

# The Proposals – Cambridge City

Below are the 5 routes we are introducing or improving, subject to procurement. Each route has been developed following discussions with residents. More information on each route is available by scrolling down.

Ref No.	Original Suggestion	Further information	Additional Notes
1	New express service linking Cambridge and Huntingdon with the potential to extend to Alconbury Weald	Could also serve Fenstanton and is a cross area service on a key corridor of growth – To be delivered as two linked services	Also linked to Ref 17 to provide a link between Fenstanton and Huntingdon railway station.
2	New orbital bus service to key destinations around Cambridge, avoiding journeys into the centre and the need to change buses	Serving key destinations and initial routing that works best for connecting local communities. Can be developed over time as demand is established	Number of options have been developed including full and part loops. Most efficient option to be introduced initially
3	Busway – higher frequencies Trumpington to Rail Station and Addenbrookes	Engagement with incumbent bus operator to assess options for improvements	Exact requirement unclear from initial engagement and to be explored further
4	Extension of Route 18 to Parkside and increase in frequency across whole route	Options developed to re-route existing service with preferred option (in and outbound) via Gonville Place and Parkside	Frequency uplift not currently being pursued
5	Restoration of a direct link from Histon Road to Addenbrookes	Options could include re-introduction of stops on Histon Road for the existing Busway Service A, extension of other services (8A), or a new service	Engagement with bus operators ongoing

# Ref 1 – Cambridge – Huntingdon



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## Original Proposal

New express service linking Cambridge and Huntingdon with the potential to extend to Alconbury Weald

Could also serve Fenstanton and is a cross-area service on a key corridor of growth

Note this is intended to be express so may only call at main locations.

Linked to Huntingdonshire proposal (Ref 17) for connection to Fenstanton.

Potential separate service to Alconbury Weald

## Characteristics & Metrics

Operating Environment	Largely limited stop catering for longer distance trips
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Service Category	New
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Passenger Catchment	Ref 1 = 3,321, Ref 1 extension = 3,370
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Potential Trip Generation	Ref 1 = 89,667, Ref 1 extension = 90,990
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Expected single journey/ round trip time	0h:54m/ 1h:59m
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Headway & PVR	60 mins/ Two
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## Main Points Served

## Proposed Frequency

Milton Road

Busway / Science Park

Busway / Histon & Impington

Longstanton P&R

Swavesey

Fenstanton

Hourly throughout (every 60 minutes)

