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Cambridge City Area Proposed Changes

These bus service proposals are ideas we are consulting on, rather than final decisions. They are being shared so we can hear your views and better understand what matters most to people and communities across the region.

We have developed these proposals to try to meet the needs of the region as a whole, improve connections, and make the best use of available resources. However, they are not set in stone, and we will continue to review and refine them in light of the feedback we receive.

We really welcome your views and very much appreciate you taking the time to look through the proposed changes and complete the survey. Your feedback will play an important role in shaping the final proposals.

Services Before:

- T2: Madingley Road Park & Ride to Newmarket Road Park & Ride
- T3: Grantchester to Fulbourn
- T4: Addenbrookes Hospital to Newmarket
- T5: Cambridge to Soham
- 17: Cambridge to Guilden Morden
- 26: Cambridge to Royston
- 75: Cambridge to Wrestlingworth
- 114: Chesterton to Addenbrookes Hospital

Services After:

- Cambridge Revised Service A: Milton Park & Ride to Trumpington Park & Ride
- Cambridge Revised Service B: Trumpington Park & Ride to Newmarket
- Cambridge Revised Service C: Cambridge to Soham
- Cambridge Revised Service D: Cambridge to Haslingfield, Barrington & Orwell
- Cambridge Revised Service E: Cambridge to Royston & Guilden Morden
- Cambridge Revised Service F: Chesterton & Cambridge to Addenbrooke's, Fowlmere & Royston

What these changes mean:

Cambridge Revised Service A will replace service T2 and part of the T3 between Milton Park and Ride and Trumpington Park and Ride. The section between Newmarket Park and Ride and Milton Park and Ride is withdrawn due to low passenger numbers and alternative service 100 available.

Cambridge Revised Service B will replace service T3 between Addenbrookes and Trumpington Park and Ride and the T4 between Newmarket and Addenbrookes. The new service will still run about once an hour during the day, Monday to Saturday, with roughly the same first and last bus times as now.

Better connections for the Swaffhams, Burwell and Newmarket-area passengers:

- The timetable will be adjusted so that Cambridge Revised Services B and C connect more conveniently at Swaffham Prior.
- On most journeys, passengers will have about 10 minutes to change services.
- This means people travelling from Newmarket, Burwell, and Reach will be able to connect more easily to buses going to and from Cambridge city centre.
- Extension of the service to Trumpington Park & Ride is needed to make these services co-ordinate.

Changes around Addenbrookes: To help buses run on time, Cambridge Revised Service B will use Hills Road only during school and college travel times. Outside those times, it will operate direct via Queen Ediths Way. The current section of route on service T3 will be withdrawn between Addenbrookes and Fulbourn – Cambridge Revised Service B and service 1 will provide suitable alternative arrangements.

Changes around Fen Ditton and Milton: The current section of T2 route between Milton Park and Ride and Newmarket Park and Ride will be withdrawn as largely served by route 100. No changes to the current T2 route between Milton Park and Ride and Madingley Rd Park and Ride.

Changes around Madingley Road and Grantchester: Cambridge Revised Service A will continue from Madingley Road Park and Ride to Grantchester and Trumpington park and Ride where connections for Addenbrookes will be available

Changes for Little Wilbraham: Little Wilbraham Manor Close will continue to have a bus but reduced to every two hours to improve reliability. Instead, buses will alternate Lode, Fassage Close and Little Wilbraham Manor Close. This is intended to keep buses spaced evenly throughout the day and allow integrations with Cambridge Revised Service C.

What it means for passengers: Most passengers will see little change to service regularity, but:

- Section of route between Newmarket Park and Ride and Milton Park and Ride withdrawn.
- A change of bus will be required at Trumpington Park and Ride for passengers from Grantchester travelling to Addenbrookes.
- Connections between Cambridge Revised Services B and C at Swaffham Prior should be easier and more reliable.
- Passengers at Fassage Close will continue to have a bus every two hours, Little Wilbraham Manor Close will reduce to a two-hourly service.
- Majority of journeys no longer use Hills Road except at college times.

New Cambridge Revised Service D: The current 75 service would disappear and be replaced by a new Cambridge Revised Service D. The service would:

- Run in a circular route, and serve Harlton, Haslingfield, Barrington, Orwell
- Run about once an hour for most of the day
- Include some journeys timed for school travel
- The morning bus would go to Cambridge Bus Station. It would then continue to Hills Road Sixth Form and Long Road Sixth Form
- These places would not be on the proposed route because they already have alternatives: Wimpole, Tadlow and Wrestlingworth would continue to use the X75.
- Arrington and Croydon would use Tiger on Demand (a bookable demand responsive bus service rather than a fixed-route bus).

New Cambridge Revised Service E: The current 26 would be replaced by a new Cambridge Revised Service E. The service would:

- Run between Cambridge and Royston, like the current 26.
- Continue beyond Royston to Guilden Morden via Bassingbourn.
- Run about once an hour throughout the day.
- Have a longer operating day, giving more travel options early and late.

Fowlmere: The service would not serve Fowlmere. Instead, Fowlmere would get a new service Cambridge Revised Service F.

Whaddon: Cambridge Revised Service E would not serve Whaddon. Whaddon would instead be covered by Tiger on Demand. This means passengers in Whaddon would lose their regular fixed-route bus and would need to use the demand-responsive service instead.

Bassingbourn: Not every Cambridge Revised Service E journeys would take the same route. Alternate buses would serve either Cardiff Place or Park View. This is intended to speed up journeys for passengers travelling further along the route.

Pros	Cons
<ul style="list-style-type: none"> • Improved connections between Cambridge Revised Services A and B to allow for seamless travel to Cambridge City Centre from Exning and Reach via a consistent 10 minute transfer at Swaffham Prior • Enhanced Cross City connections for communities including Grantchester, Coton, Eddington, Arbury and Impington. 	<ul style="list-style-type: none"> • Small section of Fulbourn will no longer be served by the new network but service 1 covers this. • Hills Road to only be served at college times. • Reduced service to Fowlmere • Link from Melbourn & Meldreth to Addenbrookes removed



