

The Proposals – South Cambridgeshire

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
25	Integrate 1A and 5A services between Bar Hill, Swavesey and St Ives and enhanced frequencies	Draft route and timetable developed	
26	Route 4 - Improve frequency Cambourne to Cambridge and investigate expansion of service to North East Cambridge	Engagement with incumbent operator to assess options for improvements	
27	Route 8 – improve frequency. More direct route and expansion to Rampton	Engagement with incumbent operator to assess options for improvements	
28	X13 Haverhill to Cambridge – increase frequency	Engagement with incumbent operator to assess options for improvements	
29	New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities	Initial zone has been proposed	

Ref 25 – St Ives – Longstanton – Bar Hill



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Proposal

Integrate 1A and 5A services between Bar Hill, Swavesey and St Ives and enhanced frequencies

Note: 5A runs hourly, 1A runs around every 90 minutes.

Characteristics & Metrics

Operating Environment	Rural connections to main town and Busway
Service Category	Contract
Passenger Catchment	8,734
Trip Generation	235,818
Expected single journey/ round trip time	0h:56/ 2h:00
Headway & PVR	60 mins/ 2 PVR (within existing resource)

Main Points Served

Current Frequency

Fenstanton	90 minutes
Fen Drayton	90 minutes
Over	90 minutes
Bar Hill	90 minutes
Swavesey/Willingham	Hourly
Longstanton P&R	Hourly

Opportunity

The 1A and 5A currently form two partly circular routes which do not connect. 1 PVR on each service

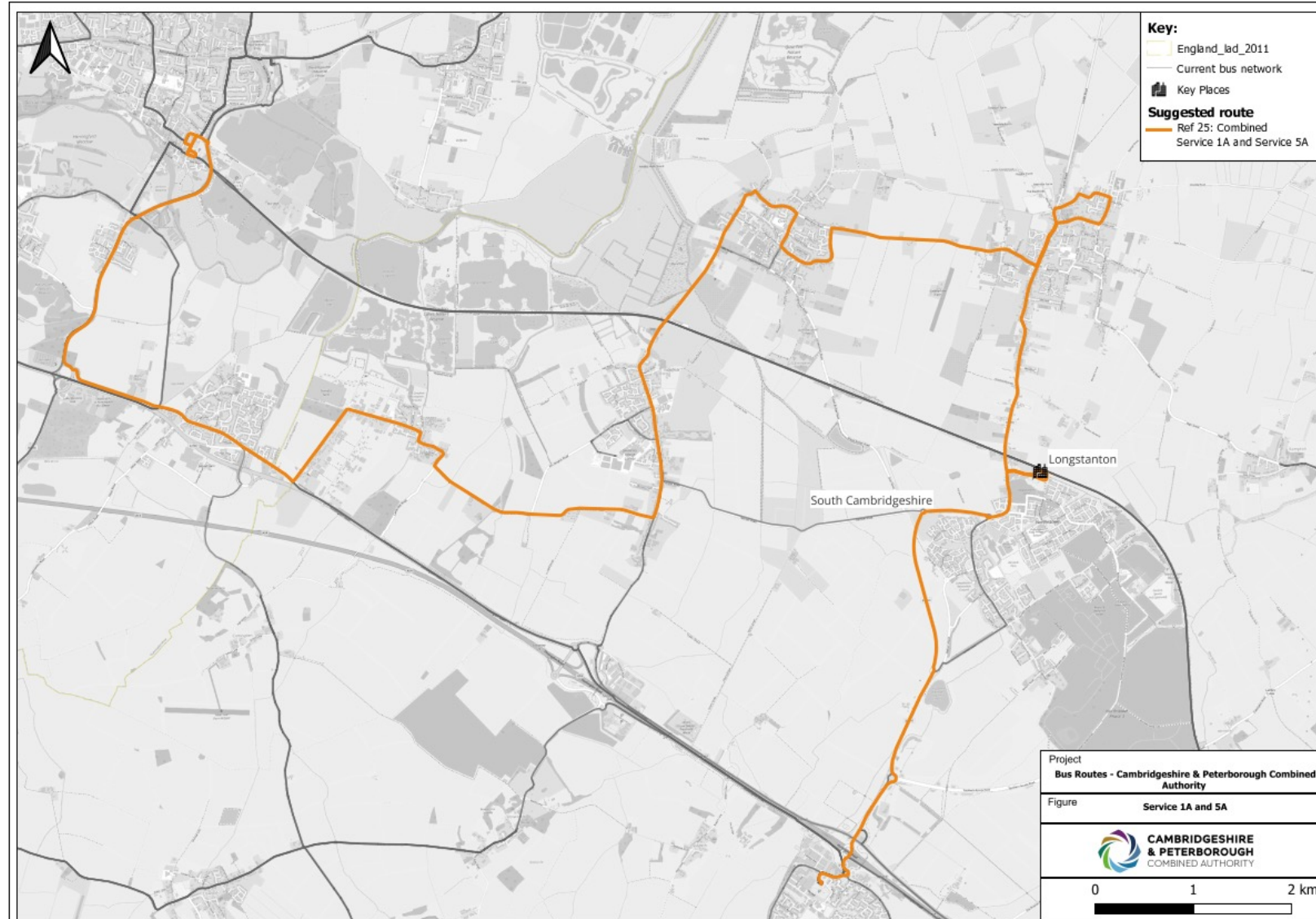
Combining the two services does result in some lost links, but improves the level of service and connections available for many