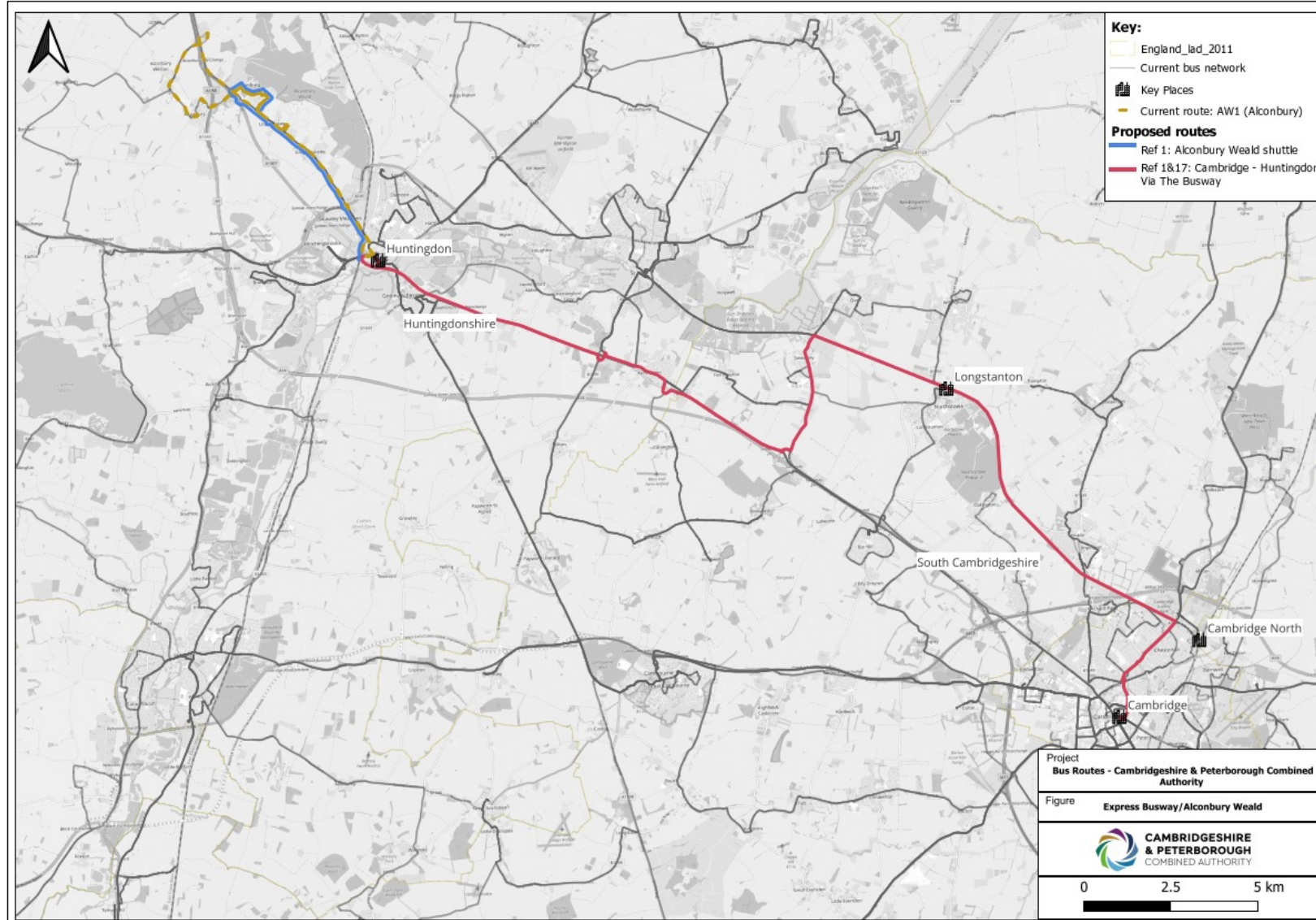
## Opportunity

Express service with several options generated to run either direct via the Busway and A1307 or to call at key points by undertaking minor diversions (e.g. Fenstanton)

Preferred option assumed to be Busway, rather than A14 between Cambridge and Swavesey to improve journey times

Extension to Alconbury Weald to be provided through a separate but linked service (timed interchange) to reduce risk of reliability problems from route length

# Ref 1 – Cambridge – Huntingdon



# Ref 2 – Orbital Services



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## Original Proposal

New orbital bus service to key destinations around Cambridge, avoiding journeys into the centre and need to change buses

Develop key destinations and indicative routing that works best for connecting local communities

Options have been generated for separate north/south 'horseshoe' services and a full loop

## Characteristics & Metrics

Operating Environment	Urban inner city circular service
Service Category	New
Passenger Catchment	North – 16,723; South – 10,867
Trip Generation	North – 451,521; South 293,409
Expected single journey/ round trip time	2h:09m/ 4h:28m
Headway & PVR	60 mins/ Five (full loop)

## Main Points Served

North	South
Newmarket Rd P&R	Queens Road
Milton P&R	Grantchester
Impington	Trumpington P&R
Histon Rd/ U of Camb	Shelford/Babraham P&R
Madingley Rd P&R	Addenbrookes

