

Ivinghoe Freight Strategy Statutory Consultation Comments

Comments in Favour of Weight Restriction

Thank you for including the B440 Leighton Road. This will be much better for the residents of Edlesborough & Northall.

Edlesborough Parish Council supports the revised Ivinghoe Area Freight Zone and wholly welcomes the inclusion on the B440 between the junction with the A505 and the Travellers Rest roundabout with the B489.

Supporting the revised plans with the inclusion of B440 within the freight zone

Speed . Traffic . Pollution . Damage to road.

There are plenty of alternative routes which have already impacted on the areas they go through. Please make these the route rather than open up yet another that will impact yet another area.

The current proposal I believe addresses the issue of large freight vehicle using our narrow country roads causing issues for local residents. I entirely support this version of the strategy

I'm very much in support of the revised strategy/route, as I was hugely concerned about the potential increase of HGVs on the Leighton Road.

I think this new proposed route , takes into consideration the comments from the previous rejected route and meets with the majority of requirements

I support on the basis of the extension of the zone now covering the B440 through Northall.

B440 Leighton Road, particularly near the Church on the Hill Edlesborough. Is particularly dangerous. The restriction of HGVs along this stretch of road will, I believe, be welcomed by the village of Edlesborough.

As a frequent visitor to Northall to a relative I see how inappropriate and potentially dangerous it is allowing these larger vehicles to use this road on a regular basis.

I fully support the B440 being included in the freight strategy zone

I really appreciate that this now covers the Leighton road through Northall. Which will make our road safer.

The revised plan is more sensible

Thank you for responding to concerns about having heavy traffic going past Edlesborough Church.

The inclusion of the B440 in the Freight Zone is a far more satisfactory solution to the problem. It should avoid the diversion of the majority of the through HGV traffic from the B488 onto the equally unsuitable B440.

Thank you for listening to residents of Northall. The prior proposal would have resulted in potential loss of lives.

In supporting this strategy I would wish to make it clear "ALL the roads" mentioned should remain within the scheme and not be deleted before or after the scheme is implemented. I would not like to see any of the roads dropped which would then bring extra burden on the remaining roads.

Better signs specifically for lorries to direct away from village high street

Having lived on the High street for over 20 years. The traffic has increased significantly, especially HGV vehicles.

The hill where the church is on the B440 is particularly narrow and can be dangerous at the best of times, but more so when you meet a HGV lorry in the middle of the road

On behalf of Wingrave with Rowsham Parish Council:

Freight traffic has long been a problem in Wingrave, where narrow roads and parked vehicles make the movement of large vehicles difficult and, at times, dangerous. A major area of concern is Dark Lane, which is 4.45 m wide. It is clearly not wide enough for two 2.55 m wide lorries to pass each other, and large vehicles regularly become wedged in as they mount the banks and tip inwards, blocking the road completely. In other parts of Wingrave, including historic Rothschild cottages on Winslow Road (in a conservation area), homes vibrate when large vehicles pass by. 91% of respondents to a 2019 survey believe traffic in the parish of Wingrave with Rowsham is a danger to children, and HGVs travelling along their route to school on Winslow Road contributes to this fear. People here would like to cycle more, and reducing the number of freight vehicles passing through the narrow village lanes would make that safer.

The Ivinghoe Area Freight Zone Traffic Regulation Order represents a significant step forward in protecting our community from the impacts of freight, and Wingrave with Rowsham Parish Council firmly supports the proposal. There will of course still be large vehicles using our lanes for access,

and so the freight strategy must come hand-in-hand with other solutions, such as improvements to signs and lines on Dark Lane and appropriate speed limits. We note that the overview states that compliance with the new TRO will be monitored, but we emphasize that this needs to be done thoroughly and effectively on an ongoing basis, with action taken against drivers of vehicles violating the restrictions. A current major source of freight traffic through Wingrave is the Old Airfield Industrial Estate on Cheddington Lane, and we have been assured that the new TRO will reinforce the requirement for large vehicles leaving that site to approach and leave via the B488 (not through Long Marston and Wingrave), as per planning approval. It is essential that this remains the case and is enforced: Dark Lane and Winslow Road are not suitable routes for the volume of industrial traffic accessing that site.

Less HGV would be travelling along the roads in which I often walk where there are no footpaths or very narrow footpaths

I frequently use local footpaths walking my dog and the pavements accessing are very narrow... I welcome the change of route.

Much HGV traffic already squeezing through Edlesborough. The road is not equipped for 2 lorries to pass each other close to the church in Edlesborough and there have been a number of close encounters. The pedestrian walkway is also incredibly thin at this point making it dangerous for pedestrians. High Street turn is on the brow of the hill - dangerous to turn, particularly right. Less HGVs can only increase safety.

The zine should include the B440 from Leighton Buzzard ; through Northall and Edlesborough; The road passing Edlesborough church (B440) is extremely narrow and is only suitable for cars: If a car and large lorry pass one another then they basically have to crawl along to avoid a collision. IF B440 is not included a large number of HGV's going north or south will be pushed into this road increasing the likelihood of collision and loss of life

I fully support this to remove HGV traffic from Edlesborough.

It's far better now that the B440 is included within the zone that HGV's can not drive through.

Supported now that it includes the B440

Billington Parish Council, and residents of Billington, are pleased that the revised Plan includes suggested weight restrictions along the whole of the B440, including through Great Billington. The building of the new roundabout connecting Stanbridge Road with the Leighton Buzzard bypass makes it logical for heavy traffic from the depots on Stanbridge Road to use this link road, rather than go along the B440.

We are encouraged (in this revised Plan) at the recognition of the need for Councils actively to cooperate with their neighbours.

I think this is a great idea. I feel it would benefit the villages affected in many ways not least the level of pollution, damage to buildings and the affect it has in families who feel they need to stay within their boundaries away from the main roads rather than mixing within their communities.

It is very important to reduce HGV traffic through the village for safety of pedestrians, noise pollution, vibration damage to houses and air quality. If this can be extended to reduce horse box traffic through Little Billington which causes regular problems I would like that to be considered also.

Anything which extends the Area Freight Zone preventing heavy goods vehicles travelling at speed, and pounding through the villages along the B440 from the Travellers Rest through Northall, Gt Billington and past Lt Billington is SO WELCOME.

As a resident of Lt Billington, who often walks to the church in Great Billington or the Farm Shop, the number of lorries speeding up and down the B440 is quite terrifying. The down draught from some of these huge vehicles almost knocks me off my feet as I walk along the very narrow footpath. Pedestrians are in danger of losing their balance and being sucked into the road. I often have to turn my body away from oncoming traffic as the air moved as they progress stops me in my tracks and almost blows my head off. Most unpleasant. A child would not stand a chance.

The houses along each side of the B440 vibrate and shake as these vehicles trundle through at speed. It is no exaggeration to say the windows rattle. Who knows what damage this might be doing to the foundations.

People should be able to enjoy their property without 24/7 noise pollution and vibration from HGVs shaking their properties and road, not to mention the safety of pedestrians trying to cross the road to the Church for services and walking back to the village hall to collect their vehicles. Some could be ending up in the Churchyard before their time.....without something being done to help.

It is not safe to install a pedestrian crossing there, so you literally take your life in your hands to cross the B440 or drive a vehicle to the limited parking at the Church. There is a footpath on one side of the road only and there is no room to install one on the other side.

So yes, I fully support the extension of the Freight Zone to include the B440 from the Travellers Rest through Northall, Gt Billington and past Lt Billington. Please make it happen and improve the quality of life for those living in villages along the B440.

I think that the revised plan now including the B440 restrictions is going to have a hugely positive impact on the local area.

Pleased to see the ELR and link roads included.

Hope this will be implemented at the earliest opportunity with appropriate signage for HGVs.

As a household on the main route through Bierton, Aylesbury, we wholeheartedly agree to this proposal. Since we moved here 4 years ago we have seen a huge increase in the amount of traffic and HGVs through the village.

The dirt and dust created by sheer volume of traffic is huge, as is the amount of noise. The impact to us, and our neighbours is definitely detrimental and we would welcome such a change. We would even welcome speed humps throughout the village because of the amount of cars that ignore the speed limit.

Bierton, a historical and pretty place is being ruined by the HGVs and cars. Rubbish, dust and noise could be reduced by these simple solutions.

As a family who's house immediately fronts the B440 and have to live with the constant flow of speeding lorries past our property on a daily basis, this proposal is long overdue and can't become effective soon enough.

HGVs are able to use the B440 between the A505 and Dagnell. Thereafter they are subject to the ban instigated by Hertfordshire County Council.

It's apparent that this is largely ignored and Hertfordshire are unwilling to police it nor add more signs.

To include the stretch between A505 and Dagnall makes common sense.

The 7.5 tonne restriction should include Slapton Road, as many vehicles exceeding this use the road to access Bury Farm, They could use the B488 Tring Road and Slapton village,

Highly welcome this regulation and would like for it to be implemented as soon as possible. HGVs going through the narrow roads of Bierton is a nightmare currently as some parts of the road are really not suitable for HGVs and the heavy traffic flow through the village makes getting out of side roads onto the main road near enough impossible during peak hours. The ELR provides a safe and possibly quicker alternative for HGV drivers and is a far less dangerous route for them to use.

A weight restriction should be placed at each end of Bierton village, this would force HGVs to use the ELR

Living on the top of the hill on the B440 in Gt Billington I am exposed to Waste lorries and other HGV's on a daily basis speeding through the Village. Therefore this excellent proposal should be progressed as a priority and without further delay.

Traffic weight restrictions through Bierton, due to the damage to sewers that are causing repeated problems

I would like Bierton to be included on the zone as it would improve traffic in the area if lorries couldn't travel through there

We are glad you are including the road through Great Billington as this is very important to us and makes the plan more effective.

I have noticed a lot more very heavy lorries passing through our village (Wingrave) a particular pinch point is Darke Lane , two lorries cannot pass and this has caused all sorts of problems, as it is only one of three roads out of the village. The damage they are doing to our road surfaces and grass verges is also noticeable, there are plenty of main roads for them to use and they simply using our villages as a cut through, I urge you to pass this regulation and back it up with the full force of the law.

It would improve the road safety in the village

I think this is wonderful news, the B440 being included in the plan is of great benefit and most importantly the safety of residents in the area

I would very much support the freight zone regulation order. The introduction of the ELR has been very welcome.

When the Leighton Rd was reclassified as a B road + the lorries stopped passing through Northall, my house stopped shaking. But, recently when lorries started using the road again, the house regularly vibrates. We cannot take a bike ride up the hill to Edlesborough as the road is so narrow that you would be knocked off by freight traffic, even on the narrow pavement. Very dangerous.

I agree with the amendments to the original proposal.

HGVs currently use routes that mean a high volume of them passing within metres of homes and schools, which is not a good situation for air pollution (with huge levels of diesel particulates), vibrations affecting buildings, nor traffic congestion. I hope this traffic order might redress this a bit by diverting them to more suitable routes where possible.

While it would be beneficial to take HVGs through the links road in totality to residents in nearby areas, the proposed route hasn't been built to do so safely.

There is already an issue with anti social road use, with the change from 40 to 30 where the school & play area are not being noted. There are no traffic calming measures in place, speed deterrents or cycle routes.

As the alternative route through Bierton has these in place, in its present condition, this makes for a much better alternative, particularly when considering that the proposed main route contains a school (in addition to the risk at busy drop off & pick up time, there is the consideration of noise & pollution) and a planned retail space, none of which exist directly on the alternative route.

Parts of the pavement along main road in Bierton are very narrow with primary school pupils using this route to/from school. I support the use of Bellingham Way as it has pavements away from the road and more and safer crossings for pedestrians. The original plan when Kingsbrook was built was for this to be the main route for ALL traffic. If this is not going to be the route then Bierton urgently needs traffic calming, wider pavements and more crossings

Yeas I support the new revised strategy zone which includes the B440 Leighton Rd.

I am in agreement with the second proposal which now includes the B440, Leighton Road in the zone

This is a long overdue initiative, which will help reduce the excessive amount of HGVs using the B440 through Northall as a "rat run" to gain access to the nearby junction of the M1 at J11a.

Many "thunder" through Northall completely ignoring the 30mm zone, which I have never seen policed since its inception.

Northall is a small hamlet with a relatively narrow main street and very limited sidewalks. Ipso facto, this creates a clear and present danger to pedestrians.

I am extremely pleased the zone has been extended to include the B440 through Northall and the surrounding area as in my opinion this road is completely unsuitable as a through route for HGV's due to its narrow width, especially through villages, and as there are more suitable alternative routes available. I look forward to the zone being implemented.

