

Weight Restrictions in the Windrush Valley Area

Update on progress to deliver WiVTAG targets

From Mark McCappin (MM) and Deborah Triff (DT)

WiVTAG's campaign is still moving forward, albeit rather slowly. We set up in February 2021 and, a year later, at the OCC Cabinet meeting on 15th February 2022 we succeeded in reaching our first target of stopping the ETRO for a 7.5t point restriction on the A361 through Burford. Our efforts then moved to contributing to the task of finding a better way to manage HGV movements through the Windrush Valley.

Following the Cabinet decisions, OCC decided to carry out an analysis of all the available data on HGV movements and controls and to consider options for area solutions. WiVTAG (MM, DT and JdH) met with OCC personnel who were undertaking this data gathering – John Disley (OCC Head of Transport Policy) and Joe Kay (Team leader for the project). JK and his team then took about a year to produce their report which included recommendations for two HGV Steering Groups to be established to consider area weight restrictions – one group for Henley and the other for Windrush Valley. These steering groups began meeting in late 2023.

WiVTAG was not involved in the first Windrush Valley steering group meeting, but Liam Walker proposed that we should be invited to take part. This was agreed and we were duly contacted. MM attended the second steering group meeting and will continue to attend to represent WiVTAG. The steering group meetings are run virtually and comprise a presentation by JK of the work that he and his team have been doing with questions and comments added by participants as the meeting proceeds.

At this stage, JK's approach has been to identify where problems exist (challenges) and then to look at a wide range of potential solutions (interventions). The idea was then to match interventions with challenges and look for the best way to define options for an area solution. A copy of the "challenges and interventions sheet" that JK has produced is attached with this report. As part of this exercise, it had become clear that there was insufficient data on HGV movements and so the erection of ANPR cameras at additional sites was being considered. Councillors from Burford were particularly keen on this and seemed to think it would prove where long distance HGVs were cutting through the Windrush Valley when they could be using other major roads. However, ANPR cameras would be expensive, and a budget was needed for 2024. At the steering group meeting in February, the OCC 2024 budgets had not been announced.

MM has been approached separately by one of the Burford Councillors (Hugo Ashton). HA wanted to meet and compare the options that BTC and WiVTAG would favour, to understand one another's concerns and to see where agreement might be reached. This meeting has taken place and, although very amicable, only clarified that BTC and WiVTAG still have little common ground.

- BTC's preference is to control HGV movements through the Windrush Valley by adding point restrictions on **all** the river bridges and using a permit system to allow access for legitimate local traffic. They would extend the permit control area beyond the 5-mile circle around Burford that was used for the ETRO but the wider area would still not include Witney.

Weight Restrictions in the Windrush Valley Area

Update on progress to deliver WiVTAG targets

- WiVTAG's preference is to have an area with main roads around the perimeter. HGVs should only turn off these main roads into the Windrush Valley to drive to customers or depots inside the area. The system would be managed by restriction signs on every road leading off the main roads into the valley.

There has also been a meeting between OCC (JK) and WiVTAG (MM and DT) on 7th March 2024. JK confirmed that he has received a copy of the BTC proposal for an enlarged permit system with point weight restrictions on Windrush river bridges. He also advised that the OCC 2024 budgets have not allocated any additional funding to the HGV control project. He realises that this news will not be well received by the steering group and that his team may have to consider more limited options for any solution. MM and DT outlined four options that we think may remain for OCC to consider:

1. Control all the river crossing points with point weight restrictions and permits.
2. Control HGV entry into the restricted area unless they have valid business or a depot within the area.
3. Focus on national long-distance routes and modify satnav systems used by major haulage companies.
4. Do nothing.

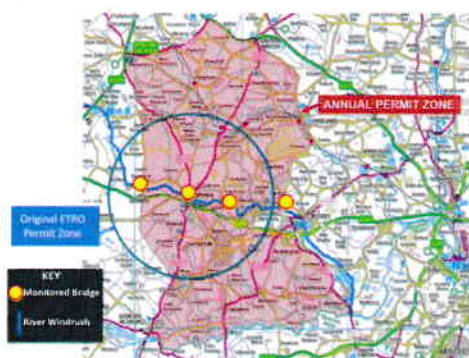
Option 1 is the solution that is being promoted by Burford Town Council – WiVTAG would object to this as it is just an extension of the ETRO approach that was rejected by OCC.

