enormously and so would the visitor economy.</p>

			The air is clearer, so the children are safer and property damage is coming under control.
Individual	Burford	Support	I am supporting this as the reduction in the amount of damaging heavy traffic through the high street has been very significant. I sincerely hope the weight restriction becomes permanent.
Individual	Fulbrook	Support	Feels safer for pedestrians. Quieter. Less pollution. Less night-time traffic. Feels more respectful of the town and the buildings within.
Individual	Witney	Support	This beautiful village should be saved from massive lorries polluting listed buildings.
Individual	Burford	Support	I am supporting the proposals as, living on the A361 in an old 'listed building' home with old leaded glass windows, I have found that the windows are no longer vibrated by the HGVs speeding through the town. Also, the ingress of diesel soot through the same windows has significantly decreased. It has reduced the damage to the building and improved the environment.
Individual	Burford	Support	Lorries driving past make a significant amount of more noise than cars/vans. Having been living here for a few years they also add to the already congested main road through Burford not to mention walking across the narrow bridge with dogs when large vehicles are coming past.
Individual	Shipton under Wychwood	Support	We shop in Burford regularly and it is noticeable that buildings vibrate and shake when the HGVs go by. They pollute the air with fumes and noise. The speed of travel of the HGVs is also a safety issue. There is also a 'knock on' effect to local villages. How can this be right in one of the world's most beautiful villages?
Individual	Shipton under Wychwood	Support	Burford is a beautiful Cotswold town with amazing historical buildings which draws locals and tourists to the town. It is my nearest town, where I shop and is like stepping back in time. The size & speed of the lorries careering up and down the high street does a great deal of damage to the buildings and detract from the medieval atmosphere that is Burford. There is also the environmental impact to consider, air pollution and noise pollution have a huge detrimental effect on the people and buildings of Burford.

Individual	Milton under Wychwood	Support	I drive & walk this route 4 days a week. The difference is amazing in traffic. Air seems to be better. Appears to be less shaking going on too.
Individual	Stonesfield	Support	It creates a much nicer atmosphere in the town and makes it a more appealing place to visit to shop or eat out
Individual	Fulbrook	Support	The impact on a small-town high street is overwhelming of HGVs.
Individual	Burford	Support	There are some who say, 'it's an A road the HGVs should go there', but it was never built for this volume of large vehicles, when they were permitted, they rarely stuck to the speed limit, when it was busier it caused terrible congestion and the fumes are unbearable, and the vibrations cause damage to property. A PROPER solution is a well thought out bypass to alleviate the impact on villages and surrounding areas but until then this restriction should stay and be enforced with ANPR (there are still several who ignore the restriction).
Business	Burford	Support	The reduction of lorries through Burford has had a tremendously positive impact on the community. The air quality has improved dramatically. The traffic snarls caused by lorries queuing through the high street have all but stopped. The high street has once again become safe for pedestrians. The ancient single lane bridge appears in better shape. The unbearable noise levels caused by the lorries has fallen off, allowing more office and home-based working to flourish. I have relocated my business from London back to Burford purely for this reason. If the lorries return, I will move my business back to the city.
Individual	Burford	Support	Living on the high street, the noise and shaking of the buildings has ceased and makes for a far safer and nicer place to live. Having a full night sleep without noise disturbance is beneficial to wellbeing.
Individual	Burford	Support	The environmental benefits of the ban have been obvious - the air is cleaner, and the noise and vibration of the lorries is immense especially when they go up Burford hill.
Individual	Burford	Support	The ban has had an anecdotal positive impact on the high street in Burford; the impact will be even better felt once COVID restrictions are lifted and the street is even more highly populated.

			<p>In normal times, the road is also highly congested due to the single-lane bridge, and lorries add to the poor air quality, as well as traffic backing up to and often impacting traffic on the A40 Burford roundabout.</p> <p>Objections from other wards referencing locally based lorries having to use their roads are invalid, due to the available exemption scheme. They need only apply. Perhaps an information campaign can be implemented for local hauliers to make them aware.</p>
Individual	Burford	Support	There has been a noticeable reduction in noise and rumbling vibrations through the high street. This can only be a good thing for Burford.
Individual	Carterton	Support	Because I think there should be less traffic through Burford and because the bridge will last longer with less heavy traffic along it.
Business	Burford	Support	The noise and shaking of buildings have dropped dramatically and the 20-mph speed limit is also helping.
Business	Burford	Support	<p>It has taken many years and lots of hard work to get to this stage to protect Burford.</p> <p>This ban must stay also to improve the air quality, not to mention the financial contributions we have made.</p>
Cllr Chris Butterworth, Chipping Norton Town Council	Chipping Norton	Support	Hopefully making a permanent weight limit will reduce the overburdening of HGVs through our town.
Individual	Fulbrook	Support	<p>My children walk to school from Fulbrook.</p> <p>It's not safe with the number of lorries that used to come through.</p> <p>My children can confidently cross the bridge and safely get to school with less large vehicles in the area.</p>
Individual	Burford	Support	<p>The town is a medieval treasure with several buildings that must be protected.</p> <p>The bridge at the bottom of Burford Hill will also not continue to support HGVs - over time this will weaken.</p> <p>The residents have had to spend several thousand pounds investing in signs to prevent the HGVs passing through the town.</p> <p>The livelihood of the residents and their buildings must be respected.</p>
Individual	Burford	Support	<p>I'm in support of the weight restriction to help protect Burford from the pollution and the rattling of the buildings which is caused by HGV's.</p> <p>Many a times I have seen HGVs going into smaller side streets within Burford that have then got stuck causing delays to traffic coming in and out of the town.</p>