Hi , If I am reading this correct the plan would be to divert more traffic through this link road which I believe does run right through the Kingsbrook Estate. My one major concern would be the safety of the children , this route passes two busy park/play areas and a primary school . Already we have plenty of HGVs passing through and fast moving cars. Ideally it should become a 20 MPH zone .

On the assumption that the B440 through Great Billington is included in the Zone then I am in full support of the proposal.

In due course I would be interested in knowing how the Zones rules will be enforced and the penalties for breach of any of the zone rules.

Enormous HGVs continue to race through Ivinghoe, and the surrounding locality, destroying the local 'B' roads and causing serious harm to the infrastructure of villages and the quality of life. It is essential that the Freight Zone is implemented as soon as possible.

The revised plan which includes the B440 in the restricted area offers a much more effective solution to the problem of HGV's transiting the villages along the stretch of road concerned.

The revised scheme should therefore be supported.

I am very happy to see the inclusion of the B440 in the Freight Zone, this will have a great positive impact on the villages on this road which is currently used by many HGVs as a through route. Thank you for extending the plans.

It stands to reason that the more main roads are used, the safer the use by heavy goods vehicles and other road users.

To keep traffic flowing, even if an increase in mileage, seems to be the best way forward.

Therefore I support the Ivinghoe Area Freight Zone Traffic Order.

The worst problems for me as a road user, are the continual upheaval by developers using traffic lights to carry out their building operations along the A41. Also the continual water leaks on the A41 that create more hold ups. Due to the fact that we only have one ring road and that that is continually being held up, all road users create rat runs through minor roads in order to hasten their journeys. This creates speeding and accidents.

Another ring road may be after my lifetime, but it would be very helpful to all road users if one could be found!!

The HGV excluded zone be expanded to form a protective belt outside the perimeter of the proposed route. I.e. to include Aston Abbots and Weedon. It seems very odd that there is no buffer around the outside of the planned route yet every village inside the ring is protected. I would fear an increase in traffic through the village with HGVs trying to get from the A418 to the bypass to access the Bicester road and avoid going via the Aylesbury main routes. Or equally traffic en route towards the A505 trying to get to the A505 bypass without going through wing and detouring through Aston Abbots and Cublington.

I'm sure the villages to the south of the route will have similar potential rat runs.

Easily addressed by expanding the shaded "no go area" so that it covers a protective belt around the perimeter of the proposed route and discourages hgv's to divert to take short cuts to the bypasses.

Why does the zone finish at Wingrave and not include the villages between the A418 and A413 (Aston Abbots, Weedon and Cublington). All these villages are plagued by HGVs using the rural roads to bypass Aylesbury, especially when coming from the A41, when they come through Weedon and Aston Abbots. These country lanes cannot support so many large vehicles, especially at the pinch points (by the Five Elms pub in Weedon, the gate at the top of Lines Hill and The Green at Aston Abbots).

I request that the freight strategy should include this area please.

I live in Horton at ***** next to the traffic calming area. The large lorries that pass my house are terrifying. They drive too fast are too close and block out the light, my house shudders as they pass by. The render outside has cracked due to the vibrations they cause. Due to the size of the vehicles they often get stuck trying to pass by each other as the road is not big enough to accommodate such large lorries. It is only a matter of time before my wall or my house is hit by one of them. It is a matter of urgency that a weight restriction is put on the lorries going through Horton.

This proposal would greatly improve things for residents such as ourselves who live on the Aylesbury Road.

It would reduce congestion at busy times, reduce road noise, cut pollution on a route that is used daily for many families who walk their children to school and improve safety for both pedestrians and motorists, perhaps selfishly, especially for us who have to grapple with reduced visibility whilst pulling out onto the busy road as well causing traffic delays with lorries backing up as we try to cross the road to access our drive.

We live opposite allotments, there is the lay-by outside our house where many allotment users park. I have observed people struggling to exit their cars because of lorries not allowing room. This is also the experience for our visitors as well as our children who struggle to open doors wide enough in order to get children from car seats in a safe and timely manner.

Just one.

The map shows that Freight can take a route from Ivinghoe over the Beacon Road along the B489 to the Traveller's Rest roundabout.

However, should a driver choose that route there is nowhere to go from there.

They can't turn left onto the B440. If they go straight on they will hit a 7.5t Zone. If they turn right there is a 7.5t limit on the B440 at Water End.

Hopefully they will check the route before they begin their journey and thus avoid the problem and disturbance to residents along that part of the proposed route.

This is much supported and needs policing to ensure the correct enforcement is being carried out

This is very important to the villagers please push this through asap

This would be a brilliant idea. The streets through the village are busy and congested and adding a articulated lorry at school drop off and pick up is dangerous.

I support the order to reduce heavy goods vehicles in the Cheddington, Ivinghoe and Mentmore area, thereby reducing heavy traffic on local roads, and therefore reducing adverse impacts on local residents and historic buildings.

I am very pleased that action is proposed to regulate the movement of HGVs around the Ivinghoe area. It is long overdue, as this sort of traffic is damaging local infrastructure, property and environment, as well as making a significant contribution to traffic congestion. These local roads were neither designed for, nor are they suitable for, HGVs. I strongly support the proposals.

You appear to have covered everything at this time.

I am 100 % behind this Regulation Order for the following reasons: We live directly on the High St in Ivinghoe and all day long we witness an inordinate number of huge lorries passing by our window and through our village. The size and weight of these lorries is completely out of keeping with the nature and construction of our roads, causing constant potholes which are a danger to every villager and road user. These heavy vehicles cause a great deal of vibration and noise pollution which is of detriment to our daily wellbeing, the safety and integrity of our historical landmarks and homes, and of course they constitute a source of massive air pollution to all residents. Our children are additionally endangered, not only by the danger inherent in this size of vehicle using our narrow and winding village roads, but also by the speed at which these vehicles travel and the last minute/emergency adjustments which other drivers have to make to avoid crashing into these massive vehicles, thereby doubling the danger to our population.

Damage already incurred on roads and buildings and any possible compensation.

I support this as it includes the B440 which if not included would have rerouted all the HGVs here and create a new problem and therefore hope that this will be the proposal agreed

Long overdue and desperately needed.

I have been a resident in the area for almost 22 years and the amount of traffic has increased disproportionately throughout that time.

Villages such as Ivinghoe and Long Marston are being ruined by the constant flow of heavy goods vehicles.

I have been immensely supportive of this strategy, Ivinghoe desperately needs some help with speeding rat-run HGVs. So I'm delighted that the plan has now been extended to include the additional areas which were highlighted in the last phase. I really look forward to it being implemented as soon as possible.

This is a village with junctions and bends that become heavily congested. Due to the increase of vehicles and large lorries passing through, I have witnessed on more than one occasion near misses whereby someone is trying to cross the road and a lorry comes round the bend (clearly not at an appropriate speed) and nearly had an accident.

The school bus and regular bus comes and goes and when a bus is trying to get through and a lorry it creates a large tail of cars and motorists having to go up on the pavement, again narrowly missing pedestrians. I witnessed a vehicle crashing into the front corner of someone's property on a bend due to trying to avoid a large lorry. Soon someone will end up critically injured if this plan is not put into action soon.

Furthermore, the increase in pollution is not healthy for the people whom live in and around the area.

Our narrow road, without pavements from our house to the village and school bus stop is very unpleasant and unsafe with large lorry traffic, dissuading people from walking and encouraging car use for short journeys.

I moved to the village 6 years ago and the amount of HGV's has absolutely gone through the roof. It is very dangerous and when they go past my house, not only can you hear and feel the vibrations, but I put a glass of water on my table to test the severity and the water moved when they went past, god only knows what damage it is doing to the foundations of residents houses.

More importantly, my daughter used to have her bedroom at the front of the house, now due to the amount on increase in the lorries and HGV's, she has had to move to the rear which is totally unfair as she is now crammed into the smallest room due to the noise and vibration.

This has to stop and stop sooner rather than later, somebody is going to get killed by one of these HGV's and lets be honest, they are not doing 30mph when they go past, it scares the hell out of my youngest and my dogs.

This plan is brilliant- the roads are a mess with potholes and the stones kicked up from heavy lorries mean I have a constantly damaged windscreen and car body. The traffic flow that is disrupted by large vehicles negotiating the narrow roads will improve. Finally and most importantly the air quality will be immensely better. Reducing the large vehicles travelling through where I live is a wonderful prospect.

The creation of a 7.5-tonne weight restricted zone is very welcome and long overdue. Combined with the proposed local traffic calming measures, it may save the roads, verges and villages from further destruction by the inappropriate and unacceptable use of 'B' roads by HGVs.

As I live directly on the High Street in Ivinghoe, there is a huge amount of very large vehicles using the road as a shortcut creating traffic jams as the road is narrow . I've witnessed constant blockages as cars have to drive on footpaths to get around and also cars including mine being damaged as they squeeze past .

The TRO is a very welcome move - the volume of heavier freight traffic passing through Cheddington High Street is growing year on year.

The roads in the rural villages within the proposed freight zone are unsuitable for 7.5 tonne + vehicles due to width, construction and passing through busy villages with many pedestrians, particularly at school drop-off time.

The historic nature of this area requires respect, care and preservation... hundreds of needless journeys in hugely heavy vehicles is paving the way to damage and destruction.

I see this order as being necessary to minimise the risk of injury, to reduce noise and air pollution and to protect the structure of our residential buildings.

Too many lorries driving through Vicarage Road, Pitstone and Ivinghoe High St

Ivinghoe Aston is used regularly as a cut through by HGV's trying to get from B489 to A4146 avoiding traffic lights and bridges through Cheddington or Ivinghoe. My concern is enforcing a weight limit .

This is very welcome...heavy lorries come along Cheddington High Street using it as a short cut. Our house faces the road and is subject to significant vibration and noise. The fabric of the house is being damaged by the vibration.

Now support the proposal as it includes the B440 through Northall

Thank you for listening.

The inclusion of the B489 from Ivinghoe village to the Pine Trees roundabout on the B440 where it ends can now be considered as redundant. As there is nowhere for HGV traffic to go once there it can be disregarded.

I would like this restriction to include the route from the A418 through Aston Abbots and Weedon to the A413 to be included. HSVs use this route as a shortcut to avoid going through Aylesbury but cause considerable damage to the roads and annoyance to the residents and also possible damage to houses in both Aston Abbots and Weedon.

These lorries need to use another route. They are coming through Cheddington past our primary school, mounting kerbs. This is seriously dangerous

Please resurface the road through Ivinghoe. There are large potholes caused by previous HGV use, particularly around the church. This will make it safer for all road users.

We do not want HGVs using our village and surrounding villages as a shortcut.

Our roads are being damaged by HGVs and so these vehicles must be stopped from using our village and surrounding villages as a short cut.

Villages are under pressure enough, stop these huge lorries, some of which take up more than half the road, from coming through just because it is a shorter journey. The road structures just cannot cope.

The heavy traffic through our village is horrendous at times. The wear and tear on our small bridges must be considerable.

We need this strategy to keep HGVs out of the village.

Good idea

The amount of lorries travelling at speed is dangerous for our young children walking home from school or walking around the village during the day

Cheddington High Street and Mentmore Road are totally unsuitable for HGVs to pass through. The road is relatively narrow, There are cars parked on these roads along the length making it necessary to weave about which is a hazard. In addition most roads approaching the village have sharp bends or humped back bridges or a low railway bridge to pass under.

I feel that the number of HGV's passing through Cheddington presents a danger to both children and older adults.

Large polluting lorries currently pass through Cheddington close to the school. Their emissions are not good for the health of our children and should be diverted away from the school.

HGV's aren't suitable to be going through the village of Great Billington *** **

It is already without lorries

In the last HGVs have created significant vibrations which have damaged historic buildings. Although the roads have been repaired to prevent this, I would be keen to further protect the houses from any future damage.

Fewer HGVs would make our village more pleasant and desirable. It would also protect vulnerable users such as cyclists and children heading to school/playground

Cheddington is a small village whose infrastructure cannot support the large lorries which use its roads. There are two bridges into and out of the village, which were never designed to take such loads.

We also have school children and a large elderly community who are vulnerable to these large lorries that often speed through the high street.

These are small villages with schools at the heart of the village. Bridges over canals. Narrow country lanes.

These Villages Can Not support large lorries and heavy Freight traffic coming through our Villages. Also narrow corners on some roads that impact on normal traffic.

This is totally unacceptable to the villages concerned.

And Cheddington is our Village.

I am a HGV 1 driver and I know what weight we carry these small roads cannot put up with it. Also outside the school we should have 20 mile and hour and speed humps. Urgent.

