

Bus Network Improvements – Plans on a Page

May 2024



The Proposals – East Cambridgeshire

There were 30 separate proposals in total, including a mix of new services, service improvements or extensions, and Demand Responsive Transport solutions.

Initial Interpretation of the suggestions has enabled us to propose a possible solution, which has been taken through a series of stakeholder engagement discussions.

Ref No.	Original Suggestion	Further information	Additional Notes
6	Develop additional Ely Zipper service providing an enhanced link between Sutton and Ely via villages in between	Draft route and timetable developed. Could be incorporated as part of other enhancements, including new service Ely – Longstanton below	6 and 7 have been brought together as the options are interrelated. These options are also related to other suggested under Ref 14 and 15 (Fenland)
7	New service between Ely and Longstanton Park & Ride, via Witchford, Sutton, Earith and Willingham	Draft route and timetable developed. Could incorporate Ely Zipper proposal above	
8	New service between Soham and Cambridge, via Burwell, Swaffham Bulbeck and Swaffham Prior	Draft route and timetable developed	8 and 9 have been brought together as the options are interrelated
9	Improvements on B1102 corridor with interconnections to access different parts of Cambridge and other centres to which people travel.	Draft route and timetable developed	
10	New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities	Development has focussed on Isleham and Little Downham and wider communities – Now expected to be incorporated in a single zone	Areas are currently indicative and would be optimised over time after demand was established

Ref 6 – New Ely Zipper (Ely – Sutton)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Proposal

6 - Develop additional Ely Zipper service providing an enhanced link between Sutton and Ely via villages in between

Linked to Ref 7 (New service between Ely and Longstanton Park & Ride, via Witchford, Sutton, Earith and Willingham) Ref 14 (Enhancement on Peterborough to March route with extension to Chatteris and Ely) and Ref 15 (Improvements to Chatteris – March – Whittlesey – Wisbech corridor)

Characteristics & Metrics

Operating Environment	Linking villages to main centres like March & Ely
Service Category	New
Passenger Catchment	Zip = 3,361; Zip 2 = 14,413; Zip 3 = 5,466.
Trip Generation	Zip = 90,747; Zip 2 = 389,151, Zip 3 = 147,582.
Expected single journey/round trip time	Varied
Headway & PVR	Varied

Main Points Served

Frequency

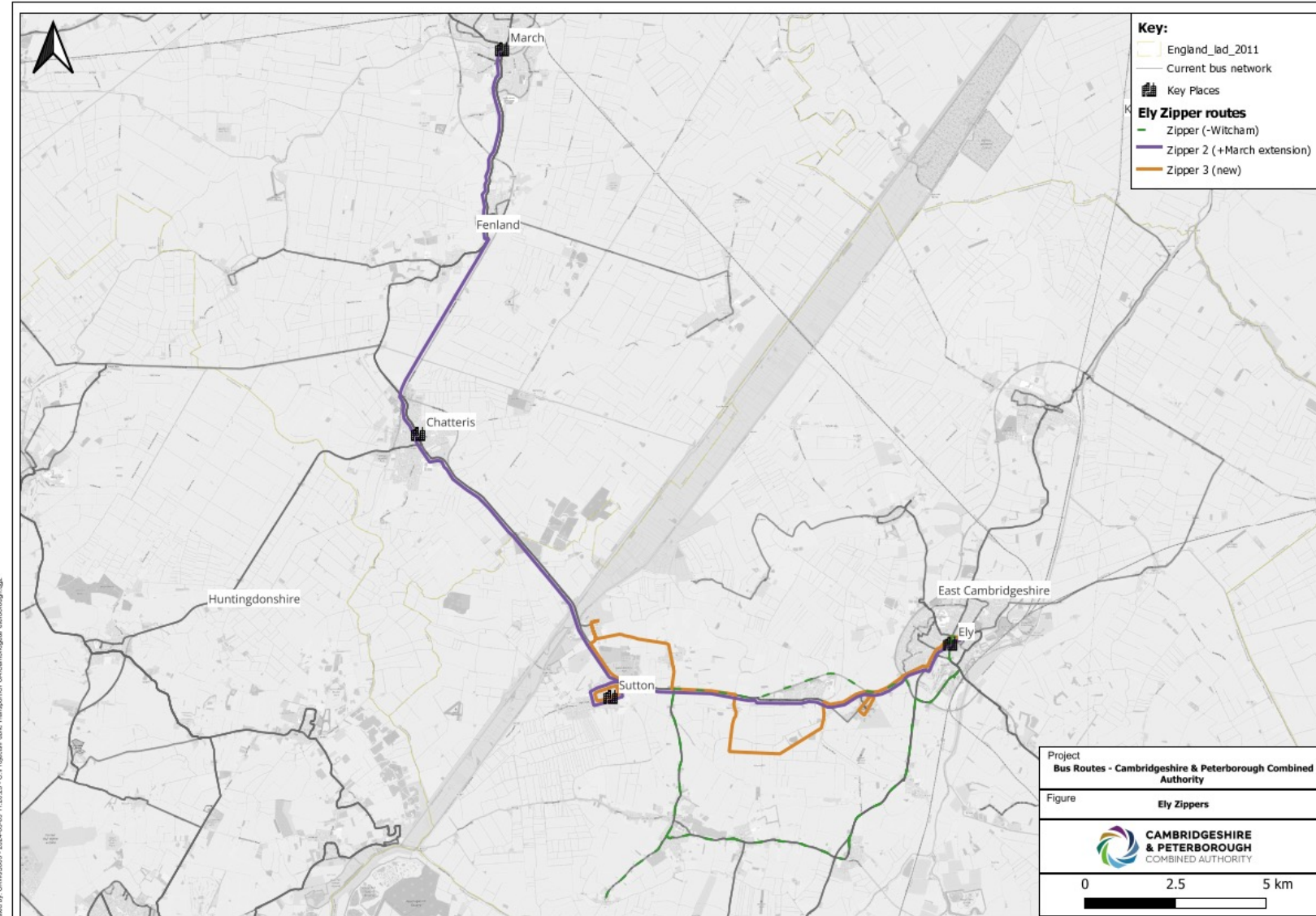
Lancaster Way	90 mins
Witchford	2 per hour (combined)
Wentworth	3 per hour (combined)
Witcham	90 mins
Mepal	90 mins
Sutton	90 mins

