

I object to the proposed SRFI due to the unacceptable amount of noise and the intolerably huge increase in traffic through Blisworth which will result in increased air pollution and road safety hazards for every resident throughout the day and night. In this Written Representation I refer to slide numbers from the Strategic Transport Modelling and Proposed Highway Mitigation Overview dated 9 March 2018 as shown on the Northampton Gateway website www.northampton-gateway.co.uk

Traffic flowing north along the A43 can currently turn right into Blisworth, then has 3 routes out of Blisworth:

- 1) along Stoke Road to the A508 south of Road
- 2) along Northampton Road to Northampton
- 3) along Courteenhall Road to the A508 north of Road

Slide 38/60 of the applicant's Power Point Presentation shows that if the SRFI is built, Vehicle Counts will increase by more than 100% at the A43 right turn to Blisworth and also at the junction of Northampton Road and Courteenhall Road, but no mitigation has been proposed. This lack of mitigation of such a massive traffic increase is completely unacceptable.

For the same above routes, but in the reverse direction, only route number 3 has attracted direct mitigation within the applicant's Proposed Highway Mitigation Strategy and route number 1 has actually been adversely affected. Slide 41/60 of the applicant's Power Point Presentation acknowledges that traffic currently 'rat runs' to the A43 along Courteenhall Road. The applicant intends to attempt to mitigate the huge increase in traffic heading south on the A508 from the proposed SRFI by preventing a right turn from the A508 into Courteenhall Road. Drivers will have to continue to the new Road Bypass roundabout and either a) make a complete u-turn and join northbound traffic to then enable a left turn into Courteenhall Road, or b) turn into Knock Lane then make a right turn into Stoke Road and join the other traffic already on Stoke Road heading through Blisworth. This is not proper mitigation of a 'rat run' through Blisworth, option a) is adding to journey times and emissions, and option b) is merely pushing more traffic onto Stoke Road adding to the 'rat run' there. Stoke Road has insufficient room for continuous two way traffic as it is an old, narrow road with stables, allotments and ancient cottages mentioned in the Domesday book on one side, and the Grand Union Canal on the other side. The additional traffic will be extremely hazardous to all road users because Stoke Road provides access to the canal, numerous footpaths and bridleways and is therefore a popular route for pedestrians, cyclists and horse riders.

The proposed plan includes a vehicle weight limit of 7.5t applicable only on the eastern side of Blisworth, leaving Towcester Road, the High Street and Northampton Road, including the canal bridge and past the primary school, vulnerable to the additional pollution from all types of vehicle.

The applicant's plans give insufficient consideration to the enormous traffic impact on the historic village of Blisworth and the application should be rejected.

Valerie Hayward

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