

A422 FARTHINGHOE TRAFFIC MITIGATION SCHEME

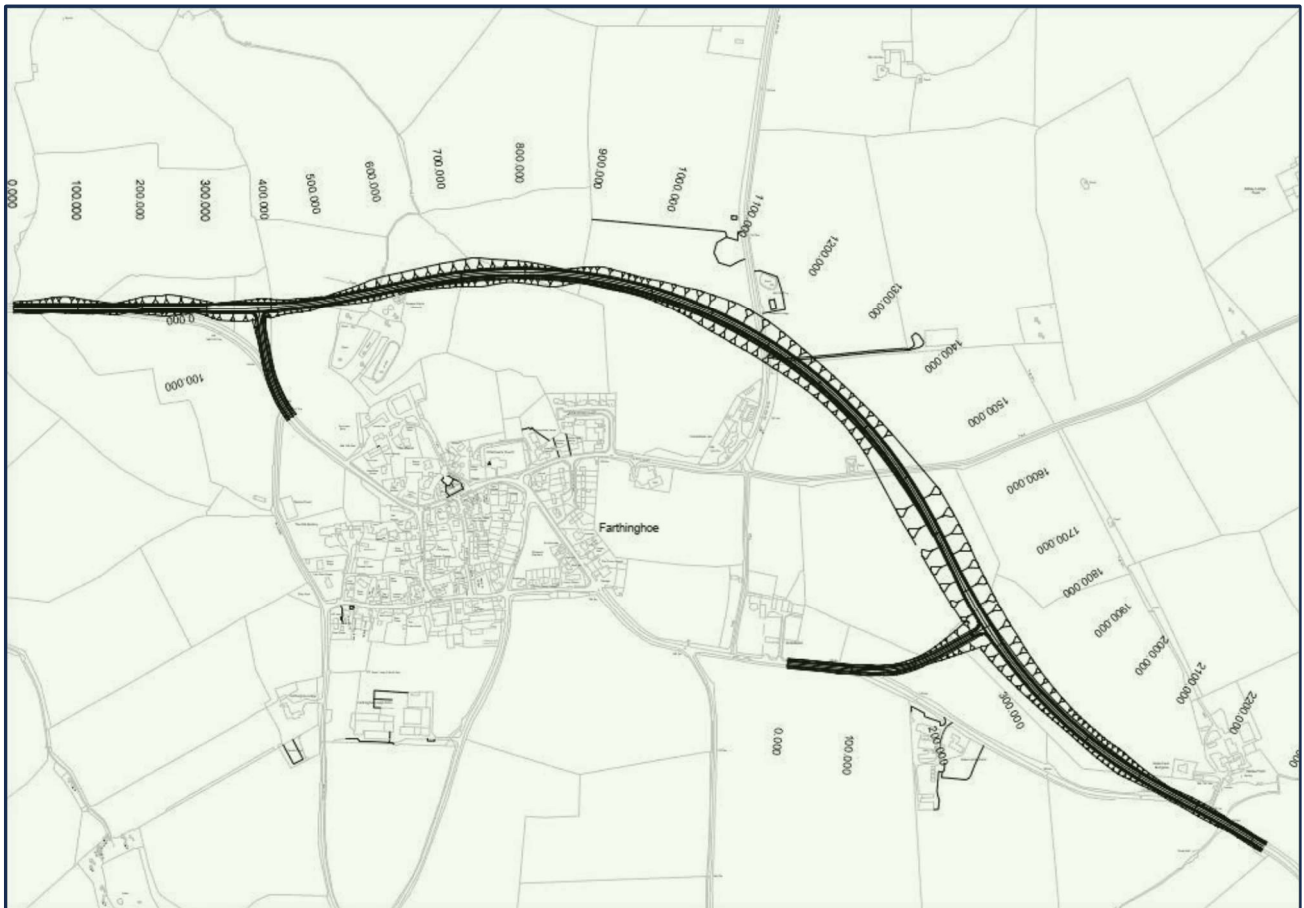
Welcome to the A422 Farthinghoe Traffic Mitigation Scheme exhibition. This event has been arranged to inform you of the options that West Northamptonshire Council has considered to relieve the traffic problems in the village, particularly those caused by the “pinch-point” at Baker Street.



