



HUNTINGDONSHIRE STRATEGIC TRANSPORT STUDY

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1. Introduction

1.1 Study background

AtkinsRéalis has been commissioned by Huntingdonshire District Council to deliver a Strategic Transport Study for Huntingdonshire. The focus area of the study is the Huntingdonshire District boundary as displayed as part of Figure 1-1.

The purpose of this study is to inform the Huntingdonshire Local Plan to 2046 which will:

- Identify and test the transport implications of committed development and 4 potential development scenarios;
- Recommend the most sustainable development scenario in transport terms for delivering the approximately 15,000 homes required during the Local Plan period;
- Highlight where there are opportunities for increasing the usage of sustainable transport modes;
- Identify and cost where amended or additional transport infrastructure is required to mitigate the predicted impacts of each potential development scenario; and
- Form the basis of a district-wide transport strategy that mitigates the transport implications of the chosen development scenario.

The Huntingdonshire Local Plan to 2046 is currently being prepared for submission in 2025. Following National Planning Policy Framework and National Planning Policy Guidance, it is imperative that local planning authorities develop a robust transport evidence base to support the preparation and review of their Local Plan.

Huntingdonshire and the wider Cambridgeshire region has a growing population, and targets are in place for the development of approximately 15,000 new homes and up to 70 hectares of commercial space in the District between the present year and 2046. These are to be supported by the development of new employment sites as well as retail and wider ancillary facilities.

Such development requires robust transport infrastructure to be sustainable, ensure efficient movement of people and goods, and enable further housing and economic growth and expansion of Huntingdonshire going forward.

1.2 Report purpose and approach

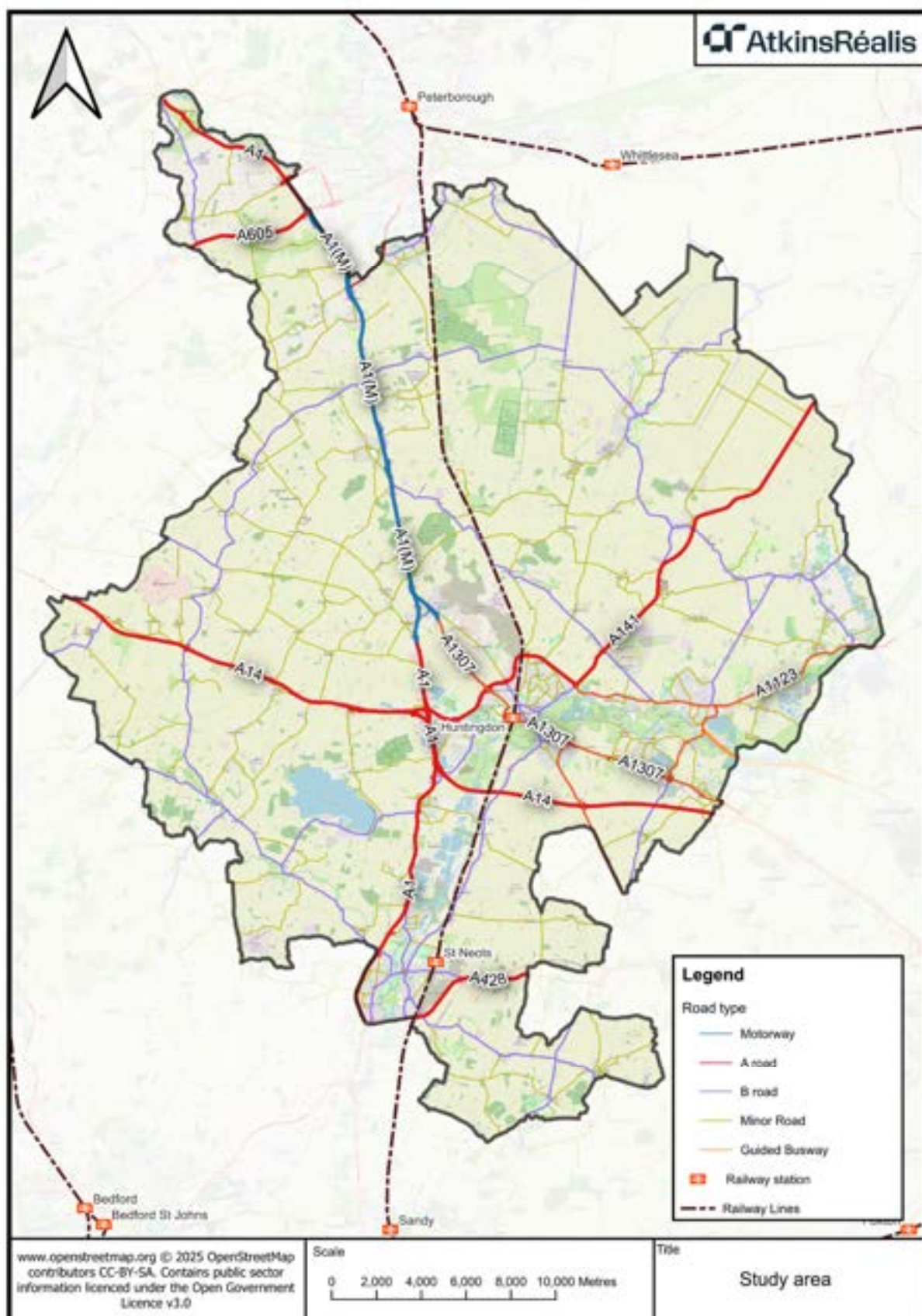
To develop and propose solutions which meet the objectives of this study, it is necessary to understand how the study area performs in transport terms, both now and in the context of anticipated future growth. The purpose of this report is therefore to provide a baseline review of the study area, covering the following topics:

- The main trip generating and attracting land uses within Huntingdonshire are reviewed in Section 2;
- The function, use, and performance of the District's highway network is considered in Section 3;
- The connectivity and performance of the District's public transport network is evaluated in Section 4;
- The connectivity and performance of the District's active mode network is examined in Section 5; and
- An overview of transport and land-use policy within Huntingdonshire is summarised in Section 6.

The report concludes with a summary section identifying the main themes and recommendations which emerge from the report. Further supporting materials are presented as part of the appendices.



Figure 1-1 - Study area



2. Land-Use and Travel Demand

2.1 Overview

This section focuses on demographics, the distribution of different land-uses, and existing travel demand to and from Huntingdonshire with specific regard to commuter trips.

This analysis does not include through-trips (i.e., trips that have neither an origin nor a destination in Huntingdonshire but pass through the District's transport network).

2.2 Trip generators

2.2.1 Population

Table 2-1 shows the population of market town settlements within Huntingdonshire, based upon data from the Office of National Statistics (ONS) 2021 census. Approximately half of the District's population lives in one of the four main towns of Huntingdon, St Neots, St Ives, or Ramsey.

Table 2-1 - Population of key settlements only in Huntingdonshire

Settlement (ward)	Population	Percent of Huntingdonshire Population
<i>Eaton Socon and Eaton Ford</i>	10,976	6.1%
<i>Eynesbury</i>	11,644	6.4%
<i>Priory Park and Little Paxton</i>	10,676	5.9%
<i>St Neots East</i>	4,146	2.3%
St Neots (total)	37,442	20.7%
<i>Brampton</i>	9,128	5.0%
<i>Huntingdon East</i>	6,938	3.8%
<i>Huntingdon North</i>	12,696	7.0%
Huntingdon (total)	28,762	15.9%
<i>St Ives East</i>	6,635	3.7%
<i>St Ives South</i>	7,783	4.3%
<i>St Ives West</i>	2,965	1.6%
St Ives (total)	17,383	9.6%
Ramsey	10,540	5.8%
Huntingdonshire	180,833	100%

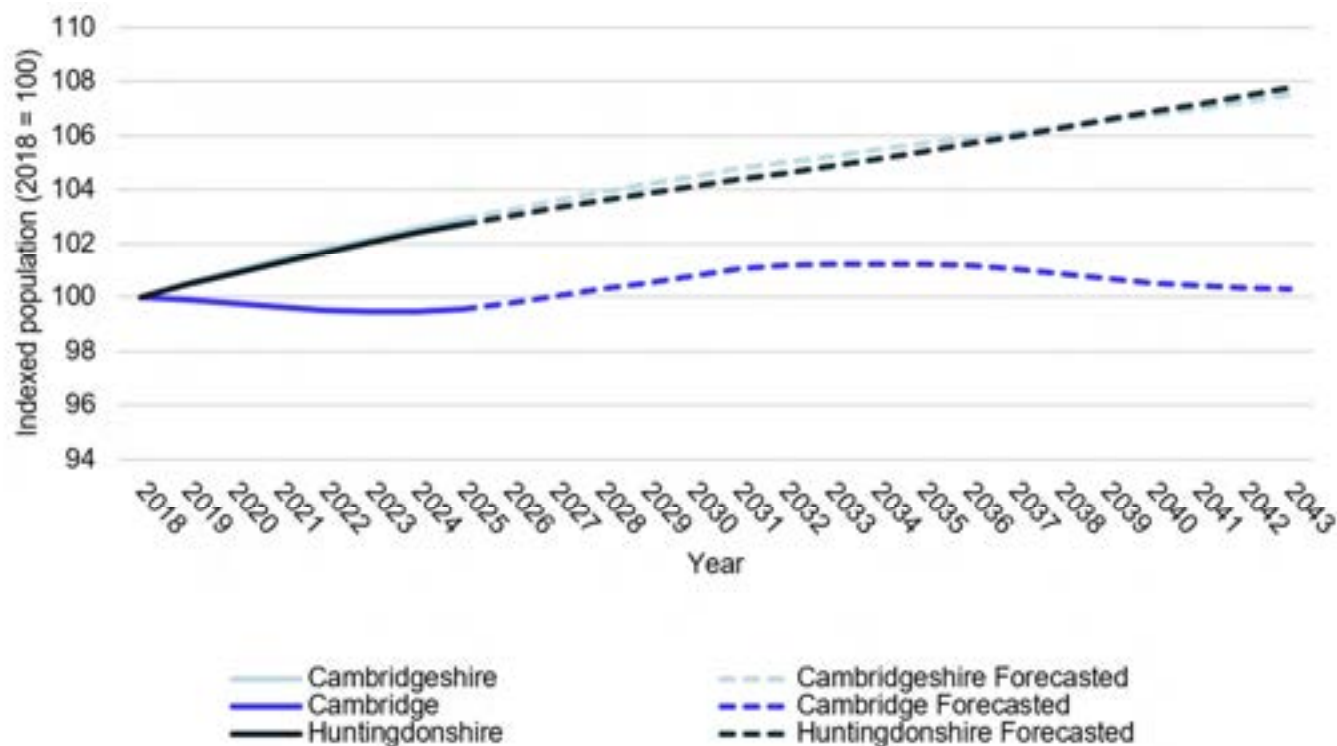
Source: ONS 2021 Census



2.2.1.1 Population growth

Figure 2-1 shows that since 2018, the rate of growth of Huntingdonshire's population was similar to that of Cambridgeshire as a whole, until 2024, where the rate of growth slowed slightly. ONS projections for population growth anticipate this trend of lower growth rates than the surrounding county continuing beyond the present year until 2037 when growth is then accelerated in Huntingdonshire, slightly surpassing that of wider Cambridgeshire again.

Figure 2-1 – Indexed forecast population estimates and growth 2018 - 2043

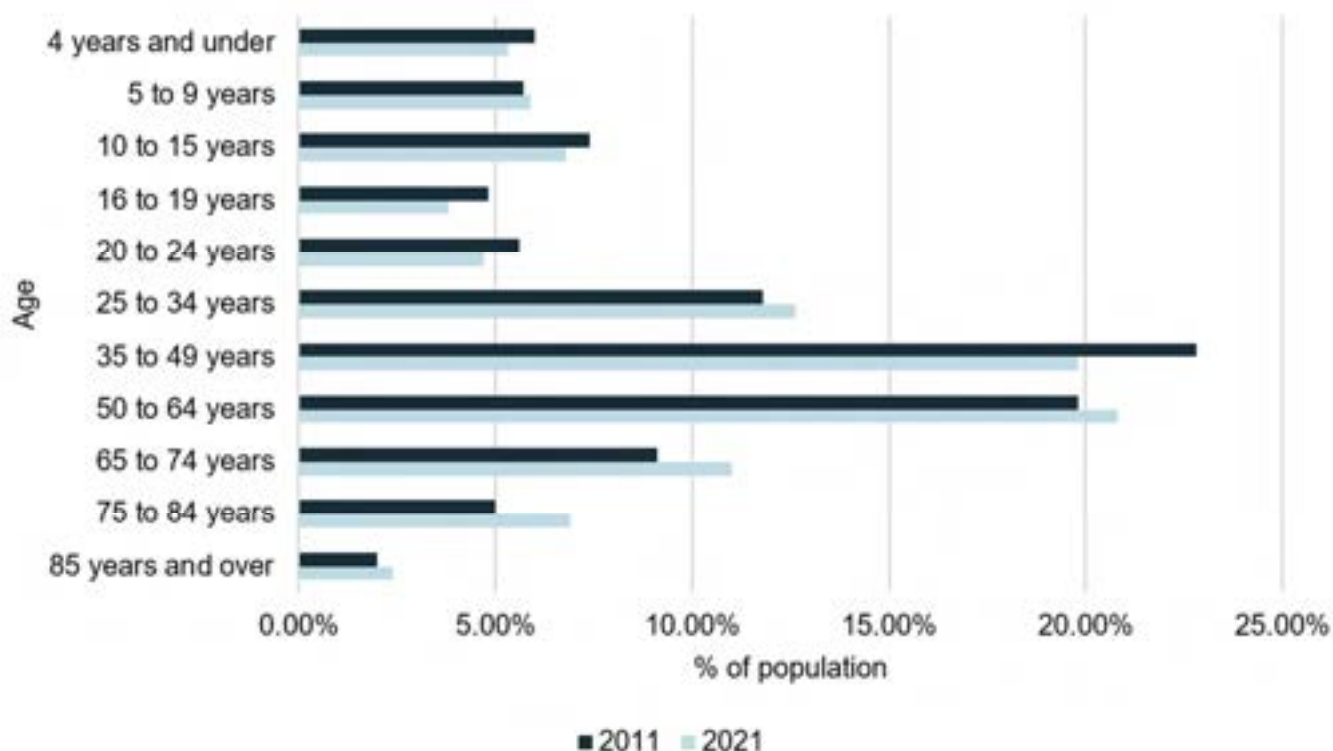


Source: ONS population projections for local authorities

2.2.1.2 Age distribution

Figure 2-2 shows that between 2011 and 2021, the percentage of people within the District of Huntingdonshire aged 50 or over has generally increased, and the proportion of those aged between 35 and 49 – a key subset of the overall working-age populous – has generally decreased. This trend matches a continuing pattern of an aging population within the District of Huntingdonshire. Concurrently, the relative proportion of younger people in the District (aged 24 or younger) has decreased between 2011 and 2021.