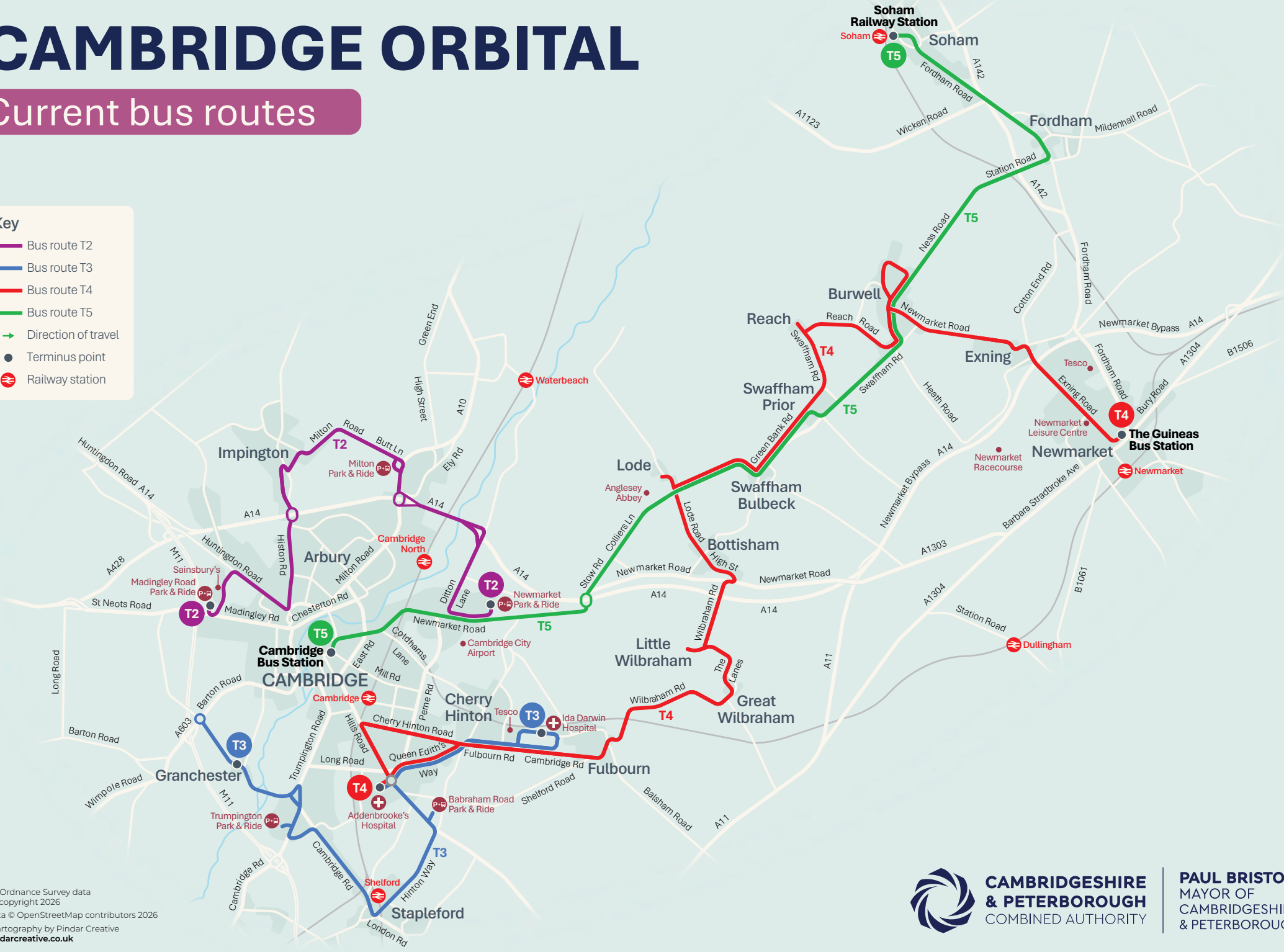
<p>Enhanced service level for the top part of Coton Village to hourly.</p> <ul style="list-style-type: none">• Improved orbital connections for the West of Cambridge to Trumpington Park and Ride. Passengers can change at Trumpington for onward travel to Addenbrooke's Hospital• Later journey from Cambridge City Centre towards Soham• New connections onward to Newmarket from Trumpington Park and Ride, Great Shelford and Barbarham Road Park & Ride• Maintained access to Addenbrookes Hospital• Improved frequencies for Barrington, Haslingfield, and Orwell• Significant enhancement to services in Thriplow• Significant journey speed and frequency enhancement for Guilden Morden, Steeple Morden, Litlington, Bassingbourn, Kneesworth & Whaddon Gap• More frequent service to Kneesworth House Hospital.	<ul style="list-style-type: none">• Loss of service to Hauxton, Croydon, Arrington, Whaddon & Meldreth• Newmarket Park and Ride to Milton Park and Ride (Current T2) section of route will be withdrawn as largely covered by service 100.
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CAMBRIDGE ORBITAL

Current bus routes

Key

- Bus route T2
- Bus route T3
- Bus route T4
- Bus route T5
- Direction of travel
- Terminus point
- Railway station



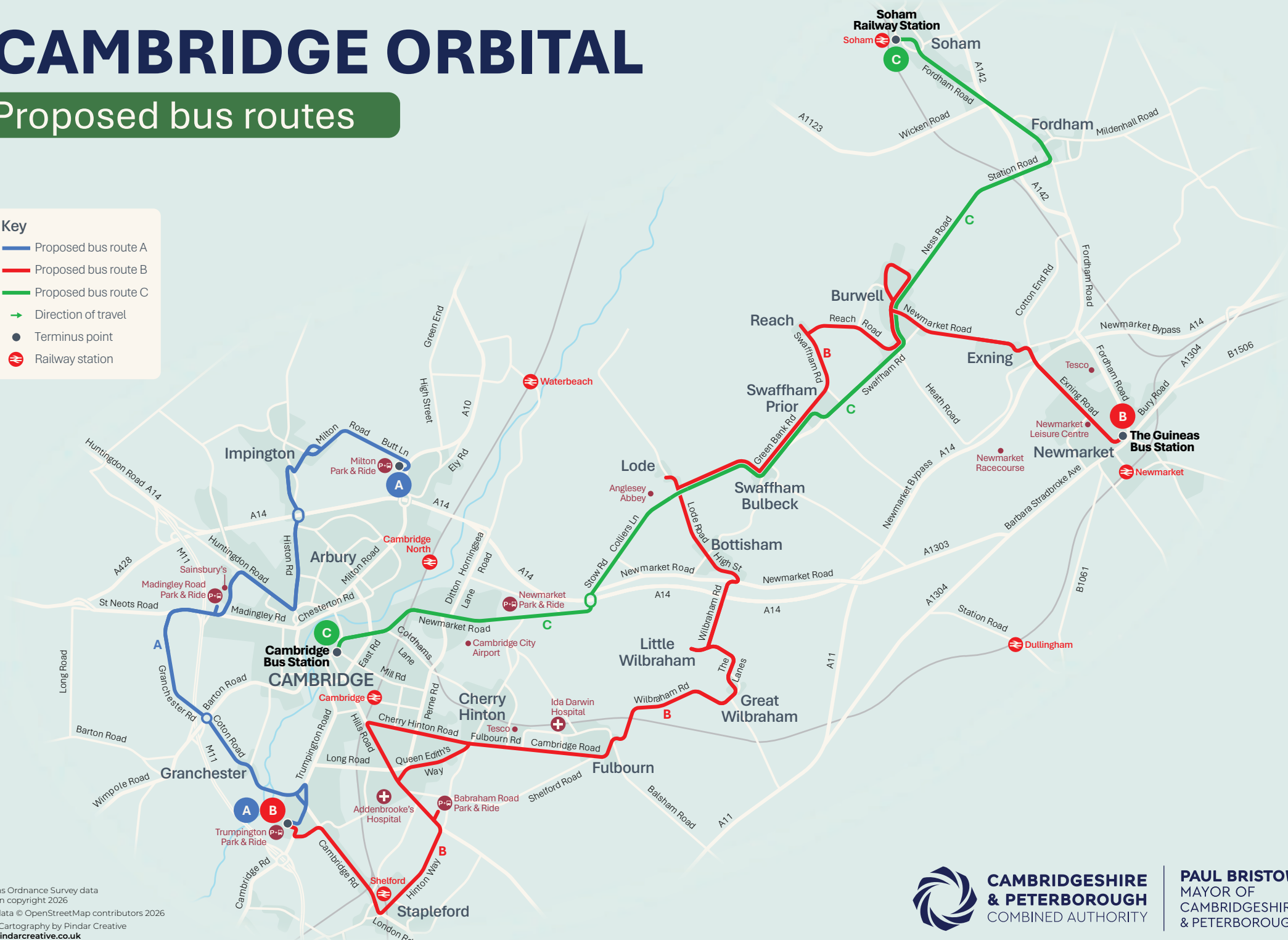
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CAMBRIDGE ORBITAL