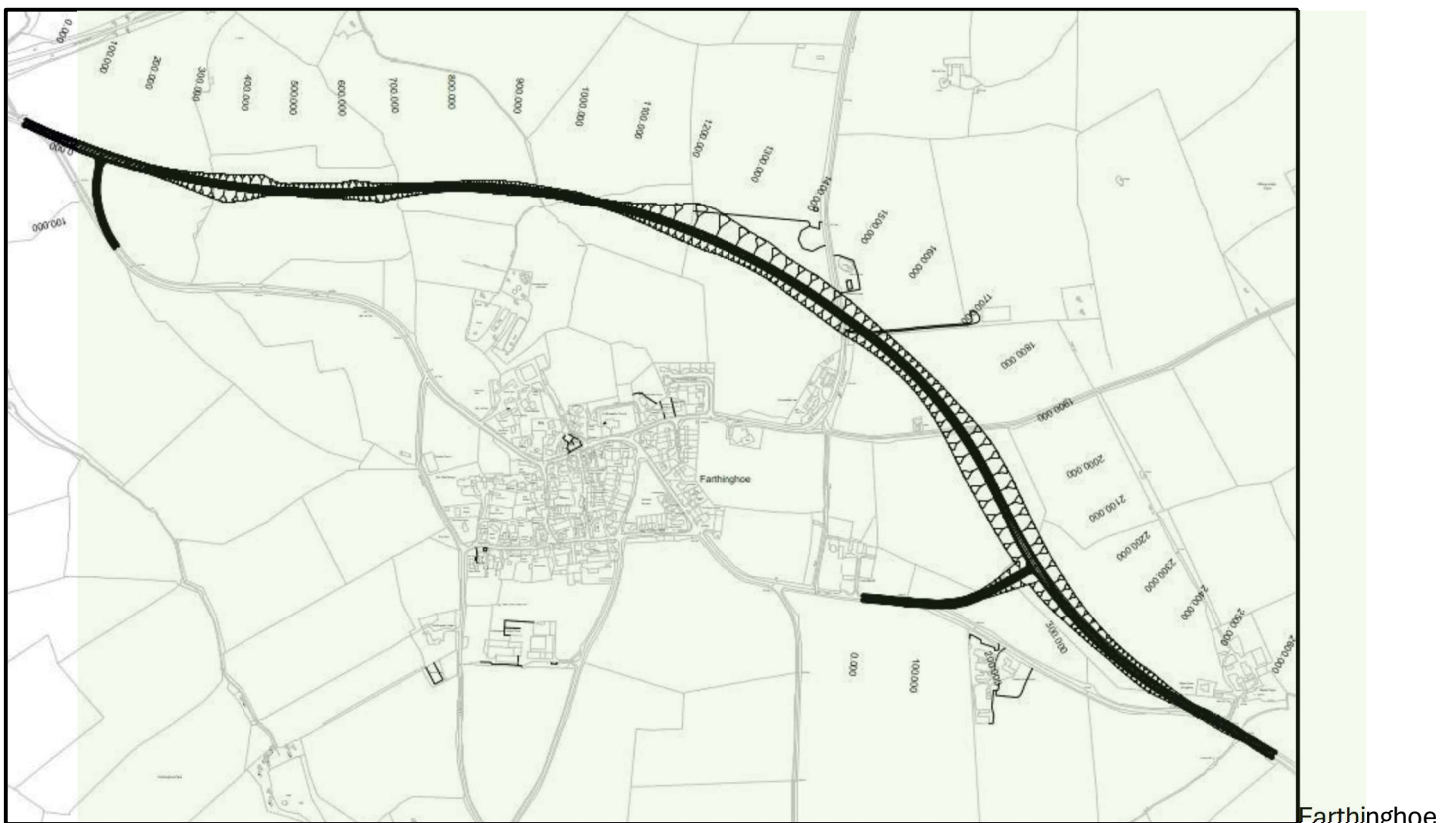
Pinch Point at Baker Street

Although the latest 5-year accident data for Farthinghoe (2019-2023 inclusive) shows no recorded injury accidents at the pinch point, anecdotal evidence suggests near misses and damage only accidents are not uncommon. Official data for these types of incidents is not available but the Council accepts there is a problem that needs to be addressed, and the options that have been considered are shown on the following display panels.

