

Division(s) affected: *Cropredy & Hook Norton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

CLAYDON: CANAL BRIDGE – PROPOSED 13 TONNE WEIGHT LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a ‘13 tonne maximum weight limit’ restriction on the Claydon Canal Bridge at Claydon, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a ‘13 tonne maximum weight limit’ restriction (with an exemption will be included for Fire Engine ‘Group 1’ capacity vehicles) on the Claydon Canal Bridge over the Oxford to Birmingham Canal at Claydon ‘Middle Lock’, replacing the existing historic 3-tonne weight limit in the process – its location shown in **Annex 1**.
2. Claydon Canal Bridge is a single span brickwork arch bridge which carries Claydon Road over the Oxford to Birmingham Canal at Claydon ‘Middle Lock’, in the north of the County. The structure is Grade II listed and has an existing signed 3-tonne weight limit introduced in 1970.
3. As a result of a recent structural assessment carried out in November 2025 (as shown in **Annex 3**), it has been proposed to amend the structural weight limit restriction to match the assessed load carrying capacity. An exemption would be introduced that would allow Fire Engine ‘Group 1’ capacity vehicles to continue to use the structure when operationally required.

Corporate Policies and Priorities

4. These proposals actively support the priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move*

around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the Highway Structures maintenance budget.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

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

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Structural Engineering’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

10. The proposals for a sustainable solution to the deterioration of the bridge have been put forward to the District Council’s conservation Officer for the required Listed Building Planning Consent, but rejected. Without the implementation of this solution, the structure is likely to continue to deteriorate at a relatively rapid rate, but unrelated to its traffic loading. Its deterioration will however prompt a review of its safe load carrying capacity in the future.

Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 15 January and 13 February 2026. A notice was published in the Banbury Guardian newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Claydon with Clattercote Parish Council, and the local County Councillor representing the Cropredy & Hook Norton division.
13. During the course of the formal consultation, 25 responses were received via the online survey, comprising of 23 objections, and two partially supporting/raising concerns.
14. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, and Claydon with Clattercote Parish Council & Cherwell District Council (via the Development Management Division) submitting objections.

15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. The proposal is based on the re-assessed safe load carrying capacity of the bridge after identifying that the arch barrel is thicker than had been assumed in its previous assessment, and no strengthening is required to achieve the assessment load carrying capacity of 13t.
17. The proposals is for a 'structural' rather than an 'environmental' weight restriction, such that this is based entirely on the assessment load carrying capacity of the bridge. Officers confirm that it is not an environmental weight restriction, which would require consideration of the suitability of the route for particular vehicle types, or that of the proposed diversion route for vehicles over the indicated weight restriction limit.
18. The structural assessment report is available to view in **Annex 3**.
19. The inner course of brickwork to the arch barrel is suffering from extensive frost damage and spalling of brickwork (i.e. when the surface flakes, peels, or breaks away), which was posing a risk to canal and canal towpath users. The proposal to treat this problem was rejected by the conservation officer dealing with the Listed Building Planning Consent Application. A trial hole was carried out to inform the design of these proposed works, which identified that the arch barrel was thicker than that which had been assumed for its previous assessment. Without the proposed treatment the bridge with the identified thicker arch barrel has been assessed to be able to safely carry 13t assessment vehicle loading.
20. The bricks that were spalling on the intrados/soffit have largely fallen off, such that the risk of further pieces of brick falling off and injuring someone is currently much reduced. Consideration has been given to providing netting to catch any remaining pieces of bricks that might fall, but this has been rejected by the Canal & Rivers Trust, who fear that canal boats may catch on the netting.
21. The Listed Building Consent Planning Officer also objected to this proposal, on the basis that if netting was provided that the Council may then not repair the bridge. The Listed Building Planning Consent Officer has suggested replacing the damaged spalled bricks with new ones. This is considered not to be practical by the Council, as the new brickwork cannot be built from beneath and put into compression to hold it up. This would need to be pinned and suspended from the remaining brickwork, and without any compression in it the mortar between the brickwork would rapidly deteriorate and fall out. It would also require a long construction duration, which would conflict with the operation of the canal. This solution would only be effective if it were constructed from above, which would require complete reconstruction of the bridge parapets and arch barrel causing

