

Addendum to Farthinghoe Parish Council response to Strategic Outline Case for Bypass August 2023

Both Councillor Breese and Dame Andrea Leadsom MP have cast doubts concerning the ability of the methodology used in calculating the BCR figure to address the problems experienced on the A422 in Farthinghoe generated by inadequacies in the design and structure of the A422 at the Pinch Point and elsewhere in the village. This includes the footpath quality and/or lack of footpaths throughout the village, a problem exacerbated in darkness by the inadequacy of current streetlighting

We would like to receive full details of this Methodology and how it is used to create the BCR figure

We are very suspicious of the accuracy of the daily traffic figure quoted in this report and would like to understand how it was arrived at.

Can we see the raw data from which this was taken and understand exactly when this was collected?

In the report Para 2.5.15 mentions that daily traffic flow will reach 1300 vehicles by 2027.

Can we understand from where it was taken and how in detail this figure has been extrapolated?

In 2.4.6. it mentions and we quote "The A422 provides a north-south link between the M40 and A43 trunk roads, serving Banbury and Brackley and destinations towards the southwest and northeast"

As we know the A422/A421 corridor is now part of the MRN road network and was originally updated in the 1990s to link j13 of the M1 and j11 M40 (a Farthinghoe Bypass being a planned part of that update)

Why is there not more explanation in the report detailing how the growth of Logistics Warehousing along that entire route is having a profound effect on the number of HGVs using the Farthinghoe Pinch Point?

It is our belief that the verbal description of the Pinch Point painted in this report does not express a true reflection of its severity and its effects.

We have attached to this mail some photographs of a typical daily event at the Farthinghoe pinch point (several times a day on most days).

We have collected dozens of such photographs over the years along with BBC TV News videos

Why did the authors of the report not contact us to discuss and to obtain such detail?

It also states on the report that two HGVs have difficulty passing each other, but this is a little out of date because with the growth in size of LGVs it is often the case that 1xHGV and 1xLGV is enough to cause disarray with ensuing jams.

It is now almost 2 years since the last BCR of 0.7 was calculated and we were informed then that there was no available data concerning Pinch Point delays and traffic hold ups which could be included in the calculation.

Why are we still in the same situation 2 years later and still no effort has been made in the intervening years to collect such data?

Data which is vital

Ignoring it is almost tantamount to stating that delays do not occur when we know all too well that they do and very frequently.

Located as we are, adjacent to the border with Oxfordshire, it is very clear that OCC has introduced 20MPH speed limits on major truck roads as well as in complete villages on such trunk roads. These have been introduced in at least six locations with circumstances not too dissimilar to those in Farthinghoe. On a recent trip to the West Country it is very apparent that Somerset, Dorset and Devon also feel it a beneficial investment for road safety.

Please advise what actions West Northants Council have planned in this regard.

At this point we would like to reiterate that Farthinghoe is the only village without a Bypass in West Northamptonshire located on an MRN Highway, with a severe Pinch Point and acting as an automatic diversion route for a very busy 6 lane Motorway