Figure 2-2 - Comparative distribution of ages across the population of Huntingdonshire



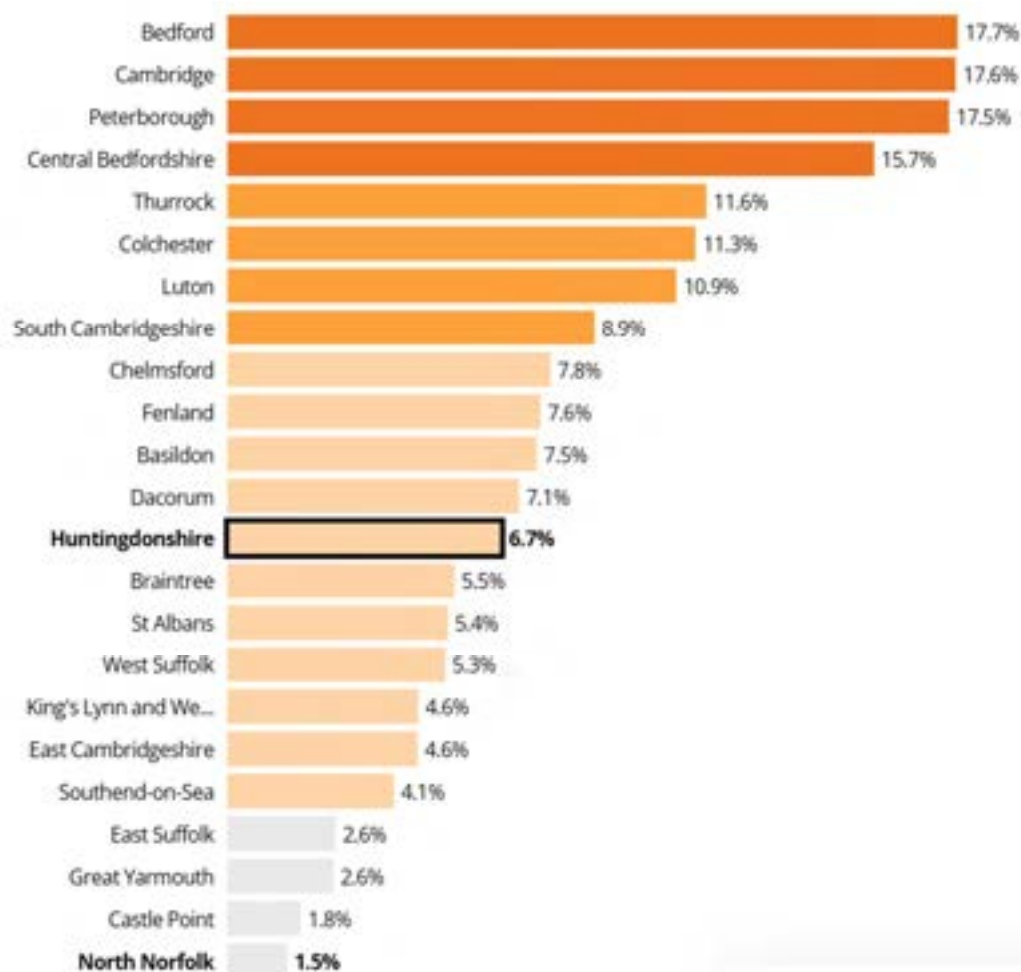
Source: ONS 2021 and 2011 Census

2.2.2 Population growth

According to recent Census data the population of Huntingdonshire has increased by 6.7% from 169,500 in 2011 to 180,800 in 2021. This is consistent with the average level of population growth in England, which increased by 6.6% over the same period.

Whilst this level of growth is consistent with the national average, nearby areas within the East region such as Bedford, Cambridge and Peterborough have seen much faster rates of growth with their populations increasing by around 17.7%, 17.6% and 17.5% respectively. Figure 2-3 below outlines the level of population increase all 23 Districts within the East of England.

Figure 2-3 - Population growth in East of England 2011-2021



Source: ONS website (2021 Census)¹

2.2.3 Employment

Of Huntingdonshire residents aged 16 years and over, 89,551 people, (approximately 60.4%) said they were employed in 2021.²

Whilst this figure is relatively high, when compared to the national average of 57.3% for 2021, it shows a decrease in the level of employment from the 2011 census which showed an employment rate of 63.2% for the District.

This decrease in the level of employment across the District is consistent with the majority of the UK, as the 2021 Census took place during the COVID-19 pandemic, a period of rapid and unparalleled change for the country.

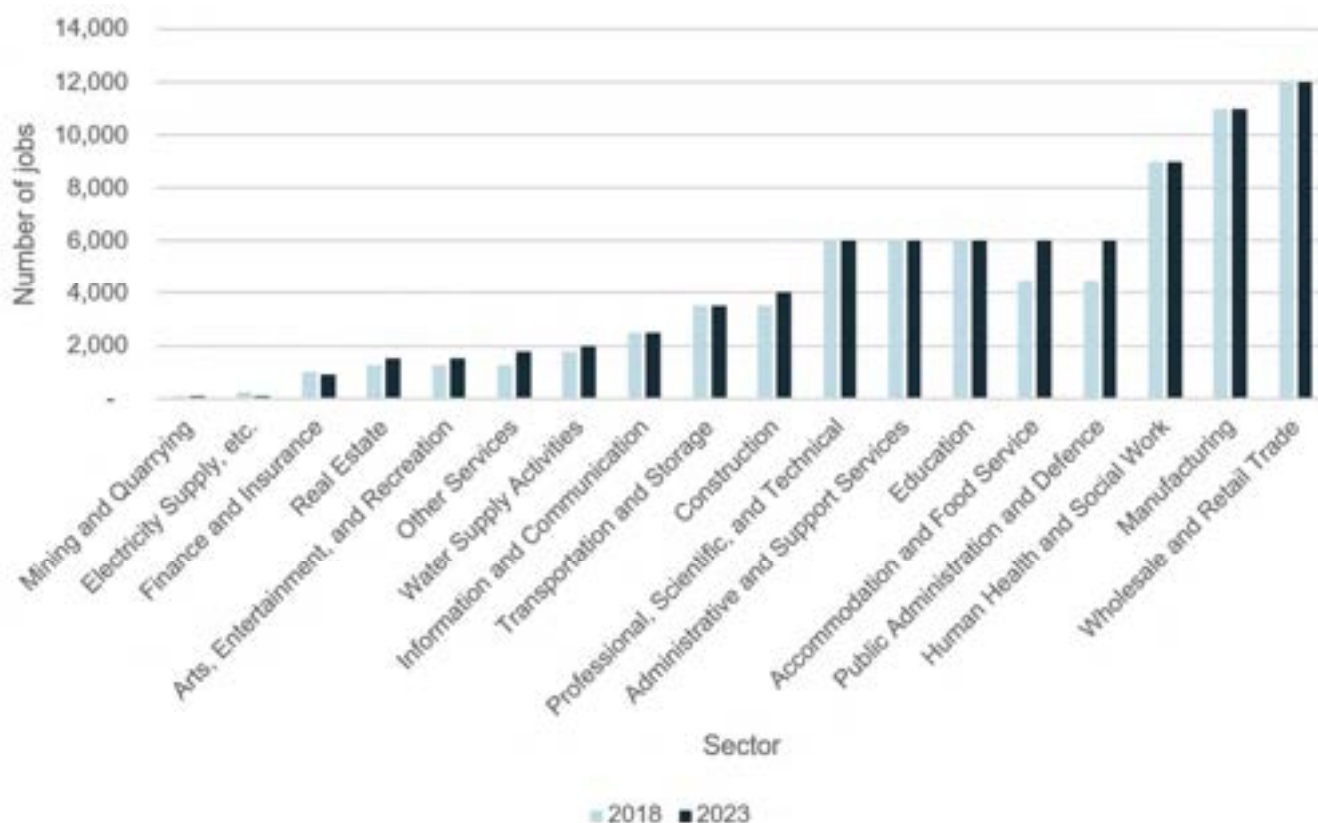
Table 2-2 shows the number of jobs in Huntingdonshire in 2018 and 2023, separated by economic sector as collected by the Business Register and Employment Survey (BRES). Due to the nature of this survey, data is

¹ [Office for National Statistics - 2021 Census population change visuals](#)

² [ONS website: 2021 Census data](#)

extrapolated and rounded to fit the demographics of Huntingdonshire as a whole, and therefore is not an exact snapshot but rather an approximate reflection of the situation in the District. The key sectors of employment in Huntingdonshire are in health, manufacturing, and wholesale retail and trade; the number of people employed in these sectors remained consistent between 2018 and 2023. The greatest growth in jobs between the two years was observed in the public administration and defence, and accommodation and food service sectors. The mining and quarrying, and electricity supply sectors are the least significant to the economy of Huntingdonshire, with both employing very few people in both years.

Table 2-2 – Number of jobs by economic sector in Huntingdonshire, 2018 and 2023



Source: ONS Business Register and Employment Survey

2.2.4 Car ownership

Car ownership within the District of Huntingdonshire is currently higher than the UK average.

According to the 2021 Census, 86.94% of households within Huntingdonshire have access to a car or van, compared to the national average of 76.69% of households across England and Wales.³

Table 2-3 displays the average number of cars owned per household in Huntingdonshire as a whole, as well as for the four primary market towns of St Neots, Huntingdon, St Ives, and Ramsey.

³ 2021 Census - [Nomis - Query Tool - TS045 - Car or van availability](#)

Table 2-3 - Car ownership across Huntingdonshire

Area	Average number of cars per household
Huntingdon	1.26
St Neots	1.38
St Ives	1.35
Ramsey	1.60
Huntingdonshire	1.52

Source: 2021 Census⁴

Huntingdon itself has the lowest levels of car ownership, with an average of 1.26 cars per household. Whilst Ramsey observed the greatest number of cars per household of the four primary market towns, with 1.60 cars per household. This high level of car ownership within Ramsey is likely due to its more rural nature and disconnect from the greater public transport system and is reflective of some of the other more rural wards within the District.

Over the entirety of Huntingdonshire, average car ownership stands at 1.52 cars per household, which is significantly higher than the average level of car ownership across England (excluding London), which stands at 1.29 cars per household.

2.3 Trip attractors

2.3.1 Attractor distribution

Figure 2-4 presents the distribution of trip-attracting land uses in Huntingdonshire based on 2015 Ordnance Survey data, produced in 2017 by Mott MacDonald as part of the previous Strategic Transport Study Baseline Report⁵.

Trip-attracting land uses are classified into office, industrial, and retail locations. Land uses such as farm shops, corner shops, restaurants, and pubs are classified as retail and displayed accordingly as they could not be disaggregated from the base source data.

The map shows that:

- Employment sites are linked closely to residential land-uses within Huntingdonshire;
- There are specific clusters of office locations in Huntingdon, St Neots, St Ives, and Eaton Socon;
- Key industrial locations include St Neots, Eaton Socon, north-western Huntingdon, and eastern St Ives;
- Retail sites are primarily located around local centres and in the vicinity of key transport links;
- Within Huntingdon, there is a trip-attracting cluster of land uses to the east of the railway station in and around the town centre (generally office and retail), a trip-attracting cluster associated with Hinchingsbrooke Business Park and the Hinchingsbrooke Hospital site and a large industrial based cluster to the north of Huntingdon;

⁴ 2021 Census - [Nomis - Query Tool - TS045A - Number of cars or vans in the area](#)

⁵ Mott MacDonald (2017) Strategic Transport Study Baseline Report-
<https://www.huntingdonshire.gov.uk/media/2641/huntingdonshire-strategic-transport-study-baseline-report.pdf>

- Within St Neots there is a trip-attracting cluster of land uses to the south of the railway station (generally industrial), to the west of the railway station (generally office and retail), and an industrial cluster directly to the east of the A1 in Eaton Socon.
- Alconbury Weald is a rapidly-establishing and expanding area of economic activity, with employment centred at the Alconbury Enterprise Campus.

With the exception of the expansion of Alconbury Weald, there are no significant changes to the location of key trip attractors over the intervening period since 2017.

Map of the Peterborough area showing office, industrial, and retail locations. The map includes a legend with three categories: Office Locations (blue dots), Industrial Locations (black dots), and Retail Locations (pink dots). Three inset maps provide detailed views of St Neots, St Ives, and Huntingdon. The map also shows major roads, railways, and surrounding towns like Oundle, Yaxley, and Ely. A north arrow is in the top left corner.

