



Buckinghamshire County Council
Transport, Economy and Environment

Freight Strategy
Consultation Report

April 2018



Executive Summary

This report provides a summary of the responses to the draft Freight Strategy (herein referred to as 'the Strategy') undertaken between 26th February and 9th April 2018.

In total, we received 658 responses to the Strategy. The online questionnaire received 611 responses; there were a further 46 responses by email, and 1 letter. The analysis has helped to identify respondents' views on the Strategy and identify how we can use the feedback to improve the document and shape its implementation.

The feedback we have received covered a range of freight-related themes that ranged from immediate localised issues to longer term challenges facing the county. Whilst the comments received spanned the breadth of the county, the themes and issues were largely consistent and relate to the fundamental challenge of reconciling the economic benefit of freight with the associated environmental impact.

This consultation report summarises the key points gleaned from the consultation, and how we have used the insights of others to make practical improvements to the Strategy and its implementation.

Overall, the comments resulted in some practical iterations to the Strategy to ensure accuracy. We have sought to clarify information in the Strategy and where appropriate streamline the document. The main contribution of the consultation will be to help direct the 'Action Plan' referred to in the Strategy. **Every village mentioned in the consultation will be included for consideration in the Action Plan.**

The Strategy, with the addition of the amendments following consultation, is therefore ready for publication. The Action Plan will be finalised and brought to Members for approval at the next stage, when plans to use the committed staffing resources will also be set out.

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Section 1 - Introduction

The management of freight is complex, requiring a mix of short term interventions and longer term commitments. It is important we have a Strategy to help manage this.

Buckinghamshire's statutory Local Transport Plan 4 committed to developing a new Freight Strategy:

Policy 9 - Freight - Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire.

To help inform the content in the Strategy, we ran a two-week online survey last summer (June 25th – July 6th 2017). The 1092 responses we received helped us develop the Strategy. We also attended Local Area Forum (LAF) meetings, site visits with Parish Councils, residents and meetings with industry organisations such as the Freight Transport Association.

The Draft Strategy went out to a six-week public consultation between 26th February and 9th April 2018 and the remainder of this report will focus on this consultation.

This report is divided into six sections including this introduction. Section 2 explains how we consulted. Section 3 sets out who responded. Section 4 describes how we analysed responses. Section 5 evaluates what people said and how we have responded to their comments. Finally, Section 6 offers a brief explanation of the next steps for the Strategy.

Section 2 – How did we consult?

Prior to consulting with the public, we worked with internal colleagues, Parishes, District Council officers and County Council members to give them an opportunity to feed into the work. This was achieved through a Parish workshop (2017) and an internal officer 'drop in session' and the groups mentioned above were sent an early release of the document to get their views.

The Draft Strategy was published on Buckinghamshire County Council's website. Respondents were invited to have their say by completing an online survey during the consultation period of February 26th to April 9th 2018. An online questionnaire was developed to capture responses. The survey was compatible with smart phones and tablets. Responses by telephone, email and letter were also accepted.

The Strategy and consultation was publicised using social media, emails to known stakeholders, on screens in libraries, through press releases and the 'My Bucks' newsletter. In addition, hard copies of the Strategy were made available in all Buckinghamshire County Council libraries. Partner organisations were also asked to promote the plan on their own websites or in local media.

For simplicity, the survey consisted of multiple choice questions (including demographic questions to help us understand who was responding) and one free text question.

The primary audiences of the consultation were members of the public and those involved in the freight industry. It was designed to provide a quick and easy way for people to tell us what they think about the Strategy. Its online format (using 'Survey Monkey') was selected to reach a large audience and encourage groups that do not usually engage with traditional consultations to participate. A small number of responses were also made by email and post.

How did people hear about the consultation?

The figure below shows how respondents said they heard about the consultation.

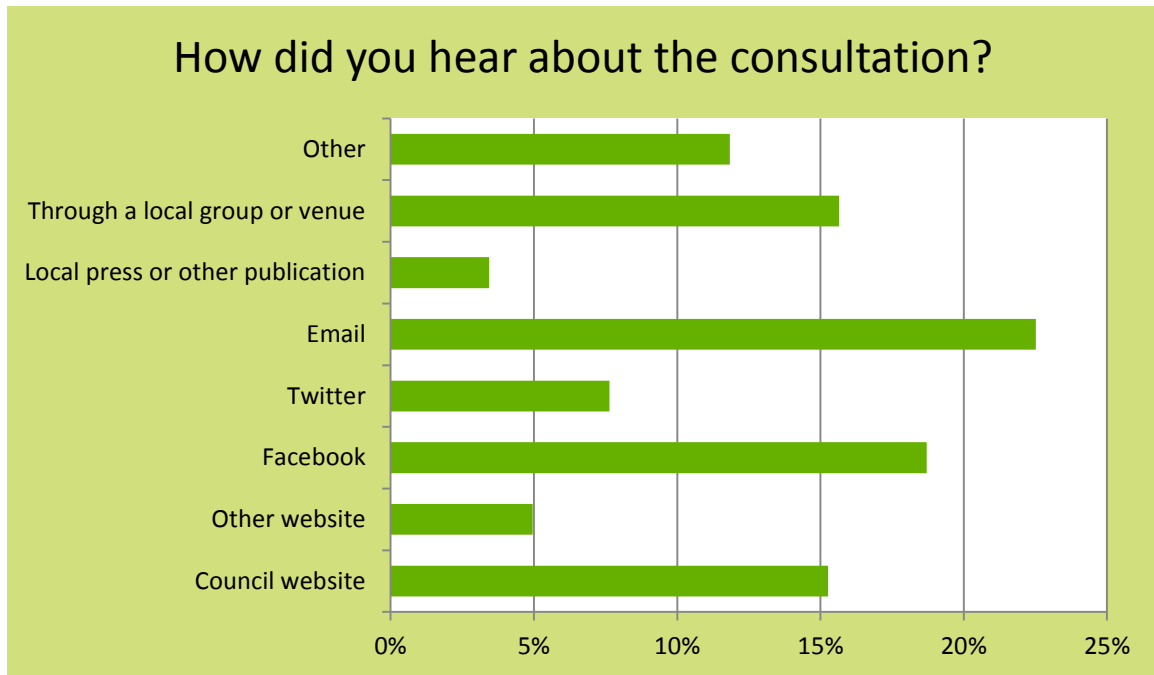


Figure 1 - How people heard about the consultation

The responses above reflect an equal spread of the ways people heard about the consultation.