## Opportunity

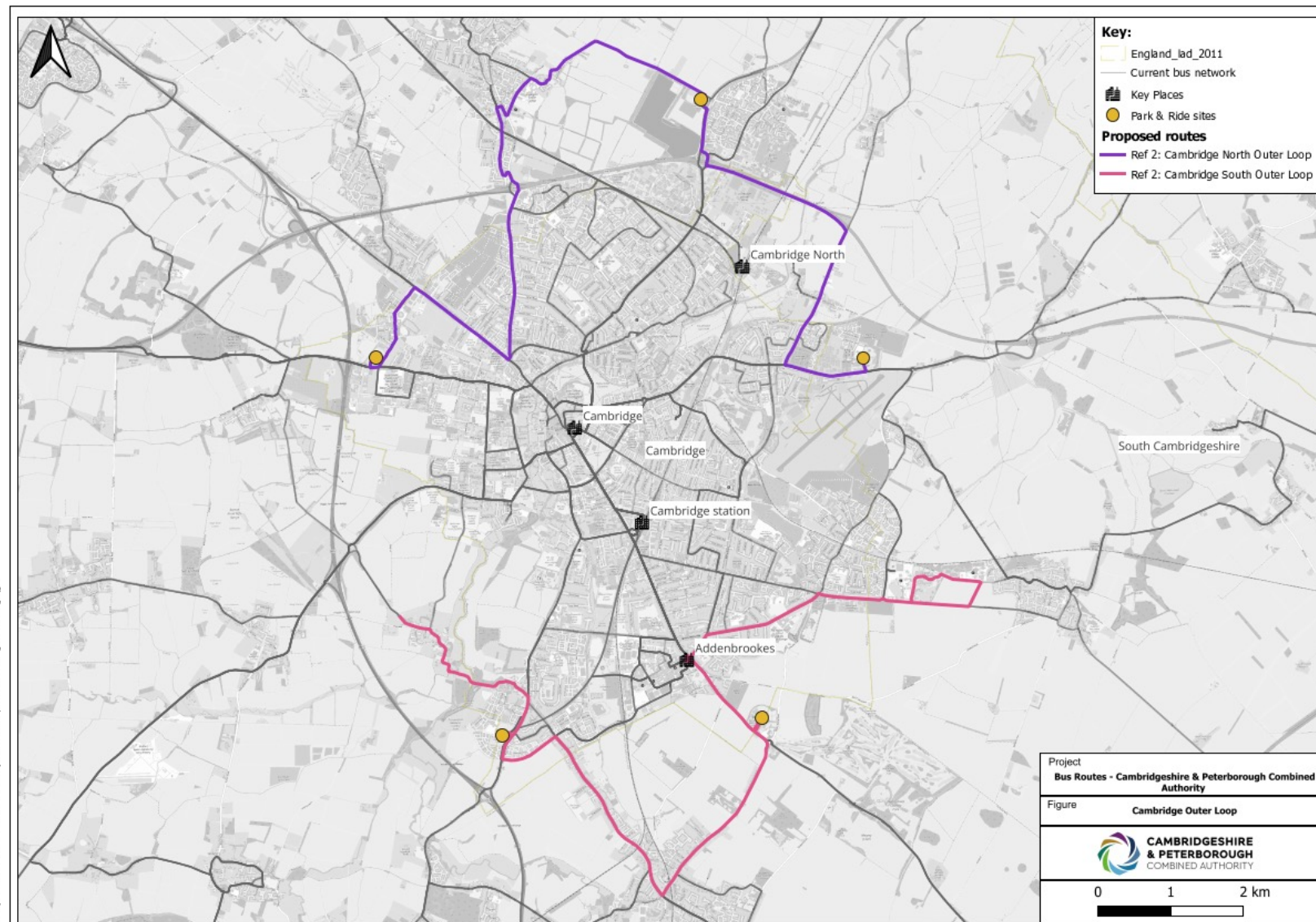
Linking P&R sites, University and outlying communities allowing orbital movement to main business parks, hospitals and other key city destinations.

Service may be possible to deliver with 4 vehicles, following more detailed examination of running times – hourly service, bi-directional.

North and South separate services can be delivered with 2 PVR per service (4 PVR Total), depending on frequency – Frequency options to be explored



# Ref 2 – Orbital Services (North & South)



# Ref 3 – Busway Service A Frequencies

## Original Proposal

Busway – higher frequencies Trumpington to Rail Station and Addenbrookes

Engagement with incumbent operator to assess options for improvements

## Characteristics & Metrics

Operating Environment	Urban limited stop service
Service Category	Existing commercial service
Passenger Catchment	Not defined
Trip Generation	Not defined
Expected single journey/round trip time	0h:05m/ 0h:20m
Headway & PVR	10 mins/ Two additional

