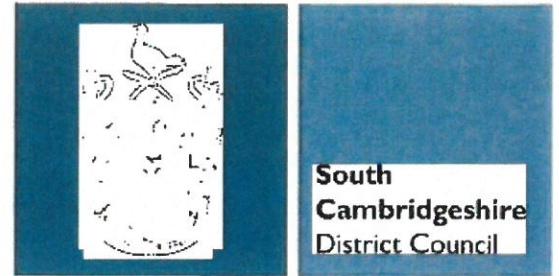


South Cambridgeshire Hall
Cambourne
Cambridge CB23 6EA
cllr.burkitt@scambs.gov.uk



To: *South Cambridgeshire District Council:* District Councillors
Greater Cambridge City Deal: Board Members
Assembly Members
Programme Director
Head of Communications (for the web-site)

Cambridgeshire County Council: Graham Hughes
Bob Menzies
Jeremy Smith

13 December 2016

Dear colleagues,

- 1 In my capacity as South Cambridgeshire District Council's Portfolio-holder for the Greater Cambridge City Deal, I wrote to the Chairs of all the Parish Councils in the District on 12 July 2016, asking each: **"would you like to suggest a suitable site(s) for a bus 'hub' that would be useful to your residents?"**. A copy of my letter is attached.
2. This letter summarises the responses; reproduces them (in the Appendix); and makes some high-level observations. I apologise in advance to any Parish Council whose response I have inadvertently overlooked.

Conclusions

3. The conclusion from this exercise seems to be that the City Deal should perhaps investigate whether 'hubs' could be developed adjacent to or near:
 - Whittlesford station
 - Shepreth station (locations suggested)
 - Meldreth station
 - Foxton station (also investigate a bridge over/under the level crossing)
 - Oakington (location suggested)
 - Swavesey (location suggested)

particularly since, at most of these places, there seems to be farmland nearby which could perhaps be investigated for use (albeit that some may be in the Green Belt).

Suggested locations for 'hubs'

4. Twelve locations were suggested for 'hubs', as shown in the table below, which also shows which Parish Council suggested them. I have grouped them geographically, and added some personal comments of my own.

<i>Location of hub</i>	<i>Suggested by</i>
South-east corridor (A1307 / A1301)	
• Whittlesford station	By the train station Little Abington
• Sawston	(1) Between the railway line and the A1301, near the former Spicers site (2) On the east side of the village, along Babraham Road Sawston
• Linton	Shudy Camps
<p>There are 377 car parking spaces at Whittlesford station, which seems too few given its proximity to M11 Junction 10, the A505 and the A1301 – but finding a site for an adjacent hub will have its challenges, as the station is hemmed-in by existing buildings, woodland and the river.</p> <p>Sawston's suggestion by the Spicers site would link to buses travelling along the A1301 but is a fair distance to walk/cycle from the village; its other suggestion is nearer the village but further from a main bus route; resolving that dilemma may be tricky! Alternatively, a site at Whittlesford Station may be useful to Sawston residents as well.</p> <p>Linton's size and location on the A1307 seems to make it an obvious location for a hub, which should perhaps be considered as part of the current A1307 corridor study.</p>	
Southern corridor (A10)	
• Shepreth	Shepreth
• Melbourn	Heydon
• Barley	Heydon
• Foxton	Harston, Hauxton
<p>Shepreth helpfully suggested three sites, all on farmland near the station.</p> <p>Heydon (a small village) reflects the views of many small villages, asking for hubs at nearby larger villages (Melbourn and Barley).</p> <p>Harston and Hauxton both suggest a hub at Foxton, presumably to intercept traffic going north along the A10 well before it travels through or near their own villages nearer Cambridge. But note that Foxton does not think that this can be considered until Network Rail has made clear its intentions regarding Foxton level crossing.</p>	
Western corridor	
• Comberton	The Eversdens
<p>The County Council's "Greenways" cycle project (for a network of medium/long distance cycle routes radiating out from Cambridge) already contemplates a cycle route to Comberton, which would meet the request from The Eversdens, though I note that those villages would want it to extend out to them as well.</p>	

Guided bus corridor

- Oakington Where Guided Bus crosses Station Road Oakington
- Swavesey By Guided Bus stop Elsworth

The success and attraction of the Guided Bus is evident in these comments. The two suggested locations should be investigated, particularly as, at first sight, there seems to be ample fields near each which could be used.