Section 3 – Who responded?

This section provides an overview of who responded to the consultation. This information is useful to understand how we might use the information in other sections, it also helped us to identify where we might want to focus future engagement, especially for underrepresented groups. It is important to note that demographic type questions such as these are optional, as such, percentiles only reflect those that answered the respective question.

It considers the profile of the respondents in terms of:

- Reason for responding
- Age
- Gender
- Ethnic groups
- Disability
- Main method of travelling around Buckinghamshire
- Location

Response Rate

The consultation received a total of 658 responses. The online survey received 611 responses; we had 46 emails and 1 letter.

This is an extremely high number of responses to receive on an extensive, long-term Strategy. The total number of response surpasses the number received for Local Transport Plan 4. The 1092 responses received in the 'snapshot' consultation and the 658 responses received during this consultation demonstrate the high profile nature of freight in Buckinghamshire.

Reason for responding (Question 1)

We also asked that respondents state in which capacity they were responding, either as a resident, a freight business or non-freight business, a County Councillor or District/Parish Councillor, a Local Authority or other.

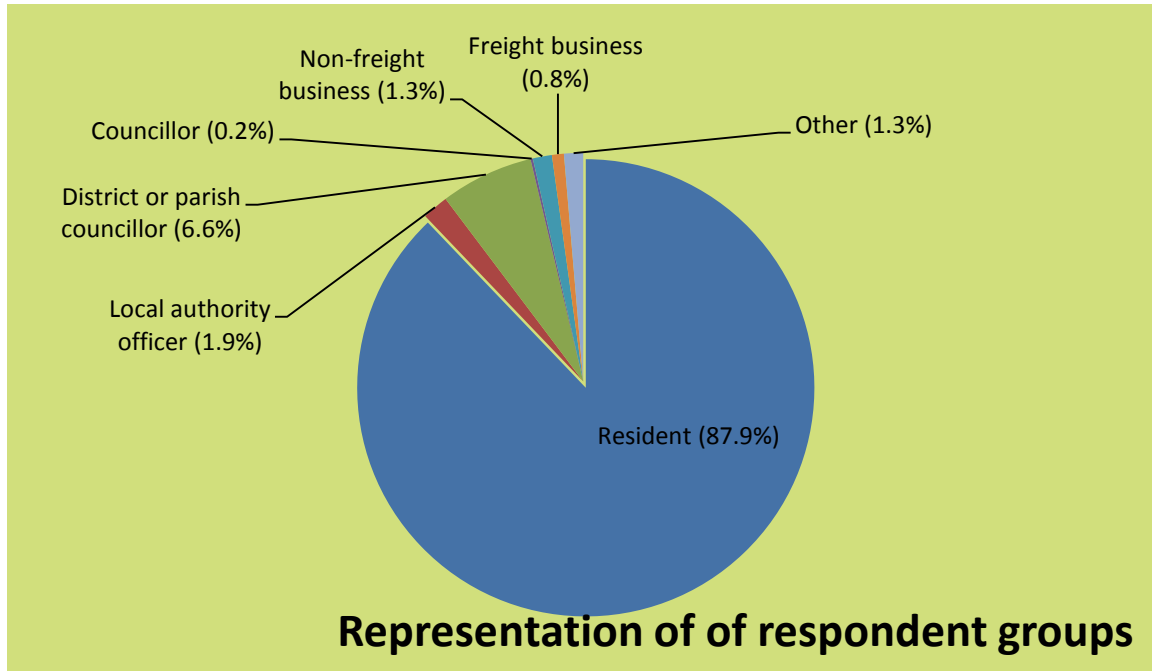


Figure 2 - Percentage of respondent type

The response above illustrates that the vast majority of respondents were from the general public (87%). The proportion of local freight business or non-freight business who responded was low, despite advertising the consultation through key freight industry stakeholders. Other forms of consultation will be used to ensure we have industry views, but this should be considered in the interpretation of the survey results.

Age of respondents

We gave respondents the option to tell us how old they were. The findings are illustrated below:

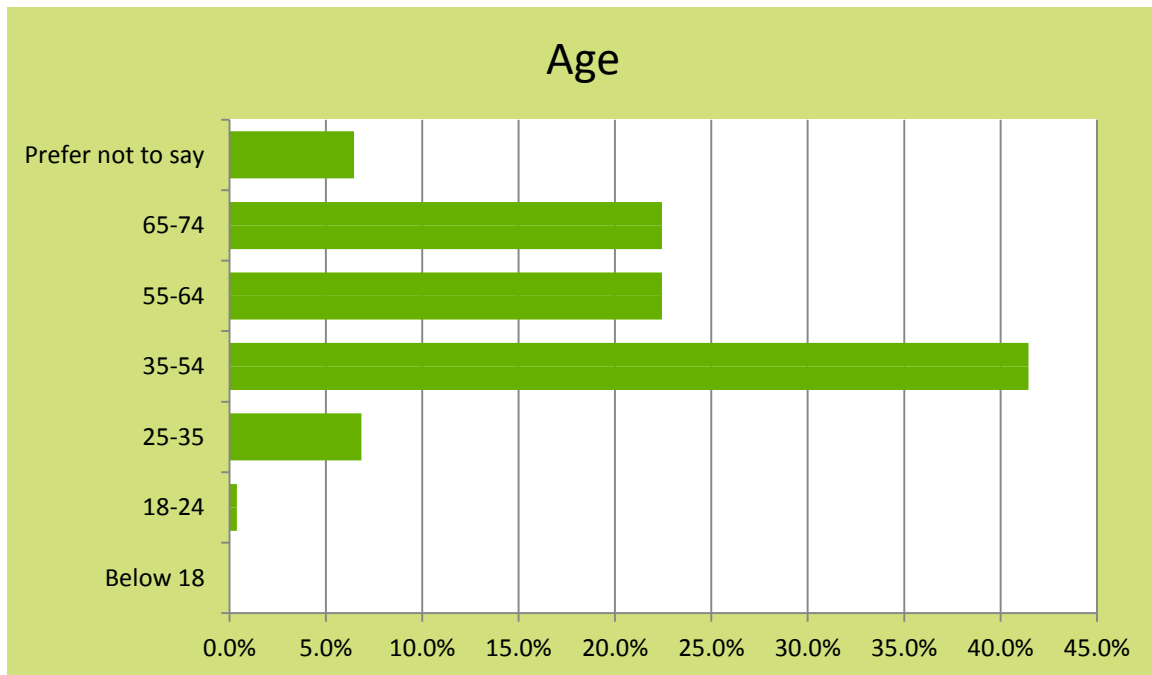


Figure 3 - Age of respondents

The majority of respondents (41%) were aged between 35-54. This is higher than the Office of National Statistics 2017 midyear population estimates for Buckinghamshire which estimates that 28.6% of Buckinghamshire's population are aged between 35-54 years old. The remainder of responses (44%) were generally from those aged 55-74. There was an extremely low response rate from the 16-24 group (0.4%) when compared with Local Transport Plan 4 in which 16-24 year olds had a 6% share of the total. As such, results should not be generalised within / to this age group specifically.

