

Notes from Public Forum 7 March 2023

Mr Weller, Cambs County Council, gave an outline of the history of the proposed NMU project and its place in two tranches of projects submitted to National Highways for part funding (His briefing paper can be downloaded from <https://www.drydrayton.net/pdfs/NMUFunding.pdf>)

Some points which were raised / mentioned in discussion:

1. The County is still committed to the proposed Dry Drayton NMU track and would be looking for other sources of funding for it and for a number of other projects which National Highways would not be funding. However, these projects are graded according to impact and the Dry Drayton NMU would be in the second tier. Tier-1 projects with higher impact would be exemplified by an NMU path to a nearby school.
2. Residents felt there was no safe route into and out of the village for non motorised users and that there was consequently a risk to life and limb. There had recently been multiple accidents on Oakington Road with vehicles leaving the carriageway. Residents pointed out that the road through Dry Drayton was particularly dangerous as it provides the main north-south route to the west of Cambridge for commuters and many HGVs, despite it being a poorly maintained class-C road. Traffic will increase in light of more developments at Northstowe, Cambourne, Bourn airfield, Hardwick etc.,
3. The cost of the proposed Oakington Road NMU project had gone up - a figure of over £700k including the CPO was mentioned, but not confirmed. Residents were surprised the cost was so high, given the path would be less than 500m long.
4. Mention was made of improving the existing cinder track which was laid beside Oakington Road some years ago and was now overgrown. However, this is not wide enough to meet current standards for width and separation of a 'supported' NMU path.
5. Because of the considerable uncertainty of the Oakington Road track, the Parish Council would explore alternative routes: Madingley Road, Scotland Road and Bar Hill drift were all mentioned
6. The Parish Council was in the process of trying to get a 40mph buffer zone speed limit on Oakington Road, which would make things safer and reduce the land take and cost of the proposed track. Police would have a view on this, given that this section of road is in open countryside and would appear to drivers as only subject to national speed limits.
7. The Parish Council is actively pursuing the proposed NMU track alongside Scotland Road to the proposed Park and Ride site at Scotland Farm. Increased traffic on that road from the Park and Ride will make it dangerous for non motorised users to use Scotland Road to access the new P&R without an off-road track.
8. Compulsory purchase of land for the Oakington Road route was going ahead, but the legal process had not yet started - the County was waiting on National Highways releasing a sliver of land for the A1307 end of the track before the CPO process could begin.
9. Residents felt let down by the failure by the County to deliver what had been agreed back in 2019 and the lack of a champion for the project today.

10. Our two District Councillors would take up with Greater Cambridge Partnership why Dry Drayton had been omitted (together with Madingley and Bar Hill) from the Greenways Project and explore whether that might be an avenue for funding. The PC would be responding to consultation on the St Ives Greenway (closing date 31 March 2023)

11. Grant Weller agreed to provide information outside the meeting on the active travel scheme for Dry Drayton to Madingley to Cambridge and on the experimental one-way order for Cambridge Road Madingley - on which the closure of consultation was imminent. At the time of the previous consultation on this, anticipating the building of the Oakington Road path, the Parish Council had complained about a flawed consultation process and objected to the proposals on grounds of road safety when two-way cycling was combined with one-way vehicles. It was mentioned that the repaired surface on the Madingley Road was now treacherous and uncomfortable for cyclists

12. A representative of Scotland Farm/PX Farms said negotiations for the CPO should be started - they were in the dark as to exactly what was required for Oakington Road and the Scotland Farm travel hub.

13. The Bar Hill drift was discussed in terms of access and removal of "angel wings" from posts at the entry of the tracks. This route could provide access to the A1307 NMU track, but it is a long way round if going to Cambridge. The track is in need of maintenance - poor surface and overgrown vegetation.

14. The PC remains committed to getting one or more safe NMU routes into and out of Dry Drayton.