

Appendix

Online Consultation Comments

Ivinghoe Freight Strategy - Statutory Consultation

Response from Aston Clinton Parish Council

Aston Clinton Parish Council would like to make the following response to the statutory consultation regarding the Ivinghoe Freight Strategy.

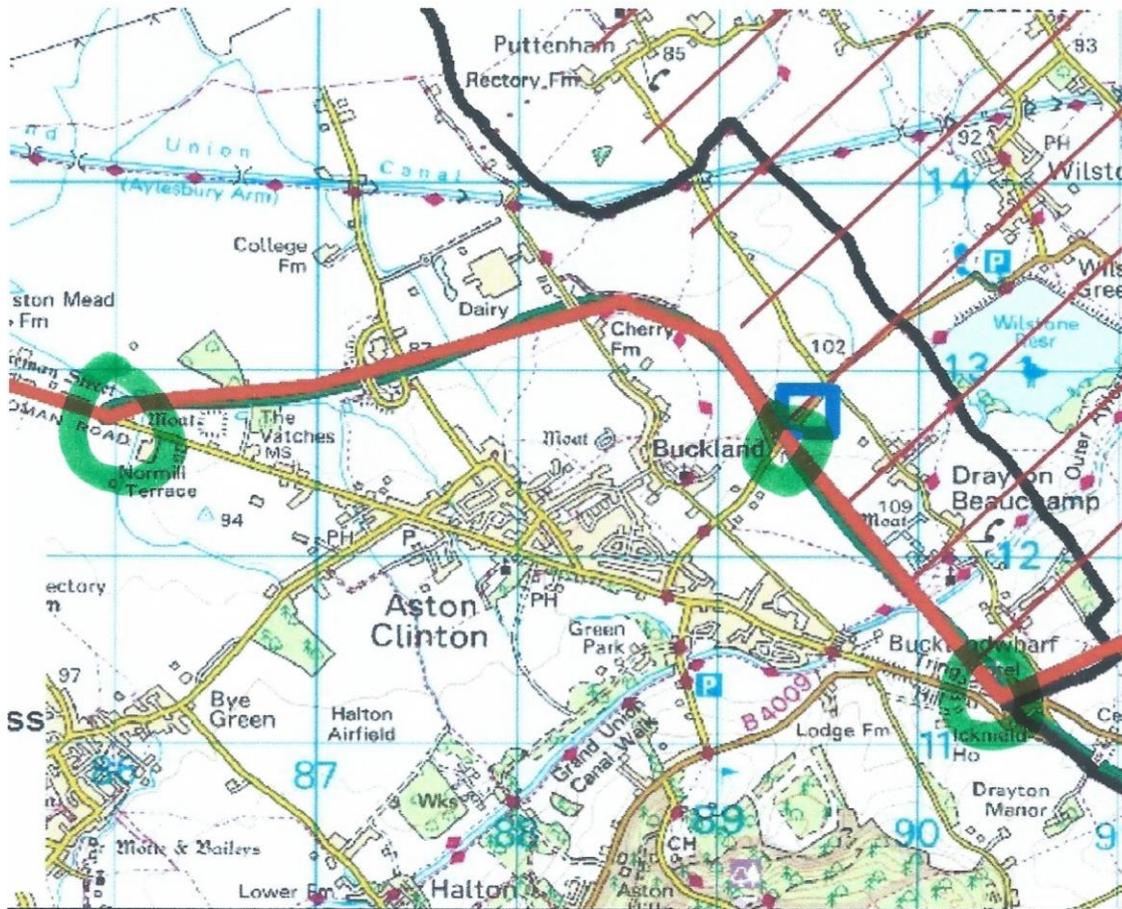
Overall, we understand and have no objection to the plan itself. In fact, we fully endorse your comments that:

"A zone like this can clearly reduce the level of traffic by removing a significant number of HGVs that simply pass through the area. The TRO will help reduce the negative impact on local residents, buildings and the environment, while of course still allowing local deliveries to be made."

However, we have a specific issue that we feel should be addressed in relation to the points into the village of Aston Clinton, which on the current proposal are not shown with any notification of the advised route to an HGV driver.

This is not consistent with the above statement. Our proposal adds further weight to the clear intention of the Freight Strategy as stated.

The following plan will assist in demonstrating our proposal:



You will see that the red line denoting the prescribed route for HGVs takes a right turn at the top of Tring Hill coming off the Upper Icknield Way which passes Tring and then takes the A41 bye-pass around Aston Clinton. At the end of the bye-pass the route then takes another right turn off the roundabout and proceeds towards Aylesbury along Aston Clinton Road.

Our concern is that without appropriate signage advising the specified route for 7.5 t HGVs, at three extra points avoiding Aston Clinton Village, HGV drivers will use the village as a 'rat-run'.

The three sites are:

(1) at the A41 junction roundabout at the top of Tring Hill.

(2) at the 1st exit of the roundabout at the end of the A41.

(3) at the northerly access road to the A41 off the B489 Lower Icknield Way, preventing access to Aston Clinton Village,

Unless clear advice is given to HGV drivers at these points, the exact problem that the proposal is attempting to avoid in Ivinghoe would be created in Aston Clinton.

You will also see drawn on the attached map three green circles that mark our proposal for the erection of advisory route signs of the type used around the perimeter of the current proposal to alert drivers to the correct route to use.

Dear Sir/Madam,

I have examined your proposal for the above Freight Zone and find it totally unacceptable in the form it is.

It does not consider the impact of the surrounding area such as Edlesborough and Billington, where the B440 is not suitable for the inevitable impact such as

Safety of pedestrians of all ages including school children who are transported to school by bus from the village.

Safety of cyclists who regularly use the route.

Increase in pollution- traffic fumes.

Increase in noise pollution.

URGENTLY review and update your proposal to include B440.

As a resident of *****, Great Billington, I am extremely concerned about the proposed freight exclusion zone excluding HGVs from using the roads within an area bounded by the A418, A41, B488 and B440! Such decisions will result in HGV's using the B440 through Billington.

I am therefore objecting to this decision. I have two young daughters who have to make a "run for it" crossing every day to get the bus to school, I walk my dogs daily and as an adult I

don't like crossing this already very busy road. Cars whiz through the village at fast speeds, even though it's a 30 zone. It's hardly ever adhered to and it's extremely dangerous when wanting to cross at the top of the hill to get to the church.

The pathway is on one side only and extremely narrow and I have major concerns with HGV traffic hurtling through our little village. Some residents houses are literally on this road.

So not only is it dangerous but will become even more noisy and dirty.

I want my objection noted and hope that as residents, our views will be taken into consideration, especially with young children living here and crossing an already very dangerous road.

Yours sincerely

As Great Billington residents of 4* years and * years respectively, my sister and I wish to lodge an objection to the Bucks County Council proposed freight exclusion zone which would direct HGV traffic onto the B440 through Billington & Eddlesborough.

Not long after I moved here, 8 years ago, the road through Great Billington from the A505 was still designated "**A4146 to Hemel Hempstead**" – and all traffic, including numerous large and noisy HGVs, used this as a rat run to Hemel Hempstead rather than go via Dunstable. Subsequently after protests, it was **downgraded to a B road (B440)** in the hopes of **diverting HGV traffic off it**. Who didn't understand why this decision was taken for the safety of the people who live here and have daily to contend with the traffic noise and pollution?

This road has a narrow pavement/public footpath only on **ONE** side for the majority of its length through the village and is extremely dangerous for pedestrians, many of whom have young families. Despite a 30mph limit and flashing warning the speed limit is consistently, dangerously exceeded, so that in trying to cross from one side to the other to post a letter, walk dogs, access the playground, Village Hall, the Church or Farm Shop, pedestrians are already confronting danger.

It had been hoped that downgrading the A4146 to the B440 would quieten the road – but there are numerous HGV's – apart from regular traffic – still leaving the A505 at the "Macdonalds Roundabout" – and we feel it is unrealistic to expect any change to happen, except for the worse should Bucks C.C. proposal be implemented.

Did ANYONE from Bucks C.C. consult with or visit Billington or Eddlesborough before thinking up this far from sensible idea? Indeed, the residents, we're sure, would appreciate **more** calming measures along this road – not the exacerbation of an already failed “solution”.

As a resident of the village of Billington, Bedfordshire I object strongly to the introduction of this proposed scheme on the following grounds.

While it claims to reduce the negative effect of HGVs on a section of Buckinghamshire it ignores the fact that in effect it will increase the negative effect of HGVs in towns and villages outside the zone and in particular, neighbouring Bedfordshire.

It is unacceptable that a regional authority should legislate for the benefit of residents of one area at the expense of, and to the detriment of, another.

Firstly I would refer to the comments made by my neighbours ***** & ***** from Great Billington. I would endorse all of their comments. The analysis carried out by Edlesborough PC suggests the majority of HGVs excluded by the Bucks CC scheme would divert through our village.

As an elderly resident of Great Billington with a disabled wife the width of footpaths brings me very close to the kerb particularly at the top of the hill near the church . If I am supporting her walking I have to walk in the gutter or dangerously balance on the edge of the pavement. Lorries tend to take a “run up “ to get up the hill and their wing mirrors come precariously close to the footpath . The time will come when a lorry speeding up one side of the hill will have to pass one coming the other way where the road is very narrow with dire possible consequences to pedestrians.

There is no safe place to cross from the footpath to the church . A couple of “elderly people crossing” signs inspires no confidence in safety.

I understood the downgrading of the A4146 to a B road would suggest an unsuitability for heavy vehicle use , not a license to increase the through flow.

If councillors from Bucks & Central Beds were to spend an hour or so walking up and down the pavements of Great Billington they would quickly realise how frightening it is with the many (I would guess the majority) vehicles speeding through a small village . Lorries are especially scary. The road was never designed to take the volume and size of vehicles likely to be diverted to the B440 and will rapidly suffer degradation with little prospect of repair with its new B status . They would also quickly appreciate the enormous noise/vibrations that local residents have to endure as vehicles rumble by.

It strikes me that Bucks CC needs to consider its close neighbours and not just wash their hands and in effect say “that's got rid of our problem ... it's somebody else's now “.

Let's hope that Central Beds has the mettle to stand firm in objecting to this plan which will have consequences for their residents for whom they have a responsibility . I would suggest also that the health of people will suffer if Edlesborough PC's analysis is accurate . Increased pollution(noise & exhaust gases/particulates, lights if night traffic increases. Effect of

constant vibration on foundations, not to mention the stress it will cause.

The road through Great Billington needs calming measures for its current situation not an exacerbation from increased HGV use . The B440 must be included in the Freight free zone too.

Kind regards

Dear Sir/Madam

We are writing to support Edlesborough Parish Council's proposal to include the B440 in the proposed freight zone.

Parts of the B440 on that route are wholly unsuitable for heavy freight. Quite clearly it needs to be included just as much as the other villages.

Yours faithfully

Dear Sirs

I live at * Church Road, Ivinghoe which is on the main road, through the village. Turning left out of my drive to walk to the allotments is exceedingly dangerous as the pavement is very narrow and when large lorries pass or worse two lorries pass on the road this is very dangerous. It would be a great of relief to have the amount of HGVs reduced. As the road is in a very poor condition, the noise of these HGVs is considerable and disturbs the family.

Yours faithfully

Hello

I object to the proposed scheme as it will inevitably transfer a huge amount of traffic onto the B440. Even now it can be difficult to exit Edlesborough onto the B440 at Edlesborough church because of the poor view of oncoming traffic. How often will the traffic islands at The Travellers Rest have to be rebuilt? More traffic, more accidents at this 4-way junction.

Moreover the displaced traffic on the B440 will most likely continue on the road to Hemel Hempstead (despite the weight restriction) causing havoc at Water End.

Sincerely

I would like to oppose this scheme unless you put the same ban on the B440 through Edlesborough.

This road has had much less h g v traffic going through since the lorry ban in Water end, but i am sure this will increase again if the Ban through Ivinghoe is implemented

Yours Faithfully.



25th May 2021

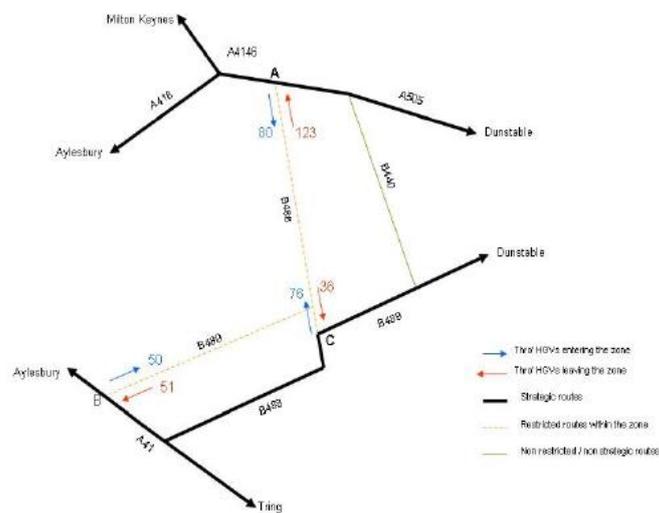
Ivinghoe Freight Zone Consultation
Design Services
Transport for Bucks
Aylesbury Vale Office
Corrib Industrial Park
Griffin Lane
Aylesbury
HP19 9BP

Dear Sirs

Proposed Ivinghoe Area Zone Traffic Regulation Order

Edlesborough Parish Council is opposed to the proposed Ivinghoe Area Zone Traffic Regulation Order in its current form, but would be in favour if it included the section of the B440 between the A4146 and the B489. Whilst the Council supports the principle of the proposed 7.5t restriction area, it does not agree that in its current form it will achieve its full objective. The intention of the proposal as the Council understands it is to divert through HGV traffic off unsuitable rural roads onto more appropriate ones designated as 'freight routes'. What the proposal would achieve is the elimination of through HGV traffic on the B488 between Ivinghoe and Leighton Buzzard and simply displace the majority of it onto the equally unsuitable B440 between Edlesborough and Leighton Buzzard.

