

CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Council Meeting 1st September 2015

Traffic Matters and Road Safety

21.1 Broad Street Junction Works

To receive an update from the Parish Clerk

21.2 A report into the current parking situation in Cambourne by Paul Tither - Resident

21.3 Changes to Stagecoach and Whippet Bus Services

To receive notification of changes to bus services

21.4 Other Traffic Matters

To receive an update from the Parish Clerk

A report into the current parking situation in Cambourne
By Paul Tither

9th August 2015

**AN ANALYSIS OF THE CURRENT PARKING SITUATION WITHIN GREAT, LOWER
AND UPPER CAMBOURNE, CAMBRIDGESHIRE. CB23.**

By Paul Tither.

9th August 2015.

1.0. The current parking problems in Cambourne

Everyone shares frustrations when driving around Cambourne. As more dwellings are built, the traffic build-ups increase during peak times. With more people owning cars than ever before, and an increasing number of households owning more than one vehicle, the places people choose to park sometimes leave a lot to be desired.

In order to demonstrate some of the Cambourne residents' frustrations, I carried out a survey through the Cambourne Information Facebook group, which encouraged people to answer the following three questions:

1. Are you happy with the parking in Cambourne?
From 42 responses:
11.9% answered that they were happy.
88.1% answered that they were **not happy**.
2. Are there any problem areas you would like to tell us about? (No naming and shaming).
3. What would you like to see done to resolve the problem with parking in Cambourne?

Please refer to Appendix A at the back of this report for the full results of the survey.

2.0. Planning Laws

The current South Cambridgeshire District Council planning guidelines specify

USE CLASSES ORDER C3: DWELLING HOUSES

(Including dwellings, small businesses at home, communal housing of elderly and handicapped).

Dwellings: Average of 1.5 spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas).

NOTE:

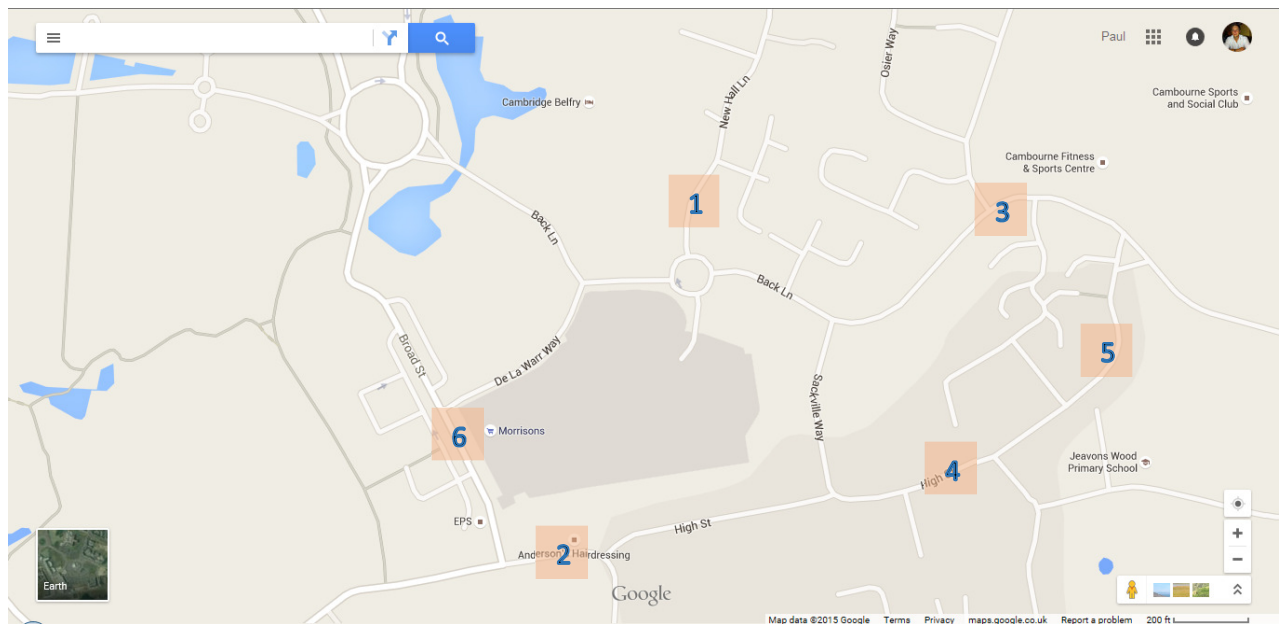
Garages are counted as parking spaces.

These are the guidelines being followed by the housing developers (currently Bovis and Taylor Wimpey). Classing garages as parking spaces, which are usually barely large enough to park a modern car inside, and are rarely used for this purpose only adds to the problem in question. Houses with 2, 3, 4 bedrooms, which 7 times out of 10 contain more than one vehicle per household are only provided with a driveway to fit one car and a second 'parking space' inside a garage. As a result, this has led to parking on the road, providing obstructions to traffic thoroughfare. Meaning only one car can pass these bottle necks at any one time, a frustration we all share.

This trend is particularly worrying when the parking causes obstructions and disruptions to emergency services vehicles, refuse lorries and the bus services.

3.0. Parking hotspots and bottlenecks

Through undertaking the survey and through observation, the following hotspots have been identified.



1. New Hall Lane

Parking on the road just after the Morrisons roundabout, causing obstructions and a limited view for people leaving New Hall Lane as well as people coming the other way, exiting the roundabout.