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

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

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

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

			Also, to protect the historic centre of Burford, its infrastructure, residential streets, and its community.
Individual	Bibury	Support	<p>The weight limit helps to protect the whole of Burford Conservation Area, probably the finest in the Cotswolds and a magnet for visitors from far and wide.</p> <p>The overall intrusion, vibrations and noise of heavy traffic is hugely destructive to the environment, damaging buildings and the beauty of the town and fundamentally undermining the peace and tranquillity of this wonderful gem.</p> <p>The weight limit should be extended indefinitely to keep out heavy traffic in perpetuity.</p>
Individual	Burford	Support	<p>We in Burford provided the vast funds for lorries not being allowed in Burford to protect our Listed Buildings all down the High Street and to protect children from pollution from lorries.</p> <p>We have two schools and one Boarding House and pupils must walk the High Street to get to School.</p> <p>As a town we have tried to obtain this ban for years.</p>
Individual	Burford	Support	<p>Although the lockdowns have had some effect on the amount of traffic in Burford the absence of heavy vehicles has been noticeable in relation to noise, pollution and vibration.</p> <p>Those residents and businesses directly fronting the High Street have commented on the reduction of both.</p> <p>Even without the heavier vehicles the bridge and road through Burford are used extensively throughout the day and night.</p> <p>It is important that the West Oxfordshire town that attracts so much tourism is protected from pollution and destruction.</p> <p>The fragility of the buildings should be of paramount consideration and importance to the preservation of the town's historical importance.</p>
Individual	Burford	Support	<p>HGVs are damaging to our local environment and cause damage to Burford's Listed buildings and bridge.</p> <p>They also attempt to manoeuvre through the side roads of the town which aren't wide enough, were not built for this traffic & thus cause damage en-route.</p>
Individual	Burford	Support	<p>As a resident on the High Street, I have seen how the town's traffic has benefitted from the ban of certain HGVs, The noise pollution being considerably reduced is a bonus.</p>
Individual	Burford	Support	<p>Burford high street is almost entirely made up of beautiful historic buildings, many of which are very old and even part medieval.</p> <p>The view looking down or up the hill is a unique treasure and should be preserved as part of our national heritage.</p> <p>It is certainly a very well-known feature of the Cotswolds and West Oxfordshire which we should be proud of and doing everything we can to preserve.</p>

			<p>we have for years had a high volume of HGV traffic driving through, often not keeping the speed limit (particularly at night) making these beautiful buildings vibrate and spewing filthy fumes which damage the building fabric.</p> <p>There are also many homes and hotels with rooms right on the high street, and they must endure the constant noise and fumes to the detriment of their health.</p> <p>The bottle neck of the one-way bridge means that there is a problem with exhaust pollution at the bottom of the hill with traffic and HGV's waiting for the lights to change.</p> <p>As the town relies heavily on tourism for business survival, it is again a nonsense for the experience of the visiting tourist to be spoiled by heavy noisy vehicles thundering by as they wander up the high street.</p>
Individual	Fulbrook	Support	<p>We live immediately next to Burford and walk over the Bridge frequently (in Covid times daily) to attend church, buy provisions, go walking, see friends.</p> <p>The ban has made the High Street much less noisy - you can hear each other speak when you meet!</p> <p>It is also less dusty, making the air cleaner.</p> <p>We feel much safer crossing the Bridge.</p> <p>There is much less vibration now, which can only be good for the historic buildings.</p> <p>I consider that the ban is a must for the protection of the historic town of Burford and the health of its residents.</p>
Individual	Burford	Support	<p>The initial period of the ban has greatly improved traffic management in Burford, even during the restrictions to traffic owing to the Covid pandemic.</p> <p>It is easier and safer for pedestrians to cross the road.</p> <p>There is less traffic noise and pollution.</p> <p>The Hill is a more pleasant environment.</p>
Individual	Burford	Support	<p>To main structural and infrastructure integrity in the Burford AONB area.</p> <p>Safety issues and concerns over traffic</p> <p>Pollution issues for residents</p> <p>Reducing noise stress</p>
Individual	Burford	Support	<p>I feel much safer when walking around and crossing the High Street or The Hill.</p>