It will improve the air quality within the villages. Prevent potential accidents as these large HGV's go past our village school. Prevent damage to the local infra-structure. Our roads were not built to withstand those heavy lorries.

The roads through the village are small and there is a school on the main road through so having large lorries driving through can be very dangerous

Makes perfect sense to allow HGVs access only to the villages. Roads through the villages are small and busy with residential traffic / parking. School crossing points are dangerous enough without hgv traffic at all hours.

There is too much traffic going through the village.

The main route used through the village goes directly past the school gates and children's play area - accident waiting to happen.

My worries are for the amount and weight of these lorries on roads and canal bridges that were not built for the weight

Having lived on Station Road for 20 years the quantity, speed, width, weight and the vibration of our property due to the volume of HGV's is very disturbing.

Walking along the pavement with HGV's thundering towards you is quite frankly frightening.

The amount of HGV traffic through Cheddington is concerning especially with both the park and school situated on the main thoroughfare through the village.

Already traffic is extremely heavy and the ongoing building in the middle of the village and legally parked cars makes the High Street a hazard with village Green and school at risk.

HGVs should not be allowed to drive through the village unnecessarily, it is unsafe.

I fully support this regulation order

Large HGV Vehicles shake the houses that they pass and are causing an unsafe situation outside the school . It is time that villages are protected from such a large number of these vehicles using village roads.

The B440 is not suitable for HGVs on many of its sections. Children catch school buses on this road and have to wait for lorry's to pass just to get to there stops as the lorry's cause a vacuum on the narrow parts on the road. The houses shake when lorry's pass. Some parts are so narrow that you can't use the paths for fear a lorry may pass while on that part.

I hope this succeeds in reducing HGV traffic through the villages so our houses shake less.

The Traffic Regulation Order (TRO) will mean that the only HGV's that can enter the 'restricted' area are those vehicles travelling to destinations within the zone.

Monitoring in November 2019 showed an average of 254 HGV's per week passing through the zone en route to destinations elsewhere, i.e. using the zone as a shortcut.

Access has to be allowed for delivery etc but on restricted roads only. Unfortunately all access requires some bridges to be used but restrictions on which ones would be a useful strategy going forward.

This road is not wide enough or indeed built for the heavy trucks that use it. Even walking on the pavement can be dangerous when heavy trucks roar past, and one needs to move across the pavement to avoid being hit by wing mirrors. The bridge at Cooks Wharf has no pavement leading up to it or over it, on both sides, and is dangerous with the trucks using it, as they are too wide.

To limit lorries to bigger roads where possible makes sense

I am supportive of the zone to preserve existing infrastructure and roads from further damage and danger from freight lorries.

Roads aren't suitable for freight

The hgv's going through Cheddington are very dangerous especially by the school and I have seen the hgv's travelling faster than they should. The roads around the village and around Cooks wharf are not in the best of conditions and the heavy vehicles are making the situation worse.

This is a long overdue improvement to the environment and quality of life for those included in the Zone. Of course, we all need lorries to delivery what we need and that is permitted whilst at the same time highlighting suitable routes to transit the Zone. I hope that in fairly short order those "suitable" routes will be improved so that drivers are not motivated to flout the regulation.

I work in the room at the front of my home every day and I see a huge number of heavy lorries and trucks driving through Cheddington all day. I live opposite the school and it's frightening to see the speed of the large vehicles during the day. We also have trouble with them driving through during the early hours of the morning, the weight and speed of them causes our house to shake and the loft hatch rattles. It can be quite scary.

The side of my house is on the High Street and I experience heavy lorries passed my house every day. This shakes it on a daily basis. These lorries should be on the main roads and not through quiet villages.

Large HGV's on a already busy high street with a primary school hugely increases the risk of serious harm to a child from an accident. The roads are not built for large lorries we should definitely have this restriction on our high street in Cheddington.

HGVs passing through the village can be dangerous and often have to mount grass verges in order to pass parked cars on the other side of the road.

The school is in the High Street and it would be preferable not to have HGVs trying to pass through when children are crossing the road.

My section of B440 road is near the Great Billington hill which severely restricts sight lines on both sides of hill making exiting either drive to my house hazardous at best. The road and pathway here (on one side of road only) are very narrow making it extremely dangerous for pedestrians, particularly when large lorries are passing. The pathway is on the opposite side of the road to Church Turn, meaning that I have to cross the road near the brow of the hill when attending church. All traffic coming over the hill is out of sight and therefore this is a potentially life threatening situation, To cross further from the brow of the hill would necessitate walking on the road. Again, all traffic poses a threat, heavy lorries more so. The noise of HGVs passing by is a nuisance, despite my house being set back from the road and with a barrier of trees.

Village roads with narrow canal bridges and cars parked outside homes are not suitable for heavy goods vehicles. I have witnessed HGVs unable to pass parked vehicles having to drive onto pavements in order to proceed. There is a primary school on the High Street and children are encouraged to walk or cycle to school. A ban on HGVs would make the journey to and from school much safer. Air and noise pollution would be reduced.

The canal bridge at Cook's Wharf is narrow. Heavy goods vehicles can not get under the nearby railway bridge and so have to make a very difficult turn out to the B489 Marsworth road. Cheddington High Street is very congested, especially at school times and it is dangerous to have heavy vehicles travelling along when cars are always parked there.

Fully support removing HGVs from our villages by using ELR instead of going through what are often narrow roads with narrow pavements

I Would you like to reduce HGV's taking shortcuts through our village & past our school, as it is currently extremely dangerous. Working from home has highlighted my concerns as living on the high st I have witnessed too many to mention near misses of both vehicles and children. IT IS CURRENTLY EXTREMELY DANGEROUS!

The restricted zone will greatly reduce health and safety risks within the villages and the road system linking them; noting these roads were sized / designed for HGV traffic.

The traffic should be made to go down ELR as proposed when the development was planned. The new ELR road has been built fit for purpose for modern day traffic and congestion as a main trunk road into and out of Aylesbury. Our dated and much smaller road (A418 through Bierton section) with paths that are not fit for purpose should be for village traffic only. Weight measures or even traffic calming measures should be used through Bierton to avoid any accidents. School children, families and elderly are forced to walk far too close to the main road in sections of Bierton with articulated lorries passing within centimetres. ELR is fit for purpose and vehicles should be encouraged down that route as the designated route in and out of Aylesbury.

This is a sensible proposal and one I support as neither the B440 or B448 are a suitable route for transit HGV traffic.

The previous proposal was worse than the status quo because it concentrates HGV traffic currently spread between two B roads, the B440 and B448 onto just the B440.

This would apply for Bierton. The volume of HGV which use the aylesbury road is absurd. There is a school with very narrow pavements which mean during drop off and pick up large HGV lorries hurtle past and brush peoples coats. The route going through kingsbrook needs to be enforced as the only option even before the ELR is built. Bierton should become a weight restriction zone.

Q. Why have the following roads not been included on your map tiles, are they not covered by this TRO.

1. B488 Church Road, Ivinghoe
2. B489 High Street, Ivinghoe
3. B489 Marsworth Road, Pitstone
4. B489 Lower Icknield Way, Marsworth.

In fact it looks as if the whole of the B489 Lower Icknield Way has been forgotten from its junction with the A41 Aston Clinton Bypass all the way to Ivinghoe.

The roads and transport infrastructure are struggling to cope with the amount of heavy goods and freight traffic through the village now.

I have experienced many, and frequent, instances where villagers ability to leave the village has been severely negatively impacted by inappropriate freight vehicles trying to drive through the high street.

Fully support this initiative. The road through Horton is not suitable for HGVs and anything to reduce the volume of such traffic will make a huge difference to our lives.

More needs to be done to quieten Aylesbury road through bierton which has a constant stream of HGVs speeding down it. It's loud, disruptive, bad for people's health and the environment. The narrow foot path makes it very dangerous for pedestrians and with two local primary schools in the area, the path is essential for school walks and drop offs with parents and young children.

The B440 is routinely used by HGVs travelling to Hemel Hempstead even though there is a 7.5t weight limit for the bridge at Water End. This restriction is ignored by these vehicles and I have contacted the Police and DVLA about this and neither have shown any interest in enforcing this restriction. As this restriction is not observed there is an unacceptably high number of HGVs using this route, particularly when there are sections of the road not suited to vehicles of this size, for example, the hill adjacent to Edlesborough church where the road narrows and two vehicles of this size are unable to pass each other. Also dangerous to car users who encounter HGVs passing there over the white line. Furthermore, allowing this type of freight to travel through villages when other more suitable routes now exist is a situation that should not be allowed to continue.

I support now that it includes Leighton Rd (B440) which runs through Northall.

Support now the b440 has been included.

Freight going past especially the older buildings on the High Street causes them to shake with the vibrations and causes damage.

This is a great idea the amount of heavy lorries thundering through wingrave is getting ridiculous and dangerous for kids crossing road to school

This restriction seems long overdue. The roads within the zone are small, rural roads and through the villages, there is certainly not room for 2 large vehicles to pass in opposite directions. The junction of Dark Lane, Moat Lane and Mill Lane in Wingrave is particularly narrow.

I support the Freight zone and in particular the revision of the plans to include the B440, Leighton Rd and appreciate you acting on the results of the last survey.

Thank you for including the B440. I hope drivers will comply with the restriction.

HGVs are frequently passing through rural areas which are not suitable for heavy freight. Our roads cannot cope with them and they increase air and noise pollution, as well as being hazardous to other vehicles and pedestrians

I live on the main road. Heavy goods vehicles have caused damage to road surfaces and present a danger to pedestrians using narrow paths. I strongly support reducing the number of heavy goods vehicles to those that are only destined for the area.

Too many HGV's are dangerous in the village and outside the school in Cheddington. Country roads are not made for HUGE vehicles!

There are other routes on A and B roads that are made for such vehicles. Children and older adults are in great danger from HGV's travelling at speed through the village.

This area covers many minor roads which are not suitable for heavy goods vehicles. The pavement through my village running alongside the B440 is single file only (on the south side of the hill) and highly dangerous when large vehicles pass. The only way to cross this road at the top of the hill is to listen as it is a blind summit. With the increase use of electric vehicles this is also adding to the dangers of living, driving and walking through Billington. Anything to ease the amount and weight of vehicles passing through our community would enhance our environment.

This is a very good plan

I support the TRO on the basis that it now includes the B440 within the TRO

Had to pull out of the way of oncoming lorries many times in Cheddington.

Lorry s coming through cheddington are going to cause a serious accident if they carry on also our roads are getting damaged by the heavy Lorry's and the noise has been increased.

The damage done to the roads by HGV. The danger to children and older people walking their dogs etc. The bridge at Cook's Wharf

Massive juggernauts thundering along the High Street need to be stopped.
There is a school located there and these very large lorries are a danger to the children and residents of the village

As a resident on the B488 I am fully in support of this programme. We are constantly plagued by huge lorries trying to negotiate a road which (where we live at least) is simply not big enough or suitable for them. There are no footpaths here, so a simple activity like waiting for the school bus or crossing the road to go for a walk feels extremely dangerous. Thank you for all the work that has gone into this so far.

This will have a very positive impact on the local/village roads, and as such i thank you for the work done to create this TRO.

We live by a bridge over the canal between Marsworth and Cheddington.
HGVs pass very close to the building and the house shakes.
This is particularly bad if the vehicle is coming from Cheddington direction at speed.
The canal bridge is in a constant state of dis-repair where vehicles, too wide for it, have eroded the edges of the highway , including exposing the fibre optic cables.

In Cheddington Village, HGVs have to pass along the narrow High Street between the primary school and the playground on The Green. There are several junctions in this area adding to the chaos and danger to pedestrians. It is often necessary when two HGVs meet that one has to mount the pavement in order to pass.

i live next to a narrow bridge over the canal in cooks wharf. The amount of heavy goods vehicles has increased ten fold in last 10 years. Heavy lorries pass my house, driving above speed limit, shake the foundations and crack the walls. At night its even worse as they drive even faster. I always presumed they are taking this route to avoid Aylesbury, so i fully support this strategy

The freight zone restrictions must include the B440 within the restricted zones for safety and reduction of environmental noise, polution, and movement to property caused by HGVs

Horton is severely affected by heavy vehicles at all times of day and night (B488). In addition to weight restrictions, width restrictions should also apply. This is because the edges of the road are being eroded throughout the village, including the very sharp bend where there is no warning on any approach to this major hazard. In particular, articulated and long lorries from either direction need to use the entire road to go round the bend and it is a danger to oncoming vehicles as well as the edges of the road. The road is simply unsuitable for large vehicles (width, length and weight).

