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To: [TRANSPORTINFRASTRUCTURE](#)
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Subject: Submission regarding the Cambourne to Cambridge Application for a Transport and Works Act order
Date: 17 December 2024 16:12:16

Dear Sir/Madam

I live in the village settlement of Dry Drayton, a mile or so from the proposed Scotland Road Travel Hub. I have read the application documents and comment as follows.

1. Increased traffic volumes and impact on child safety in our village.

I can find no reference to plans to mitigate the amount or impact of an increase in traffic on the C-class road that runs through our village from Oakington Road to Scotland Road and onwards to the proposed travel hub. Children attending the village primary school cross the road and the secondary school buses (and others) turn around for the bus stop at the mini roundabout with the High Street. The primary school attracts pupils from other villages and when they are dropped off many of them and their parents have to cross the road at its busiest times and/or walk alongside it with little protection from passing vehicles.

This through route already suffers from speeding vehicles and non-agricultural HGVs that should be using more appropriate routes. The documentation discloses that the travel hub will cause traffic volumes to double. This will cause a significant increase in traffic noise locally due to surface noise, existing traffic calming tables and the poor condition of local roads caused by HGVs and government underfunding. The grant of permission for the CTOC works should be contingent upon proper mitigation of the impact of the increased vehicle volumes and enhancing the safety of primary school age children, assisted by the installation of average speed cameras and a safe crossing point.

2. Access to Scotland Road hub from A428 and Dry Drayton

There appears to be no provision to address the increased traffic flows from the A428 to the travel hub, other than to add traffic signals at its entrance and a 40mph limit between the two. As a minimum there should also be a 40mph buffer zone on the far side of the houses on Scotland Road and slalom style priority system for traffic approaching and leaving the present 60mph (national) speed limit. The 60mph speed limit should be reduced to 50mph and the limit between the buffer zones reduced to 20mph.

3. Lack of an NMU from Dry Drayton to the travel hub

Bar Hill and Dry Drayton have a combined population of approximately 4,500. Under the current plans all of those would have to use a car to get to the travel hub as no plans have been made or funds allocated for an NMU along Scotland Road from the travel hub. If an NMU was included, it would provide a safe route to the travel hub from the village and link indirectly to the existing NMU to Bar Hill and the promised NMU along Oakington Road. Without the NMU from the travel hub, the project fails to cater for local residents who could walk or cycle and therefore fails in its objective to encourage us to use active travel modes. The grant of permission for the CTOC works should be contingent on the construction of an NMU or the earmarking of significant funding towards an NMU.

Yours sincerely

David Smith

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