			<p>Noise from lorries and air pollution have been reduced and I am sure that damage to the historic buildings in the town has been prevented.</p> <p>Burford is a small town with a relatively narrow road through it and a bridge at the bottom on which only one-way traffic is permitted controlled by lights.</p> <p>The road can become seriously congested and the weight limit has reduced this risk.</p> <p>The local economy is also largely dependent on visitors and heavy traffic can be a big deterrent to them.</p> <p>I fully support the weight limit becoming permanent at the end of the experimental period.</p>
Individual	Burford	Support	Since the experimental weight limit has been enforced the high street is quieter, easier to cross and air pollution appears much lower.
Individual	Burford	Support	<p>To combat environmental pollution</p> <p>Unsuitability of HGVs in an historic market town & to reduce traffic congestion.</p> <p>To prevent further damage to the fabric of our homes, our roads, our town</p> <p>To prevent danger to the public and to our community, particularly to children, the disabled and the elderly</p>
Individual	Burford	Support	<p>Has prevented HGV's using Tanners Lane. The Lane is narrow with no footpath and HGV's presented a danger to pedestrians as well as damaging overhanging trees and verges.</p> <p>The ban has also reduced noise, vibration, pollution and congestions of the High Street.</p>
Individual	Burford	Support	<p>Safety of pedestrians in the town is improved,</p> <p>impact to residents living on High St/The Hill is reduced by having fewer HGV's driving through the town.</p> <p>Consideration on other nearby villages needs to be made, and clear 'permissions' process to enable local deliveries to be made without undue impact on small village / roads nearby.</p>
Individual	Fulbrook	Support	<p>Burford is a historic town with fine old sometimes fragile buildings.</p> <p>It is of great historic interest to the many tourists whose spending helps greatly to support the town.</p>
Individual	Signet	Support	The roads through Burford are not suitable for huge lorries or trailers.
Individual	Burford	Support	<p>HGVs have a very detrimental effect on the town of Burford in terms of noise pollution and pollution from their exhaust emissions.</p> <p>The vibration they cause damages the buildings which line the High Street and The Hill, many of which are listed.</p>

			they add to the congestion of traffic from which the town suffers.
Individual	Burford	Support	<p>The Long awaited and hard fought for measure to protect the town against erosion of the built environment is most welcome to improve the general atmosphere of the Town for the safety of residents and for visitors to this Cotswold Tourist destination.</p> <p>The noise levels, pollution and vibration arising from large, heavy vehicles and articulated lorries have all shown a marked decrease during this temporary ban.</p> <p>It is to be hoped that the ban will continue indefinitely.</p>
Individual	Burford	Support	<p>I would very much like the weight limit to be made permanent as it has been a relief not to have large lorries heading down Burford (although I did see one going at quite a speed recently, so it clearly isn't preventing them all).</p> <p>It is much better for the town, the residents, the bridge and the environment!</p>
Individual	North Leigh	Support	<p>As a frequent visitor to Burford, I have found the lorry ban beneficial in promoting a better atmosphere on the High Street for shops and visitors.</p> <p>I understand that residents of nearby villages such as Leafield and Crawley have objected on the grounds that lorries banned from Burford are being diverted via the villages. However, as a regular traveller through both I cannot say that I have noticed any HGVs.</p> <p>In both cases, I don't think that HGV drivers would attempt to use these narrow roads, since they are obstructed by residents' parked cars to the extent that it is difficult to negotiate in a small car, and would be almost impossible in a lorry.</p>
As part of a group/organisation	Burford	Support	<p>Having now seen how much better the air is without these heavy vehicles.</p> <p>It is also a lot safer as a resident and pedestrian when walking up and down the A361 through Burford.</p>
Individual	Milton-u-Wychwood	Support	<p>The beautiful and ancient buildings are at great risk of damage from these enormous vehicles.</p>
Individual	Burford	Support	<p>It is reducing the impact and damage to the many historic and important buildings in Burford.</p> <p>Traffic congestion has reduced dramatically.</p> <p>Previously heavy vehicles probably driven by people with no local knowledge entered Barns Lane and because the hill in the lane is too narrow for HGVs consequently, they got stuck, often blocking Barns lane for several hours.</p> <p>Reduced congestion, noise and potential danger from HGVs has encouraged more visitors to the benefit of the local economy.</p> <p>Reduced damage, wear and tear to the historic bridge at the bottom of the town.</p> <p>Reduced air pollution.</p>

Individual	Shipton under Wychwood	Support	Burford is a historical jewel and it is being shaken to bits. It needs preserving.
Individual	Burford	Support	reduction of noise and vibration reduction of risk of damage to buildings reduction of air pollution reduction of excess traffic, and jams on residential roads
Individual	Burford	Support	I believed this was a permanent solution to the town's suffering due to the volume of very heavy lorries driving up and down the high street. It has been so much better without them; residents can now cross the street more easily and not have to inhale their exhaust fumes whilst out walking or shopping. The buildings are not shaken so much, and the bridge was never built to support the weights it has had to carry for years. Lorries have become ever bigger and heavier. It has become a far safer, healthier and more pleasant environment since the introduction of the ban.
Individual	Burford	Support	I believe the Experimental Weight Limit is having a positive effect and wish it to continue.
Individual	Burford	Support	Burford has been spoiled as a tourist destination and shopping centre by the number of heavy good vehicles that thunder through the town centre, day and night. Since the restriction has been in place the town has been much pleasanter, calmer, quieter and safer. I understand that lorries may have been trying to find alternative routes through smaller local villages and single track roads - I would hope that the highways authorities would ensure that the HGV ban will continue, and lorries will be directed safely along suitable roads.
Individual	Signet	Support	A few lorries still try to beat the ban but overall, this medieval town is quieter and more importantly free from the frightful vibration and pollution that was severely affecting both retail and residential buildings. The consequence is better traffic flow (fewer queues at the roundabouts both ends of Burford's High street), less pollution and much less vibration affecting the ancient buildings in the town.
Individual	Fulbrook	Support	Having lived on the high street for 25 of those years I have been witness to the imposition that HGV's impose. The main factors are vibration on the buildings, excessive noise, especially noticeable at night and additional air pollution.