2. School Lane - outside the shops.

A disabled space outside shops would be desirable. Very often people use this as a set down point to collect their takeaways, despite it being next to a very busy T junction where there has already been several accidents.

3. Back Lane – near Playsteads Lane and Osier Way.

Several cars park along this stretch of road just before and on the bend, people also approach this bend quite quickly. During peak times I have seen this area of road snarl up and have had numerous near misses in this location. Including damage to my wing mirror from a car which failed to stop heading away from the sports centre towards the fire station.

4. High Street – outside The Hub.

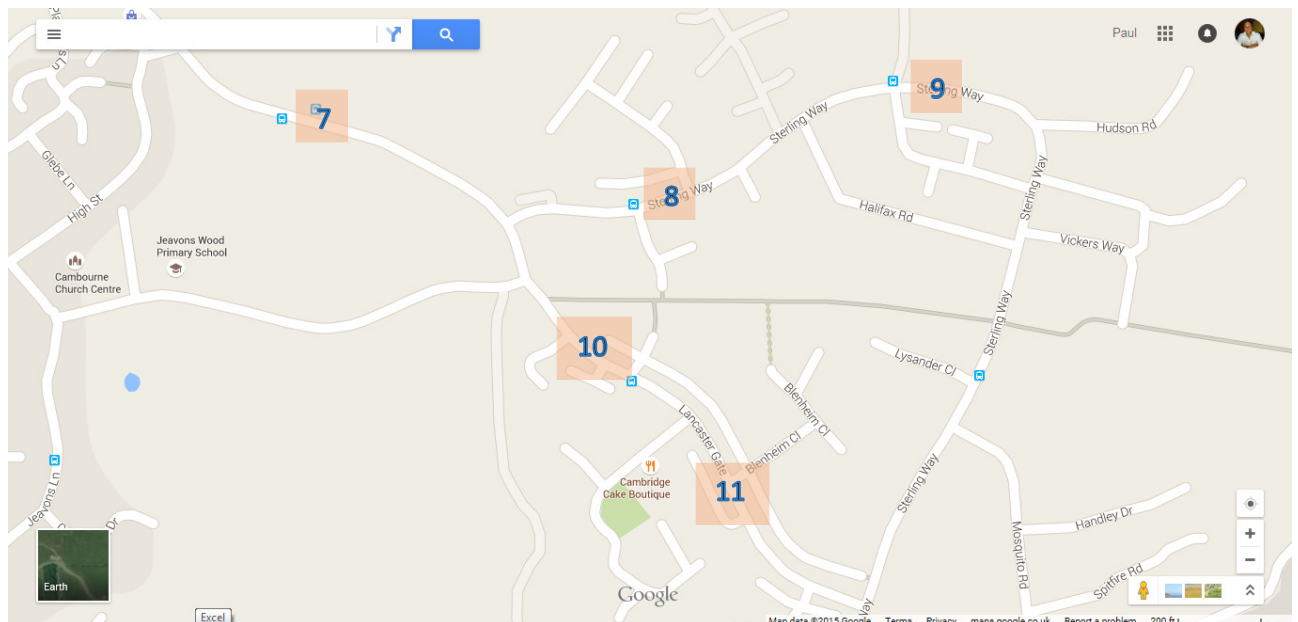
Despite this being a route for the buses and one of only two routes into Upper Cambourne, residents park along this stretch of road causing major disruptions and near misses. As a result, the turning into Jeavons Lane can be quite hazardous.

5. High Street – between the church and the corner near the junction at Back Lane.

Parking on the road around the bend here is the biggest danger and breaks the highway code. Not to mention that this is a route for the bus. I cannot stress how many times I have seen the buses struggle to get down this stretch of road.

6. Broad Street – Bus stops outside Morrisons

Although this is not technically a parking problem, a number of concerns were raised regarding this area, the setting out of the bus stops being the main issue. When two buses stop at the same time, the traffic is at a standstill. This can cause major disruption during peak times which very often backs up to the T junction at School Lane and blocks vehicles exiting both De La Warr Way and the parking to the shops at Caxton House. A crossing point is also highly desirable at this point. I have seen many near misses as people speed round the corner of School Lane not seeing a group of children or people pushing prams crossing this road. I have also witnessed numerous people running across this road in front of cars in order to catch the buses in the morning.



7. Back Lane – parking between the sports fields

At weekends, when sporting events are in action and the sports centre car park is full, the road along this stretch is used, parking on both sides of the road.