Drawing No. 0

Key

 Proposed 13t weight limit restriction from existing 3t weight limit restriction

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER 'NONE' IF APPLICABLE)

USE
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER 'NONE' IF APPLICABLE)

© Crown copyright and database rights 2023 OS AC0000851067

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 Paul Farmer
 Director for Environment and Highways
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0345 310 11 11

Project title
 13t STRUCTURAL WEIGHT RESTRICTION

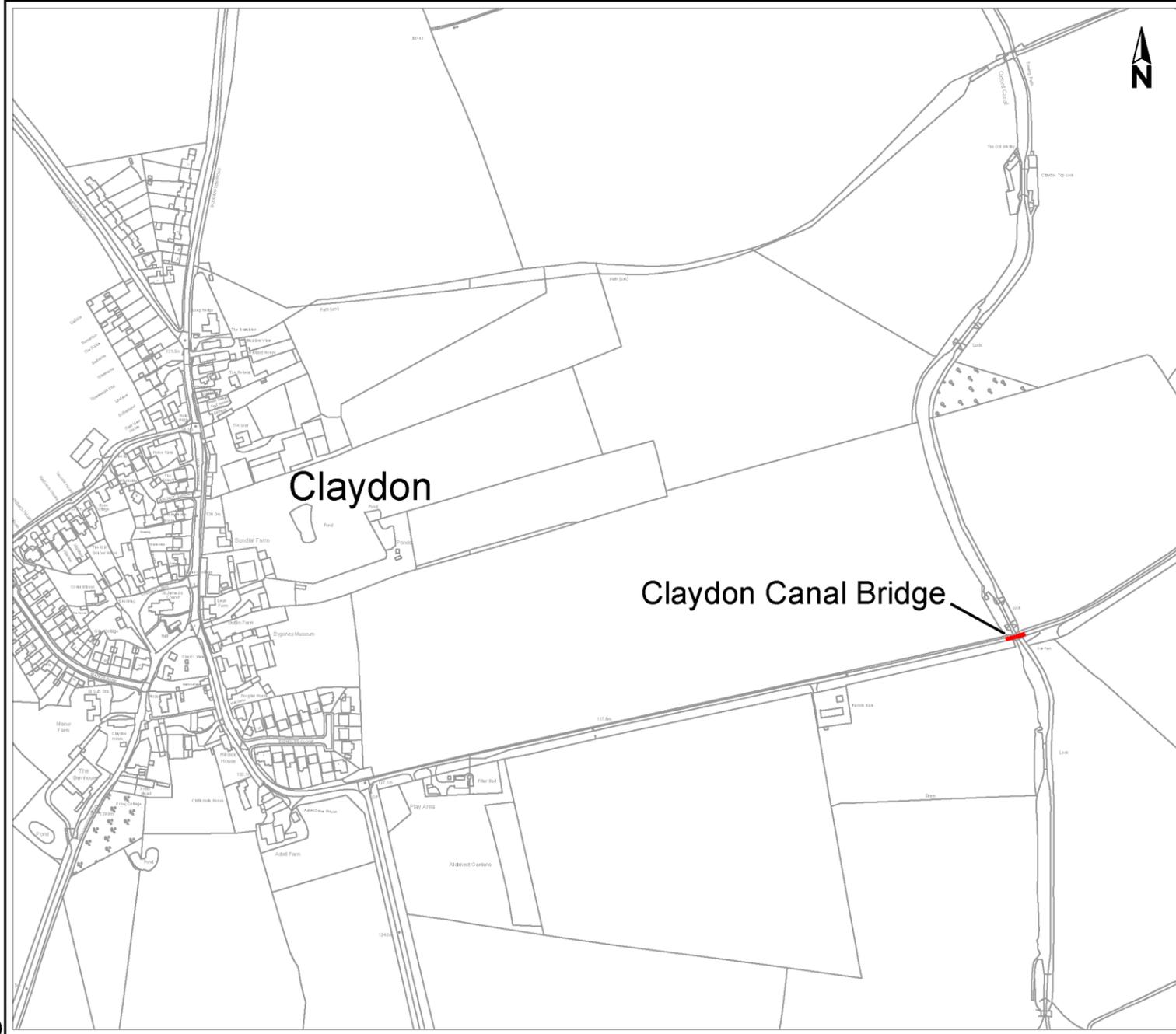
Drawing title
 CLAYDON CANAL BRIDGE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 12/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