			Burford is also of great tourism value to West Oxfordshire and the reduction in HGV activity will enhance its position in that regard.
Individual	Burford	Support	The reduction in HGV traffic has made a significant difference to Burford, in terms of noise, dust, disruption and the ambience of the town. There is no doubt that it is a success and should be continued.
Individual	Golden	Support	The attractive Windrush bridge is single lane with traffic lights which create very long lines of traffic idling in the High street. HGVs emit very noxious and dirty fumes accompanied by loud noise. The High street is narrow and not adequate for large vehicles in both directions. The town is a very popular destination for tourists with resulting dependable income for businesses and employment for residents. HGVs just do not belong in the town.
Individual	Burford	Support	Burford is entirely unsuited for the transit of HGVs. They pollute the atmosphere as they sit in traffic jams largely created by themselves and they damage buildings. They are not compatible with the large numbers of pedestrians and tourists in the town.
Business	Burford	Support	Our business of holiday rentals is located very close to Burford High Street. We ourselves, our customers, our suppliers and everyone we know in Burford, wants this experimental weight limit to be continued.
Individual	Fulbrook	Support	It has greatly reduced congestion in Burford and HGV traffic on the A361 through Fulbrook with safety and environmental benefits.
Individual	Burford	Support	The scheme has been a resounding success. Burford has been a much safer place to live in since the introduction of the weight restriction. The levels of noise and vibrations are much improved, congestion is lower and there has been a noticeable improvement to the environment of the area. At the time I moved to Burford a close friend was the victim of a very nasty road traffic collision on Burford High Street and hospitalised for several weeks. I am very pleased that the traffic conditions have improved so much since those times and will be very disappointed if the restrictions are ever reversed. If only we could get speeding offences controlled too.

Individual	Burford	Support	<p>before the ban often felt my old house shake when lorries went past, small items would vibrate off surfaces, and I worried for the fabric of the building.</p> <p>Since the ban there I have noticed no vibration in the building.</p> <p>There has been less dust too. I own a business on the High Street and am confident that, come more normal times, I will benefit from more visitors who will appreciate the fact that the town has a normal amount of traffic, but much less noise and distraction.</p>
Individual	Burford	Support	Because of the damage to the ancient buildings, noise and pollution. life in the town is much better since the limit was introduced
Individual	Fulbrook	Support	The effect of the ban has been so demonstrably good for Burford main street, for the environment, for the villagers of Fulbrook and the preservation of the buildings and roads and the bridge saved from heavy traffic
Individual	Fulbrook	Support	<p>Restrictions on extreme heavy vehicle traffic is needed to promote road safety, reduce damage to roads and buildings, cut congestion, and improve the environment of the area.</p> <p>We need to protect the historic centre of the town, its infrastructure, residential streets, and its community.</p>
Individual	Fulbrook	Support	<p>I support the Heavy Vehicle restrictions as it is now easier to cross the road in Burford.</p> <p>I can pass/walk across the bridge with more ease.</p> <p>The house owners in Burford have a quieter life.</p> <p>There is less traffic through Fulbrook. Unfortunately, the car drivers still speed through the village.</p>
Individual	Shipton-under-Wychwood	Support	I am supporting the weight limit for the preservation of Burford and its historic buildings and my village on the A361
Individual	Burford	Support	The restriction will make Burford High Street safer for all concerned and reduce fumes and noise
Business	Burford	Support	<p>Business owner, property owner and living over the shop I strongly support the weight limit.</p> <p>We have had to carry out far less pointing work on our property owing to the reduction in the amount of vibration caused by the HGVs.</p> <p>During the period that we were able to trade, the response from the public was almost entirely in favour of the reduction in the number of HGVs.</p> <p>The consensus was that Burford had become a much more pleasant place to shop.</p> <p>If one upscales the number of trading days to those of a normal year I would expect to see a healthy increase in turnover for the town.</p>

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

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

			<p>Huge lorries going up and down are detrimental to the 'Gateway to the Cotswolds' atmosphere.</p> <p>There was a marked improvement to the environment when heavy lorries were restricted</p> <p>The emissions from traffic in Burford are unpleasant enough without the addition of fumes from heavy lorries, especially as traffic frequently must stop and start at the traffic lights in the middle of the town.</p>
Individual	Burford	Support	<p>The weight limit has made a huge difference to the flow of traffic through Burford, especially during the night.</p> <p>We no longer have large lorries thundering down The Hill and High Street at high speed waking up the town and shaking the buildings.</p>
Individual	Burford	Support	<p>We used to get a fair number of articulated HGVs entering Barnes Lane despite the sign saying, 'Unsuitable for HGVs' and the trucks would get stuck in Pytts Lane or Guildenford.</p> <p>This has only happened once since the ban, which makes it much clearer that the route is impassable to HGVs.</p> <p>I fully support the ban on the High Street, which has made the High Street a much more pleasant environment.</p> <p>During the lockdown, with low general traffic levels, the passage of the original volume of HGVs would have been very noticeable and disturbing.</p>
Individual	Burford	Support	<p>Reduction in noise, especially through the early hours;</p> <p>increase in safety.</p>
Individual	Fulbrook	Support	<p>For all the same reasons the limit was brought in in the first place.</p>
Cllr Field - Johnson	Burford	Support	<p>The weight limit has proven to be a success in limiting HGVs use of the High Street and causing significant damage to the Grade II listed buildings along the High Street.</p> <p>Burford remains one of the most popular tourist destinations in Oxfordshire and footfall has increased since the HGV ban.</p> <p>There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosseway.</p> <p>I live a mile from Minster Lovell and there have been no increase in HGVs there.</p> <p>I am aware that Leafield has had problems with HGV and note complaints of HGVs in 2017 & 2018 - well before the Burford ban.</p> <p>The increase in 2018 of HGVs in Leafield has mainly been due to HGV drivers attempting to avoid the weight limit in Charlbury and are looking for alternative routes. This has nothing to do with the Burford ban.</p>
Individual	Burford	Support	<p>Burford is a historic town with a vast majority of its buildings being Grade II Listed dating back hundreds of years.</p> <p>These buildings need preserving, and it cannot be good for them to have HGVs passing through the town.</p>