Previously Considered Bypass Options



Farthinghoe Bypass - Northern Option V0



Bypass - Northern Option V1

The Challenges of Delivering a Bypass for Farthinghoe

Options for a bypass were assessed and published for a public consultation that ran from November 2020 to January 2021. The plans on the previous panel show the two leading options which were estimated to cost £30M and £37M respectively (at 2023 prices).

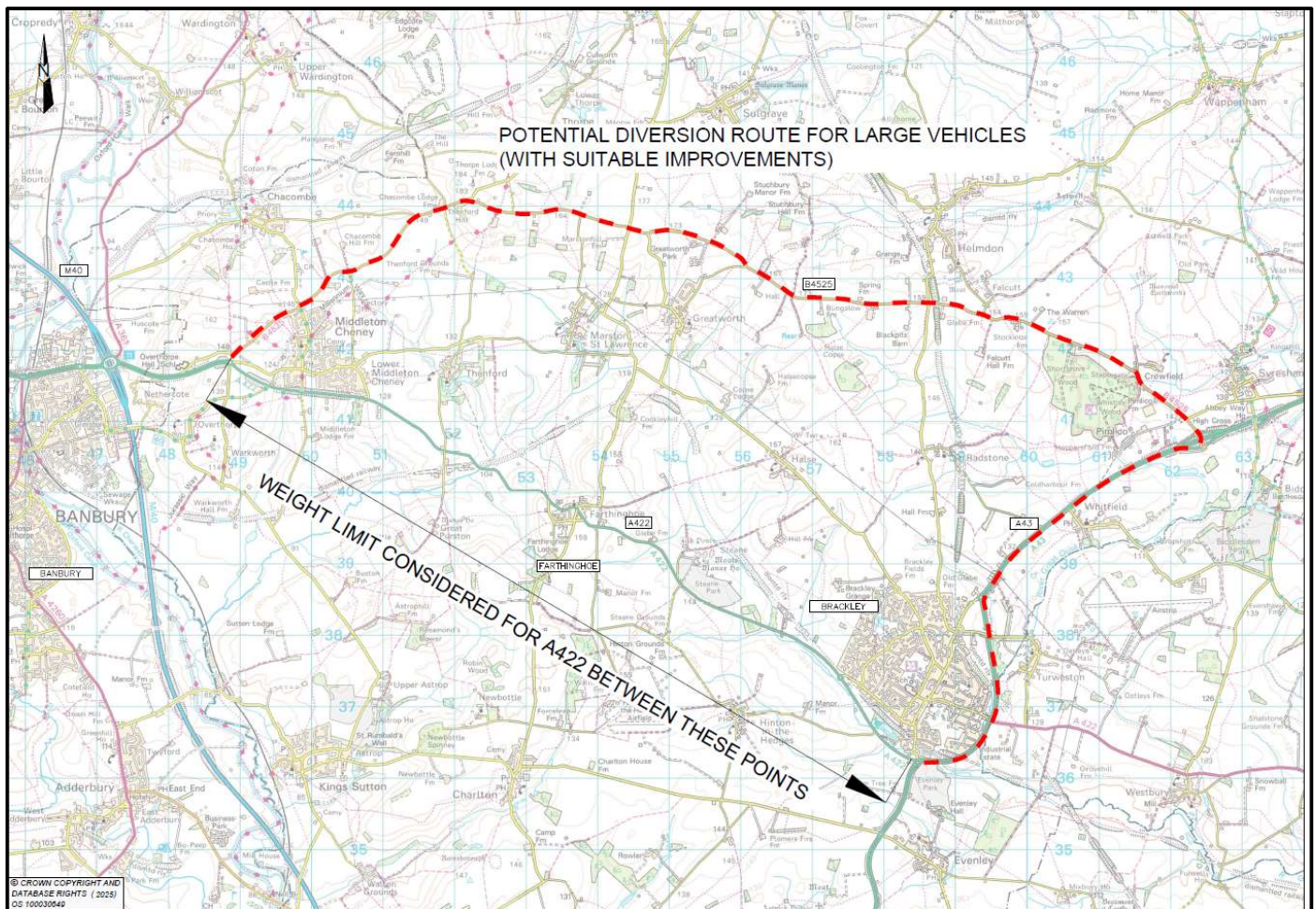
Although a large majority of the consultation respondents were in favour of a bypass being for built, a subsequent detailed assessment showed that with these estimated costs, neither of the leading options were able to meet the criteria for government support and so were unlikely to attract government funding.