C:\Users\laine.Clark\OneDrive - Oxfordshire County Council\ITRO useful info\CAD plans\Claydon Canal Bridge.dwg

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Claydon with Clattercote Parish Council	<p>Object – CCPC sets out below its observations and comments to make regarding the content and making of the Order and requests each of the issues raised by CCPC is responded to by OCC both in its proposed post-consultation report and public meeting and by direct correspondence to CCPC.</p> <p>Proposal to increase the weight limit of the bridge to 15-tonnes An increase in weight limit will lead to an increase in the quantity, size and weight of traffic using the Lower Boddington – Appletree-Claydon road. This road is currently in very poor condition, with potholes and the surface broken up in many places including the surface of Claydon Bridge 145 itself. The Causeway One Network map shows no highway works proposed along this road for the next 12 months so there will be further deterioration even with existing traffic levels. The road cannot take additional and heavier traffic as this will accelerate deterioration to the surface and substrate.</p> <p>There are insufficient passing places along the road which would be a requirement of an increase in the number and size of vehicles using this road. This will result in the destruction and damage of verges and road edges as vehicles try to pass each other. The road is therefore unsuitable for an increase in the quantity or size of vehicles using it.</p> <p>Once damaged, there is little evidence to suggest OCC would make any effort to carry out repairs. This was seen when damage caused to Appletree Road by frequent tanker movements to the Claydon Sewerage works while it was temporarily out of use, were left unrepaired despite notification and requests being made to OCC and where those repairs could have been recovered from Thames Water.</p> <p>The increase in traffic would additionally be an inconvenience to pedestrians and horse riders walking and riding down to the canal from Claydon.</p>

Making of the Order.

OCC appears to have first notified the proposed Order in The Banbury Guardian on 8 January 2026 and the parish council received notification by email on 15 January 2026. That email encourages all councils to publicise the proposed Order and notified the final date for objections and representations to OCC as 13 February 2026. OCC's own website details the proposed Order and invites comments stating that responses will be reviewed and in the event of objections a report prepared for discussion at a public meeting in early 2026.

In publishing the proposed Order, OCC has provided a Statement of Reasons (dated 15 January 2026) however, these are simply a statement of its obligations to the highway network in general ("The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic, and that damage caused by heavy vehicles is avoided"). This is not an explanation or reasoning as to why bridge 145 should now have its weight limit increased. Indeed, given the condition and nature of Appletree Road, the further deterioration an increased weight limit would bring and OCC's lack of intention to make any repairs or improvements, it is difficult to see how increasing the weight limit of the bridge would help it meet the generic Statement of Reasons is has set out for the increase.

The damage and congestion resulting from this weight limit increase would run counter to the "safe and convenient movement of motor vehicles and other traffic" and preventing "damage caused by heavy vehicles" that OCC gives as the reason for increasing the limit.

CCPC therefore requests an explanation as to why this specific bridge has been identified at this specific time for having its weight limit increased.

CCPC notes that a structural assessment of the bridge was made in November 2025 and the proposed Order to raise the bridge weight limit made "as a result" of that assessment.

CCPC notes that a Listed Building planning application was made by OCC in June 2024 to carry out structural reinforcement to Bridge 145 to increase the weight limit of the bridge to 40 tonnes. It is noted that that application was withdrawn by Cherwell District Council on 3 February 2026 due to lack of progress.

Given the detailed project works set out in the 2024 planning application to raise the weight limit to 40 tonnes it must be questioned why a further structural assessment needed to be carried out in November 2025 to assess a lower weight limit. CCPC would like a copy of the structural assessment carried out in November 2025 and an explanation why a further structural assessment was carried out.

HS2 Boddington Road closure and diversion

Notification was received by parishioners by post w/c 26 January 2026 from HS2 notifying them of the closure of a portion of Boddington to Claydon Road for realignment of the carriageway. The notification states the expected closure period to be approximately 4 months commencing 9 February 2026 (although signage on-site at the start of the diversion states closure to November 2027).