Having studied the results of the ANPR Survey carried out in November 2019, it is clear that there are currently two main HGV routes through the proposed freight zone. They are between points A & B and points A & C on the following [sketch](#).





EDLESBOROUGH PARISH COUNCIL

A total of 254 HGVs were recorded passing through the entire proposed freight zone of which 203 (80%) used the northern stretch of the B488 between Ivinghoe and Grove, entering or leaving at point A. Of those 203 through vehicles approximately half also used the western stretch of the B489 between Ivinghoe and Buckland, entering or leaving at point B. The remainder used the continuation of the B488 through Ivinghoe to enter or leave at point C. It is very evident therefore that the principal beneficiary of the proposed freight zone would be the northern stretch of the B488 (a reduction just over 200 vehicles), and to a lesser extent the western stretch of the B489 (a reduction of approximately 100 vehicles).

The assumption being made by the proposers of the freight zone is that all the traffic between points A & C would use the A418 and A41 via Aylesbury, and all that between points A & B would use the A418, A41 and B488 again via Aylesbury. **THAT WILL JUST NOT HAPPEN.** Traffic will always find the shortest route. The majority (if not all) of the traffic currently using the northern stretch of the B488 will simply divert to the A4146, B440 and the B489 to reach point C and to the A4146, B440, B489, B488 and A41 to reach point B. The distances between the points using the A418 route and the B440 route are shown in the following table:

	A418 Route	B440 Route
Between Points A & B	13.5 miles	12.8 miles
Between Points A & C	19.1 miles	8.4 miles

It is accepted that there is little difference between the two alternative routes between points A & B and that some vehicles may choose the slightly longer A418 route in preference to the B440 one, especially if they are travelling to or from the Milton Keynes direction. However, it is estimated that at least half would use the B440 route and probably more.

This concern has previously been shared with the proposers of the freight zone who accepted that the worst case projection would be 203 vehicles displaced onto the B440. However they then argued that an extra 203 HGVs only amounts to 3.3 per hour, assuming a 12 hour 5 day week, which they consider to be negligible, regardless of the fact that the busiest road within the proposed zone (the B488) would only see a reduction of 203. This of course questions the whole justification for the freight zone. If 203 vehicles per week is negligible as they suggest, why is the freight zone necessary? The Parish Council takes the view that an extra 203 additional HGV's per week using the B440 would indeed be significant.

The B440 is just as unsuitable as the B488, and to simply concentrate all the through HGV traffic onto a single inadequate road rather than spreading it between the two is totally unacceptable. The only sensible alternative is to include the B440 in the freight zone. That way the HGV traffic travelling between Leighton Buzzard and Tring would be obliged to use the A418 and A41 and traffic travelling between Aylesbury and Dunstable would have to use the A418 and the A505.

Yours sincerely

As a resident of Edlesborough I am concerned that in reducing HGV traffic through Ivinghoe, Cheddington and Mentmore this will increase already heavy traffic on the B440 Leighton Buzzard-Hemel Hempstead road through Edlesborough and Northall. I would ask you to include us in your Freight Exclusion Zone.

Yours sincerely,

I strongly oppose the suggestion that the B440 is included in the new Freight Exclusion Zone. This would cause untold pollution, traffic congestion to Edlesborough Village and would be dangerous to pedestrians using the narrow footpaths on the B440.

Regards

Dear Sir/Madam

Having read the scheme proposal I am not clear on the logic of it.

My observations tell me the problem of traffic is not being moved to main roads but moved from one village to another thus not eradicating the issue but mealy kicking the can down the road to give someone else the problem.

Because their isn't any clear visible logic to this proposal, is their some ulterior motive this this? One can only guess as to a number of reasons.

However, I welcome any explanation, that is not a political answer, as to why this is a logical solution for the villages not in the scheme or has consideration now been given to include other surrounding villages.

Kind regards

Sirs,

I wish to add my voice for what it's worth to oppose this scheme to add a considerable increase in tonnage passing through our village of Edlesborough.

I live in Edlesborough and am a regular dog walker. There are very few public footpaths in this area and the ones that are here all end on the B440 with no continuation opposite so I am forced to walk on the road because there are very few pavements.

Two examples of these are between the NMJ Garage and the Church Farm in Edlesborough, both on the left, one either side of the road in Northall and three more on the left side of the road in Billington.

The roads are already busy enough, the speed limit seems arbitrary so do not make the situation even more dangerous than it already is.

We wish to oppose the freight strategy scheme. Not only will it increase the traffic through Edlesborough and Northall, it will also encourage the drivers of HGV vehicles to drive down the high street in Edlesborough and through Eaton Bray to the bypass which is already a congested route due to parking outside the shops in Edlesborough and Eaton Bray.

The three villages of Edlesborough, Northall and Billington are concerned that your proposals to protect Ivinghoe and Cheddington will have an impact on heavy traffic on the B440. Whilst we can understand the wish to reduce the impact of heavy vehicles in those villages you must be aware that to shift them onto our road is going to mean that an imbalance is going to occur. We would not wish to be at loggerheads with a neighbouring council so ask that you look carefully at alternative means of resolving the problem that you have.

Dear Sir or Madam,

We wish to object most strongly to this proposal.

The proposal is “for the areas around Ivinghoe, Cheddington and Mentmore, the zone sits within defined boundaries, east of the A418, north of the A41 and west of the B489, and follows two years of research, monitoring, discussions, public engagement and detailed planning with the local community”. This definition of the areas affected fails to take into account the effect of this traffic regulation order on other communities, which may or may not be part of Buckinghamshire.

The very detailed analysis by Edlesborough Parish Council (which is near to us in Billington) concludes: “It therefore follows that the introduction of the freight zone would simply transfer somewhere between 60% and 80% of the HGVs currently passing through the entire zone onto the B440. Whilst this would clearly benefit the B488 which is unsuitable as an HGV route, transferring that traffic onto the equally unsuitable B440 through the villages of Edlesborough, Northall and Billington is not an acceptable solution to the problem. Consideration needs to be given to including the B440 in the proposed freight zone”.

We are amazed, but sadly not surprised, that it appears that Bucks CC has not drawn up a TRO in conjunction with its neighbour (Central Bedfordshire Council), as it is obvious to anyone who lives on or near the B440 (as we do) that this TRO will lead to an even greater concentration of heavy goods vehicles through this and other villages.

We are aware that CBC is formulating its response to this TRO, but we are saddened that – once again – there seems to be little cooperation here between neighbouring authorities.

Dear Sir,

Bucks CC are proposing to introduce a freight zone to restrict HGV's from the roads passing through Ivinghoe, Mentmore and Cheddington. I think you will also be aware and not be surprised that analysis by Edlesborough PC indicates that the proposal will increase the number of HGV's on the B440 through Great Billington by between 60% and 80 %.

The number of HGV's passing through Billington are already a danger to other road users and pedestrians. The hill in the centre on the village restricts visibility and the at that point the footpath is very narrow. As a long-time resident of the village I can assure you that when using the path there is a very real danger of being sucked on to the road when a HGV passes- usually way in excess of the speed limit.

To increase the number of HGV's is inviting accidents apart from increasing air pollution and noise for residents living beside the road.

I strongly object to the proposal or ask for it to be amended so that the zone includes the B440. If that was possible it would be a big improvement for Billington and send HGV's onto roads suitable for their size.

If I have not addressed this to the correct section please forward it on so that my objection is taken into account in the consultation.

I wish to object to the proposal as it will increase freight on the B440 through Edlesborough.

There are speed limits through Billington, all of Northall and Edlesborough, which means more slow moving traffic, including two hill climbs both ways.

My major concern is the road in front of Edlesborough Church. Visibility is poor and the road is narrow. I spend a lot of time in the Churchyard and see on a regular basis large HGVs having to give way to each other as the road is not wide enough to accommodate their joint width. Using the footpath will be terrifying for residents, and car access will be very difficult. I object.

Subject: INCREASE IN HGV'S B440

Dear Councillor Dalgarno

I am a local resident in Great Billington and are extremely concerned as to the proposal of an increase of HGV's using the B440.

There is already a heavy use of this road of HGV'S and also the speed in which vehicles already reach even though the speed limit is 30mph which no one adheres to. This road especially in Great Billington is used a local speed track for not only motor cars but also motorcycles and someone is going to have an accident which already concerns me greatly.

I have an * year daughter who has ASD and ADHD and struggles with the noise of vehicles so an increase would be terrible for her anxiety. Also with an increase of HGV's the road would be in constant use and also through the night as no HGV driver is 9 til 5.

I therefore object to the increase of HGV vehicles and you must include the B440 in the proposed freight exclusion zone.

Dear Sir / Madam

i wish to register my opposition to the proposed introduction of the Ivinghoe Freight Strategy.

As residents of Northall we have already seen a major increase in HGV's travelling through our village since the introduction of the weight limit on the Ivinghoe bridge and are already suffering the ill effects of this increase with the noise pollution caused by the heavier vehicles, increased levels of dust and air pollution and in some cases actual vibration in our property.

It is now virtually impossible to walk comfortably on the foot path without having to continually step into the hedgerow to avoid the over sailing mirrors of trucks travelling down the road. Our road is not wide enough for these trucks to pass each other comfortably so causing them to come dangerously close to mounting the pavement.

Who is going to take responsibility when the inevitable happens and someone is killed or badly injured?

Northall in particular has a major problem with speeding vehicles. Although the speed limit has been reduced to 30mph it is in between two very straight fast pieces of road and so very few vehicles adhere to the 30 mph limit and this unfortunately now includes a large number of HGV's transiting through the village. I have made numerous calls to transport companies whose trucks are regularly passing through our village requesting them to impress on their drivers the need to adhere to the 30 mph limit but it is still a major problem.

The B440 Leighton Road is a B road and not capable of absorbing the amount of HGV traffic you are planning to transfer on to it without causing the residents of Billington, Northall and Edlesborough, major environmental disadvantages.

By introducing this scheme all you are doing is kicking the can down the road and piling one areas problems onto another. The B440 needs to be included in the scheme and have the 7.5 ton limit imposed and you need to build a suitable bypass which will be capable of handling these vehicles as the problem is only going to get exacerbated in the future.

>>> Dear Sirs,

>>> As residents of Gt Billington for over 30 years and having seen the sheer weight of traffic increase over this period, we are writing to object to the proposed freight zone which will considerably increase the amount of HGV's using the B440 and passing through Billington.

>>> Our understanding is that the link road from the M1 was constructed to bypass smaller Villages and to provide appropriate routes for Freight vehicles and heavy traffic.

>>> We have a 30 mph speed limit in our Village which is already disregarded by HGV drivers and many motorists adding to the dangers of residents many of whom are elderly and currently adds to the perilous day to day access onto the B440. The current proposal by Bucks C.C will only increase the scale and the impact this will have.

>>> We therefore are requesting the inclusion of the B440 in the freight exclusion scheme.

>>> Yours sincerely,

Sir

I am dismayed by the proposals for the re-routing of the heavy freight traffic through the Edlesborough village. Whilst there may be problems as per the existing routes being used, merely making this change is just shifting "the deck chairs on the Titanic". Closing off the critics and passing it into the court of another group of critics is not solving the "problem". You may be reducing the problems to yourselves but that is not an answer. I earnestly suggest you rethink the options. Parish councillors will assist if requested.

Please stop. Pleaserethink.

Thank you

We wish to object to the Ivinghoe Freight Zone on the basis that Northall and Edlesborough have not been included within the scope of the proposed zone.

The introduction of a freight zone excluding Northall and Edlesborough will see an increase in HGV traffic using the B440, Leighton Road which will have a negative impact on the local residents due to an increase in emissions, increased risk of damage, vibrations into homes and noise. These are all reasons you state why zone should be introduced in the first place stating "lives are being negatively affected by heavy goods vehicles (HGVs) passing through Ivinghoe." The lives of residents living along the B440, Leighton Road in Northall and Edlesborough will also be blighted if this proposal goes ahead – so why is that considered acceptable?

Objective 1 of the strategy is "Appropriate road use." The B440, Leighton Road is also not appropriate road for HGVs and poses a safety risk to local residents should the plan go ahead. At the section of carriageway outside the "Church on the Hill – Church of St Mary's" in Edlesborough, the road is not wide enough for two HGVs to pass at anyone time leading to HGVs frequently driving up onto the pavement to pass. This is a real concern, this is the only route that exists with a pavement to walk between Edlesborough and Northall villages. We often travel between the two villages with our * year old son in his pram, the path is not currently wide enough at certain points , so we have to walk into the road with the pram, this is already dangerous but with the increase in HGVs this will be worse. Children also regularly use this route to walk to the Edlesborough Primary Academy.

Reference 1: section of road that is not wide enough for HGVs to pass at Church on the Hill – St Mary's, Edlesborough



The proposal will definitely see an increase in HGV traffic along the B440, Leighton Road, the assumption that traffic would use the A418 and A41 is incorrect, as traffic will always use the shortest route. The B440 is the main bus route for school buses to pick up children, there is already a speeding issue through both villages with cars and HGVs often traveling in excess of 50mph through the 30mph zone, increasing the amount of traffic on this road will only make this worse.

If the scope of the proposal of the Freight zone was amended to include Edlesborough and Northall, I would then be willing to support the proposal.

Proposed Ivinghoe Area Freight Zone

My wife and I strongly oppose the proposal for the Freight Zone Exclusion Plan that would prevent HGVs using the roads in the area bounded by the A418, A41, B488 and the B440. Whilst we agree with the need for this proposal we are very concerned that the proposal as

it stands would have the effect of redirecting a large proportion of the HGVs onto the B440 and B489.