Gender of respondents

Respondents were asked for their gender. Findings suggest that females were slightly underrepresented at 44%.

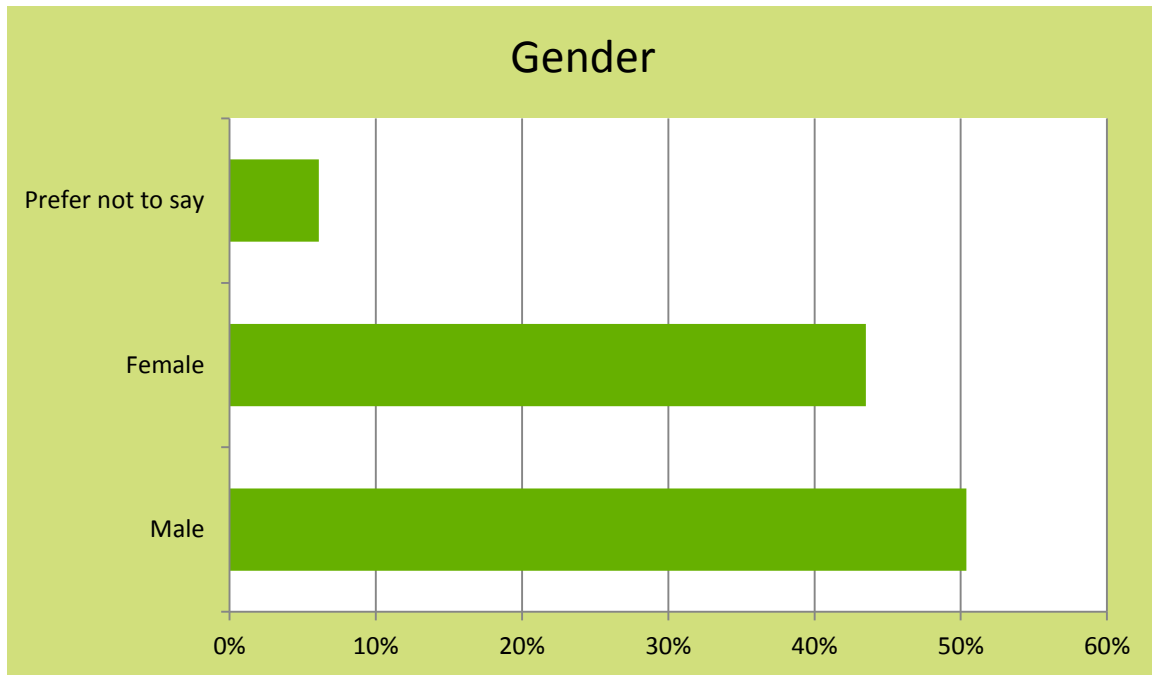


Figure 4 - Gender of respondents

Ethnicity of respondents

Respondents were asked what ethnic group they considered they belong to.

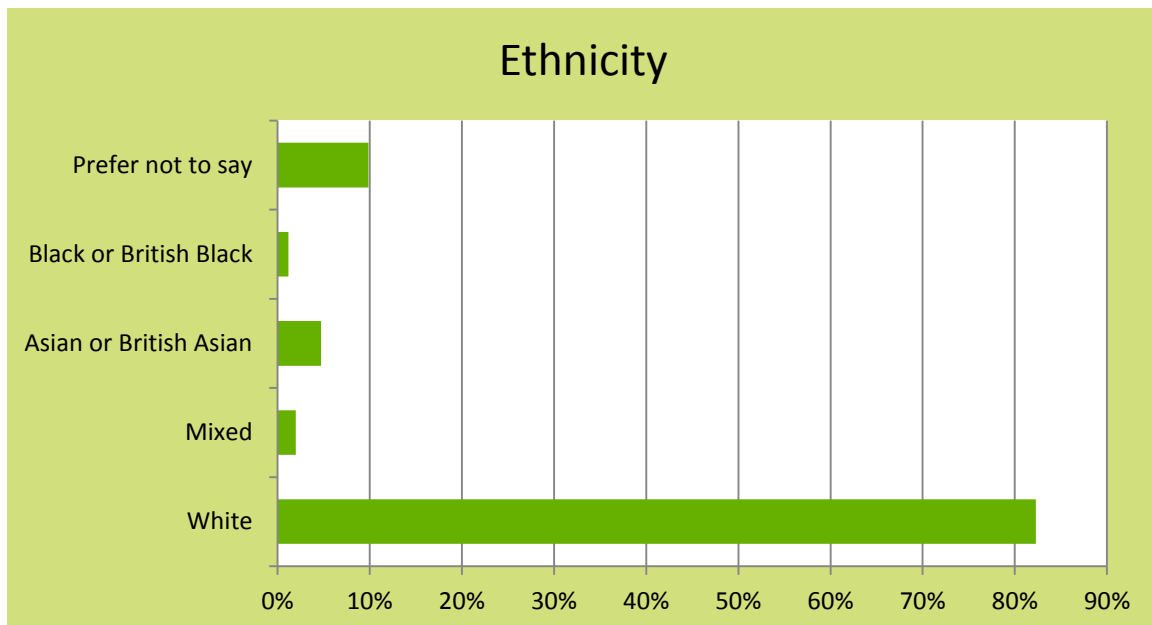


Figure 5 - Ethnicity of respondents

82% of respondents stated they were white, which is typical of Buckinghamshire's ethnicity as a whole (86% of Buckinghamshire recorded as white in 2011 census). The Black or British Black and Asian or British Asian respondents accounted for 6% which is a high response compared to that usually received in consultations of this nature.

