



# CamBUC

Cambridge Area Bus Users' Campaign

# Newsletter

Issue 2

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## New "Citi" services for Cambridge City area

Stagecoach in Cambridge have announced a £4 Million investment programme intended to rejuvenate the city centre services.

Forty new single-deckers will be coming to Cambridge, featuring bodywork similar to the photograph above, but on a longer chassis. It remains to be seen how well these vehicles will cope with city streets.

The introduction of this new fleet will allow the introduction of a new network of services, with additional vehicles on each route to aid in reliability – if a journey has recovery time built in to its schedule it can be late on one journey, but back on time when it begins its next.

There are five Citi routes, plus several other new

routes. Visit the CamBUC website for more information and timetables, but here's a brief summary of the new services.

Citi 1 – Fulbourn, Cherry Hinton, Addenbrookes, Rail Station, City Centre, Milton Road, Arbury Campkin Road. 10 minute frequency.

Citi 2 – Addenbrookes, Wulfstan Way, Birdwood Road, Mill Road, Grafton Centre (inbound journeys only), City Centre. 10 minute frequency.

Citi 3 – Fison Road, Whitehill Estate, Newmarket Road, Grafton Centre (Napier Street), City Centre, Rail Station. 10 minute frequency.

# New "Citi" service details (continued)

Citi 4 – Science Park, Milton Road, Chesterton, City Centre, Grafton Centre, Beehive Centre, Coldhams Lane, Cherry Hinton (Bridewell Road). Half-hourly.

Citi 5 – Fen Estate, Chesterton, City Centre, Station Road Corner, Cherry Hinton Road, Addenbrookes, Rosie Maternity, Trumpington Park & Ride. Half-hourly. The extension to the new Park & Ride will begin when the site opens.

12 – This new route provides a service from the City Centre to Oakington via Bridge Street and Girton (replacing the current stretch of the 2). Half-hourly frequency. Other journeys on this stretch are provided by 159 and 151 (H&D).

16/17 – Buchan Street, Histon Road, City Centre, Grafton Centre, Mill Road, Coleridge Road (16) or Perne Road (17), Cherry Hinton Road, Fulbourn Road, Teversham (Ferndale), Fulbourn (Bakers Arms), Fulbourn (Six Bells) and then on to Balsham (16) or the Wilbrahams (17). This service also provides the replacement for the solitary 6 journey each day to/from Stetchworth.

32/33 – Cambridge, Trumpington, Sawston, Saffron Walden (32) or Whittlesford (33).

34/35 – Cambridge, Addenbrookes, Sawston (34) or Whittlesford (35).

The new routes all operate until around 7pm, and the latest journey on the Citi 1 out of town is a little later than before.

The 8A will continue to operate to its current timetable, although the first round trip of the evening is withdrawn because it overlaps with the daytime service.

The 44 is cut back to being three rush-hour journeys into Cambridge in the morning, and three out in the evening (as per that portion of the current timetable).

There is also a single schools journey from Elizabeth Way, along Newmarket Road, through Teversham and Cherry Hinton to the Netherhall schools, and a return trip in the afternoon. The first 44 of the evening will also continue to divert via Long Road for the Sixth Form College.

Of course, there are always winners and losers in any service rearrangement of this size, but overall the changes certainly represent a serious statement by Stagecoach in Cambridge about their commitment to operating a successful frequent network of services. We particularly welcome the extension of most services until around 7pm, making these routes much more feasible for office workers heading home.

## Changes Ahead - Better Buses - Better Campaigning

Cambridge Bus Users should start seeing some improvements starting November 12th. About time too!

The main bus operator has committed to buy 40 brand new low floor buses, and improve training for its Drivers. Routes within the City are being altered to try and achieve more consistent journey times. As with any change there will be some who benefit and some who don't. We hope that there will be more winners than losers.

But one of the main issues affecting punctuality, on which progress has yet to be made, is congestion. Drummer Street Station is...how can we put this politely?...a problem area! City streets and the main approach roads are full of cars, many of them with just one or two passengers. Inevitably they impede the progress of buses with 30 or 40 passengers.

The A14 study, CHUMMS, recommended a controversial guided busway as a means of improving punctuality. But the funding and technical issues are far from certain and it cannot be built for many years. Cambridge cannot wait 5 or 6 or 7 years for the guided

busway to deliver a major improvement, and neither can this Government.

The Prime Minister said on the 8th of June, that his Government would have to deliver on its promises for improved public services during this Parliament, if the trust of the British public was to be maintained. So if Mr Blair's promise is to be achieved by 2005, significant improvements using conventional buses will be needed.

CamBUC too is changing, so that we can become more effective. From now on Membership will be free. Newsletters etc will be more frequent, but delivered by e-mail or via the web. If you don't have access to e-mail, free web access is available from all public libraries – it's quite easy to use, the Librarian can show you how. CamBUC will continue to play its part and campaign for Better Buses on your behalf.

*Ivan Ivanovic*

# Understanding the new Citi services

The new services and route changes can seem a lot of information to take in, especially when trying to figure out what's changed from the point of view of specific journeys. With that in mind, here's a breakdown of the effects of the new services in terms of the current City routes.

**Current 2:** The Oakington-City Centre stretch is replaced by the 12 and existing route 159. The only service from Cherry Hinton to the rail station is the Citi 1 (at a 10 minute frequency). The new Citi 4 starts in the same area of Cherry Hinton as the 2, but then turns North for the Church and follows the route of the current 6 to reach the City centre. The 16/17 provide coverage of much of the 2's route between Cherry Hinton and the City, but in a more direct manner. Both go from Fulbourn Road onto Cherry Hinton Road. The 16 takes Coleridge Road to get onto Mill Road, whilst the 17 takes Perne Road. Both then head for the Grafton Centre and the City Centre. It remains to be seen whether the Mill Road/East Road/Grafton Centre stretch will be as disruptive to timetables as it has been in the past.

