



Tackling the number of HGVs

The problem

Village communities in the Waddesdon area (south of the A41; north of the A418; east of the B4011 and west of Aylesbury town) say their lives are being negatively affected by heavy goods vehicles (HGVs) passing through.

They're concerned about the effect on their homes and on other buildings in the area, worried about trucks damaging roads and the landscape and, there are concerns about road safety and air quality.

Feedback from residents on the effects of the volume of HGVs ranges from 'when a lorry goes by, they often rip the hedges and grass verges' to 'I'm really concerned for our precious historic buildings' and 'these trucks are noisy and make everything shake.'



The facts

We know some HGVs are just passing through: 'rat-running' through unsuitable roads and villages. A sample survey in January 2022, across a five-day working week identified 1,351 HGVs in the area out of a total of 45,991 vehicles, 477 (35%) of which were defined as through HGV traffic.

From monitoring over the past couple of years, and feedback from local communities, we have identified the **Waddesdon Freight Zone** as a priority for action on HGV traffic.

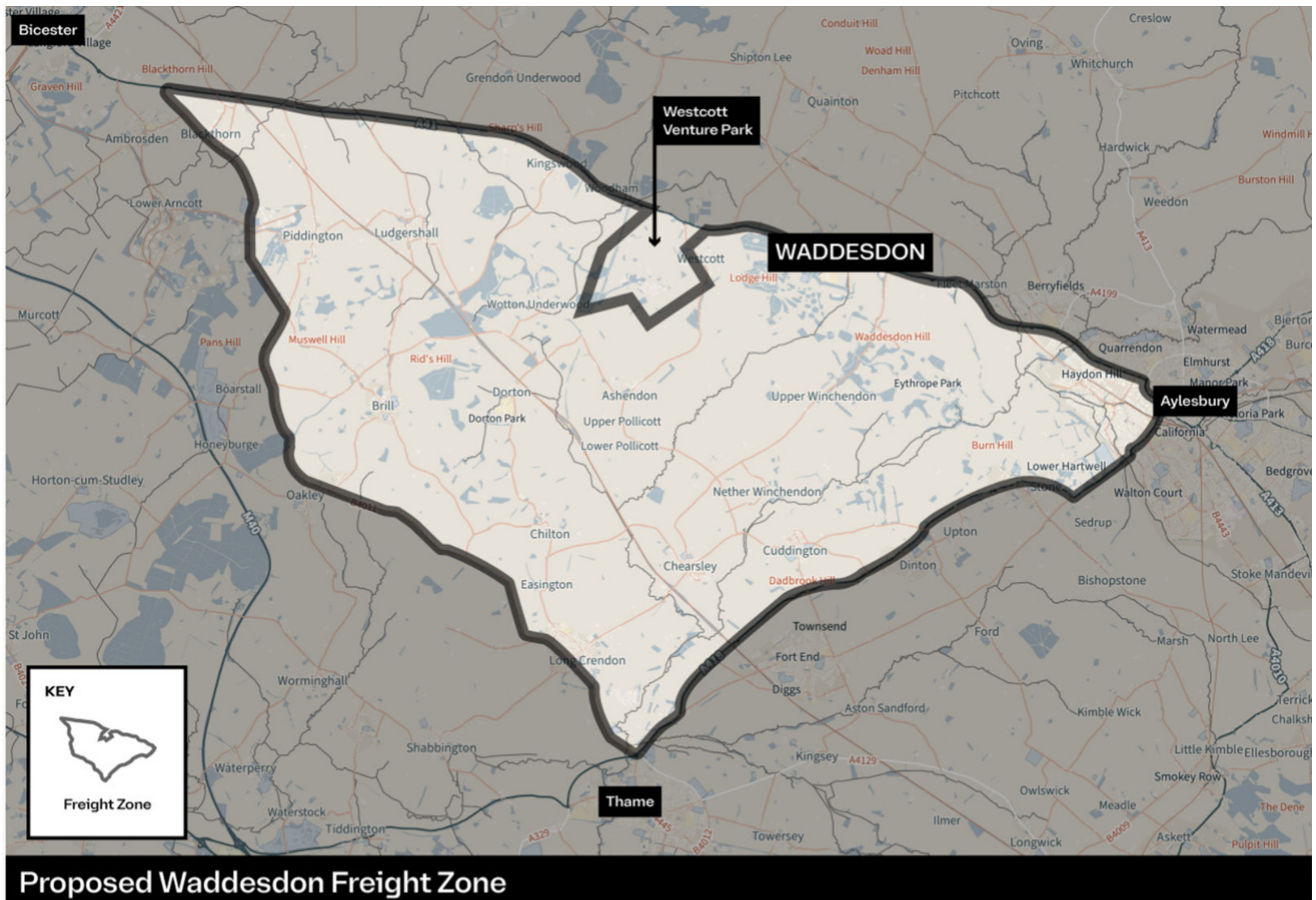
Addressing the problem

A solution, to remove unnecessary through-traffic while ensuring local businesses can continue to operate, needs to take into consideration the following important factors:

