

## Crawley Parish Council

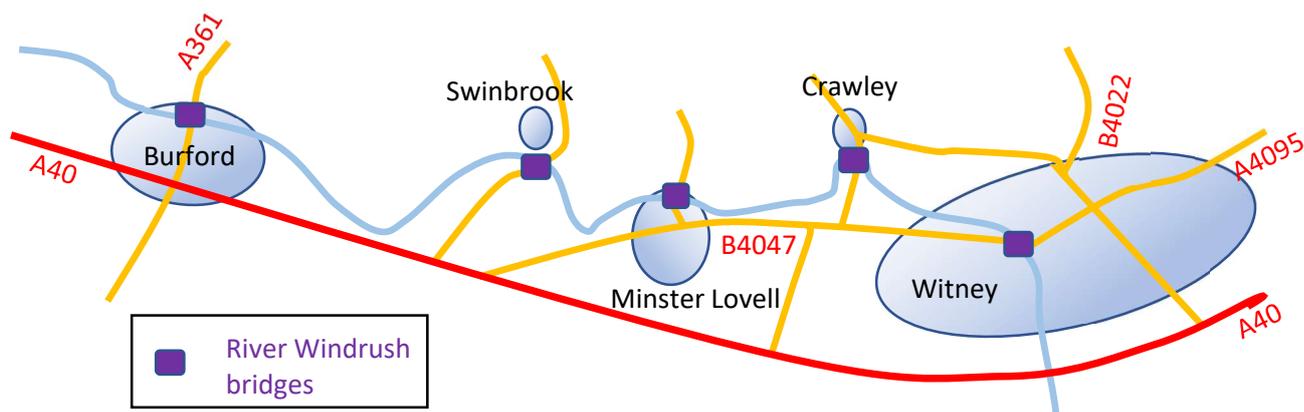
### Response to OCC Consultation reference CM/12.6.149

#### Re: Town Centre (Burford) Experimental Traffic Regulation Order (7.5 tonne Weight Limit)

Crawley Parish Council remains concerned that the Burford restriction is pushing HGVs onto alternative routes through local communities such as Crawley. Narrow village roads are totally inappropriate for use by heavy vehicles. In Crawley, all the roads have single lane working with passing places, no pedestrian footways (other than a short length on Dry Lane) and tight bends giving limited forward visibility. As a result, HGV traffic creates dangers to pedestrians and other road users, damages the road infrastructure and verges, and results in daily confrontation between drivers as they struggle to manoeuvre through the village.



The regulation suggests that HGV drivers should “make full use of the alternative major road network around the area”. The problem with this is that, for local journeys and deliveries, alternative major roads do not exist and there are no alternative river crossings on suitable roads between Burford and Witney. The bridges in Swinbrook, Minster Lovell and Crawley are on narrow, unlisted roads. The nearest bridge on an A-road is in Bridge Street, Witney. This is an Air Quality Management Area that already suffers high levels of pollution that breach air regulations. It makes no sense to add to the problems by diverting Burford’s HGV traffic from the A361 through any of the other local communities. Of all the bridges in the area, the A361 bridge in Burford is best able to accommodate HGV traffic. The loss of an A-road river crossing for HGVs and the absence of readily available alternatives is a major issue, not only for the operators of HGVs but also for the environment.



Crawley's immediate response to the threat from increased HGV traffic was to seek the introduction of a 7.5t weight limit through the village. In consultation with OCC we developed a suitable scheme and progressed local informal consultation ahead of an application for a Traffic Regulation Order. Although such a ban could legitimately be justified, because of the narrowness and unsuitability of Crawley's roads for HGV use, this approach could reasonably be seen by neighbouring communities such as Witney and Hailey as merely offloading our problems on to someone else. We understand that a wider strategic plan for the area as a whole is being undertaken and have paused our application for a weight restriction pending its completion. We believe that a better solution would be for Burford's experimental weight restriction to be halted and that Burford could be adequately protected by the 20mph speed limit that they have introduced since their weight restriction became active. Lowering the speed of all traffic through Burford would protect their infrastructure and environment without adversely affecting all the other nearby communities.

We trust that OCC will reconsider the needs of everyone who lives and works in this area and find a better solution than the current experimental scheme in Burford.

Sent by the members of Crawley Parish Council  
Colin Dingwall (Chairman) and Councillors  
Mark McCappin, Sue Bremner-Milne,  
Graham Hoxley and Tony Connell