Proposed bus routes

Key

- Proposed bus route A
- Proposed bus route B
- Proposed bus route C
- Direction of travel
- Terminus point
- Railway station



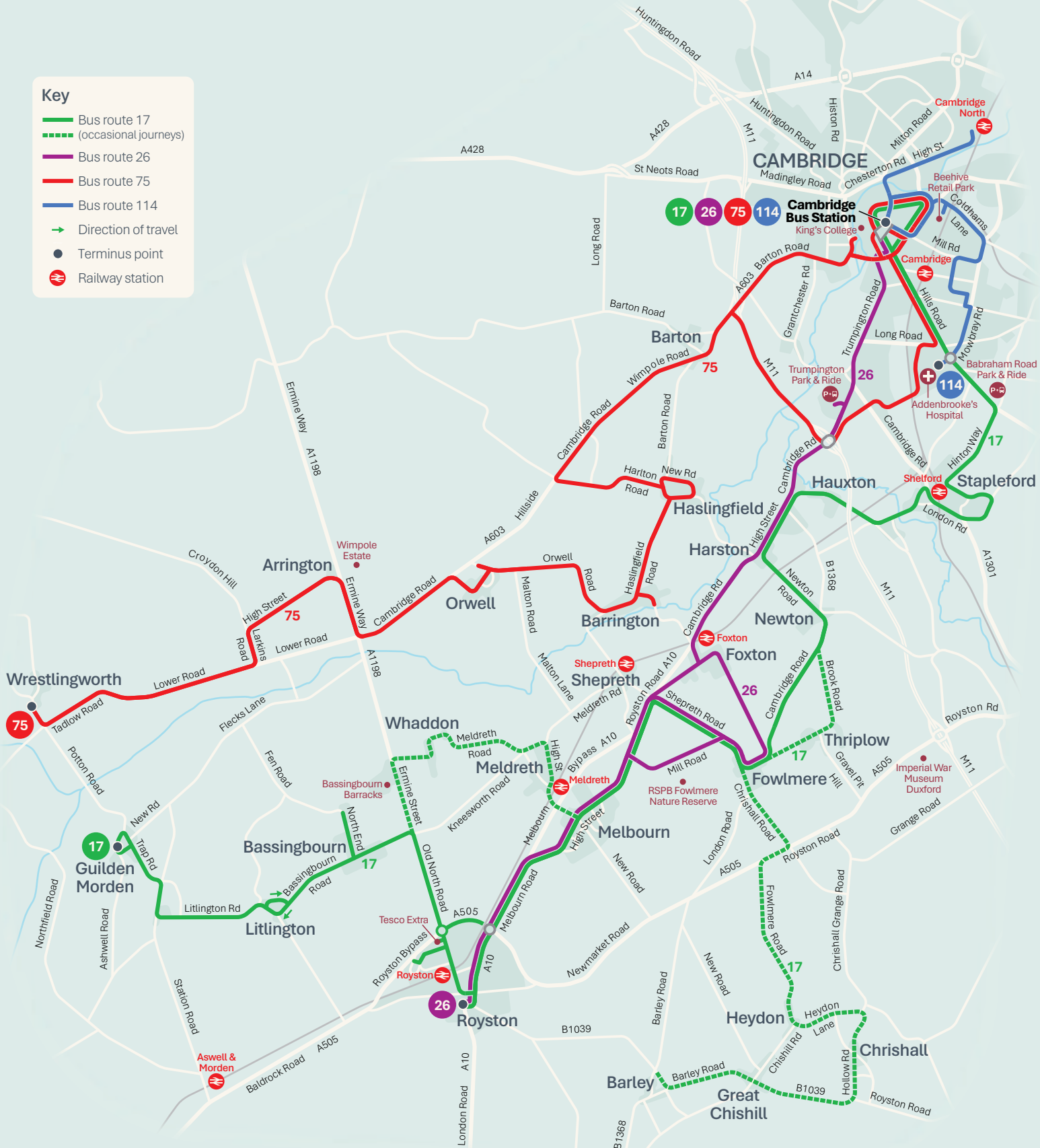
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SOUTH CAMBRIDGESHIRE

Current bus routes

Key

- Bus route 17
- - - (occasional journeys)
- Bus route 26
- Bus route 75
- Bus route 114
- Direction of travel
- Terminus point
- Ⓜ Railway station



SOUTH CAMBRIDGESHIRE

Proposed bus routes

Key

- Proposed bus route D
- - - (single afternoon school journey)
- Proposed bus route E
- - - (single morning school journey)
- Proposed bus route F
- - - (occasional journeys)
- (single daily journey)
- Direction of travel
- Terminus point
- ⊕ Railway station



Huntingdonshire (St Ives, St Neots & Huntingdon) Area Proposed Changes

These bus service proposals are ideas we are consulting on, rather than final decisions. They are being shared so we can hear your views and better understand what matters most to people and communities across the region.

We have developed these proposals to try to meet the needs of the region as a whole, improve connections, and make the best use of available resources. However, they are not set in stone, and we will continue to review and refine them in light of the feedback we receive.

We really welcome your views and very much appreciate you taking the time to look through the proposed changes and complete the survey. Your feedback will play an important role in shaping the final proposals.

Services Before:

- 5A: St Ives to Bar Hill
- 8: Cambridge to Papworth Everard
- 28: Bedford to Kimbolton
- 65 St Neots - Buckden
- 67: St Ives to St Neots (cancelled service)
- 69: St Ives to Boxworth
- 400: Huntingdon to Kimbolton
- 401: Huntingdon to The Giddings
- 301 / 301S / 301V / 301X: St Ives to Ramsey
- T1: Cambridge to Huntingdon
- T12: Longstanton to Sutton

Services After:

- Huntingdonshire Revised Service A: St Ives to St Neots
- Huntingdonshire Revised Service B: St Ives to Cambridge
- Huntingdonshire Revised Service C: Cambridge to Huntingdon and St Ives
- Huntingdonshire Revised Service E: Bedford to Huntingdon
- Huntingdonshire Revised Service D: St Ives to Somersham and Ramsey

What these changes mean:

The New Huntingdonshire Revised Service D: This simplified network will replace services 301, 301X, 301V and T12 and provide links from villages such as Earith and Somersham up to hourly Monday to Saturday. Two return journeys per day will also continue onward to Pidley, Warboys, Bury and Ramsey, retaining these important shopping links

Earith: Service T12 is withdrawn meaning direct links to Longstanton Park and Ride will cease, connections can be made at St Ives Bus Station for Longstanton Park and Ride.

Sutton: Will lose direct link to Longstanton Park and Ride, the Zip services will continue to serve Sutton.

Woodhurst: Will no longer be served, Tiger on Demand to provide replacement.

The New Huntingdonshire Revised Service C: This service will be retained hourly along current line of route Monday to Saturday and extended between St Ives and Ramsey to provide a fast link between the two towns and reinstate services to Houghton (former 904 route).

Houghton: Will receive direct bus services.

Better services Huntingdon and St Ives: New fast link operating between the two towns.

The 65 service: proposed to replace this off-peak Monday to Friday service with fixed trips on the Tiger on Demand service.