The route to be closed includes a bridge 143 over the same canal. Bridge 143 has no weight restriction but does have signs to warn large vehicles of possible grounding. The HS2 Notice shows the diversion route during this closure to be along Lower Boddington- Appletree – Claydon road and so over Claydon Canal Bridge 145 which currently has a 3-tonne weight limit.

HS2 was contacted by a parish councillor on 3 February 2026 to ask what the diversion route for vehicles over 3 tonnes was, given Bridge 145's weight restriction, as no alternative diversion route for heavier vehicles was shown on the closure Notice. HS2's response was that the closure and diversion would have been discussed with the local highways authority (i.e. OCC and Northants CC) before being put in place and the intention is that all traffic using the existing route along Boddington Road which has no weight restriction, would use the diversion route over the 3-tonne weight-restricted Bridge 145.

This suggests OCC has already agreed the use of Bridge 145 by traffic exceeding 3-tonnes and that this use can commence from 9 February, 4 days before the consultation period set-out by OCC in its proposal has expired and therefore before any consideration of those representations or objections have been considered. CCPC requests OCC explains what discussions it has had with HS2 regarding the HS2 closure and diversion, prior to HS2 making its closure Order.

HS2 has not invited any representations in respect of its road closure Order, however, CCPC is of the opinion that the proposed diversion is completely unsuitable and the diversion route should be through Wormleighton to the Southam Road A423, then south to the Mollington/Cropredy junction (cars could use the Claydon turning onto the Fenny Compton-Claydon Road but the railway bridge restricts commercial vehicles).

Further, the parish council considers OCC has a duty to enforce the 3-tonne weight limit on Bridge 145 until such a time as an Order is made to increase it, and that cannot be until after the OCC's proposed Order consultation period has expired and the matter reported and discussed at the proposed public meeting. OCC must inform HS2 that its diversion as proposed may only be used by vehicles under 3-tonnes, that procedures are put in place to

	ensure that this restriction is met and that an alternative diversion for vehicles over 3-tonnes is published and set out on the roadway.
(e3) Cherwell District Council, (Development Management Division)	<p>Object – We object to the proposed weight limit on heritage grounds, as alterations / strengthening works would be required in order for the bridge not to be unduly affected.</p> <p>The recent application for strengthening works to the bridge equally received conservation objections due to the adverse harm to the heritage asset.</p> <p>Just to confirm, another Listed Building application would need to be made if works were planned to go ahead.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Volunteer lock keeper	<p>Object – We have seen numerous bridge strikes from vehicles. The road and bridge is unsuitable for heavy vehicles. Adding 2m width restriction bollards would be a good idea. Thames water trucks have already seriously damaged the road structure in Claydon at top of this road</p>
(o2) Local resident, (Claydon, Bignolds Close)	<p>Object – Without being given access to the “structural report” how could anyone make an informed comment and the only reason this would not be shared ...something to hide or it was never carried out. The bridge in question recently had to undergo works because of safety issues regarding its structure.</p> <p>The people who are putting these “genius” ideas forward spend too much time sitting behind a desk and not actually walking under these bridges most of which would be questionable with cars going over them never mind anything heavier.</p> <p>It’s just an opportunity to block another exit/entrance to the village like the Lorrie’s that have 3 times in the last 18 months got stuck on the other bridges.</p>