Access only for Cheddington.

This order was passed in 2020 with an overwhelming response of support. Why has this been ignored?

The HGV traffic has caused significant damage and cracking to our 19th Century property. This village is not designed, or in any way able, to support such heavy through traffic.

The pavements are narrow, the roads poor quality and the house fronts (in some areas) less than a metre from the passing lorries. This is highly dangerous to say the least

There have been too many accidents and near misses on the road between Dagnal and Leighton Buzzard via Northall. It is only a matter of time before a Lorry and car crash with fatal results. I fully agree that Edlesborough and Northall should be included in this plan.

Living on Cheddington High Street I cannot help but be aware of the large number of freight vehicles, many of which are on the road in the morning and afternoon at school times which is extremely dangerous but there is also a steady stream of them throughout the day.

Travelling on the B488 on Fri 04.02.22 I was held up in Horton for at least 10 mins whilst an absolutely huge freight vehicle, far too wide, travelling from Ivinghoe towards Leighton Buzzard, attempted to get through the chicane. The kerb stones on the nearside of the vehicle were dislodged and all vehicles on the opposite side of the road had to squeeze in as tightly as possible to enable it to get through Horton. There was a huge back log of traffic behind the vehicle and traffic coming from Leighton Buzzard was queued for at least 10 minutes.

Thanks for the opportunity to comment.

The volume of 7.5 tonnes traffic, and above, passing through the village of Cheddington is causing significant safety and social issues. These relate in particular, but not exclusively, to the environment around our village school. We witness HGV's attempting to pass each other on our high street at all times of the day and occasionally requiring them to mount pavements for one or both vehicles. This provides a safety issue as well as holding up traffic whilst lorries spew out diesel fumes into the atmosphere.

Restrictions would ease this traffic by 47% based on local research, providing a huge relief to the community. I believe that the existence of alternative routes being utilised, which are designed for HGV movement, is a necessity for safety reasons.

Further, there is a current impact on housing adjacent to the high street. The volume of HGV traffic causes escalating vibration issues that has an adverse impact on external masonry. We regularly patch, repair and monitor our property due to the increasing volumes of HGV traffic.

Thankyou for considering these comments.

There are far too many huge lorries hurtling through our village. There WILL be an accident one day soon!

We still have a big problem with the volume of heavy freight through Billington, despite the downgrading of the B440. It feels dangerous close to the large lorries when walking over the hill because of the narrow footpath so on Stanbridge road we feel cut off from the north of the village. Even on Stanbridge road, our house shakes when heavy traffic comes down the hill. We support the Ivinghoe freight strategy only on the condition that the zone includes the B440 through Billington, Northall and Edlesborough.

The villages along the B440 need protection from the extremely heavy goods traffic, so I support this proposal

Cheddington Parish Council support the Ivinghoe Area Freight Zone Traffic Regulation Order.

The biggest and most dangerous issue in Ivinghoe is the quantity and size of HGVs using the B488 and B489 as a shortcut. The roads were clearly not designed for this size of traffic and lorries are regularly forced to mount the small kerbs in order to pass, which is obviously not safe. Traffic jams can be caused when two HGVs meet together on the road and try and pass.

The village isn't able to cope with the current levels of traffic. Despite a recent repair, the road seems to be in poor condition, adding to noise pollution. I suspect this is due to the quantity of traffic, particularly HGVs.

Our house is situated about 10cm from the road, so we are acutely affected by it. Our house shakes when large vehicles pass and walking with a pram in front of our house is scary, as traffic regularly mounts the kerbs and a vehicle recently crashed into our neighbour's house. Obviously air pollution is another concern and this route is more built-up and closer to the road than alternatives proposed.

This is very important for the Parish of Ivinghoe.

Strongly agree with the proposal.

I think there should be provision to stop heavy traffic diverting through Weedon, Aston Abbotts and Cublington when there is a problem on the A418. It seems to me that when this Regulation is implemented there will be more heavy lorries on the A418 and more risk that they will use small unsuitable rural roads to avoid jams on the A418 and A413. This is already a problem in the village where I live (Aston Abbotts) where lorries negotiating tight turns on The Green have caused repeated damage.

I like the proposed changes to include Northhall in the exclusion zone. We currently get a lorry every 2 or 3 minutes on a working day and the road isn't wide enough and the footpath is not separated from the road by a grass verge in most places. The lorries' wing mirrors overhang the pavement and the risk of someone being hit is high. In the previous proposal there was a risk that the B440 would become more congested with lorries as the drivers tried to avoid the exclusion zone. The new proposals will prevent this happening.

A restriction on the size & weight of vehicles passing through Ivinghoe is long overdue. The High Street is simply not wide enough to accommodate these massive vehicles, especially when they have to mount the pavements to pass each other. This traffic also causes lasting damage to 500+ year-old buildings of which there are a good number in the village. I have a major concern that the enforcement of any limits will be sporadic and therefore render any TRO as largely ineffective.

Long Marston is blighted by large lorries which drive to and from the Industrial Estate on Cheddington Lane. This strategy will greatly reduce the frequency of these lorries and I fully support it.

Any reduction in the numbers of HGVs passing through this area on local roads is to be welcomed, especially given the lack of pavements, safe alternative footpaths etc alongside many of these routes. Action also needs to be taken to tackle endemic speeding by vehicles of all sizes on these rural roads.

This is desperately needed, when the large hgvs go through at speed on Church Lane past th end of Vicarage Lane, my house shakes. I have a grade 2 listed cottage. The shaking is the same, if not worse, than when the area was hit by earthquakes in 2020.

Also the state of the road and speed bumps is a mess through Ivinghoe and this can't be helped by the amount of hgvs passing through.

There are also no safe crossing points on Station Road in Ivinghoe, with no plans for pedestrian crossings to be introduced (apparently due to there not being a safe place to put one!) so anything that will reduce traffic through the village is needed for everyone's safety.

I am fully in support of this proposal but am a little concerned that the B488/B489 running through the centre of Ivinghoe conservation area and passing the school is not shown as red in the map tiles. Surely that must indicate that HGV traffic will be funnelled through the centre of this village on a very narrow, winding street which has cars parked on the road at all times of the day and night.

Inclusion of the B440 is a major help to limit the number of HGVs on Tring Road.

Very concerned about the damage being done to buildings, walls, roads by these large vehicles. Meeting a bus for example means vehicles mounting the pavements and endangering pedestrians. Our villages are not meant as cut through for hgvs etc.

The Main Street through Cheddington (High Street) is very congested with parked cars. HGVs make the situation much worse and are particularly dangerous near the school. Furthermore there have been frequent situations where HGVs have caused total blockages to all traffic.

Now this includes the B440 up to the A505 in the proposed 7.5T weight limit zone it has my support

The inclusion of the B440 is a significant improvement. However, it will be essential that warning signs are positioned early enough to stop drivers proceeding along Tring Road, the B489, from Ivinghoe towards Dunstable, only to find they have very limited options where it joins the B440. They may then decide they cannot be bothered to retrace their route and end up just ignoring the weight limits.

Needs to include B440 Leighton Road through Edlesborough and Northall. Lorries have the A505 and A5 and whilst these routes may be longer these roads are simply not appropriate for them to use.

We welcome the proposal to prevent heavy lorries travelling through the above villages. This will come as a great relief to those blighted by the noise, pollution and vibrations of these lorries often shaking the foundations of their houses as they thump down over the traffic calming humps. This is particularly true in Slapton Rd where heavy lorries often use this totally unsuitable road (Single track Lane) as a cut through.

These heavy lorries should be kept to A roads and By-passes unless their business is on a B road. Slapton Rd is often blocked by these huge lorries where they try to pass on the unsuitably narrow road which turns to a single track for 200 yards. The decision would make the villages a much safer place to live.

Ivinghoe Freight Strategy

The most recent iteration of the Freight Strategy initiative that limits through traffic now includes the B440 through Northall and Billington. I agree wholeheartedly with this amendment.

HGV traffic transiting the area shown on the map are generally using this area as a shortcut in travelling from the M25 to the M1 or vice versa. Travelling north this would involve using the A41, leaving that in the Tring area and using the rural villages of Marsworth, Pitstone and Ivinghoe to get to the B488 or B440 to go north to the A4146/A505 thence east to the M1.

The preferred Strategic Route is to use the A41 to the Aylesbury East Link then the A418 to the A4146/A505 to the M1.

All the villages in the Ivinghoe Ward have an inadequate road structure for vehicles above 7.5 tonnes. Junctions in Pitstone and Ivinghoe present difficult turnings for HGVs, particularly articulated vehicles. These require the body of the trailer to encroach well into the opposing lane to negotiate the turn.

Similarly in Horton on the B488. This village has no footpaths for pedestrian refuge. The road is narrow with two right angled bends which present considerable traffic problems when HGVs meet

on the bends. With traffic flows in the region of 7500 vehicles per day, a confrontation on the bend causes traffic to back up thus precluding one or other of the opposing HGVs to back up. Multiple delays during the day can be witnessed.

The B488 is not wide enough for opposing HGV traffic to pass while maintaining the tarmacked surface. Evidence of this is the considerable erosion of the edge of the highway from Ivinghoe right up to Leighton Buzzard.

Edge erosion has a financial cost for the county. The verge incursion leads to failure of the uncurbed tarmac surface. This leads to tarmac failure leading to road edge potholes of considerable size.

The two B roads, B488 and B440 are the most used in the area but on occasion when the B488 is closed for repairs heavy goods traffic has used the link roads through Long Marston and Wingrave to go north or, through Cheddington, Mentmore and Wing. Both roads are woefully below par for this size of vehicle.

HGV traffic on the B488 and B440 present a safety hazard to pedestrians, bicycles, and other traffic on these rural roads. They cause damage to the roads and verges that are a drain on the County's resources.

I am strongly in favour of the County's initiative to ban traffic over 7.5 tonnes that are transiting the area.

I support the inclusion of Great Billington B440 into the restricted area. A reduction in HGVs will make the village safer.

I strongly support the proposal to restrict HGV traffic in the proposed area. I frequently witness the problems caused when opposing HGV's meet in Horton.

It is important that funds are made available to enforce these regulations.

Strongly support the scheme. Ivinghoe and its narrow high street is not suitable for HGVs.

This is an excellent proposal and will make all the difference to living in Ivinghoe. Please can ensure that this plan goes ahead as soon as possible. Thank you.

We sincerely hope that this Ivinghoe HGV Freight Zone restriction is approved and can be implemented ASAP.

More and more HGV's are coming through this Village when there are much larger & more suitable Roads to enable them to completely avoid Ivinghoe unless they are delivery to an Ivinghoe property.

The danger to pedestrians from huge lorries trying to drive through the village

Frequently woken by HGVs thundering passed my home as the whole house shakes. Please be brave and allow this traffic regulation order to pass.

Ivinghoe has narrow roads particularly on the High Street and large lorries are too big to go through the village safely without causing traffic damage and hold ups. Ivinghoe is an conservation area with many historic buildings near the road that are subject to damage through overuse of the roads by large heavy vehicles.

I STRONGLY support the proposal for the health and wellbeing of all Ivinghoe residents, our pets and the overall environment.

The huge increase in HGVs passing through in recent years has created a huge detrimental effect on health and safety in the village.
It needs to stop.

Must stop the HGV traffic in this historic village as the roads are too narrow as are the footpaths in places - where there are footpaths, which is not everywhere.

Environment and health and safety of residents.
Surely the matter regarding the local villages was agreed some time ago.
Are you stalling!

This proposal is the first positive step we have seen in the 25 years I have lived in the village and will hopefully prevent the largest , most heavy and dangerous lorries using the village as short cut to their destinations, and help make the village a safer and quieter place to live.

Our health and safety is threatened constantly by HGVs and other vehicles that daily roar by our house at ***** on Station Road, Ivinghoe. They ignore the speed limit, have no respect for the residents and churn up the road surface. The noise is constant and crossing the road is dicing with death.

The B488 is unsuitable for heavy traffic and causes huge problems when negotiating the junction in Ivinghoe.

I wholeheartedly support the Freight Partnership proposals to limit the number of huge HGVs on roads in the proposed area.

As an ex-resident I support this proposal. It's essential for the well being of people in the village - indeed the presence of heavy traffic is the reason we moved away from Ivinghoe.

Long overdue Ivinghoe/Pitstone has with all the development become too dangerous fir HGV traffic

Having HGV vehicles trundling through country villages should not be allowed, Since the introduction of satellite navigation the small villages are being used as short cuts and rat runs with no regard to the countryside and villages. The roads are being ruined, the larger trucks barely fit down some of the lanes or over canal bridges. Keep the HGV's on appropriate roads. End of rant.