Current proposal runs St Ives – Fenstanton - Fen Drayton – Over – Willingham – Longstanton P&R - Bar Hill and Return – 30.3km.

Ref 25 – Service 1A and 5A



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Ref 26 – Service 4 Cambourne – Cambridge North Rail station



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Proposal

Route 4 - Improve frequency Cambourne to Cambridge and investigate expansion of service to North East Cambridge.

Engagement with incumbent operator to assess options for improvements

Characteristics & Metrics

Operating Environment	Suburb connections to city centre
Service Category	Commercial
Passenger Catchment	15,695
Trip Generation	423,765
Expected single journey/ round trip time	0h:41m/ 1h:33m
Headway & PVR	30 mins/ 4 PVR

Main Points Served

Current Frequency

Cambridge City Centre	30 minutes
Coton	30 minutes
Cambourne	30 minutes

Opportunity

Extension to Cambridge North Rail Station would likely require one additional PVR

Improvement in frequency (to 20 minutes) would also require additional resource (+2 PVR)

Extension to north east Cambridge available by interchange to existing services or new Orbital service at Madingley P&R.

Ref 26 – Service 4



Ref 27 – Service 8

Proposal

Route 8 – improve frequency. More direct route and expansion to Rampton

Engagement with incumbent operator to assess options for improvements

Characteristics & Metrics

Operating Environment	Suburb connections to city centre
Service Category	Commercial
Passenger Catchment	19,757
Trip Generation	533,439
Expected single journey/ round trip time	0h:38m/ 1h:26m
Headway & PVR	30 mins/ 3 PVR (within existing resource)