	<p>Grade 2 listed for a reason. Let's preserve it rather than trying to make this one crack and split like countless others (which were built in the same way)</p>
<p>(o3) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – The bridge is of historical interest and is a beautiful feature over the canal. I walk over the bridge everyday and it's on a beautiful quiet stretch of country road that is safe to walk along, especially as there is no foot path. Increased traffic and HGVs would make the road unsafe for walkers and cyclists and would also create a lot more noise and pollution near our houses as they drive past. The road has already been damaged by HGV's which illustrates how the road is not suitable for more traffic or heavier vehicles. The road and bridge should not be used for more traffic or HGV's when there are other more suitable routes. This could also encourage more traffic through Claydon and again, as most of the roads in the village are single track this would be damaging to our quiet village.</p>
<p>(o4) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – I wish to object to the above proposed Traffic Order by Oxfordshire County Council (OCC) to raise the weight limit of Claydon Canal Bridge 145, Appletree Road from the existing 3 tonnes limit to 13 tonnes.</p> <p>My reasons for objecting are an increase in weight limit will lead to an increase in the quantity, size and weight of traffic using the Lower Boddington – Appletree-Claydon road. This road is currently in very poor condition, with potholes and the surface broken up in many places including the surface of Claydon Bridge 145 itself. The Causeway One Network map shows no highway works proposed along this road for the next 12 months so there will be further deterioration even with existing traffic levels. The road cannot take additional and heavier traffic as this will accelerate deterioration to the surface and substrate.</p> <p>There are insufficient passing places along the road which would be a requirement of an increase in the number and size of vehicles using this road. This will result in the destruction and damage of verges and road edges as vehicles try to pass each other. The road is therefore unsuitable for an increase in the quantity or size of vehicles using it.</p> <p>Once damaged, there is little evidence to suggest OCC would make any effort to carry out repairs. This was seen when damage caused to Appletree Road by frequent tanker movements to the Claydon Sewerage works while it was temporarily out of use, were left unrepaired despite notification and requests being made to OCC and where those repairs could have been recovered from Thames Water.</p> <p>The increase in traffic would additionally be an inconvenience to pedestrians and horse riders walking and riding down to the canal from Claydon.</p>

There are Questions to be answered over the making of the Order. OCC appears to have first notified the proposed Order in The Banbury Guardian on 8 January and notified the final date for objections and representations to OCC as 13 February 2026. OCC's own website details the proposed Order and invites comments stating that responses will be reviewed and in the event of objections a report prepared for discussion at a public meeting in early 2026.

In publishing the proposed Order, OCC has provided a Statement of Reasons (dated 15 January 2026) however, these are simply a statement of its obligations to the highway network in general ("The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic, and that damage caused by heavy vehicles is avoided"). This is not an explanation or reasoning as to why bridge 145 should now have its weight limit increased. Indeed, given the condition and nature of Appletree Road, the further deterioration an increased weight limit would bring and OCC's lack of intention to make any repairs or improvements, it is difficult to see how increasing the weight limit of the bridge would help it meet the generic Statement of Reasons is has set out for the increase.

The damage and congestion resulting from this weight limit increase would run counter to the "safe and convenient movement of motor vehicles and other traffic" and preventing "damage caused by heavy vehicles" that OCC gives as the reason for increasing the limit.

Why has this specific bridge been identified at this specific time for having its weight limit increased?

I note that a structural assessment of the bridge was made in November 2025 and the proposed Order to raise the bridge weight limit made "as a result" of that assessment.

It is the case that a Listed Building planning application was made by OCC in June 2024 to carry out structural reinforcement to Bridge 145 to increase the weight limit of the bridge to 40 tonnes. That that application was withdrawn by Cherwell District Council on 3 February 2026 due to lack of progress.

Given the detailed project works set out in the 2024 planning application to raise the weight limit to 40 tonnes why was a further structural assessment needed to be carried out in November 2025 to assess a lower weight limit? There appears to be a connection of OCC's making this proposed Order with the HS2 Boddington Road closure and diversion. I received notice from HS2 by post w/c 26 January 2026 notifying me of the closure of a portion of Boddington to Claydon Road for realignment of the carriageway. The notification states the expected closure

period to be approximately 4 months commencing 9 February 2026 (although signage on-site at the start of the diversion states closure to November 2027).

The route to be closed includes bridge 143 over the same canal. Bridge 143 has no weight restriction but does have signs to warn large vehicles of possible grounding. The HS2 Notice shows the diversion route during this closure to be along Lower Boddington- Appletree – Claydon road and so over Claydon Canal Bridge 145 which currently has the 3-tonne weight limit.

I telephoned HS2 on 3 February 2026 to ask what the diversion route for vehicles over 3 tonnes was, given Bridge 145's weight restriction, as no alternative diversion route for heavier vehicles was shown on the closure Notice. HS2's response was that the closure and diversion would have been discussed with the local highways authority (i.e. OCC and Northants CC) before being put in place and the intention is that all traffic using the existing route along Boddington Road which has no weight restriction, would use the diversion route over the 3-tonne weight-restricted Bridge 145.