2.4 Total resident and employee commuter trips

2.4.1 Total commuter trips

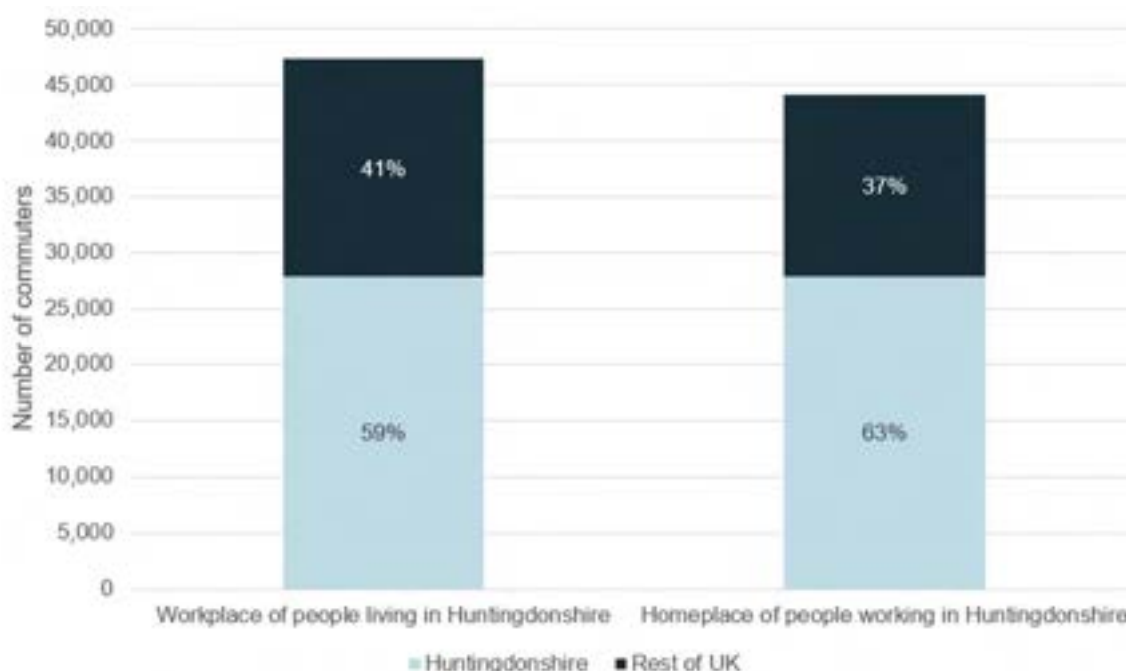
2021 Census data is used to quantify the total number of commuter trips into and out of Huntingdonshire. Figure 2-5 shows that, of all residents which live in Huntingdonshire and commute regularly:

- 59% (27,932 residents) work within Huntingdonshire; and
- 41% (19,358 residents) work outside of Huntingdonshire.

Figure 2-5 also shows that of the 44,071 people which commute to work within Huntingdonshire:

- 63% are residents that reside within Huntingdonshire; and
- 37% are residents of other areas which commute into Huntingdonshire.

Figure 2-5 - Workplace and home location distribution of Huntingdonshire residents and employees



Source: Census 2021

Whilst the total number of commuter trips recorded in 2021 were significantly lower than in 2011, due to the impacts of the COVID-19 pandemic, the proportions are still deemed to be representative of the current commuter landscape within the district.

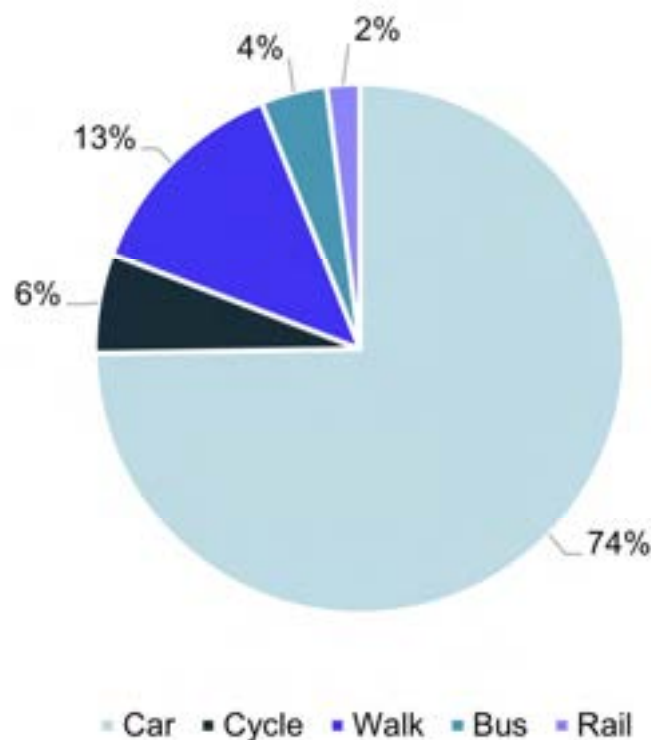
41% of the commuting population that lived within the district still commuted outside the district boundary in 2021, despite the pandemic, compared to 44% in 2011; showing a marginal proportionate impact.

2.4.2 Commuting mode shares (origins)

This section discusses the various transport modes which are used for travel to work within, to, and from Huntingdonshire. It uses outputs from the Cambridge and Peterborough Combined Authority Model (CaPCAM), informed by datasets from Nomis statistics extracted from the 2021 Census. These records consider all residents aged 16 years and older in employment for the week before the Census. The advantage of this dataset is that it records trips at the Middle Super Output Area (MSOA) level of detail enabling a relatively detailed view on the modal split figures. However, the statistics do not include any other purposes of travel (i.e., for education, leisure, etc.) and focus only on those trips where employment is the main reason for travel.

Figure 2-6 shows the overall travel mode share of Huntingdonshire residents and employees for journeys to work. Approximately 74% of trips are made by motorised vehicles (i.e., personal cars, taxis, etc.), and 26% are made by sustainable modes such as active travel (on foot, by bicycle, etc.) and public transport.

Figure 2-6 - Vehicle mode share of employment-related trips in Huntingdonshire



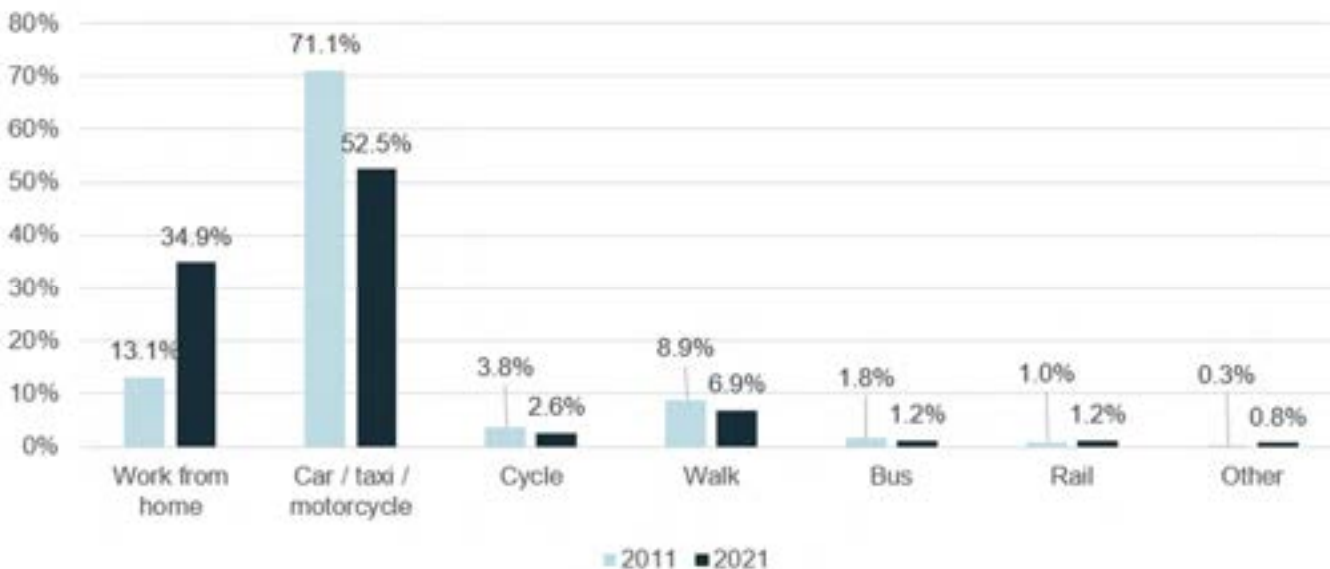
Commute to work behaviour in the 2011 and 2021 census data has limited fluctuations remaining at a similar share in both years. Figure 2-7 shows the commute travel patterns reported within these data sets. Minor fluctuations in mode share between the years indicate limited changes in commute patterns. Car/taxi/motorcycle are the most popular mode share in both 2011 and 2021. In 2021 the mode share of the private vehicle was 80.6% with the second largest mode share being walking at 10.6%.

Figure 2-7 - Commute travel patterns; 2011 and 2021 Census



Working behaviour is compared between 2011 and 2021 in Figure 2-8, including those who responded to the Census as primarily working from home. The greatest difference between 2011 and 2021 is the large increase in the incidence of working from home: 13% of the working population worked from home in 2011, which increased significantly to nearly 35% in 2021. The COVID-19 pandemic fundamentally changed working behaviours fuelling this change. Due to the increase in working from home, there are decreases in the share of people cycling, walking, and especially using the car to facilitate commutes to work.

Figure 2-8 – Work from home and commute travel patterns; 2011 and 2021 Census



Source: ONS 2011 and 2021 Census



Whilst it is acknowledged that this dataset cannot perfectly function as a relevant baseline, the trends shown in the 2021 census surrounding working behaviour are likely to be more representative of current working behaviour in 2025 than the results of the 2011 census as a large proportion of the working population are still known to be working from home.

In total 44,071 people commute to work within Huntingdonshire, 37% of those reside in areas outside of the district boundary. Figure 2-9 presents the inbound commuter flows based on the 2021 Census, providing the top ten origins of people working in Huntingdonshire. Outside of Huntingdonshire, the top ten external origin districts make up over three quarters of external commuter trips, with the most common origins being Peterborough (4,391 trips), followed by Fenland (2,142 trips) and South Cambridgeshire (1,677 trips). The total number of out-commuting trips totals nearly 17,500.

Figure 2-9 - Highest ten district-aggregated inbound commuter flows to Huntingdonshire



Source: 2021 Census

2.4.3 Commuting mode shares (destinations)

Figure 2-10 shows travel to work data at a district level based upon the 2021 Census. It provides the top ten external commuter destinations for residents of Huntingdonshire based on the total number of trips taken. Outside of Huntingdonshire, the top ten district destinations make up over 75% of all commuter trips, with the total number of out-commuting trips approximating 17,500. The most common destination is Peterborough (3,849 trips), followed by South Cambridgeshire (3,476 trips) and Cambridge (3,344 trips). These top three destinations remain unchanged from the previous baseline work conducted as part of the Huntingdonshire Strategic Transport Study in 2017; London as a commuter destination has fallen from 5th in 2017 to outside of the top 10 in 2023 likely due to significant changes in working patterns after 2020 resultant from the COVID-19 pandemic.



Figure 2-10 - Highest ten district-aggregated outbound commuter flows from Huntingdonshire



Source: Census 2021

2.5 Land-use and travel demand summary

When considering trip generators, St Neots is the largest town in terms of population, with Huntingdon following as the second largest. Both towns have railway stations on the east coast mainline, allowing for easy connectivity to London, Peterborough, and the north. It is predicted in the ONS population projections that the rate of population growth in Huntingdonshire closely matches that of Cambridgeshire as a whole for the next couple of decades, and significantly outpaces that of Cambridge – however, the forecasts for Cambridge’s growth rate by the ONS do not account for the increased residential and commercial development of Cambridge expected. The population of Huntingdonshire is aging, with the percentage of population over 45 increasing. This trend is expected to continue for the entirety of the local planning period to 2046, along with the high levels of car ownership attributable to Huntingdonshire’s more rural nature.

For this baseline report, employment was considered as the primary trip attractor for the district. Employment and residential land uses are closely linked, found in close proximity to each other within the major towns and villages. Clusters of office locations are found in Huntingdon, St Neots, St Ives and Eaton Socon; industrial uses are similarly located in St Neots, Eaton Socon, north-western Huntingdon, and eastern St Ives.

It has been noted that more people commute out of Huntingdonshire than commute in from other areas. Key outbound destinations are Peterborough, Cambridge, and South Cambridgeshire, whereas key commuting origins are Peterborough, South Cambridgeshire, and Fenland.



3. Highway Network

3.1 Introduction

Huntingdonshire's location makes it well connected to the national and regional Strategic Road Network (SRN). The primary strategic routes are shown below in Figure 3-1.

Figure 3-1 - Highway network



3.2 Functionality

The main strategic routes in Huntingdonshire are as follows:

- A1 and A1(M)
 - Runs to the west of Huntingdon and St Neots providing a north-south link through the District. It provides connectivity to locations such as Bedford (via the A428 / A421) and Peterborough (via the A1139), as well as to wider national destinations such as London and the North/Scotland.
- A14
 - Runs to the south of Huntingdon and St Ives, providing an east-west connection through the District to Cambridge as well as to the Midlands, the ports of Great Yarmouth, Felixstowe and Lowestoft, and destinations further afield via the national network.
 - The A14 between Huntingdon and Swavesey was upgraded and rerouted in 2020 to add capacity and reduce pollution (noise and air) in populated areas, particularly at Huntingdon where the previous route passed close to the town centre. The previous routing of the A14 between Huntingdon and Swavesey is now the A1307.
- A141
 - Connects Huntingdon to the north of Cambridgeshire including towns such as Chatteris, March, and Wisbech.
- A1123
 - An east-west route between Huntingdon, St Ives, and the east of Cambridgeshire (Ely and Soham).
- A1096
 - A short north-south connection between St Ives and junction 26 of the A1307 (previously the A14).
- A1198
 - North-south connection between Godmanchester Interchange on the A1307 and Royston, allowing for access to the A14 as well as Papworth Everard and Cambourne.
- A428
 - Passing through to the south of the District from Cambridge to Bedford via St Neots, with links to Milton Keynes and beyond provided.
 - As of this report, the route is set to be improved by the parallel A421 extension and dualling scheme connecting at Caxton Gibbet and the Black Cat Roundabout. These improvements are ongoing, with some sections already constructed and in-use.
- A605
 - A small section of this road runs through the north of Huntingdonshire between Peterborough and Elton – further connectivity is provided to Oundle and the A14 at Thrapston to the west and south-west.