Without such funding, West Northamptonshire Council is unable to progress a bypass proposal in the foreseeable future and therefore has decided to develop options for an alternative Traffic Mitigation Scheme that will provide a more realistic way of addressing the traffic problems in the short to medium term. Please browse the following boards to see the alternatives considered and their advantages and disadvantages.

Vehicle Weight Restrictions

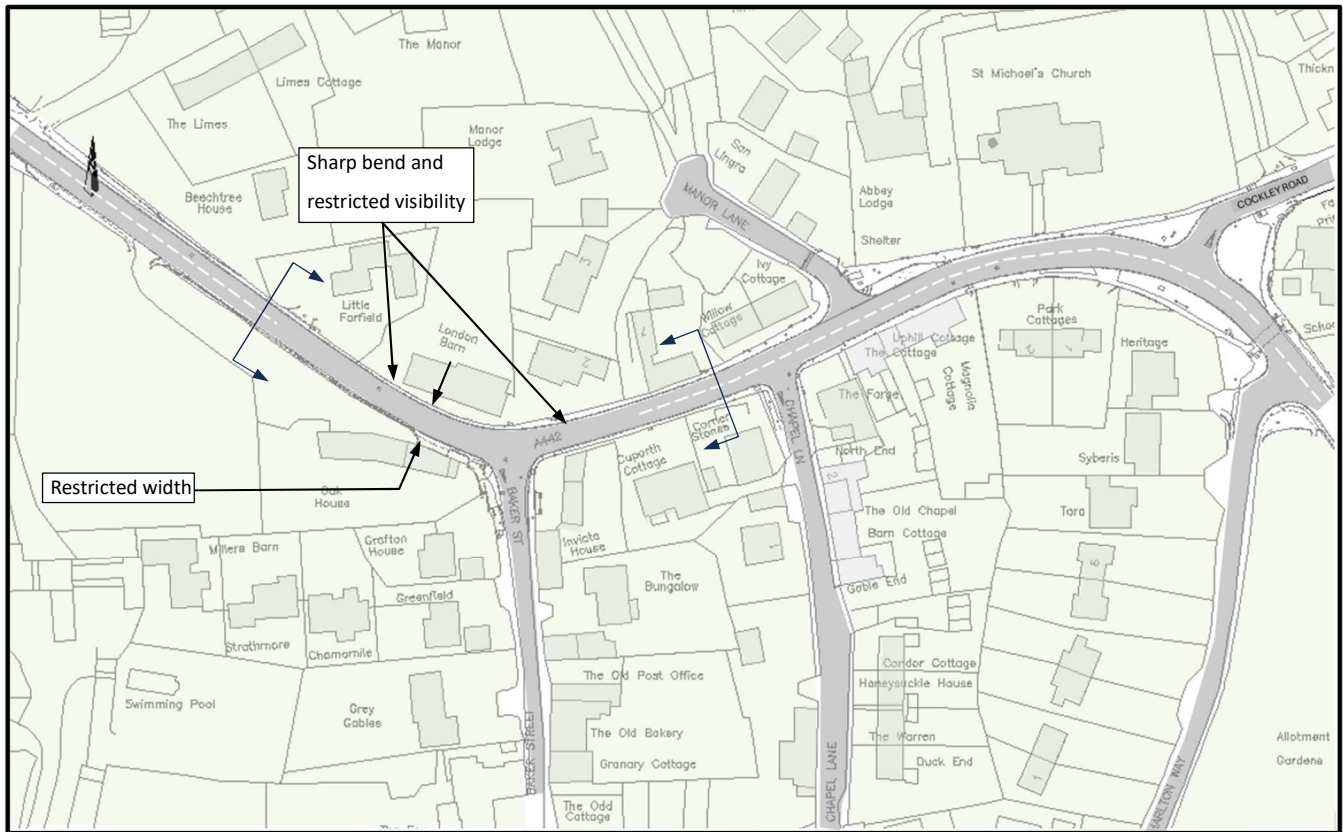
In the place of a bypass, consideration has been given to imposing a 7.5T weight limit for through traffic on the A422 (either mandatory or advisory) and diverting heavy vehicles away from Farthinghoe, but this could only be done if a suitable alternative route were to be available.