This suggests to me that OCC has already agreed the use of Bridge 145 by traffic exceeding 3-tonnes and that this use can commence from 9 February, 4 days before the consultation period set-out by OCC in its proposal has expired and therefore before any consideration of those representations or objections have been considered. What discussions were had by OCC with HS2 regarding the putting in place of the diversion and in particular what discussions were had regarding the weight limit on bridge 145? What dates did these discussions take place? Did discussions regarding weight limits take place with HS2 before HS2 made its closure Order and before OCC proposed lifting the weight limit in its Order? If there were no such discussions, how are HS2 able to divert traffic over 23-tonnes over bridge 145?

HS2 has not invited any representations in respect of its road closure Order, however, I am of the opinion that the proposed diversion is completely unsuitable and the diversion route should be through Wormleighton to the Southam Road A423, then south to the Mollington/Cropredy junction (cars could use the Claydon turning onto the Fenny Compton-Claydon Road but the railway bridge restricts commercial vehicles).

I do not see how HS2 can be allowed to defacto increase the weight limit on bridge 145 before the public consultation on OCC's proposed Order has taken place and the matter considered at a public meeting. OCC has a duty to enforce the 3-tonne weight limit on Bridge 145 until such a time as an Order is made to increase it, and that cannot be until after the OCC's proposed Order consultation period has expired and the matter reported and discussed at the proposed public meeting.

	<p>In my opinion OCC must inform HS2 that its diversion as proposed may only be used by vehicles under 3-tonnes, that procedures are put in place to ensure that this restriction is met and that an alternative diversion for vehicles over 3-tonnes is published and set out on the roadway.</p>
<p>(o5) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – What has happened to the bridge since 1970? Has work been done to strengthen the bridge or was it incorrectly classified then? What assurance is there that the classification is correct now? Will the roads leading to the bridge be improved to cater for the increased level of traffic which will undoubtedly result from the restriction being lifted?</p> <p>The road leading to and from the bridge is a single track pot-holed road without a footpath and very narrow verges in places and is used by pedestrians and horse riders so any increase in traffic is likely to increase the risks to them. There are inadequate passing places for two vehicles to pass and on one side of the bridge the verge is already churned up to create an informal passing place.</p> <p>Because it is a humped-back bridge there will be increased risk to the surface of the bridge being damaged with longer heavier vehicles using it. How will this be monitored? The parapet of the bridge is already damaged and has not been repaired for many months.</p> <p>Is this action being taken because the County Council has already agreed to the road being used as a diversionary route while the Boddington road is closed for some months for HS2 work to happen?</p>
<p>(o6) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – Encouraging larger vehicles to use the bridge and associated roads will negatively impact the safety of other road users and have a detrimental impact on the highway, which is already in poor condition. The bridge is currently in a poor state of repair and shows signs of significant damage from the vehicles that use it. Allowing heavier traffic will surely compromise the integrity of the bridge still further.</p> <p>The road and bridge is also a very popular walking and cycling route and is generally a safe route for families and the elderly. However there is no footpath and the verges are often overgrown particularly in summer leaving little room space to escape vehicles. This has become more apparent since the recent boddington road HS2 closure / diversion.</p>

<p>(o7) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – An increase in weight limit would be an introduction to heavy traffic to travel on unsuitable badly maintained single track approach roads with no passing places. It is shameful that the bridge has been badly neglected with eroded brickwork and part of the parapet missing (which is not shown as an out of date photograph has been used for this consultation).</p>
<p>(o8) Local resident, (Claydon, Bignolds Close)</p>	<p>Object – In view of the age of the bridge I do not think it is acceptable to increase the existing weight limit. The bridge is in need of repairs which are supposedly on-going but nothing has commenced yet. The Claydon-Appletree-Boddington road is very narrow and there are no designated passing places.</p> <p>The state of the road is in an appalling condition, which will be further damaged by an increase in traffic on the road. I do not think sufficient consideration has been given to this proposal and I would ask you to re-think the project. Thank you.</p>
<p>(o9) Local resident, (Claydon, Boddington Road)</p>	<p>Object – This is a terrible proposal. I cannot see any logic in encouraging larger heavier vehicles on this route. The road in question is absolutely not suitable for heavier, larger vehicles - it is a narrow single track and is already in poor condition. The bridge in question has already sustained significant damage from a large vehicle. Our village suffers enough with the extra volume of heavy HS2 traffic - no more please</p>
<p>(o10) Local Cllr (Claydon, Crossing Lane)</p>	<p>Object – Because the road either side of the bridge is in a very poor condition and will get worse with more heavy traffic</p>
<p>(o11) Local resident, (Claydon, Crossing Lane)</p>	<p>Object – I wish to object to the proposed with Claydon canal bridge limit change. The first reason is safety. The Statement of Reasons states that the council will ensure danger is minimised. Permitting heavier vehicles to use the bridge will permit increased number of heavier vehicles to travel though Claydon village and along Claydon Road. This will significantly increase the danger for pedestrians especially for those entering the playing field and Children's play area. This is contrary to the justification for introducing the 20 mph speed limit in the village. This change will unnecessarily increase the danger to pedestrians. The second point in relation to the Statement of Reason is in respect of minimising damage due to heavier vehicles. The road is already in poor condition.</p>

