

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Representation regarding Cambourne to Cambridge Transport and Works Act Order November 2024
Date: 04 December 2024 15:29:20

Good afternoon,

I wish to make the following representations regarding the above. I live at [REDACTED]
[REDACTED]. My representations relate to the effect that the proposed Cambourne to Cambridge Busway and the related travel hub at Scotland Farm will have on the village of Dry Drayton in both the short term, during construction, and the long term once the travel hub is operational.

I support the principle of the busway and have only two comments to make on the proposed route. Firstly, this relates to the way in which it seems to terminate at Grange Road in the east with no apparent reference in the documentation supporting the application to how the buses using the guided busway will integrate with the transport network from that point to what I assume will be its final destination in the centre of Cambridge. Grange Road is a largely residential road with some important university buildings on it. It already has extensive traffic calming measures along its length and the introduction of the guided buses onto the road will have a negative impact on the current use of the road. If I missed this fundamental analysis in the vast amount of documentation supporting the TWAO application I apologise. I am sure this must have been given careful consideration as part of the application. My second comment is that the route does not seem to integrate with the travel hub in that the guided buses do not appear to serve the hub. Is this correct? Pedestrians would appear to have to use the existing overbridge to reach a guided bus stop on the Hardwick Road but this is not a simple or short walk. It would be much better if the guided buses stopped within the travel hub. There may be capacity issues but this would also reduce the need for as many park and ride buses to use the existing road network.

With regard to my concerns about the effect on the parish and village of Dry Drayton (in which the Scotland Road travel hub will be located) I comment as follows:

1. I could find no reference in the extensive TWAO documentation to the effect on Dry Drayton that having a 2000 space car park (and related facilities) will have on traffic movements in Dry Drayton. The route from the A14 along Oakington Road and Scotland Road to the A248/Maddingly Road is already used as a cut through to reach the west/south west part of Cambridge. Anecdotally, the traffic levels through the village have increased since the completion of the A14 work and the related side roads. With the 2000 space park and ride located in the village, albeit on the edge, this is likely to result in significantly more traffic passing through the village to use the travel hub facility. Analysis should be completed of this issue and recommendations made regarding the work that can be completed to mitigate the obvious problems that the extra traffic will bring.
2. The problem does not only relate to the long term once the travel hub is operational. During the construction phase the travel hub location will be used as the major work compound. Heavy vehicles will be accessing it and they must not drive through the village to get there. No doubt planning conditions can be imposed to control this but these conditions must be enforced.
3. The sections of Oakington Road and Scotland Road leading to the village centre are narrow and without speed control for the majority of their length. For cyclists and pedestrians this is a particular problem which will only be made worse by the increase in traffic levels due to the location of the travel hub. I understand some further speed restrictions on parts of these roads are proposed but by itself this will not be sufficient. The A14 improvements have made full provision for cyclists and pedestrians on the feeder roads and this has made cycling to Cambridge via the Huntingdon Road (A1307)) much safer and more pleasant. To get to the travel hub or the guided busway itself from Dry Drayton should be made similarly safer and more pleasant. The provision of a shared cycleway/footpath alongside Scotland Road and Oakington Road (from the A14) would facilitate this. This has been discussed for some time but no decision has been made. As Para 116 of the NPPF 2023 states, applications for development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas. I can see that consideration has been given to cyclists/pedestrians within the route of the busway but no such priority exists for the village of Dry Drayton which is on its border and contains the travel hub. The development of the busway must be used as a way of ensuring adequate cycle/pedestrian facilities are provided for Dry Drayton.

4. The above is also referred to in the Transport Strategy for Cambridge and South Cambridge (2024). This document is referred to in Para 7.2.83 of the planning statement accompanying the TWAO. It identifies the need for direct, segregated, high quality pedestrian/cycle links to west Cambridge and other villages including Bar Hill and Dry Drayton.

Please keep me informed of the progress of the consultation process regarding the guided busway proposal.

Kind regards,

Nick Roberts

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