I have lived in Northall on the B440 for over 50 years and have been a volunteer for the last 15 years for Thames Valley Police maintaining and distributing the Speedwatch equipment to all the surrounding villages.

The following list indicates the reasons why we are so concerned about the increase number of HGVs that will redirect onto the B440 through the villages of Edlesborough, Northall and Billington.

1. The B440 passes through predominately farmed countryside and carries a considerable number of slow moving large farm vehicles throughout the year.
2. Most of the private houses are built along the B440 adjacent to the road.
3. The local children are picked up and dropped off by school transport on the B440 and have to wait on the pavement adjacent to the B440.
4. Northall Village Hall is located in South End Lane and is used regularly by young children using the excellent play equipment. The hall is used by many groups including Age Concern. All local people using the Hall have to walk along the narrow, inadequate pavement alongside the B440.
5. Speeding through these villages is a major problem and policing this is low priority due to TVP manpower shortage.
6. We have witnessed many accidents on the B440 in Northall including one local resident's death caused by being struck by a passing vehicle. It is a regular occurrence to have to pick up lorry wing mirrors from the road where lorries have to pass so close to each other.
7. The pavements along the B440 are very narrow, in poor condition and run adjacent to the B440 with no protection from a grass verge. This footpath is regularly used by residents during the day and evening to gain access to the local PH, school pick up, dog walkers, Village Hall and access to the local footpaths, etc. The location of the footpath is particularly dangerous for the residents who are disabled and have to use mobility aids.
8. The road is very narrow in many places ie. Edlesborough by the Church and Billington Hill and not suitable for HGVs. The B440 is poorly maintained. It was patched many months ago where it passes through Northall but the road markings have never been replaced including the white 30 mph indications.
9. The footpath in Northall going north past the turn off to Slapton ceases to exist. Walkers and residents have no choice but to walk in the road or use the narrow grass verge adjacent to the road.
10. Several properties by Edlesborough Church and other areas in Northall have no front gardens and are within a few meters of the road. The vibration and noise generated by these HGVs is considerable and it tends to be the elderly and disadvantaged that occupy these properties.
11. If all the above reasons to have the proposed Ivinghoe Area Freight Zone are not considered serious enough to modify the Plan would you please include the B440 and B489 in the planned banned Freight Zone.
12. If the Plan is implemented as the original Proposal please consider installing Speed

Humps or stretches of one way traffic on the B440 and B489 through the villages to help prevent further deaths and serious accidents.

We are writing in relation to the proposed Ivinghoe Area Freight Zone.

We live in Edlesborough and are concerned that the proposals will lead to a significant increase in freight traffic along the B440. There are already a number of narrow sections of the road where it is difficult for two lorries to pass each other - e.g. by Edlesborough Church and in Great Billington.

We would therefore urge you to include the B440 in the proposed Freight Zone.

Kind Regards

I object to the proposed solution to the removal of HGVs from the B488/B489 for the following reasons:-

- The bulk of the traffic barred from the 'Freight Zone' will transfer to the B440, which is equally unsuitable for HGVs, if not more so.
- HGV drivers will not, in the main, use the longer and more congested route through Aylesbury – Why would they?
- The B440 has a number of hazardous stretches or sections where increased heavy goods vehicles will create additional risk, anti-social noise, pollution and vibration e.g.:-
 - The hill at Great Billington
 - The speed at which vehicles (despite the 30mph limit) pass through Northall
 - The hill and narrow road width at Edlesborough- large or even medium sized HGVs cannot pass on the narrow sections of this stretch of road without difficulty, often involving reversing. The footpath on the Leighton Buzzard side of this section is already unsafe and can only be used in safety if no vehicles larger than passenger cars are approaching. The junction with Edlesborough High Street presents an addition hazard.

It is clear that if HGVs are to be persuaded to use the proposal's desired route via Aylesbury, it will be necessary to include the B440 in the freight zone. Failure to do so will not produce the desired objectives and will result in costly amendments to the scheme at a later date – at taxpayers' expense and inconvenience.

Yours Faithfully

I am writing to object to the proposal of the Freight Zone. I agree that something needs to be done to reduce the number of large vehicles on our country roads, not to include the B440 through Edlesborough, Northhall and Billington in the scheme is ridiculous. The current scheme would greatly increase the number of HGVs using the B440. The B440 is just as unsuitable for HGVs as the B488. There are pinch points at Edlesborough church, between Northhall and Billington and Billington hill. These are places where it is difficult for

tow lorries to pass each other and HGVs can't pass each other safely. HGVs can not negotiate the hills at Edlesborough church and Billington in snow or icy conditions and so block the road. There are no footpaths along most of this stretch of road so pedestrian will be at even greater risk if the number of HGVs increases. Many cyclists also use this route and will also be at greater risk. The B440 is currently used by HGVs as an alternative route when there is congestion on the A5 and/or M1 so already at times taking more HGV traffic than is designed and built for. I hope you reconsider your proposal and add the B440 to the scheme.

Dear Sir / Madam

I live in Buckinghamshire on the Leighton Road (the B440) in Northall

The B440 runs right outside my house and is already busy with huge lorries day and night.

Closing the B489 and B488 to heavy traffic - as proposed in the Ivinghoe Area Freight Zone - will force even more lorries on to the B440 as it saves between 8 and 13 miles over using the main trunk roads. This will mean that I will have an additional 200-300 heavy freight vehicles passing my home each week severely affecting my quality of life and the value of my house.

If you are proposing this policy enhance the quality of life for some Buckinghamshire householders, please ensure that the policy is applied to all and include the B440 in the proposed restricted roads in the Freight Zone.

Yours faithfully

Clerk: Julie Todd
6b Higher Rads End
Evershoit
Beds MK17 9ED
julietodd@hotmail.co.uk

1 June 2021

Ivinghoe Freight Zone Consultation
Design Services
Transport for Bucks
Aylesbury Vale Area Office
Corrib Industrial Park
Griffin Lane
Aylesbury HP19 8BP

Dear Sir

Objection to increase of HGV's using the B440 through Billington

Billington Parish Council wishes to object most strongly to this proposal.

The proposal is "for the areas around Ivinghoe, Cheddington and Mentmore, the zone sits within defined boundaries, east of the A418, north of the A41 and west of the B489, and follows two years of research, monitoring, discussions, public engagement and detailed planning with the local community". This definition of the areas affected fails to take into account the effect of this traffic regulation order on other communities, which may or may not be part of Buckinghamshire.

The very detailed analysis by Edlesborough Parish Council (which is near to us in Billington) concludes: "It therefore follows that the introduction of the freight zone would simply transfer somewhere between 60% and 80% of the HGVs currently passing through the entire zone onto the B440. Whilst this would clearly benefit the B488 which is unsuitable as an HGV route, transferring that traffic onto the equally unsuitable B440 through the villages of Edlesborough, Northall and Billington is not an acceptable solution to the problem. Consideration needs to be given to including the B440 in the proposed freight zone". It is the view of Billington PC and residents that the B440 should be included in the proposed Freight Exemption Zone.

We object very strongly to any increase of HGV's passing through Billington. We have already had an increase in vehicles from the new exit from the M1. In addition, the weight restriction (7.5 tons) on local roads, including the old A5 through Dunstable, is bringing more HGV traffic through Billington. Houses vibrate as speeding HGVs travel along the B440 through Billington, and noise pollution and vehicle emissions will increase, making everyday life even more challenging for residents. Pedestrians on the narrow footpath en route to the Church or the Village

Hall are almost knocked off their feet by the downdraft of passing HGVs. Any more HGV's would be intolerable, and – together with the speeding traffic – will soon cause a serious accident.

In contrast with other local villages, there are no less than seven junctions between the B440 and local roads within the theoretical 30 mph speed limit in Great Billington, some of which - if not all - have very poor visibility. This is another reason, not only for enforcing the speed limit, but imposing a weight restriction on the B440.

We are amazed, but sadly not surprised, that it appears that Bucks CC has not drawn up a TRO in conjunction with its neighbour (Central Bedfordshire Council), as it is obvious to anyone who lives on or near the B440 (as we do) that this TRO will lead to an even greater concentration of heavy goods vehicles through this and other villages.

We are aware that CBC is formulating its response to this TRO, but we are saddened that – once again – there seems to be little co-operation here between neighbouring authorities.

Yours faithfully

I object to the proposed Freight Strategy as published.
Traffic will use the shortest route rather than the routes you suppose them to use. That will drive more HGV traffic on the the B440. The road number is significant. Buckinghamshire Council lowered

the classification of this road as it was deemed unsuitable for HGV's. The construction of the road did not meet the requirements for HGV traffic.

This new Freight Zone takes no account of the previous decision and cannot be valid under these circumstances. The B440 needs to be included in the Zone.

If Buckinghamshire Council is certain of its proposal of traffic direction then adding the B440 to the Zone would make no difference to the strategy but if your assumptions are wrong it will make a significant difference to the residents of Billington, Northall and Edlesborough.

Adding the B440 now will demonstrate your confidence in your assumptions and reinforce your preferred route for HGV's.

Thank you

To whom it may concern

I am writing to express my deepest concern with the plans, as currently designed, associated with the Proposed Ivinghoe Area Freight Zone. I am a resident of Northall, a village that has suffered from being a commuter and HGV route already for many years, with only minor relief from the opening of the Leighton Buzzard by-pass. The B440 which passes through Northall is quite straight and suffers from significant speeding issues, and other than speed signs, has no other traffic calming measures. We had a fatality of an elderly gentlemen outside my house a few years ago from a speeding motorist, with my son's best friend who was a doctor holding the man as he lay dying. The footpaths have a number of stretches that directly connect to the road with no gap making it very hazardous for any pedestrians. We have grandchildren and dare not walk them up the path to our park a few hundred metres away because of the already significant lorry traffic which comes through our village. The road is so narrow that I have frequently seen lorries pass each other and wing mirrors clash and debris flung onto the road. Furthermore, the road has suffered from significant wear and tear, with numerous potholes which with HGV traffic have caused damage to my house and I suspect others. Repairs have taken place recently, but they are patches of repairs, not a full resurfacing of the road so again, this would be a great concern.

The proposed scheme will inevitably bring more HGV traffic through our already dangerous village road and is a recipe for further problems and I implore you to support the proposal of Edlesborough Parish Council to consider including the B440 in the proposed freight zone so that HGV traffic can be moved on to roads built for that purpose.

As residents of Edlesborough we wish to state our concerns regarding the above project, which at the moment does not include the B440 (Leighton Buzzard - Hemel Hempstead road) through Northall and Edlesborough.

If this scheme goes ahead there will be a resulting increase in traffic on what is already a busy "B" road.

We concur with Edlesborough Parish Council's suggestion that the B440 should be included in this scheme.

I would very much support the introduction of this freight zone. I live in Ivinghoe (on Station Road) and there has been a noticeable increase in the amount of heavy freight traffic over the last few

years. This has been most noticeable since the bypass opened and it brings these very large lorries through our narrow roads, past residential properties and very close to children and adults walking through along our cramped pavements. The village roads are just not suitable for this type of traffic, the road surfaces are very badly damaged which makes it dangerous for cyclists and other drivers. This increase in heavy goods traffic has a huge impact on the quality of life for those of us who live here. They seem to move very fast and are so large that they make the houses shake and the windows rattle - a lot of properties in the village are very close to the roadside.

The junction at the top of Station Road is always busy and the lorries trying to turn that tight corner make it extremely difficult to cross at that three way junction. This is of particular concern because all of the children from the village who go to secondary school need to cross the road there in order to get their school buses. The pavement is also very narrow by the Kings Head and along the High Street, which makes it dangerous to walk along there, especially with children.

Dear whoever is dealing with the Ivinghoe Freight Zone consultation,

I am absolutely outraged that the proposal is to reroute even more HGVs onto the B440. The B440 needs traffic calming, not more vehicles. Northall, where I live, is a long and straight stretch and the speed some vehicles come through the village is frightening. I will not let my daughters walk along the road and someone I know was hit by the wing mirror of a large van, walking along the pavement as the road is too narrow. The traffic has killed village life and threatens to do worse.

It is actually impossible for 2 large vehicles to pass each other on the Edlesborough hill - just look at the tracks gouged in the verge when lorries have had to leave the road to pass each other.

There are a number of people that are prepared to block the road and demonstrate if this proposal is approved.

Please consider the implications of what you are doing, as this issue will not go away if approved.

I would appreciate a response.

Thank you

As a resident of Billington, I totally agree with the objections raised by Edlesborough about the scheme. The road through Edlesborough, Northall and Billington already carries a great number of HGVs and more, in which this scheme will inevitably result, would be intolerable. Yours faithfully

My partner and I live at * Church *****. Lu****. Pls add our names to support Edlesborough councils proposal to include the B440 in the proposed freight zone .Thank you .

COMMENT ON THE IVINGHOE FREIGHT ZONE CONSULTATION.

As a home owner on the B440 in Edlesborough, I find this consultation poor, it seems to me that you are moving the traffic from one village to another which will disrupt the village that the traffic is being rerouted.

The B440 is already a VERY busy road and as the camera on the corner of the B440 and the High Street is never used the speed that the traffic goes past is extraordinary. The traffic heading towards Leighton Buzzard speeds past us and then realises that the narrowing of the road by the church is there and they then brake hard to slow down alternatively if the traffic is flowing in the other direction, they are accelerating very quickly past the houses on the left of the B440. This makes walking a child or dog along this stretch of road, as we are being asked to do to cut down on car journeys, is very dangerous, as the following wind from speeding cars, splashing from rain from the cars, vans and trucks can almost blow you off the pavement.

The other major problem is the "severe narrowing" on the road past the church and ex-public house. If 2 lorries meet here there is a major problem as it is so tight and with the large wing mirrors that the lorries have to have for visibility these days I would not be surprised if a pedestrian was seriously injured or killed one day soon as the wing mirrors protrude over the pavement when such an occasion occurs and although the lorries have slowed down a person being hit by one of the wing mirrors could receive serious damage.