Main Points Served

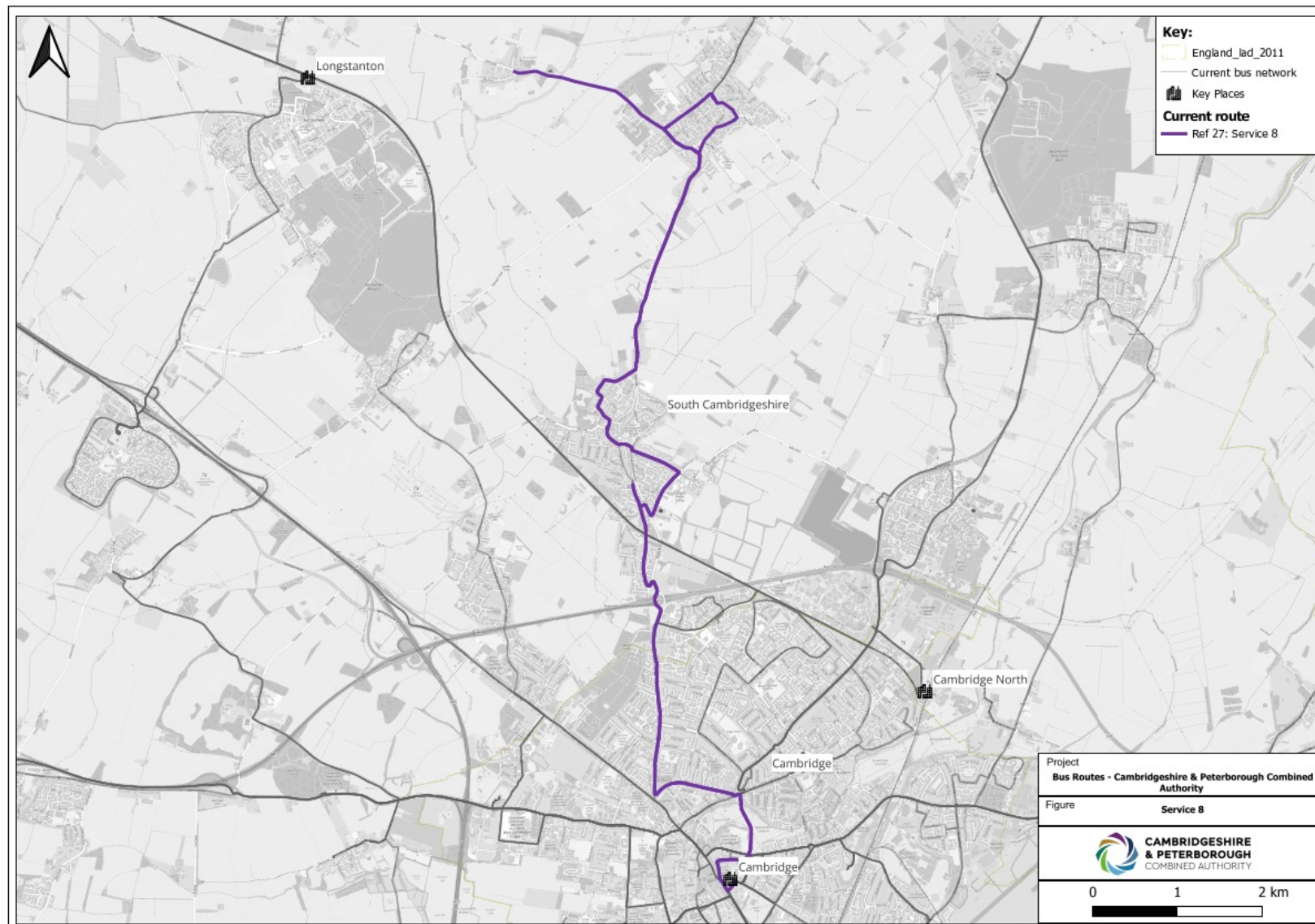
Frequency

Rampton	1 Per day
Cottenham	30 minutes
Impington	30 minutes
Orchard park	30 minutes

Opportunity

Final solution to be determined, to be aligned with recent changes to timetable

Ref 27 – Service 8 Rampton - Cambridge



Ref 28 – Service X13

Proposal

X13 Haverhill to Cambridge – increase frequency

Engagement with incumbent operator to assess options for improvements

Note: Route 13 has similar route for long sections with departures every 30 minutes.

Characteristics & Metrics

Operating Environment	Suburb connections to city centre
Service Category	Commercial
Passenger Catchment	13,102
Trip Generation	353,754
Expected single journey/ round trip time	TBC
Headway & PVR	TBC