Opportunity

New Zipper 3 service – Sutton to Ely via Lancaster Way, Wentworth, Witcham and Mepal (every 90 mins)

Minor changes to Zipper 1, removing Witcham to speed up journeys and extension of Zipper 2 to March via Chatteris (covering Ref 14/15)

Ref 6 – Ely Zippers



Ref 7 – New Longstanton - Sutton



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Proposal

7 - New service between Ely and Longstanton Park & Ride, via Witchford, Sutton, Earith and Willingham
Linked to Ref 6 (additional Ely Zipper service between Sutton and Ely) Ref 14 (Enhancement on Peterborough to March route with extension to Chatteris and Ely) and Ref 15 (Improvements to Chatteris – March – Whittlesey – Wisbech corridor)

Characteristics & Metrics

Operating Environment	Rural linking villages to Busway and Sutton (for onward connections)
Service Category	New
Passenger Catchment	3,525
Trip Generation	95,175
Expected single journey/ round trip time	0h:29m/ 0h:58m
Headway & PVR	60 mins/ One

Main Points Served

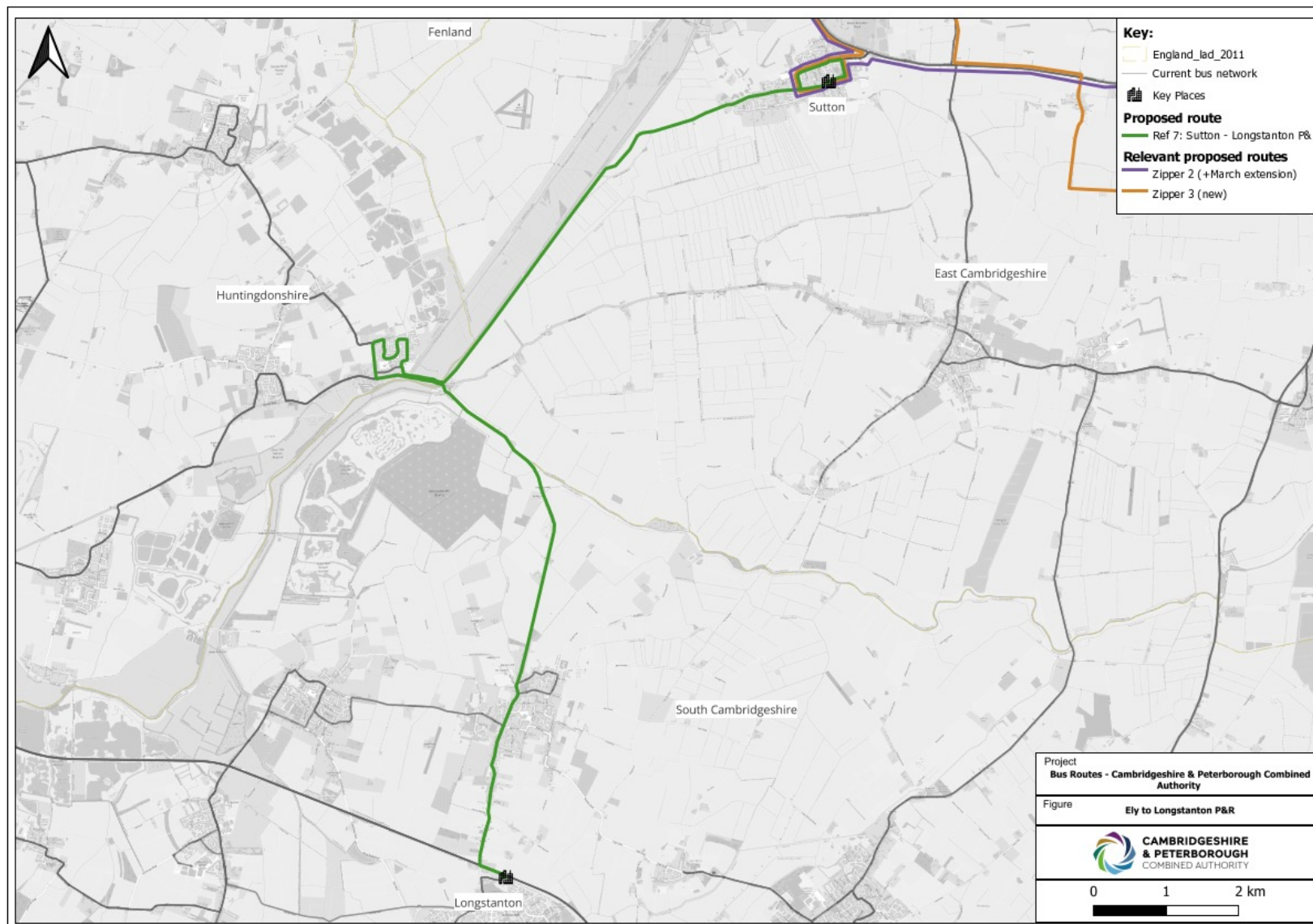
Frequency

Earith	Hourly
Willingham	Hourly
Sutton	Hourly

Opportunity

New service including the villages of Earith and Willingham between Sutton and Longstanton P&R.
Passengers can connect to Zipper services to Ely and March at Sutton.

Ref 7 – Longstanton - Sutton



Ref 8 – Soham – Cambridge (Revised Svc 11)



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Proposal

New service between Soham and Cambridge, via Burwell, Swaffham Bulbeck and Swaffham Prior (Blue line on the map)