Pitstone Parish Council resolved at the full council meeting on 20 May 2021 that they wished to write to BC/TfB in support of the proposed freight zone which will help to reduce HGV through traffic from both Pitstone and Ivinghoe.

We thank BC for your support with this initiative.

It is good news that the 7.5-tonne weight limit zone may be introduced later this year. It is long overdue and the size and number of HGVs exceeding the speed limits on 'B' roads and through villages has steadily increased.

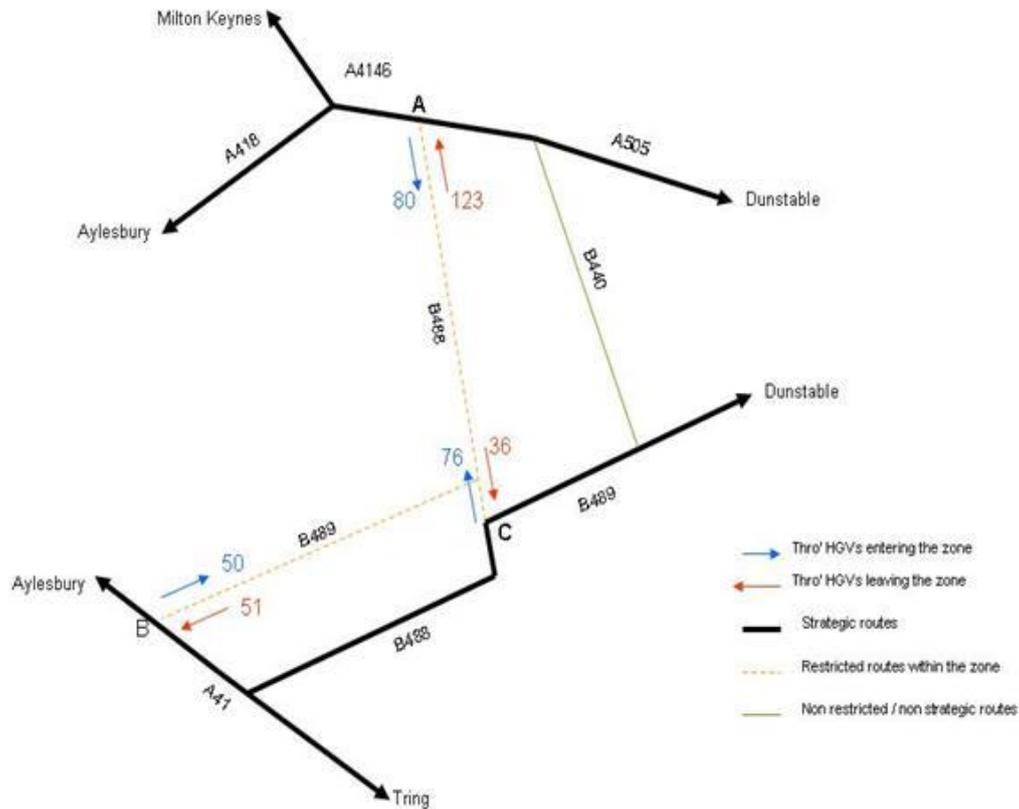
An essential part of this initiative must be to persuade the owners of the various lorry parks within the zone to compel the drivers who use the parks to access and leave the parks by the shortest and most direct route to the nearest 'A' road. If this does not happen, the drivers could legitimately claim that they are coming through villages within the zone to access the lorry parks, behaviour that would defeat the object of the exercise.

Has this potential problem been addressed?

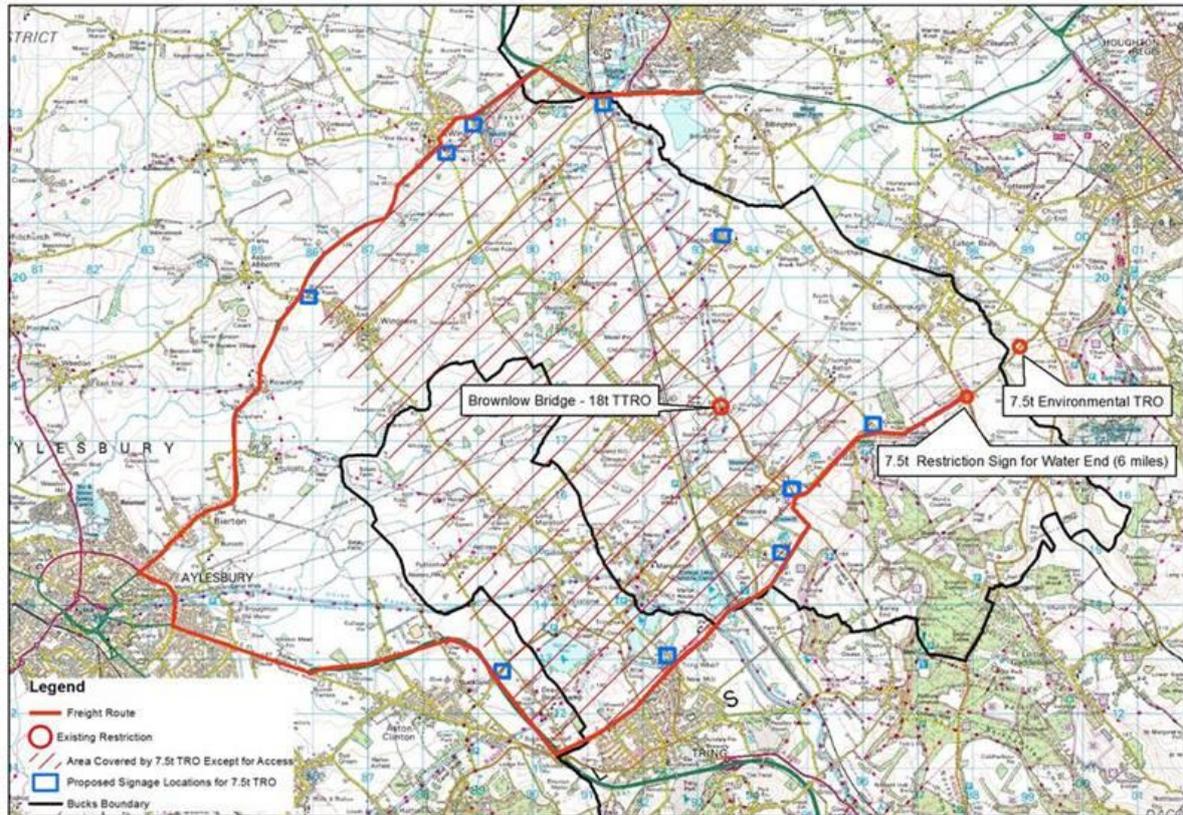
Dear Sir or Madam

I am responding to the Ivinghoe Freight Zone Consultation and understand the justification for the proposed freight zone is based on a traffic survey carried out in November 2019 which

established the number of HGV vehicles passing through the proposed zone in a week, that were not stopping to collect or deliver within the zone itself.



I gather the assumption being made is that all the HGV traffic between points A & C above would use the A418 and A41 via Aylesbury, and all that between points A & C would use the A418, A41 and B488 again via Aylesbury. ***THAT WILL JUST NOT HAPPEN.*** Traffic will always find the shortest route. The majority (if not all) of the HGV traffic currently using the northern stretch of the B488 will simply utilise the B440 as a diversion route.



It therefore follows that the introduction of the freight zone would simply transfer a significant percentage of the HGVs currently passing through the entire zone onto the unsuitable B440 through the villages of Edlesborough, Northall and Billington. This is not an acceptable solution to the problem. There can be no reasonable argument not to include the B440 in the proposed 7.5t TRO as only this will justify the assumption that HGV traffic will divert using the A418 via Aylesbury .

Edlesborough and Billington both have significant traffic problems already with dangerous steep hills and narrow footpaths.. adding HGV's to this already dangerous road layout will significantly increase the risk of serious or fatal accidents .

The B440 must be included in the proposed 7.5 t TRO.

I look forward to hearing the proposals have been amended accordingly

Dear Sir/Madam,

I am writing to you regarding the proposed freight zone. We live in Dagnall on Main Road South. Our house has had a window broken by trucks rattling past at all sorts of speeds. The pavements are very narrow and there is a primary school. Trucks have mounted the pavement here narrowly missing our home.

The roads in the village are unsuitable to have large trucks hurtling through them. It's very unsafe and you can't walk through the village on the verges on a rainy day without being drenched by the trucks. This situation has improved somewhat since the road declassification. It concerns me greatly that the proposed freight zone might mean a return to seeing more trucks going through the village. I believe that Dagnall should be included in this freight zone. It would be good to see reduced hours on trucks passing by. They wake my family up at 2am and 5am most days. Any increase to this would cause a most unpleasant return to the previous levels of noise and pollution. My son also suffers from a lung condition and I am concerned about the heavy levels of trucks going through the village and pollution. There has been a recent increase in trucks late at night driving through. I feel that the scheme should include our village Dagnall or risk us suffering from increased noise and pollution as a consequence of trucks avoiding this zone.

Many thanks for your time

I live in Horton, on the B488 and I am not sure the statistics are quite right. I think the No of HGVs is wrong. The number 254 a week should be a day. I challenge anyone to stand outside my house and count the HGVs that thunder past my house day and night.

Hello,

I oppose the plans as currently outlined as these plans do not include the B440 and the plans as they currently are, will very likely increase heavy goods traffic on the B440 to the detriment of the Northall and Edlesborough Buckinghamshire villages.

The B440 is already a heavily used road which is unsuitable for heavy goods freight lorries. I frequently walk from Northall to Edlesborough and I'm forced to walk along a very small pavement at the section in Edlesborough beside the Church on the Hill. I am often with a baby push chair and I'm terrified when cars pass within inches. This road is very dangerous and when lorries pass they often hit the kerb and the road is not wide enough for two lorries to pass.

Adherence to the 30mph and 40mph speed limits is also very poor and although there is infrequently a speed camera van, this is rarely in the rush hour times when speeds are often in excess of 50mph in the 30mph zone.

The aim of this initiative is to improve the lives of the Buckinghamshire villages. However, this scheme, as is, will negatively affect Northall and Edlesborough unless the freight zone is extended to include the B440. I live on the B440 and my house vibrates whenever lorries pass even if my house is slightly set back from the road, often waking my 2 year old son. Many houses are not set back from the B440 and the increase in heavy goods lorries as a result of this scheme will impact the houses and the owners quality of life, contrary to the aims of this initiative.

No reason has been given not to extend the freight zone to include the B440, therefore I see this as an easy extension to benefit ALL Buckinghamshire residents.

Many thanks

Objection to increase of HGV's using the B440 passing through Billington

Dear Sir,

(1) We object very strongly to any increase of HGV's passing through Billington. We have already had an increase with vehicles from the new exit from the M1. Any more would be intolerable. We would like the B440 to be included in the freight exclusion zone.

(2) Particularly at Billington, we have a problem with the hill. Vehicles coming up the steep hill from Leighton Buzzard cannot see what is over the top of the hill. Immediately to the left when going over the hill, there is the road called "Little Hill". Those of us who live there know that when we are trying to get out onto the B440, a vehicle may well soar over the top of the hill, going faster than the speed limit. Local traffic generally behaves well, but passing HGV's – who do not know the area – are a constant worry.

(3) We are accustomed to vehicles stuck on the hill in snowy weather because it is very steep. This makes the road unsuitable for year-round use. We had a car transporter stuck, with the cars nearly sliding off, and police stopping traffic on both sides of the hill – and that was not a snowy occasion, just a normal day. We want less of this, not more.

Dear Sir, Madam,

I am writing to object to the proposed Ivinghoe Area Freight Zone.

This proposal will send between approx 60% and 80% of the HGVs currently passing through the entire zone onto the B440.

This is unacceptable because :

1. HGVs will pass through villages of Edlesborough, Northall and Billington which have houses very close to the B440 road and will be impacted by additional HGV loading, noise and fumes. The additional loading will damage existing properties.

2. On the B440 just after leaving the B489 there is an angled junction leading to the south edge of Edlesborough. This is a junction with a north bound lane for traffic turning right. This is a sub standard junction and is very dangerous for vehicles turning right as there is insufficient safe width for vehicles coming from behind and insufficient space for vehicles approaching. The vehicle waiting in the middle is in a precarious position causing great anxiety to drivers and in particular can cause drivers to make a rushed right turn to avoid possible impacts.

Increased traffic will lead to a serious accident at this location.

3. At the same junction, vehicles turning left from Edlesborough towards the Hemel Hempstead have an extremely dangerous sub standard angle of approach making visibility over the shoulder looking right extremely difficult. Increased traffic will lead to a serious accident at this location.

The junction here is extremely dangerous and further traffic will cause an accident.

4. At Edlesborough, 2 HGVs passing on the bend have very limited vehicle to vehicle clearance due to the non standard highway design. Further HGV traffic here will cause an accident.

5. Between Northall and Billington the River Ouse bridge roadway has been reduced in width and provides insufficient vehicle to vehicle clearance. This is a very dangerous high speed river crossing and further HGV traffic here will cause an accident.

6. The hill in Billington is very steep leading to slow HGVs. There is a temptation for smaller vehicles to try to overtake on the dangerous bend which could cause a collision with oncoming vehicles.

Further HGV traffic here will cause an accident.

7. Along the entire B440 the junctions have inadequate visibility splays caused by obstructions and high hedges.

Further HGV traffic will cause an inevitable accident.

The proposal is flawed in that the resulting traffic flows along the B440 should have been considered. In particular the alternative route from Points A to C would be 8.4 miles whereas at present the distance used by vehicles on the A418 route is 19.1 miles. So clearly traffic will re-route itself via the B440.

I would be pleased if you would take proper account of the B440 and bring the B440 into the same Area Freight Zone.