Services 400 and 401 will be withdrawn: The current 400 and 401 routes would be removed and replaced by extended service 28, Huntingdonshire Revised Service E. On sections of the route, Passenger numbers from many villages on these routes are very low. Alconbury will continue to be served by service AW1. A fixed-time Demand Responsive Transport journey will be introduced to meet demand from Woolley, Barham, Buckworth, Upton, Hamerton, Little Gidding, Great Gidding, Winwick, Old Weston, Leighton Bromswold, Spaldwick, Easton and Stow Longa, where current demand is very low.

Route 28 will be extended to Huntingdon: The existing 28 route will be extended beyond its current route to Huntingdon, to form the new Huntingdonshire Revised Service E. This will create a new direct bus link between Bedford and Huntingdon. Passengers travelling between Bedford and Huntingdon will no longer need to change buses. The new arrangement is intended to provide a faster and more practical journey between the two towns, while using Demand Responsive Transport to serve smaller villages where regular bus use is very low.

New Services Huntingdonshire Revised Service A and Huntingdonshire Revised Service B will be introduced: The current 5A, 8, 67 and 68 services would be withdrawn and replaced by:

- Huntingdonshire Revised Service A: St Ives – Bar Hill – Papworth Everard – St Neots
- Huntingdonshire Revised Service B: St Ives – Bar Hill – Cambridge

The aim is to create a simpler network with better connections, longer operating hours and more useful journey opportunities.

Better service between St Ives and Bar Hill: The section between St Ives and Bar Hill will continue to be served. Buses will run every 60 to 120 minutes and school journeys for Swavesey Village College will be retained. There will be a longer operating day and two extra return trips each day compared with the current service. For most passengers travelling

between St Ives, Fenstanton, Swavesey and Bar Hill, there should be more travel opportunities during the day.

New Huntingdonshire Revised Service A: The new Huntingdonshire Revised Service A will provide the main link between:

- Bar Hill
- Boxworth
- Elsworth
- Papworth Everard
- St Neots

This means:

- Boxworth and Elsworth gain a more useful and more regular service
- Direct journeys to St Neots railway station
- Timetables will be designed to connect with trains towards London
- Longer operating hours make commuting and evening travel easier
- Connections available at Bar Hill for: Cambridge-bound service 5, Longstanton Park and Ride, the Cambridge – St Ives Busway

New Huntingdonshire Revised Service B: the new service will provide a direct route from St Ives – Bar Hill – Cambridge, using the current route of service 8 after Bar Hill. This means:

- More villages will have a direct bus to Cambridge city centre
- Direct Cambridge journeys will remain available without needing to change buses
- The two journeys that continue beyond Bar Hill will run at broadly similar times to today's service 8

Changes for Hilton, Knapwell and Conington: These villages will no longer be served by the replacement route. But they will still have Dews Coaches service 9, Tiger on Demand (bookable Demand Responsive Transport Service). Demand from these villages is currently very low.

Faster journeys for some passengers: By removing the loop through Hilton, Knapwell and Conington journeys from Elsworth and Papworth Everard towards Bar Hill, Longstanton, and Cambridge connections will be around 15 minutes faster.

School journeys will be protected: All existing school transport links currently provided by the routes will continue.

Pros

Cons

<ul style="list-style-type: none"> • New direct link between Huntingdon and Bedford which delivers faster travel times than current • New links to Bedford and Huntingdon at a regular 2 hourly frequency for communities in both Bedford Borough and CPCA area including Tilbrook, Kimbolton, Great Staughton, Dillington, Perry, Grafham & Ellington • Connections for schools and hospital shift times retained as per the current 400 along with arrival times into Bedford currently provided by the 28. • Enhanced frequency between St Ives, Needingworth, Bluntisham, Earith, Colne & Somersham to hourly • New fast link introduced between Huntingdon and St Ives. • New coordinated service to St Neots Rail Station for fast links into London • Higher frequency services for Elsworth, Papworth Everard and Boxworth with fast journeys to St Neots for rail connections and Bar Hill / Longstanton for services into Cambridge • Enhanced frequency for Fen Drayton, Boxworth End, Swavesey, Over and Willingham in comparison to the current 5A service • Connection for Dry Drayton, Madingley and Coton to Cambridge maintained at similar times to current. 	<ul style="list-style-type: none"> • Loss of scheduled bus service to Spaldwick and various other small communities in the area west of Huntingdon • Reduction in journeys between St Ives and Ramsey (journeys still possible via Huntingdon) • Woodhurst no longer served • Slower journeys between St Ives and St Neots • Conington, Knapwell & Hilton no longer served by 8 / 67 services. • Link for Sutton and Earith to Longstanton withdrawn.
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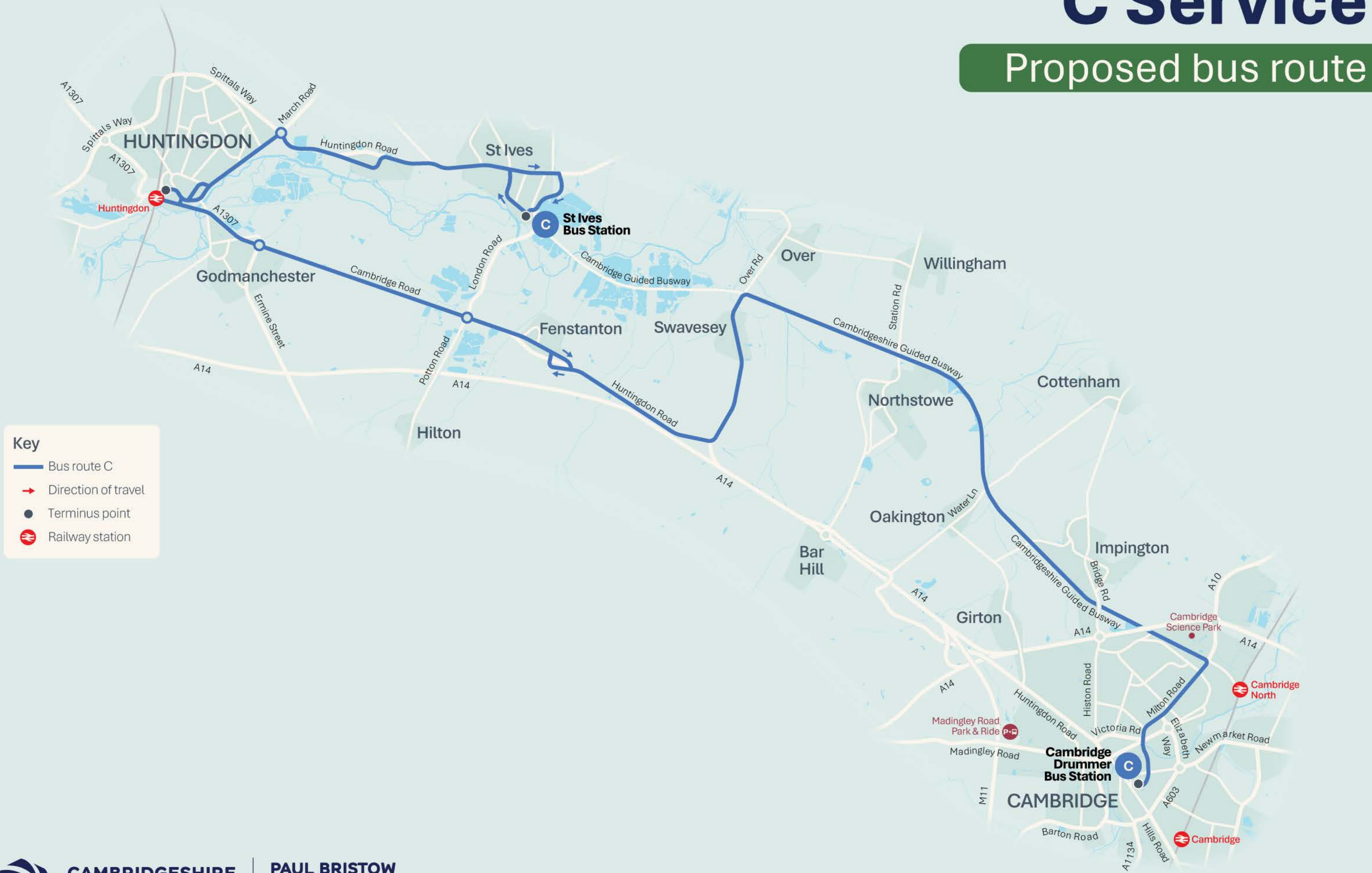
T1 Service

