

The Proposals - Huntingdonshire

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
17	Provide a link between Fenstanton and Huntingdon railway station. Fenstanton could be incorporated into express service options linking Cambridge and Huntingdon	Proposed route and timetable has been developed	Linked to a Cambridge City Proposal for a limited stop Cambridge – Huntingdon service
18	Route 66 - improve frequency between Huntingdon and St Neots	Engagement with incumbent operator (Whippet Coaches) to assess options for improvements and investigate potential for easier connections to Cambridge	Service currently operates an hourly service across the day, with some early morning and evening journeys.
19	To enhance frequency of service between Ramsey and Huntingdon (305) and provide interchange with service operating between St Ives and March at Warboys (302)	Improved and co-ordinated route and timetable have been prepared	Service currently operates 5 journeys each direction, daytime only (with one vehicle).
20	X2/X3 Huntingdon – Cambridge - Addenbrookes	Engagement with incumbent operator to assess options for improvements	Service currently operates an hourly service across the day, with some early morning and evening journeys.
21	904 Improve frequency and earlier and later journeys	Engagement with incumbent operator (Stagecoach East) to assess options for improvements Additionally investigate the potential of extending the route to serve Folksworth (minor diversion)	Service currently operates every 90 minutes daytime. Improved frequency and diversion would require additional resource.

Ref 17 – Fenstanton - Huntingdon



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Proposal

Provide a link between Fenstanton and Huntingdon railway station. Fenstanton could be incorporated into express service options linking Cambridge and Huntingdon (below)

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

Proposed to be hourly frequency

Characteristics & Metrics

Operating Environment	Largely limited stop catering for longer distance trips
Service Category	New
Passenger Catchment	3,321
Trip Generation	89,667
Expected single journey/ round trip time	0h:54m/ 1h:59m (Busway) 0h:26m/ 1h:02m (AW Ext.)
Headway & PVR	60 mins/ +2 PVR (Busway) 60 mins/ +1 PVR (AW Ext)

Main Points served

Via Milton Rd/Busway

Histon & Impington

Northstowe

Swavesey

Fenstanton

Opportunity

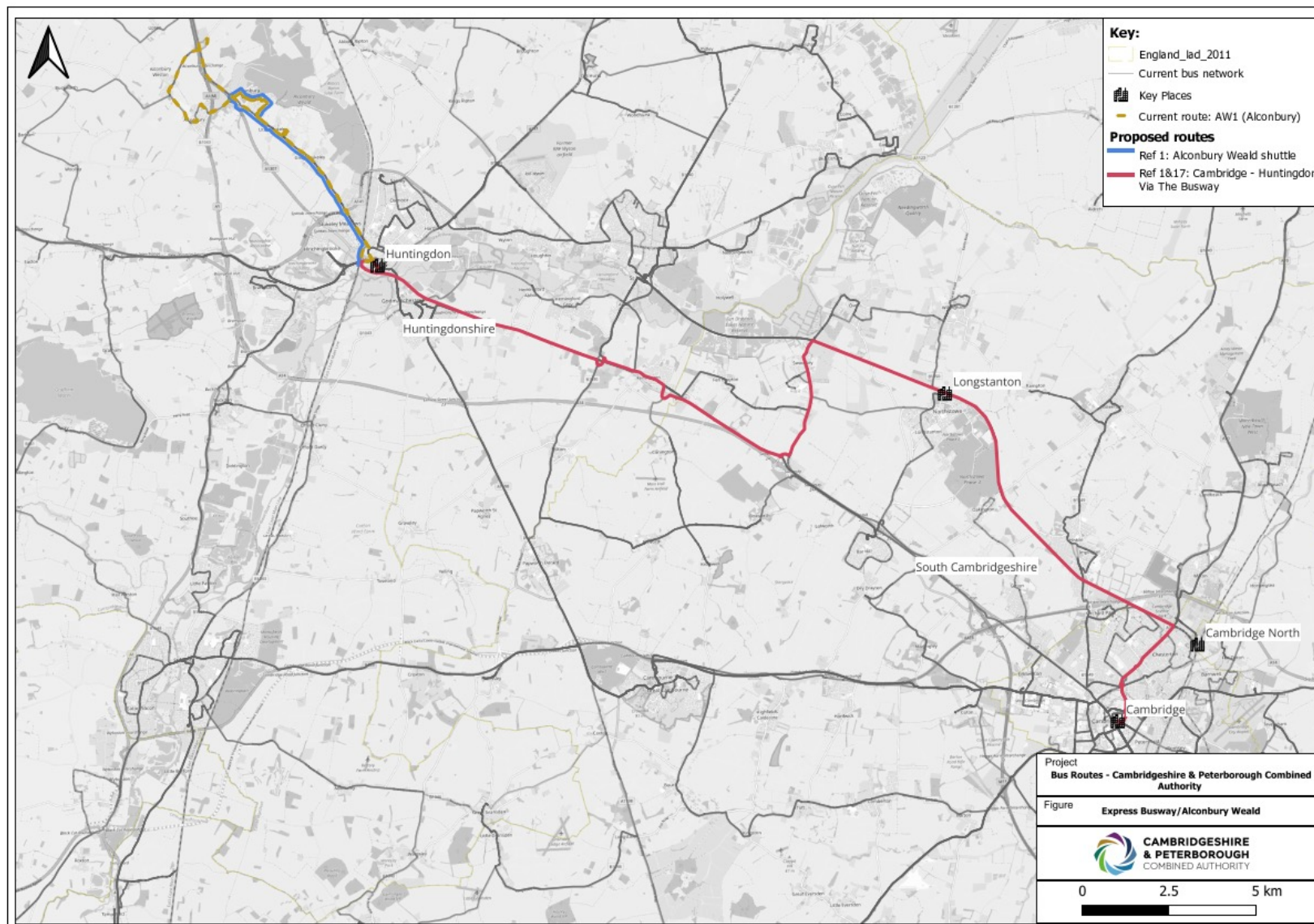
Preferred route is via Busway to ensure shorter and reliable running times. Provides links for Fenstanton to both Huntingdon and Cambridge