I would like the B440 included in the new Freight Exclusion Zone ...I have lived in Edlesborough for 6 years and from where I live can here these heavy lorries on the very narrow B440.

I wish to object to the above scheme which would transfer a huge amount of HGV traffic to the B440 through Billington, unless Billington is included in the freight exclusion zone.

Billington already has high volumes of traffic and speeding issues which have been brought to the attention of Central Bedfordshire Council on numerous occasions.

HGVs speed too and when they come thundering through the village, the houses actually shake.

They bring with them noise and fumes too. It affects the lives of every single person every day living along the B440 in Billington.

On another level, walking along this same road to the Church or Village Hall is already a highly hazardous experience. You almost get knocked off your feet by the down draft of passing vehicles on the narrow footpath. Few vehicles obey the 30mph speed limit. When crossing the road on foot to the Church or Village Hall, there is only one place to do so because there is only footpath on one side of the road. Young and old take their lives in their hands. Fast moving traffic from the Hemel direction approaches the brow of Billington hill and cannot see if pedestrians are crossing the road.

There is inadequate warning signage. More importantly pedestrians can't see approaching cars. The prospect of a huge increase in HGV traffic is terrifying. I appreciate freight causes huge problems for many villages - some more badly affected than others. Anything which encourages HGV drivers to use alternative routes is of course beneficial, but if this scheme is adopted I urge you to include Billington in the freight exclusion zone.

Dear sirs. My comments concern the proposed Freight Exclusion Zone and its effect upon Edlesborough.

After many years of hard work, the B440 (as it is now called) has become the quiet, peaceful rural road that it should be -- very few heavy commercial vehicles come thundering along with little regard for life or limb! By excluding the B440 from your current proposals we will indeed see a much quieter Ivinghoe, Cheddington and Mentmore, but at the expense of Edlesborough, Northall and Dagnall once again. In reality, some 60 to 80 % of HGV's currently passing through the proposed zone will transfer on to the B440. This will happen despite any theory to the contrary. We are talking about canny Truck drivers not a group of analysts sitting behind their desks pontificating on the theory. All the proposal, as it currently stands, will achieve, is "robbing Peter to pay Paul". We residents in Edlesborough are also tax paying souls to Buckinghamshire. Please include the B440 in the proposed Freight Strategy Scheme. Put the HGV's on the roads designed for them.

Dear Cllr Dalgano

As residents of Gt Billington for over 30 years and having seen the sheer weight of traffic increase over this period, we are writing to object to the proposed freight zone which will considerably increase the amount of HGV's using the B440 and passing through Billington.

Our understanding is that the link road from the M1 was constructed to bypass smaller Villages and to provide appropriate routes for Freight vehicles and heavy traffic.

We have a 30 mph speed limit in our Village which is already disregarded by HGV drivers and many motorists adding to the dangers of residents many of whom are elderly and currently adds to the perilous day to day access onto the B440. The current proposal by Bucks C.C will only increase the scale and the impact this will have.

We therefore are requesting the inclusion of the B440 in the freight exclusion scheme.

With regard to the above i would like to lodge my objection to this scheme. Having detrunked the A4146 to B440 this would only increase traffic again on this road. There seems little point in moving HGVs from one area to another.

Dear Officer

We write to record our strong objection to the proposed Ivinghoe Area Freight Zone.

It is undoubtedly right to exclude non-stopping commercial traffic, especially Heavy Goods Vehicles, from rural roads and villages, which are wholly unsuitable and unsafe for such through traffic.

To that end, we applaud Buckinghamshire Council for their efforts. However the proposed Ivinghoe Area Freight Zone does not achieve this objective.

The assumption that through goods traffic will use the A418 and A41 and/or the B488 is fundamentally flawed. As we all know from experience, traffic will always find the shortest route, especially commercial traffic looking to save time and money at any cost.

On the contrary, the proposed scheme will divert through traffic from the B488 and B489 and allow it to concentrate onto the B440, a road which by its location and immutable character is even more substantially unsuited to heavy commercial vehicles than are the B488 and B489.

The B440 already has a poor safety record. As the Council's records will show, there have been a number of serious Road Traffic collisions on this road - one close to Edlesborough church and a fatal accident in Northall close to the Swan public house.

The road has extended stretches of kerbside homes through Edlesborough, Northall and Billington. There are numerous junctions with drives and village residential areas. These junctions are already being made increasingly difficult and dangerous because of new housing developments. This is especially marked opposite Edlesborough church; along the road in Northall; at the base of Billington Hill; and at the junction with the A4146 just north of Billington.

It would be madness to act in a way that would encourage and enable heavy goods through traffic onto this narrow route that winds through close village housing, and that already has a poor safety record and is peppered with increasingly difficult and dangerous junctions.

Moreover, the B440 to the South of the junction with the B489 has already been de-trunked in order to encourage through north-south commercial traffic to use the M1 or A41 bypass. It would be illogical - not to say perverse - then to allow north or south bound through commercial traffic to use the B440 north of the junction with the B489 when the southbound direction is already not legally accessible to through heavy goods traffic.

For the scheme to succeed, the B440 through Edlesborough, Northall and Billington must be included in the proposed freight zone. This change will allow the scheme to achieve its objective of protecting a fragile rural environment. It will also ensure that optimum benefit to the community is obtained from the substantial local investment in both north-south and east-west strategic routes; and help to ensure that the newly-formed Buckinghamshire Council does not become accountable for a serious and entirely foreseeable deterioration in road safety.

I am opposed to the proposed freight zone in its current form as it is fundamentally flawed. The B440 between Leighton Buzzard and Edlesborough needs to be included in the zone.

The declared objective of the proposed freight zone is to transfer through HGV traffic from unsuitable B and C roads within the zone onto more suitable roads designated as freight routes, in particular the A418 and the A41. It is very evident however that the majority of

traffic currently passing through the zone would simply transfer to the B440 and not the A418 and A41 as intended.

The B440 is quite unsuitable as a freight route and in fact is not designated as such in the proposal, despite the fact it is clear that the majority of displaced HGVs will inevitably divert to it unless it is also included in the zone. The Impacts and Benefits statement on the Buckinghamshire website appears to be deliberately misleading because it identifies the additional vehicles that are expected to use the A418, A41 and B488, but the B440 is not mentioned. Why is there no mention of the impact on the B440? Disingenuous at best; dishonest at worst.

Currently most of the through HGV traffic is spread over two equally unsuitable B roads. Concentrating all that traffic onto just one of those roads is not an acceptable solution. Including the B440 in the proposed zone will ensure that through HGV traffic currently using the B488 will be required to use the A418 and A41 as intended, rather than the B440.

We live at ** St. Mary's Glebe , Edlesborough .

Until measures were taken a year or so ago heavy goods vehicles used what is now designated the B 440 in considerable numbers.

This road is narrow with limited passing opportunities and is popular with cyclists as well as being a regular commuter route and a means of access for parents driving schoolchildren into Edlesborough , Eaton Bray and Dagnall schools from the many outlying farms and villages.

The traffic that used to cause both danger and hold-ups included large numbers of vehicles carrying demolition and household waste to the large facility at Calvert together with non-domestic delivery lorries seeking to cut through from Aylesbury to Luton , Dunstable and the M1 motorway.

The wear and tear on the road surface was significant with regular damage to the verges. Many vehicles would , and no doubt will, continue their journeys all the way to Hemel Hempstead . This would include the narrow skew bridge at Water End , the regular site of minor collisions between wide lorries and with the bridge parapet itself.

We feel that to direct heavy goods vehicles through the B440 would be dangerous , potentially expensive and short sighted. Road traffic is set to increase in the coming years and to encourage the use of this route by unsuitable traffic would be detrimental to all those who use it for non-freight purposes or who live along or adjacent to it.

Dear Sir,

We live on the B440 in Edlesborough, when the new A505 route to the M1 was opened approx 18 months ago we expected the amount of traffic, especially, lorries to decrease significantly but that has not been the case and there are more traffic jams than previously. Leighton Buzzard(LB) is a

major heavy transport hub due to its central location and many lorries already use the B440 as the way to the main trunk routes.

The B440 passes Edlesborough church and at this point the road becomes very narrow, which makes it nearly impossible for two lorries to pass safely, frequently causing the lorries to proceed very slowly or even to stop completely causing traffic to back up for nearly one mile on occasions! This choke point could not accept more traffic and it is the likely consequence of the proposed Freight Zone that far more traffic will be directed to the B440 and more traffic jams.

About ten years ago there was a proposal for a bypass around Edlesborough which did not come to fruition. The speed limit of 30mph is seldom adhered to; now might be a good time to reconsider the bypass proposal or even a new road between the transport hub of LB and the M25 or A41. This would reduce considerably the number of heavy and noisy lorries considerably for many thousands of people living in the proposed Ivinghoe Area Freight Zone.

Dear Sirs

I wish to express my concerns regarding the proposed through traffic currently using the Ivinghoe to Leighton Buzzard road.

Edlesborough is equally unsuitable for this HGV through traffic. Especially at the pinch point between Edlesborough Church and what was the Old Bell pub - for example many HGVs do already have difficulty passing each other on this blind bend / hill. This does create a hazard point especially for cyclists and pedestrians alike where lorries have been seen to mount the pavement in order to pass each other. Also this road is especially susceptible to road surface deterioration.

I would suggest that the B440 needs to be included in this freight zone to ensure that HGV traffic uses the A 418 and A41 as intended.

I am opposed to the proposed Ivinghoe Area Freight Zone because it will simply transfer most of the HGV through traffic currently using the unsuitable Ivinghoe to Leighton Buzzard road onto the equally unsuitable Edlesborough to Leighton Buzzard road. The B440 needs to be included in the freight zone to ensure that through HGV traffic uses the A418 and A41 and intended.

I am writing to add my support and that of my husband to Buckinghamshire Council in the prevention of the proposed area freight zone change. As pensioners living in Edlesborough, we regularly travel to Leighton Buzzard via Northall and Billington. We choose this route as it is the most direct to Leighton Buzzard and even Central Milton Keynes. As pensioners, we are mindful of mileage and ultimately fuel cost. Currently, there is a relatively short delay in leaving the village of Edlesborough and turning right onto the B440 towards Northall.

The assumption that the HGV vehicles would follow the recommended route is indeed fanciful. All goods vehicles work to tight deadlines and the drivers will use navigation aids to

seek out the shortest route. As feared, this would most likely re-direct HGV traffic onto the B440 and make a resident leaving Edlesborough to travel towards Leighton Buzzard a very different prospect. Traffic approaching from the right do so on the brow of a hill; the expected difficulty in attempting to navigate a safe passage into the oncoming traffic will a bigger hazard. In addition, increased HGV traffic will cause major wear and tear on the road surface and increase road surfacing costs and disruption.

Any initiative the reduce the number of HGVs travelling along the B488 between the Brownlow Bridge and Ivinghoe Village is to be welcomed. This will improve the environment, reduce road maintenance together with noise and vibration. Those residents whose properties border the road will be relieved and thankful that the use of the 'rat run' is being curtailed for HGVs. It is, however, unfortunate that no measures are to be introduced to limit speed - an equally important hazard. The 30 mph signs are in general totally ignored by all traffic.

Dear Sirs,

I write in respect of the above named proposal that states "Buckinghamshire Council are proposing to introduce a freight zone excluding HGVs from using the roads within an area bounded by the A418, A41, B488 and the B440, unless they are delivering or collecting within the zone. This is to reduce the number of lorries rat running through the villages of Ivinghoe, Cheddington and Mentmore."

Having read the details it is very understandable why such a proposal is being made, however, the current proposal does not take into account the most obvious and likely outcome of the HGV traffic re-routing (commercial traffic will always take the shortest and quickest route!) if it were to be implemented and that is that the traffic will use the B440 to link between the B489 and A505 the implication of which is to send the diverted volume of HGV's through the villages of Edlesborough, Northall and Great Billington having exactly the same effect on those villages, all of which already suffer with a high volume of HGV traffic, some of which travels at excessive speeds particularly over the hill and through Great Billington.

The plan is, therefore, not acceptable to the residents of these villages and consideration needs to be made to either reject the plan or include the B440 in the exclusion zone.

I trust that the comments in this e-mail and our opinion will be duly considered by Buckinghamshire Council before any decisions are made and reported back accordingly.

Many thanks and regards

Dear Sir/Madam

As Bucks CC resident I would like to inform you of my concern's regarding the impact of the proposed restriction zone on the B440. I would like to make it clear that the current proposals would simply push freight traffic onto the B440 so impacting on the additional villages of Edlesborough, Northall and Billington which is not an acceptable solution. Please would Bucks CC ensure that the

B440 is ALSO included in the new proposed freight zone so these villages are not adversely affected by increased freight traffic.

Dear Sirs

I am writing to protest against any proposal to increase heavy goods traffic through Edlesborough on the B440. This road is totally unsuitable, especially at the St Mary's Church location, where the road is on a blind hill, and narrows to a point whereby passing heavy goods vehicles have difficulty as well as being dangerous.

Dear Sirs

I am writing to protest against any proposal to increase heavy goods traffic through Edlesborough on the B440. This road is totally unsuitable, especially at the St Mary's Church location, where the road is on a blind hill, and narrows to a point whereby passing heavy goods vehicles have difficulty as well as being dangerous.

Dear Sir. I am writing in response to your proposals regarding The Proposed Ivinghoe Area Freight Zone. The Edlesborough Parish Council has made its position clear in that your proposal is almost certainly likely to drive HGV traffic onto the B440, which is totally unsuitable for HGV traffic. Particularly the very narrow bridge at Water End which is repeatedly demolished by HGV's trying to negotiate the tight turns. During site clearance for the Olympic site we had 30-40 HGV'S PER DAY taking the spoils to landfill sites in Buckinghamshire for approximately 18 months. They were supposed to take the M1 and the A505 Leighton Buzzard bypass. But of course they took the shortest route. We do not want that again.

