Travel hub at Dry Drayton – government consultation and response on its impact on Madingley ,the neighbouring village, from Lib Dem Councillors Corinne Garvie, Richard Stobart

We are writing as councillors representing the village of Madingley, a small village which is a single road connecting the A428 and A1307. It is connected to Dry Drayton so travel solutions for one village impact on the other village. Both villages connect the A1307 to the A428.

Madingley has signage at the entrance to advise HGVs to not enter Madingley. The road and pavements in High Street and Church Lane are narrow.

1) The impact of the Travel Hub, and the C2C operation generally, on residents in Madingley

There are different types of impacts on the residents of Madingley during the different phases of operation.

a) Construction phase
   i) While section 8.6.5 of the Construction Traffic Management Plan (Technical document 12 – Traffic and Transport) says that 'construction vehicles' will not travel through Madingley (and other named villages), there is no indication of how this would be enforced.
   ii) There is precedent for the impact of infrastructure projects on local roads County Council's Highways Department produced a paper in July 2021 showing that the A14 project construction phase had a significant negative impact on the condition of local roads, due to the volume and nature of that traffic. The volume of traffic was supposed to drop following the construction phase but it did not, indeed it has increased. These elevated levels are very high for a small village .
b) During the operational phase
   i) As has been found with other infrastructure projects, such as the A14 and indeed general high levels of construction in the area (Northstowe, Cambourne) have created a 'rat run' through Madingley as companies and individuals have learned to connect from the A14 or A1307 through to the A428 via this route. It is therefore likely that construction will further elevate the traffic baseline and that this elevated level will persist.

2) Projected traffic levels

Written in 2023 when the plans for the Sustainable Travel Zone were being considered, Technical Report 12 states that C2C 'will not generate traffic per se'. That is not the same thing as identifying the impact of – in this case – the Travel Hub and the impact of traffic through Madingley and Dry Drayton.

The report does not consider the impact of traffic on Madingley– it does identify the daily construction vehicle impact, but considers these null as they will be instructed not to access the site by driving through Madingley.

However for Madingley the C2C can elevate traffic levels through Madingley, due to construction traffic – and persisting as those companies and individuals will seek to make use of the 'rat run' in future and ongoing maintenance and service vehicles dealing with supporting the Travel Hub but also the busway (for example if there are problems with access from A428)

3) Impact on Madingley

The problem of intensification of use of the road through Dry Drayton by lorries and HGVs has a number of effects, particularly:

a) Traffic could divert through Madingley in the construction phase
b) As traffic increases in Dry Drayton it might overflow into Madingley. There would be significant impact on the quality of life of local residents.
c) Increased traffic through Madingley will cause a deterioration of the road surface in Avenue, High Street and Church Lane.

Conclusion

While we welcome the sustainable travel and connectivity in these proposals, Dry Drayton and Madingley, being small villages, need to be protected from increased traffic, HGVs and other lorries during construction and operational phases.