Linked to Ref 9 - Improvements on B1102 corridor with interconnections to access different parts of Cambridge and other centres to which people travel.

Characteristics & Metrics

Operating Environment	Direct service linking main points to Cambridge and Soham
Service Category	New (11 is contracted)
Passenger Catchment	16,615
Trip Generation	448,605
Expected single journey/ round trip time	0h:55m/ 2h:00m
Headway & PVR	60 mins/ Two

Main Points Served

Frequency

Burwell	Hourly (Every 60 mins) – Some areas have a higher frequency when combined with other services
Swaffham Prior	
Swaffham Bulbeck	
Lode	
Stow cum Quy	

Opportunity

Re-casting of existing Service 11 to provide a direct link between Soham and Cambridge via main villages

Some areas (e.g. Fordham, Swaffham Prior, Swaffham Bulbeck & Stow cum Quy) would have a higher frequency of service when combining with other services (Ref 9, Svc 12, Svc 112)

Ref 9 – B1102 Improvements to Cambridge



**CAMBRIDGESHIRE
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Proposal

Improvements on B1102 corridor with interconnections to access different parts of Cambridge and other centres to which people travel (orange line on the map)

Linked to Ref 8 – Soham – Cambridge Direct

Characteristics & Metrics

Operating Environment	Largely rural – Linking villages to main centres
Service Category	New (11 is contracted)
Passenger Catchment	7,008
Trip Generation	189,216
Expected single journey/round trip time	1h:16m/ 2h:42m
Headway & PVR	60 mins/ Three