A428 corridor

- Cambourne Caxton, Elsworth
- Papworth Everard Elsworth

Caxton residents could access the proposed Cambourne-to-Cambridge busway via a hub in Cambourne (or, presumably, West Cambourne or Bourne Airfield), and a hub at one or all of those areas should be considered as part of their planning applications of the Local Plan is adopted.

Elsworth residents are looking both ways: to the existing Guided Busway via a hub at Swavesey, and to the proposed Cambourne-to-Cambridge busway via Cambourne/Cambourne West/Bourne Airfield, or to pick up bus services from Papworth Everard.

The map below shows the locations that were suggested.



5. Comberton, Toft, Fulbourn and Foxton Parish Councils responded, but didn't suggest a location for a hub. Bourn Parish Council said it will reply, and this is awaited. Replies were not received from the remainder of the 90 Parish Councils in South Cambridgeshire.

With best wishes,

Francis Burkitt

South Cambridgeshire Hall
Cambourne
Cambridge CB23 6EA
cllr.burkitt@scambs.gov.uk



South
Cambridgeshire
District Council

[name]
[address]

[date] July 2016

Dear Chair,

I am the District Council's 'portfolio holder' for the Greater Cambridge City Deal (GCCD), and I am Vice-Chairman of the Executive Board of the GCCD. I am writing this letter to the Chairs of all the SCDC Parish Councils, and copying it to all my fellow District Councillors.

The GCCD has a number of themes, one of which is much better public transport, not just in the city but ensuring good links into the city from South Cambridgeshire and beyond. This is a complex topic to achieve and will take time, but one component could be the creation of a network of 'bus hubs' throughout the District.

The 'hubs' might perhaps:

- be 1-2 acres in size
- be well-located on or close to a main bus route or railway station
- have a modest-sized car park (perhaps 20-200 spaces, depending on the nature of the village, the bus route, the catchment area and the likely usage)
- have secure covered cycle parking, and either have good cycle access or be in a place where cycle access routes could be created
- have space for buses to inter-change passengers
- have shelters for waiting passengers and real-time bus information
- have good car access.

I want to be very clear that a 'hub' would not be anything close to the size or scale of a Park & Ride. It would be much smaller and much more local, for use by the village and perhaps some neighbouring ones. It is primarily intended to assist local residents access buses in an efficient way, not long-distance travellers into our region.

The GCCD may in due course undertake a more formal 'top down' assessment of where hubs should be located, but in the meantime I wanted to get this process moving and hear from Parish Councils on a 'bottom up' basis.

So my question to you is: **would you like to suggest a suitable site(s) for a bus 'hub' that would be useful to your residents?** It might be brownfield land, or a small field (or part of a field) in a suitable location. It might be in the centre of the village, on the edge, or (for where relevant) by an existing train

station. Please leave aside planning or financial considerations: at this stage, we just want as many creative ideas as possible to feed in to our future plans!

I appreciate that we are approaching the summer period when many Parish Councils do not meet. But I should be grateful for ideas as soon as possible, and certainly by the end of September. Please note that your replies will be in the public domain.

As a separate matter, and of great importance, I would like to draw your attention to the GCCD's current engagement on proposals to tackle congestion and improve transport into, our of and around Cambridge, particularly at peak times of day. We are keen to hear people's views over the summer. Many of our residents see Cambridge as their city: they work, study, shop, do business and otherwise spend time there, and I want to make sure we develop and implement our proposals in ways which work equally for South Cambridgeshire as they do for Cambridge City.

With best wishes and many thanks,

Francis Burkitt

LITTLE ABINGTON

From: Little Abington

Sent: 28 August 2016 13:17

To: Adams Patrick <Patrick.adams@scambs.gov.uk>

Subject: RE: Letter to the Chairman of Little Abington Parish Council: Public Transport Hubs

Dear Councillor Burkitt,

Little Abington Parish Council discussed your letter about local public transport hubs.

They noted that there is no access to public transport or even taxis from Whittlesford railway station and they suggested that bearing in mind the significant developments proposed at Hinxton and on the A505 as well as the existing biomedical/ bioscience sites at Granta Park, Babraham and Hinxton developing land near Whittlesford station should be considered.