Current bus route



C Service

Proposed bus route

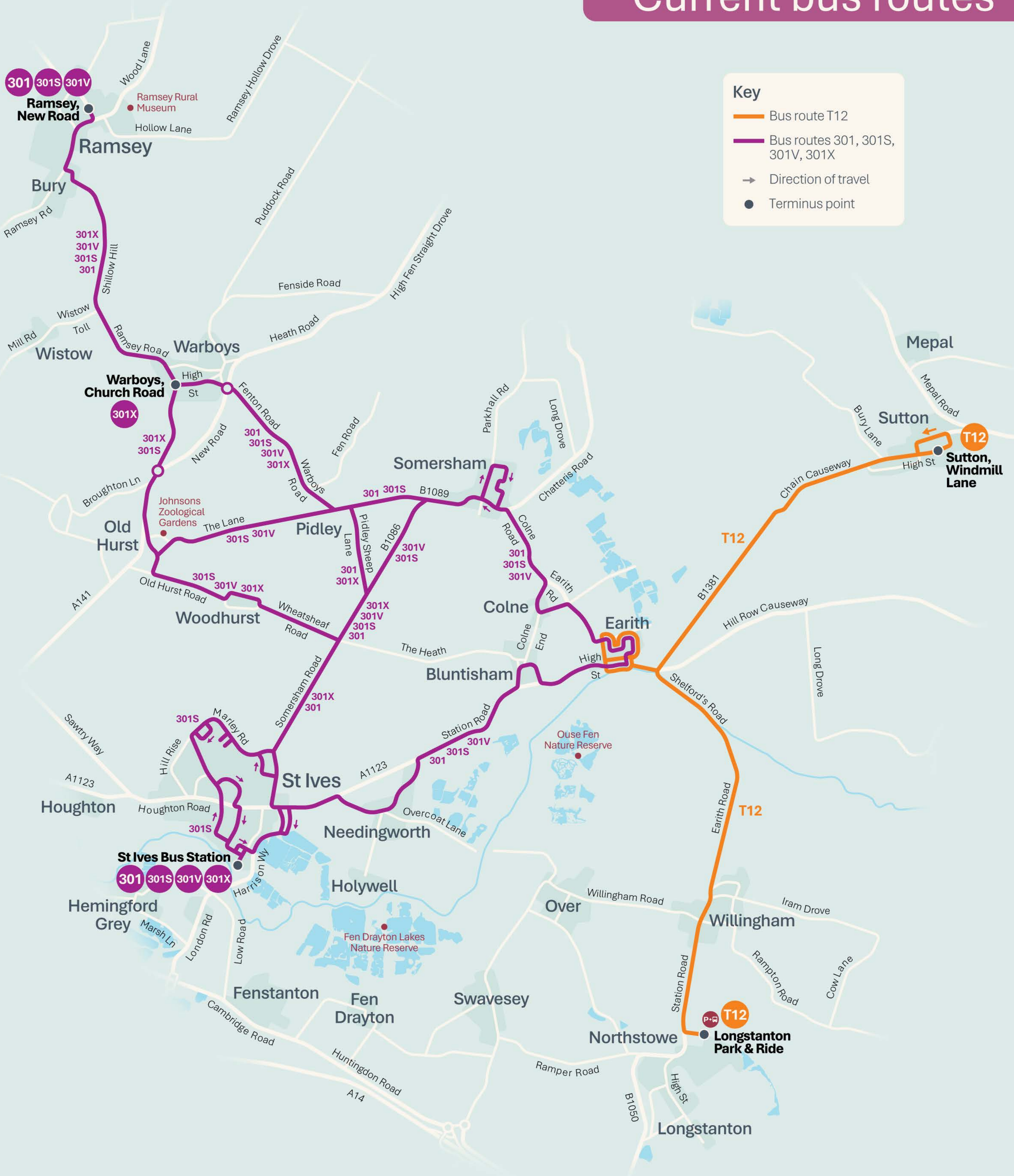


Key

- Bus route C
- Direction of travel
- Terminus point
- 🚉 Railway station

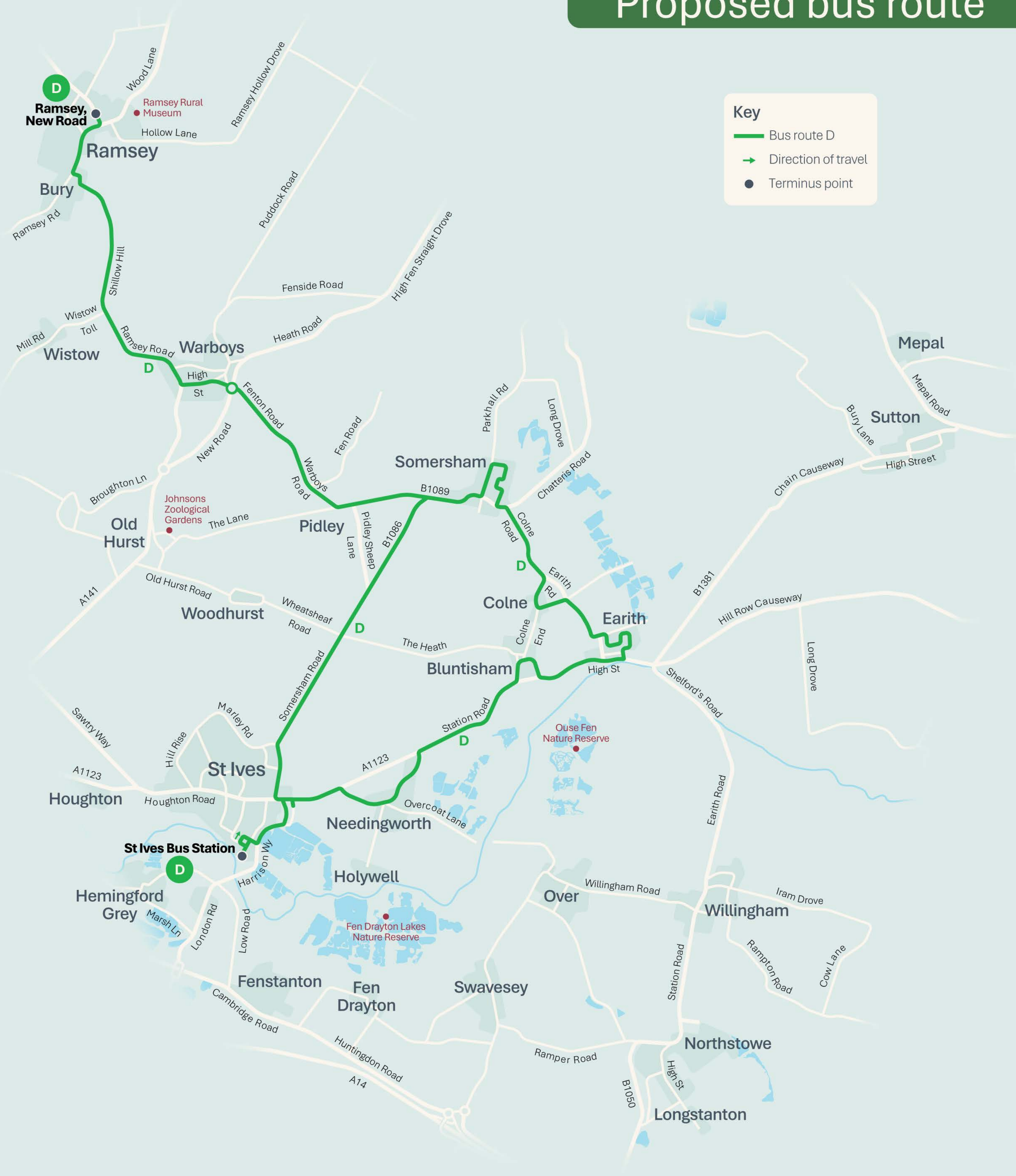
ST IVES TO EARITH

Current bus routes



ST IVES TO EARITH

Proposed bus route

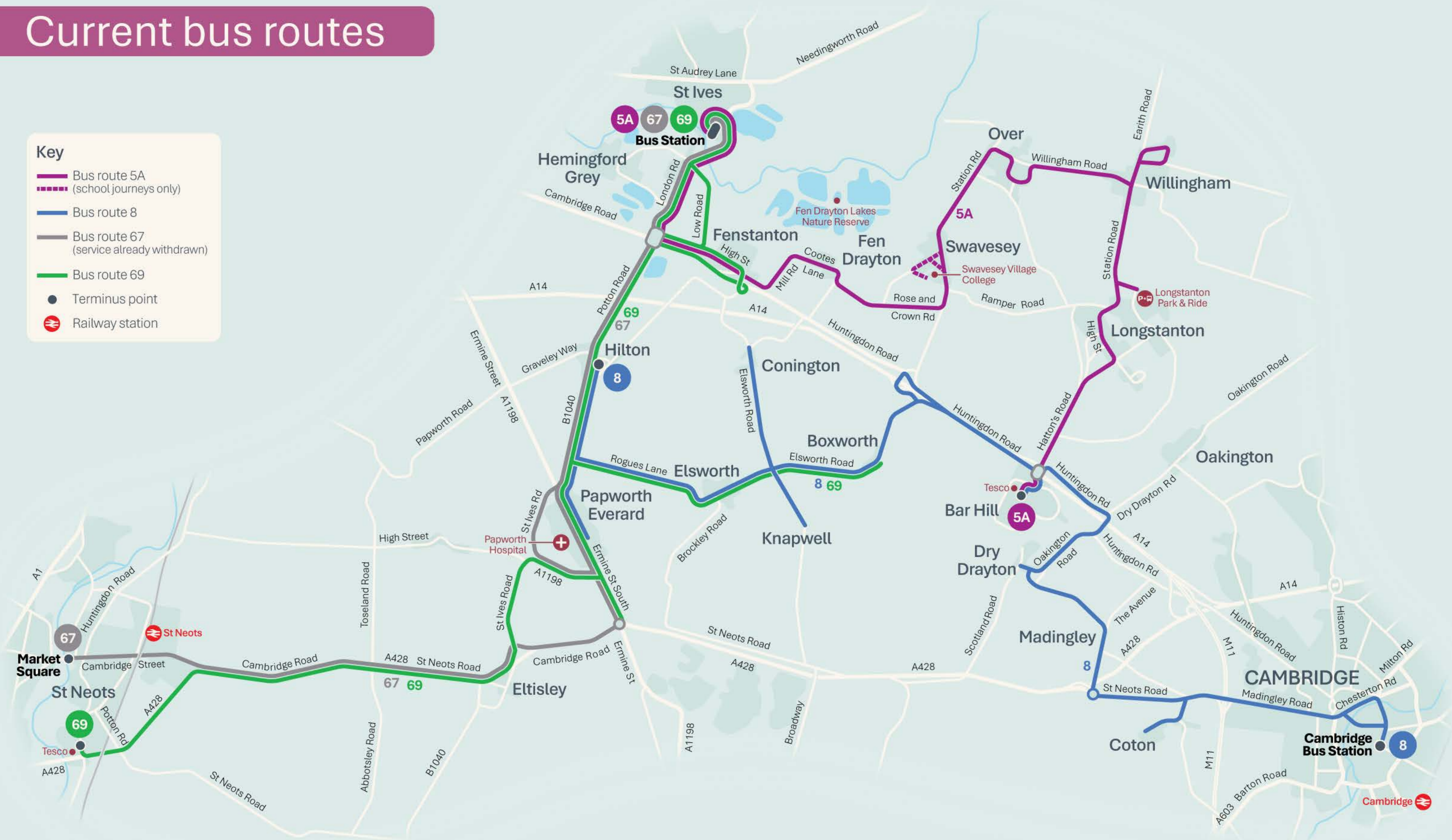


ST NEOTS AND ST IVES

Current bus routes

Key

- Bus route 5A (school journeys only)
- Bus route 8
- Bus route 67 (service already withdrawn)
- Bus route 69
- Terminus point
- Railway station



ST NEOTS AND ST IVES

Proposed bus routes

Key

- Proposed bus route A (school journeys only)
- Proposed bus route B
- Terminus point
- Railway station



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WEST HUNTINGDONSHIRE

Proposed bus routes



Key

- Bus route E
- Direction of travel
- Terminus point
- 🚉 Railway station

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East Cambridgeshire (including Newmarket) Area Proposed Changes

These bus service proposals are ideas we are consulting on, rather than final decisions. They are being shared so we can hear your views and better understand what matters most to people and communities across the region.

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Services Before:

- 13B: Castle Camps - Linton
- 16A: Cambridge to Great Thurlow
- 19: Burrough Green to Haverhill