Whilst there are several strategic routes running through Huntingdonshire, there are a number of settlements (including the primary market town of Ramsey) which are only served by minor and B-road connections. Some key minor and B-road connections include:

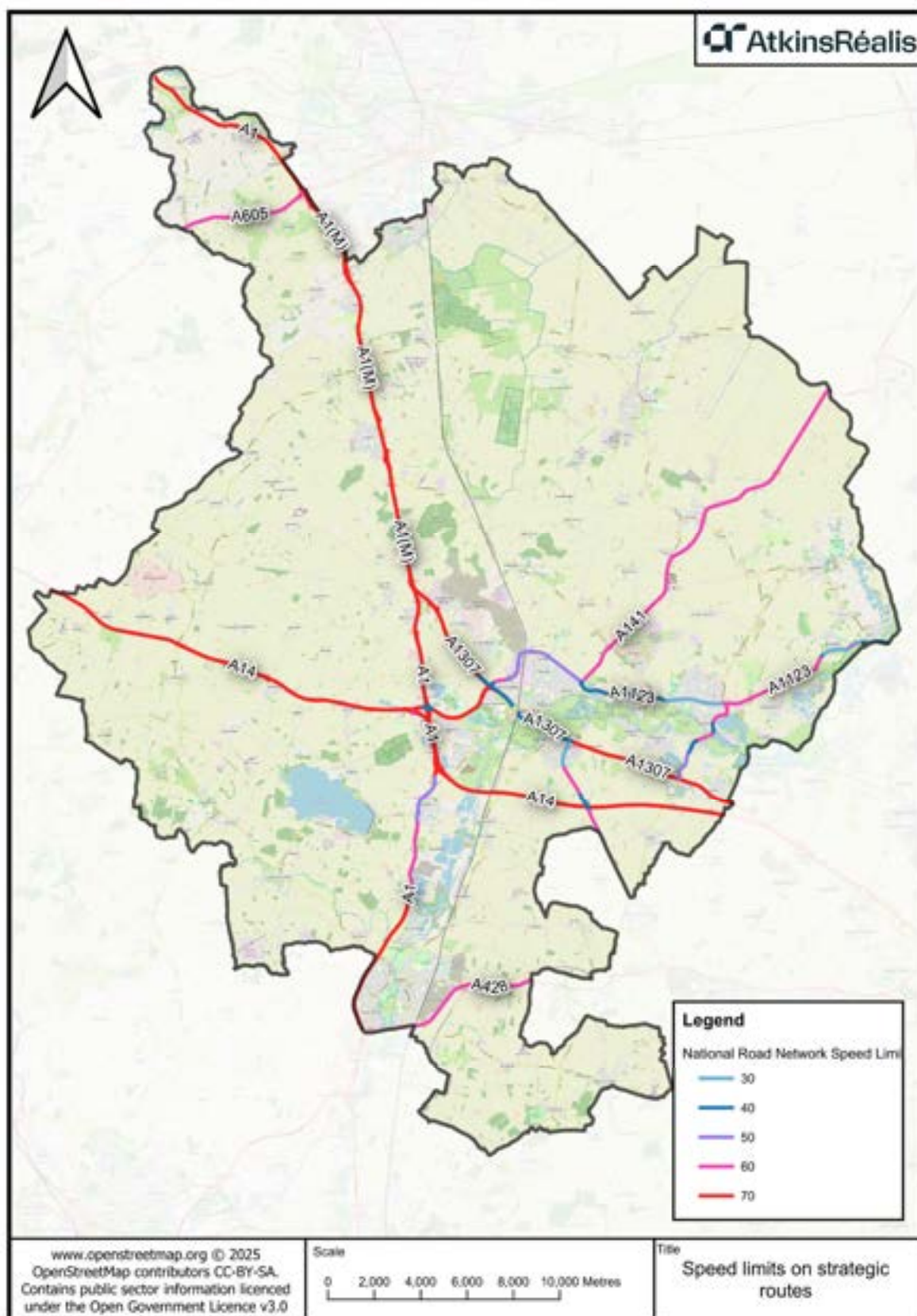
- B1090
 - Runs from Wyton (near St Ives) in the south to Sawtry and the A1 in the north, via Kings Ripton and Abbots Ripton.
- B660
 - Originating at Bedford in the south, this route continues northwards to the west of the A1 via Kimbolton, the Giddings, and Glatton, before crossing the A1 and terminating to the north of Ramsey St Mary's.



- B1043
 - Truncated into two sections, the southern links Godmanchester and St Neots on the eastern side of the A1, with the northern section providing a route parallel to the A1(M) for non-motorway traffic between Alconbury Weald and Norman Cross.
- B645
 - A long-distance B-road connection at the south of the District, serving St Neots to Rushden via Kimbolton.
- B1040
 - Journeys between Biggleswade to the south and Ramsey at its northern terminus, serving Papworth Everard, St Ives, and Warboys.

Figure 3-2 displays the speed limits on the identified strategic routes. The A1(M) and A14 have speed limits of 70mph, with the A1 to the around Buckden having a speed limit of 50mph which increases to 60mph south of the village. The A141 Huntingdon Bypass has a variable speed limit between 50mph and 60mph dependent on the carriageway type and location.

Figure 3-2 - Speed limits on strategic routes



3.3 Traffic characteristics

Traffic flows extracted from the Cambridge and Peterborough Combined Authority Model (CaPCAM) 2023 Base Year have been analysed on links within the area of study. Whilst it is recognised that junctions are key constraints on the behaviour of the highway network, available data limits this analysis to links only.

Figure 3-3 shows the two-way 12-hour flow in 2023, extracted from the Base Year CaPCAM model run. The highest flows are observed on the A1(M) between Huntingdon and Peterborough, followed by the A14 between Huntingdon and the eastern district boundary (South Cambridgeshire). The highest count is found on the A1(M) between Norman Cross and Peterborough (64,496 vehicles), with high flows also found to the south on the A1(M) between Sawtry and Alconbury and on the A14 approaching its interchange with the A1(M) to / from the east (54,305 vehicles).

The traffic composition across Huntingdonshire (based on CaPCAM) during the AM-peak is presented as part of Figure 3-4. This shows that:

- There is a high proportion of HGVs on the A14 (up to 38% of all vehicles are HGVs on the A14 at Ellington);
- There is a low proportion of HGVs on non-primary routes; and
- There are relatively higher proportions of LGVs on the following road sections:
 - A1(M) near to the A1307
 - A1123 to the east of St Ives
 - A141 between Warboys and Chatteris

Figure 3-3 – Two-way 12-hour flow for key routes in Huntingdonshire

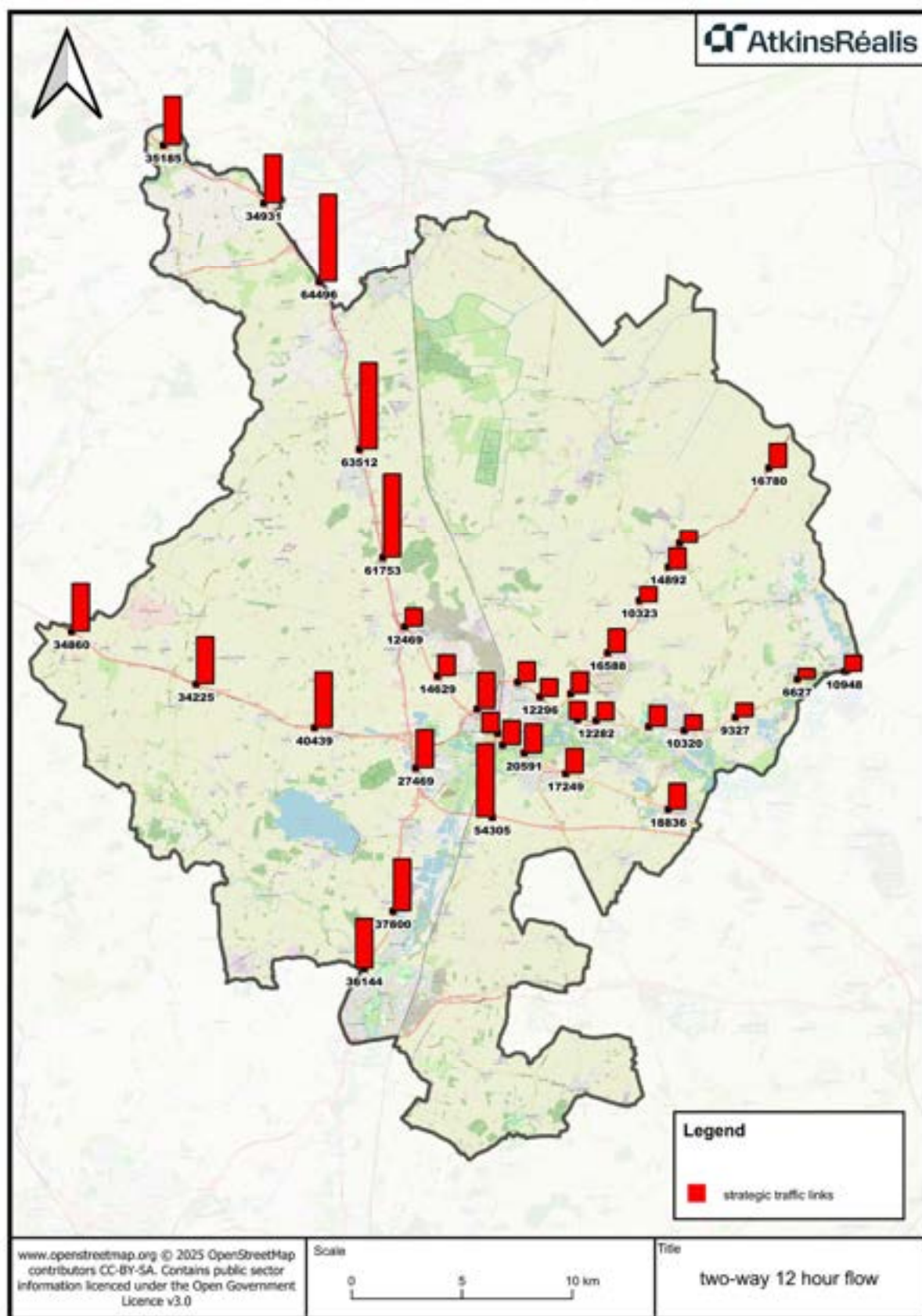
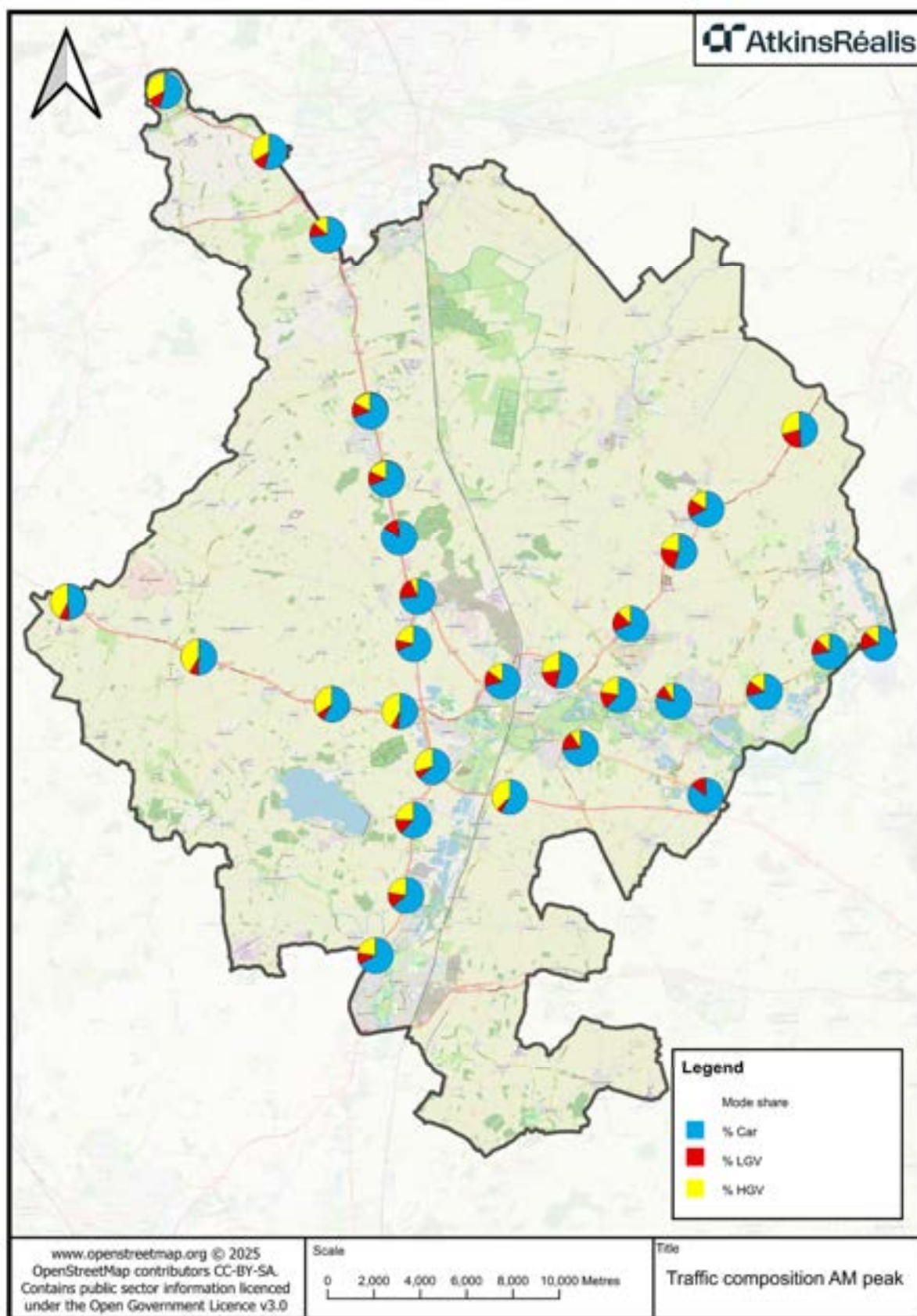


Figure 3-4 - Traffic composition during the AM-peak



3.4 Traffic delay

The following journey time delay data is based upon outputs from the CaPCAM 2023 Base Year, showing average journey time delay per kilometre (measured relative to free-flow journey times) for the:

- School term-time AM-peak (08:00 – 09:00) in Figure 3-5
- School term-time PM-peak (17:00 – 18:00) in Figure 3-6

Performance is shown by comparing the peak hour journey time against the equivalent free-flow journey time, which is based upon an average of journey times between 22:00 and 06:00 (the off-peak), Monday to Sunday. The results therefore show how much longer journeys are, on average, in the peak hour than in uncongested free-flow conditions.