Main Points Served

Frequency

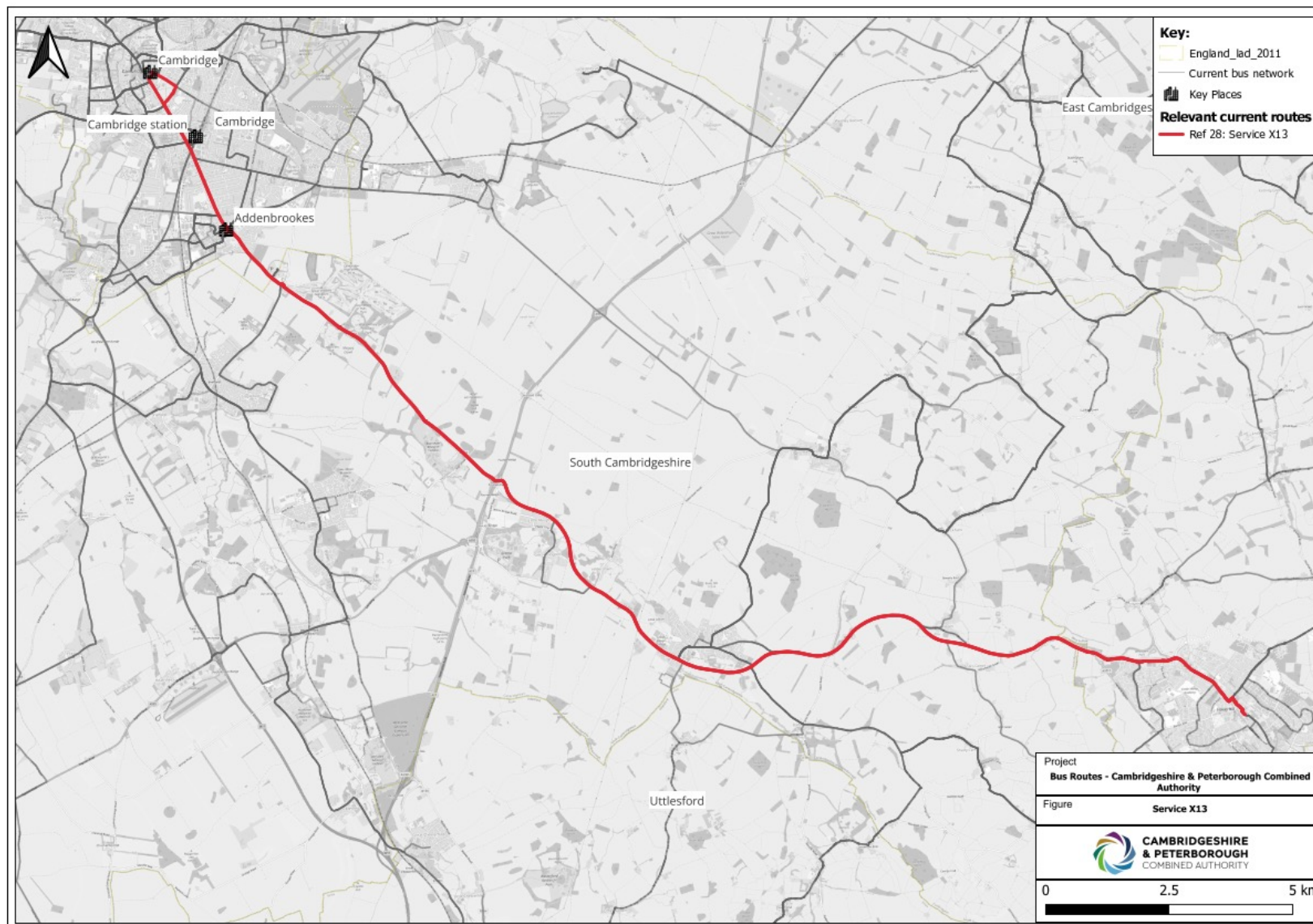
Addenbrooke's Hospital	2/3 AM (30 minutes) 5/1 PM (30 minutes)
Linton	2/3 AM (30 minutes) 5/1 PM (30 minutes)
Haverhill	2/3 AM (30 minutes) 5/1 PM (30 minutes)

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

Ref 28 – Service X13



Ref 29 –Demand Responsive Transport

Proposal

New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities

Characteristics & Metrics

Operating Environment	DRT connecting rural and isolated communities
Service Category	New
Passenger Catchment	South of A428 = 23,196, North of A428 = 21,995
Trip Generation	South of A428 = 626,292, North of A428 = 593,865
Expected single journey/ round trip time	Within 60 minutes
Headway & PVR	60 mins/ One

Main Points Served

South of A428	North of A428
Great Gransden	Graveley
Gamlingay	Toseland
Little Eversden	Knapwell
Arrington	Boxworth
Longstowe	Hilton

