

Comments on HGV limits affecting Wheatley

The purple area (in Figure 1) shows where HGV restrictions are in force. Roads heading to the north from the B480 (the Watlington Road) are all signposted with 7.5T limits (except for access). The exception is the road from the B480 to Little Milton. This road has an additional

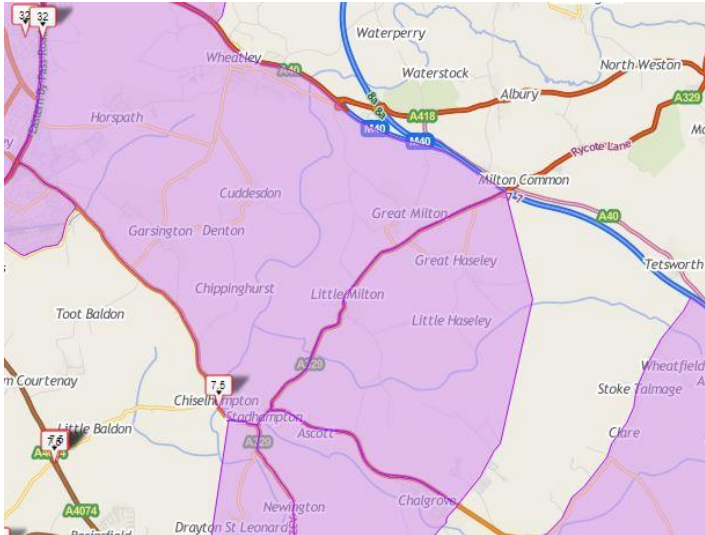


Figure 1



Figure 2



Figure 3

sign shown in Figure 2. Presumably this is a reflection of the pinch point going through Little Milton although from the A420 this road is only signposted as shown in Figure 3.

Approaching Wheatley from the west along the A40 there are 7.5T signs at the two Forest Hill exits but there is none at the Wheatley exits. As far as I can see there are no 7.5T signs at the Wheatley Bridge, the Waterperry Road or the Holton Road when entering Wheatley. On the northern side the only 7.5T signs are placed on entering Church Road at the King's Arms and at the top of Holloway Road.

So, it appears that the signage encourages HGVs to use the London Road and the Old London Road yet there seems to be no obvious need. HGV access to the Services and M40 is provided from the A40. Grant & Stone, A.W. Mobbs, Jewsons, ASDA etc have a legitimate need for access (and even Stoneworld in Great Milton but it could be argued in this case that better access is provided via A420 from J7). There is a Public Weighbridge at A.W. Mobbs for which access is needed. However it would reduce HGV traffic through the London Road if access/egress was restricted only to the eastern entrance at Wheatley Bridge (see Figure 4).

There is a case to argue that because the Old London Road is a pinch point and also because of the lack of pavements that it therefore should be subject to a 7.5T restriction in which case the Waterperry Road could not be used for general HGV access to Wheatley and thereby restrict access from the David Einig traffic (although

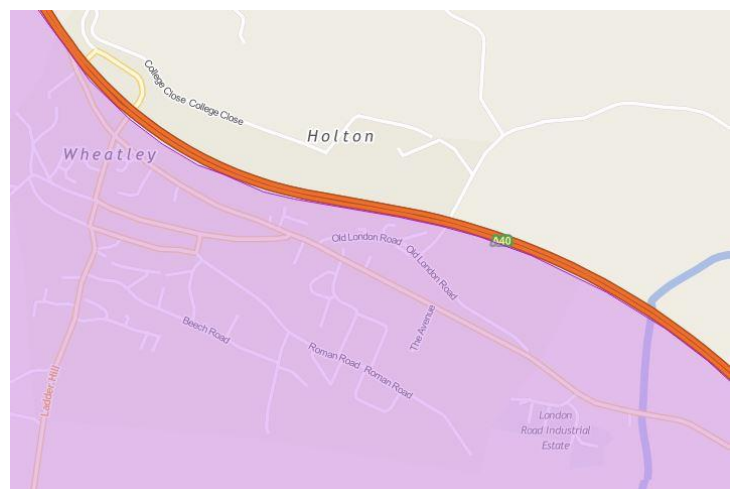


Figure 4

he could argue that he needs access to his yard). The real issue with the David Einig traffic perhaps relates more to the business activities viz:- movements related to agriculture etc (where there are probably no objections) and movements related to road maintenance etc (where there are objections).

The following is an extract from the Buckinghamshire County Council website regarding HGV restrictions and limits.

“Enforcement

The police have limited resources to enforce this type of restriction (especially environmental restrictions). Those restrictions with 'except for access' clauses, needed to permit HGV access to local shops, businesses, residential properties for deliveries/removals etc, quickly fall into disrepute and are notoriously difficult to enforce. For this reason, enforcement commands a low priority and, where possible, physical measures should be introduced to prevent any abuse.

Restrictions will not be used if there is no suitable alternative route for the displaced traffic. Where a TRO (Traffic Regulation Order) restricts the use of a road, route or area to certain vehicles, the signing of a recommended alternative route will need to be considered.”

The OCC website has a more positive message in that members of the public are asked to report breaches of HGV restrictions.

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