



10<sup>th</sup> March 2020

## Ivinghoe Area Freight Strategy Engagement

### Edlesborough Parish Council Comments

Edlesborough Parish Council supports the principle of the proposed 7.5t restriction area, but does not agree that in its current form it will achieve its full objective. The intention of the proposal as we understand it is to divert through HGV traffic off unsuitable rural roads onto more appropriate ones designated as 'freight routes'.

There are four main population centres that bound the proposed restriction zone, Leighton Buzzard to the North, Tring to the South, Aylesbury to the South West and Dunstable to the North East. It is reasonable to assume that most of the through traffic in the zone is travelling between one population centre and the one directly opposite. That is between the Aylesbury and Dunstable areas (east/west) or between the Leighton Buzzard and Tring areas (north/south).

Traffic between Aylesbury and Leighton Buzzard already uses the A418, traffic between Aylesbury and Tring uses the A41 and between Tring and Dunstable, the B488/489 (i.e. the designated freight routes), as these are the most direct and quickest routes.

Google Maps identifies the most direct and quickest routes east/west as the A41/B489 or the A418/A505. The A41 and A418 are designated freight routes, so the only traffic that would be diverted out of the restriction zone would be HGVs on the stretch of the B489 between Buckland and Ivinghoe, which would then use the B488 through Bulbourne instead.

The most direct and quickest route north/south is the B488 through Horton and Ivinghoe (11.3 miles) and the Freight Strategy document appears to assume that traffic would use the A418/A41 route instead (19 miles). That clearly is not going to happen because that traffic will simply divert onto the B440/B489/B488 instead (12.4 miles). The B440 is not identified as a freight route but neither is it included within the restriction zone, meaning that a significant proportion of the excluded HGV traffic would obviously divert onto the B440 between the A505 and the B489 junctions.



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That is not acceptable because the B440 is unsuitable as a freight route, primarily because of the blind pinch point on Edlesborough Hill. At that location HGV's have to straddle the centre white line despite not being able to see traffic approaching from the opposite direction. Furthermore the pedestrian footway at that point is extremely narrow.

**It is therefore essential that a solution to the Edlesborough Hill problem on the B440 must be found before the proposed 7.5t restriction zone is introduced. Additionally the road surface on the B440 through Edlesborough and Northall is brought up to a standard that can withstand the increased HGV traffic.**

If making highway improvements to relieve the Edlesborough Hill problem would be prohibitive, the situation could be overcome by merging the proposed Ivinghoe Division 7.5t Restriction Zone with the existing Central Beds Eaton Bray/Totternhoe 7.5t restriction zone. That would put a 7.5t limit on the relevant section of the B440 and prevent it becoming a rat run between two separate restriction zones. The A505 would then become the missing northern boundary designated freight route.

Yours sincerely

*PE Pataky*

Miss Penny Pataky  
Clerk to Edlesborough Parish