The B4525 has been reviewed as part of an alternative route but it is currently only suitable for occasional heavy goods vehicles and would not accommodate increases in heavy traffic without harmful effects, and the problem would simply be moved elsewhere. The widening and strengthening works necessary to bring the B4525 up to an adequate standard to cope with the additional traffic are estimated to cost in the region of £10M (at 2024 prices) and there are no obvious funding sources for this at the present time.



Unless an alternative route for heavy goods vehicles can be identified, and additional funding found for any necessary route upgrades, it will not be possible to implement a weight limit on any part of the A422 between Brackley and Banbury.

Pinch Point Removal



A422 Farthinghoe – Existing Road Layout and Constraints

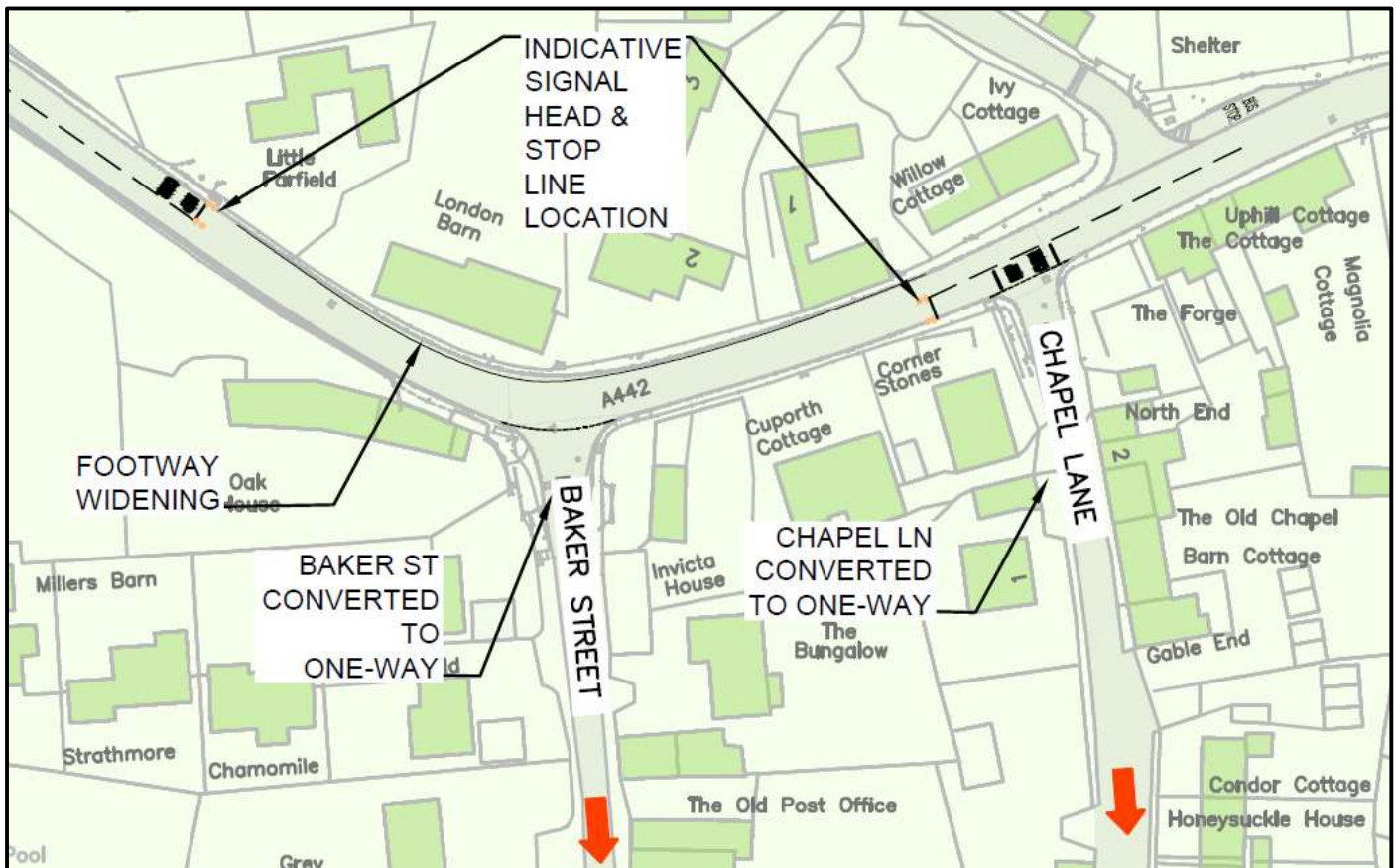
The existing A422 Main Road through Farthinghoe has a speed limit of 30mph with the carriageway mostly being 6.1 metres wide but reducing to only 5.6 metres at the junction with Baker Street, creating a pinch point that impedes the normal flow of vehicles. A relatively sharp bend and narrow footways create further restrictions.

