

## CAMBOURNE TO CAMBRIDGE

Considered response of Dry Drayton Parish Council to the Greater Cambridge Partnership's consultation document.

There are three major roads which bring a significant volume of traffic to the west side of Cambridge. These are the M.11, the A.14 and the A.428. The M.11 brings traffic from London and the south-east via Stansted; the A.14 brings traffic from The North, the North-West and the Midlands via Huntingdon; and the A.428 brings traffic from Bedford and Milton Keynes. A significant proportion of this traffic consists of HGV's, particularly the A.14, though much of this is through traffic bound to and from the East Coast ports. All three roads also generate a significant amount of local commuter traffic.

All three roads meet at the Girton Interchange, though they are not all fully connected. The missing links are between the A.428 and the M.11 and between the A.428 and the A.14 to and from Huntingdon.

For traffic to get from the A.428 to the M.11 southbound, it must leave the A.428 at the Madingley Mulch roundabout and join the A.1303 eastbound, passing the Cambridge American Cemetery and proceeding down Madingley Hill before turning right on to the M.11 at Junction 13. Whereas the A.428 and the M.11 are both built as dual-carriageway roads suitable for HGV's, the A.1303 is a narrow single-carriageway road with a number of private properties accessing the road directly and with a number of bends.

For traffic to get from the A.428 to the A.14 westbound to Huntingdon, it must leave the A.428 at the Scotland Road roundabout and travel along the C Class road that runs through the middle of the village of Dry Drayton. This is a very narrow road with a number of speed-reducing elements, such as mini-roundabouts and chicanes, as well as having a number of blind bends. Even though there is a 30 mph speed restriction through the centre of the village, this is frequently ignored. There is a Primary School adjacent to the road, and several schoolchildren who attend the school live on the other side of the road. There is a narrow footpath adjacent to the road on one side only, which means that the children have to cross the road at some point, yet there is no proper pedestrian crossing point. There are also many older people who like to go for a circular walk around the village, as well as many dog walkers, and they also have to cross the road twice to complete their walk. There are also many properties with direct access to the road on both sides of the road.

The road is constantly used by HGV's, and some of these have been identified as contractors getting to and from the Northstowe construction site, and huge grain lorries originating from Scotland Farm here in Dry Drayton and going to grain stores near Peterborough and the Fens. As with the link between the A.428 and the M.11, although the A.428 and the A.14 were designed as dual carriageway roads able to take HGV's, the road through Dry Drayton clearly cannot take such traffic. It is also known to be used by local residents from Oakington, Bar Hill and Lolworth and other nearby villages wanting to get to the existing Park and Ride Site in Madingley Road.

It has been obvious for some time now that the missing link between the A.428 and the A.14 west to and from Huntingdon is long overdue. The Parish Council raised this as an issue with the Highways Agency (now Highways England) some years ago, and the great increase in traffic through the village now renders this as both vital and urgent. It is noticed that Highways England have installed a “trawl road” from the A.428 to the A.14 construction site to suit themselves, so why can’t they now permanently link this up to the A.14 and include this as part of the “new road”?

Park and Ride site.

It is noticed that Greater Cambridge Partnership are proposing a Park and Ride site at Scotland Farm, ostensibly for the benefit of Cambourne residents and traffic entering Cambridge from the A.428. However, there is no similar provision for traffic entering Cambridge from the A.14 from the Huntingdon direction. Clearly, such traffic (and there is a considerable amount of it) will continue to find their way via the C Class road through Dry Drayton and will enjoy using the newly proposed Park and Ride site. As for traffic from the M.11, they will have a round journey of some 20 miles to use the newly-proposed Park and Ride site – 5 miles by car to Scotland Farm, 5 miles back into Cambridge by bus, and a further 10 miles for the return journey. This is a lot less convenient for them than the present journey using the existing Madingley Road Park and Ride site.

Conclusion

The Parish Council of Dry Drayton would like the Girton Interchange to be made fully connective between all three roads (M.11, A.14 and A.428) so as to exclude the through traffic currently using the small road through the village. It is also recommended that the Park and Ride site should also be sited at the Girton Interchange so that it can be accessed directly from all three roads. It is humbly suggested that such a facility should also be built on three levels, one of which at least should be built below ground level so as to reduce the land-take required for such a project (why do park and ride sites have to take up so much of our precious land?) By putting all the requirements for Park and Ride west of Cambridge on one site, the bus operator would have a better opportunity to provide a wider service to all the shopping and business sites west, north-west and south-west of Cambridge, including the possibility of an express bus way alongside the M.11 to the Addenbrookes site and others.

Howard Russell  
Chairman  
Dry Drayton Parish Council

17 January 2018

(Please note that Howard Russell, Chairman of Dry Drayton Parish Council, is currently on leave of absence from Parish Council matters following major heart surgery at Papworth Hospital. Please do not reply directly to him but instead reply to [clerk@drydraytonpc.org.uk](mailto:clerk@drydraytonpc.org.uk))