Need to establish a formal hub arrangement at Huntingdon Railway Station

Need to be aware of possible impact on service 66 – minor abstraction on Huntingdon/Fenstanton section

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 17 – Fenstanton - Huntingdon



Ref 18 – Service 66



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Proposal

Route 66 - improve frequency between Huntingdon and St Neots

Engagement with incumbent operator to assess options for improvements and investigate potential for easier connections to Cambridge

Note: not all journeys operate the full route – Overlap between Huntingdon & Hinchingsbrooke Hosp

Characteristics & Metrics

Operating Environment	Local connections into Huntingdon centre and Hospital
Service Category	Contract
Passenger Catchment	16,702
Trip Generation	450,954
Expected single journey/round trip time	0h:57m/ 2h:00m
Headway & PVR	Up to 30 mins/ +1 PVR

Main Points Served

Current Frequency

Fenstanton	2/3 per day
Godmanchester	Hourly
Huntingdon	2 per hour
Hinchingsbrooke Hosp	2 per hour
Brampton	Hourly
St Neots	Hourly

Opportunity

Potential to standardise the operation and run all services through between Godmanchester to St Neots

Increase in frequency to every 30 minutes would require additional resource (+1 PVR)

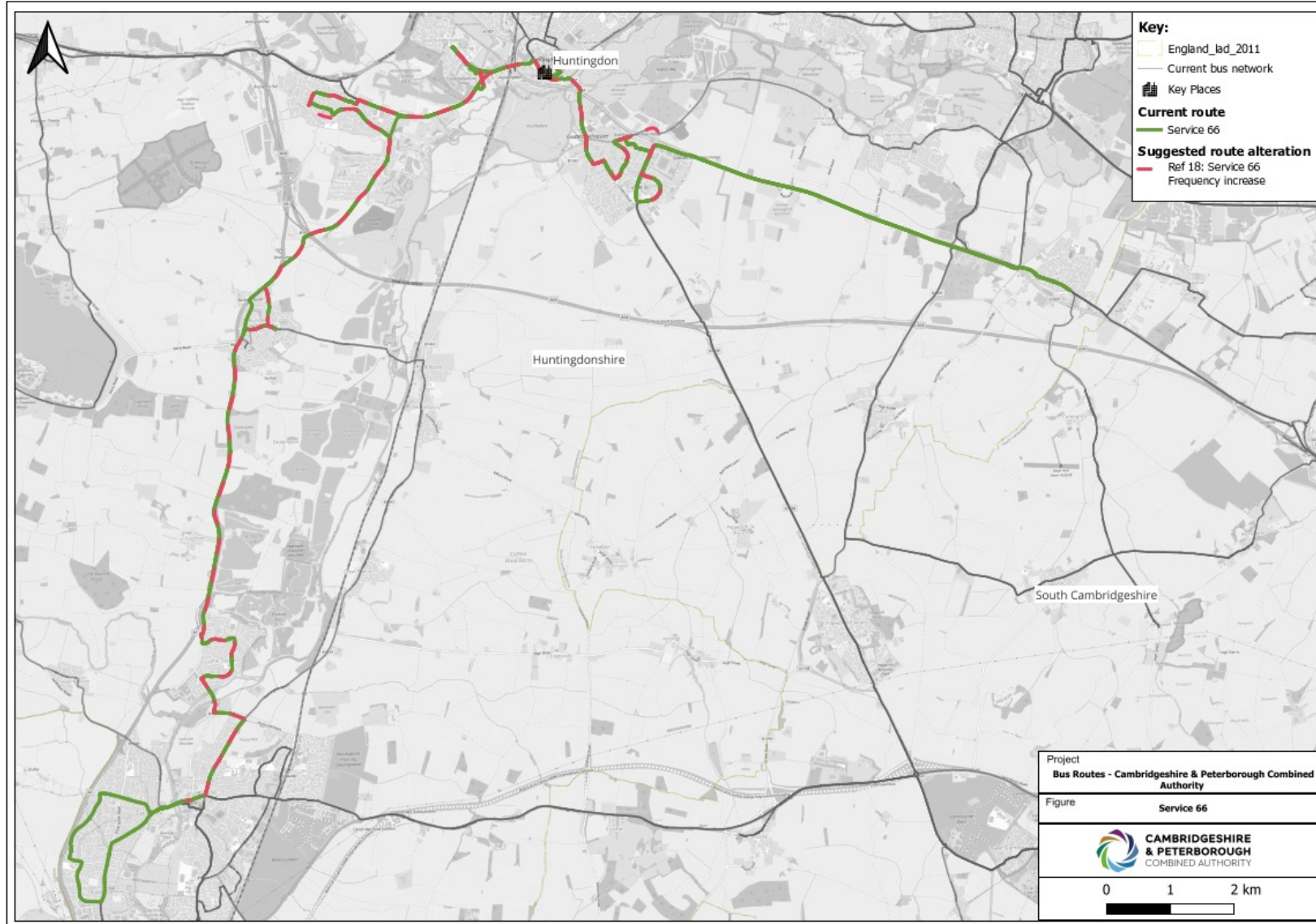
Connections to Cambridge in Huntingdon via Busway services and to Fenstanton on new express service

Limited overlap with proposals for new direct Fenstanton – Huntingdon Service. Need to consider timetable co-ordination

Ref 18 – Service 66



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY



Ref 19 – Service 302/305

Proposal

To enhance frequency of service between Ramsey and Huntingdon (305) and provide interchange with service operating between St Ives and March at Warboys (302)

Characteristics & Metrics

Operating Environment	Largely rural providing direct connection to main centres or by interchange
Service Category	Contract
Passenger Catchment	302: 12,537 305: 23,913
Trip Generation	302: 338,499 305: 645,651
Expected single journey/ round trip time	305: 1h:03m/ 1h:57m or 0h:54m/ 1h:49m
Headway & PVR	60 mins/ 2PVR

Main Points Served (305)