Disability

Respondents were asked if they had a disability.

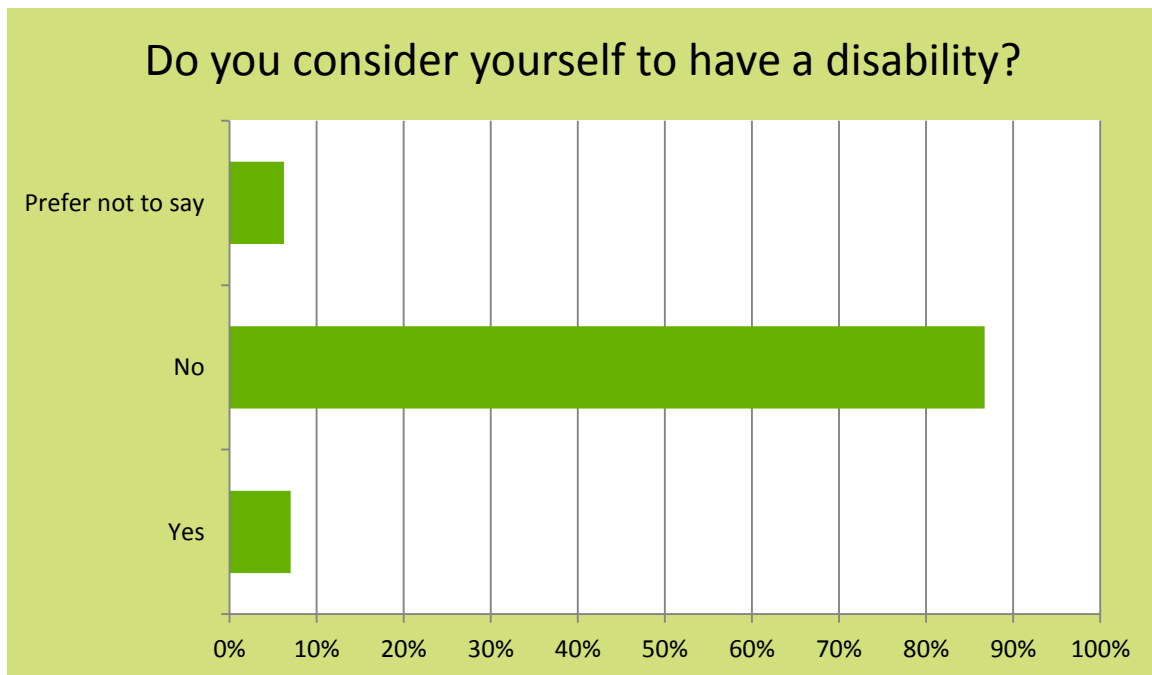


Figure 6 - Disability

87% of respondents did not consider themselves to have a disability, 7% of respondents did. In 2012, it was estimated that those living with a moderate or serious physical disability accounted for 10.5 percent of Buckinghamshire's population (18-64)¹. Subsequently, the respondents that considered themselves to have a disability is a fairly indicative finding.

¹ Buckinghamshire County Council, Market Position Statement Spring Refresh 2016 (Adults and Family Wellbeing) p.13

Main method of travelling around Buckinghamshire

We asked respondents what mode of transport was used when travelling around Buckinghamshire.

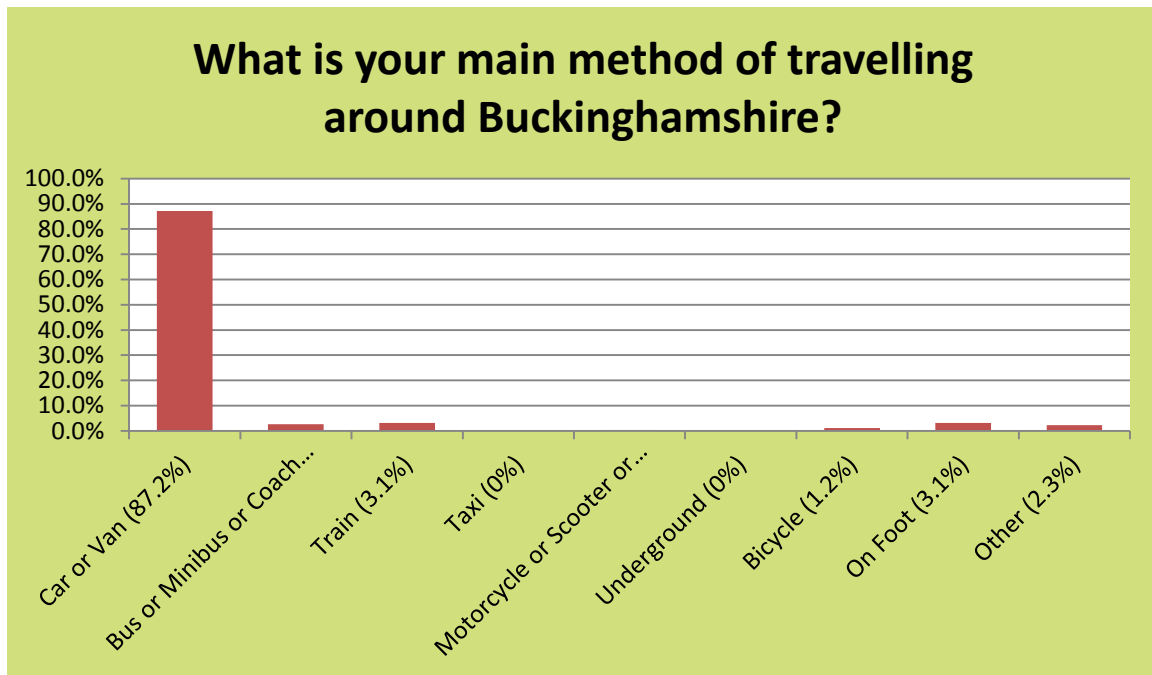


Figure 7 - Main method of travelling around Buckinghamshire

Car or Van continues to be the primary mode of transport, receiving 87% of responses.

Location of responses

Respondents had the option of leaving the first part of their postal code to identify their location.



Figure 8 - Location of responses

The figure above shows the locations given by respondents. As we only have access to the first part of a postal code, actual locations may vary from what is plotted above. The responses are generally well distributed, with concentrations on the periphery of some of the county's main urban areas. The areas identified as freight 'hot spots' in the public consultation have been captured in Section 4.

