Dear Cllr. George Smith

Thank you, we would really appreciate that it is put up as soon as possible also would it be possible to upload the version below as changes have been made?

Many thanks

Fiona Donaldson
Clerk to Hornton Parish Council

Hornton Parish Council response to latest OCC Highways submission: Update Transport Schedule

Judging by the content, this latest Highways submission - from Mr Roger Plater, dated 4 June but only put on the portal today, 15 June - is directly in response to the rebuttal we sent in after the last two lots of Highways input when, at those stages, the OCC officer had not visited the site.

We are pleased to see that the officer has now made a site visit, as we advised this was necessary. And we are grateful that, should the committee members be minded to accept this retrospective application, Mr Plater has set out a list of more stringent conditions and requirements to make the roads he did survey safe and usable, and with no track events taking place until this work is done - as is the case with all the other required work and conditions yet to be finalised.

However, there are some significant errors and omissions in the document. Some of them have already been corrected by our evidence several times, so we are surprised these points have not been picked up. We cover the key ones in brief here:

- He has failed to mention the other even narrower roads that lead from Wroxton to the site - these are much used by large track vehicles taking short cuts or using GPS guidance

- He has underplayed the blind bend (from both directions) where the gateway to the track is - this is a major hazard for large vehicles coming in and out of that entrance, with or without a splayed entrance being added, as he recommends if the application is approved

- Farm traffic, including combine harvesters and large tractors, use these stretches of road all the time, seven days a week - they do not conform to the vehicle measurements he provides

- He has assumed it to be true that there are only 'one or two national events per year' - this is NOT true as it is deliberately (and typically) misleading information from the applicant in their Transport Statement.
The accurate information, without ambiguity, is this: In recent years, there have been two, or a few, or so national championship events per year, with Wroxton track hosting heats of national-scale contests like the Bridgestone British Masters. They are paid for this. This is what the applicant is referring to when they claim just `one or two' national events.
But, in addition, all year round, there have been large meets at the track where clubs from all over the country pay to use it to hold race events which attract distant club and other paying riders from all over the UK. These also attract hundreds of participants and spectators, plus their vehicles and camping vans etc. Usually for entire weekends. Depending on the event, some arrive for two/three days and stay; others come and go within 24 hours. They are also national in the sense that they are not local, they attract clubs and riders from across the country and they are very large scale, generating hundreds of camper vehicles and generating traffic congestion and hazards.

- On the A class Wroxton Heath road, the 'informal passing place' is the old, weak, OIR railway bridge. This might not be obvious on Google Maps. Is this seriously suitable as a passing place for LGV equivalent vehicles?

- Finally, and perhaps most importantly, the rules he refers to apply to roads with a 30mph limit - however, all the country road stretches he has considered (other than the A422) are unrestricted. So drivers are allowed to drive at up to 60mph - and some do on the straight sections. Please could Mr Plater urgently review his comments in light of this material information.

John Offord

Chair

Hornton Parish Council