Current Frequency

Huntingdon	3 hourly
Warboys	3 hourly
Ramsey	3 hourly
Chatteris	3 hourly

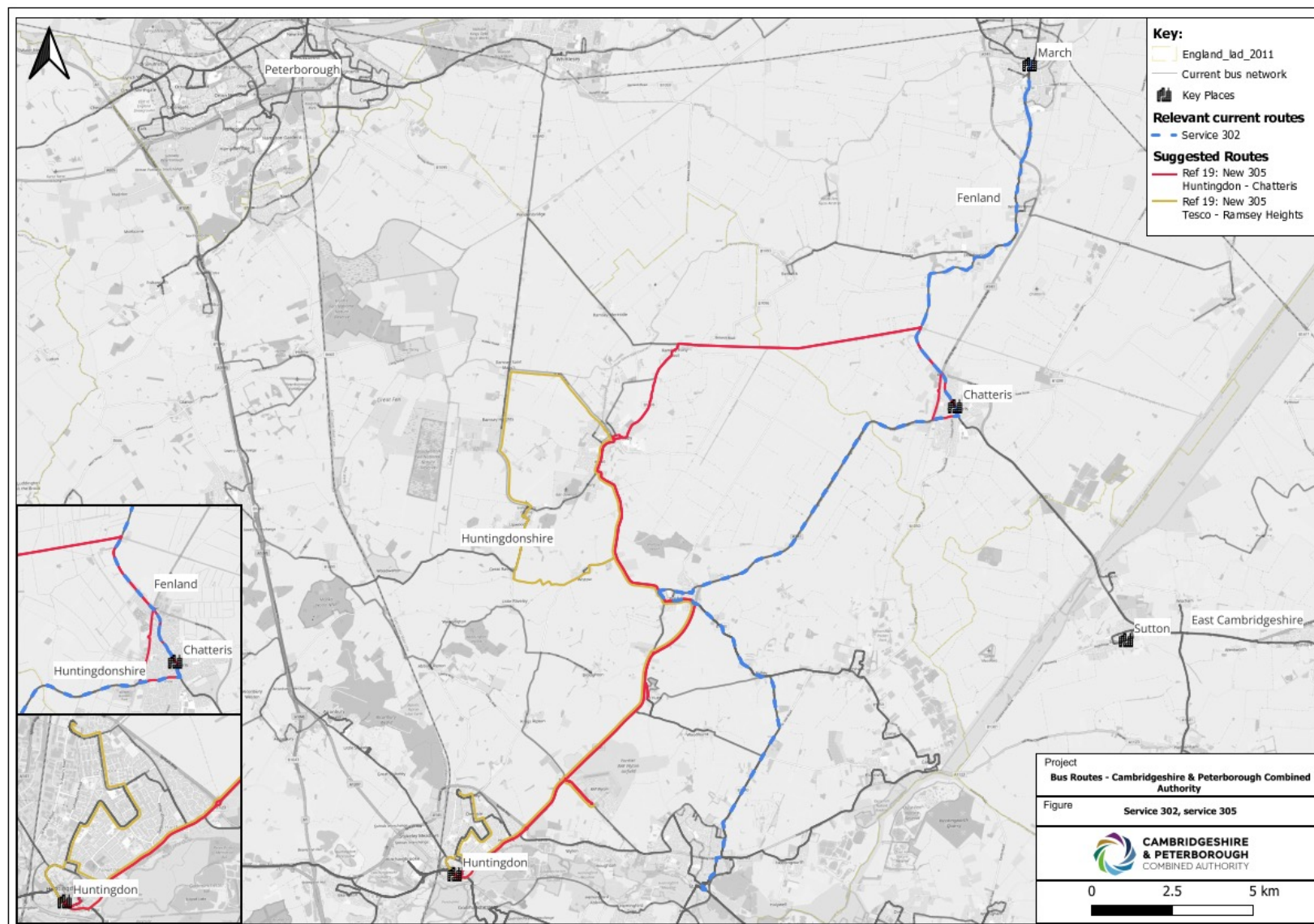
Opportunity

Hub location at Warboys

Frequency of each service would need to be harmonised for all connections to be made (Service 302 is 2 hourly)

Possibility to link with Service 31 between Peterborough and Ramsey (although loop connections need consideration)

Ref 19 – Service 302/305



Ref 20 – X2/X3 Huntingdon – Cambridge

Proposal

X2/X3 Huntingdon – Cambourne – Cambridge – Addenbrookes - Engagement with incumbent operator to assess options for improvements

X2 operates only two journeys each direction – Direct to Addenbrookes then Cambridge

X3 operates hourly via Cambridge then to Addenbrookes

Characteristics & Metrics

Operating Environment	Interurban direct service between main centres
Service Category	Partial Contract
Passenger Catchment	27,866
Trip Generation	752,382
Expected single journey/round trip time	X2 1h:31/ 3h:12 X3 1h:20/ 2h:45
Headway & PVR	See opportunities below

Main Points Served

Frequency

Godmanchester	Hourly
Cambourne	Hourly
West Cambridge (X3)	Hourly
Coton (X2)	2 per day
Grantchester (X2)	2 per day