- Reducing the impact of HGV traffic on residents, buildings and the environment
- Minimising unnecessary traffic on local roads
- Maintaining access for HGVs to homes and businesses within the zone
- Redirecting HGVs driving through the zone to more appropriate routes, such as A and B roads
- Supporting local business to thrive, including farms, shops, pubs and restaurants
- Allowing buses, farm traffic and public service access



Proposal for the Waddesdon Area



The proposal - an environmental weight restriction zone

We propose establishing a freight zone around the Waddesdon area and introducing a 7.5 tonne environmental weight restriction at all entry routes to the zone, with exceptions for local access.

This would:

- Remove unnecessary HGV through-traffic
- Ensure HGVs keep to the most appropriate routes
- Permit only local access to local roads for HGVs
- Protect local business so that it can continue to operate
- Retain access for buses, farm traffic and public service vehicles.

The cost of introducing this zone will be determined by assessing the required signage, construction works, legal and administrative needs. This will be undertaken following statutory consultation and Buckinghamshire Council approvals.



The benefits and impact

Levels of through traffic

Levels of HGVs travelling in and out of the main access points to the proposed Waddesdon freight zone, without stopping were measured and analysed. The proposed environmental weight restriction would aim to exclude these – that’s around 35% of lorry traffic in the area.

To help support the options assessment, Automatic Number Plate Recognition (ANPR) camera surveys were completed to capture HGV data over a 7-day period (10th – 16th January 2022) across 12 locations in the Waddesdon area. The ANPR survey results are shown below. Daily figures are provided as are summary numbers for the Monday to Friday working week and for the full 7 days. For information purposes the LGV commercial van numbers are also shown.

Day/date	Vehicle moves	HGV moves		Local traffic		Through traffic		Unmatched HGV records		LGV moves	
	Total	Total	% of total vehicles	Total	% of total HGV moves	Total	% of total HGV moves	Total	% of total HGV moves	Total	% of total vehicle moves
Mon. 10 Jan 22	9,058	337	4%	102	4%	158	47%	78	23%	2,284	25%
Tues. 11 Jan 22	9,507	251	3%	107	43%	89	35%	55	22%	2,072	22%
Wed. 12 Jan 22	9,193	309	3%	132	43%	96	31%	81	26%	2,033	22%
Thur. 13 Jan 22	9,018	242	3%	114	47%	70	29%	58	24%	2,018	22%
Fri. 14 Jan 22	9,215	212	2%	79	37%	64	30%	69	33%	1,982	22%
Sat. 15 Jan 22	6,607	46	1%	20	43%	10	22%	16	35%	928	14%
Sun. 16 Jan 22	5,252	24	0%	7	29%	7	29%	10	42%	583	11%
5 day figures	45,991	1,351	3%	534	40%	477	35%	341	25%	10,389	23%
Weeks totals	57,850	1,421	2%	561	39%	494	35%	367	26%	11,900	21%

Impact of a freight zone

The restriction would lead to a slight increase in HGVs on surrounding A and B roads, but this would be minimal compared to traffic levels on these busier strategic routes.

We would promote the use of the A418 to the south of the area; the A41 in the north and the B4011 to the west. These roads are more suitable for HGV traffic. To the east of the area the zone would have a boundary at Rabans Lane however, we would promote trucks continuing along the A41 to the junction with the A4157 where onwards connecting routes are available.