- 18: Newmarket Park and Ride – The Wilbrahams - Newmarket
- 47: Brinkley - Newmarket
- 203: Isleham to Newmarket
- 204: Isleham to Newmarket
- 900 series: Newmarket circulars

Services After:

- East Cambridgeshire Revised Service A: Addenbrooke Hospital to Isleham
- East Cambridgeshire Revised Service B: Newmarket to Haverhill

What these changes mean:

This proposal means that several existing local bus routes around Newmarket (13B, 16A, 19, 203, 204 and the 900-series circular buses) would be replaced with two simpler services: East Cambridgeshire Revised Service A and East Cambridgeshire Revised Service B:

- East Cambridgeshire Revised Service A: a commuter bus to Addenbrooke's Hospital from Isleham.
- East Cambridgeshire Revised Service B: a regular local bus linking Newmarket, villages south of Newmarket, and Haverhill.

The aim is to create a simpler network with clearer routes, although some villages would lose their current service.

The New East Cambridgeshire Revised Service A: This would be a commuter-focused bus aimed at people travelling to and from Addenbrooke's Hospital.

- One bus towards Addenbrooke's in the morning.
- One return bus in the evening.
- Monday to Friday only.
- The route would run from: Isleham - Newmarket - Balsham - Addenbrooke's Hospital via several villages including Chippenham, Snailwell, Cheveley, Stetchworth, Dullingham, Burrough Green, Brinkley and Willingham Green.

