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20 July 2015

A14 Cambridge to Huntingdon Improvement Scheme

- Main interest NMU crossing of A1 and A14 and Rights of Way
- Second interest - borrowpits

Following the open floor meeting on Tues 14th July and site visit on Wed 16th July I submit the following:

Introduction

It is clear that there is significant objection to the Huntingdon Southern Bypass section of this scheme. This could affect the current design of the route to the west of Brampton. Also there is much concern about serious congestion around Brampton Rd, Hinchingbrooke Park Rd, the hospital, the school, and the railway station. I agree that this area is very likely to be problematic and, as a resident of The Hurdles on Thrapston Rd, I can confirm that, on most mornings, there are tail-backs as far as Thrapston Rd almost to the racecourse and on Church Rd in Brampton. I think this is not going to get better with the scheme. Although I share these concerns my comments below are based on the assumption that the scheme will go ahead on the currently proposed route with appropriate mitigation for the village of Brampton.

NMU crossing

Historically there was a route for walkers and equestrians from West End to Wood Lane (BR19) which became impossible to use as the A1 became busier and was dualled thus effectively cutting off Brampton from its wood and the network of countryside paths to the west. More recently, to the north at the junction of the A1 and A14 (previously A604), the Brampton Hut area expanded to provide more commercial outlets. This means more people, including youngsters from Brampton, are wanting to cross. Thus the need for a safe NMU crossing has increased and become multi-purpose for pedestrians, cyclists and horse-riders.

As I stated at the hearing, for safety reasons, the different users will need to be separated from traffic and, at least, partly from each other. The width of paths will need to comply with the legal widths for footpaths and bridleways on the crossing itself and on all access routes. Presumably the routes to the west will all be bridleways..

To the east it appears that the existing FP15 through the Belle Isle estate and on a field edge will be used to access the bund to reach the crossing. FP15 may not be acceptable for horses and bicycles. An alternative for these users could be to continue to the end of West End and then turn North to meet FP15..

The position of the NMU crossing seems to be between BR 19 and Brampton Hut which is quite a distance for pedestrians wanting to access the wood.. However it is certainly better than no safe crossing at all and could become quite pleasant as the vegetation around the borrowpits matures.

It appears from the current plans that there will be other Rights of Way around the new roads providing opportunities for circular routes. This looks very pleasing.

Incidentally it is difficult to interpret the map because the colours (orange and red) used for retained and stopped up bridleways are not easy to distinguish.

Borrowpits,

Looking at the area as a whole I was quite shocked to see the extent of productive farmland that will be lost both to the road and borrowpits. It is important to keep land-take to a minimum and materials taken used for this scheme only. There should be the minimum of noise and dust reaching the village. Traffic movements should be kept within the site. I oppose any borrowpits to the east of the A1 and A14. For some years during construction it will create noise, dust, and heavy traffic movements too near to the village and especially the new development of Brampton Park. Any promise of making it into a nature reserve afterwards is too remote in time to be any consolation to people moving into the new development of over 400 new dwellings...