Figure 3-5 shows the average increase in journey times in Huntingdonshire during the school term-time AM-peak compared to free-flowing traffic conditions. The greatest delays are observed on the A141 in both directions around Huntingdon, though especially in the anticlockwise direction toward the A1307 / A1, and in both directions on the A1123 to the west of St Ives. Furthermore, for nearly the entire length of the A1(M) southbound between Peterborough and Alconbury, journey times are up to 25% higher during the AM-peak than the flow-free state. For flows journeying towards Cambridge, there are significant delays between the Swavesey and Girton interchanges.

Figure 3-6 shows the average increase in journey times in Huntingdonshire during the school term-time PM-peak compared to free-flowing traffic conditions. The greatest delays are observed in the south of Huntingdonshire, on the A1 southbound passing by St Neots towards the Black Cat Interchange. Other significant pockets of delay can be observed on the A141 around Huntingdon – especially at Spittals Interchange – and in both directions on the A1123 towards St Ives. In the southbound direction on the A1(M) south of Peterborough, traffic flows more freely during the PM-peak than is observed during the AM-peak.

Figure 3-5 - Huntingdonshire average journey time delay (AM-peak)

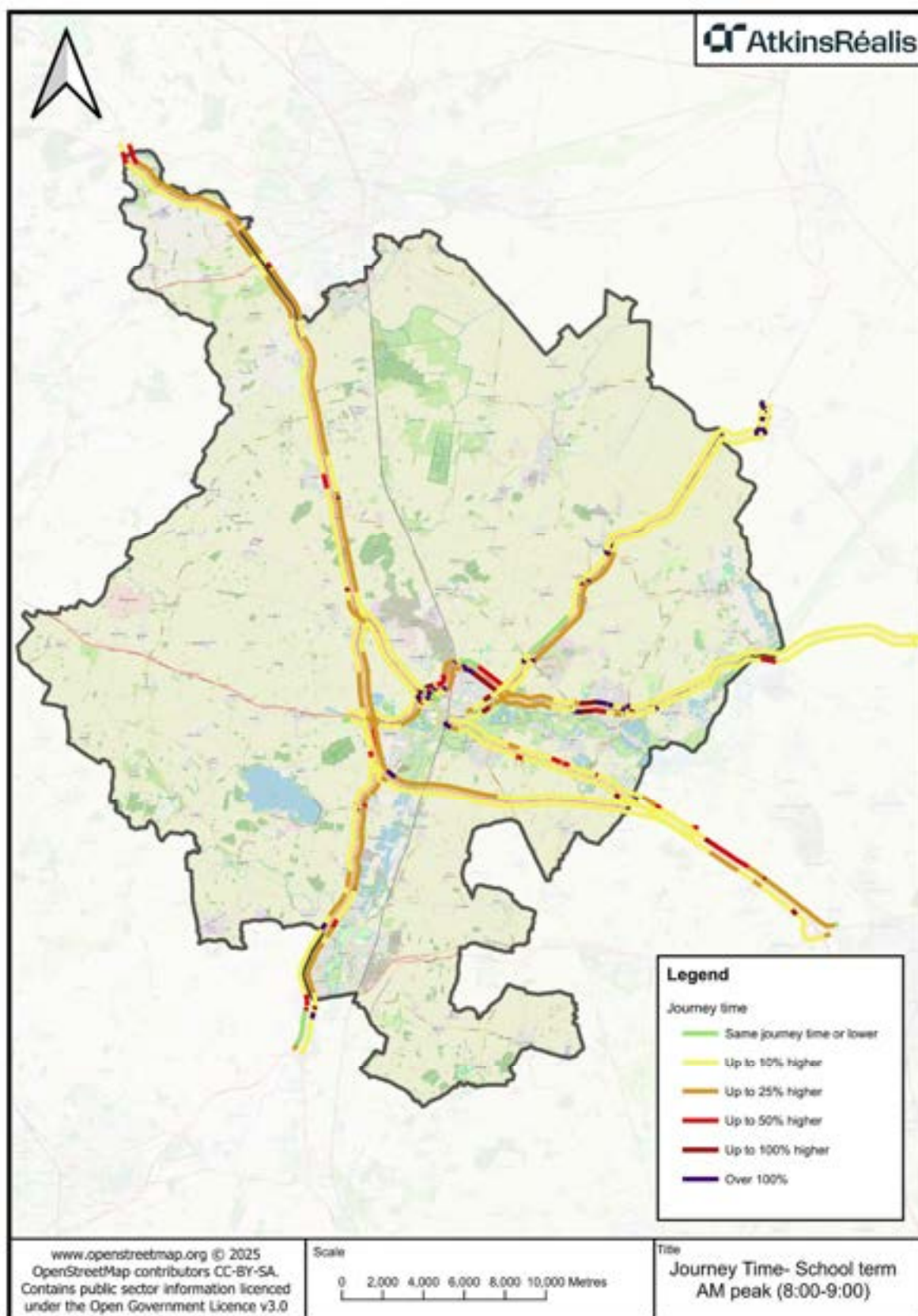
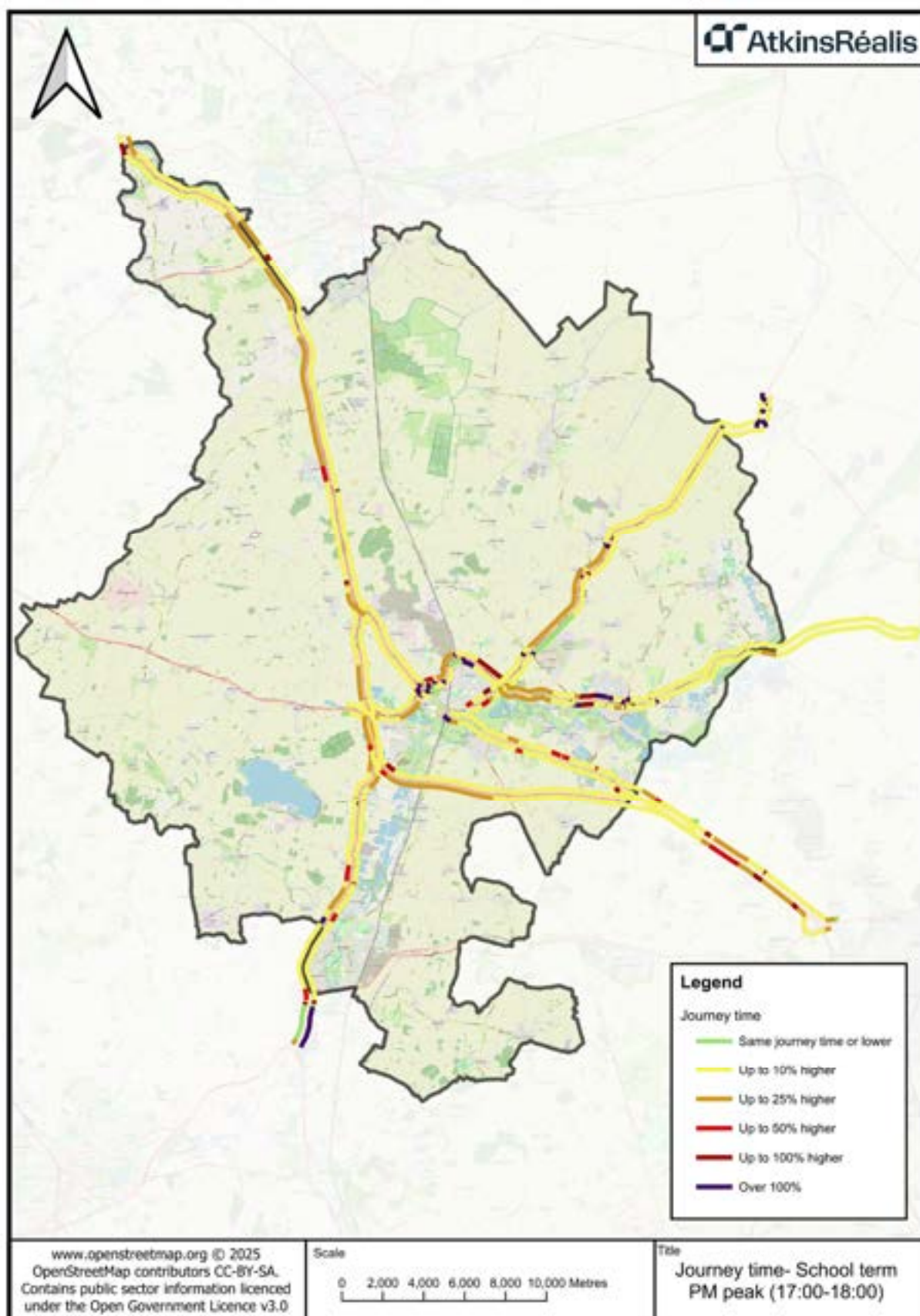


Figure 3-6 - Huntingdonshire average journey time delay (PM-peak)



Using the CaPCAM data shown in the diagrams above, Table 3-1 shows the one-way journey times and journey time factors for the primary routes in Huntingdonshire. The table has been colour coded as per the legend displayed in the top-right insert. Table 3-1 shows no significant delays in journey time on the A1307 westbound during both the AM- and PM-peak periods, though traffic is understandably a little less free-flowing than is observed during the off-peak. The most significant delays are observed in the westbound direction on the A1123 between Huntingdon and Haddenham.

Table 3-1 - Huntingdonshire one-way journey times and factor against free-flow journey time

Route name	Length (miles)	Free flow time (minutes)	AM-peak time (minutes)	PM-peak time (minutes)	AM-peak journey time factor	PM-peak journey time factor
A14 west NB	17.5	17.0	17.8	19.1	1.05	1.12
A14 west SB	17.2	16.9	19.4	18.0	1.15	1.07
A1307 EB	8.3	8.6	9.6	9.6	1.13	1.13
A1307 WB	8.3	8.6	9.3	9.3	1.08	1.08
A1 St Neots Peterborough NB	31.2	30.0	32.0	33.4	1.07	1.11
A1 St Neots Peterborough SB	31.2	29.9	34.4	36.2	1.15	1.21
Huntingdon Haddenham EB	20.9	30.6	37.0	37.5	1.21	1.22
Huntingdon Haddenham WB	21.0	30.8	40.3	38.5	1.31	1.25
Brampton Hut Interchange to Spittals Interchange EB	2.4	2.7	3.1	3.1	1.15	1.15
Brampton Hut Interchange to Spittals Interchange WB	2.3	2.4	2.8	2.9	1.15	1.20
A141 North Warboys NB	14.2	20.3	21.4	22.7	1.05	1.12
A141 North Warboys SB	14.3	20.3	22.5	21.1	1.11	1.04

3.5 Road safety

Collision data provided by Cambridgeshire County Council⁶ is summarised in this section, and comparisons have been made against national statistics. A five-year period, between 2020 and 2024 (inclusive) has been assessed.

3.5.1 Overview

Figure 3-7 maps all reported vehicle collisions in Huntingdonshire between 2020 and 2024 (inclusive). The highest concentration of accidents is observed around the urban centres of St Neots, Huntingdon, and St Ives.

⁶ [Cambridgeshire & Peterborough Insight – Roads, Transport and Active Travel – Road Safety – Road Traffic Collision Data](#)

Figure 3-7 – Vehicle collisions in Huntingdonshire 2020 - 2024 inclusive

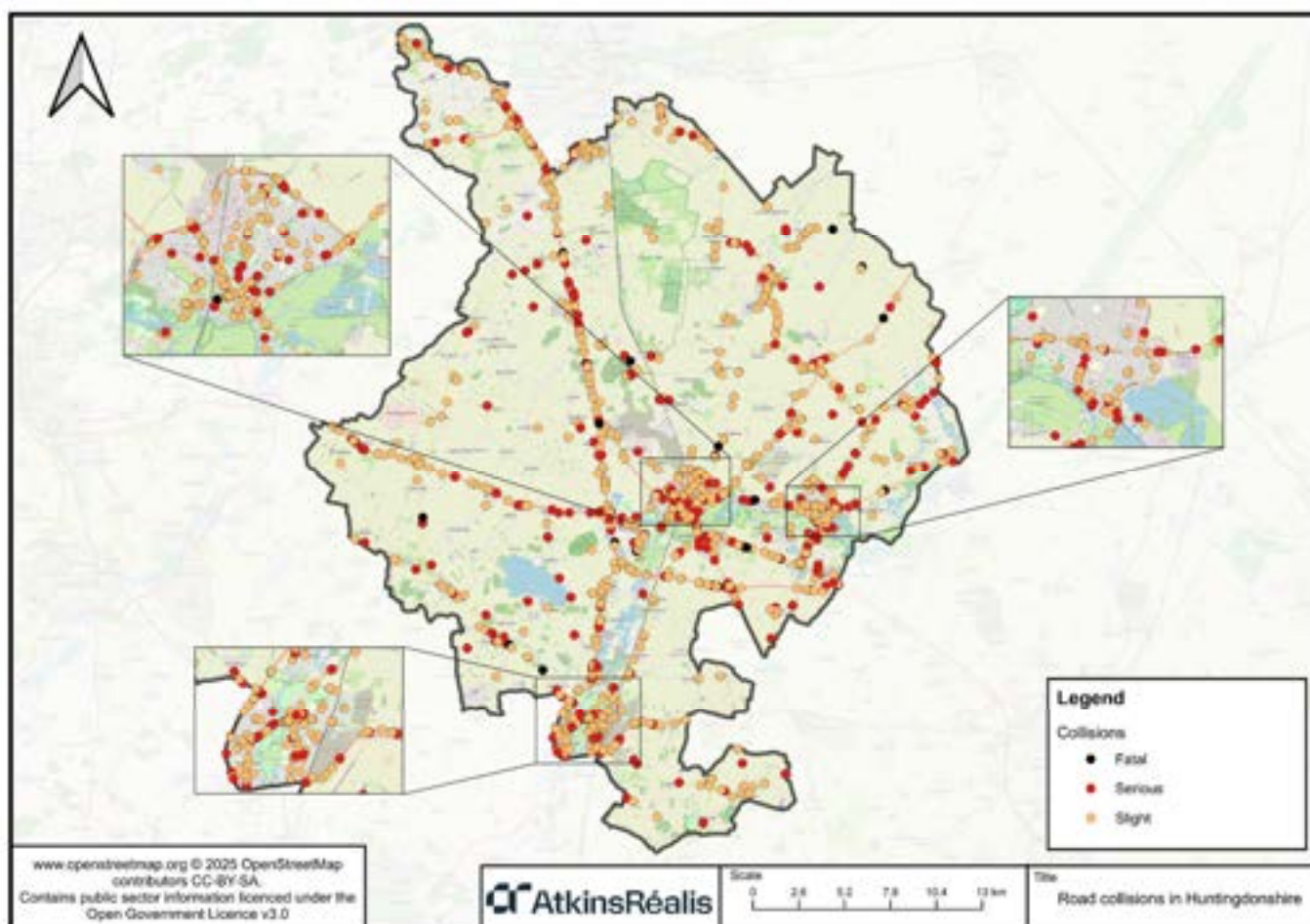


Table 3-2 compares the collision data for Huntingdonshire between 2020 and 2024 against the national statistics. There is a slightly higher incidence of serious or fatal accidents in the district compared to their prevalence nationwide.