**Current 3:** Becomes Citi 3.

**Current 4:** The City Centre-Addenbrookes section is absorbed within the new Citi 1. New routes 32-35 provide service to Sawston and beyond to Whittlesford, Duxford and Saffron Walden.

**Current 5:** Becomes Citi 1, but no longer goes through the Wulfstan Way estate. Instead it will go directly along Queen Edith's Way. Service in the Wulfstan Way estate is provided by the Citi 2. The evening service drops to half-hourly around 7pm, and the last bus in both directions is slightly later than at present. Citi 1 also provides a half-hourly Sunday service.

**Current 5A:** The Cherry Hinton-Arbury route is absorbed within the Citi 1. See notes above about Queen Edith's Way. The section from Teversham to the Newmarket Road Park&Ride is withdrawn – probably because loadings were insufficient due to poor timetabling (the service only ran off-peak). The Schools service to Netherhall is covered by a special journey on the 16/17 which begins at Queen Elizabeth Way, then goes Newmarket Road, Airport Way, and thence to Netherhall. We do not have the complete routing yet, but expect it to run as per the 5A now through Teversham and Cherry Hinton.

**Current 6:** This is split up into a number of new routes. The 16/17 provide the Buchan Street-City Centre section. The Citi 4 provides the City

Centre-Cherry Hinton Church section. However, at that point the Citi 4 heads south for Bridewell Road and serves the Colville Road estate. The 16/17 provide service to Teversham and Fulbourn, and also incorporate the single 6 journey each day to/from Stetchworth. There are slight changes to the timings of both journeys – check before travelling!

**Current 7:** Uncertain at time of writing. Probably unaffected, since it partly exists as a means to get buses back to Cowley road for refuelling!

**Current 8:** The section from Addenbrookes to the City Centre becomes the Citi 2. The service from the Fen Estate into the City Centre is provided by the Citi 5, which then goes on to Addenbrookes via The Rock on Cherry Hinton Road. When the Trumpington Park&Ride opens, the service will be extended. The Trumpington Park&Ride will also get a dedicated Park&Ride service in addition.

**Current 8A:** Remains as now, except that the first round trip of the evening overlaps with the Citi service operating hours and is therefore withdrawn.

**Current 9:** No changes are expected.

**Current 44:** The 44 is cut back to three journeys into Cambridge in the morning peak, and three outward in the evening peak. The replacement is the 16/17, with the 16 providing an hourly service to Balsham, and the 17 to the Wilbrahams. However, the routing of the 16/17 is not as direct as the 44, nor does it go close to the Rail Station any longer. The 16/17 follows almost identical routes from Fulbourn into the City Centre, save that the 16 uses Coleridge Road and the 17 uses Perne Road to travel between Cherry Hinton Road and Perne Road. Additional 44 journeys connecting with the 16/17 will be run by Seniors of Haverhill.

What is harder to predict is the possible effect on other operators' services. The 115 now has the 17 in competition, and the Arbury corridor now has the Citi 1 at ten minute intervals in competition with Whippet (the frequency hasn't changed, but formerly three different routes were involved).

## The Editor writes

This is an exciting time to be in Cambridge. The investment announced by Stagecoach is likely to repay dividends by restoring the credibility of bus travel as an alternative to the car, and less people in cars and more on buses has got to be good for Cambridge.

I hope that this is beginning of something similar to events in Oxford, where they now enjoy frequent services, operated by quite a modern fleet. However, it should not be forgotten that in Oxford Stagecoach do not have the near-monopoly they enjoy in Cambridge.

It is also an exciting time for CamBUC. We have been in existence for over a year now, and have now seen enough to make some changes that will make us more effective for our members and more successful.

The year has not been without departures or changes. Michael Philbin, one of our original members, moved to Oxford and contributed a piece for our last newsletter from there. Since then we have had other committee changes, not

least that John Ratcliff, our Secretary/Co-ordinator has left the Cambridge area.

Despite these changes, CamBUC will continue, but in a new form better suited to the task at hand. Read on to find out more!

*Alan Glover*

## Cambourne

Do you live or work in Cambourne?

Do you think the bus service is adequate?

Do you think the bus shelters are adequate?

Are bus stops sited in useful locations?

We'd like to hear your views. Please email [cambuc@cambuc.org.uk](mailto:cambuc@cambuc.org.uk)

## Changing CamBUC to better serve you

Those of us who helped set up CamBUC envisaged an active organisation able to undertake many activities that require people on the ground doing things. The reality of the last year has shown us that while we can still become that, some changes are needed whilst we continue to grow.

In the short term, CamBUC will become an electronically based organisation. Rather than produce Newsletters like this, we will use the immediacy of an electronic mailing list to circulate news as soon as we hear it. Another electronic mailing list will offer the opportunity to discuss bus travel around Cambridge with other members.

If we have an email address for you, you will shortly be getting more details of this new mode of operation. If not, and you now have email, please send your email address to us at [cambuc@cambuc.org.uk](mailto:cambuc@cambuc.org.uk). If your email address has changed, please send us the new one.

While Cambridge has an above average number of people with Internet access, we realise that's not everyone.

For those of you who feel you will not be able to retain your CamBUC membership under the new system, we have negotiated a special deal with the local group of Transport 2000.

Your membership of CamBUC will be transferred to that organisation and you will enjoy the benefits of free membership until the end of their membership year.

Their newsletters will contain some news of CamBUC's activities. If we do not have an email address for you, you will be hearing from T2000 with their next newsletter.

If neither of these options is satisfactory to you, please write to us and we will refund any membership fee you have paid.