## Main Points Served

## Current Frequency

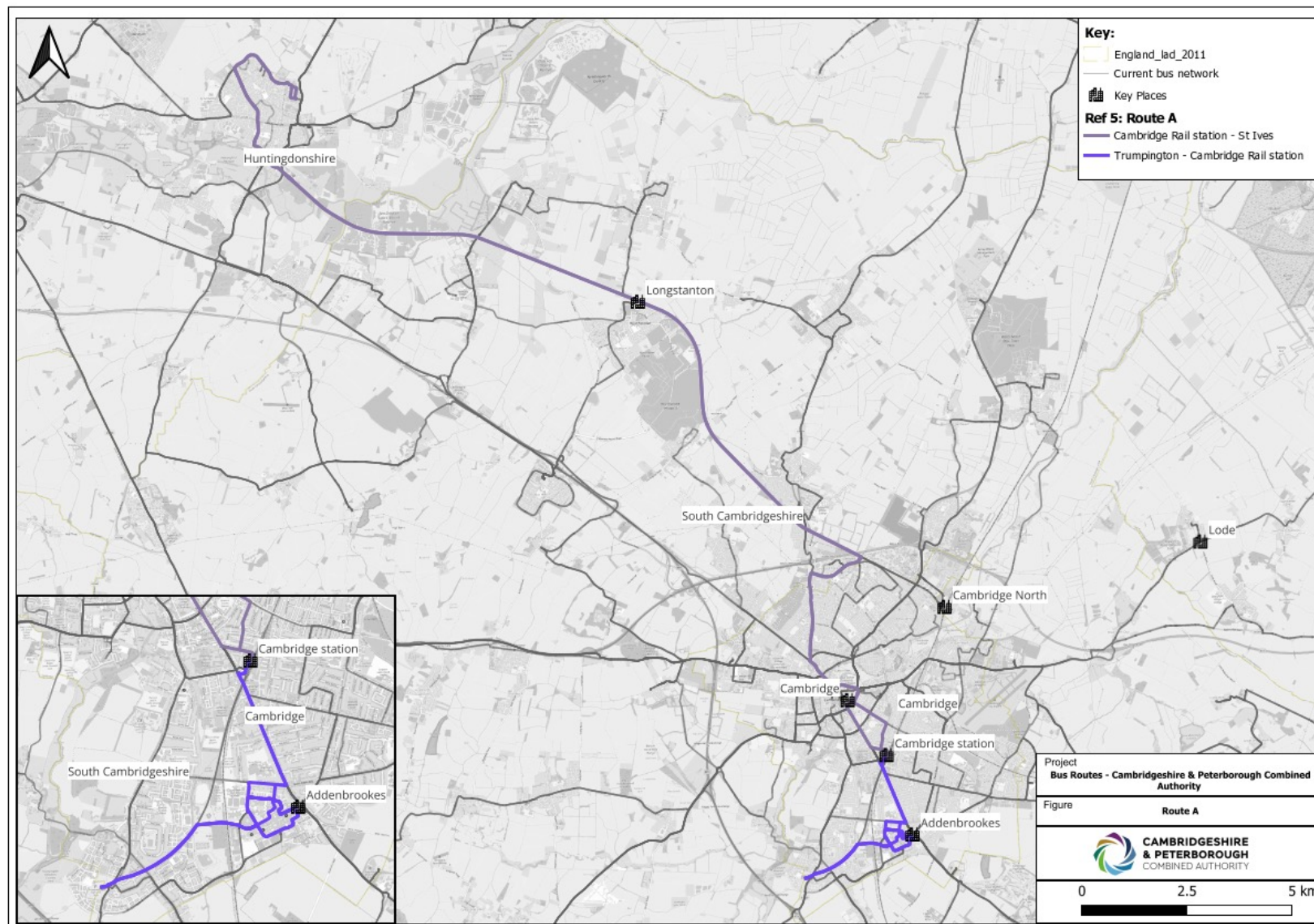
Trumpington	10 mins
Addenbrookes	10 mins
Rail Station	20 mins

## Opportunity

Increase frequency to every 10 mins beyond Addenbrookes through to Cambridge Rail Station – Increase from every 20 minutes.

Differential in the directional travel time is likely to result in the uplift needing an additional +2 PVR

# Ref 3 – Busway Service A Frequencies





# Ref 4 – Route 18 to Parkside

## Original Proposal

Extension of Route 18 to Parkside and increase in frequency across whole route

## Characteristics & Metrics

Operating Environment	Villages/suburbs between St Neots, Cambourne and Cambridge
Service Category	Contract Service
Passenger Catchment	29,938
Trip Generation	808,326
Expected single journey/ round trip time	Diversion only
Headway & PVR	Hourly with 3 PVR

## Main Points Served

## Frequency

Cambridge Bus Station	Hourly throughout (every 60 minutes)
Grantchester	
Barton	
Cambourne	
St Neots	