Section 4 – How we analysed responses

To analyse the free text responses, we carried out a coding exercise. This means comments were allocated to various categories. We separated comments out to the following categories, related to freight and to the Strategy itself.

| Category | Category Definition |
|--------------------------|--|
| Community engagement | The need to work closely with residents, industry and key partners |
| Cultural trends | Issues of societal change, human behaviour and technological advances |
| Document | Comments regarding the format, structure and content of the document |
| Environment | HGV noise, vibration, air quality, damage to infrastructure and enforcement |
| Freight industry | HGV parking, GPS navigation, driver skills and training and operator licensing |
| Highways infrastructure | Existing road network and associated maintenance |
| Implementation | Funding and delivery required to implement the Strategy and measure success |
| Local challenges/issues | Specific examples of freight related issues in rural and urban areas |
| Major infrastructure | Impact of strategic infrastructure projects such as HS2 |
| Modeshift | Alternative modes of haulage such as rail and water freight |
| Neighbouring authorities | Impact of neighbouring authority decisions/restrictions |
| Other road users | Danger of HGVs to cyclists and pedestrians |
| Other | Other generalised comments not defined above |

Figure 9 - List of analysis categories

Section 5 – What people said

The survey asked respondents 5 questions regarding the Draft Freight Strategy. These consisted of 4 multiple choice questions (Q2-Q5) and one free text question (Q6). The results of these findings are provided below.

Question 2

Question 2 asked respondents: ‘How easy is it to understand and use the Draft Freight Strategy?’

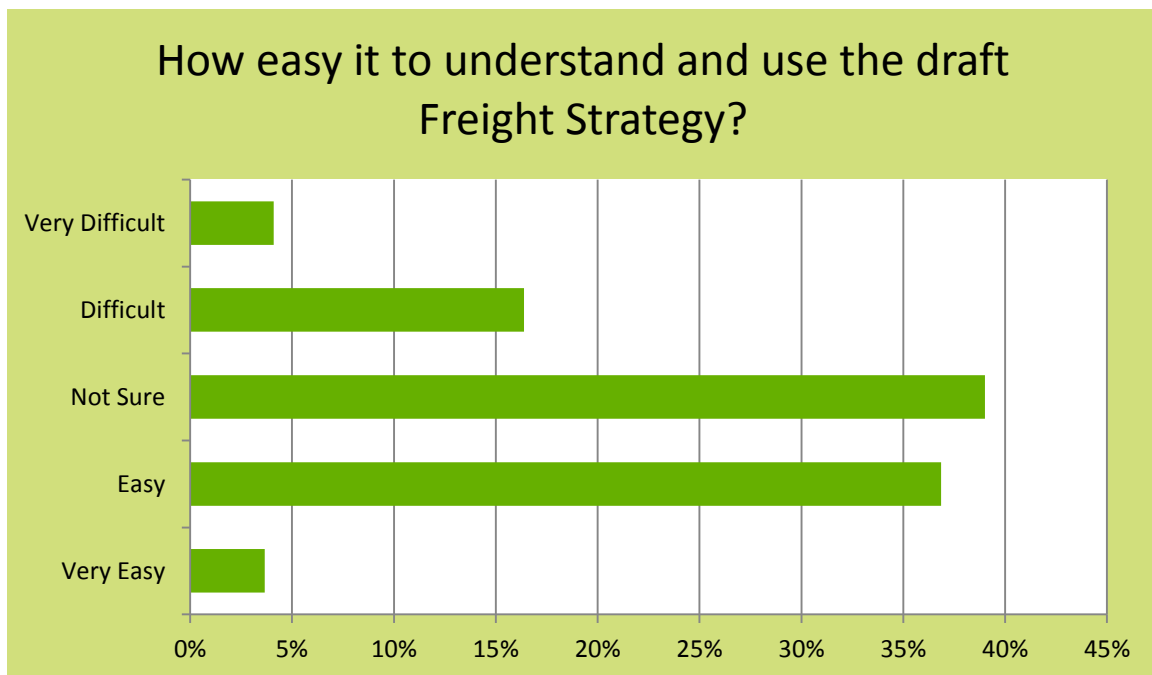


Figure 10 - How easy it to understand and use the Draft Freight Strategy?

41% of respondents felt it was either very easy or easy to understand the Draft Freight Strategy. There were a large number of respondents who were unsure (39%). 16% of respondents felt the Strategy was difficult to understand and 4% felt it was very difficult. Although this suggests a moderately positive finding, the length and breadth of the document should be taken into account in these findings. Ways to further simply the document have been sought and will be applied.

Question 3

Question 3 asked respondents: 'To what extent do you agree with the Strategy's Aims and Objectives?'