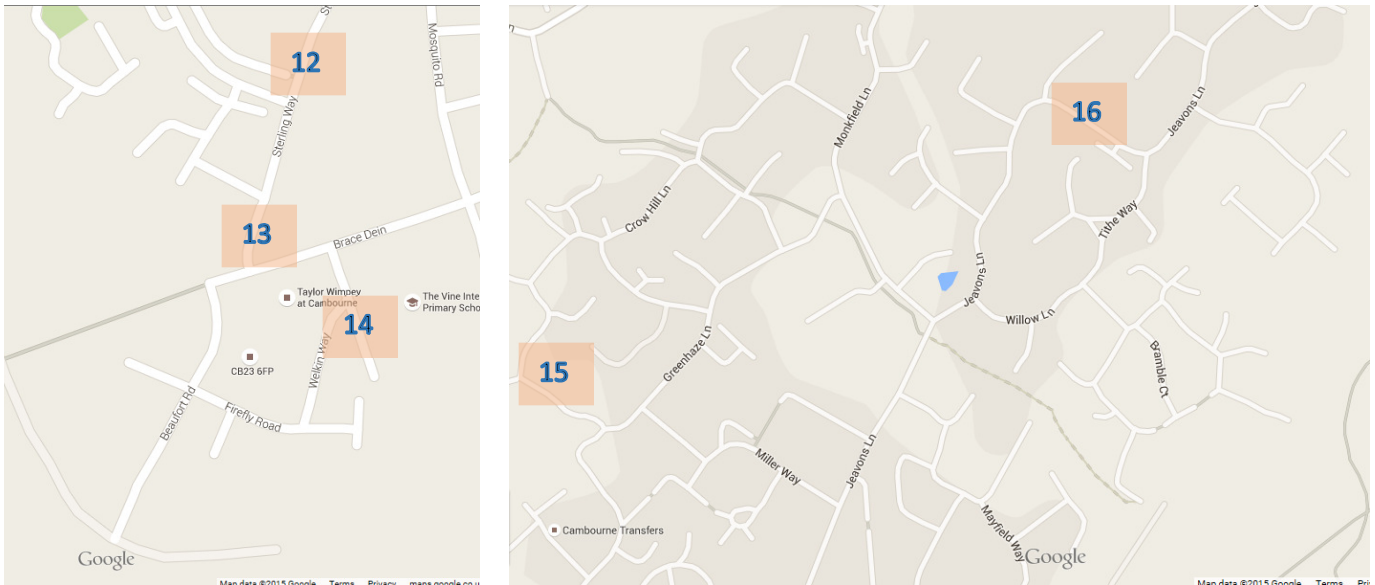
8 and 9. Sterling Way

A busy road, used as one of the main access roads into Upper Cambourne. Parking on bends, making visibility difficult and poor general flow of traffic due to parked cars.

10 and 11. Lancaster Gate

The main thoroughfare into Upper Cambourne. At present the residents have taken to parking on the blind bend (10), which I understand was the cause of a serious accident quite recently. Whilst walking around Cambourne last week to identify hot spots, I very nearly witnessed a head on collision as the car heading out of Upper Cambourne failed to stop for a car coming in the

other direction. It was also noted that cars parked further down this road (11), were parked opposite entrances to the parking areas behind the railings.



12. Sterling Way, Lancaster Way T Junction

Currently vehicles are parking within 10 metres of the junction, which again breaks the highway code and causes very poor visibility when trying to negotiate a right turn onto Sterling Way. This problem will only increase as more houses are built.

13. Sterling Way, Brace Dein T Junction

As above, parking within 10 metres of the junction, breaking the highway code, causes difficulties and sharp braking when turning off Brace Dein onto Sterling Way.

14. The new road off Brace Dein towards the Bovis Homes sales office.

Already, within 6 months of its construction, the parking on the bend and opposite residents' driveways is causing obstructions and small tail backs. As above, the volume of traffic here will only increase as the new houses are completed.

15. Foxhollow

Parking on both sides of the road along Foxhollow, resulting in very restricted access and potential danger should an emergency services vehicles need access.

16. Jeavons Lane

Parking on the bend of Jeavons Lane and the junction to Woodland Walk.

4.0. What the Highway Code says

Driving through Cambourne, it is quite obvious and frustrating that several parts of the highway code are broken every day. Often when questioned, people do not see it as a problem as they are simply parking outside their property. The two sections of the highway code which are of particular interest are Section 217 and 218 listed below.

217: DO NOT park your vehicle or trailer on the road where it would endanger, inconvenience or obstruct pedestrians or other road users. For example, do not stop

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus stop or taxi rank
- on the approach to a level crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users
- in front of an entrance to a property
- on a bend.

218: DO NOT park partially or wholly on the pavement unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs, the visually impaired and people with prams or pushchairs.

The intention of my proposal is to overcome traffic bottle necks, dangerous parking, driving frustrations such as anger towards other road users and road rage.

5.0. The Solution

I asked the members of Cambourne Information for solutions to the parking problems. The majority of answers suggest more double yellow lines. Whilst I would agree with this, especially along main thoroughfares, this is only a preventative method and not a resolution to the problem. Where do the surplus of vehicles park should extra yellow lining be introduced?

The solution is actually quite simple and is detailed below. The idea is ultimately to utilise the existing grass verges without losing the aesthetic appeal of the 'green, village' look. I have outlined a couple of products which will help to achieve this.

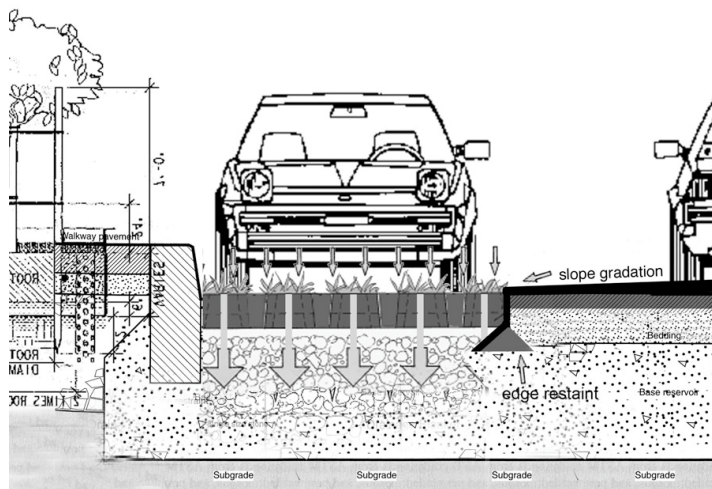


Fig 1. Section through a typical 'green' parking bay.