			<p>Aside from that, there is also the issue of safety for the residents of Burford and the visitors to the town.</p> <p>Is that HGVs are too big to be passing through the High Street and it is only a matter of time before there is an accident.</p> <p>For these two reasons, I support a weight limit being imposed on HGVs that need to travel through Burford.</p>
Business	Burford	Support	Small town/village large trucks, fumes, parking, danger to pedestrians, discourages tourism.
Individual	Signet	Support	<p>This restriction saves the town centre from the noise, pollution and disturbance made by heavy lorries negotiating the High Street</p> <p>Burford is a medieval town with many ancient buildings whose preservation was threatened by the lorry traffic.</p>
Individual	Burford	Support	<p>Heavy goods traffic on the High Street was causing congestion and was generally a nuisance.</p> <p>It was also causing damage to the fabric of the listed buildings.</p>
Individual	Wheatley	Support	<p>I would like to see the weight limit made permanent, with farm vehicles excepted.</p> <p>Burford is a town of fewer than two thousand residents but has a higher than normal level of traffic due to its being a tourist destination for many.</p> <p>Dating from the sixteenth century, the buildings and byways do not easily accommodate twenty first century traffic, which should be kept to a minimum to preserve this charming example of mediaeval town as well as possible.</p> <p>There are no large supermarkets or other outlets in Burford that would need bulky deliveries; similarly, the villages to the north of A40 which can be accessed by driving through Burford are unlikely to be a destination for bulk deliveries and so large vehicles should have no need to drive into or through the town.</p> <p>The vibration and extra pollution from heavy vehicles cause a slow but lasting and irreversible damage to the buildings and roads so every step must be taken to prevent this wherever there is a viable alternative.</p>
Individual	Burford	Support	<p>Burford is an historic market town defined by its straight, steep high street.</p> <p>There is already significant traffic through this route for a small town and recent extreme weather conditions caused havoc for even smaller vehicles going up and down the hill.</p> <p>The noise, pollution and size of large vehicles, particularly over a narrow bridge, are far too much for this type of road.</p> <p>Due to the proximity of the resident houses to the street, the impact on residents of increased noise and air pollution is severe, and the damage to the local industries, such as the independent shops.</p>
Individual	Burford	Support	We need to keep the noise, air pollution and heavy weight vehicle road damage to a minimum.

Individual	Fulbrook	Support	<p>I support the Weight Limit through Burford wholeheartedly.</p> <p>To walk into Burford from Fulbrook we must walk over the narrow bridge which is a total hazard when the huge lorries that come the Bridge so close to where pedestrians are walking.</p> <p>This is also a hazard for anyone with a dog, a pushchair, or a mobility scooter as the area to walk is so narrow and it is not possible to see what traffic is coming towards you until you are in the middle of the bridge.</p> <p>When the lorries go up the High Street the fumes and noise is totally unacceptable for a Medieval Town and they do so much damage to the foundations of these beautiful buildings and the road structure.</p>
Individual	Swinbrook	Support	<p>Added pollution, blocking traffic as road too narrow for some HGV.</p>
Individual	Taynton	Support	<p>Burford is a beautiful town dating from Medieval times but has retained much of its charm and interest.</p> <p>Being so old the High street is totally unsuitable for HGV's which are too heavy and too big for the busy town.</p> <p>The weight and vibration of the traffic must damage the ancient buildings.</p> <p>It only takes a delivery van trying to drop its supply to one of the shops or for lorries meeting in opposite directions to block the road.</p> <p>At these, and peak times when traffic is brought to a standstill as it queues to cross the bridge it causes excessive pollution particularly with HGV engines idling.</p> <p>Burford is much visited by tourists (which adds to the UK and local economy) and their experience together with that of local visitors and residents is marred by the sheer size and noise of the HGV's.</p> <p>There are increasingly less, and less unspoiled High Streets in the Country and we should do our utmost to preserve one of the most historically and beautiful ones that remain.</p>
Business	Burford	Support	<p>As a property owner on Burford High Street, the benefits are of reduced noise, pollution and vibration.</p> <p>Also reducing the visual assault on a much-desired tourist destination and residential High Street.</p>
Individual	Taynton	Support	<p>Burford dates from medieval times and has one of the most beautiful high streets in the country.</p> <p>It is of historical interest and this history and its character should be preserved. HGVs are damaging the structure and the foundations of the buildings because of their size, weight and the vibration that they cause.</p> <p>The width of the High Street is very restricted in places and there is not enough room for HGVs to pass. This causes mayhem and accidents together with queuing to cross the bridge at busy times, pollution as engines idle. This also adds to the journey times of people trying to get to and from work and other destinations.</p>