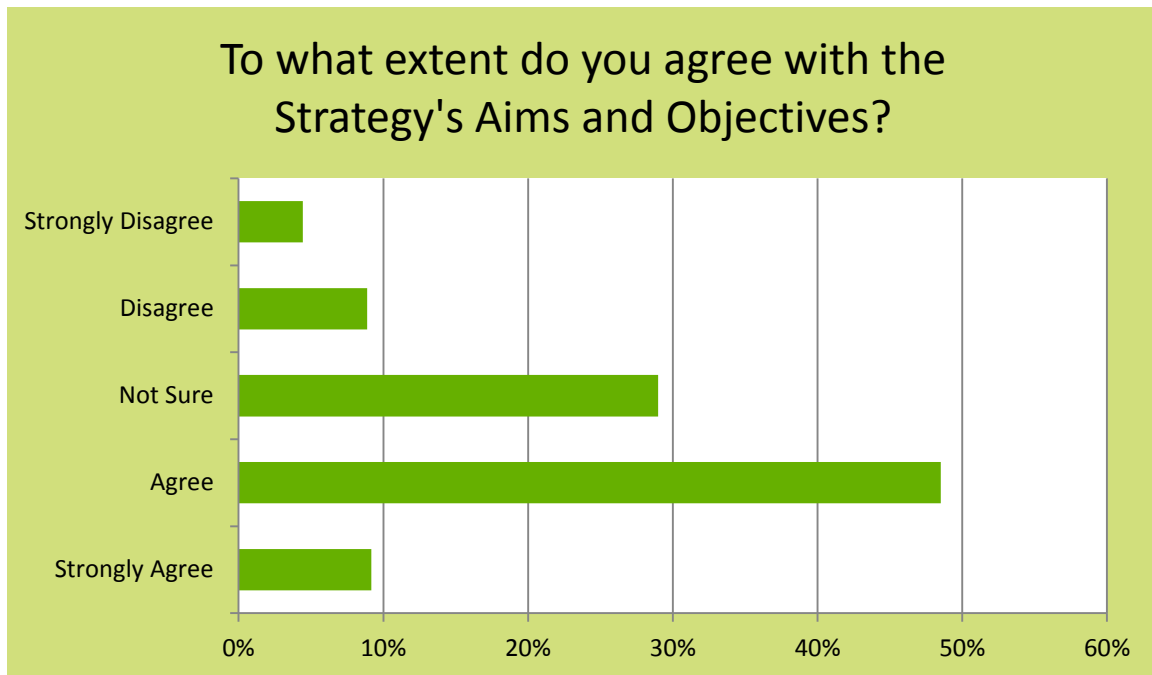


Figure 11 - To what extent do you agree with the Strategy's aims and objectives?

49% of respondents agreed with the Strategy's aims and objectives with a further 9% strongly agreeing. 29% of respondents were unsure with 9% disagreeing and 4% strongly disagreeing. Whilst it is positive to have over half the respondents agreeing (or strongly agreeing) the response rates for unsure are quite high. This has been a reoccurring theme throughout the questions and might suggest respondents are not completely convinced, perhaps based on historical experience and an understanding of the possible conflict between economics and the environment.

Question 4

Question 4 asked respondents: 'To what extent do you agree that the 14 policies will improve freight conditions in Buckinghamshire?'



Figure 12 - To what extent do you agree that the 14 policies will improve freight conditions in Buckinghamshire?

The highest number of respondents was unsure (34%) whether the 14 policies will improve freight conditions in Buckinghamshire. There was then a marginal split between those that thought it would be likely (27%) and those that thought it was unlikely (31%). Many of the qualitative comments referred to in Question 6 may help us understand why there is a degree of caution in this regard.

Question 5

Question 5 asked respondents 'To what extent do you agree with how we plan to put the Strategy into action?'



Figure 13 - To what extent do you agree with how we plan to put the Strategy into action?

41% of respondents were not sure if they agreed with how we plan to put the plan into action. Followed closely by 32% of respondents who agreed with it and 5% who strongly agreed. The remainder either disagreed or strongly disagreed. Part of the changes we intend to make to the Strategy will be demonstrating more certainty on how we intend to implement the Strategy. For example, since the approval by the Council we can now confirm the role of an officer who will be responsible for the Strategy's implementation and associated Action Plan.

Question 6

Question 6 asked respondents ‘If you have any comments on the Draft Freight Strategy, suggestions on improving the content or how we put it into action please provide details’.

This was an opportunity for free text responses and the qualitative responses provided have given us useful insight into how we might be able to improve the Strategy. Some of the common themes and issues have been summarised below in addition to the improvements we plan to make.