Note that the national statistics cover the years between 2020 and 2023 only, as the data for 2024 has not been released as of the publishing of this report.

Table 3-2 - Huntingdonshire collisions 2020 - 2024 inclusive against national accident statistics 2020 - 2023 inclusive

Type of accident	Huntingdonshire		National	
	Count	Percent	Count	Percent
Fatal	28	2.1%	5,989	1.5%
Serious	329	24.8%	94,384	23.4%
Slight	968	73.1%	302,175	75.1%
All	1,325	100.0%	402,548	100.0%

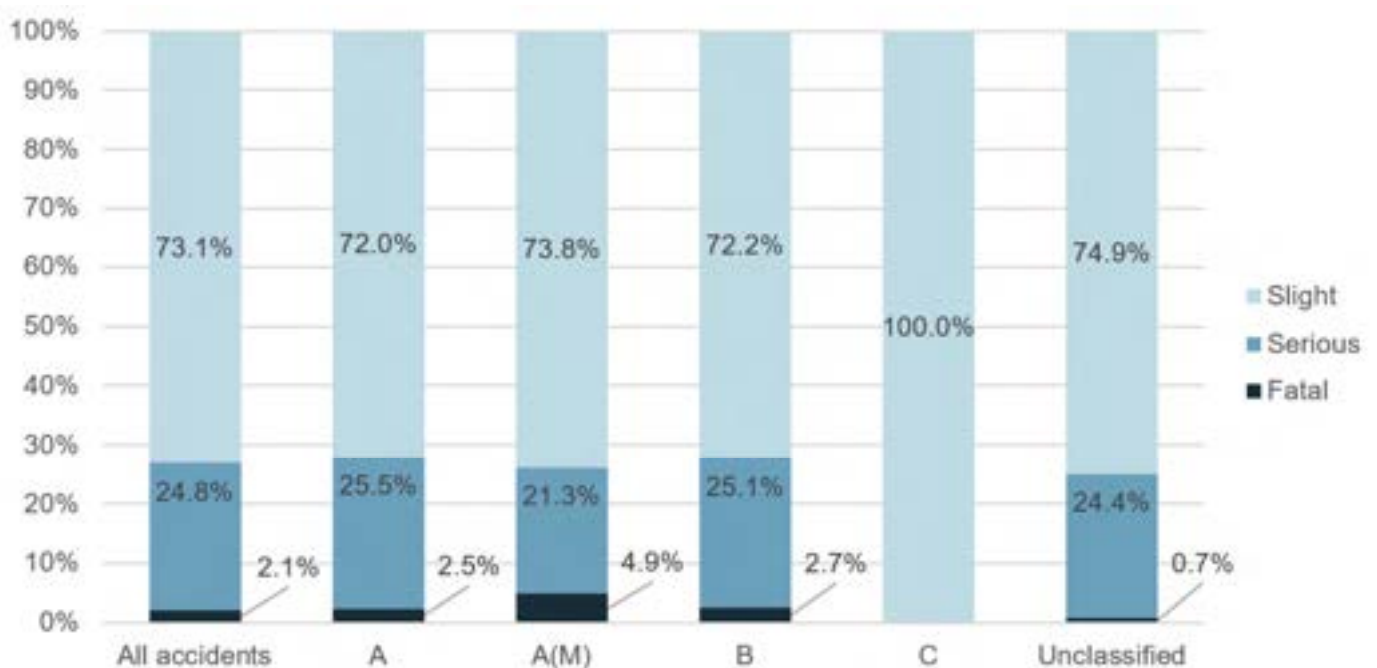
Source: Cambridgeshire and Peterborough Insight

3.5.2 Collision severity by road type

Figure 3-8 shows the distribution of collision severity by road type. It can be observed that:

- In Huntingdonshire, fatal accidents are proportionally more likely to occur on A(M), A, and B roads.
 - A and A(M) roads have higher speed limits, increasing the chance of fatal trauma being inflicted during a collision.
 - B roads are more minor roads which often may have bad visibility and tight, sudden corners, increasing risk. They are also less protected from natural hazards such as trees and rivers.
- There are higher than average distributions of serious collisions on A and B roads.
 - Again, this is due to the higher speeds observed on A roads and the curvilinear nature of B roads.
- There were no fatal collisions on C roads during the assessment period, though this is likely due to the fact that only one accident occurred on a C-classified road for the duration of the assessment period; C classification roads are rare in Huntingdonshire, and share the same risks as B and especially unclassified roads.

Figure 3-8 - Distribution of collision severity in Huntingdonshire by road type



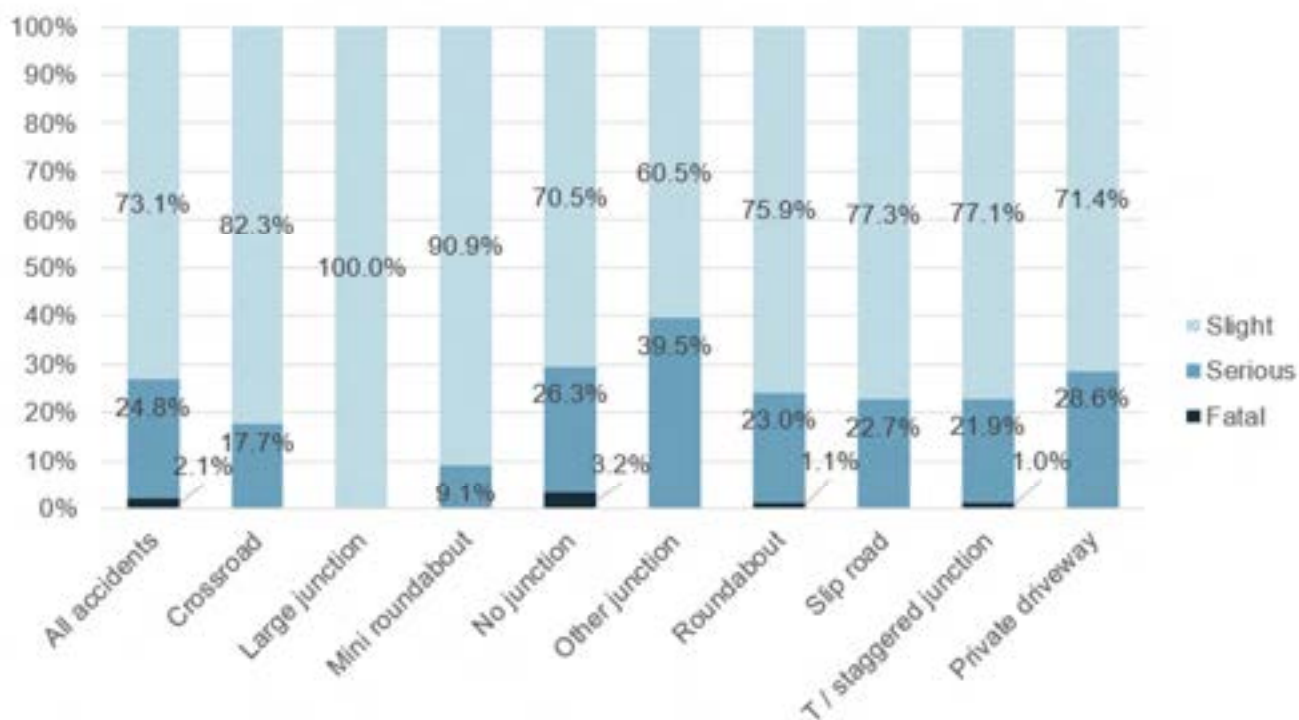
Source: Cambridgeshire and Peterborough Insight

3.5.3 Collision severity by junction type

Figure 3-9 shows the distribution of collision severity by junction type.

- A higher than average proportion of fatal and serious collisions occur on links between junctions (i.e., 'no junction') due to the higher speeds achieved between junctions.
- A lower than average distribution of fatal and serious collisions occur at roundabouts and priority junctions.

Figure 3-9 - Distribution of collision severity in Huntingdonshire by junction type



Source: Cambridgeshire and Peterborough Insight

Collision severity by vehicle typeSource: Cambridgeshire and Peterborough Insight

Figure 3-10 shows collision severity by vehicle type as a percentage of the total accidents involving the specified vehicle. Collisions involving Mini-bus/Bus/Coach can be seen to be the most fatal in relation to the number of accidents they are involved in. Despite this the most fatalities caused by collisions are from incidents involving a car with 33 fatalities followed by cyclists at 7 fatalities between January 2017 and March 2025.

3.5.4 Collision severity by vehicle type

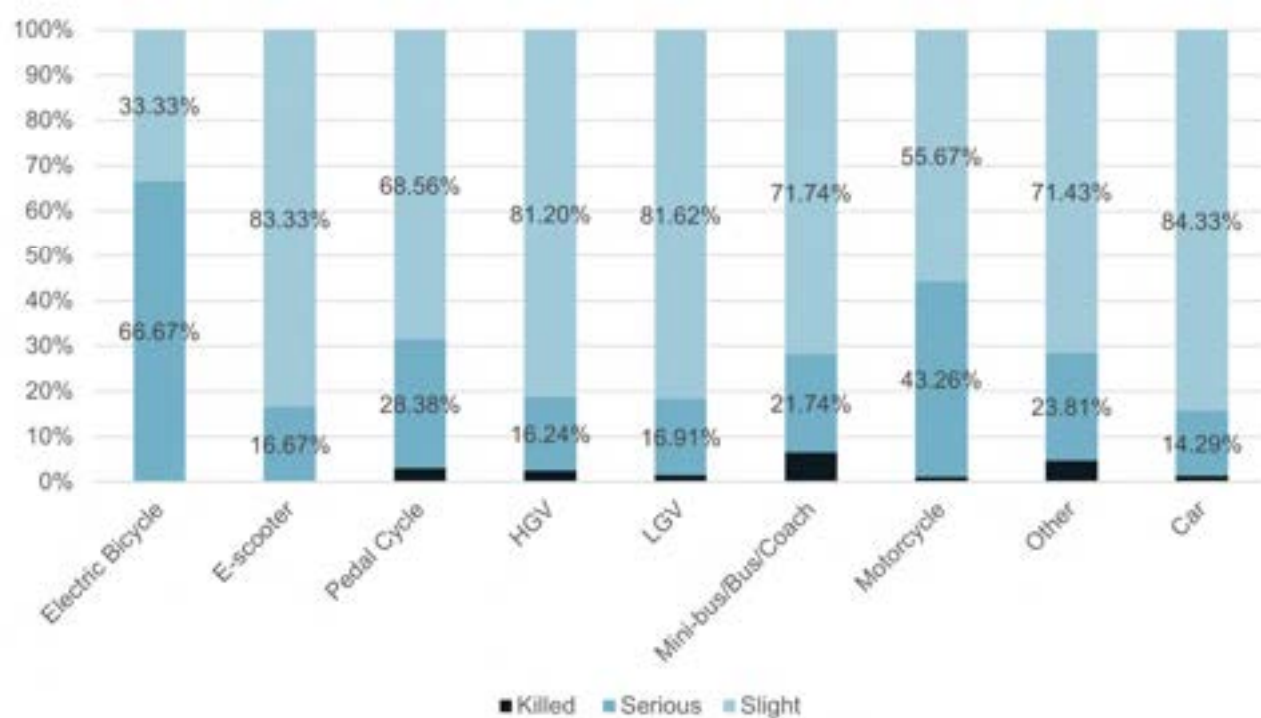
Table 3-3 lists the total collisions involving different vehicle types and what percentage that holds of collisions in Huntingdonshire. It can be seen that a large percentage of all accidents involve a car at 73.97%, followed by a pedal cycle at 7.10%.