The New East Cambridgeshire Revised Service B: This would become the main local route running between Newmarket Tesco and Haverhill, passengers would get a bus roughly every two hours Monday to Saturday. The route would link:

- Newmarket
- Cheveley
- Woodditton
- Stetchworth
- Dullingham
- Burrough Green
- Brinkley
- Weston Colville
- West Wickham
- Balsham
- Linton
- Shudy Camps
- Castle Camps
- Haverhill

Great Thurlow: Under the proposal Great Thurlow would lose its bus service completely. Passenger numbers from villages left out of the new network are extremely low.

Ashley: Ashley would keep a service through the existing 312 route.

To Conclude: Instead of six separate local services, passengers would have:

- East Cambridgeshire Revised Service A: one morning and one evening commuter bus between Isleham and Addenbrooke's.
- East Cambridgeshire Revised Service B: a regular two-hourly service linking Newmarket, villages south of Newmarket, and Haverhill.

Pros	Cons & Mitigations
<ul style="list-style-type: none"> • Frequent daytime service between Haverhill and Newmarket introduced with improved accessibility to retail and hospital 	<ul style="list-style-type: none"> • Service for Ashley reduced • Some villages are no longer served with no alternative provision.

- | | |
|--|--|
| <ul style="list-style-type: none">• Improved frequency for several of the larger small villages in East Cambridgeshire including Cheveley and Sketchworth• Improved links for several areas to Cambridge for links to Addenbrookes. | |
|--|--|

EAST CAMBRIDGESHIRE

Current bus routes

Key

- Bus route 13B
- Bus route 16A
- Bus route 19
- Bus route 203
- Bus route 204
- Bus route 901
- Bus route 902
- Bus route 903
- Bus route 904
- Terminus point
- Railway station



EAST CAMBRIDGESHIRE

Proposed bus routes

Key

- Proposed bus route A
- Proposed bus route B
- Terminus point
- Railway station



Fenland Area Proposed Changes

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Services Before:

- T7: Wisbech to Chatteris
- 46: Wisbech to March
- 56: Wisbech to Manea or Benwick
- 60: Wisbech – Three Holes – Downham Market

Services After:

- Fenland Revised Service A: Wisbech to Ramsey
- Fenland Revised Service B: Wisbech to Chatteris
- Fenland Service 60: Wisbech – Three Holes – Downham Market

What these changes mean:

More buses between Wisbech and March: The current service between Wisbech and March will become hourly. It will be renamed (currently service 46) to avoid confusion with another service 46 that runs to King's Lynn. Together with the new Fenland Revised Service B, there will be two buses per hour between Wisbech and March.

New direct links to Ramsey and Doddington Hospital: The new Fenland Revised Service A will continue beyond March to Benwick and Ramsey. This will provide faster and more direct connections to Ramsey and Doddington Hospital.

Better connections between March, Manea, and Chatteris: The current 56 service will be extended from Manea to Chatteris and become hourly. Residents will benefit from improved links between March, Manea and Chatteris.

T7 will be replaced: The existing T7 route will be withdrawn and replaced by the new Fenland Revised Service A and Fenland Revised Service B network. The aim is to provide a simpler and more sustainable service focused on journeys within Cambridgeshire.

Christchurch will lose its regular bus service: Christchurch will no longer be served by a fixed-route bus. Instead, passengers will be able to use the Fenland Demand Responsive Transport (DRT) service, which must be booked in advance. The change is proposed because current passenger numbers on the T7 through Christchurch are very low.

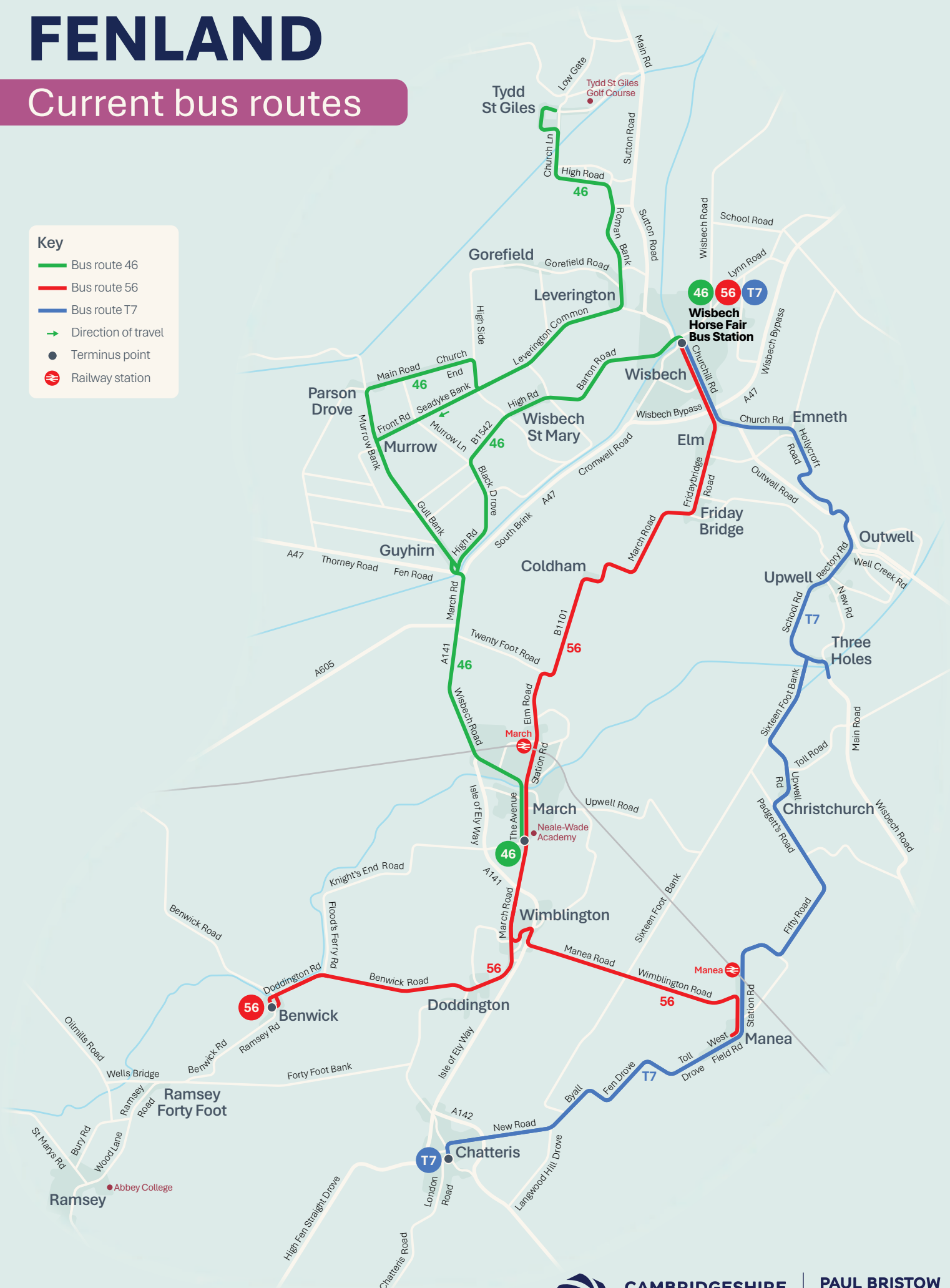
Pros	Cons & Mitigations
<ul style="list-style-type: none"> • Significant improvements to services across Fenland • Linking into Manea Rail Station for connections from Chatteris • New fast and direct connection to Ramsey for Doddington Hospital, March and Chatteris • Improved frequency between March and Manea to hourly • Connections between Wisbech and March enhanced to two coordinated journeys per hour in each direction. 	<ul style="list-style-type: none"> • Loss of scheduled bus service to Christchurch • Loss of links to Norfolk from Chatteris and reduced service level to villages in Norfolk.