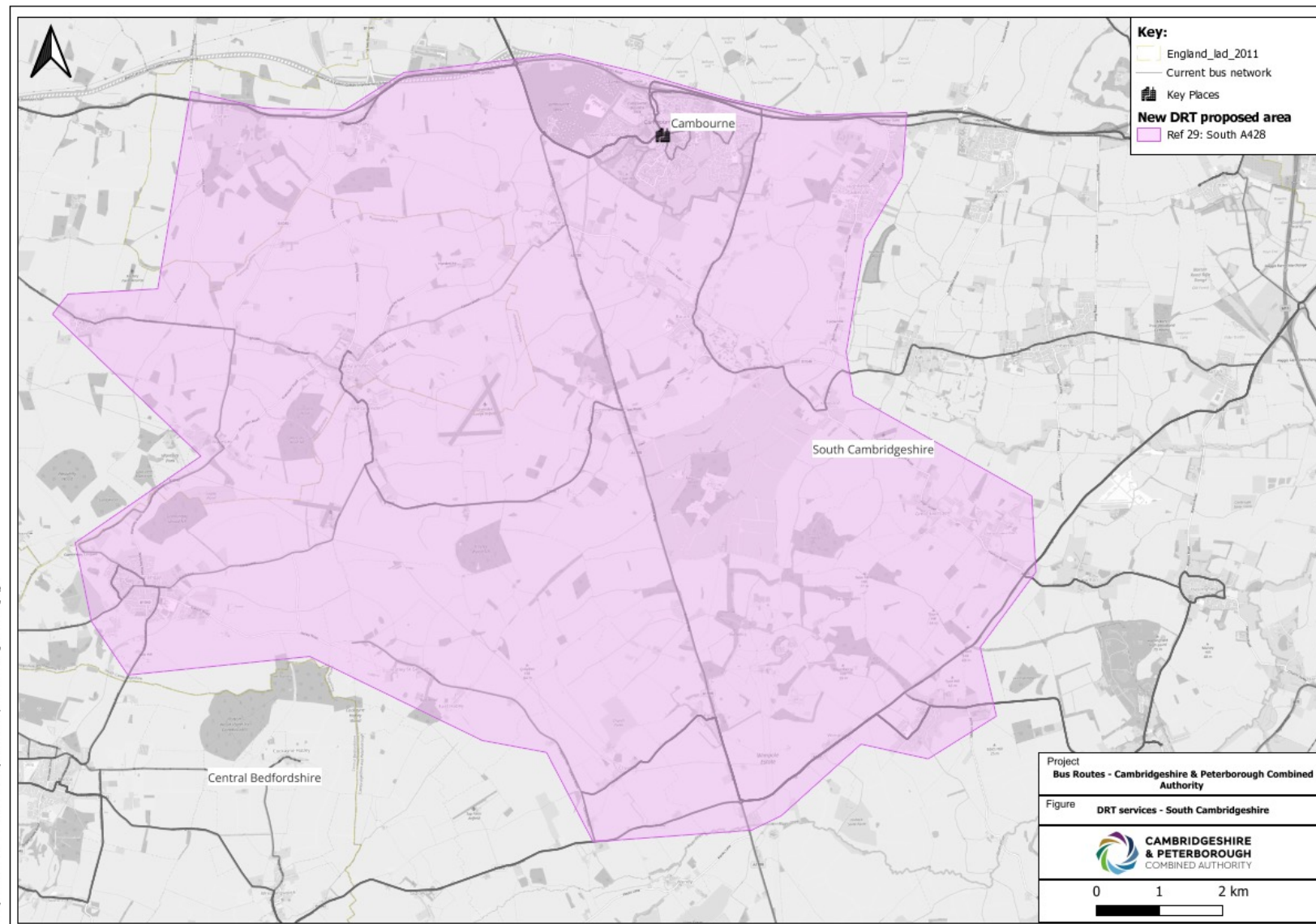
Opportunity

More effective matching of demand with provision, widening travel opportunities

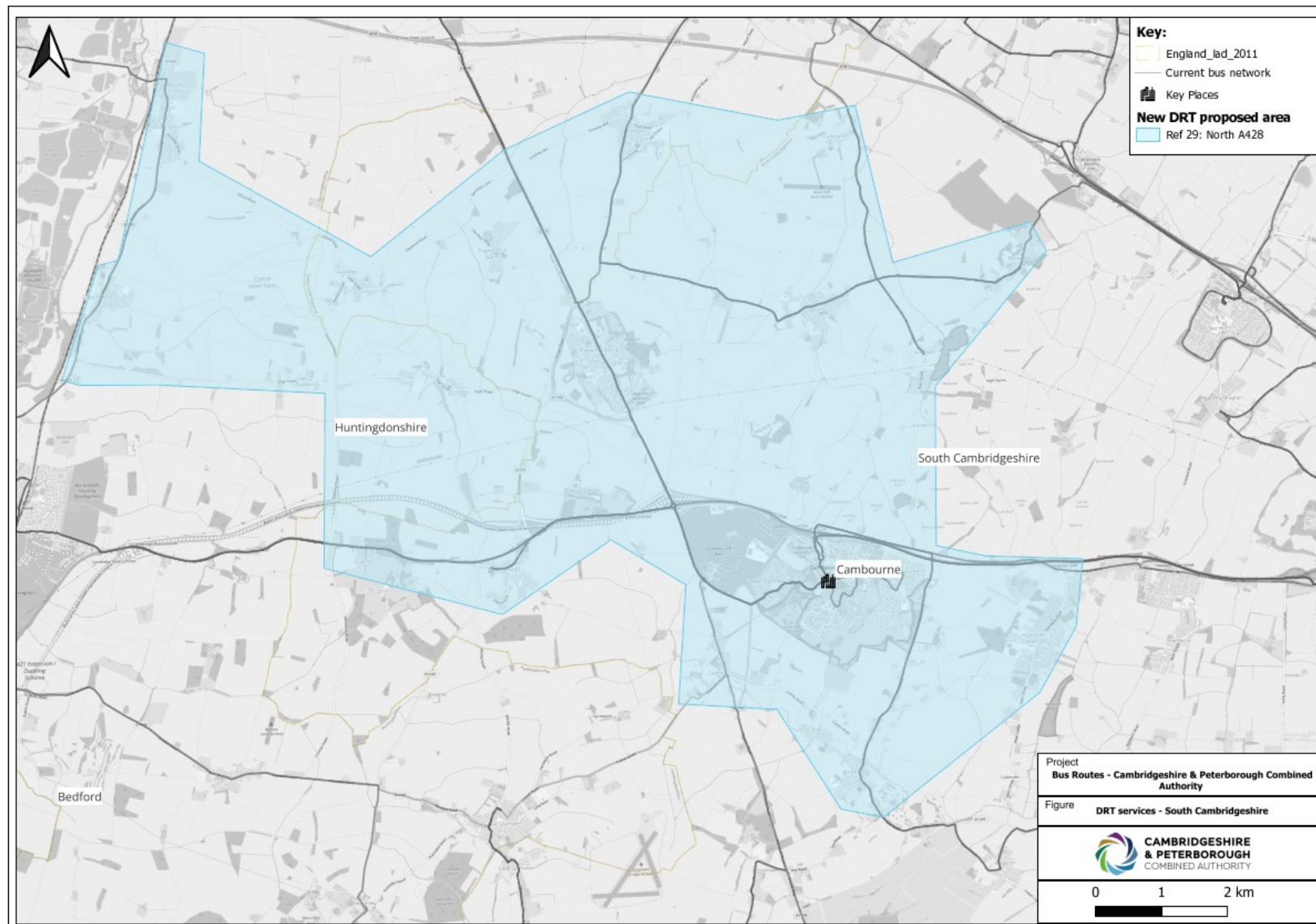
May lead to the ability to remove or re-invest resource from lower frequency services

DRT Service	Area (miles ²)
South of A428	51.475
North of A428	34.336

Ref 29 –Demand Responsive Transport – South A428



Ref 29 –Demand Responsive Transport – North A428



Bus Network Improvements – Plans on a Page

References

Passenger Catchment – Proportional population within 400m of the route stops (5 minutes walking time) - Output area level population from Nomis website - 2021 dataset;
TS001 - Number of usual residents in households and communal establishments. Analysis completed using Podaris software.

Potential Trip Generation - Using table NTS0303a: Average number of trips by main mode (trips per person per year): England, 2002 onwards, from the National Travel Survey dataset (2023 interpolation of 27 trips annually).

