

I would like site inspections to be made of the main routes which could potentially be used by construction traffic, as marked in yellow on the accompanying map, noting in particular:

- The accident blackspots on the route from the A1 at St Neots through Hail Weston to Great Staughton, where there have been a number of serious accidents, including fatalities, in the past.
- The two alternative routes coming down from the A14 (using either the Catworth or Spaldwick exits) or any other routes coming from the East along the B645 all passing through Kimbolton, which is already restricted to large/long vehicles due to the unsuitable nature of the tight bends through the village.
- The further alternative route leading up from Bedford along the B660, passing through Bolnhurst, Keysoe and Pertenhall before joining the B645 at Kimbolton, which is a twisting and rural route passing through a number of residential hamlets and villages which lack pavements and street lights.

And noting further that:

- None of these routes are A roads.
- They are all single carriageway and in some places narrow.
- None of them have been built or maintained to carry heavy, commercial traffic.
- All of them carry a mixed range of traffic including motorbikes, bicycles, horses and pedestrians.
- There are few pavements or suitable footpaths alongside the road where horses, cyclists or pedestrians can stay off the carriageway or even take temporary refuge.
- There are very few street lights, even along the residential and village stretches.

Additionally, as the map shows, there is a specific lack of alternative routes should any one route be blocked, or should problems/roadworks on either the A1 or A14 necessitate approaching the site from a different direction. There is therefore little resilience in the traffic management plans to accidents, roadworks or potential flooding (another local hazard) without rerouting construction and site maintenance traffic along even more minor and unsuitable local roads.