| Category | Summary of response(s) | Improvements to the Strategy |
|-------------------------|--|--|
| Freight industry | <p><i>‘The use of local roads to reduce freight hauliers’ costs simply shifts cost (social and safety as well as monetary) to the council and local residents in terms of the disproportionate impact on degradation of road surfaces and verges.’</i></p> <p><i>‘We need to have HGVs going through villages and towns to deliver. Putting restrictions is ridiculous let the people get on with their jobs’.</i></p> | <p>These two comments are typical of the fundamental conflict between the need to support the freight industry whilst protecting the environment. The main purpose of the Freight Strategy is to reconcile these.</p> |
| Local challenges/issues | <p><i>Local areas referred to during the 6-week public consultation (in alphabetical order)</i></p> <p><i>Ashendon</i> <i>Aylesbury</i> <i>Beaconsfield</i> <i>Berryfields</i> <i>Bishopstone</i> <i>Brill</i> <i>Buckingham</i> <i>Butlers Cross</i> <i>Calvert</i> <i>Chalfont St. Giles</i> <i>Chalfont St. Peter</i> <i>Chearsley</i> <i>Crown Lane (Burnham Beeches)</i> <i>Cublington</i> <i>Cuddington</i> <i>Dagnall</i> <i>Denham</i></p> | <p>The Strategy sets out how we will address local issues.</p> <p>The list from this consultation and our previous 2017 ‘snapshot’ consultation will be used to help guide the Action Plan. Each of these locations will be investigated by a suitably qualified officer to assess the scale and nature of the local issues.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|----------------------|--|--|
| | <p><i>Denham Green</i> <i>Downley</i> <i>Dunton</i> <i>Edlesborough</i> <i>Ford</i> <i>Gawcott</i> <i>Gerrard's Cross</i> <i>Great Brickhill</i> <i>Great Horwood</i> <i>Great Missenden</i> <i>Higher Denham</i> <i>High Wycombe</i> <i>Horton</i> <i>Iver</i> <i>Ivinghoe</i> <i>Ivinghoe Aston</i> <i>Ley Hill</i> <i>Littlecote</i> <i>Long Crendon</i> <i>Marlow:</i> <i>Mentmore</i> <i>Newton Longville</i> <i>Northall</i> <i>Padbury</i> <i>Pitstone</i> <i>Princess Risborough</i> <i>Richings Park</i> <i>Shabbington</i> <i>Slapton</i> <i>Steeple Claydon</i> <i>Stewkley</i> <i>Stone</i> <i>Waddesdon</i> <i>West Wycombe</i> <i>Wexham</i> <i>Whaddon</i> <i>Whitchurch</i> <i>Upper Winchendon</i> <i>Wing</i> <i>Wingrave</i> <i>Winslow</i></p> | |
| Major Infrastructure | <p><i>'HS2 and East-West Rail construction-related freight must be 'policed' and managed by BCC for the benefit and protection of Buckinghamshire residents.</i></p> | <p>The Strategy refers to the challenges of dealing with large infrastructure projects such as HS2 in policy 12.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|------------------|--|---|
| | <p><i>The apparent absence of BCC powers under the legislation/regulations for these schemes is no excuse for doing nothing. BCC must channel resources to ‘policing’ the activities of HS2 and East-West Rail contractors and as necessary, and at the very least, make very loud representations about freight transgressions as they occur. There should be a developer levy for reinstatement and repair post completion’.</i></p> | <p>The management of construction traffic will form an important part of the Freight Action Plan. Close contact will be developed with the HS2 team (and dedicated BCC HS2 team) and will be maintained throughout the construction period.</p> <p>In view of the level of mentions in the consultation, we have included factual information on the HS2 undertakings and assurances that were secured by BCC during the parliamentary process.</p> |
| Freight Industry | <p><i>‘Can the County Council have some kind of points system that favours use of Fleet Operator Recognition Scheme (FORS) accredited firms in council contracts?’</i></p> | <p>Investigation of areas within the control of the council (including our approved contractors) will form an important part of the Action Plan.</p> |
| Cultural Trends | <p><i>‘[we support] Policy 11, Consumer Behaviour, and the way consumer decisions, behaviour and consumption could affect HGV movements’.</i></p> | <p>We will monitor the correlation between our choice as consumers and the net effect it can have on deliveries.</p> |
| Environment | <p><i>Concerns regarding air quality, noise, pedestrian safety, fly tipping, enforcement speed camera re-invested levies or fines.</i></p> | <p>Environmental impact is included in the Strategy.</p> <p>All issues raised in the consultation will be addressed where this is within the remit of the County Council and partners.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|------------------|---|---|
| Freight Industry | <p><i>Concerns regarding lack of overnight and inappropriate lorry parking.</i></p> <p><i>'Concerns regarding the increase in online shopping, delivery and satnavs'.</i></p> | <p>Effective provision for the freight industry is included in the Strategy.</p> <p>Industry trends such as online shopping/delivery are included.</p> |
| Implementation | <p><i>'Engaging the local community. However funding must be available to support outcomes of research in local areas so that change can be implemented'.</i></p> | <p>The County Council is committed to progressing the Freight Strategy and has an allocation of funds secured to implement it.</p> <p>An important part of the work programme will be to engage with industry, stakeholders and the wider community.</p> |
| Freight Industry | <p><i>'Very strict implementation of O licensed sites. Those unauthorised should be closed far more quickly and very much quicker'.</i></p> <p><i>'There needs to be a change to the "O" licence regime. At present objections can only be made where adjoining land use is affected. There needs to be a criteria that looks at intensification of the access road network to prevent saturation such as is the case in the Ivers'.</i></p> <p><i>'More work on operators having to use mandatory HGV GPS systems'.</i></p> <p><i>'The LGA is right to pursue legislation regarding use of appropriate GPS. Can you publicise this better - maybe the public could help in</i></p> | <p>Specific comments such as this are reminders of the need to work closely with the freight industry but also with licencing authorities.</p> <p>Greater understanding of exploring the impact responding to operator licences continues to be developed with the Traffic Commissioners in order to establish the extent to which we can work together (see policy 12).</p> <p>Lobbying may form part of our approach when the appropriate opportunities arise, as set out in Policy 13.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|-------------------------|--|---|
| | <i>lobbying MP's, ministers?'</i> | |
| Local challenges/issues | <i>'Since 1976 Martin Baker Aircraft has promised us a new road to remove their HGV's, Vans and Cars from our narrow residential road'. 'David Einig lorries consistently driving along narrow roads and churning up the verges'.</i> | A Freight Quality Partnership will be a valuable tool in tackling local issues. These will target the areas of most impact, such as HS2, but as a result of this consultation response these specific works will be included for consideration. |
| Local challenges/issues | <i>'Looking at page 14, apparently we may be having a dedicated HGV refuelling station in the Denham area. Know anything about this?'</i> | On further analysis this was an error based on a lorry drivers' online forum. We have deleted reference to this in the Strategy, but will be looking for suitable opportunities to encourage responsible use of lorry facilities. |
| Community engagement | <i>'Provide communities adversely affected by freight issues access to a 'freight complaint' hotline or online hotline. This would providing BCC with a database of issues/concerns and you can use local people to help get your policies put into practice/implemented'.</i> | We will consider how this can be achieved in a manner that will make it effective and sustainable. |
| Modeshift | <i>'There should be a far greater emphasis on rail transport (4 mentions)'.</i> | As set out in Policy 7, initial investigation suggests that opportunities are limited; the consultation responses will result in a further and stronger scrutiny of opportunities to work with the rail freight industry. |