To attempt to mitigate the problems, narrow road warning signs have been erected and a 10mph advisory speed limit posted to warn drivers of the approaching pinch point. Unfortunately, despite these measures, incidents and near misses through the pinch point still occur.



Widening and straightening the A422 in this location would remove the existing pinch point problems, including for pedestrians, but would adversely affect adjacent properties and so the Council had decided not to develop this option any further.

Traffic Signal Control

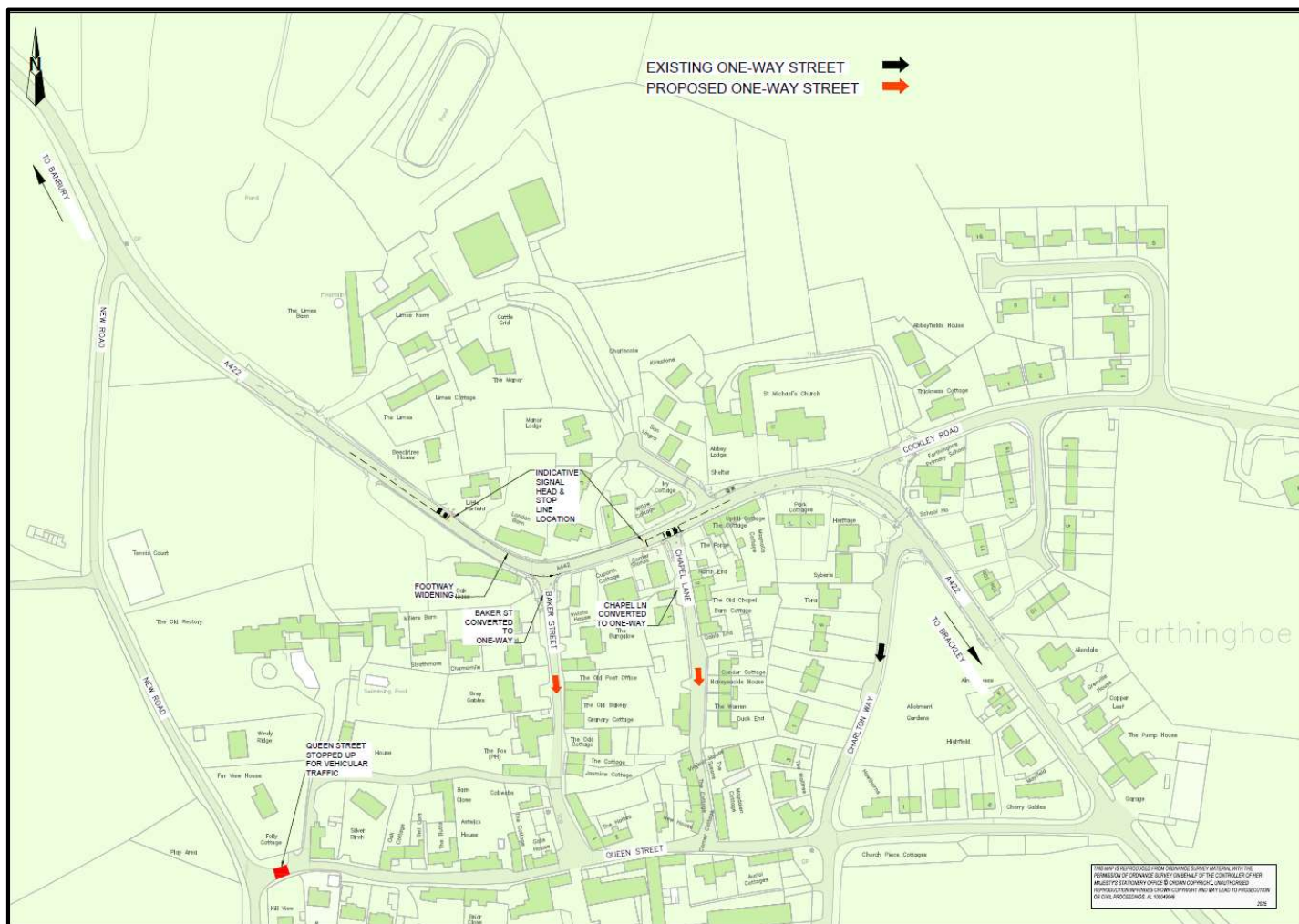


General Layout of A422 Signal Scheme

This option uses the existing road layout and proposes to control traffic with signals and restricted movements to reduce the hazards. By introducing a greater degree of control to the location, it would greatly reduce the risk of traffic collisions and damage to property. The single file traffic would also enable the adjacent footway to be widened so pedestrians could use it with greater confidence and reduced hazard from passing vehicles.

To operate effectively, the signals would need to be supported by further traffic control measures and additional information is shown on the next panel.

Traffic Signal Control (continued)



Traffic Signal Scheme - Additional Supporting Measures

By making Baker Street and Chapel Lane one-way in a southerly direction, the signals can operate in two stages only, without any additional stages for side roads. This is much more efficient than the three-way signals that would be required otherwise and reduces queue lengths and waiting times.

It is also proposed to close the end of New Road to motor vehicles to prevent A422 traffic from “rat-running” around the signals, but pedestrians and cyclists would still be permitted to pass through.

This option is estimated to cost in the order of £0.5M (at 2024 prices) and would be relatively simple to build. The one-way streets and stopping up would require a Traffic Regulation Order to be made prior to construction being completed.

Traffic Calming Scheme

This option seeks to provide additional warning of the pinch point to approaching drivers and to moderate speeds and reduce vehicle conflict but without traffic signal control. The layout illustrated below is an indicative proposal for this option.