Main Points Served

Burwell

Reach

Swaffam Prior

Swaffam Bulbeck

Bottisham & Wilbrams

Fulbourn

Frequency

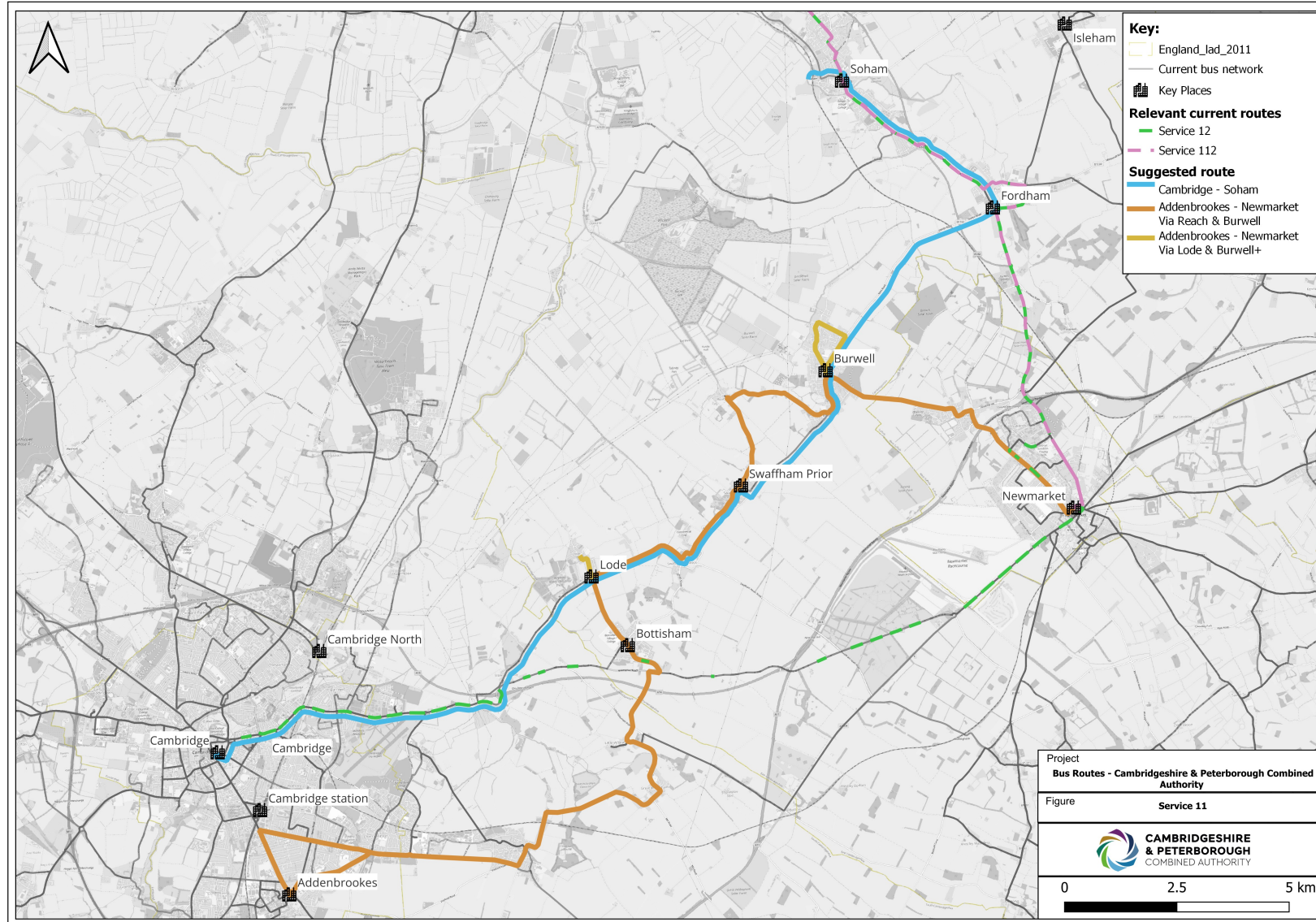
Hourly (Every 60 minutes)

Opportunity

New service introduced using re-deployment of Service 11 resources (3 PVR)

Co-ordination of timetables on common sections with revised svc 11 would provide opportunities for interchange and/or split frequencies for better journey opportunities

Ref 8/9 – Soham/Newmarket - Cambridge



Ref 10 –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. Development will focus on Isleham and Little Downham and wider communities

