



## **Meeting with Cambourne Town Council 25 February 2021**

Subject: location of Travel Hub in Cambourne

4.30-5.30pm

Present:

### **Cambourne Town Council (CTC)**

Cllr Joe O'Dwyer – Chairman (JO'D)

Cllr Ruth Poulton – Vice Chairman (RP)

John Vickery – Clerk (JV)

### **Greater Cambridge Partnership**

Jo Baker – Project Manager (JB)

Jane Grant – Comms Officer (notes)

Alasdair McWilliams – Digital Media Officer (IT Support)

### **Notes**

JB started by explaining the purpose of the meeting, which was to ascertain CTC's views of the location of the Travel Hub in Cambourne. He provided a background to the recent progress of the project and explained the purpose and process of the independent audit. He noted that the view of CTC might be canvassed. He explained that some ecological and topographical surveys were restarting, and that the next stage (contingent on the outcome of the independent audit) would be the Environmental Impact Assessment which would include further public consultation.

JB moved onto the issue of the Travel Hub, and how this would be affected by the potential location of any future East-West railway station, either north or south of Cambourne. The plan was to have a travel hub in central Cambourne which would in due course be linked to the railway station. As the station location and EWR alignment is still not certain there would be a need for further discussions to develop proposals accordingly.

JO'D stated that CTC was campaigning for the station to be north of the A428. He felt this would provide a natural link to buses and walking. He suggested that a south station could lead to a C2C scheme which would traverse the wildlife park (JMB explained that this related only to a concept suggested by CPCA and which was not proposed by GCP irrespective of station location).

RP agreed and said that a meeting with all parties, including Mayor James Palmer, was required.

JO'D felt that a single travel hub at a north station would be preferable. He felt more buses in central Cambourne could lead to further development.

JV agreed that what was needed was a travel hub at the station which connected to C2C and linked to the town. RP said most people would cycle to the hub.

JB explained that the plan for the initial pre-CAM phase of C2C was for single deck vehicles and that they would not need kerb guidance.

Passengers would not need to change at the hub if vehicles were compatible with C2C/CAM, but there might be local services through Cambourne connecting with the hub. A better service could be provided if there was no need to change vehicle.

Vehicle frequency would be up to the operator, but the working estimate was six per hour, or 'turn up and go' from Cambourne. Some might go to Cambourne West as well as to the railway station. The frequency would be demand led, in the same way that more buses were run on the Busway as it became more popular.

JO'D said they wanted a frequent bus service to Cambridge but a bus through the streets of Cambourne every ten minutes would be a fair amount but JB commented that they would be replacing cars.

JO'D said affordability was a major factor. JB agreed and said that different prices strategies were being assessed.

JO'D asked if the buses would be environmentally friendly. JB said that by the time the route opens, Cambridge will use electric buses.

JO'D questioned if battery buses would reach Cambourne. JB said that technology was improving all the time and suitable electric buses should be available by 2025: if not then hybrid solutions might be considered.

JV asked about hydrogen buses and said that they were more viable on longer routes. JB agreed that these were options which would be considered, but affordability has prevented wider take-up.

JO'D commented that there was now more coordination between schemes (i.e. C2C and CAM) than there had been in the past and that this was essential to successful projects.

JO'D asked about the impact of COVID on home working and bus usage. JB said the assumption is that, given the strength and make-up of the Cambridge economy, most people will go back to work or study but the situation would be monitored.

RP commented that many people work at Addenbrooke's or the science parks, so buses shouldn't just go to the centre.

JB said that E-W rail would supply connectivity to Cambridge South (assuming the south route is chosen) and therefore the CBC.

JO'D said that groups are lobbying for north Cambridge and that CTC had instigated a local survey to see what Cambourne residents prefer.

JB said he looked forward to seeing the results.

JV questioned whether both CAM and C2C were needed. JB explained that C2C would form part of CAM Phase 1 and not compete.

JB ended the meeting saying that GCP would welcome further engagement once there is clarity over EWR.