6.0. Grass Reinforcement Mesh

Grass reinforcement mesh, is a plastic mesh that is installed directly onto existing grass to protect, reinforce and stabilise the grass against damage caused by traffic (pedestrians and vehicles.) Grass protection mesh protects grass that is prone to wear, rutting and muddy surfaces. GrassProtecta reinforces the grass for vehicle traffic (car and trucks) or for pedestrian paths and walkways.



Fig 2. Close up of the grass reinforcement mesh

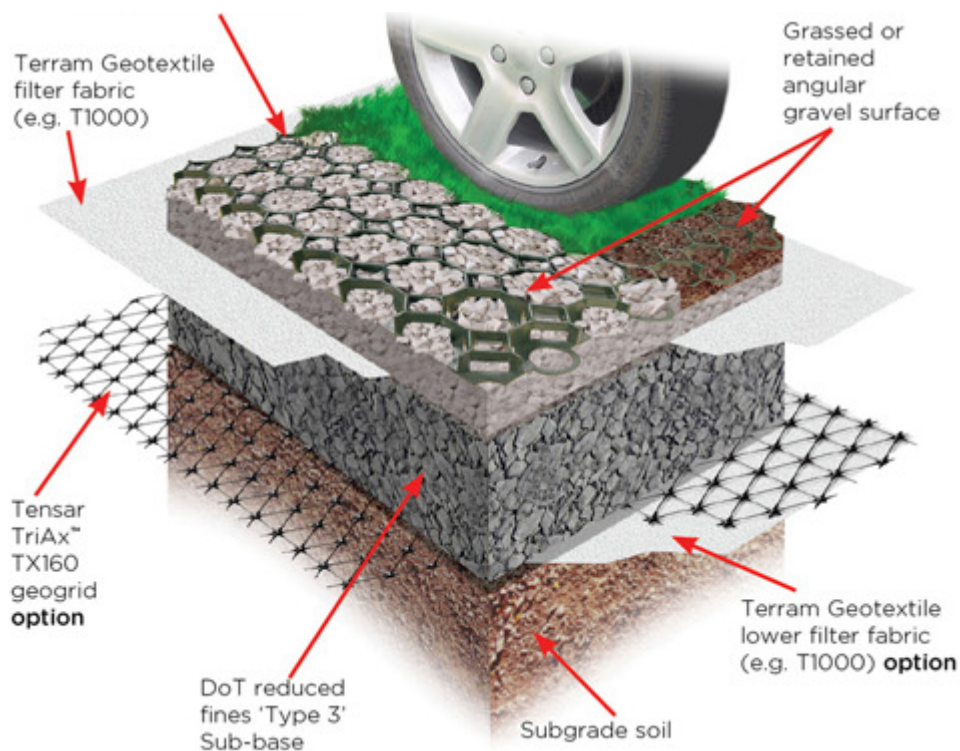


Fig 3. Build up of the Grass Reinforcement Mesh.

7.0 Grass Crete

Occasionally confused with pre-cast blocks, Grasscrete is in fact a cast on-site cellular reinforced concrete system with voids created by fibre pulp or plastic void formers.

Why is it effective?

Load bearing up to 40 tons gross vehicle weight
Resists differential settlement
Eliminates curb edges
Not reliant upon grass for stability
Optimum drainage capability

Where is it used?

In addition to its ability to withstand traffic loads, Grasscrete is also a self-venting paving system which is ideal for the following:

Sustained Access
Fire and Emergency Access
Parking areas
Pedestrian Access
Overflow Parking



Fig 4. Grasscrete in use.

Getting greener solutions to high carbon footprint car parks is potentially a massive environmental step forward. Grass covered parking bays might be considered unviable with the typical British weather but Grasscrete means you don't get stuck in the mud.

Grasscrete provides a permeable paving solution while maintaining a strong concrete under structure for heavy traffic. Grass cover is quickly established to get the best possible green, sustainable drainage credentials.

I'd also go as far as to say that should a trial be carried out and proven successful, that all new developments should include 'green' parking bays as standard, included with the infrastructure for new Cambourne developments.

8.0 CASE STUDIES

<http://www.henleystandard.co.uk/news/news.php?id=38017>

Henley Standard

Facelift for grass verges in Upton Close

Published 22/02/13

RESIDENTS of Upton Close in Henley have seen “grass-crete” laid in front of their homes in a bid to tidy the area and create more parking spaces.

Contractors working for Oxfordshire County Council completed the work last week and cars are already being parked on the former grass verge. The entire length of the verge furthest from Reading Road has been levelled and covered in the material dubbed the “green” way to eliminate kerb edges. Only a bench has been left intact.

Grass seed has been scattered in the holes in the concrete, which can withstand up to 40 tonnes. The council says the work will allow additional parking while “retaining the green nature of the verge”. Town and county councillor David Nimmo Smith said: “It is looking a bit bald at present but once the grass starts to grow through the gaps in the grass-crete it will take on a different character.