We have lived in here for 24 years and we have seen our quiet road turn into a noisy, extremely busy thoroughfare, completely at odds with our beautiful village and generating noise that even our double glazing does not cope with. The new restriction would go some way to alleviate that which could only be a good thing.

Our lives are being negatively affected by heavy goods vehicles, and I am very concerned about the adverse effect on my home and on other listed buildings.

When I am waiting at the the Brownlow Bridge traffic lights and see these big HGV's coming over this little bridge it really makes me wonder how long it will last before we have a truly tragic accident when it will, without a doubt collapse. I really endorse a weight restriction .

Narrow pavements with many school children going up and down, parking issues and the difficulty of actually getting past parked cars, damage to the road surfaces

Danger to children and pedestrians to have HGV driving through our over crowded village

Noise
Pollution
Danger
Road degradation

For years, the size and number of HGVs within the proposed Freight Zone have increased. Their continuing use of 'B' roads passing through villages has caused a serious threat to the quality of life. It is long overdue that HGVs using 'B' roads in Buckinghamshire as rat runs between 'A' roads and motorways are stopped or limited to vehicles that genuinely require access.

The deafening noise, vibrations in houses, the pollution, the real threat to life in villages where pavements are narrow or absent, and reckless speeding through built areas combine to erode the quality of life of hundreds of people living close to the 'B' roads in the proposed Ivinghoe Freight Zone.

HGVs must be confined to 'A' roads and motorways.

The heavy vehicles driving through the centre of Cheddington pose a real danger, especially to children, particularly in the area of the Green and the school opposite. Large lorries often mount the kerb in order to pass other vehicles when cars are parked, making the situation dangerous for pedestrians and other road users.

HGVs need to be controlled through the village because:

they are dangerous
they cause pollution

they degrade the highway
they create noise pollution

Please please please

Hgvs can't even make it round the corner in Ivinghoe (outside the Kings Head) and they speed through rattling houses (many of which are listed!) - it is ludicrous to consider this order not being moved forward.

Less HGVs will make our roads safer, reduce congestion and will reduce the pothole degradation of our roads

I am 100% in support of limiting the size of HGVs allowed to drive through Ivinghoe. The bridge isnt able to support their weight and them thundering through the village is dangerous and very unpleasant

I strongly support the proposal for the safely of all residents of Ivinghoe. Having 2 young children myself, I worry about their safety in the future

Our house shakes when HGV's go past. The lorries are also too big to go through a narrow point, over the bridge at Ford End. Due to the restriction the lorries go onto the verge causing more damage.

Please install the 7.5 tonne limit in the proposed area.

We strongly support the proposed the Ivinghoe Area Freight Zone Traffic Regulation Order particularly in respect to the Zone incorporating the B440.

Ivinghoe has been blighted for all the years we have lived here (forty-eight) by the passage of large goods vehicles for which the roads, and the many buildings of architectural and historical importance which line them and those who live in them, are totally unsuited. I support very strongly the Ivinghoe Area Freight Zone Traffic Regulation Order.

As a resident and shop keeper in Ivinghoe, I am constantly worried by the large vehicles driving through the villages which are not suitable for such use

Very pleased you have included the B440 in the zone otherwise I can foresee an increase in our lorry traffic!

we strongly support this excellent scheme

I fully support this TRO. I recently moved to Ivinghoe thinking to have moved to a quiet and picturesque village but the reality is that it seems more like living near to a motorway especially during rush hour. There's a high volume of traffic including many HGVs. The roads in Ivinghoe are not suitable for HGVs, they're narrow and winding, without enough space to accommodate lorries. Frequently lorries mount the curb which is very dangerous particularly due to the small footpath that we have in the village. HGVs have also caused damage to the road surface and road humps. This damage causes even more noise pollution and contributes to the problem of speeding in the village.

I have a baby girl and I'm scared to walk on the path with a pram due to these lorries. Lastly many houses are situated very close to the road, including ours, HGVs cause our house to shake, scare our baby due to the noise and are likely causing significant air pollution.

I am fully supportive of the Ivinghoe Freight Strategy which proposes to ban traffic over 7.5 tonnes from travelling across the area.

The roads in the villages around Horton, Slapton and Ivinghoe are not suitable for HGVs, particularly articulated vehicles. Just last week I was driving into Horton Village and narrowly missed an articulated lorry that was more than halfway across my side of the road, travelling in the opposite direction on the sharp bend at entrance to Horton Village on the B488.

There have been many occasions when traffic travelling through Horton has been held up by large lorries blocking the way as it approaches the traffic calming area in the village. On one of these, my husband had to assist a driver with reversing his HGV back up the B488 because his lorry was too large to go through traffic restrictions.

There are also times when our house shakes when large vehicles pass through the village.

There are very few opportunities for pedestrians to walk away off the road on the B488 between Slapton and Ivinghoe and the heavy vehicles make walking dangerous and very frightening for children waiting for school buses at the side of the road.

Some of the roads are very narrow and will severely damage the buildings that have stood there for a long time. We must protect our beautiful buildings and our countryside because otherwise they will not be there for our children's children. We live in a beautiful area and some of us have moved here to enjoy the peace and quiet. There are other routes.

From *** Church Road, Ivinghoe, I can see the enormous lorries coming on B489, stopping at the T junction to turn left into Church Road. In order to turn, they must come right across the road, almost to the Church wall thereby completely blocking the road. Traffic immediately backs up, particularly if there is a vehicle parked in Church Road. As the road is on a bend oncoming traffic has poor visibility waiting for an accident to happen.

The roads through the villages are narrow and already in need of repair. Heavy lorry's will just make this worse

I support the new idea of adding the B440 into the freight strategy

Without this change I do not support it as Edlesborough and Northall will be adversely affected

Removal of HGV through traffic from the Leighton Road pinch point near the church can only be a good thing for safety

Traffic through Horton has become unbearable! We are getting larger and larger HGVs through what is very much a B road with tight bends at each end of the hamlet and a width restriction in the centre. The edges are eroded away by such heavy traffic and properties on the edge of the road suffer damage on a regular basis. The width restriction is a constant source of near misses and bad tempered interchanges as drivers are forced to back up in order to enable large lorries to pass each other. The process of backing up is itself dangerous as often traffic is forced to backup to one or both of the bends. A considerable amount of traffic passes through Horton on a daily basis and often it is traffic that is speeding as can be seen by the Speedwatch figures for the hamlet.

The change of route is essential for the well being and safety of the residents of this hamlet. There are no pavements in the hamlet and it is unsafe to walk children and dogs along the road.

I support the proposal and hope that it is successful and quickly implemented - we have waited a long time for action to be taken!

The roads through the centre of the village are totally unsuitable for any vehicles above the weight limit proposed.

The route through the middle of Ivinghoe is woefully inadequate for large freight lorries particularly the turning at the top of Station Road where pavement opposite the church is extremely narrow and therefore hazardous for pedestrians.

The villages historic foundations are affected by the large vehicles coming through the villages. Our property is on the main road and shakes from each large vehicle and the same must be that of all those in the conservation area. This is needed.

Until recently I lived on Church Road and the HGVs going past the front of our house exceeding the speed limit, 2 feet from our bedroom and kitchen windows, made opening any of the front windows impossible, both in terms of noise and pollution.

Freight lorries should not be travelling through villages where there is a greater chance to come across cyclists on the roads and children playing or crossing the roads to see friends and use local parks, or indeed any pedestrians having to cross roads to access local facilities like churches.

The road thru Ivinghoe is far too narrow for HGVs

The traffic has increased significantly in the four years that I have lived here. There are many occasions whereby two lorries heading in opposite directions get stuck on the bend in Horton or outside the kennels and cannot pass each other without causing damage. The speed at which the lorries drive through Horton is unacceptable and dangerous on some occasions.

Historical foundations of our house get shaken by large vehicles driving past and cracks frequently appear in walls .

Keep HGV traffic off our roads.

Central Bedfordshire Council support the updated weight ban zone, which now includes the B440 through Billington. CBC look forward to working with the authority for signage and delivery of the scheme if approved.

Daryl Harvey, Head of Service

This is long overdue the amount of heavy traffic is detrimental to residents health and properties in the village.

I think the speed limit should be reduced to 20 mph as well.

The roads through Cheddington, particularly High Street/Mentmore Road are dangerous when used by HGVs. The village school and play area (The Green) are on the High Street, so there are a lot of young children using this area. The footpaths in places are very narrow and it is frightening when HGVs pass by so close to pedestrians. Even more concerning is when HGVs travelling in opposite directions meet, as they often cannot pass side-by-side and so mount the footpath - causing great risk to pedestrians.

I live just off the B440 and am delighted that the road is now included in the new plan. When Leighton Road was the A4146 our house would often shake when the HGVs trundled passed. When it became a B road, there was a dramatic drop in the huge lorries using the Leighton Road but they are gradually creeping back!!!!!! The new plan will surely stop this.

When Leighton Road was the A4146 there were so many HGVs passing along it that our house would often shake. Even though it became a B road some HGVs still use the Leighton Road, so it is

imperative for Northall residents who live on or close to the B440, that it is included in the new zone, so that it is against the law for HGVs to use it other than for deliveries.

I support it with the inclusion of the B440 Leighton Buzzard Road
Best Regards

The difficulty of H.G.V. s passing one another on the very narrow hill near Edlesborough Church. The refusal of drivers to obey the 30mph limit through Northall.

The narrowing of the road on the hill by Edlesborough Church causes huge problems when H.G.V.s need to pass one another.
Drivers do not obey the 30mph limit in Northall.

It looks like common sense will prevail.
The narrow road by Edlesborough church was never designed for the large HGV's on the roads today.
A serious accident would have been inevitable, especially with the narrow pedestrian path way

Fed up of traffic jams out side my house where busses and hgv lorries cant pass because the road is too narrow, and they use both lanes on the top corner as well! Also my van which i use for my work and i have to park on the high street has been hit by 2 lorries and a bus in the past.... none of them stopped or reported it!!!! They should and could use the top road to avoid the high street but they dont! The tunnel cement lorries did in the past, why not lorries now! Also the speed bumps are pointless as cars still speed over them and wot boils my piss even more is the bangs from empty lorries going over them in the middle of the night... keeping me awake!!!!

I would also like to point out the serious need to establish a speed limit of 20mph. Bearing in mind the school and park where there are a lot of children in nice weather, and observing irresponsibly fast driving in these areas, I ask for a speed limit of up to 20mph from High Street junction with Rushendon Furlong all the way to High Street junction with Church Road and Station Road and along Station Road till junction with Maud Janes Close. I hope that someone will take it seriously, improving the safety of children and elderly people around the school and park

Restricting huge vehicles from our narrow residential roads is an excellent idea. It is bemusing how many freight vehicles use the village streets as part of their route. I hope this regulation order works!

The very large vehicles that thunder through Ivinghoe damage the roads and are a danger to pedestrians/residents. I live in an old house which is listed, and the whole building shakes at times when they pass by - the vibration is enough to rattle the windows and move pictures on the wall to be crooked!

Very large freight goes through here every day and at very high speeds. I worry daily if they're even realise that there's a junction approaching whereby the need to stop. They thunder through shaking the windows and the house too. If only they'd drive sensible speeds it wouldn't be half as bad but they have no respect for the residents or pedestrians. It's just a matter of time and I'm totally flabbergasted that nothing too serious has happened thus far.

I have lived in Station Road for nearly 25 years. During that time the volume of traffic has increased significantly. The heavy and large vehicles 25 years ago were predominantly agricultural based. The volume of HGVs that pass through the village now is greatly increased and is dominated by hauliers. The impact of the larger volume of HGVs can be seen in the condition of the High Street and Station Road in particular the intersection of these 2 roads which is so tight that HGVs turning left out of Station Road turn into the path of oncoming traffic and on hot days I have personally observed the trailer tyres of these vehicles ripping the bitumen out of the road surface as they twist through the corner rather than roll through.

When turning right from High Street into Station Road, the trucks swing wide often mounting the pavement and striking the bollards. On one occasion I passed workmen erecting a bollard and returned past the site again less than 15 minutes later to watch it being destroyed by a wide turning HGV.

I have on occasions sat on my door step and counted more than 30 HGVs in 30 minutes passing up and down Station Road.

Some of the older residences in Station Road were constructed in the 1700's and earlier. My own house shakes and vibrates when HGVs pass, especially when they take off from a standing start going up the road when they have been slowed or stopped behind parked vehicles and traffic coming down Station Road.