- To Buckingham.....via the A4157
- To Hemel Hempstead / M25.....via Stocklake & A41
- To Leighton Buzzard / Milton Keynes / M1.....via Stocklake & A418
- To Thame / M40.....via A418
- To Amersham / High Wycombevia A413

Route	Total Vehicles 5 day avg (*)	HGV moves 5 day avg (*)	Estimated increased HGVs 5 day avg (*)	Estimated increase in HGVs per day	% increase in HGV on route	Estimated increase in HGVs per hour (**)
A41	14,924	2,264	183	37	2%	3
A418	18,434	2,754	223	45	2%	4
B4011	12,116	871	71	14	2%	1

* Data is 5 day average taken from Council traffic data March 2022 ** based on a 12 hour day – would be half if 24 hour

The quoted additional HGV numbers on the preferred roads are based on the survey taken in January 2022 and the available traffic counts from March 2022. These are estimates of the displaced HGVs from the proposed restricted zone, they cannot be guaranteed.



Enforcing restrictions

Enforcing an environmental 7.5 tonne restriction

Enforcement of restrictions based on vehicle weight, height, or width, whether environmental or to protect a structure (such as a bridge), is currently covered by the police. You can report any suspected breach to Thames Valley Police using their online reporting tool.

It should be noted that Environmental weight restrictions often have exceptions for loading or local access.

As of late 2022 Buckinghamshire Council has been granted powers to enforce moving traffic including environmental traffic orders based on weight, height and width. Details can be found on the Buckinghamshire Council website and searching for 'Moving traffic offences'.

The team managing this capability started working on the first 14 priority locations providing invaluable data to help inform future enforcement opportunities. Understandably there are many locations where Traffic Regulation Orders (TROs) are in place and enforcement of Moving Traffic Offences (MTO) is appropriate. The proposed Waddesdon freight zone would be added to the list of appropriate locations and TROs and scheduled for consideration.

We considered a total HGV ban

We rejected the idea of a total HGV ban throughout the Waddesdon freight zone. We think it would inconvenience more local residents and businesses than it would help.

For example, all but the smallest minibuses weigh more than 7.5 tonnes laden, and a total ban would seriously disrupt the bus services on which local people rely.

Many goods deliveries come in lorries that are over 7.5 tonnes, and a total ban would severely restrict supplies to local shops, pubs, restaurants and farms, and disrupt some home deliveries.

We considered localised interventions

We looked at the potential of a suite of localised interventions introducing environmental limits at key locations aimed to restrict HGV movements at these points. Some of these proposed sites are on bridges however there is no structural demand to restrict HGVs at these locations.

It was felt this would protect structures/locations at the limit points, potentially helping to make enforcement easier. This will however only benefit limited areas across the zone, possibly causing increased HGV levels along the routes without restrictions (thereby intensifying the rat-running on fewer unsuitable routes).

The proposed zonal restriction should effectively stop HGVs crossing the area, going down unsuitable roads and lanes before reaching the sites identified as being most appropriate for localised action.



Give us your views

Our assessment...but what do you think?

We have assessed that, on balance, an area-based freight zone approach would help to ease the local problem while ensuring local access can continue.

But no decision has been made.

We realise we need to know what the local communities feel about the proposal and why. We've undertaken a detailed review in our assessment but there may be impacts on you that we haven't considered.

Give us your feedback

Please complete our short survey on the '**Your Voice Bucks**' web page
yourvoicebucks.citizenspace.com

For more information go to buckinghamshire.gov.uk and search for '**Waddesdon Freight**'

What we'll do next

- Collate feedback from local residents, businesses, parish councils and community groups
- Make any necessary amendments to proposals based on the feedback
- Draft necessary Traffic Regulation Orders
- Hold a formal public consultation on the final proposals when we will consult with the public, businesses, representative bodies and statutory agencies on the final proposals.





The Freight Strategy

Freight strategy

Proposals for the Waddesdon freight zone are inspired by Buckinghamshire County Council's Freight Strategy, which covers the period from 2018 to 2036. It was developed to enable us to manage the movement of freight in a way that supports the economy while protecting the local environment and communities.

The strategy aims to:

- Encourage haulage operators to use the right routes at the right times
- Protect rural and urban environments
- Collaborate with those who have an interest to find new ways to solve freight problems
- Minimise the impact of moving freight around and lobby for improvements

Tailored for Waddesdon's freight zone

We recognise the need to allow HGVs to support local businesses, while managing impact on residents and the environment. Our intention is to force HGVs to use the most suitable roads in the area and use the local road network only for lorries to make deliveries and for access to businesses.

The Waddesdon freight zone is one of five locations identified for intervention in the Freight Strategy, based upon analysis and feedback from local communities. This area follows on from the pilot freight zone used in the Ivinghoe area.