“It will improve the visual aspect of this part of the Reading Road approach into the town and provide better-quality parking than before.”

http://m.braintreeandwithamtimes.co.uk/news/13366262.Parking_nightmare_could_be_over_thanks_to_200k_grasscrete/?ref=mr&lp=4

Braintree & Witham
TIMES

Parking nightmare could be over – thanks to £200k grasscrete

A councillor says a £200,000 works scheme should solve parking problems in a narrow village street.

Silver End councillor James Abbott said villagers had been waiting for nearly a decade for improvements to be made in Valentine Way in the village.

He said: “We are absolutely delighted that we have finally got a decision to move ahead.

“It’s been about nine years since we first had a public meeting, which took place in a packed village hall.”

Mr Abbott said because the village was constructed early last century, planners could not have considered the volume of cars on 21st-century streets.

A report into the current parking situation in Cambourne
By Paul Tither

9th August 2015

Residents are currently forced to park on grass verges, which not only causes traffic problems but tears up the turf in the winter.

The money will pay for grasscrete to be placed over the verges, which means cars will be able to park on a solid surface without losing the greenery.

The Braintree Local Highways Panel agreed the project, which does not yet have a start date, at a meeting last week.

Mr Abbott said: "It provides a hard surface but still looks pretty much like grass.

"It's not possible to get it perfect, but we are trying to get it better."

The first phase will be funded with £50,000 from Essex County Council, £10,000 from Greenfields Community Housing and £10,000 from Silver End Primary School.

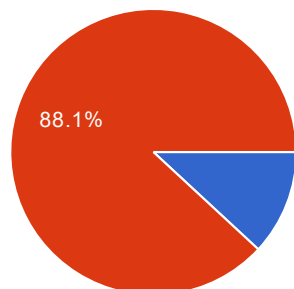
Funding sources for the second phase have yet to be agreed.

42 responses

[View all responses](#)
[Publish analytics](#)

Summary

Are you happy with Parking in Cambourne?



YES 5 11.9%

NO 37 88.1%

Are there any problem areas, you would like to tell us about? (no naming & Shaming)

some of the side-roads maybe in this day and age when people have more cars, more parking areas especially in areas where children become drivers and still live at home. can get a bit tricky with some families having four or more vehicles to park at evenings and weekends, We have three in holidays when my daughter is home from uni and this is all very difficult when only one can go on the drive

The cars parked on the bend of the road on Back Lane close to the junction of Monk Drive.

New hall lane, round by the gym, morrisons, the road to upper Cambourne - people parking on the road side causing congestion

New Hall Lane

Cars parked on school lane

Covenants are continuously violated by residents continually parking long term in spaces intended for visitors.

sterling way to many cars park on both sides

All bends, double yellow lines should prevent parking as it's dangerous

Parking down the cricket green causes a nightmare

Too many people parking on the pavement or grass verges. There seems to be the general attitude that anyone can park wherever they want, presumably because lack of any enforcement means they can.

People parking on the double-yellow lines by Wokswagon -- on a blind bend

No policing of any existing regulations - i.e. double yellow lines, etc. And poor parking by residents and visitors along a number of roads.

Parking on T Junctions, and on bends.

Parking on grass verges, opposite junctions, parking on pavements. Criminal damage is occurring on grass/surfaces.

I find when I turn into Jeavons Lane to access Miller Way or indeed down Greenhaze Lane cars are parked on one side meaning you have to go on to the wrong side of the road to drive. It is so much worse when the fair is here (not their fault but rather the people attending it) when both sides are parked up. Also outside the play park .

The triangle of fields by upper. Sterling way. New Hall lane.

Sterling way and back lane

On Sterling Way here is on road parking till Vine school, due to which sometimes there is a huge jam on the road.

Parked cars on left hand side of the high Street before right turn in Jeavons Lane (by church)

Assumptions seem to have been made at the planning stage about the number of vehicles per household that are well below the actual numbers. It is also assumed that people will use their garages for parking a car - most are probably used for storage as modern homes don't have enough space inside. This all results in people parking on verges or roadside in a manner that affects road safety or damages the verge/pavement.

Zebra crossing outside all the schools.

Back lane, there is always a white 4x4 parked on the corner so I can't do a right turn into Osier way.

New Hall Lane, Back Lane especially on bends and junctions, Lancaster Gate, High St, Osier way.

People parking really close to junctions, in front of pedestrian crossings leaving blind spots where children cross the road. Parking both sides of the road so no one can get through...the list goes on. There is a lack of parking enforcement as well as space for people to park safely and considerately without affecting those living in the problem areas.

People parking on main roads cause the following issues: 1) parked on bus routes causes issues for buses and safety for pedestrians. 2) on main roads causes obstructions in some areas resulting in a single lane often further than line of sight resulting in danger to all road users and pedestrians, more so to the more vulnerable cyclists and pedestrians as a mix of impatient drivers and being obscured from being seen due to parked cars causes a much increased risk.

There are no double yellow lines next to cross junction and it's difficult to see cars from other directions

Willow lane leading to Woodpecker way

People parking on Main through roads instead of using their parking bays. People using visitor parking bays for work vehicles. So instead of using their 2 bays they are using 3. People parking outside front doors which makes parking in property parking bays difficult. People parking on blind corners.

School Lane Double-yellows outside Woks Wagon Parking on grass verges

So many car's parking on paths and on bends in Great around Mokkafield Lane, Greenhaze Lane and it's spine roads.

There is this bend just passed to Sports centre where the cars are parking on the road and it is not very visible if there is a car approaching from the opposite direction.

