



The Planning Inspectorate  
3/18 Eagle Wing  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

10 June 2015

Dear Sir/Madam

Your Ref: TRO10018 My Ref: 1090754

If the proposed road scheme was a serious attempt to enhance business and manufacturing in the area by means of an efficient road network, then common sense dictates that the route chosen would pass close to these businesses. The proposed route is about as far away as possible from the centres of business in St Neots, St Ives and Huntingdon. Better links with Peterborough are ignored too.

The limited points of access and their directionality shows that the proposal is no more than a Trans-Cambridgeshire By-Pass that will satisfy the road hauliers self interest and little more. Sustainable, integrated transport policy and environmental realities are ignored.

It is necessary that Highways Agency (HA) looks beyond its specific interest of roads. Data gathered by HA following enhancement of rail freight capacity between Felixstowe and Nuneaton, demonstrated a reduction of freight movements on the A14.

It is no accident that the new London docks has over 25Km of rail track in order to move freight. It is also noteworthy that when a road freight company like Eddie Stobart invests in rail freight trains it is because this is the more cost effective and efficient way of moving freight long distance. HA and Network Rail should be compelled to work together to create an efficient integrated freight network.

A twin track railway uses a quarter of the land area and resource in construction per kilometre compared with the proposed road. Construction cost of a rail link is considerably cheaper and quicker to complete.

A single freight train can move the equivalent of 60-70 trucks worth at a time. Reducing road freight on the A14 will do a lot to improve traffic flow and slow wear and tear of the carriageway.

The priority should not be the A14 but adding extra lanes to the A1 from the wider section to the west of Huntingdon to south of the Black Cat roundabout and continuing the A428 as a dual carriageway to meet the A1 at St Neots. This will greatly improve businesses in St Neots as well as Bedford and Milton Keynes.

Yours faithfully

Stewart Bottoms, Ceng



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I have lived at Hilton for 25 years and been a frequent user of the A14 and at no time do I recall this road being flooded. For the proposed road it seems the risk of flooding is so significant that it necessitates the proposed road be elevated 2M above the surrounding land. This seems extreme particularly when the bridge needed for the B1048 to cross this highway must be 11M high. These structures will create an all too visible scar on the landscape.

This part of Cambridgeshire is a predominantly flat open landscape with little to attenuate transmission of noise. The elevation of the road and the inadequate noise amelioration measures indicated will have little or no benefit. The noise from the existing road is audible in Hilton and at 800 to 900M from Hilton, noise will be a significant influence on health and daily life.

When local farmers harvest their crops there is a noticeable increase in airborne dust. Elevated levels of exhaust emissions, carbon particulate and dust are inevitable with the proposed road and represent a hazard to health.

The proposal dismisses the importance of the land required as low grade from an agricultural point of view. This suggests little environmental sacrifice. Grass, trees and hedgerows are important habitat to insects, birds and small mammals. We need insects for pollination of crops. Trees are highly significant in management of surface water, flow and absorption. Through transpiration they return water to the atmosphere to complete the water cycle. It is no surprise that rainfall has reduced as numbers of trees has fallen.

You cannot cover 2.5 square kilometres of land in asphalt and have to adverse effect on environment and flora and fauna. The name borrow pit is a deceit. You cannot borrow something you have no intention of returning. This area of Cambridgeshire is littered with past gravel extraction sites. The numerous lakes remain as proof. The likelihood of returning land to former use after extraction is complete is unlikely to remote.

With talks ongoing between world leaders seeking big reductions in use of fossil fuels for energy generation we should be planning something more sustainable and long term than more road.

Yours faithfully  
Stewart Bottoms, CEng