Any action which will result in a reduction of the number of HGVs will be much appreciated and I am fully supportive of the Freight Zone.

I can only hope that this regulation is appropriately enforced and that it does not become nothing more than an officially sanctioned littering of the landscape with pointless traffic signs.

I have lived on Station Road for 25 years and am alarmed at the increase of trunks, lorries and HGVs' passing through the village. At times I have counted 14 of such vehicles thundering past within a 5 minute period. Such volumes have impacted this once tranquil village. The weight of the vehicles have contributed to the instability of a number of buildings which were constructed over the centuries. As these buildings have no foundations and rest on chalk the vibrations from these vehicles have led to cracks in the walls. My own cottage which dates back to the 17th century vibrates when heavy vehicles pass.

The state of the road and the number of potholes that continually reappear after road repairs are dangerous to cyclists and drivers. The intersection of the High Street and Station Road is problematic. Large vehicles have difficulty turning at this relatively narrow junction and tend to swing out to the other side of the road, thereby causing traffic incidents and many times mounting the pavement knocking over bollards. This is a great concern as this junction is where the childrens play area is located. Additionally, this is the main intersection within Ivinghoe where villagers cross

the road to reach shops and the church located on the High St.

I support the Ivinghoe Area Freight Zone Traffic Regulation Order, this would increase the safety and quality of life here in Ivinghoe which has been negatively impacted by heavy vehicles using short cuts to reach their destinations. Thank you.

This will make a huge positive difference to the village in terms of safety and quality of life

It will hugely improve the safety and quality of life in our village.

I have lived in the main High Street in Ivinghoe for 30 years, with 9 children trying to cross this very dangerous road to get to school, just after the bend, coming down from St. Mary's church. All day, every day, very large vehicles (sometimes they are twice the length of normal lorries,) and enormous car transporters and articulated lorries even pulling two separate 'trailers,' try and force their way through, in both directions, blocking the road and stopping traffic moving, knocking off parked cars wing mirrors and hitting bins and the kerbs and other cars. It has been the bane of our lives. There is absolutely NO room in this small high street (especially with two blind bends) for such vehicles, yet they arrogantly and without any care refuse to go around and avoid the village. We were told this is what Castlemead was made for years ago, but the lorries don't use that route to get from Aylesbury to Dunstable or Leighton Buzzard, they force their way through the village. Buses can't get through, the bin men can't get through, and often there are hold ups outside my house for 5-10 minutes at a time with queues and queues of cars waiting behind while two lorries argue it out and there is no room for anyone to manoeuvre. I would be THRILLED if something could be done about this, it's been literally decades of suffering in the waiting. Thank you.

The lorries that have 'ruled' our small and should-be-quiet-and-peaceful village for many many years should be stopped from coming through entirely. They make noise and danger and as they literally THUNDER over the speed humps totally ignoring them they make such a racket (and ruin and crumble them constantly.) There is no need for these enormous reckless vehicles to roar through our tiny village, and perhaps now at last, we can stop them. They can't even fit round the bends in our village yet they take over the small roads trying without any concern for village life and children on bikes or walking. I haven't wanted to ride my bike in the village just because of the lorries, and without the lorries people could also park their cars outside their houses on the proper road and not almost completely covering the footpaths like they always have to right up the whole High Street. I support this petition wholeheartedly.

I would very much like to support this, the ONE main thing we have always needed to do here is get rid of the enormous vehicles that come through the village. They destroy parked cars recklessly, they have no care for old people and children, they don't even slow down, they damage the road humps and they cause stoppages that last for ages. This is a village where people want to walk around and enjoy the scenery and wildlife and it is only wrecked by the enormous lorries that barge their way through.

Thanks. I support this.

I support this new proposal. If this isn't approved we will have even more lorries going through the villages. This will impact on the environment, the noise, cause houses to shake and generally lower value of properties in the area. Thank you

More enforcement on speeding on station road too.

Given that there are so many articulated lorries driving through Pitstone and Ivinghoe on a daily basis this order makes complete sense.

I am 100% against HGV's using these small roads thru the village and would like to see them banned

None

This proposal makes sense to anyone living on the through routes through Ivinghoe and Pitstone. The size, volume and speed of traffic is not appropriate for the roads.

Traffic in the village has become very dangerous as some of the large vehicles can barely fit through the section of the B489 from the Church down to Brookmead School. It is an accident waiting to happen. The proposed changes are absolutely essential.

Please do not destroy the foundations of this historic village by allowing HGVs free reign to rumble and speed through.

Listed buildings in a conservation area are such for a reason - for preservation.

This is a long overdue measure

I have lived on the High Street for 35 years and experienced at first hand the dangerous increase in HGVs using the High Street. Not only has the volume risen remorselessly but so has the weight of the individual vehicles.

This adversely affects the environment, the buildings on the High Street, the road conditions and the safety of all those who use the area.

A freight strategy is long overdue.

I support the need to have a weight restriction on vehicles travelling on the B440, particularly important for the affected villages. For Great Billington in particular, there is a blind hill and speeding HGVs are highly dangerous to pedestrians crossing the road.

I fully support the Ivinghoe Area Freight Zone Traffic Regulation Order (TRO). The noise & air pollution we experience in Ivinghoe due to unnecessary large vehicles is excessive. Not to mention the difficulty these vehicles cause to local traffic in the village. Crossing Station Road with my children is very dangerous. These vehicles don't belong in small ancient villages that were never meant to experience this.

Too many vulnerable people - children and elderly residents - in the area whose safety and well being will be affected by the heavy traffic

This is really needed as intended freight vehicles get stuck unable to move through the village and this poses a safety risk to children of pavements, as often lorries need to mount them

Having a young family ourselves and also friends with small children, it would be cleaner, safer and nicer for them to grow up in a village where no large lorries go through. The village of Pitstone and adjoining Ivinghoe are not built for large hgv lorries to travel through. Having seen many near misses with children when lorries or other vehicles have to bank the kerbs to get out the way of them I feel this order is the correct thing for our villages.

The village roads are overcrowded already and with the hgv coming through unnecessarily it increases road safety issues

I recently moved from Ford End due to the increase in heavy traffic. I have seen many collisions where the drivers misjudge the narrow pass at Ford End. For years the HGVs have trundled through the village destroying verges, ignoring speed limits and have damaged parked vehicles as well a danger to pedestrians. One used to be able to purchase produce of local mobile grocers in the road but impossible now. It became worse when the A4146 Leighton Buzzard bypass opened. Overnight the traffic increased and just being in one's garden became difficult to hold a conversation when the hgv's were passing. The introduction of Sat Nav directing traffic through has compounded the situation. The road surfaces are appalling and the vehicles dwarf the villages houses causing ones ornaments to rattle and the homes shudder due to the vibration as the vehicles pass by. These vehicles should be directed to the major trunk roads designed to take the weight.

The village of Ivinghoe has been used as a 'cut through' route for articulated lorries and large vehicles for as long as I can remember. The transport infrastructure through the village is not designed to handle these large vehicles and every effort should be made to divert them via more suitable routes. I sincerely hope the Ivinghoe Area Freight Zone Traffic Regulation Order ensures the residents are given the entitlement to enjoy this historical village without these large vehicles being allowed to continue using this route as a cut through.

It is not appropriate for huge HGVs to drive through villages like Ivinghoe. The streets are narrow and twisting and much of the housing has a front door opening directly onto the pavement. HGVs are noisy and cause vibration. It is important for the health of residents that HGVs are diverted away from small villages wherever possible.

It's vital that we protect the infrastructure, roads and general health environment of these local villages. I support this Ivinghoe AFZT regulation order

I live on the main road through Bierton and I can honesty state that there has been no reduction in freight traffic since the opening of the new segment of the Eastern Link Road. The signage to inform drivers about the new road is almost non-existent and consequently hardly any traffic uses it. Since the opening of the Arla dairy plant we've seen a significant increase of HGVs using the road through our village and their lorries remain one of the most regular sights (and sounds!...). There is a secondary issue which is the speed at which these trucks steam through. We live on the stretch of the A418 between Bierton church and Aylesbury and it's apparent that drivers seem to think that this piece of road is 'national speed limit'. I honestly think that some 30mph speed limit signs would help to advise drivers as is clear that the majority of traffic is speeding.

I strongly agree that the 7.5ton limit is a good thing to implement. Many school children walk along this stretch of road to get to Bierton school and the foot path is totally unfit for these poor children. It's way to narrow, has cars parked on it and is in a very poor state of disrepair. I shudder to think what could happen on a daily basis when I see how close these trucks are to the children.

I wish you the very best with the plans.

Best regards

*** Aylesbury Road

Bierton

Speed of vehicles going down Station Road as well as the weight of HGV's literally make houses shake and are very dangerous.

There needs to be a reduction in large vehicles using Station Road and through the village

These are small country roads not made for this kind of traffic. They are damaging the roads , the environment and are dangerous to other road users

The village roads are not built to take constant heavy traffic (above level specified).

I am 8 and want to be safe in my village. The HGVs are too big and too fast to be on little roads.

The large HGVs are too big for the village, it's dangerous. They speed up the road and Brownlow bridge isn't strong enough to support them. There are other routes they can take that don't ruin a village

The large HGVS are dangerous coming through the village and need to be stopped!

The roads are small with residential housing close to the roads. If freight lorries do have to travel through Ivinghoe, then at least the vehicles should be travelling at a slow speed for the safety and comfort of resident and visitors to the area.

Both my young children have to cross station road to go to school in Ivinghoe and the size and speed of large vehicles travelling from Leighton Buzzard direction is frightening at times . The blind bend from Great Gap means many of these commercial vehicles travel too fast as well. Ivinghoe High Street and Church Lane are such narrow roads that it is dangerous when large vehicles travel along this way.

Firstly I would refer to the comments hopefully 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 . It is a blind summit and traffic approaching from Northall have no way of seeing people crossing. A couple of “elderly people crossing” signs inspires no confidence in safety. Would a lorry that has taken a run up at the hill be able to stop bearing in mind the momentum such a huge machine. Crossing the road from either side , to access bus stops , the village green ,the farm shop, allotments or the footpaths involves a dangerous crossing wherever the chosen point is. 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 , it is a narrow road in parts with little room for vehicles let alone overtaking With increased heavy use it 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 . A number of dwellings in the villages on this stretch of the B440 are a mere matter of feet away from the highway.

I would also mention the fact that the B440 is a single carriageway in each direction for almost its entirety. I am well aware that this causes frustration for motorists when they are held up by cyclists, horseboxes, and other slower larger vehicles. To add long ,slower HGVs into the mix is asking for an overtaking disaster. I have seen quite a few near misses along this stretch of road.

I am encouraged that Bucks CC has taken the responsible view that the needs of its close neighbours need to be considered and that the original proposal has been sensibly and suitably modified to include the B440 through the villages of Edlesborough, Northall and Billington.

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 and/or a speed camera for its current situation not an exacerbation from increased HGV use . The B440 must be included in the Freight

free zone too. I fully support the proposal

Kind regards

Resurface all roads through Ivinghoe and Pitstone when implemented. Ivinghoe Church road appalling.

Consider rerouting for freight going through Great Gap to businesses other side of canal.

The pavements are very narrow by the church and The kings Head. The huge lorries come through fast and make one feel extremely vulnerable if on the footpath.

I would like penalties for misuse to be significant or this strategy will be abused and all the work put in will be wasted. Other than that, this will save a great deal of money as our roads were never built for very heavy traffic so I feel this should be implemented as soon as possible.

I support the order. As someone who walks young children to school daily the roads feel very unsafe. The lorries drive far too fast, the parking pavements aren't wide enough for pedestrians to step away from the curb edge.

It's just not a safe village to walk through with prams, young children whilst the lorries are still coming through.

Most of the roads in Pitstone and Ivinghoe are too narrow and Marsworth Rd usually has cars parked along one side due to the doctors surgery, shop, postoffice and primary school. The bend into Ivinghoe is a particular bottleneck. Children trying to cross the road to the school are at particular risk,

I appreciate you incorporating the B440 into the freight zone following the last consultation, it will make a significant difference to those living along the B440

This is long overdue

Please advertise this consultation more widely so that local residents are aware of this consultation. The local parish council and other local community groups are doing their best to publicise this. Paper leaflets through letterboxes would have been very helpful in making residents aware of the consultation. If you do not receive enough feedback, please consider extending the deadline for responses to be made. Thank you

We live on the B440 and the hgv vehicles using the road unnecessarily is awful. We have a young 4yr old and we can not safely walk to the park or surrounding green areas and the paths are narrow and the lorries are constantly using the road as a cut through. We support the proposal but the restrictions need enforcing

I heartily support the scheme as the number of speeding lorries on the B440 is appalling.