Kind Regards

Genevieve Dalton

Clerk

Little Abington Parish Council

Sawston

Dear Cllr Burkitt

Sawston Parish Council discussed suitable suggestions for a bus 'hub' and came up with two sites in Sawston:

- On the East side along Babraham Road where the new development could be built
- The area between the railway line and the bypass by Spicers. This is brown belt site.

Kind regards

Jo

Mrs Jo Keeler

Sawston Parish Clerk

SHUDY CAMPS

Dear Francis

Thanks very much for your letter dated 12th July regarding the proposal for 'bus hubs' in our region.

We had a parish council last week and in general everyone thought this a very good idea. The obvious location around here would be somewhere in or around Linton. However, we also felt it was a little inappropriate to nominate a location other than our own locale ! It would be interesting to know what Linton thinks !

Hope that's helpful

best regards

Elizabeth

Clerk, Shudy Camps

SHEPRETH

Dear Councillor Burkitt

I write in response to your letter of 12th July addressed to the Chair of Shepreth Parish Council seeking suggestions for suitable sites for a 'bus hub'.

We have located three sites which may be of interest. All three are within close proximity to Shepreth Railway station and are of the size you suggest.

1. Ringwood Farm (c. 2 acres and adjacent to the railway station)
2. Beckswell Farm (smaller and situated opposite Ringwood Farm across the road from the railway station)
3. Ree Valley (I have no details about the size of this site but it is also situated within a short distance of the railway station)

Should you require any further information please do not hesitate to contact me.

Kind regards

Julie Plumb

—
Julie Plumb, Parish Clerk

Shepreth Parish Council

HEYDON

Dear Francis Burkitt

Thank you for your letter of 12 July. I am sorry it has taken me so long to reply - the Parish Council discussed your ideas at our last meeting.

Heydon is a small village and most of the proposals would not be appropriate. However, we think shuttle bus services from smaller villages, such as Heydon, to larger villages with more comprehensive bus routes, for example Barley or Melbourn, would be a useful addition to your bus hub model.

Kind regards

Diana MacFadyen
Chairman
Heydon Parish Council

HARSTON

Dear Councillor Burkitt,

Thank you for your letter dated 12th July 2016 concerning bus hubs and GCCD's proposals on transport into and around Cambridge.

I wish to respond on behalf of Harston Parish Council. I have attached two documents that I believe are germane to these two issues:

Harston Road Traffic Report: this is a report on a traffic survey carried out professionally, in January this year, and funded by Harston Parish Council. It shows that on a normal working day Harston High Street [A10] has almost 16,000 vehicle movements. This high level has a detrimental effect on many aspects of village life and we are keen to have it reduced. It is suggested that a large bus hub at Foxton would help to filter off some of the traffic that ends up in Harston. Commuting to Cambridge from Foxton would have two options: by bus or by rail from Foxton Station. It is noteworthy that Foxton Station does not currently have a car park and that the journey time to Cambridge Central is only 13 minutes. With the opening of the new Cambridge North Station and the potential new Addenbrookes' Station, the rail commuting option will grow in attraction.

Western Orbital Minutes: this document is the notes of a meeting of the Local Liaison Forum relating to the City Deal's Western Orbital proposal. The meeting was held on 14th June in Coton. Part of this proposal is to construct a new Park & Ride on Green Belt land just south of Junction 11 of the M11. Both Hauxton and Harston Parish Councils proposed to the Local Liaison Forum that this new Park & Ride should go on non-Green Belt land further south, near Foxton Station. This was accepted - may I draw your attention to Agenda Item 11 of the attached.

With a daily traffic flow of almost 16,000 vehicle movements, a bus hub of up to 200 parking spaces at Foxton would be very possibly too small to make much reduction in the commuting flow to Cambridge. It is recommended that a survey be carried out of the likely number of vehicles that would park there, while their occupants carry on their journeys by rail or bus.