On yellow lines outside Chinese take-away/pharmacy. Jeavons lane near the Ark can be problematic too. General parking against Highway Code regulations eg near junctions, or just with no thought to other road users eg parking in way that would potentially prevent buses getting through.

People abusing disabled parking bays, no parking for the high street shops, too many using it as a cut through for the a428.

The High Street and the corner between Hoiser Way and Playsteads Lane.

Parking on bends in Lancaster Gate and Oxford way

People parking on double yellow lines. Or parking across driveways

Sterling Way. More so now with the buses not being able to see people waiting at the bus stops.

Sterling way

Foxhollow: parking both sides of the road causes dangerous restriction to sight-lines, and very narrow channels so that oncoming cars risk collision.

Residents appear to often park on the roads which restricts traffic flow and becomes dangerous for people crossing the roads. In my street, Elm Tree Close, the same 3 residents cars ALWAYS park in the visitor laybys even though they have garages and designated residents spaces elsewhere. This means genuine visitors are forced to park on the road.

What would like to see done, to resolve the problem with parking in Cambourne?

Set up a temporary pick up/drop off point outside the chinese takeaway to enable food collection.

more double yellow lines, more parking spaces for residents. Safer parking at schools. More traffic wardens.

Yellow lines on main road ways like back lane, school lane, Lancaster gate. Parking areas on other roads so that there are passing places for cars and buses, needed on jeavons and sterling way. Use of the hub parking area for school drop off rather than making east gate a nightmare and dangerous. Bay for quick use of atm.

More double yellow lanes like the one in front of the gym

Double yellow lines or parking permits for street parking.

I would suggest double yellow lines on the left hand side of the High Street before the turning into Jeavons Lane (by church) to help motorists see past all the parked cars and to improve access for the bus route

I think all the houses in Upper Cambourne have garages, why don't they park in front of them.

1) Charge people who park their cars on the green verges outside their houses for the cost of repair to the grass. If necessary, erect bollards or raised stones on those verges, to discourage parking on them. 2) Create and enforce urban clearway rules for residential streets so that in an Emergency, fire and ambulance vehicles have clear, unobstructed routes to the houses needing assistance. 3) Name and shame those who park with their wheels on the kerbs, preventing prams and Wheelchairs from moving safely down footpaths (assuming they cannot be fined).

More parking spaces provided for short term parking outside pharmacy (make actual spaces to pull into for disabled people and those lazy folk who couldn't care less about the rules of the road. Yellow lines (with fining if people park on them) in problematic areas or on one side of road so slalom driving not required.

Double yellows all the way up back lemme to stop the cars at football time and residents parking on Sterling way 1 per house because there's one house that has 3 cars and doesn't use their parking bay!

More double yellow lines on main thorough fares and more off road parking places.

Local police speaking with owners of cars parking illegally. Hardly seems like a stretch to ask them to park more sensibly in their allocated spaces before filling the narrow streets up with cars.

Double yellow lines on problem areas, everyone has off road parking and are not using it.

Get rid of the grass verges and put in parking bays. Simple!

Double yellow lines on main roads

New houses should be build with due consideration for parking's and expecting families to have at-least 2 cars.

Probably too late in most areas... Need to plan better in new developments.

Double yellow all bus routes and with in 10 metres of a junction. Basically double yellow relevant areas to help people remember Highway Code rule 243.

Either double yellow lines or create some sort of residential parking space

Yellow lines, no parking on New Hall Lane towards the Morrisons roundabout. An accident is waiting to happen.

Double yellows

Extend the double yellow lines up to the Fire station

Enforce the double yellow parking restriction Plant trees on all verges

The entire length of school lane should be no parking

Parking enforcement in this area during the evenings.

Parking enforcement in problem areas! Yellow lines don't solve anything unless there is a clear deterrent for people i.e. fines/tickets.

Double yellow line the whole village. Especially the areas which are narrow and corners. And more double yellows around the primary schools.

More spaces for residents but capper at say 2 per household and a clamp down on residents parking in visitor bays.

Stop cars parking on the corner. You cannot see if anything is coming as the cars block the view. I believe it is an accident waiting to happen.

Ideally, some sort of bazooka-aided enforcement or car crushing scheme. In reality, any sort of enforcement of parking laws would be nice.

Policing of Restricted areas and penalties issued.

Stop through traffic, create more parking, have parking by the shops (ie greens) to promote local business and make it safer.

Maybe in certain areas where homes are conducive to family living, with older kids, more parking areas so that when children become drivers there are places to park, until they eventually get old enough to leave home.

more duple lines

Double yellow lines or some Lay-by's could be put in some areas, making sure when houses are built there is enough parking spaces for the size of the house.

Double yellow lines on the bends, including spine roads. Double yellow lines on areas which can create pinch-points if there are too many cars. The entire stretch of Monkfield Lane, Jeavons Lane and Greenhaze Lane should be double yellow. As in places the parking is so atrocious that ambulances and fire engine would struggle to get through. These are major roads and as such should be kept clear and safe.

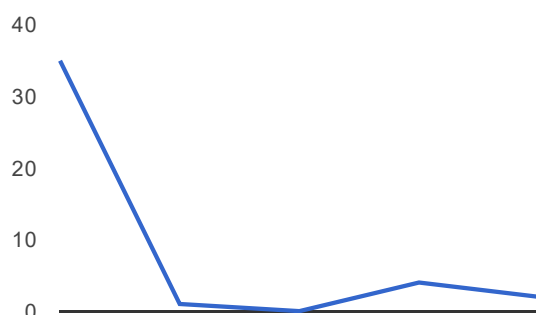
To be allowed to park on the green verges outside the property you own . allowing the roads to be free.as they do in Royston.put small blocks of slabs on the green verges to allow the grass to grow through.