Traffic Calming Layout

Enhanced road markings and coloured surfacing, including a “gateway entry” to the northern end of the village, would provide visual contrast and alert drivers to the different conditions ahead. In addition, vehicle activated warning signs, set to activate at an appropriate approach speed, could be used to emphasise the need to slow down and take care when driving through the pinch point.

This option is estimated to cost in the order of £0.15M (at 2024 prices) and would be simple to construct, and a Traffic Regulation Order would not be required. It would also not preclude the later addition of signals, should the initial measures not provide the expected benefits.

Summary

We understand that the decision to not include the Farthinghoe Bypass proposal in the Local Transport Plan has been a disappointment to many people in the community, however, it does not meet the current funding criteria for this type of project and so would not receive any funding support from Central Government.

While revisiting the bypass option may be possible at some point in the future, the feasibility assessments of the alternative options featured in this exhibition show that the only ones that appear to be both affordable and deliverable within a reasonable timescale are control of the pinch point by traffic signals (with one-way systems) or by the less intrusive traffic calming measures. Should neither of these proposed options be acceptable to the community, then as sufficient funding for the other options is not available, no further action can be taken other than to monitor the existing situation and revisit possible options in future.

What Next?

Your views are important to us, and if you wish to comment on West Northamptonshire Council's preferred option or any of the other options displayed at this exhibition, we encourage you to visit the scheme's website <https://westnorthants.citizenspace.com/highways/e147a8eb> and leave your comments by midnight on 13 March 2025.

QR Code:



If that is not convenient then please complete one of the paper questionnaires and return it to:

Farthinghoe Traffic Mitigation Consultation
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West Northamptonshire Council
The Guildhall
St Giles' Street
Northampton
NN1 1DE