The B440 (only recently downgraded from the A4146) is a country road and should be included in the Freight Free zone.

Further to my earlier email(copy attached) and having read your 'Freight Engagement' document, I must make the following observations:-

You have clearly given weight to the number of responses received but it should be obvious that those residents already effected by HGV traffic are much more likely to respond to a consultation document than those who have not yet had that misfortune. I suspect that the number of residents in Great Billington, Northall and Edlesborough who will be adversely affected by your proposal as it stands, will be at least equal to and will probably exceed those already suffering but have not yet got the same incentive to respond.

As the B440 already carries substantially more 'through' traffic than the B488 and B489 your proposal does not solve the problem but moves it elsewhere whilst making it more severe.

R D Cook

Revised copy of earlier email

I object to the proposed solution to the removal of HGVs from the B488/B489 for the following reasons: -

- The bulk of the traffic barred from the 'Freight Zone' will transfer to the B440, which is equally unsuitable for HGVs, if not more so.
- HGV drivers will not, in the main, use the longer and more congested route through Aylesbury – Why would they?
- The B440 has a number of hazardous stretches where increased heavy goods vehicle traffic will create additional risk, anti-social noise, pollution and vibration e.g.: -
 - The hill at Great Billington
 - The speed at which vehicles (despite the 30mph limit) pass through Northall is often excessive
 - The hill and narrow road width at Edlesborough- large or even medium sized HGVs travelling in opposite directions cannot pass without difficulty, this often involves reversing. The footpath on the Leighton Buzzard side of this section is already dangerous and can only be used in safety if no vehicles larger than passenger cars are approaching. The junction with Edlesborough High Street presents an additional hazard.

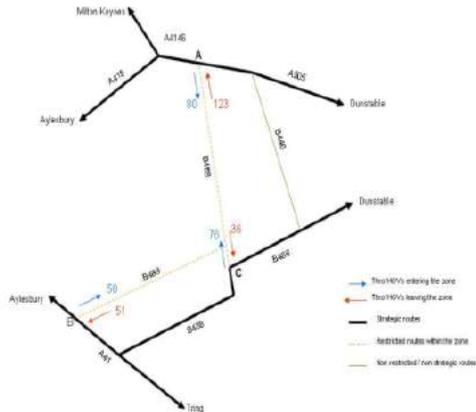
It is clear that if HGVs are to be persuaded to use the proposal's preferred route via Aylesbury, it will be necessary to include the B440 in the freight zone. Failure to do so will not deliver the desired objectives and will result in costly amendments to the scheme at a later date – at taxpayers' expense and inconvenience.

Yours Faithfully

**EATON BRAY PARISH COUNCIL RESPONSE TO:
Proposed Ivinghoe Area Zone Traffic Regulation Order**

Eaton Bray Parish Council is opposed to the proposed Ivinghoe Area Zone Traffic Regulation Order in its current form but would be in favour if it included the section of the B440 between the A4146 and the B489. Whilst the Council supports the principle of the proposed 7.5t restriction area, it does not agree that in its current form it will achieve its full objective. The intention of the proposal, as the Parish Council understands, is to divert through HGV traffic off unsuitable rural roads onto more appropriate ones designated as Freight Routes. What the proposal would achieve is the elimination of through HGV traffic on the B488 between Ivinghoe and Leighton Buzzard and simply displace most of it onto the equally unsuitable B440 between Edlesborough and Leighton Buzzard.

From the results of an ANPR Survey carried out in November 2019, there are currently two main HGV routes through the proposed freight zone. They are between points A & B and points A & C on the following sketch.



A total of 254 HGVs were recorded passing through the entire proposed freight zone of which 203 (80%) used the northern stretch of the B488 between Ivinghoe and Grove, entering or leaving at point A. Of those 203 through vehicles approximately half also used the western stretch of the B489 between Ivinghoe and Buckland, entering or leaving at point B. The remainder used the continuation of the B488 through Ivinghoe to enter or leave at point C.

It is very evident therefore that the principal beneficiary of the proposed freight zone would be the northern stretch of the B488 (a reduction just over 200 vehicles), and to a lesser extent the western stretch of the B489 (a reduction of approximately 100 vehicles).

EATON BRAY PARISH COUNCIL

The assumption being made by the proposers of the freight zone is that all the traffic between points A & C would use the A418 and A41 via Aylesbury, and all that between points A & B would use the A418, A41 and B488 again via Aylesbury. That will not happen, as traffic always finds the shortest route. Much of the traffic currently using the northern stretch of the B488 will simply divert to the A4146, B440 and the B489 to reach point C and to the A4146, B440, B489, B488 and A41 to reach point B. The distances between the points using the A418 route and the B440 route are shown below:

	A418 Route	B440 Route
Between Points A & B	13.5 miles	12.8 miles
Between Points A & C	19.1 miles	8.4 miles

It is accepted that there is little difference between the two alternative routes between points A & B and that some vehicles may choose the slightly longer A418 route in preference to the B440 one, especially if they are travelling to or from the Milton Keynes direction. However, it is estimated that at least half would use the B440 route and probably more.

This concern has been previously shared with the proposers of the freight zone who accepted that the worst-case projection would be 203 vehicles displaced onto the B440. However, they then argued that an extra 203 HGVs only amounts to 3.3 per hour, assuming a 12-hour, 5-day week, which they consider to be negligible, although the busiest road within the proposed zone (the B488) would only see a reduction of 203. This of course questions the whole justification for the freight zone. The comment that 203 vehicles per week is negligible would question why the freight zone necessary. The Parish Council takes the view that an extra 203 additional HGVs per week using the B440 would be significant.

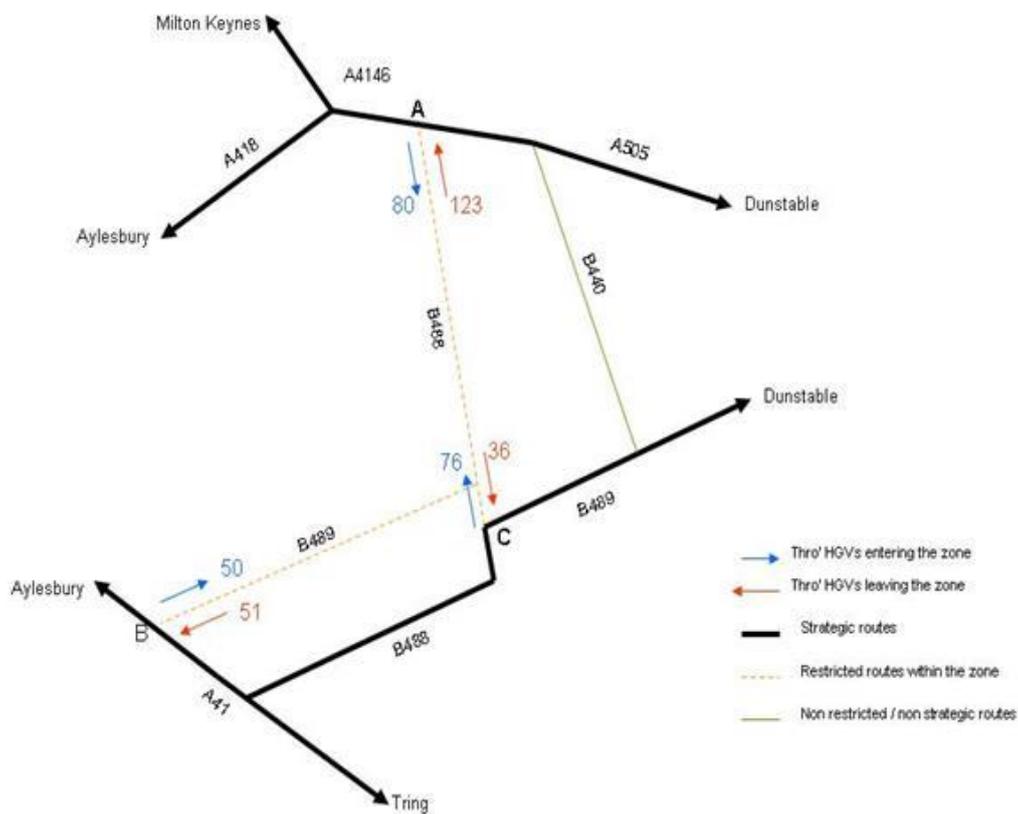
The B440 is just as unsuitable as the B488, and to simply concentrate all the through HGV traffic onto a single inadequate road rather than spreading it between the two is totally unacceptable. The only sensible alternative is to include the B440 in the freight zone. That way the HGV traffic travelling between Leighton Buzzard and Tring would be obliged to use the A418 and A41 and traffic travelling between Aylesbury and Dunstable would have to use the A418 and the A505.

To whom it may concern:

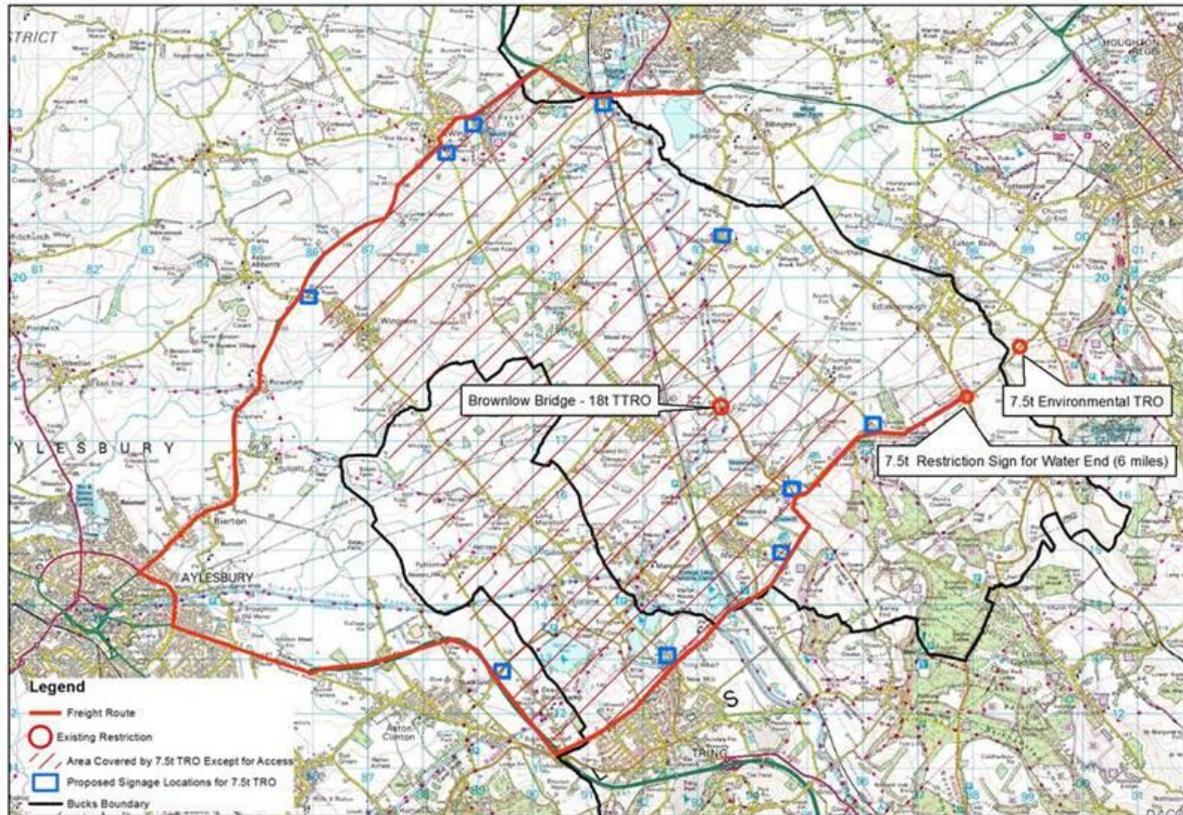
I wish it to be noted that I object to the proposed freight zone unless it can also include an exclusion for the B440 through Great Billington village who have been seeking the help of Beds CC for over a year with existing traffic problems without the added load of the exclusion zone for Ivinghoe.

Dear Sir or Madam

I am responding to the Ivinghoe Freight Zone Consultation and understand the justification for the proposed freight zone is based on a traffic survey carried out in November 2019 which established the number of HGV vehicles passing through the proposed zone in a week, that were not stopping to collect or deliver within the zone itself.



I gather the assumption being made is that all the HGV traffic between points A & C above would use the A418 and A41 via Aylesbury, and all that between points A & C would use the A418, A41 and B488 again via Aylesbury. **THAT WILL JUST NOT HAPPEN.** Traffic will always find the shortest route. The majority (if not all) of the HGV traffic currently using the northern stretch of the B488 will simply utilise the B440 as a diversion route.



It therefore follows that the introduction of the freight zone would simply transfer a significant percentage of the HGVs currently passing through the entire zone onto the unsuitable B440 through the villages of Edlesborough, Northall and Billington. This is not an acceptable solution to the problem. There can be no reasonable argument not to include the B440 in the proposed 7.5t TRO as only this will justify the assumption that HGV traffic will divert using the A418 via Aylesbury .

Edlesborough and Billington both have significant traffic problems already with dangerous steep hills and narrow footpaths.. adding HGV's to this already dangerous road layout will significantly increase the risk of serious or fatal accidents .

The B440 must be included in the proposed 7.5 t TRO.

I look forward to hearing the proposals have been amended accordingly

Dear Sir / Madam

i wish to register my opposition to the proposed introduction of the Ivinghoe Freight Strategy.

As residents of Northall we have already seen a major increase in HGV's travelling through our village since the introduction of the weight limit on the Ivinghoe bridge and are already suffering the ill effects of this increase with the noise pollution caused by the heavier vehicles, increased levels of dust and air pollution and in some cases actual vibration in our property.

