From: [redacted]
To: TRANSPORTINFRASTRUCTURE; hello@greatercambridge.org.uk
Subject: C2C Travel Hub at Scotland Farm, Dry Drayton
Date: 08 January 2025 16:31:36

Dear Sir/Madam

As a resident of Dry Drayton, a mile or so from the proposed travel hub at Scotland Farm, Scotland Road, I have the following specific areas of concern:

- **Construction traffic**
  Whilst the Management Plan states that construction traffic will not pass through the village, there is no explanation as to how this might be prevented. Experience with the A14 development as well as neighbouring residential developments (Northstowe, Bourn Airfield and Hardwick) have shown that the overall levels of construction related vehicles travelling through the village increases, despite statements to the contrary. Further the levels of traffic do not decline after the completion of the project, further adding to their impact on the residents of Dry Drayton and the associated deterioration of the road surface and structure.
- **Projected Traffic Levels**
  There is no reference as to what steps will be taken to address the increased levels of traffic through the village on what is already a busy road. Scotland Road/Park Street and Oakington Road have become a "rat-run" over recent years. This a narrow C-class road and even though there is a 30 mph speed restriction through the centre of the village and some limited traffic calming measures, this is frequently ignored. There is a Primary School in the centre of the village, adjacent to the road, and some schoolchildren who attend the school and their parents live on the other side of the road. There is a very narrow footpath adjacent to the road on one side only, which means that the children have to cross the road at some point. Further, there are also many properties with direct access to the road on both sides of the road. The current situation for residents of the village who choose or have to walk along Oakington Road is a dangerous one as cars and HGVs are very close to the pavement. This situation is only likely to deteriorate further once the travel hub is in operation, an issue which has not been addressed in the application documentation.
- **Impact on road condition**
  An increase in traffic levels will further reduce the quality of the condition of the roads through the village. The increasing number of HGVs has caused a breakdown in the road surface and minimal steps have been taken to address this. The surface makes cycling dangerous as there are many potholes, which in turn cause issues for other road vehicles. There are also a number of stables and equestrian facilities in the area and the poor surface coupled with increasing levels of traffic make the roads unsafe for horse riders.
- **Traffic calming measures**
  Despite the increase in traffic levels through the village due to the location of the travel hub, nothing is proposed to address traffic calming in the centre of the village, that is the part of the village from Rectory Farm on Scotland Road to the village boundary on Oakington Road. As previously mentioned, this stretch of road has seen an increase in traffic over recent years, and the current traffic calming measures (which have been in place for almost 20 years) do very little to reduce traffic speeds. This situation will only get worse once the travel hub is in place, and so it is surprising and very short sighted that traffic calming measures for areas of the village other than Scotland Farm have not been included. Such measures must be included for the safety of residents of Dry Drayton as well as all users of the roads through the village as well as quality of life for those residents who live on the affected roads.
- **No provision to provide access to the travel hub from the village**
  In an earlier version of the C2C plan, a Non-Motorised User Access (NMU) had been included to link the village to the travel hub. The Parish Council challenged some aspects of the proposed NMU after which it was removed from the project as it was stated "that the provision of an NMU was not part of the core project and could be addressed through alternative means". The removal of the NMU means that there is no way for pedestrians to reach the travel hub as there is no footpath along Scotland Road past Rectory Farm. Further, the road is narrow, the national limit of 60mph applies, which renders it unsafe for cyclists, although they do use the road. The lack of an NMU immediately isolates residents of Dry Drayton who do not have access to a car and who want to avail themselves of the transport opportunities which the travel hub is likely to offer. Hence it is imperative that an NMU is brought back into the project.
- **Access to the travel hub from the A428**
  It would seem that no steps are to be taken to address the increase in traffic levels from the A428. This is a major east/west trunk road and without significant changes to the layout of the junctions in both directions, tailbacks and accidents are likely. Consideration also needs to be given to the impact of additional traffic

which needs to access the travel hub from junction 13 of the M11 as there is no consideration for its impact on Madingley Road and Madingley Mulch roundabout, and the routes traffic could take to reach Scotland Road. Previously, such traffic would have used the existing Park & Ride facility on Madingley Road at Cambridge West.

My general impression of the application is that, overall, the focus of the project seems to be solely on the travel hub, with scant regard or consideration of its impact on the village and its residents. I sincerely hope that it is reconsidered and revised.

Regards

Stephen Aldersley

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