	<p>Permitting heavier vehicles will only increase the rate of deterioration. The Council wishes to encourage cycling as a mode of transport. The road is already extremely dangerous for cyclists. This will only become worse due to the state of the road and the presence of heavier vehicles. Finally, None of the documents show any positive benefit to the proposed change. The proposal has many negative consequences with no positive benefits.</p>
<p>(o12) Local resident, (Claydon, Lower Boddington Road)</p>	<p>Object – During recent road closures vehicles exceeding the current bridge limit were frequently observed using Lower Boddington Road as an alternative route taking them over the bridge in question. The road is a single track road. Large vehicles do not allow traffic to pass resulting in verges being destroyed. It is not only the bridge that was not designed for heavy vehicles, neither was the road. The road has received some recent maintenance which is already mostly destroyed. If the bridge is to be upgraded for additional weight then the road sub-structure requires the same treatment, not just another dressing to be washed away. maintenance carried out recently</p>
<p>(o13) Local resident, (Claydon, Main Street)</p>	<p>Object – The justification for this alteration is not clear from the consultation information supplied and therefore is highly suspicious. Is it to facilitate the already disruptive activities of HS2 in the area, or to open up the route as a "rat run" for larger vehicles which have often been seen in the trying to gain access to the car storage facilities at Chipping Warden? Either way the unclassified roads serving the bridge are totally unsuitable for heavy traffic, at best they are single track with few passing places. The light construction of the road surface is under regular pothole repair throughout the year requiring constant care from passing motorists, the passage of heavy traffic would increase the damage resulting in increased claims to the Council from drivers seeking redress for pothole damage. This will be a highly retrograde amendment for the area.</p>
<p>(o14) Local resident, (Claydon, Main Street)</p>	<p>Object – You have not explained anywhere just WHY you want to increase the limit. What is the benefit? Just because the bridge has been assessed of being capable of taking a greater weight limit does NOT make it a good idea and I am not convinced! We have had all sorts of issues in the past with large car transporters and other vehicles attempting to use that road and getting stuck, the bridge parapet has clearly been almost demolished several years ago (presumably by an inappropriately sized vehicle using it) and has still not been mended. It will encourage vehicles that are too large to safely use the bridge or the narrow lanes approaching it, and create even more potholes making it more hazardous for local residents to use (have you SEEN the state of the Boddington Road to the north of the village, which has been damaged by HS2 traffic to the point of being downright dangerous and destroying car tyres - why on earth would we want that experience to be repeated on another local road?)</p>