Table 3-3 - Collisions by vehicle types

Vehicle type	Total	Percentage
Car	2387	73.97%
Electric Bicycle	3	0.09%
E-scooter	6	0.19%
Pedal cycle	229	7.10%
HGV	117	3.63%
LGV	136	4.21%
Mini-bus/Bus/Coach	46	1.43%
Motorcycle	282	8.74%
Other	21	0.65%

Source: Cambridgeshire and Peterborough Insight

Figure 3-10 - Distribution of collision severity in Huntingdonshire by vehicle type

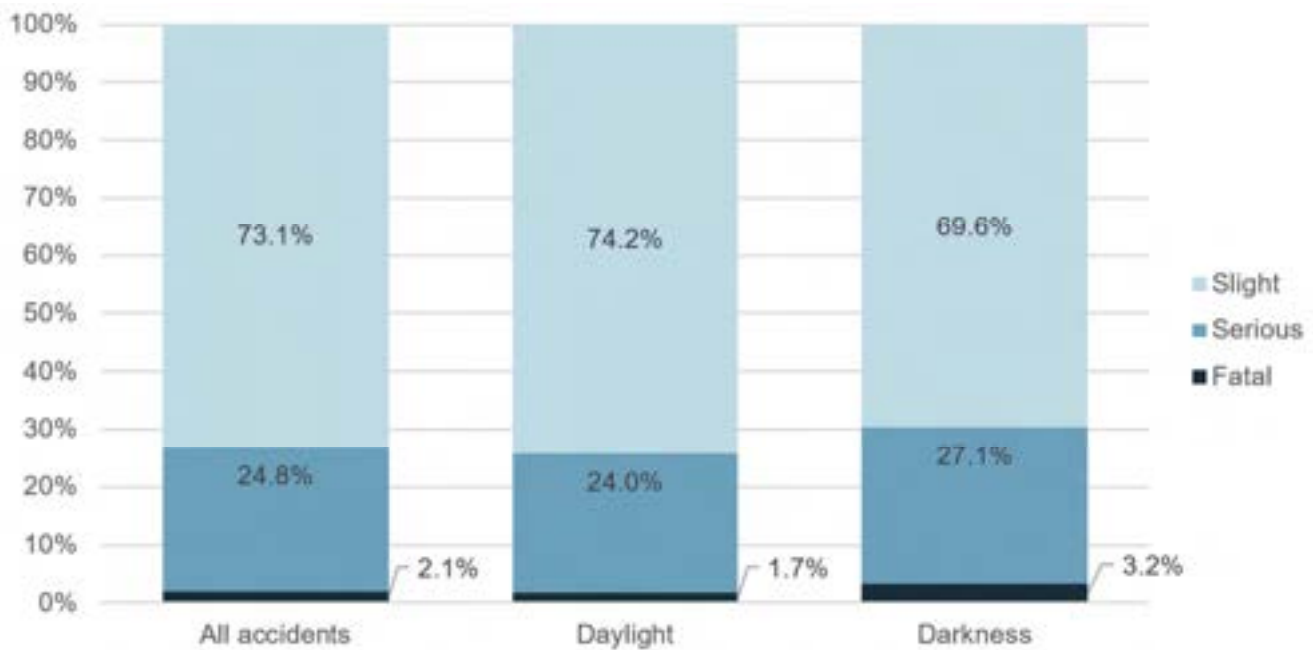


Source: Cambridgeshire and Peterborough Insight

3.5.5 Collision severity by environmental (light) conditions

Of the total Collisions recorded (1325 accidents), 74% occurred in daylight (986 accidents) and 26% in dark conditions (339 accidents). Figure 3-11 displays the distribution of collision severity by light conditions; it can be observed that the severity of collisions in night-time conditions is greater than those had in the day.

Figure 3-11 - Distribution of accident severity in Huntingdonshire by light conditions



Source: Cambridgeshire and Peterborough Insight

3.6 Highway network summary

The district of Huntingdonshire is well connected to the national and regional SRN, primarily via the A1(M), A1, and A14. These connections best serve the market towns of the district, with the more rural parts reasonably remote from the main SRN and thus experiencing reduced accessibility by both personal and public transport options.

The highest traffic flows on the SRN within the district are found on the A1(M) between Huntingdon and Peterborough in the north of the district. This is the only section of four-lane motorway in Huntingdonshire. Other significant flows are observed on the A14 to the south of Huntingdon and towards Cambridge, as well as on the A1 bypassing St Neots. The A14, due to its strategic connections to the ports of Harwich and Felixstowe on the east coast, has a very high concentration of HGVs.

Pockets of delay on the strategic road network are positioned throughout the district. The largest delays are observed on the A14 eastbound towards Cambridge, on the A141 around Huntingdon and on the A1123 between Huntingdon and St Ives. Delays are also experienced on the A428 between St Neots and the District's eastern boundary as well as on the A1096 and A605. When considering more minor routes, the B1044, B1428, and B1514 face particularly heavy delays during the AM- and PM-peak periods.

6.69% of traffic collisions involved cyclists, but 5.75% involved pedestrians. 7 collisions involving cyclists in the District were fatal, as well as 7 fatal collisions involving pedestrians. Accidents were concentrated in the main settlements, in particular St Neots, Huntingdon, and St Ives. The highest proportions of serious accidents involve cars or motorcyclists. 74% of accidents occurred in daylight, with the remainder during the night-time; higher proportions of fatal or serious accidents happened in dark conditions.

4. Public Transport Network

4.1 Introduction

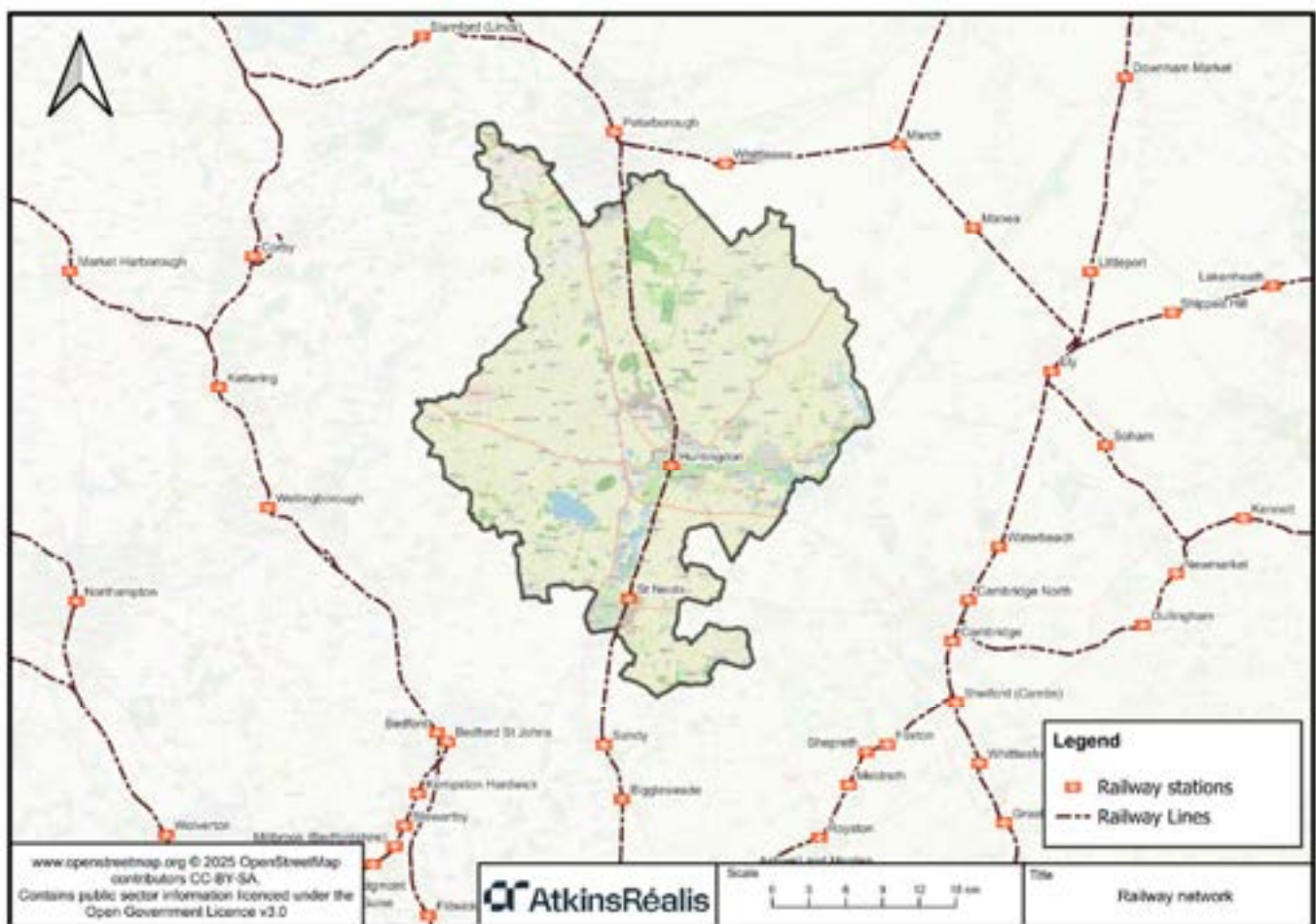
This section provides a review of the various public transport networks currently available in and around Huntingdonshire for trip options using existing facilities and services.

4.2 Rail

4.2.1 Overview

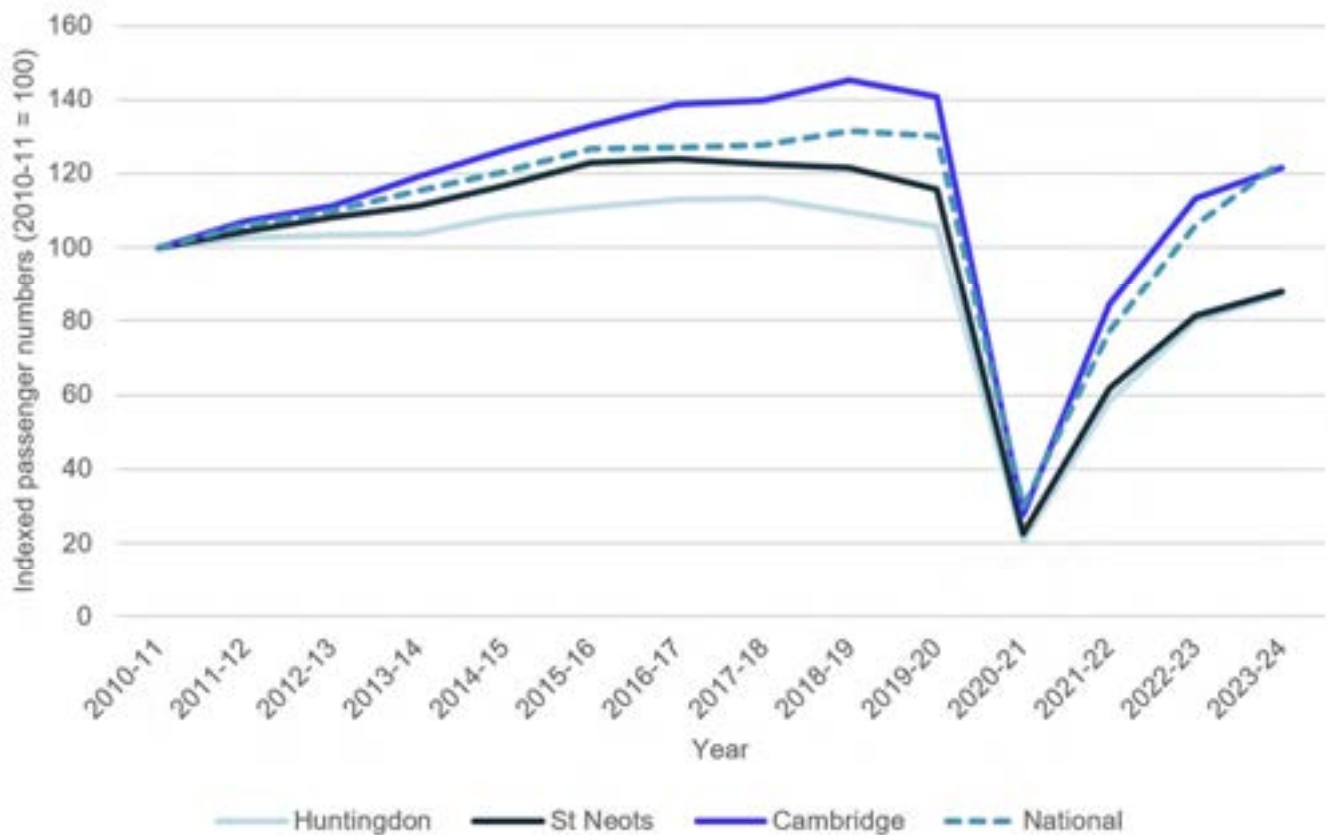
Huntingdonshire currently has two railway stations both on the East Coast Main Line, Huntingdon and St Neots (as illustrated in Figure 4-1). Thameslink Great Northern operate services between Peterborough and London Kings Cross / London St Pancras via the two stations, with further onward connections available by interchange, particularly at Peterborough. Furthermore, there is potential for an additional station north of Huntingdon at the eastern fringes of the new development at Alconbury Weald.

Figure 4-1 - Regional rail network



Using data provided by the Office of Rail and Road, Figure 4-2 summarises the station usage between the periods of 2010-11 and 2023-24. The statistics compare all entries and exits to and from Huntingdon and St Neots railway stations against growth nationally and at Cambridge station.

Figure 4-2 - Indexed passenger usage throughout for Huntingdon, St Neots, and Cambridge railway stations



Source: Office of Rail and Road estimates of station usage

The significant and enduring impact of the COVID-19 pandemic in 2020 is evident in Figure 4-2. Between 2010-11 and 2019-20, there are broad patterns of increased usage at Huntingdon, St Neots, and Cambridge station, though growth tails off towards the end of the decade. As of the most recent statistics, Huntingdon and St Neots have not yet recovered to even their 2010 usage, whereas Cambridge has – but patronage at that station remains lower than what was recorded towards the end of the 2010s decade.

Table 4-1 outlines the frequency of the rail services provided between Huntingdon / St Neots and King's Cross / Peterborough. It can be observed that a frequent service is operated on weekdays, especially at peak hours in the morning and evening, with a decreased frequency operated during the weekend.

Table 4-1 - Rail services from Huntingdon and St Neots

Route	Frequency		
	Mon-Fri	Sat	Sun
Huntingdon / St Neots to London Kings Cross / London St Pancras	Up to four services per hour at peak times (two services per hour otherwise)	Up to three services per hour during the AM peak (two services per hour otherwise)	Up to two services per hour during the AM peak (one service per hour otherwise)
Huntingdon / St Neots to Peterborough	Up to four services per hour at peak times (two services per hour otherwise)	Two services per hour	Up to two services per hour during the PM peak (one service per hour otherwise)

Source: *Thameslink and Great Northern Timetables*

In Table 4-2, journey times from Huntingdon and St Neots to key destinations (via rail) are summarised. The journey time of around an hour to London from both stations makes London accessible as a commuting destination.

