

From: [Cllr Edna Murphy](#)
To: [TRANSPORTINFRASTRUCTURE](#)
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Subject: Representations in response to the DfT consultation on the Cambourne to Cambridge busway scheme - please acknowledge receipt
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Importance: High

Dear Sir or Madam

We are writing as County and District councillors representing the village of Dry Drayton, a small village with residents clustered at points along a poor condition road, which is a single road connecting the A428 and A1307, known as Scotland Road at the A428 end and Oakington Road at the A1307 end. The central point in the village has a non motorised route north linking to Bar Hill and a road linking to Madingley to the south.

1. The impact of the Travel Hub, and the C2C operation generally, on residents in Dry Drayton

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

1.1 Construction phase

1.1.1 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 Dry Drayton (and other named villages), there is no indication of how this would be enforced.

1.1.2 There is precedent for the impact of infrastructure projects on local roads, such as that in Dry Drayton. 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 - currently there are 1m vehicle journeys through Dry Drayton a year and significant numbers of journeys are HGVs.

1.2 During the operational phase

1.2.1 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 Dry Drayton as companies and individuals have learned to connect from the A14 or A1307 through to the A428 via this route and a parallel route through the adjacent village of Madingley – and this human learning has been consolidated by sat nav systems. It is therefore likely that construction will further elevate the traffic baseline and that this elevated level will persist.

1.2.2 It was not expected that traffic through Dry Drayton would increase, but it has, and it has persisted past the construction phase. The likely result is that locating a Travel Hub at one end of Dry Drayton will significantly increase traffic, but currently there is no way to mitigate the damage this increased traffic volume will cause.

2. Projected traffic levels

1.2 Written in 2023 when the plans for the Sustainable Travel Zone were being considered (and which proposals are no longer extant), 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 Dry Drayton.

2.2 The report does not consider the impact of traffic in Dry Drayton – 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 Dry Drayton.

2.3 However for Dry Drayton it is completely obvious that the C2C will elevate traffic levels through Dry Drayton, due to:

2.3.1 Construction traffic – and persisting as those companies and individuals will seek to make use of the ‘rat run’ in future

2.3.2 People driving from Bar Hill, Lolworth and points in Dry Drayton to access the Travel Hub – and perhaps from further afield too – accessing via A1307 and driving through the village

2.3.3 Other bus routes making an interchange with the Travel Hub in future, especially if they are direct links (it is not possible to predict future bus routes with any certainty)

2.3.4 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)

2.3.5 In addition, residents who may wish to use the C2C to connect to the planned Cambourne station have expressed concern that the C2C bus connection is currently landing in a very different place at some distance from

the railway station. This will interfere with its effectiveness as an attractive interchange point. There must be easy, rapid interchange between train and bus services. The design proposal presented in the TWAO application has the busway terminating in Greater Cambourne (some way to the south of the proposed station site). It is essential that the terminal point of the guided busway needs to be much closer to the station and connected to the station complex by roads of adequate capacity.

3. Specific impact on Dry Drayton

3.1 The problem of intensification of use of the road through Dry Drayton by HGVs and other heavy commercial traffic has a number of effects, particularly:

3.1.1 there is significant impact on the quality of life of local residents (who although not as numerous in number as many other settlements in the area should not be considered 'low sensitivity receptors' simply by virtue of there not being many of them).

3.1.2 the consultation in 2022 relied strongly on a concept of a 'travel hub' ie not a standard P&R, indicating that active travel modes would be able to link to the bus service. There was planned a non motorised route between the Travel Hub and the centre of the village. However following consultation – where questions were asked about where the cycle/pedestrian route would go, and why didn't the link continue through the village to connect to the A1307, etc – the cycle route was dropped from the official part of the scheme. There are plans now being developed separately for such a cycle route but without this being part of the scheme proper it is defective from the perspective of local residents who wish to shift mode to cycle then public transport, which would assist with through traffic in the village as well. Our expectation of the GCP is that the planned NMU route proposals fit into the GCP framework as a branch of the St Ives Greenway but this has not been confirmed.

3.1.3 there is the continued impact on the condition of the road, which the County Council already identified in 2021 was adversely affected by the A14 project. The road will be a key access point for residents of Dry Drayton and Bar Hill to access the Travel Hub and so the condition of the road (and its propensity to fail – potholes, flooding) will materially affect residents' ability to access the Travel Hub. It will require significant maintenance to avoid failure.

4. Problems with the C2C proposals as they stand and as they affect Dry Drayton

4.1 They proposals as they stand have:

4.1.1 not considered the impact of traffic on Dry Drayton – the modelling is ambiguous at best

4.1.2 undervalued Dry Drayton residents' views and quality of life, citing 'low sensitivity receptors' just because there are fewer people does not mean their quality of life and opinions are not important or somehow matter less

4.1.3 not considered access to, and use of, the Travel Hub by local residents including Dry Drayton but also Bar Hill

4.1.4 irrationally removed the cyclepath from the proposals, but given the fundamental importance of active travel, they need to include it back in, and improve it. The active travel links enable local Travel Hub users to access it without using their car, thus reducing volumes of local traffic through the village as well as reducing carbon emissions – the previous proposal was just a line in a narrow road and had not been thought through – it needs to be a safe, offroad, well lit, continuous cycle and pedestrian route linking Travel Hub with A1307 and also making the link to the north to Bar Hill, where the opportunity for an active travel link would greatly assist traffic reduction through Dry Drayton

4.1.5 not considered available evidence (such as July 2021 Cambridgeshire County Council Highways and Transport Committee papers) about the impact of major infrastructure projects in the area on traffic patterns and drivers of traffic elevation, the condition of roads

4.1.6 not considered available evidence of the operation of other busway schemes, for example ensuring that there are sufficient buses starting from points along the route not just the origination point (at Longstanton P&R residents can't access the bus to get to Cambridge as they arrive full)

4.1.7 no proposal for the enforceability of diversion of construction traffic

4.1.8 not appeared to consult with Cambridgeshire Fire and Rescue Service in relation to evaluating risks and accidents (whether an official consultee or not it is advisable to consult the Fire Service).

5. There should be significant mitigations for residents in Dry Drayton and some benefits to offset the negative impacts

5.1 These mitigations should include:

5.1.1 Traffic calming at key points in the village to reliably reduce speed of traffic through the village (for example

buffer zones at both ends and a range of other measures, as advised by technical experts)

5.1.2 An enforceable scheme for diverting HGVs

5.1.3 Measures to improve safety for pedestrians in particular – ensuring there is a safe, offroad pavement for the length of road from A428 to A1307 – currently pavements are patchy and in some places so narrow that lorries (travelling at speed) are centimetres from pedestrians and the pavement is too narrow for a mobility scooter or buggy – also safe pedestrian crossings at key points, for example to access the school

5.1.4 Ringfenced maintenance funding for the County Council to ensure that the road, gullies and drains are well maintained – ringfenced maintenance has been used in other busway projects and without additional funding allocated to it Dry Drayton's road will fail and – amongst other things – will impact on the C2C scheme overall

5.1.5 Ensuring that the contracts with bus services provide for extra buses available from Dry Drayton so that residents do have an opportunity to access bus services (and do not have the same problem as residents using the Longstanton P&R are having now with buses arriving full and no-one able to use them)

5.1.6 In addition the Hub must be secure and welcoming for those who want to use it, that is it must be well lit, safe, warm and dry, with toilets, and charging points for electric vehicles and bicycles and have live information points.

We hope you will take these points into consideration.

Best wishes

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