			<p>Tourists are very important to the UK economy and never was there a more pressing need to encourage them back than in the coming months.</p> <p>HGVs obscure and spoil the magnificent views that so many tourists come to see as well as spoiling their experience with noise and fumes.</p> <p>It seems crazy that for the sake of a few extra miles and minutes it would take the HGVs to avoid Burford, quality of life for residents and visitors would be so greatly improved.</p>
Individual	Burford	Support	<p>I am supporting this proposal to make the experimental weight limit permanent in Burford for the following reasons:</p> <p>Reduces damage to our historic buildings.</p> <p>Reduces pollution</p> <p>Reduces noise.</p> <p>Hotels can offer all rooms on the frontage of the High street.</p> <p>Residents can manage a conversation on the pavement!</p> <p>This reduction makes Burford much safer for the many elderly people crossing the roads.</p>
Individual	Burford	Support	<p>As a resident, I strongly support the Burford Weight Limit.</p> <p>It has made such a big difference to protecting the history and charm of the old town which so many families and visitors come to enjoy.</p> <p>They can sit outside the inns and cafes with their children and dogs to have a meal without the awful noise, pollution and feeling vulnerable as the large lorries thunder by.</p> <p>The Weight Limit has helped Burford hugely by reducing the damage done to the ancient buildings and stopping the dominant effect of large lorries which block the sight of one side of the high street from the other.</p> <p>Those lorries and trucks made the town feel less safe with their size and noise.</p> <p>Pollution from them affects everyone but particularly the children and elderly at a time when we know how bad this is for health.</p> <p>And it damages the ancient buildings by the layers of dirt and erosion of the stone.</p> <p>Burford is a special town - the gateway to the Cotswolds - much loved and visited and this family thanks the Council for helping to preserve it and protect its people and visitors with this Weight Limit.</p>
Business	Burford	Support	<p>The building does not vibrate anymore with normal traffic</p>
Individual	Burford	Support	<p>The heavy HGVs caused our listed building to vibrate, the noise especially early morning was horrendous as the lorries braked.</p>

			<p>The pollution was also evident in the air and on windows etc.</p> <p>We continue to live and work in Burford.</p> <p>The change to the environment once the ban came into effect on all the locals and our important tourist business was obvious.</p> <p>The Hill and high street became a pleasurable place to spend time especially as outdoor dining was recommended you could yourself speak.</p> <p>Burford is a historic town that should be preserved for generations to come.</p> <p>We need to take care of it and reduce the risk of damaging our vitally important tourist industry and play our part in protecting the environment.</p> <p>To reintroduce the HGVs etc would be morally wrong.</p>
Individual	Burford	Support	<p>The town has improved, especially the air quality.</p> <p>My only concern is that the vehicles may be using other, and perhaps inappropriate routes (e.g. the Barrington Bridge) to avoid the weight restriction.</p> <p>Does the council have plans to ensure that appropriate routes are being used?</p>
Individual	Fulbrook	Support	<p>The HGV traffic through Burford is a blight on this beautiful Cotswold town.</p> <p>It is dangerous to pedestrians at the narrow one-way bridge over the Windrush and the noise and air pollution are very harmful to residents and businesses.</p> <p>The vibration damage to historic buildings is clear.</p> <p>Since the ban was put in place in the summer there has been a noticeable decline in HGV's, although there are still a minority, (not locals with the exemptions,) who flout the regulations.</p> <p>It is a much more pleasant experience for locals and our many visitors, and I strongly urge OCC to make this weight limit order permanent. Thank you.</p>
Individual	Potenza Picena (MC) Italy	Support	<p>I'm supporting this proposal because there are so many good reasons even if it's just road safety not only for people but also to those magnificent historical buildings, less pollution, less noise above all, good sense.</p>
Individual	Burford	Support	<p>We own a listed house on The Hill in Burford and the noise of HGV's labouring up and down the hill is noisy and unpleasant and disturbs the beauty of the town</p>
Individual	Worcester	Support	<p>I was born and raised locally and until her death my Mother lived in George Yard therefore for many years, I have been a frequent visitor.</p>