We should have diagonal bays created to avoid the intrusion of cars parking on the road

Have the roads all formally adopted and restrictions put in place ie resident and family parking. All new houses to have a parking space. Perhaps cut into the grass verges near the park etc and create little parking bays. Use of yellow lines and use of a parking warden to issue tickets to persistent

Strict enforcement of covenants. If people have 2 cars then they shouldn't buy a house with space for only one car. Common sense really!

Number of daily responses



Stagecoach and Whippet 26th July 2015 service changes

Service	Operator	Route	Description of change
45	Stagecoach	St Ives – Huntingdon	<ul style="list-style-type: none"> ▪ Service cancelled by Stagecoach following loss of contract – service will now be operated by Whippet Coaches ▪ 05:55 journey between St Ives and Huntingdon and 19:30 journey between Huntingdon and St Ives will no longer operate ▪ 19:00 journey between Huntingdon and St Ives will operate 10 minutes earlier
63	Stagecoach	Eaton Ford – Eaton Socon – Eynesbury – St Neots rail station	<ul style="list-style-type: none"> ▪ Commercial daytime journeys via Eaton Ford and Eaton Socon will no longer operate – replaced by Stagecoach 66 with revised route ▪ Change of operator to Whippet Coaches for contracted early morning and evening journeys via St Neots rail station, and change of route following engagement with local community as part of the Cambridgeshire Future Transport initiative (now circular route: Eaton Ford, Eaton Socon, Tesco via A428, Cromwell Road, rail station and Market Square) ▪ School journey to Ernulf Academy (previously numbered 75) now re-numbered to 63
64	Stagecoach	St Neots town centre – Loves Farm – Eynesbury	<ul style="list-style-type: none"> ▪ Service cancelled ▪ Nearest alternative services for Loves Farm: X5 (Stagecoach) from Cambridge Road or 61 (Whippet Coaches) from rail station ▪ Alternative services for Eynesbury: 61 and 62 (Whippet Coaches)
66	Stagecoach	Huntingdon – St Neots	<ul style="list-style-type: none"> ▪ Route extended to include Eaton Ford and Eaton Socon – partially replaces existing 64 which will no longer operate ▪ 08:35 journey between St Neots and Huntingdon will operate 10 minutes earlier ▪ New 07:05 journey between St Neots and Huntingdon on Saturday ▪ New 07:15 journey between Huntingdon and St Neots on Saturday
75	Stagecoach	St Neots Market Square – Ernulf Academy	<ul style="list-style-type: none"> ▪ Service cancelled following loss of contract, Whippet Coaches will now operate as 63

Busway A / B	Stagecoach	Huntingdon – St Ives – Cambridge	<ul style="list-style-type: none"> ▪ New 06:06, 06:36 and 07:06 (A) journeys between St Ives and Huntingdon (Monday to Friday) ▪ New 19:00 and 19:15 (A) journeys between Huntingdon and St Ives (Monday to Friday)
Busway R	Stagecoach	Trumpington P&R – Cambridge rail station	<ul style="list-style-type: none"> ▪ Minor change to some evening journeys to provide better connections at Cambridge rail station
1A	Whippet	Huntingdon – St Ives – Cambridge	<ul style="list-style-type: none"> ▪ Reduction in daytime frequency to hourly, Monday to Saturday (additional hourly service between Huntingdon and Cambridge on new X3, additional hourly service between St Ives and Cambridge on Busway C) ▪ Retains hourly frequency on Sunday ▪ 1B will no longer operate – RAF Wyton now served by revised 1A route ▪ Journeys extended in Cambridge to include Cambridge rail station
1	Whippet	St Ives – Cambourne – Cambridge	<ul style="list-style-type: none"> ▪ Most journeys now operate between St Ives and Cambourne, via Hilton and Papworth Everard, with only occasional journeys starting from or continuing to Cambridge. New X3 provides additional journeys between Papworth Everard and Cambridge and also covers the section of route between Cambourne and Cambridge. ▪ Retains link to St Ivo School in St Ives from Hemingford Grey, Fenstanton, Hilton and Papworth Everard.
2	Whippet	Boxworth – Cambridge	<ul style="list-style-type: none"> ▪ Departure times for morning journey to Cambridge up to 10 minutes earlier to improve reliability ▪ No change to departure times for evening journey from Cambridge
3	Whippet	Huntingdon – Papworth Everard – Cambridge	<ul style="list-style-type: none"> ▪ Will now run up to every hour between Huntingdon, Godmanchester, Papworth Everard, Cambourne and Cambridge ▪ Includes a journey continuing to and starting from the Cambridge sixth form colleges ▪ Retains Saturday only link to Huntingdon from Papworth St Agnes, Graveley, Toseland, Yelling and Hilton
4	Whippet	Papworth Everard – London (King’s Cross)	<ul style="list-style-type: none"> ▪ Service cancelled
5	Whippet	Hemingford Abbots – Hemingford Grey – St Ives	<ul style="list-style-type: none"> ▪ Now up to every hour between Hemingford Abbots, Hemingford Grey and St Ives, Monday to Friday, and up to every other hour on Saturday ▪ Journeys between Godmanchester and Cambridge now provided by new X3