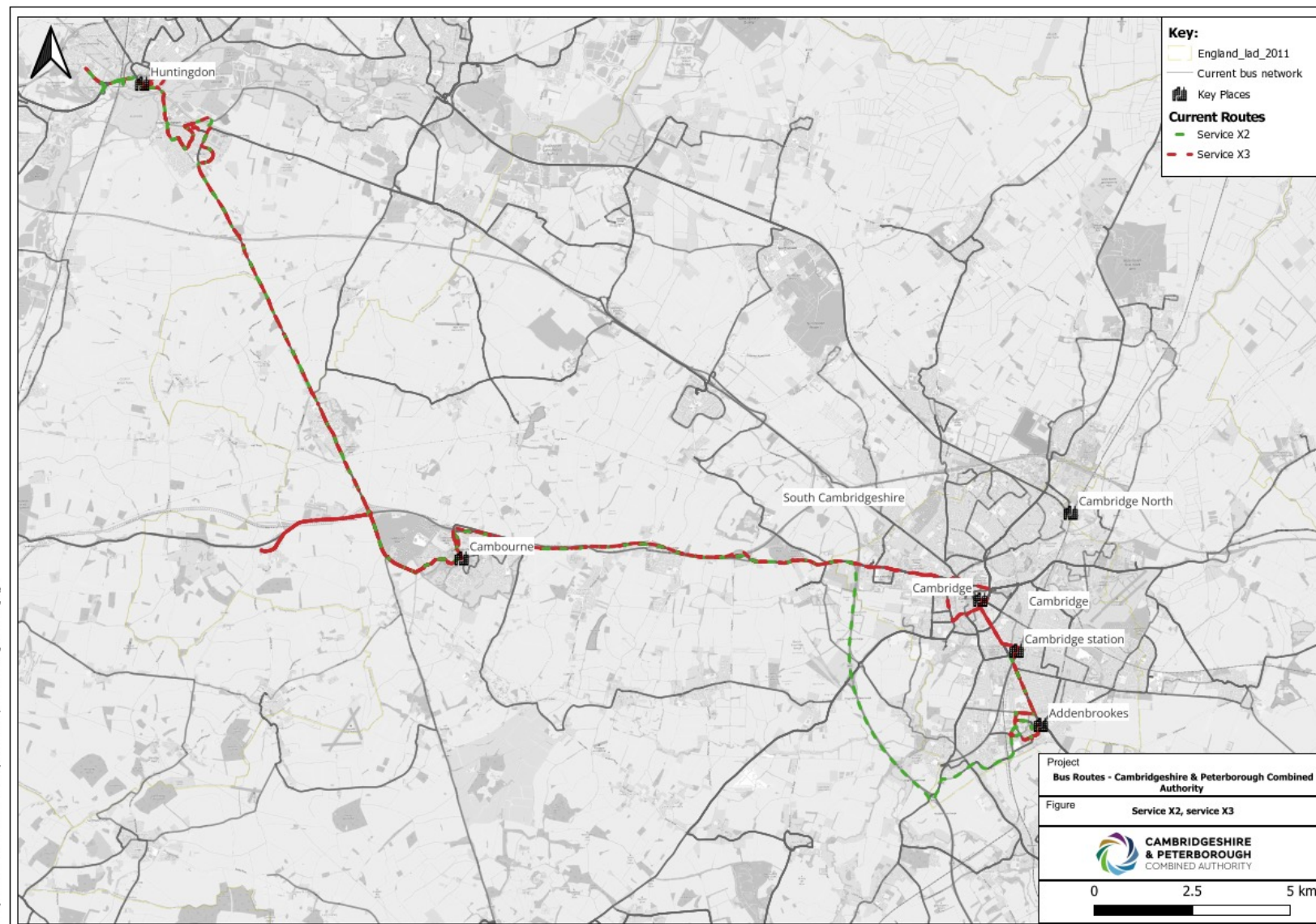
Opportunity

Need to understand the detail of the request in order to clarify improvements

Route length requires significant resource, so may need to be targeted – Other fast links between Cambridge – Huntingdon are proposed

X3 could increase from 60 mins to 45 mins with +1PVR
X2 could have additional trips provided with +1PVR

Ref 20 – X2/X3 Huntingdon – Cambridge



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Ref 21 – 904 Huntingdon – Peterborough

Proposal

904 Improve frequency and earlier and later journeys

Additionally investigate the potential of extending the route to serve Folksworth (mid route variation from Stilton)

Characteristics & Metrics

Operating Environment	Linking well-spaced communities to main centres
Service Category	Contract
Passenger Catchment	12,482
Trip Generation	337,014
Expected single journey/ round trip time	1h:08/ 2h:22
Headway & PVR	90 mins/ 2 PVR

Main Points Served

Current Frequency

Alconbury Weald	Every 90 mins
Sawtry	Every 90 mins
Stilton	Every 90 mins
Hampton	Every 90 mins

Opportunity

Extension to Folksworth may be possible within the current operating cycle – subject to reliability checks

Need to clarify the extent of the frequency increase and the extended hours of operation to meet customer expectation

Increase to hourly and inclusion of the Folksworth extension could be achieved with +1 PVR (3 Total)

Ref 21 – 904 Huntingdon – Peterborough