At last something is being done. Let's hope we succeed !

We cannot have any large lorries and trucks thundering through our village - they cause traffic chaos, road build up, pollution from idling motors, noise and the roads just are not built for these large vehicles. Please stop them from being able to go on our village roads.

We do not want and cannot have such large vehicles on our small narrow village roads and I support stopping them being able to drive here. My car was once grazed and badly damaged by a large lorry vehicle as it drove past my parked car and it did not stop - this was caused by a large vehicle in a very narrow road with parked cars on the road, we need to stop this kind of thing happening please

I think it is very important to help minimise large lorries etc on these small / minor B roads in Bucks & Beds - they represent a real hazard, particularly to for example cyclists (& I do cycle on these roads and know how dangerous this is !)

It's vitally needed in this village.

Ivinghoe is a village with a great deal of listed buildings and Character having a lorry freeway is not in the best interest of the village let alone the damage to the houses as well as causing congestion trying to get through the village

The Freight Zone is essential in this rural area.

Lack of wide pavements and lack of safe crossings already make this village unsafe. Without having to dodge out of the way of massive lorries. The village has lots of history and wasn't designed for this type of traffic. It was unsafe to walk to our allotment as the lorries were too close to curb. They also are unable to turn properly. As there isn't parking available, cars that park along station road do so at the risk of the heavy lorries turning.

As a former resident and regular visitor to Ivinghoe I think it is vital the Freight Zone Traffic Regulation Order is implemented.

The road in northall is very narrow and at times when two HGVs are crossing paths they have to slow down and move very close to the footpaths, baring in mind that the paths aren't very wide themselves

Ivinghoe and Pitstone have suffered severe adverse effects over many years from heavy vehicles passing through the villages. Many of these are using this route as a short cut linking much larger roads.

The High Street is not suitable for HGV vehicles because it is too narrow and causes damage to underground services, originally built years ago for horse and carts.

In the 24 years I have lived here I have seen the traffic escalate to ridiculous proportions through our village travelling at unacceptable speeds at all hours including the freight traffic. The village is used as a 'chicken run' by this traffic and the noise is considerable. Our double glazing certainly doesn't keep it out.

Our village was never designed for this kind of traffic and it would be amazing to see it restored to even something as it used to be

I live on the main road which is regularly disturbed by large lorries as well as the safety risk as the road is narrow.

In the 25 years that I have lived here I have seen this lovely village lose its identity and turn into a chicken run for all the traffic heading for the surrounding towns and motorways with the traffic including the freight traffic flying through here at all hours and at unacceptable speeds. The noise is horrendous and even double glazing does not stop it. Some of the beautiful old buildings do not even have double glazing. It would be marvellous to see the village returned to even a vestige of what it used to be.

about time!

I'm heavily in support of the restriction of freight vehicles through the village as it causes substantial noise and traffic issues. Where we live, it also causes significant safety issues as the vehicles pass at high speeds.

My daughter and son in law live in Great Gap and I visit them several times a week. The traffic along Station Rd, leaving the village of Ivinghoe (where there is no pavement on either side) is dreadful. I would estimate that 90% of drivers exceed the speed limit including lorry drivers, who, as professional drivers, should know better and obey the speed limit.

This road is just not suitable for heavy lorries. Especially as they all have to go over the very narrow single track bridge over the canal. I understand that the weight of the lorries has damaged the bridge several times.

As well as restricting the weight of lorries allowed to use the road, I would advocate better traffic calming such as the use of 'pinch points' so that traffic in one direction has to stop and give way to oncoming traffic. This road should not need a serious or fatal accident before action is taken.

The large lorries are too big for our narrow village - and our house shakes when they thunder through.

Yes. I frequently exercise my dog through Horton (as I live and front onto on the B488). I have many times had to jump out of the way to protect myself and my dog, sometimes with my small grandchildren, due to the huge, heavyweight HGV's coming in both directions, struggling to pass each other on a very narrow stretch of road where there is no footpath (and little opportunity for someone on foot to get comfortably out of the way.

Outside my home, the HGV's frequently get stuck, trying to pass each other in opposite directions, they have damaged my front boundary, driven all over and ploughed up my front garden (I have photos of their repeated damage), my garden wall is cracked open and liable to fall as a result, so I have now laid sleepers to the very front, which the HGV's now damage!) There is repeated sounding of horns, day and night, as the HGV drivers seem to intimidate car drivers who try to push their way through despite the Give Way road signage, with frequent shouting and yelling of foul language when they cannot pass each other and one or the other will not give way or back up to let the other pass. On one occasion, about 3 or 4 years ago now, a Highways Officer attended on the front garden of my home and was shocked at how dangerous the road conditions were. She was afraid, as I stood there that my safety was at risk. It is high time something was done about the dangerous conditions of this road. I know I am not alone and that other residents have experienced as bad or worse through Horton, through Ivinghoe, and Cheddington as the volume of HGV's has increased, most likely linked to the lorry parking at the site towards Marsworth, old Airfield site and along the B488 towards Leighton Buzzard. Some restrictions should be placed on businesses who offer lorry parking from increasing their parking allowance or areas, or alternatively, ensuring HGV's only access and leave from the parking areas to the most adjacent main road and stop coming through the small villages at all. I hope this is helpful and I wholly endorse anything that can be done to improve the situation for the local residents of these small hamlets and villages.

I strongly support these proposals.

I feel like we are on the front line of this problem, as our house fronts directly onto the B488 and literally shakes whenever HGVs drive past.

Furthermore, as the last house before the 'bottleneck' across Ford End bridge, our driveway is often used as an unofficial passing place by HGV drivers queuing to cross the bridge towards Ivinghoe, creating further traffic disruption and hazard to pedestrians on a stretch of road that already lacks safe pavements.

Our main road is not sufficient wide to support this traffic

it is a very good , well researched plan and should be implemented as soo as possible thank you.

I have lived in Ivinghoe for over 50 years. The volume of traffic has increased dramatically and the size of some of the vehicles coming through are totally unacceptable. The roads are small, with narrow pavements in the High Street, making it dangerous for pedestrians when HGV's pass. The

lack of off road parking for residents means that there is often barely enough room for a car to get through, and definitely not a large vehicle. It is not unusual to see a huge juggernaut doing a 3 point turn at the junction next to The Kings Head, and the road surface is constantly full of pot holes as a result.

This has been along time coming

I live in a small hamlet with no pavements on the only road with 2 blind right angled bends to negotiate. As a car driver I also have to be prepared to meet a large lorry in the middle of the road. The proposed changes will make a big impact on reducing the previous hazards.

There is a need to control the number of HGV vehicles travelling through villages and along roads that are not designed for them.

I live in Horton in a cottage I have had to witness huge lorries trying to pass each other outside my house they drive through at speed and have come dangerously close to my house on several occasions .I take my life in my hands if I walk my dog in the village as the vehicles make no allowance for pedestrians.It is only a matter of time before there is an accident or my house is damaged .

We have two young children. One still goes to local school and I see lorries as a danger on very narrow roads. It is pretty scary walking down the high street where you are so close to the kerb. I saw lorry going over the kerb while walking down high street.
2nd child takes a school bus. Reducing lorries around village also will improve visibility on the road while they are crossing the road.

This is much needed to protect the beautiful village of Ivinghoe for us all.

Ivinghoe needs the protection provided by this traffic regulation order.

The road is very dangerous for residents and visitors to join and leave when accessing properties and side roads. The road is narrow and winding, HGV's must use an alternative route.

I absolutely agree with this.

I live on Marsworth Road, the main road through Pitstone. Over the last 10 years, I have noticed a significant increase in the volume of lorries and HGVs, and not only that, the speed they drive through the village.

Living on the crossroads in Long Marston, I am desperate to reduce the amount of freight just passing through. It's extremely dangerous for the school children particularly, as many of these trucks mount pavements to negotiate the turning into Cheddington Lane, delaying and infuriating

some drivers, causing the knock on effect of increased acceleration.

I am however, concerned about the railway and canal bridges in Bulbourne taking an increased amount of traffic.

The relatively recent reclassification of the B440 from an 'A' road to a 'B' road has had the intended effect of reducing traffic flow through the villages of Northall and Edlesborough and in particular has reduced the number of heavy goods vehicles using that route. The original proposals threatened to push Heavy Goods Vehicles back onto the B440 thus reversing the improvements and purpose of the reclassification. These amended proposals preserve the traffic calming measures of the B440 and therefore have my support

We need to find safe ways for large trucks to get where they need to. However sending them through tiny villages, breaking their roads and causing smog and pollution along the way is not the answer. I commend the objectives of the Ivinghoe Area Freight Zone Traffic regulation order.

The TRO will be positive for the local area, especially given the size of the local roads and villages.

I live in Great Gap- this is supposed to be a 30mph zone. We see a disproportionate number of vehicles speeding, I personally have witnessed heavy goods vehicles from Heygates (based in Tring) speeding through the village and once they pass the pinch point at Ford end they open up the throttle and completely ignore the 30mph zone - At any speed these heavy goods vehicles make the house shake (and we are set back from the road) at high speed this is obviously dangerous. I would like to see HGV re-routed and also a traffic calming area at the pinch point at for end - this area is not wide enough for a HGV's to pass safely and I have held my breath on many occasions watching vehicles trying to avoid a head on collision- The stretch of road that runs through Great Gap seems to invite vehicles to speed even though they are in a 30mph zone - therefore this area needs clear speed markers and traffic calming areas.

Even though we live in Pitstone, we are still affected by the fumes and damage caused large HGV's passing through Ivinghoe as they then continue towards Tring passing the edge of Vicarage Road.

There are a few lorry parks within the designated freight zone, which necessitate undesirable HGV movements within the zone. It would benefit the area, and reinforce the aim of the zone, for the council to put in force legislation that prevents the development of any more lorry parks, or any expansion of the present ones in the zone, along with this order.

Traffic coming through the centre of Cheddington is already overloaded
And increase would be most unacceptable, the road is unsafe due to
The feed from estates and school.

The heavy lorries that come along Station Road, Cheddington have increased significantly over the years. They cause our house to literally shake. They really need to use main roads.

All I would say is the sooner the better!

- * The School is the main concern here - extra HGVs would be so dangerous on the High Street
 - * The Green, where children play, is also right next to the road
 - * The roads are already crumbling under the pressure of current traffic.
-

Stop the HGVs!

Huge lorries on our country roads are not short of having a serious accident and killing someone. They are far too heavy for the size of the lanes they are trying to drive down at excess speed!

When the huge lorries come past our house it shakes the windows, they also nearly collide on the corner where we live if two large lorries come through at once. There is also a culvert which makes it impossible for two vehicles to pass if one of them is a lorry of any size.

I fully support the following

Buckinghamshire Council proposes to make the above-named Order under the Road ss1, 2 and 4 of the Traffic Regulation Act 1984. The effect of the Order is to create a zone which will prohibit the access of motor vehicles weighing 7.5 tonnes or greater along various roads in and around the Ivinghoe area. These proposals have been extended to encompass the B440 within the weight restricted area.

I fully support the following proposal:-

Buckinghamshire Council proposes to make the above-named Order under the Road ss1, 2 and 4 of the Traffic Regulation Act 1984. The effect of the Order is to create a zone which will prohibit the access of motor vehicles weighing 7.5 tonnes or greater along various roads in and around the Ivinghoe area. These proposals have been extended to encompass the B440 within the weight restricted area.

HGVs travelling through our villages are dangerous and ruin our fragile road surfaces - they should not use our rural roads as a short cut but should confine themselves to major roads which are constructed to deal with heavy vehicles

The huge lorries coming through the village are a danger to people and property

The steadily increasing volume of HGV traffic is having a detrimental effect in our small hamlet of Horton. The road is not wide enough for two large vehicles to pass which causes difficulties when two such vehicles meet in the hamlet. The edges of the road are being eroded as large vehicles try to squeeze past each other and damage to our boundary trees and hedges occurs regularly. The weight of the vehicles causes vibrations throughout the house which are, on occasion, surprisingly violent; sufficient to cause cracking internally and externally. If there is no reason for vehicles of this size and weight to be passing through the hamlet, then I would welcome any action that can prevent them from doing so.

The traffic through Cheddington's High Street has increased massively in recent years. With parked cars and busy periods around school times, there are often hold-ups. We still get a lot of traffic from the airfield companies coming through the High Street, and Station Road isn't suitable for the lorries that use it.

