

## **Regarding Agenda item 7(a) A1123 (and A1421) Re-Classification:**

Whilst I would support a genuine, evidence based, approach to reducing traffic on the A1123, the motion put forward to the Council contains no factual basis upon which the statements made can be shown to warrant consideration.

I am astonished that the County Council have made a decision without considering the impact on the wider network. Surely Councillors do not think that the traffic will simply disappear because of a re-classification?

I am also concerned that the motion has been allowed to be put in place with the wording of “expresses its disappointment that this was not supported by all County Members representing East Cambridgeshire Divisions”. In a democratic country, those members should be allowed to vote as they wish – particular given the lack of any evidence put to the County Council. This wording should be struck from the motion as being undemocratic.

The Councillors should be aware of the following document:

<https://www.cambridgeshire.gov.uk/asset-library/Heavy-Goods-Vehicle-Diamond-Area-Report-November-2020.pdf>

The conclusion is comprehensive, demonstrating that traffic does not travel the length of the A1123 (as would be expected as an “A14 by-pass”), and including:

“To conclude the HGV ‘diamond’ area analysis there are several key points to note. Over the data collection period, 4,325 HGV’s were captured by the cameras, with a daily average of 875 HGV trips per day. Out of the 4,325 HGV’s trips the analysis showed that only 7% (311) were considered through trips. **The remaining 93% (4,014) are local trips** which have interacted with sites / locations within the ‘diamond’ area. **It is therefore considered that implementing measures to reduce levels of through trips would not have a significant impact on the number of HGV’s within the ‘diamond’ area.**”

(My emphasis)

This would appear to contradict the three points of the motion. The sheer quantity of traffic using the B1049 in peak times demonstrates the notion of B-road classification simply does not reduce traffic levels – yet not formal traffic data is presented to support the motion.

I also note that the HGV Diamond Report states “the committee with appoint a county wide working group to develop a revised policy for HGV management”. The revised policy has yet to be published, and therefore this motion appears to be “jumping the gun”. As Cllr Hunt is a Councillor on the Member Steering Group, surely he would want to see the outcome of the working party to make sure he is doing right for his ward members based on fact?

Would the reclassification result in a road with a lower maintenance requirement, yet the same level of traffic? This could be pot-hole hell, the consequences of which could be significant to both roads users and the Councils.

Steve Griffiths

Resident – Wilburton

Impacted by both A1123 and B1049, and highest recorded pollution levels in East Cambs.