| Category | Summary of response(s) | Improvements to the Strategy |
|--------------------------|--|--|
| Document | <p><i>'The pie chart on page 17 is meaningless to anyone with colour blindness.'</i></p> <p><i>'The appropriate Freight Routes map is not clear enough to read.'</i></p> <p><i>'Report has strong points but covers such a wide area is not specific enough. Needs localised area studies.'</i></p> | <p>Valuable point and we have made visual changes accordingly to improve legibility.</p> <p>Localised assessment and intervention will be carried out to identify appropriate solutions where required.</p> |
| Cultural Trends | <p><i>'Electric charging points, drone deliveries.'</i></p> <p><i>'The scope for encouraging take-up of low emission freight vehicles should also be explored, since it seems likely that as technology advances, the current rapidly growing adoption of low-emission technology in cars, will extend to larger vehicles.'</i></p> | <p>All attempts will be made to ensure the Freight Strategy is maintained so as to be abreast of all future developments in demand and technology as referred to in Policy 14.</p> |
| Neighbouring authorities | <p><i>'The large amount of freight movements in Milton Keynes that affect north Bucks.'</i></p> <p><i>'Shabbington lies close to the Oxfordshire border. There used to be a three tonne weight limit on the road running from the A418 to the village across the Thame valley. Since Oxon rebuilt the bridges that weight limit has been removed. As a result there has been a marked increase in HGV traffic through the village on roads which are restricted in width.'</i></p> <p><i>'Bucks CC needs to stop rolling over to the other authorities who set limits and bans on particular types of activities that Bucks then have to allow as there is no other'</i></p> | <p>We do aim to develop a close working relationship with all of our Local Authority neighbours and it is likely that MK will be an important focus of attention. All neighbouring authorities have been notified of our emerging Strategy and consulted with.</p> <p>The re-routing of HGVs following the action of neighbouring authorities is a particular challenge. Investigation of issues raised which will affect Buckinghamshire villages will be an early priority.</p> <p>These, and other similar sentiments, will be used as part of our negotiation with</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|------------------|--|---|
| | <p><i>way e.g. the traffic having to go through Iver because of the restriction imposed by some other borough’.</i></p> <p><i>‘Your overview of HGV road restrictions (height/ width/ weight limits) does not take into account strategic restrictions placed by neighbouring boroughs to force HGV traffic to use Bucks roads to access industrial sites within their boroughs (ie Hillingdon & Slough Councils). They should be forced to create HGV routes within their own boroughs and honour their share of traffic’.</i></p> <p><i>‘In Beds where the local communities are using the implementation of an enforceable weight limit to run schemes similar to community speedwatch, but for trucks. Woburn village is an excellent example of this where they were a run from the A5 to the M1 they are now virtually truck free thanks to the residents and an enforceable weight limit. The Central Beds Council weight limit scheme was actually designed by Ringway Jacobs so the experience to design and implement is at hand’.</i></p> | <p>neighbouring authorities.</p> |
| Freight industry | <p><i>‘There needs to be more content on the real issue of skills and the challenges or recruiting professional drivers - this is a real failing of the strategy’.</i></p> | <p>Useful reminder of how the demographics of the County make this a particular consideration and one that we will work together on with industry partners through Buckinghamshire Thames Valley Local Enterprise</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|----------------------|--|---|
| | | <p>Partnership and Buckinghamshire Business First.</p> <p>Opportunities to support the BCC corporate objective “Enable all our young people to be prepared for the world of work and adult life by promoting volunteering, work experience, apprenticeships and citizenship.”</p> |
| Implementation | <p><i>‘All this sounds very good but will be of no use unless it is backed up by legal requirements with penalties. Who or what will stop any individual lorry driver deciding to ignore all the advice and choosing to drive unsafely down a narrow country lane. And what of foreign drivers who don't necessarily understand the signage and have different Satnav information’.</i></p> <p><i>(and similar)</i></p> | <p>There are limitations on the extent to which BCC can unilaterally address societal issues. Nevertheless we will look for all existing means and explore innovative options for dealing with this difficult subject.</p> <p>We have set out a tier of approaches for enforcement in Policy 6 which may include physical restrictions and signage depending on the scale of challenge faced.</p> |
| Document | <p><i>‘On page 42 Ashendon is spelt Ashenden’</i></p> | <p>Apologies this has now been rectified</p> |
| Community engagement | <p><i>‘You need buy in from all parishes, residents and in particular the freight operators’.</i></p> <p><i>‘Aylesbury Road, Crendon Road and Winchendon Roads running through Chearsley Village ... In order to document our concerns, we conducted three surveys of HGVs passing through our village during 2016 and I attach a report summarising the results’</i></p> | <p>This is an important element of the Strategy. This is a good example of where we wish to work with residents (who are actively engaged in local freight challenges) to investigate freight issues. A ‘Community Toolkit’ is being prepared and the intention is that this will be refined and improved in collaboration with active partners.</p> |
| | | |

| Category | Summary of response(s) | Improvements to the Strategy |
|-------------------------|--|--|
| Local challenges/issues | <p><i>'As a resident of Iver, we have HGVs and heavy transport almost continually through our front door. Nothing has changed in this regard for many years and as we are at the far south of the borough, we often feel ignored 'You should send council officers down to one of the most affected areas - The 'forgotten' Iver area. They should be made to stand in the Village and see how affected we are by HGV's using prohibited roads, knocking down traffic bollards, damaging cars and causing congestion'.</i></p> | <p>The Iver region is one of the most mentioned in the consultation. There is already significant work being undertaken to tackle the impact of HGVs in Iver, with multiple visits by Council Officers. This will be continued and enhanced.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|------------------|--|--|
| Environment | <p><i>'My entire house violently shakes each one of these vehicles thunder past, which is every few mins throughout the day and night. It's often then followed by aftershock movements to the house. After 24 years am more scared than ever of coming out of my driveway. It's appalling. My windows shake as does my house when lorries TEAR through. No one slows down. So no I am not happy!! .. Our house literally shakes as the HGVs thunder past as do all the properties on the B488 and B489 ... The cumulative effect of vibration takes its toll not only on properties but also on the old and iconic canal bridges and on the road infrastructure'</i></p> <p><i>(Bishopstone) 'The damage to the road and water pipes is extensive, the cost of managing almost monthly leaks and the stress to residents is untenable'.</i></p> | <p>The problem of vibration is recognised as a serious one. We will investigate with Transport for Buckinghamshire the options for measuring actual data and the extent to which this could be used in the future prioritisation of road maintenance.</p> <p>Contact will be established with utility providers and their representatives to investigate all links between HGV damage and service interruptions.</p> |
| Other road users | <p><i>'There have been incidences of HGVs attempting to drive through the small village of Richings Park and being only small roads with cars double parked due to Iver station, causing pandemonium as HGVs have to attempt to reverse out as they cannot get up the roads. ...HGVs dangerously drive up these roads and drive up verges and on pavements. As a mother with a young child this is frightening and I have seen many close call incidences'.</i></p> | <p>The appraisal of the need for intervention will include an assessment of footpath width, and will also consider proximity to schools and play areas.</p> |

| Category | Summary of response(s) | Improvements to the Strategy |
|-----------|--|--|
| Modeshift | <p><i>‘Wherever we can do so cost effectively, the Canal & River Trust endeavours to facilitate freight on our waterways and there is a niche role for carriage of specialist items on the narrow canals (for instance solid fuel supplies for boaters) and some operators have been able to take advantage of this’.</i></p> <p><i>‘We therefore request that the possibility of carrying freight by water is more positively supported in the strategy’.</i></p> | <p>Agreed. Figure 13 in the Strategy refers to this and we will make early contact with the Canal and River Trust to determine the extent to which further support work is feasible.</p> |

Figure 14 - Summary of responses to the Strategy

Section 6 – Next steps

The responses made to the consultation have informed a revised draft of the Strategy.

The changes, that have now been completed, include:

- Correcting any factual errors
- Clarifying points revealed to be unclear
- Emphasising further issues already covered, (such as the need to support rail and water transport)
- Providing clearer description of how the Strategy will guide the preparation of an Action Plan and appointment of an officer to oversee implementation, the preparation of which will immediately follow the Strategy's publication.

Thorough scrutiny of all of the consultation responses suggests that now that these changes are included, the update of the draft can be proposed for adoption as Buckinghamshire County Council's Freight Strategy in 2018.