The HGVs coming down the B488 are way too big, especially through Horton. Lorries and cars cannot pass simultaneously on the bend, and the ones that do try, are on the wrong side of the bend, causing near misses with cars and forcing cars to pull over so they can pass. I have dash cam footage evidence. Also, because we have no footpaths, it has become so dangerous walking dogs as vehicles brush you so close, especially lorries that won't wait! I'm amazed there hasn't been a serious accident yet.

These big lorries need to be stopped. Also the school buses drive way too fast through Horton, god help one day when they meet a lorry.

What we need in Horton is traffic calming both ends of the village, instead of in the middle which is a waste of time, as cars speed up after the bend coming into Horton and after it. This will slow traffic down and will restrict the extra big lorries passing through or speed humps like they have in Ivinghoe? Both of these suggestions will slow traffic down and help with the big lorries that unnecessarily pass through and into Ivinghoe.

Far too many heavy goods traffic thro our village and the roads are unable to cope with the present loads

These village roads are totally unsuitable for heavy freight vehicles. It is unsafe to walk on the road in Horton (there is no footpath and the road is barely wide enough for two of these vehicles to pass each other)

This is an excellent scheme, and it's good to know that the zone has been extended to include the B440.

I am concerned however that the Freight Zone could attract more, or enlarged, lorry parks and other industrial facilities which would harm the rural environment by bringing more HGVs into the zone.

For this reason a moratorium on such developments (including enlargement of existing ones) within the Freight Zone should be established by Buckinghamshire Planning Dept. If this is not carried out the viability of the Freight Zone could be compromised significantly.

Please please stop all the massive trucks coming through our villages.

Firstly, they cause blockages, jams and accidents on our narrow village roads and demonstrably prevent public transport vehicles and Emergency Service responders from using the roads as they must be able to do.

They pollute our roads and public spaces, routinely mount pavements and are a constant and immediate hazard and outright danger to adults and children trying to use village amenities.

There is no need for them to use our village streets and roads, there are ample local a-roads, unpopulated and uninhabited.

They do not need to travel through our villages, our streets are perceived as "rat runs".

Their weights and careless speeds wreck the road surfaces, causing damage to our cars' wheels, suspension and tyres.

They frequently sideswipe parked cars causing damage and hassle to residents and in my experience not once has any one of them ever stopped to leave details/make amends

They shake up old, vulnerable conservation area and listed houses, causing cracking and settling.

The problem is demonstrably becoming worse and immediately dangerous to adults, children , babies in pushchairs and impacts drastically on our quality of life.

To Conclude, there is no demonstrable need for HGV's to use our roads with the exception of deliveries. They are dangerous, destructive, polluting and entirely contemptuous of the villagers homes and well being.

These hazards have been steadily getting worse over the thirteen years we have lived here and we as a family very strongly feel that this needs fixing, and that the elected representatives and others that can achieve this will be very, very well thought of by the villagers.

Really good idea to support

This latest scheme includes all, the relevant routes and is to be welcomed.

Roads are not suitable for HGV's, they are in a state of disrepair. It will also make the local roads safer for light traffic.

These roads through villages are not built for large heavy vehicles

The road through Ivinghoe and Pitstone is not wide enough for HGVs. Frequently the buses meet up with a large freight vehicle, they can't pass without endangering pedestrians as they mount the pavement. As a wheelchair user my husband has great difficulty in getting out of the way and has had two near misses as HGVs don't seem to see those on the pavement. Pollution, damage to the Church wall and corners of cottages - no compensation for repairs! The villages have insufficient parking areas so villagers cars are obviously parked on the high street. Please reconsider any plans to allow these vehicles free access to go through our villages.

I'm fully in support of the proposed restrictions. We often get HGVs coming through the villages as shortcuts and the roads just can't cope. I often use the roads for walking, running and cycling (due to insufficient or impassable - in winter - local paths) and the increase in safety the reduction in HGVs will bring is very welcome indeed.

We live in a roadside property and there have been a number of close calls with our house, most notably large static caravans, and horse lorries. The roads aren't designed to have large vehicles passing so regularly.

We need to ensure that heavy goods vehicles are not allowed to use the B488 through Ivinghoe to Leighton Buzzard, which they do as a cut through.

We live in a 30mph speed limit, but as there is no traffic calming we get HGVs speeding through at 40-50 mph (estimated). This is a danger to life, especially kids.

We also need to restrict HGVs jamming up the narrow roads in Ivinghoe, Cheddington and Ivinghoe Aston.

Pleased to see HGVs being encouraged to use Northern ELR rather than A418 through Berton.

The amount of Heavy Goods vehicle travelling through the village needs to be reduced. The noise and pollution from these vehicles and the struggle for them to get through the narrow roads needs to be stopped.

I support this TRO as the volume of lorries passing our house on Station Road is getting out of control, They take no notice of speed restriction & very soon there will be an accident caused by lorries passing each other on such small road, Also the pollution & the damage to the roads is unexceptionable,

I am happy to see that the new 'amended' proposal includes the Leighton Buzzard Road through Northall. HGVs passing through the village are a huge concern as would be detrimental to human safety, buildings that shake with the mere passing by, and the noise levels throughout the early hours.

way to many lorries on small village roads

i am tired of walking on the pavement (high st) and have 50 ton lorries coming up on me and missing me by inches as they negotiate between that pavement and parked cars.
so dangerous ! to be stopped !!

HGV movement should not only restrict lorries using the area as a through-route but should require licences for those visiting the area to prove there is no alternative than using an HGV

Alongside the dangers & hazards of large HGV travelling through a small village high street with a village school along it, the public footpaths both in the village as well as those outside the village boundaries linking villages together are narrow, as are the roads, placing pedestrians at a very real risk of being clipped by large vehicles which of necessity have to travel very close to the roadside kerb. At a time when we are all encouraged to forego taking the car and walk more for both health and environmental benefits, as well as the fact that many more pedestrians are using our footways with young children, pets etc unless action is taken now it can only be a matter of time before a very serious accident occurs!

Please stop granting planning consent for industrial estates in small villages with inadequate roads to support the increased heavy goods traffic.

I objected previously because the omission of the B440 seemed illogical for the reasons outlined in my email at the time but now the proposal makes complete sense. Please give particular focus to signage and enforcement planning for the B440 because there is a higher risk of non-compliance by drivers wanting to cut through between the junction of the A505/A4146 and the B489.

The road though wing will need to be upgraded to accommodate the additional HGV traffic.

Ivinghoe's High Street really is not suitable for HGVs. Having lived here for a number of years, I have personally witnessed (and experienced) the dangers such traffic presents.

The width of the road is not, and never has been, sufficient for the size and volume of HGVs using the route. I fully support this plan

This should have been done years ago, the damage to the roads/bridges, the lack of consideration & danger for people walking, running & cycling within the village going to school, playing on the lawn, go to the shops / pharmacy etc. is about the village life and for a rat race for oversized lorry to make their life easier.

On the side of my 15 century house where only large lorry's can reach, scrapes have shown up where large lorry's have come past up on the curbs, as they can't get round the bends.

They are constantly destroying the roads and causing pot holes, what make the road look bad once covered up as-well as damaging cars through chips and recked tires. They are also health and safety hazards when crossing the roads.

Pot holes still cause problems as a couple years down the line you have to take up the whole road! what's wasting the taxpayers more money on projects what now need doing or needed doing. Ivinghoe is part of an £100 million road upgrade because of the damage it has sustained over the years.

Vehicles are constantly speeding through tight turns and our narrow streets putting local children and parents, horses and their riders, dog walkers and cyclists at risk.

Lorry's should have been band from coming into the village along time ago! We more work on slowing down people who don't even live in the villages. Who race up and down thinking they are James bond! And not giving a toss for anyone else!!

If our local government don't do something to stop this then the locals will! The last thing I think you want is having an organised local blockade on the three roads in and out of ivinghoe until something is done for the safety of the village and it's residents.

Having lived here for nearly fifty years we have seen the surprising increase in traffic and the effect this has had on the property (structurally) and us (emotionally). Consequently, I very strongly support this proposal as it can make a significant improvement to our quality of life.

This will be much safer for residents of Northall. Many families live in the main road and the paths are narrow in places. Currently lots of traffic does not avoid by the speed limit and extremely large lorries use the road.

HGV Through traffic is entirely unnecessary through our villages. the drivers and operators see our villages as convenient "rat runs" while there are more than sufficient large A-roads that are undeveloped and safe for heavy traffic.

The huge lorries block our small streets and roads, preventing access by public transport vehicles and more importantly life saving emergency service vehicles.

They cause damage to our roads costing the local authorities and through them the taxpayer thousands upon thousands in road repairs every year by travelling on roads that were never constructed or meant for this kind of vehicle.

They routinely damage parked cars and mount pavements on the narrow streets, causing immediate and serious danger to all pedestrians including elderly adults, children and mothers with pushchairs.

These people and their lorries do not live in our villages, or care about the damage and pollution they cause.

Please please keep them away from our villages and let the residents have the kind of quiet , quality lives they wanted when they moved here.

Although a resident of Tring I have a strong family connection with Ivinghoe. I have long been concerned about the volume of large freight or similar large tonnage vehicles using the village as a short cut between the A5 /M1 and locations like Milton Keynes.

My concerns centre on:

1. The safety of my young grandchildren when crossing the junction of Station Road, Church Road and High Street to access the 'Lawn', its associated playground facilities and the library. There have already been several occasions where the trailers of LGVs turning left from Station Road into Church Road have mounted the pavement where my family members have been standing whilst waiting to cross safely.
2. The safety of my young grandchildren when returning home to ***** **** when their mother frequently has to take them in to the road to pass houses on Church Road who, by necessity, are required to place their refuse bins on the narrow pavement whilst awaiting collection;
3. The safety of young children and their parents as they go to and from Brookmead Primary School. A combination of narrow carriageways and residential parking means the LGVs frequently pass very close to the pavement edge such that their side mirrors and or side markers overhang the pavement risking injury to pedestrians.
4. The risk of of serious injury resultant from the speed that many of the vehicles travel at when passing through the village. The axle width of the tractor units and the attached trailers mean that the existing speed humps have little or no effect on the speed at which they are driven.
5. The physical impact LGVs are having on the integrity and structure of the historic buildings in the village due to the vibrations caused by their weight.
6. The effect on localised noise and air pollution levels and the potential effect this may be having on the health of local residents, particularly the under eleven year olds who attend Brookmead Primary School.
7. The risk to the health and the risk of injury to older residents as they walk around the village to access the local shop, pharmacy, library and GP surgery.

I have lived in Cheddington for 38 years.

The village is being ruined by the lorries, some of which struggle to navigate past my house due to their sheer size!

Many drivers have no respect for residents and exceed the speed limit.

We have a primary school in the centre of the village, I have seen lorry's mount the pavement to pass the parked cars at pickup/ drop off time. It's only a matter of time before a fatal accident happens!

Thank you for incorporating the B440 into the plans, it will make a massive difference to the community that live on this road and road safety

Pleased to see B440 now included therefore now support the proposal.

Hi

I have been looking at the proposed weight zone it states that part of the proposal is to reduce HGV traffic through Bierton and Aylesbury town centre. Bierton is outside the freight zone, surely Bierton should be within the zone or at the very least a 7.5 ton weight restriction should be placed at the junction of Coppice Way and Aylesbury Road and the junction of Aylesbury Road and Mike Griffin Way. The preferred route maybe the ELR but it doesn't mean HGVs will take the route. I could not see any proposal for a weight restriction through Bierton.

Dear Sirs

This would be a most welcome regulation, the HGV's that pass through Bierton both in volume and size can literally make our home shake!

We have lived in this village for 50 years and have experienced an overwhelming increase in HGVs on the B440. It is nothing short of dangerous when they meet up by the church in the hill. Please redirect these monsters away from our beautiful environment.

I support the inclusion of the B440 in the Ivinghoe Area Freight Zone Traffic Regulation Order (TRO). Heavy freight needs to find an alternative route avoiding the B440 and villages of Edlesborough and Northall, where the B roads are not suitable for heavy freight: heavy freight would make the roads unsafe for existing local road users both in vehicles and on foot.

Dear Sirs,

As a family living in a property fronting the B440 in Great Billington and who have to live with the constant problems of speeding waste & heavy goods lorries passing our house every day, we feel this scheme is well over due and can't happen soon enough.

It is urgently needed and should be treated as a top priority.

Hi.

I fully support the freight zone.

We would enjoy hacking on the bridleway by Edlesborough church but with so many lorries on that stretch of the B440 we just dare not wait to cross with the horses.

Also I have witnessed lorries trying to pass at the top of the hill by Edlesborough church and it's very tight!

Please stop it before a nasty accident.

Many thanks,