Transport in and around Cambridge: given that the current policy is to protect the Green Belt and to permit major housing developments only outside the Green Belt, the current figure of 40,000+ daily vehicle movements through the Green Belt can but increase. For us, this means more traffic traversing Harston. The following is suggested:

- Park & Ride hubs located on major roads beyond the Green Belt and where possible able to offer both a bus or rail commute. [Rail is currently an under used commuting asset.]
- Opening or re-opening of more railway stations. [Harston has an aspiration to reopen its railway station, which was closed in the 1960s.]
- Encourage motor bicycle and motor scooter commuting; they take up less road and parking room than a car. And not everybody, particularly older people, are fit enough to do long distance commuting on a bicycle.

Some further thoughts:

- Permit motor scooters to use cycle ways as in the Netherlands. [The new cycle way from Harston to Foxton is much under used.]
- Permit parking of motor bicycles and motor scooters on wide stretches of the pavements in central Cambridge. This works well in Paris.

Best regards,

Niall O'Byrne,

Chair Harston Parish Council.

HARSTON ROAD TRAFFIC REPORT

Introduction:

During the period 20th to 26th January 2016, a road traffic survey was carried out in Harston by Road Data Services Ltd, under contract to Harston Parish Council. This report is an abstract from the 35 pages of data generated by the census machines used. The survey ran 24 hours per day, for seven days, and measured traffic at the following points in the village:

- High Street [A10] 50 metres south of the junction with London Road, before the traffic lights
- Station Road: between the entrance to the school and the Pemberton Arms car park
- London Road: just before the junction of London Road and Field View
- Button End: between the entrance to the burial ground and the junction with Church Street
- [The traffic in Church Street was not surveyed because the Police carried out a traffic survey there in 2011 but a resume of the Police's report is included at Annex A.]

Recording Details:

The following traffic aspects were recorded:

- Number of vehicles travelling in each direction
- Average speed – a seven day average was computed
- Types of vehicles:
 - Class A: cars and light vans, including vehicles with trailers and caravans
 - Class B: rigid two and three axles heavy goods vehicles including those with trailers or caravans, articulated trucks with a two axles tractor and one axle semi-trailer and two or three axles coaches
 - Class C: rigid four axle heavy goods vehicles, articulated trucks with three axles tractors and one axle semi-trailer, articulated trucks with two or three axles tractors and one, two or three axles semi-trailers and vehicles with seven or more axles

Results: High Street [A10]:

- Monday to Friday 24 hour average:
 - North bound = 8,874. South bound = 6,969. Total = 15,843
- Saturday: North bound = 6,852. South bound = 5,411. Total = 12,263
- Sunday: North bound = 4,840. South bound = 3,987. Total = 8,827
- Average speed [seven day average]: North bound = 23.3mph. South bound = 27.9mph
- Types of vehicles:
 - North bound: Class A = 93%. Class B = 6+%. Class C = less than 1%
 - South bound: Class A = 85%. Class B = 15+%. Class C = less than 1%
- Day of heaviest traffic:
 - North bound: Thursday [8,909]

- South bound: Wednesday [7,984]

Results: Station Road:

- Monday to Friday 24 hour average:
 - West bound = 734. East bound = 1,032. Total = 1,766
- Saturday: West bound = 247. East bound = 493. Total = 740
- Sunday: West bound = 165. East bound = 290. Total = 455
- Average speed [seven day average]: West bound = 25mph. East bound = 23.5mph
- Types of vehicles:
 - West bound: Class A = 89%. Class B = 11%. Class C = 0%
 - East bound: Class A = 94%. Class B = 6%. Class C = 0%
- Days of heaviest traffic:
 - West bound: Wednesday [810]
 - East bound: Wednesday [1,092]

Results: London Road:

- Monday to Friday 24 hour average:
 - West bound = 2,215. East bound = 1,819. Total = 4,034
- Saturday: West bound = 1,595. East bound = 1,414. Total = 3,009
- Sunday: West bound = 1,170. East bound = 1,044. Total = 2,214
- Average speed [seven day average]: West bound: 29.4mph. East bound: 29.8mph
- Types of vehicles:
 - West bound: Class A = 94%. Class B = 6%. Class C = 0%
 - East bound: Class A = 96%. Class B = 4%. Class C = 0%
- Days of heaviest traffic:
 - West bound: Thursday [2,276]
 - East bound: Thursday [1,818]

Results: Button End [this road is a cul- de- sac]:

- Monday to Friday 24 hour average:
 - North bound = 365. South bound = 367. Total = 732
- Saturday: North bound = 209. South bound = 190. Total = 399
- Sunday: North bound = 146. South bound = 127. Total = 273
- Average speed [seven day average]: North bound: 20.6mph. South bound: 22.0mph
- Types of vehicles:
 - North bound: Class A = 93%. Class B = 6%. Class C = 1%
 - South bound: Class A = 94%. Class B = 5%. Class C = 1%
- Days of heaviest traffic:
 - North bound: Wednesday [379]
 - South bound: Thursday [415]

Conclusions:

- On all four streets surveyed, a large majority of vehicles are Class A [cars and light vans]. In all cases, they form 80% of the traffic and in many cases more than 90%. Given the high cost of housing in Cambridge City and that more than 50% of the work force in Cambridge City live outside the City, it is reasonable to believe a majority of these vehicle drivers are commuting to work.
- The two major through routes in Harston are the High Street [A10], with 15,843 average daily vehicle movements and London Road, with 4,034 average daily vehicle movements, during the working week. These two routes merge at the northern end of the village. Taken together, that constitutes almost 20,000 daily vehicle movements. This is very high traffic density on what are, in effect, urban streets. Harston already constitutes a traffic bottleneck. Given the current and future housing developments south of Harston in Foxton, Barrington, Melbourn and Royston, these numbers can but increase, making the situation worse.
- The speed limit in Harston is 30mph, with the exception of London Road, where the speed limit is 40mph. This survey shows that the average speeds on all four streets are below 30mph and that includes London Road with its higher speed limit. This desirable situation may, of course, be a reflection of sheer traffic density in Harston.
- The current Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire April 2014 Annex G Royston to Cambridge Corridor makes no mention of the traffic problems in Harston, let alone proposes any solution. Whether this is because of a lack of appreciation of the situation or because it is just too difficult to address it, is not known.

Niall O'Byrne,

Chair Harston Parish Council.

25 February 2016.

Annex A: Church Street:

The Police carried out a camera based survey during the period 4th May 2011 to 11th May 2011 in Church Street. The camera ran for 24 hours per day.

The main aim of the survey was to investigate claims of speeding by local residents. It showed that 6.42% of the traffic was travelling above the ACPO guidelines, mainly at night. It also showed that, during this seven day period, 18,272 vehicles used Church Street [8927 east bound and 9345 west bound]. The survey did not differentiate between week days and the weekend nor record different types of vehicles, because the main aim was to record vehicles' speeds.

HAUXTON

Dear Councillor Burkitt

You sent a letter concerning the possibility of locating 'bus hubs' in South Cambridgeshire to our Chair. My apologies for the tardiness of the reply. We considered this at our last parish council meeting on 14 September 2016.

It was agreed that the bus hubs concept proposed by the City Deal team was a good one, but there were no suitable sites in Hauxton. Foxton station was suggested as a strong candidate which would permit travel into Cambridge by both bus and rail, with the added benefit of through travel to the business park when the new station is opened up and also travelling to Addenbrooke's Hospital if the proposed rail station there does happen in future.

There was a suggestion that there may be some land owned by SCDC in close proximity to the station, but this could not be confirmed.

Kind regards

John Hammond

Clerk to Hauxton Parish Council

EVERSDENS

GREAT AND LITTLE EVERSDEN PARISH COUNCIL

Clerk

Mrs K Easey
13 Silverdale Close
Coton
CAMBRIDGE
CB23 7GY
Tel: 01954 211095
eversden.clerk@yahoo.co.uk

Chairman

Mr Matt Prince

All correspondence to the Clerk



Councillor Francis Burkitt
South Cambridgeshire District Council
Cambourne Business Park
Cambourne,
Cambridge
CB23 6EA

8 September 2016

Dear Mr Burkitt

The Greater Cambridge City Deal

Thank for your letter of 12 July 2016 about the Greater Cambridge City Deal. Public transport is the issue that is of the greatest concern to residents of the Eversdens. Great and Little Eversden lie 7 miles to the west of Cambridge on the A603. We are a parish of about 900 residents with no means of accessing the world beyond except by

100% of our residents contribute to the road congestion in south Cambridgeshire. At one time there were 2 buses that served our 2 villages. Now our nearest bus service Harlton's 75 route which is infrequent and over a mile from our village hall to where we can hail it from the roadside verge.