It is now virtually impossible to walk comfortably on the foot path without having to continually step into the hedgerow to avoid the over sailing mirrors of trucks travelling down the road. Our road is not wide enough for these trucks to pass each other comfortably so causing them to come dangerously close to mounting the pavement.

Who is going to take responsibility when the inevitable happens and someone is killed or badly injured?

Northall in particular has a major problem with speeding vehicles. Although the speed limit has been reduced to 30mph it is in between two very straight fast pieces of road and so very few vehicles adhere to the 30 mph limit and this unfortunately now includes a large number of HGV's transiting though the village. I have made numerous calls to transport companies whose trucks are regularly passing through our village requesting them to impress on their drivers the need to adhere to the 30 mph limit but it is still a major problem.

The B440 Leighton Road is a B road and not capable of absorbing the amount of HGV traffic you are planning to transfer on to it without causing the residents of Billington, Northall and Edlesborough, major environmental disadvantages.

By introducing this scheme all you are doing is kicking the can down the road and piling one areas problems onto another. The B440 needs to be included in the scheme and have the 7.5 ton limit imposed and you need to build a suitable bypass which will be capable of handling these vehicles as the problem is only going to get exacerbated in the future.

I would like to register my support for the HGV ban in the area of Ivinghoe.

Kind regards

As an Ivinghoe Resident, I am extremely concerned about the amount of HGV traffic we have going through the village.

I'm a High Street Resident and constantly see HGV's coming through the village, it causes chaos especially at school times, with them trying to get through the parked school traffic, on many occasions the traffic comes to a complete standstill with ranting and often cars being hit. There will be a serious accident if the HGVs keep coming through, We are just a tiny village we should not have to tolerate this, the impact on the environment is also a big concern within the village.

Kind regards

There is far to much traffic speeding though Dagnall already the footpaths are old and very narrow so many cars and lorry's have gone up the paths we have had two school children and a pram knocked into the road in the last couple of years, Lorries going through any village is unacceptable we all take our life in our hands just walking around, it's actually very frightening you refuse to give Dagnall any traffic control at all I drive around the village instead of walking to the shop, postbox, etc.

No Village should have this

Heavy goods vehicles using the B440 through Edlesborough as it narrows between the church & opposite houses & road junction would cause dangerous problems for vehicles & pedesrians ,the road width by the Church would be a nightmare for two HGV,S meeting from opposite directions.

Hi, I am writing you to take my voice in a count.

I have a young family and we moved from town to the village. But I feel the villages are being destroyed. Not just by building on green belts but by turning them into small towns. People have no where to park, the cars and vans are parked on the roads, pavements. I definitely do not want big lorries driving through the small villages, causing traffic, noise, pollution, litter. It's dangerous and not necessary since there are big roads they can be directed to.

Village and small roads are not suitable for big lorries. There are so many cyclists on the road enjoying the countryside...I doubt they will feel safe with big lorries near them...unless that's the bigger plan. To take what we enjoy away from us.

Please consider your decision wisely. Think about people and countryside not money and convenience.

To whom it may concern,

I wish to express my opposition to the proposed new Freight Exclusion Zone that is intended to reduce HGV traffic through the villages of Ivinghoe, Cheddington and Mentmore. As a result of this proposal traffic will increase along the B440 – the Leighton Buzzard-Hemel Hempstead Road through Northall and Edlesborough. As a resident of Edlesborough I am very concerned about the consequences this may have on this area which has already seen an increase in traffic generally due to the building of new houses and plans for further development in the near future.

Dear Buckinghamshire Council

We have only been living on the High Street in Cheddington for just over two months. I'm amazed at how many HGV's are passing through the village throughout the day.

More worryingly - the speed of some of these drivers is very disturbing. Passing the village Green and School even at crucial dropping/collecting times. It's only a matter of time before I dread a serious accident will happen.

Please consider alternate routes for all HGV's before we all regret not doing enough.

Thank you for your time

Dear Sir / Madam,

I do support the Area Freight Zone Traffic Regulation Order BUT NOT IN IT'S PRESENT FORM.

I truly believe that the B440 should also be included in the proposed Area Freight Zone Traffic Regulation Order because the B440 road runs through a number of small villages and this road is unsuitable for the possible increase in HGV vehicular movements.

While it would be great news for Ivinghoe etc there seems little point simply moving this HGV issue from one place to another. Both my partner and I support Edlesborough Parish Council's proposal to include the B440 in the proposed freight zone.

With kind regards,

Highways need to look at the volume of trucks using station road Cheddington. speed which they travel in both directions and aggressive driving.

Good afternoon

The HGV traffic that travels through our villages is unnecessary and sometimes dangerous causing potholes and leaks in the sewers and as I use a wheelchair the roads are uneven and dangerous and I often have to use the middle of the road so I don't tip over also the speed that they travel is ridiculous as it is way too fast becoming dangerous for children and pets

As a resident of Edlesborough i would like to urge you to reconsider our Parish's concerns regarding the impact that restrictions on the B440 would have on our string of villages instead of just Ivinghoe. I would like the B440 to be included in the proposed freight zone so that all the villages and these important school bus routes are safe for ALL our children. It is no good just miving the problem, please take the time to find a solutions that will last the test of time.

Budgets will be stretched post covid, so lets not waste money shifting the problem around but find a solution that the freight WILL use and that residents are happy with too

This is a ridiculous proposal. All neighbouring villages in Bedfordshire have enforced a 7.5 ton prohibition on their roads due to the danger to people and historic landmarks in the area. Northall is a part of this area and as such should be treated with the same respect. I object to the proposal.

Dear Sir / Madam

I am AGAINST Buckinghamshire Council making the B440 through Edlesborough amd Northall (ie from Travellers rest roundabout to Leighton Buzzard McDonald's roundabout) into a freight route.

This is undesirable but also horribly dangerous when you take into account the section by Edlesborough church. It makes a mockery of the years of work undertaken by EDAN to have the road reclassified from the A4146 to the B440. As Bucks failed to implement the 7.5T restrictions adopted by Beds and Herts.

We are all for stopping lorries through the villages but to push it all onto the B440 and our villages is simply not fair. The B489 will suffer equally too. We need Bucks to readdress this area in their freight strategy - as we are only one of 6 areas involved in the whole larger strategy.

The road is unsuitable for HGVs and had Bucks acted as they should have done and installed the 7.5t limit we wouldn't be in this mess.

I live @ *****, Eaton Bray and am also concerned about the large number of children / young adults that cross this road to catch buses to school.

I live in Northall and am very opposed to the transfer of even more HGVs driving through our village. We have very narrow pathways and the speed and frequency of the traffic is already bad, walking our kids and dogs you sometimes feel like you are being sucked in from the wind trail such vehicles leave.

The noise is constant and sometimes the whole house shakes as some of these lorries do not adhere to the speed limit of 30mph. By diverting more traffic away from the more affluent areas of Ivinghoe, Cheddington and Mentmore it will have a devastating effect on our little but less affluent village. The school busses need to collect children of various ages who wait on the main B440 and especially during peak time its a wonder that no one has been hit yet.

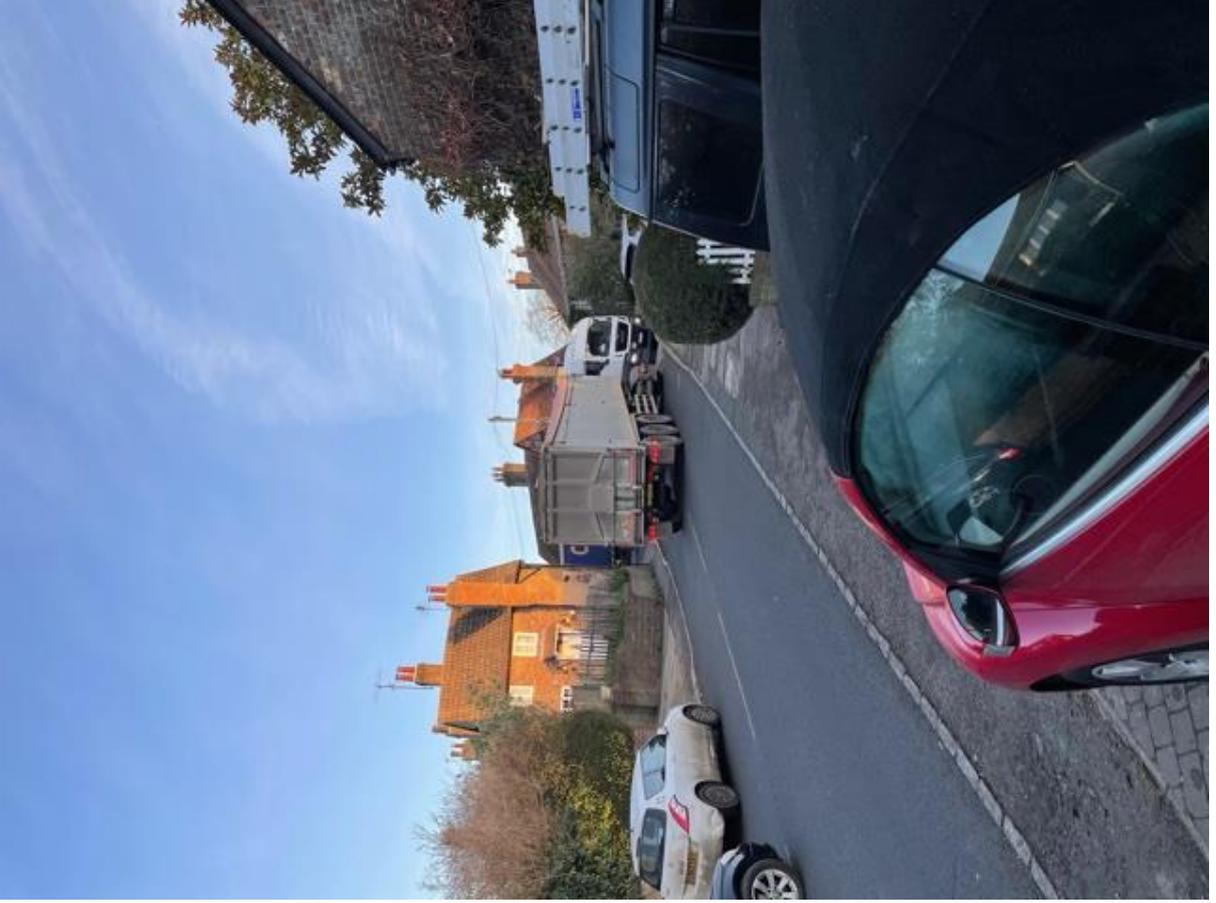
Please reconsider. There is so much construction work going on around these lorries seem to be a constant blight to village life.

An easy fix, surely would be to put a weight limit on the bridge at Watersend, thus discouraging these thundering large trucks from speeding through our little village.

Failing that we would need a significant calming system to make the area less attractive to said trucks but in the meantime cause a huge irritation to residents.

Please reconsider

I support all attempts to reduce HGV traffic through the village of Ivinghoe as it is currently dangerous and uncomfortable to be living on the High St in Ivinghoe because of the size and numbers of HGV vehicles using our roads. I attach two photos I have taken recently outside our house (33) and can confirm that these sorts of situations are frequent. I worry that the vibrations that these vehicles create are also having a detrimental effect on our grade 2 listed building which we are doing our best to preserve for future generations.



I am in total support of the Ivinghoe Freight Zone Traffic regulation Order. I live in Mentmore a small village with every narrow roads, the properties are built very close to the lanes and are constantly bombarded with HGV's which make the properties near me shake. The proximity of how close they need to be to pass each other on the bend near the Church is unbelievable. People crossing the roads and cyclist are in constant danger.
We are in desperate need for this order to be passed.

Dear Sirs

I have lived in the area since 198* and I can honestly say that the frequency, size, noise and vibration of the lorries taking unnecessary short cuts has never been so intrusive!

Most come charging through, often determined not to give way, and are regular abusive by blasting horns, which can sound terrifying, if you should dare to hold your position on the road.

The humps installed to prevent speeding vehicles are useless and deteriorate quickly causing the road to look in need of constant repair.

There are adequate major road networks to allow the juggernauts to bypass and circumnavigate the villages. Thus preserving what remains and enhancing the quality of of rural village life.

Please continue to pursue the restrictions for the sake of all the young families and elderly living here.

Many Thanks

I completely support the restrictions suggested regarding heavy freight through Ivinghoe Aston and Ivinghoe . Any restrictions put in place must exclude deliveries to the area .The lanes are not made for some of the heavy transport lorry's that use them .

Hello, am reading the documents and clearly frustrated at the idea.

Once one area is restricted traffic finds another route which has a negative impact on that zone. Any additional traffic added to the already congested routes by diverting traffic has a knock on effect.

HS2 heavy lorries are already traveling through housing estates in Aylesbury and causing mayhem and endangering lives, perhaps an effort to stop the short cuts through housing estates in Aylesbury Elan Road for example, HGV traffic needs stopping from using as a rat run.

The amount of traffic through Ivinghoe is far less troublesome than through Aylesbury, the Oxford Road, through Elan Road to Stoke Mandeville.

I am totally against increased numbers of freight vehicles using the B440 through Edlesborough and Northall. The road through Edlesborough by the church is extremely narrow + it is terrifying driving through here when there is a large vehicle on the road, even worse for cyclists and walkers on the pavement. When freight passes through Northall the houses shake with the vibration. Northall residents have endured many years of speeders + large vehicles passing through the village that is used as a rat run. The classification of the main road through Northall as a B road should have seen a reduction in this. The introduction of freight through the village on a narrow road will make it worse. I totally oppose the proposed Ivinghoe Area Freight Zone.

I am a resident of Edlesborough which is on the B440.