			<p>Prior to the restriction the High Street area had become a disaster for pedestrians, and other light traffic.</p> <p>Due to the pandemic restrictions my visits have of course reduced but in the occasions, I have been there has been a marked benefit from the reduction in HGV traffic.</p>
Individual	Taynton	Support	To stop the continual use of so many HGVs polluting Burford high street.
Individual	Widford	Support	Traffic on the high street now backs up to the roundabout - big haulers should have to divert
As part of a group/organisation	Fulbrook	Support	<p>Because since the trial period, life in Burford has been infinitely improved and much safer.</p> <p>As we visit and shop there, we had noticed how perilous it had become for pedestrians and of course residents.</p> <p>This historically unique and beautiful village was being wrecked by the juggernauts using the hill, sometimes breaking the speed limit.</p> <p>Furthermore, the popularity of a place to visit was waning which would be disastrous for the town.</p>
Individual	Burford	Support	<p>The Hill is a busy high street with people regularly crossing the road at different locations.</p> <p>Reducing traffic, especially from unnecessary HGVs is good for public safety and local emissions reduction.</p>
Individual	Burford	Support	<p>The disjointed HGV route management that OCC overseas, has for years raised HGV movements exponentially through Burford.</p> <p>There was a recognised route around Burford that HGV's were only 'Advised' to follow.</p> <p>This route was never made enforceable and therefore was ignored.</p> <p>Because of this Burford was used as an HGV Rat-Run, that was further exposed when OCC enacted weight limits on other roads such as the A44 and other areas, making the issue even worse for Burford its people and a nightmare for visitors to Burford.</p> <p>The situation had become intolerable in Burford forcing the weight limit application by BTC and Burford residents.</p> <p>It would seem there are a few HGV infractions into surrounding towns and villages, but it is OCC's responsibility to stop these infringements, not to revert Burford to a continued HGV Rat-Run hell.</p> <p>The limit must remain.</p>
Individual	Burford	Support	<p>The difference has been extraordinary.</p> <p>Despite the difference in traffic due to lockdown, the lack of lorries has been a real and much needed improvement to the pollution both noise and environmental.</p> <p>Road safety has also been positively impacted as lorries do drive rather quickly for what is usually compacted and busy high street.</p>

Individual	Eynsham	Support	-
Individual	Burford	Support	The HGV ban on Burford High Street has so far been very successful - the air is cleaner, and the historic building are bony being shaken to the same effect. I wholly support continuation of the restrictions
Individual	Burford	Support	Burford is an historic town. The High Street has a greater proportion of Grade ii, and Grade IIA buildings than any similar town in the land. It is also a residential street and much valued by visitors. It has not only historic value but aesthetic value as well. Its use by HGV through traffic has already through past years caused considerable damage by vibration and atmospheric pollution which has attacked stonework (as I can demonstrate) as well as human health, and the increasing size and weight of vehicles will only increase the damage. As a medieval town Burford has national value and deserves the measure of protection that this ban gives it. The two parallel side roads - Barns Lane and Tanners Lane - are simply unsuitable for modern HGV traffic, as has been demonstrated when vehicles have encountered difficulties there.
Individual	Burford	Support	The ban on heavy vehicles has greatly improved the ambiance, safety, air quality and generally enhanced the experience on Burford's High Street. It is clearly achieving one of its stated aims of protecting the historic buildings in the town. Funds to implement the ban were raised by the local population and others, which demonstrates the importance of this to us all. I strongly support this becoming a permanent ban on HGVs.
Individual	Burford	Support	I support the current weight limit through Burford. This has reduced the noise and traffic congestion in the High Street. It must also help alleviate damage to the many listed buildings either side of the High Street and The Hill.
Individual	Burford	Support	I support extending the current 7.5 tonne weight limit through Burford Town Centre and making it permanent. This 7.5 tonne weight limit has reduced the noise and traffic congestion in the High Street. It helps alleviate damage to the many beautiful historic listed buildings either side of the High Street and The Hill.

			<p>It also improves road safety for school children, the towns' elderly residents and tourists.</p> <p>The main road surface through Burford will also suffer less damage. With less traffic congestion and improved air quality this will improve the environment of the area.</p>
Individual	Shipton-under-Wychwood	Support	<p>Our village benefits from the weight restriction as lorries are unable to progress via the A361 which passes through our village.</p> <p>The road is narrow in places with tight turns which raises concerns for pedestrian and vehicle safety.</p> <p>Houses adjoin the road at various points in the village and heavy vehicles bring excessive noise disruption as well as causing buildings to shake resulting in minor damage over time.</p>
Individual	Burford	Support	<p>Has dramatically improved air quality and reduced noise pollution in High St</p>
Individual	Shilton	Support	<p>Not only has the ambiance and character of Burford improved immeasurably but also the safety.</p> <p>In the past lorries have barrelled down the road making walking on the pavement, crossing the road or even driving a hazardous experience.</p> <p>Then there's the usually massive traffic jam that extends from early morning and through the day.</p>
Individual	Burford	Support	<p>I believe the HGV's travelling through Burford have a detrimental lasting effect on the buildings.</p> <p>I have also observed when the high street is congested with rush hour traffic it is amplified by the HGV's in every sense of the word.</p> <p>HGV's are not only loud and polluting but often find it difficult to navigate around general traffic, causing further disruptions and adding to the congestion.</p> <p>The issues raised by other local villages with regards to HGV's now using alternative routes are an unfortunate result of the restrictions imposed in Burford.</p> <p>Although I sympathise with these villages, I do think similar restrictions could be implemented in order to stop this unfortunate knock on effect.</p> <p>Burford is not alone in this approach to dealing with HGV through traffic and as a result of restrictions imposed elsewhere, namely Woodstock it has needed to find a solution to an ever-growing problem.</p> <p>This problem has been ongoing within the West Oxfordshire District for many decades.</p> <p>Unfortunately, without a wider district approach this likely to remain an ongoing problem for many decades to come.</p>
Individual	Burford	Support	<p>The positive benefits of an HGV Ban to the preservation of the historic buildings and safety of the current population of this unique Oxfordshire town are indisputable.</p>