FENLAND

Current bus routes

Key

- Bus route 46
- Bus route 56
- Bus route T7
- Direction of travel
- Terminus point
- Railway station

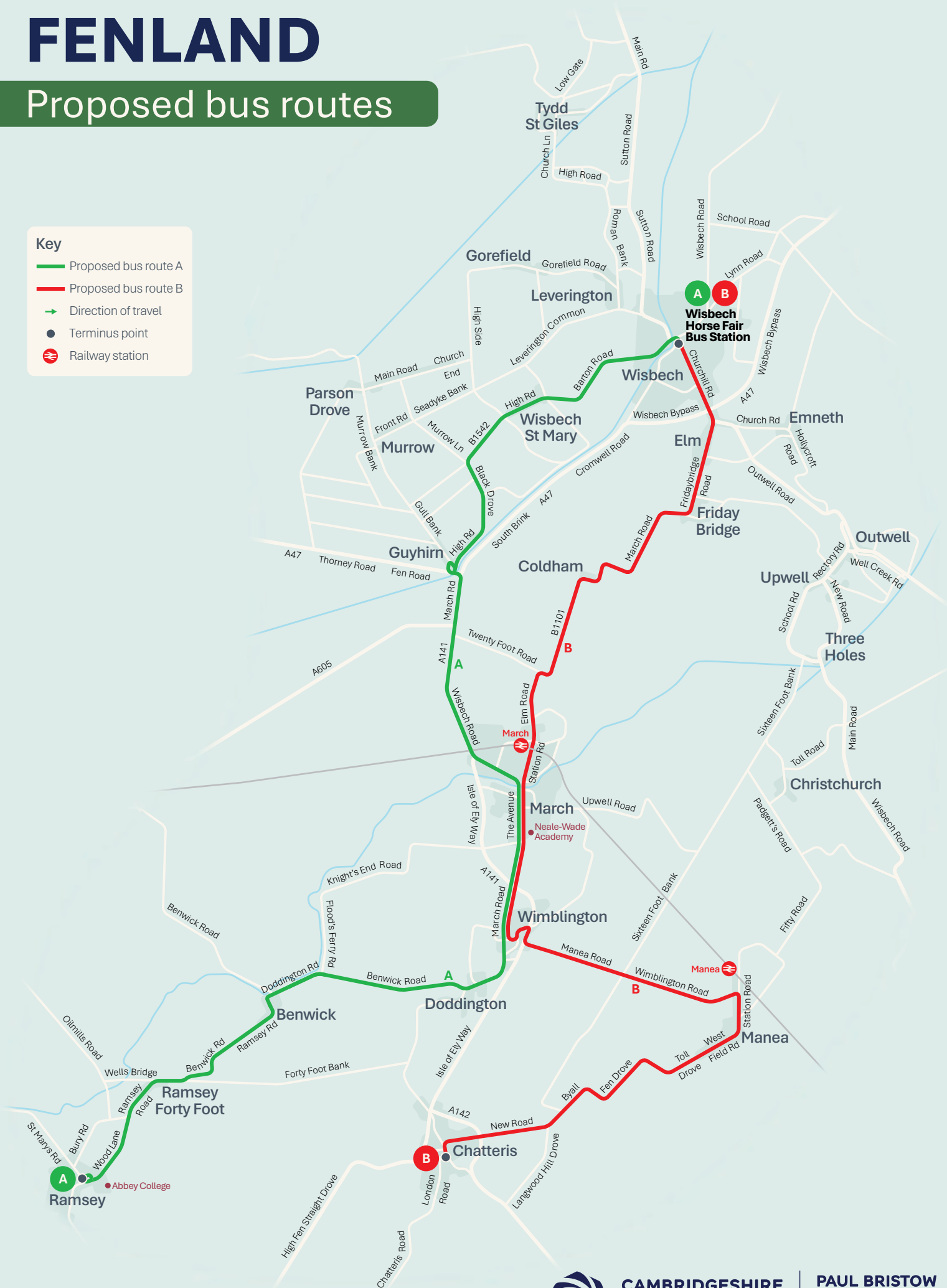


FENLAND

Proposed bus routes

Key

- Proposed bus route A
- Proposed bus route B
- Direction of travel
- Terminus point
- Railway station



Peterborough Orbital Service Proposal

These bus service proposals are ideas we are consulting on, rather than final decisions. They are being shared so we can hear your views and better understand what matters most to people and communities across the region.

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Services Before:

- 60: Peterborough to Orton Northgate
- 61: Peterborough to Newark
- 62: Peterborough to Maxey
- 63: Peterborough to Keys Park

Services After:

- Peterborough Orbital Service
- Peterborough Revised Service A: Peterborough to Maxey

What these changes mean:

This proposal will see a new orbital service operating hourly Monday to Saturday replacing services 60, 61 and 63 with improved links and frequencies around the City. This orbital will see direct links to Amazon, Showcase Cinema, Newark Sainsburys and Peterborough City Hospital. Peterborough Revised Service A will replace service 62 with an increased frequency of every 2 hours, the new service will not serve Werrington, but alternative commercial services are available such as the 1 and 201.

New Peterborough Orbital Service: This new orbital service will improve connectivity and frequencies to many communities within Peterborough.

- It will operate hourly in each direction on the orbital and serve Peterborough Queensgate bus station.
- It will give new direct links to Peterborough City Hospital from Orton, Serpentine Green, Fengate, Newark, Keys Park & Dogsthorpe.
- This is a significant improvement to current users of the 60, 61 and 63 services.
- Newark Avenue will no longer be served, service 5A operates from nearby stops.

New Peterborough Revised Service A: This new service directly replaces service 62 with an improved two hourly frequency between Peterborough, Newborough, and Maxey. This service will no longer serve Werrington, but alternative commercial services are available such as the 1 and 201.

This revised network will simplify and improve connectivity with 2 services instead of 4.

Pros	Cons & Mitigations
<ul style="list-style-type: none"> • Simpler network with 2 services instead of 4 • Improved links and frequencies around Peterborough • New direct links to Amazon, Showcase Cinema, Newark Sainsburys and Peterborough City Hospital • Direct hospital links from Orton, Serpentine Green, Fengate, Newark, Keys Park and Dogsthorpe • Peterborough Revised Service A replaces 62 with an improved two-hourly frequency • Better connectivity for current users of services 60, 61 and 63. 	<ul style="list-style-type: none"> • Newark Avenue will no longer be served by these services • Werrington will no longer be served by these services.

PETERBOROUGH

Current bus routes



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CAMBRIDGESHIRE & PETERBOROUGH
 COMBINED AUTHORITY

PAUL BRISTOW
 MAYOR OF
 CAMBRIDGESHIRE
 & PETERBOROUGH

PETERBOROUGH

Proposed bus routes

Key

- Proposed bus route A
- Proposed orbital bus route
- Direction of travel
- Terminus point
- Railway station



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CAMBRIDGESHIRE & PETERBOROUGH
 COMBINED AUTHORITY

PAUL BRISTOW
 MAYOR OF
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 & PETERBOROUGH