Characteristics & Metrics

Operating Environment	DRT connecting rural and isolated communities
Service Category	New
Passenger Catchment	Little Downham = 35,020, Isleham = 18,108, Combined = 52,997
Trip Generation	Little Downham = 945,540, Isleham = 488,916, Combined = 1,430,919
Expected single journey/ round trip	Within 60 minutes
Headway & PVR	60 mins/ Two

Main Points Served

Soham	Ely
Fordham	Coveney
Upware	Pymoor
Chipenham	Stuntney
Landwade	Little Downham
Isleham	Littleport

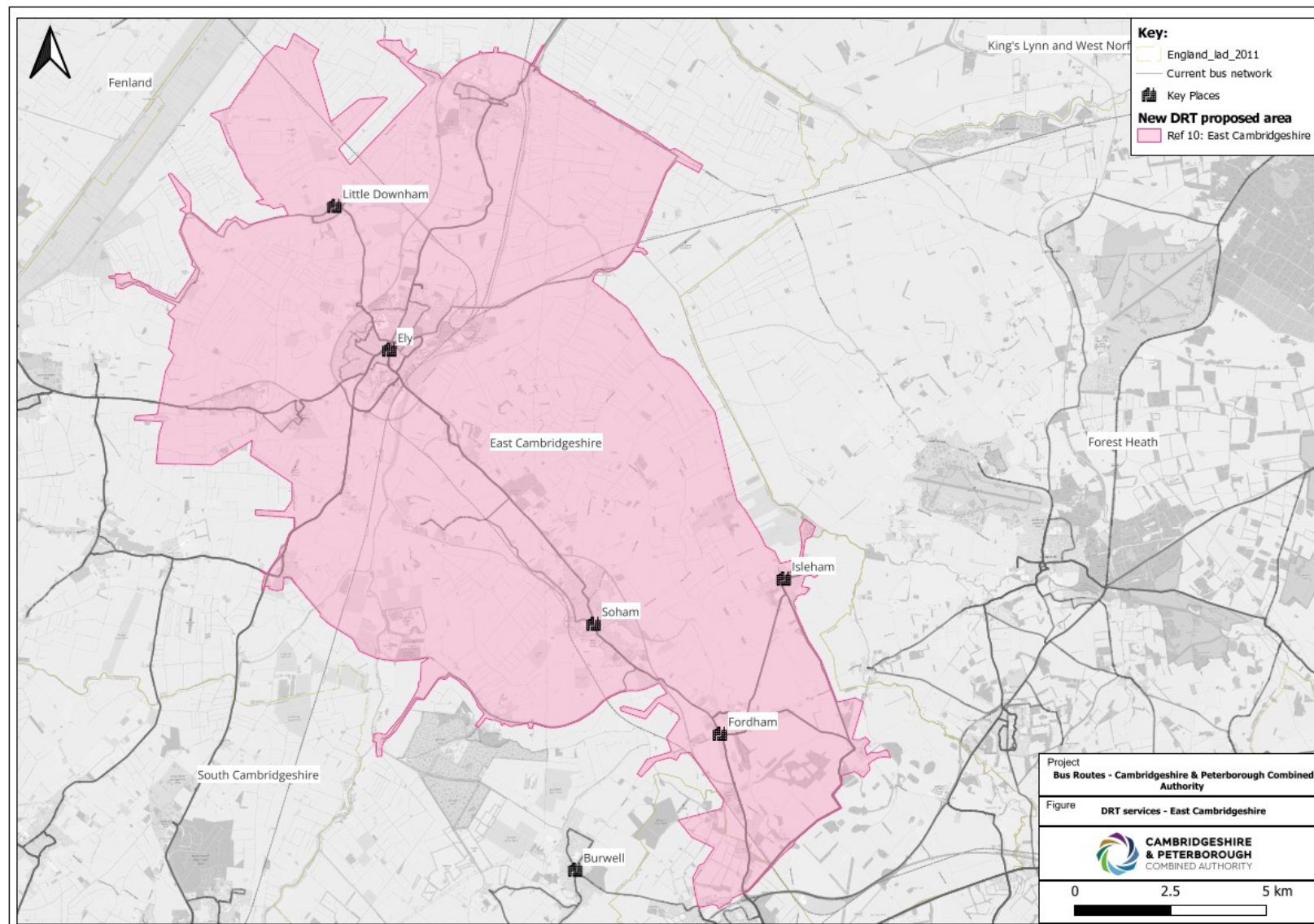
Opportunity

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)
Total Area	83.656

Ref 10 –Demand Responsive Transport



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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).