Both the congestion problem in Cambridge and the residents of the Eversdens need public transport; a bus service and safe cycle routes from the village.

Our primary suggestion would be a direct cycle route to Comberton Village College from the Eversdens and connections from there to the existing cycle routes and the bus route that go into Cambridge City centre. It would also be a safe cycle route for the residents of Harlton.

Our villages are in the catchment area of Comberton Village College and Comberton Primary School, yet the connecting roads are utterly unsafe for unsupervised cycling.

OAKINGTON & WESTWICK

Dear Councillor Burkitt,

Thankyou for your letter of 12 July inviting us to suggest a suitable site for a bus 'hub' in our area.

We do have a suggestion for what we think would be an excellent example of such a site, which would be where the Guided Busway intersects with Station Road in Oakington, part of the main route through Oakington from Cottenham and the east towards the A14, and, via Girton, into Cambridge. Oakington is also served by the Citi 6 bus route, which services a loop through the village at the end point of its route from Cambridge, but which does not currently connect with the Guided Bus.

A bus hub at this location would enable the Citi 6 route to be extended by Stagecoach to connect with the Guided Busway, providing a connection to the Busway for residents of Oakington, Girton, and the Huntingdon Road area of Cambridge. A bus and car turning place and stop for the Citi 6 near the Guided Busway stop would be a great benefit we are sure for many people in the area.

The Oakington Busway stop is fairly popular with residents of local villages such as Cottenham, and a bus hub with a certain amount of parking availability would help prevent a lot of the fly-parking that currently happens near the Busway with residents of Cottenham and elsewhere trying to find somewhere to leave their car while they use the Busway. A standard Dayrider ticket is available from Oakington, rather than the Dayrider Plus that is needed from Longstanton P&R and this is a further attraction for those heading towards Cambridge. When the Guided Busway was built, we requested a drop-off/pick-up point so that residents from the further end of what is a fairly long and thin village could drop or collect relatives using the busway, but this was never provided, and hopefully such a hub would also redress this.

There is field space available to either the south or north sides of Station Road which might provide a suitable location for a hub – the south side field is privately owned, but on the north side is part of the old Oakington Airfield currently owned by the HCA as part of the Northstowe development, but not designated for housing. It might also be worth exploring whether such a hub might have some use for residents of the later phases of Northstowe.

We would be delighted to explore this option further with yourself or with others from the City Deal team.

Best Regards,
Mike Oakley
Chairman, Oakington and Westwick Parish Council

ELSWORTH

**Elsworth Parish Council
Mercia Cottage
Brockley Road
Elsworth
Cambridge
CB23 4JS**

Cllr. Francis Burkitt,
South Cambridgeshire Hall
Cambourne
Cambridge CB23 6EA

4 October 2016

Dear Councillor Burkitt,

Bus Hubs

Thank you for your letter of 12 July which was considered by Elsworth Parish Council at its meeting last month.

The bus services in this village are few and far between. We are not, therefore, *'well located on or close to a main bus route...'* and, thus, we do appear to be a suitable location for your proposed bus hubs.

Nevertheless, we think it is very desirable that Elsworth residents should have access to more bus services. If there were to be bus hubs near this village then Cambourne, Papworth Everard and Swavesey (next to the existing Guided Busway stop) would appear to be the most suitable locations.

So far as the wider implications of the GCCD's transport proposals are concerned, we are participating in the Local Liaison Forum. It is fair to say that, so far, the LLF is highly dissatisfied with the proposals, which lack proper strategic coherence and appear to put the interests of the City of Cambridge before those of the South Cambridge parishes on or near the A428.

In that regard, I note that you are both SCDC's portfolio holder for GCCD and an officer of GCCD's Executive Board. That would appear to create a conflict of interest, or, at least, a divergence of interest between your two roles. How do you or SCDC reconcile the issue?