Option 2 is the solution that is favoured by WiVTAG. We believe this would be more affordable and more practical than anything else. JK commented that Trading Standards would resist the solution because it would be difficult to enforce on such a wide area.

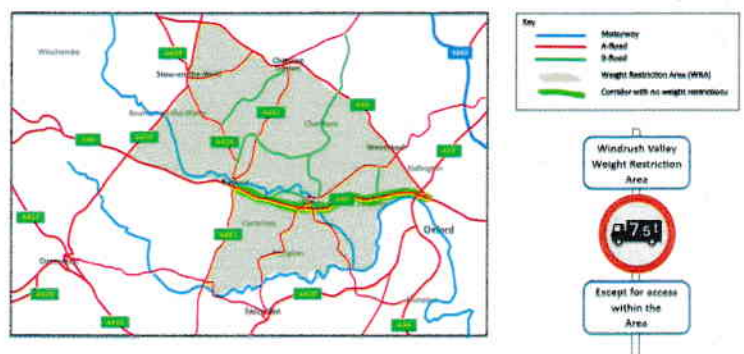
Option 3 has merit but may prove difficult to implement. Many HGV drivers use satnav on their personal phones and would not be influenced by systems operated through national haulage companies.

Given the lack of budget, the option to 'do nothing' may be the outcome.

Option 1



Option 2



We will provide further updates in due course.

Towns	Reported issue / challenge	Goal of intervention	Potential interventions
Burford	Through traffic	Restrict / reduce through traffic	Point restrictions Area restrictions Route restrictions (e.g. London Lorry Control Scheme) Charging regime Bypass / new roads Creation of rest stops / lorry parking facilities Communications / awareness raising Advisory / directional signage Advanced warning signage Enhanced network management Reduced congestion / traffic filters Strategically locate refuelling infrastructure See below issues and interventions
Burford	Impacts on historic buildings	Restrict / reduce volume of traffic	As before
Eynsham		Encourage use of appropriate routes	As before
Burford		Restrict / reduce volume of traffic	As before
Chipping Norton		Encourage use of appropriate routes	As before
Witney		Address collision hotspots	Road safety engineering (vision zero workstream) Junction changes
Eynsham			Guard railing / bollards
Long Hanborough	Road safety		Chicanes / one way system Speed limit changes
Leaffield		Protect vulnerable road users	Traffic calming Place shaping Road crossings
Shipton-under-Wychwood			Parking changes / restrictions
Woodstock			Loading changes / restrictions
Swinford			New walking / cycling routes
			Walking / cycling route changes
			HGV safety permit scheme / direct vision standard
			Communications / awareness raising

			Training
Burford	Congestion	Restrict / reduce through traffic	As before
		Encourage use of appropriate routes	As before
		Reduce volume of delivery traffic	Consolidation Night time delivery restrictions / incentives Active travel schemes
		Reduce overall volume of traffic	Public transport schemes Place shaping Road safety schemes Parking / network management changes Demand management
		Enhance existing network management	Parking changes / restrictions Loading changes / restrictions Signal timings Bus lane usage Junction changes
		Restrict / reduce through traffic	As before
		Encourage use of appropriate routes	As before
		Reduce volume of delivery traffic	As before
		Reduce overall volume of traffic	As before
		Enhance existing network management	Low emission / zero emission zone Anti-idling campaign / enforcement Signal timings Traffic light sequencing Night time delivery restrictions / incentives
Burford	Air Quality	Restrict / reduce through traffic	As before
Chipping Norton		Encourage use of appropriate routes	As before
Witney		Reduce volume of delivery traffic	As before
		Reduce overall volume of traffic	As before
		Enhance existing network management	Low emission / zero emission zone Anti-idling campaign / enforcement Signal timings Traffic light sequencing Night time delivery restrictions / incentives