Whilst I agree that a freight zone is needed at Ivinghoe as it is not suitable for HGV traffic, I also believe that neither is the B440 through Edlesborough, Dagnall, Billington and Northall and that these villages should be included in the proposed freight zone as at present, I fear it is likely that all the existing HGV traffic will simply divert along the B440 which is equally unsuitable.

Through Edlesborough for example, there is an extremely narrow pavement on the hill beside the church and the old houses are very close to the road. If you walk along that pavement it can be scary enough with cars passing so close let alone lorries struggling to get up the hill. This is a similar case in Billington and throughout all 4 villages, there is housing very close to the road.

Routing heavy traffic through Edlesborough is a very bad idea. The road on the hill beside the church is very narrow. It has houses on one side. The footpath is also narrow. It is already a scary place to walk with existing traffic flow so close to pedestrians. When two HGVs meet on that hill it is difficult for them to negotiate a passage past each other. It is madness to move a problem from one area by dumping it somewhere else.

To whom it concerns,

I have huge concerns and major objection to the proposal, much like any proposal this has an impact on other areas. I live in northall (at the Eaton bray tee-junction). This road is very busy, we have issues with speeding. The HGV traffic through here is ridiculous. We don't have traffic calming and on occasion especially at night we are regularly disturbed by the speed and sound of HGVs. I understand we can not halt the traffic however I want it noted we are very opposed to the proposal.

I would invite someone who is considering this decision to come and sit in our house of a weekday & evening to witness the traffic. Then explain how adding to this already busy road in order to appease others discontent is fair or equitable? I welcome any discussion however I need my displeasure at this proposal to be clear, I object and can not support this proposal.

This will very much have a negative impact on other areas, in particular Wing. Being a village on the A418 there is already a lot of HGV traffic and it doesn't need more. Surely it's better to share the burden rather than make it better for some but worse for others

Sir/Madam,

Ivinghoe Area Freight Zone

I agree with the plans for the 'freight zone' to control the movement of HGVs in and around the Ivinghoe area. Monitoring has shown that nearly half of the HGV traffic in the area is passing through the proposed zone and heading for destinations further afield. I understand that the traffic regulation order proposes a 7.5 tonne weight limit on vehicles travelling through the zone (with an exception for vehicles travelling to destinations within the zone).

Kind regards,

I wish to give my strong support to the plan to curb transit lorries with the Ivinghoe Area Freight Zone TRO

We have lived in Horton for nearly 50 years. During that time, traffic volumes have increased dramatically. Even worse, the proportion of large trucks is increasing month by month. Some of these trucks are truly enormous, as big as anything seen on the motorway and, in the early evening, our lounge "goes dark" as one passes by. With the biggest and heaviest trucks, the house actually judders and I can show you cracks, inside and out, which I am sure are largely caused by this traffic. Finally, the road is plainly unsuited to such large vehicles. When two meet, they usually have to stop and then very slowly inch by each other, sometimes taking another sliver from our front garden. I feel very strongly about this and that these changes will be a positive step in the right direction, making our lives a little more pleasant.

Good afternoon,

I wish to add our comments regarding the above. We live in the village of wing and experience some very large lorries travelling through the village, the roads are just not big enough for them. We have a large secondary school, an infant/junior school and also an elderly care home in the village, certainly very worrying for them walking to and from school and any medical provisions that the care home require. We also have a lot of learner lorries coming through the village each day, starting first thing in the morning, making it so much worse during rush hour.

Please, please include the B440 - Leighton road in the zone.
Many thanks for taking the time to read my concerns.

To: freight@buckinghamshire.gov.uk

Your reference: Ivinghoe freight TRO consultation

My wife and I strongly oppose the introduction of the Ivinghoe freight TRO for the following reasons.

- 1) As you will see from above, we live on the B489 which, under your proposals will become a preferred route for the HGV's you are planning to exclude from the new freight zone.
- 2) The Press Release of 14th October, from Bucks Council, is headed "Council to move ahead with Ivinghoe Freight Zone". This gives the impression that the action relates to having freight moving or stored within the Ivinghoe area. In fact, given the true nature of the strategy, it should have read " Ivinghoe Freight **Restriction** Zone."
- 3) The "Ivinghoe area freight engagement" web page states: "...we are promoting use of the B488 in the south of the area, it being a better route for HGVs than the current route on the B489". When this is read along with the fact that, apparently, some £100k has been spent on strengthening the Brownlow bridge, which carries the B488 north of Pitstone, one might assume, as I did at first sight, that the B489 will have less HGV traffic. However, I have now concluded this is **incorrect**, i.e. I believe your statement is misleading. The strategy is actually promoting the use of the B489, Tring Road, from its junction with the B488 just outside Ivinghoe (by the National Trust windmill) and the B440 at the Traveller's Rest roundabouts.
- 4) My main concern is that Tring Road is not a suitable road for an increased number of HGV's because:
 - a) The section directly below Ivinghoe Beacon has dangerous bends and junctions plus there has been a serious accident at its junction with the minor road, Beacon Road. I believe this may have involved a fatality.
 - b) The service lane to the houses on Tring Road joins the road close to a blind bend. This has been instrumental in two serious accidents, one involving our daughter and the other requiring an Air Ambulance and resulting in one person involved being wheelchair bound.
 - c) On your proposed route of the B488 and the B489 there are few opportunities to pass a car, let alone an HGV. About the only occasions are both on the B489. However, these are both on either side of Ivinghoe Beacon and involve steep inclines. Hence, for impatient drivers, you have the potentially highly dangerous cocktail of a slow car overtaking up the hill, whilst an overtaking downhill car could be moving very fast.
- 5) If an HGV is travelling south down the B440, when it reaches the Traveller's Rest roundabout it will appear to be faced with weight restrictions on 2 of the roads it can take. The exception is the B489, Tring Road. To all intents and purposes they will be forced to use the latter.
- 6) You say that 70% of the 332 who replied to a survey you conducted in early 2020 were supportive or highly supportive of the proposals. I am unaware of being canvassed. In any case I was shield from 12th March onwards.

In the circumstances, I believe you should either include the B440 AND the B489 within the proposed restriction zone or leave the situation as it currently stands, so that HGV's can be left to take varying routes and hence spread the negative impact.

Yours sincerely,

Dear Sirs

Ivinghoe Area Freight Zone

Following our previous correspondence regarding the Freight Zone Proposal, where we state that Central Bedfordshire Council (CBC) did not support the proposal of the area wide freight zone I now write to conform that we officially object to the consultation proposal as it stands.

The impact of the your zone proposal, as shown on the attached map from the consultation, is that all freight movement would be forced to use the B440, which is clearly shown as the termination point of your freight route, north toward the A505 and through Billington village

This is not palatable for CBC and the residents of Billington who already suffer from adverse freight movements which impact their daily lives. Your proposal would only exacerbate this situation and we cannot support this and therefore formally object to the proposal.

To manage the outcomes should the Zone be implemented as proposed we would have to consider our own weight restriction to be placed within the boundary of CBC along the B440 from its point at the A505 to our boundary. We feel this is the only option to prevent the influx of goods vehicles which would be forced to use that route.

A far better option would be for both authorities to work together on a wider proposal for the area which would address the concerns of all communities impacted by freight lorries moving through the region

Enclosed with this letter are documents which reflect your map with count data at your banned points (which we have written to you to explain as the data is misleading), a precis of comments from Billington Parish Council raising their objection and comments on the scheme.

I hope that this response is noted, and you open working with us on this to find an amicable solution to the wider issue.

To whom it may concern,

I strongly support the TRO proposal to reduce the HGV traffic through Ivinghoe and surrounding villages.

I believe this will make the area safer for wildlife, residents, and resident's pets.

This is without even getting started on the pollution and noise that the HGV traffic creates in such small rural villages. Reducing/removing HGV traffic will create a much safer and healthier environment for all, and a much more inviting area to live.

Thank-you.

Dear Sir/Madam,

I fully support the freight proposal.

I live on the B488 at Horton. I am a member of the hamlet's Speedwatch group. Both of these factors inform my response.

The B488 is road much used by many heavy articulated lorries - numbers increasing over the last 12 years. As you will be aware there is a width restriction in Horton - the large articulated lorries have great difficulty in manoeuvring around this causing damage to properties.

The width of the road in Horton is adequate for 2 passing cars but is problematic for such large lorries especially when, on increasing occasions, such lorries come from different directions. It is only possible for them to pass each other on this stretch of road with considerable manoeuvring and support from residents and fellow motorists!

Many such vehicles also travel through the hamlet at inappropriate speeds, especially when heading towards the width restriction in the direction of Leighton Buzzard, as they have the right of way in that direction even though there is a blind spot at this point in the road. It is only a matter of time before there is a major accident here.

Whilst I appreciate some articulated lorries serving the airfield industrial site may need to pass through Horton I firmly believe that these should be limited in size because of the problems outlined above.

This freight proposal would reroute the very large articulated lorries away from Horton and as such is to be applauded and welcomed. The hamlet has been waiting for such a proposal for some considerable time.

Hi,

I am writing to let you know that I **STRONGLY** support the proposal to install a 7.5 tonne weight restriction on all vehicles around the Ivinghoe area.

I live right on the B488 in Ivinghoe, 2 metres back from these huge thundering vehicles. We have significant damage to the front of our house which has, over the past few years, spread to cracks on the interior walls of the house also. We have had these looked at by numerous structural surveyors over the years and each state that it is due to ground movement as a result of heavy traffic.

This village was not designed for HGVs, our house was built in 1860, we love it here but it really ruins the village and the peace.

Please make this happen, it would mean a lot to our little village.

To whom it may concern,

I support the TRO proposal to reduce the HGV traffic through Ivinghoe and surrounding villages.

I strongly support the TRO proposal to reduce the HGV traffic through Ivinghoe and surrounding villages.

These villages are much too small to be dealing with the amount of HGV traffic thundering through, which has massively increased over the years.

I fear for the safety of my family and for the wildlife living around the area.

Thanks for reading.

I have lived in Ivinghoe for over 20 years and the amount of through traffic, especially HGVs, has grown significantly. Traffic calming measures do little to deter, or even slow them, as evidenced by the state of the humps which require regular repair, and of course the traffic noise, particularly for those of us living close to the main routes.

I am fully supportive of the TRO proposal to limit traffic. It is long overdue and will help to protect our roads, our environment, our growing community, and our children.

Dear Sir (Madam,

28th May 2021

I am writing to protest against the definition of the proposed Loughoe Area Freight Zone which, instead of including the B440, would increase the traffic along it. The village of Edlesborough has already made a more than fair contribution to demands for more housing, with its accompanying increase in traffic. The junction of its High Street with the B440, opposite ~~the~~ ^{near} the church, would become ~~particularly~~ ^{especially} dangerous. It is also particularly congested because of the presence of the school, already virtually impossible because of parents delivering and collecting their children.

Yours sincerely,

Thoughts on the Bucks Council Freight Strategy proposal

The plan is designed to reduce the amount of HGV traffic through Mentmore, Cheddington and Ivinghoe. However commendable, there are no considerations of the impact on the surrounding roads and populations caused by the displaced traffic.

The B440 from Leighton Buzzard to Hemel Hempstead is an obvious route of choice for “excluded” vehicles. We have several concerns about increasing the number of HGVs on this road:

- The road has two “pinch points” – at Great Billington and around the church at Edlesborough, the latter presenting a serious hazard for vehicles and pedestrians, alike.
- The pavement alongside this road through Northall is very narrow and almost unusable during the winter months due to the spray from passing vehicles. Walking to the bus stop adjacent to the Swan PH is dangerous if there has been heavy rain as the passing lorries throw huge amounts of water off the road and into the hedges, completely soaking anyone on the pavement.
- If one uses the 163 bus from Leighton Buzzard to Northall and alights at the bus stop opposite the Swan PH, it is necessary to cross the road to reach the relative safety of the pavement. The curve of the road makes this a very dangerous undertaking.
- Taking children on foot to the playground in South End Lane is not to be undertaken without great care. The air turbulence from passing traffic can easily sweep them off their feet.
- During our current “covid alert” it is impossible for pedestrians to pass without stepping into the road.
- The B440 is designated as a 30mph road through Northall. Occasionally, a Police speed camera van parks adjacent to the Northall Village sign and the passing traffic slows markedly – our house no longer vibrates as the lorries pass by. There are many other houses along the B440 that are much closer to the road than ours. We suspect that their residents would welcome a few more permanent speed cameras in the village. The recent road surface repairs to the northern end of Northall have only served to encourage drivers to drive faster as the potholes have vanished.

Each of the above will be exacerbated by displacing more HGV traffic onto the B440.

At a time when we are being encouraged to walk more and use more public transport, bringing more HGV traffic onto a largely unlit and unsuitable road with tiny pavements is perverse.

The B440 needs to be included in the Freight Zone proposal.

Ivinghoe Area Freight Zone Traffic Regulation Order consultation

Here are my comments on the above proposal:

It’s an excellent scheme and I support it, with the following provisos:

- There are at least two lorry parks, and an industrial estate (the former airfield site near Cheddington) within the proposed Freight Zone, all of which generate HGV traffic. Obviously this traffic would continue to be permitted under the proposed scheme.

It is essential that Buckinghamshire Council Planning Department impose a moratorium on any expansion of these facilities—i.e. planning applications for new lorry parks or industrial estates, or for the expansion of existing lorry parks or industrial estates, should always be refused. This should include retrospective planning applications. If this policy is not established, inevitably the benefits of the Freight Zone will be eroded.

- I understand that there is some concern in Edlesborough that the scheme might bring increased HGV traffic on the B440 between the A4146/A505 roundabout (north) and the Travellers Rest roundabouts on the B4989 (south). This problem could be solved by extending the Freight Zone to include this length of the B440, presumably established by agreement with Central Bedfordshire Council.

*I responded to the consultation earlier today online, and I would like to make a correction:

My second comment should read 'The freight zone would be improved if it was extended in the north-east . . .' rather than '. . . in the north-west . . .'