Yours sincerely

CAXTON

CAXTON PARISH COUNCIL

(South Cambridgeshire District)

Clerk: Mrs Gail Stoehr
Chairman: Councillor Keith Howard

30
Highfield

Tel: 011
Fax: 08
E-mail: caxtonpc@lgs-ser

District Cllr F Burkitt
South Cambridgeshire District Council

Sent by email to: cllr.burkitt@scambs.gov.uk

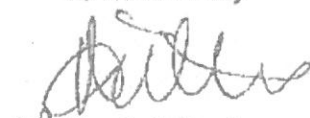
6 October 2016

Dear Cllr Burkitt
Bus Hubs

Thank you for your correspondence dated 12 July which was considered by the Parish Council recently met.

Caxton Parish Council believes there is not currently a suitable location for a 'bus hub' however it would be worth exploring whether Cambourne might have a suitable site.

Yours sincerely


Mrs Gail Stoehr
Clerk

COMBERTON

COMBERTON PARISH COUNCIL

(South Cambridgeshire District)

Clerk: Mrs Gail Stoehr
Chairman: Cllr. Miss Amanda Bacon

30
Highfield

Tel: 017

Fax: 08

E-mail: parishclerk@combe

District Cllr F Burkitt
South Cambridgeshire District Council

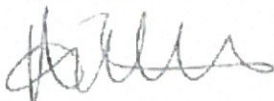
6 October 2016


Dear Cllr Burkitt
Bus Hubs

Thank you for your correspondence dated 12 July which was considered by the Parish Council when it recently met.

Comberton Parish Council has decided that instead of installing a new 'bus hub' within the parish it would prefer improvements to the current local bus services.

Yours sincerely



 Mrs Gail Stoehr
Clerk

Toft

TOFT PARISH COUNCIL

(South Cambridgeshire District)

CHAIRMAN: Mr Martin Yeadon

CLERK:

Higfi

Tel:

Fax:

E-mail: cle

District Cllr F Burkitt
South Cambridgeshire District Council

Sent by email to: cllr.burkitt@scambs.gov.uk

6 October 2016

Dear Cllr Burkitt
Bus Hubs

Thank you for your correspondence dated 12 July which was considered by the Parish C
it recently met.

Toft Parish Council believes this village does not hold a suitable location for a 'bus
time.

Yours sincerely



Mrs Gail Stoehr
Clerk

Fulbourn

Dear Cllr Burkitt

Thank you for your letter dated 12th July 2016 regarding suitable locations for the creation of a network of bus hubs.

Fulbourn Parish Councillors have considered this over the summer period, but unfortunately are unable to suggest an appropriate location in or around the village for this facility.

We are sorry not to be able to assist or offer any suggestions on this occasion.

Yours sincerely

Mrs Patricia Newman
Clerk

Foxton

From: Ron McCreery
Sent: 17 August 2016 10:35
To: Adams Patrick <Patrick.adams@scambs.gov.uk>
Subject: Francis Burkitt letter of 12th July re Bus Hubs

Dear Mr. Adams,

Would you please pass on the following response to Mr. Burkitt.

Dear Mr. Burkitt,

Foxton Parish Council supports the aim of an integrated transport system.

The Council's view is that until a definite plan for the closure of Foxton level crossing is in place there is little point in discussing a transport interchange for Foxton. Proposals for a site would require consultation with parishioners and would need to have regard to the developing Neighbourhood Plan.

The key transport issue for Foxton is the level crossing and the ever increasing traffic on the A10 as further opportunistic developments take place in nearby villages in the absence of a 5 year housing supply.

Yours sincerely,

Ron McCreery
Chairman Foxton Parish Council

Bourn

BOURN PARISH COUNCIL

Chairman: Mr N Blair

Clerk: Mrs Gail :
30 West
Highfields Cald
Cambridge, CB2

Tel: 01954 2
Fax: 08707 0.

E-mail: bournpc
services

District Cllr F Burkitt
South Cambridgeshire District Council

Sent by email to: cllr.burkitt@scambs.gov.uk

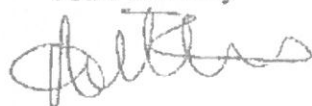
6 October 2016

Dear Cllr Burkitt
Bus Hubs

Thank you for your correspondence dated 12 July.

This matter has been deferred to the Parish Council's next meeting in October, after we respond to you as soon as possible.

Yours sincerely



 Mrs Gail Stoehr
Clerk