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

Individual	Burford	Support	Damage to the structure of the town's ancient buildings is prevented by this weight restriction.
Individual	Burford	Support	<p>The HGV's cause pollution including noise pollution.</p> <p>They are detrimental to the residents and businesses.</p> <p>They cause terrible traffic problems.</p> <p>They are dangerous to pedestrians and drivers alike.</p> <p>The high street was not built to support the HGV loads.</p> <p>The constant use of the high street by HGV's is damaging to the listed buildings up and down the high street.</p>
Individual	Burford	Support	<p>I support the Experimental Weight Limit in Burford because it protects the ancient and vulnerable buildings on the Hill and the High Street by reducing vibration from HGVs, reduces pollution and improves air quality for inhabitants and visitors.</p> <p>Burford's main source of income is as a tourist centre, which brings much revenue to the area.</p> <p>The presence of heavy lorries constantly thundering through the town spoils the experience of visitors as well as seriously disturbing the lives of the many people who live on the streets through which the lorries pass.</p> <p>They are out of scale in the small town, make it difficult to cross the road and are frightening to cyclists, of which I am one.</p> <p>Therefore, the residents paid for much of the experiment out of their own pockets.</p>
Individual	Upton	Support	<p>To preserve the beautiful fragile buildings that are Burford.</p> <p>Safer environment for us all</p>
Individual	Fulbrook	Support	<p>Burford's high St is swamped with heritage buildings which are being potentially damaged by the vibration of HGVS, coupled with fumes, damaging the environment with their CO2 output.</p> <p>It is an 18th century town and just not built for today's heavy vehicles.</p> <p>The historical bridge which is a landmark would be damaged over time with the constant weight.</p> <p>Let's preserve our landmarks instead of repairing them at costs</p>
Individual	Burford	Support	<p>As a resident of Burford, it has been lovely not having any HGV lorries trundling up and down the high street.</p> <p>Lorries quite often took a wrong turn coming down Barns Lane, hitting parked cars and knocking down garden walls where they were too big to turn around causing residents to have to come out to assist them.</p>

			Nobody cared about that happening so I am in total favour of keeping the ban in place and keeping Burford the picturesque gateway to the Cotswold it should be.
Individual	Burford	Support	<p>The HGV ban has improved matters but there still are some HGVs going through Burford.</p> <p>Some drivers have seen the signs but have misunderstood the roundabout at the top of Burford and have gone down Barns Lane instead which is a nightmare for them and any pedestrians as the lane is very narrow, no pavement and tricky bends.</p> <p>I think the signage needs to be larger and clearer and perhaps with a big image of a lorry with a cross over it so that those who do not speak English (quite a few we have found when they get stuck) can understand which route not to take.</p>
Burford Town Council	Burford	Support	<p>The ETRO has certainly achieved its principal objective of reducing the number of movements up and down our High Street of HGVs exceeding 7.5 tonnes MGW. Exact figures will have to await the formal survey (currently being carried out) but our estimates, based on the figures we collect for enforcement purposes, indicate a reduction of well over 50%.</p> <p>This is supported by the entirely unscientific test of “stand in the High Street and see what’s coming”.</p> <p>In normal times this would have been a tremendous benefit to the traders in the High Street and thus the tourist economy of the Town, the District and the County and to the health of our school children.</p> <p>We are firmly of the view that, when the BWL comes up for review in 12 months’ time, it should be made permanent.</p> <p>Obviously, any effect on surrounding communities must be weighed and considered but the current campaign to reverse the BWL is entirely misconceived.</p> <p>It is as unacceptable for small communities like Leafield and Crawley to suffer an increase in HGV movements as it is for a small community like Burford to suffer 400 HGV movements per day. But the solution is not to force all HGVs back on to Burford High Street which would merely start a war between communities who should be working together.</p> <p>The solution is for badly affected villages to have their own 7.5 tonnes limit protection. Asthall, Charlbury and Minster Lovell have already achieved this, it is clearly the way to go.</p>
Cllr Field - Johnson	Burford	Support	<p>The weight limit has proven to be a success in limiting HGVs use of the High Street in Burford and causing significant damage to Grade 1 buildings along the High Street. Burford remains one of the most popular tourist destinations in Oxfordshire and footfall has increased since the HGV ban.</p> <p>There has been limited increase to the surrounding villages as HGVs continue to use A34 and A40 to Northleach and the Fosseway.</p> <p>I live a mile from Minster Lovell and there have been no increase in HGVs there.</p> <p>I am aware that Leafield has had problems with HGV and note complaints of HGVs in 2017 & 2018 - well before the Burford ban. The increase in 2018 of HGVs in Leafield has mainly been due to HGV drivers attempting to avoid the weight limit in Charlbury and are looking for alternative routes. This has nothing to do with the Burford ban.</p>

Individual	Burford	Support	<p>I am in favour of retaining the weight limit. It has improved the high street, cut congestion and generally improved the environment.</p> <p>Additionally, it has stopped HGV's attempting to drive down Barns Lane and getting stuck, which was a frequent occurrence.</p> <p>I urge the County Council to make the weight limit permanent at the end of the experimental period</p>
Individual	Burford	Support	<p>I am anxious that the Oxfordshire County Council, receive my request to support the Burford Town Council, in their request to BAN HGV's permanently and other large vehicles, from using the road that goes through the centre of Burford.</p> <p>The High Street A.361, A. 40. and, BARN'S ROAD AND TANNER'S HILL.</p>

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