			<ul style="list-style-type: none"> ▪ 1A still covers section of route between St Ives and Cambridge ▪ Loss of direct daytime journeys between Godmanchester and St Ives, and The Hemingfords and Cambridge ▪ Loss of service in Meadow Way, Anderson Crescent, Kisby Avenue, Pettit Road and Windsor Road in Godmanchester
6	Whippet	Fenstanton – St Neots	<ul style="list-style-type: none"> ▪ Now also serves Fenstanton, Cambourne and Lower Cambourne ▪ No longer stops on A428 ▪ Minor changes to departure times when travelling to St Neots, departs St Neots 40 minutes earlier when returning
7	Whippet	Godmanchester – Huntingdon	<ul style="list-style-type: none"> ▪ Service 7 re-numbered 477 ▪ Retains morning and afternoon link to Hinchingsbrooke School – now 476 ▪ Frequency reduced from every 20 minutes to every 30 minutes ▪ Change to route – no longer serves Meadow Way, Anderson Crescent, Kisby Avenue, Pettit Road or Windsor Road with Grainger Avenue only served by 476
8	Whippet	Elsworth – Cambridge	<ul style="list-style-type: none"> ▪ Minor change to departure times to improve reliability
9	Whippet	Elsworth – St Ives	<ul style="list-style-type: none"> ▪ Service will now operate Monday to Friday (currently Monday and Friday only) ▪ Afternoon journey between St Ives and Elsworth now extends to Papworth Everard ▪ No change to existing departure times
12	Whippet	St Ives Town Service	<ul style="list-style-type: none"> ▪ First journey now starts from Marley Road and follows standard route to bus station ▪ No change to subsequent journeys
15	Whippet	Over – St Ives	<ul style="list-style-type: none"> ▪ Peak journeys between Fen Drayton and Fenstanton no longer operate ▪ Minor amendment to departure times for off-peak journey between Over and St Ives
31	Whippet	Barley – Fowlmere – Cambridge	<ul style="list-style-type: none"> ▪ New timetable agreed with the community following local engagement ▪ Peak journeys still start from or end at Cambridge city centre ▪ Off-peak journeys now start from or end at Addenbrooke’s Hospital with frequent buses for journeys to or from Cambridge city centre ▪ No longer serves Trumpington – frequent buses from Trumpington High Street and Foster Road Busway stop ▪ More off-peak journeys between Cambridge and Fowlmere
61 and 63	Whippet	St Neots Town Service	<ul style="list-style-type: none"> ▪ New 61 and 62 services replace existing Whippet services 61 and 63 ▪ Up to every 30 minutes between Market Square and Eaton Ford/Eaton Socon

			<ul style="list-style-type: none"> ▪ 61 serves rail station and Cromwell Road in Eynesbury on an hourly basis; 62 serves Duck Lane and Howitt's Gardens on an hourly basis ▪ Both services terminate at Tesco ▪ New Saturday journeys though with lower frequency than Monday to Friday
65	Whippet	Buckden – St Neots via The Offords	<ul style="list-style-type: none"> ▪ Service re-tendered – will now be operated by HACT instead of Whippet Coaches ▪ New timetable agreed with the community following local engagement: Journeys to the doctor's surgery in Buckden and St Neots town centre though journeys to Huntingdon can still be made by changing to Stagecoach 66 at Buckden or using the dial-a-ride service provided by HACT
75	Whippet	Wrestlingworth – Orwell – Cambridge	<ul style="list-style-type: none"> ▪ New timetable agreed with the community following local engagement ▪ All journeys now follow a standard route between Orwell and Cambridge ▪ One off-peak journey starts at or returns to Croydon and Arrington ▪ Timetable retains peak journeys for work/college ▪ No longer serves The Eversdens – alternative transport available using the Demand Responsive service provided by Huntingdonshire Association for Community Transport or other community transport schemes
114	Whippet	Cambridge city centre – Addenbrooke's Hospital	<ul style="list-style-type: none"> ▪ New timetable agreed with the community following local engagement ▪ Whippet Coaches now operate Monday to Friday only with Saturday journeys still provided by Big Green Bus Company ▪ Reduction in frequency – now hourly
476	Whippet	Godmanchester – Huntingdon	<ul style="list-style-type: none"> ▪ No longer serves Ermine Business Park ▪ Still provides an early morning and evening link between Godmanchester, Huntingdon bus station and Huntingdon rail station
Busway C	Whippet	St Ives – Cambridge	<ul style="list-style-type: none"> ▪ Route D will no longer operate – all journeys now route C ▪ Most journeys now start or end at Hill Rise in St Ives, with occasional journeys starting or ending in Somersham ▪ Minor changes to most departure times ▪ 13:40 journey between Cambridge and St Ives now extends to Somersham instead of 12:40 (Monday to Saturday) ▪ 06:30 journey (M-F) between St Ives and Cambridge and 17:25 journey (M-F) between Cambridge and St Ives will no longer operate ▪ New 08:47, 09:17 and 13:37 journeys between St Ives and Cambridge on Saturday ▪ 16:40 journey between Cambridge and St Ives (Sat) now 16:25 and 16:55

			<ul style="list-style-type: none">▪ New 12:40 and 16:55 journeys between Cambridge and St Ives on Sunday
Coastal services A-H	Whippet	Various	<ul style="list-style-type: none">▪ Seasonal services to coastal resorts cancelled