<p>(o15) Local resident, (Claydon, Main Street)</p>	<p>Object – Correction to previous submission. Loss of historic structure. Access to canal and farm on east side would be affected. Change of scale. Canal structure would be affected. Detailed plan would help response. Potential increase of heavy vehicles through Claydon.</p>
<p>(o16) Local resident, (Claydon, Manor Park)</p>	<p>Object – The road approaching the bridge is too narrow to take the larger vehicles that would then be allowed to use the bridge. There is no passing place to allow two way traffic.</p>
<p>(o17) Local Cllr, (Claydon, Manor Park)</p>	<p>Object – It was as agreed at an extraordinary council meeting that the Parish council would object to the proposal. The approach road to the bridge is too narrow. It is unnecessary to increase the weight limit</p>
<p>(o18) Local resident, (Claydon, Walnut Gardens)</p>	<p>Object – Object on the basis that this would likely be sued by HS2 vehicles. They have already caused significant damage to the roads around Claydon, and this would only add another opportunity for them to do so</p>
<p>(o19) Local resident, (Claydon, Boddington)</p>	<p>Object – Claydon is a very small village, with very narrow country lanes which I use for dog walkers and horse riders, to make the canal bridge bigger would encourage lorry's from Chipping Warden taking shortcuts which this village is not equipped to do.</p>
<p>(o20) Local resident, (Claydon, Main Street)</p>	<p>Object – Leave it as it is. We're fed up of encouraging HGV vehicles through the village. This will only make it worse. In any case you've failed to take into account the damage this will cause to the surrounding roads which are not built for this.</p>
<p>(o21) Local resident, (Claydon, Main Street)</p>	<p>Object – Loss of historic structure. Change of scale. Accesses to canal and farm field on north side would be affected. Detailed plans would have helped with this response. Increased vehicle weight would cause additional damage to road to north over former railway line, Significant weight increase would require reconstruction of canal under bridge and closure of canal.</p>

<p>(o22) Local resident, (Claydon, Manor Park)</p>	<p>Object – The bridge is unsuitable for large, heavy vehicles which would be at risk of grounding and over time, causing damage to the bridge with their weight. The roads surrounding the bridge are all very narrow and poorly maintained, having heavy vehicles on them is impractical and will cause damage to the verges and the roads.</p> <p>There is an abundance of wildlife in the area which would be at risk of harm or having their habitats disturbed. Claydon is a small, peaceful village and noise from additional traffic would be detrimental to the residents and visitors. There is an active walking and cycling community in Claydon and surrounding area which would be impacted by having to try and avoid heavy goods vehicles.</p> <p>The village playground and playing field is very close to the bridge with children and families accessing it throughout the day - again when walking to or from the playground pedestrians have no alternative than to walk in the road.</p> <p>This proposal seems ill thought out and not to have considered the needs of villagers at all.</p>
<p>(o23) Local resident, (Claydon, Main Street)</p>	<p>Object – My objection to the proposal is that this bridge is in no condition for the weight limit to be increased; indeed, it is in dire need of repair and structural amendments to simply continue as a 3 tonne weight limit. The brickwork is breaking away and dangerously unstable. Its siting prevents clear view of oncoming traffic and frequently, traffic is surprised by oncoming vehicles, left with nowhere to pull into. The verges approaching the bridge, already, are disintegrating as evidence of traffic hastily pulling to one side to avoid oncoming traffic. In the past few weeks, huge tipper lorries have been driven through the main street of the village of Claydon, shaking properties (including my own) and causing cracking of interior plaster. The approach road either side of the bridge is single track, totally unsuitable for large vehicles, which would carry a load, as evidenced by the traffic travelling through the village in the past few weeks, totally exceeding the even the empty 13 tonne limit proposed. THIS PROPOSAL MUST NOT BE PASSED.</p>
<p>(o24) Local resident, (Claydon, Main Street)</p>	<p>Partially support/concerns – If it does go ahead & is safe which the 2025 says it is, what inspection schedule / ongoing monitoring will there be?</p>
<p>(o25) As part of a group/organisation</p>	<p>Partially support/concerns – Historic England previously raised concerns regarding the proposed increase to the weight limit to this bridge under the recent listed building consent application. Whilst the bridge may be able to</p>

support additional weight, the proposed 13T limit remains more than what we recommended this bridge could accommodate in its unrepaired condition. We appreciate we have not had sight of the structural engineers report that has informed this weight increase. If this is provided, we could review our position. The bridge has also recently suffered from vehicle damage, with a collapsed parapet wall and scrapes to its road surfaces. Increasing the weight limit would encourage more heavy vehicles to use the route, which increases the risk of further damage to this important Grade II listed bridge. Maintaining the existing weight limit is the best way to protect the integrity of this bridge. We would welcome the opportunity to review the structural engineer's report and engage with you further to ensure this Grade II listed bridge is safeguarded.