## Opportunity

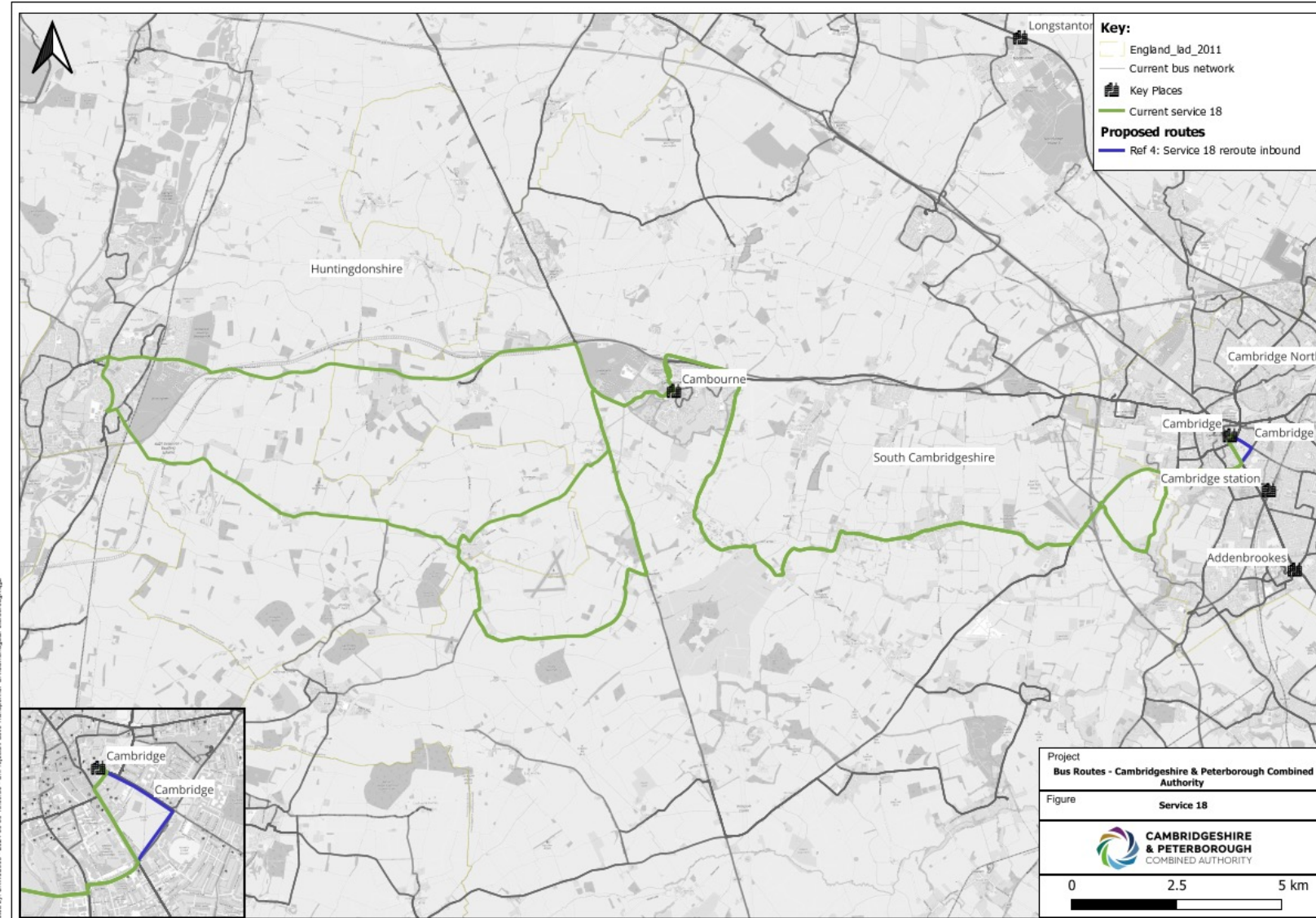
Options to re-route on inbound journey or operate as a loop – Some options restricted due to one-way roads or congestion

Inbound diversion understood to be preferred, rather than extending the service

Service currently requires 3 PVR to achieve an hourly service. An increase in frequency would require further resource (not currently quantified)



# Ref 4 – Route 18 to Parkside



# Ref 5 – Histon Rd – Addenbrookes

## Original Proposal

Restoration of a direct link from Histon Road to Addenbrookes

Engagement with relevant incumbent operator on options

## Characteristics & Metrics

Operating Environment	Inner Cambridge
Service Category	Commercial
Passenger Catchment	Direct = 28,050; Alternative = 28,009
Trip Generation	Direct = 757,350; Alternative = 756,243
Expected single journey/ round trip time	Additional stops only or 21 mins/ 52 mins for new
Headway & PVR	Busway A 20 mins/14 PVR 8A Extension/2 PVR

## Main Points Served

## Frequency

Histon Rd – Central  
Cambridge -  
Addenbrookes

20 minutes on Busway  
Service A

Alternative –  
Extension of service  
8A

30 minutes

## Opportunity

### Option 1

Reintroduce stops along Histon Road for Busway A which goes through the city centre and stops at Cambridge Train station.

### Option 2

Extend the existing service 8A through to Addenbrookes (two options explored: one via Trumpington, one direct)

# Ref 5 – Histon Rd – Addenbrookes