Table 4-2 - Summary of timetabled rail journey durations

Origin	Destination	Journey Time ⁷
Huntingdon	London King's Cross / London St Pancras	54 minutes
Huntingdon	Peterborough	15 minutes
St Neots	London King's Cross / London St Pancras	46 minutes
St Neots	Peterborough	23 minutes

Source: *Thameslink and Great Northern Timetables*

4.2.2 Connectivity of Huntingdon station

Huntingdon station is located to the south-west of the town centre and is fully accessible with step-free access provided to both platforms. The station's connection to the road network has been altered with the improvements made to Huntingdon town centre following the bypassing of the A14 and removal of the road viaduct, with access points on the A1307 and the B1514 Brampton Road. The station provides extensive parking in the form of multiple large car parks totalling 799 spaces (and 10 accessible parking spaces), as well as private parking facility located to the north.

There is a bus stop available at the station providing an interchange between bus and rail. Bus services are available from directly outside the station to Cambridge, Godmanchester, and St Ives. Furthermore, the station is located an approximately 12-minute walk from the bus station serving the town, enabling further connectivity to other bus services. The bus services serving the station include the 904 (between Huntingdon and Peterborough) operated by Stagecoach and AW1 (between Huntingdon, Alconbury Weald, and Alconbury) operated by Dews Coaches.

⁷ Based upon fastest service during the AM-peak (National Rail)

The station provides storage for up to 370 bicycles, some of which is sheltered, and is in close proximity to the National Cycle Routes 12 and 51. A taxi rank is located directly outside the entrance to the London-bound platforms.

4.2.3 Connectivity of St Neots station

St Neots station is located to the east of the town and is fully accessible with lifts to all platforms. The station is connected to Station Road to the west, and the Station Square local centre to the east. Both lead towards Cambridge Road, allowing for convenient further travel to the town centre. When considering the wider road network, it is within a five-mile radius of the A1 and A428, as well as the A421 when the dualling and extension scheme is completed (currently anticipated to be in 2027). There is parking sufficient for 495 spaces (with 10 accessible parking spaces), as well as storage for 84 bicycles.

Two bus stops are located close to the station, providing service to the town centre, Eaton Ford, Eaton Socon, Loves Farm, Cambridge, and Eynesbury. Bus services provided on the western flank of the station include the 61 (St Neots circular) operated by Central Connect and 150 (between Eynesbury and Tilbrook) operated by Dews Coaches.

A taxi rank is also provided at the main access to the station. There are no National Cycle Routes in the immediate vicinity of the station, although local segregated cycle routes connect to National Cycle Route 12.

4.2.4 Onward connections

Key interchange options are available at Peterborough, from where longer-distance connectivity via other routes is possible. This includes north-south destinations via the East Coast Main Line, and east-west services including to Birmingham and beyond via Cross-Country services. In the medium term, further east-west connectivity will be provided by East-West Rail at a new station just to the south of the District at Tempsford, to Oxford, Milton Keynes, and Cambridge.

4.3 Cambridgeshire Guided Busway

There are currently two guided busway services which operate in Huntingdonshire. The Cambridgeshire Guided Busway is a fast, high-quality public transport route providing connections from Huntingdonshire, with services shown in Figure 4-3 and Figure 4-4. There are two guided sections which make up 16 miles of the network, with services operating on-highway for the remainder of their service routes. The guided section most relevant to Huntingdonshire's connectivity operates between St Ives Park and Ride and Cambridge North railway station.

Key destinations served by guided buses include:

- Huntingdon and Huntingdon railway station (on-highway)
- St Ives (on-highway)
- St Ives Park and Ride (guided section)

There were 3.4 million bus passenger journeys made on the busway during 2024, a 27% increase compared to the previous year.



Figure 4-3 - Map of Cambridgeshire Guided Busway services in St Ives



Source: Cambridgeshire Guided Busway, www.thebusway.info

Figure 4-4 - Map of Cambridgeshire Guided Busway services in Huntingdon



Source: Cambridgeshire Guided Busway, www.thebusway.info Table 4-3 provides a summary of the busway service timetable for services operating to and from Huntingdonshire

Table 4-3 - Cambridgeshire Guided Busway service patterns and routes

Service	Serving	Mon-Fri	Sat	Sun
A	St Ives, Longstanton, Histon, Orchard Park (Cambridge), New Square (Cambridge), Cambridge Railway Station, Addenbrooke's Hospital, Trumpington Park and Ride	Every 10 minutes	Every 30 minutes	Every hour
B	Hinchingbrooke Hospital, Huntingdon Railway Station, Huntingdon, RAF Wyton, St Ives, Longstanton, Histon, Cambridge Science Park, Cambridge North Railway Station, New Square (Cambridge)	Every 30 minutes (AM and PM), Every 20 minutes (IP)	Every 20 minutes	Twice per hour irregularly (15 / 45-minute split)

Source: Stagecoach Busway A / B timetable

Based upon the routes identified in Table 4-3, timetabled journey times between key destinations are as follows:

- Between Huntingdon bus station and St Ives Park and Ride: from 46 minutes
- Between Huntingdon bus station and Cambridge (New Square): from 1 hour, 28 minutes
- Between St Ives (Station Road) and Cambridge (New Square): from 44 minutes
- Between St Ives Park and Ride and Cambridge (New Square): from 39 minutes

In terms of patronage, around 3.5 million passengers used the guided busway in Cambridgeshire in 2024.

Figure 4-5 below presents the 12-month rolling patronage of Stagecoach services on the busway since the services began operating in 2011. It can be seen that pre-Covid there was a steady growth in patronage followed by a sharp fall throughout 2020. Following the COVID-19 pandemic patronage increases with patronage to 2024, where it reaches around 80% of the pre-covid peak.

Between 2023 and 2024 there is an overall 27% increase in passengers.



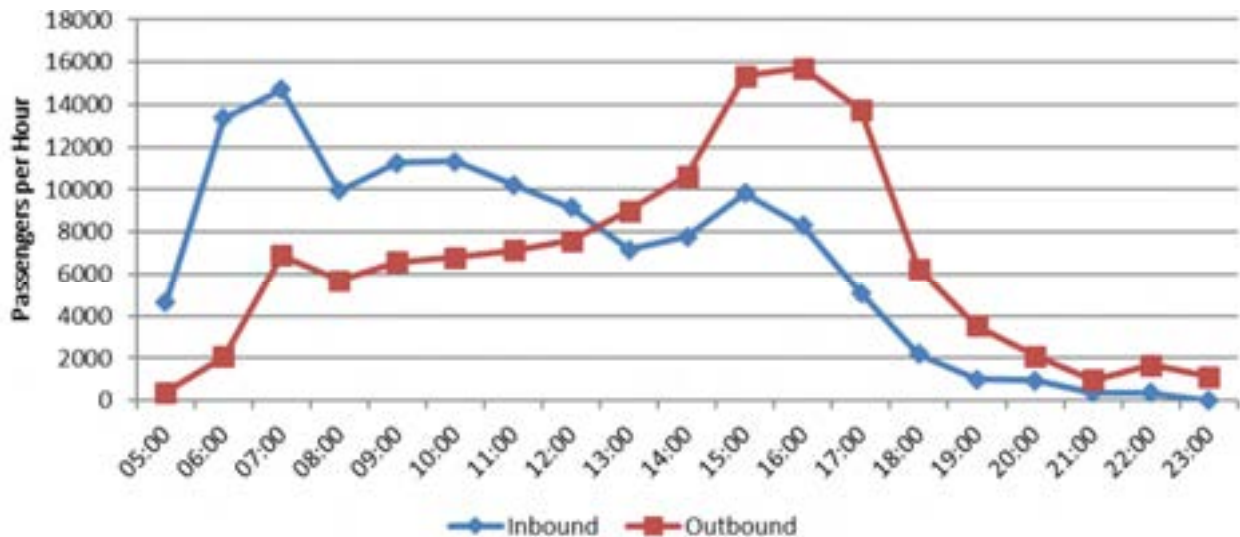
Figure 4-5 – 12-month rolling CGB patronage between June 2012 to December 2024



Source: Cambridgeshire County Council

Average daily profile for busway usage is presented in Figure 4-6, where ‘inbound’ refers to the services towards Cambridge city centre. As is to be expected, demand is tidal, with the greatest inbound demand during the AM-peak and greatest outbound demand in the PM-peak towards Huntingdonshire. Figure 4-6 was reported in the 2017 transport study undertaken by Mott Macdonald. More recent data was unavailable at the time of this report. However, daily trends in guided busway patronage is not expected to have changed dramatically since 2017 and so the general profile is still applicable.

Figure 4-6 - Total monthly inbound/outbound trips by time-period (2017)



Source: Stagecoach / Cambridgeshire County Council data taken from Mott Macdonald *Huntingdonshire Strategic Transport Study: Baseline Report (May 2017)*

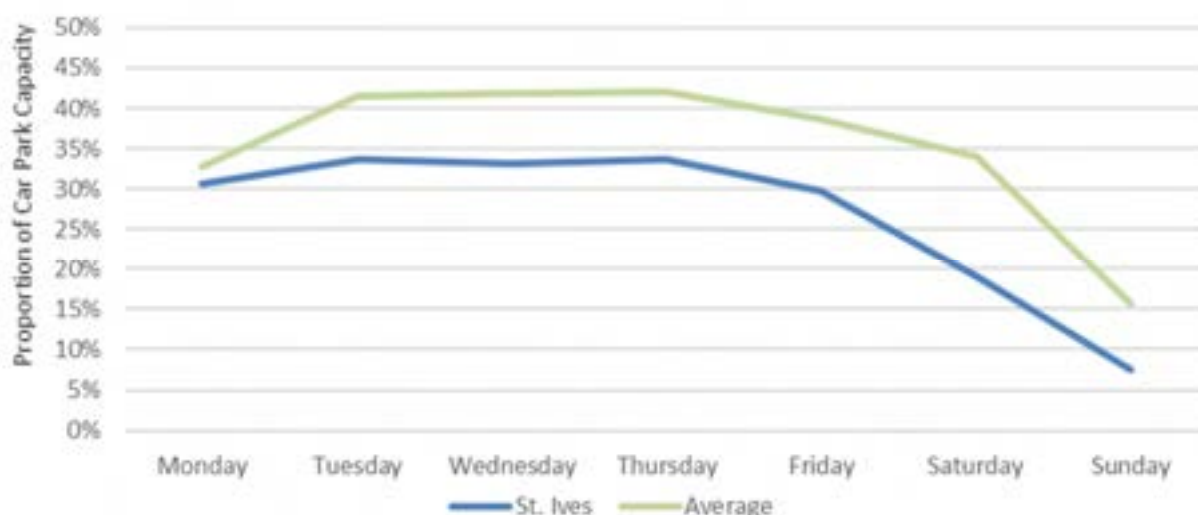
4.4 Park and Ride

A significant car park is provided at St Ives from where connections via the Cambridgeshire Guided Busway are available. The site has over 1,000 spaces for vehicles, including a number with electric vehicle charging points.

Figure 4-7 below shows the average maximum car park occupancy per day of the week at St Ives Park and Ride, and an average of the seven park and ride sites across Cambridgeshire. The site at St Ives had significant reserve capacity, in April 2016 with a maximum of 30-34% utilisation during the week and as low as 7% during the weekend (on Sunday). This overall under-utilisation means that there is significant headroom for growth at St Ives Park and Ride.

Due to bus patronage for 2024 being at a similar level to 2016, as seen in Figure 4-5, the daily occupancy of the park and ride for April 2016 can be assumed to be similar to current levels in 2024/25 and is representative for the purposes of this baseline report.

Figure 4-7 - Average Maximum Car Park Occupancy (April, 2016)



Source: Stagecoach / Cambridgeshire County Council data taken from Mott Macdonald *Huntingdonshire Strategic Transport Study: Baseline Report (May 2017)*

4.5 Bus / coach

Huntingdonshire is served by a local bus network with services providing a range of destinations and frequencies. The primary operators within Huntingdonshire are Stagecoach and Whippet, with their route maps shown in the appendices.

Long-distance coach travel previously was provided by National Express from Huntingdon, though this has now discontinued. The nearest long-distance coach stops are located in Stevenage, Cambridge, and Peterborough.

Table 4-4 outlines the bus services that are provided in Huntingdonshire along with their frequencies. In summary, there are a number of routes operating in the area, though many of them are infrequent and only operate on some specific days. A large number of services do not run on Sunday, or run a significantly reduced service. The key services with higher frequencies in the District include:

- 5 between Peterborough and Yaxley
- 66 between Fenstanton and St Neots
- 904 between Huntingdon and Peterborough
- 905 between Cambridge and Bedford (via St Neots)
- AW1 between Huntingdon and Alconbury Weald and Alconbury
- X3 between Huntingdon and Cambridge

The most frequent services are to and from the key service centres of Huntingdon and St Neots, whilst there is also good connectivity to Cambridge (outside the district) and St Ives (via both standard buses and guided buses).

Bus services to St Ives and Ramsey have been identified as in need of improvement. In particular, there are large service gaps in the rural areas of the District with many services only running once or twice daily – although the District as a whole benefits from community transport coverage operated by TIGER On Demand on behalf of the Cambridgeshire and Peterborough Combined Authority. This is a significant factor that pushes residents towards relying on the private car for transport, and is therefore a reason behind the high rates of car ownership in the more rural parts of Huntingdonshire.

Table 4-4 - Bus services in Huntingdonshire

Route	Destinations [<i>outside Huntingdonshire</i>]	Operator	Frequency
5	<i>Peterborough, Woodston, Farcet, Yaxley</i>	Stagecoach	Up to twice per hour (Mon – Sat); Once every hour (Sun)
5A	<i>St Ives, Fenstanton, Swavesey, Willingham, Longstanton Park and Ride, Bar Hill</i>	Stagecoach	Once every 90 minutes (Mon – Sat)
9	<i>St Ives, the Hemingfords, Fenstanton, Elsworth, Hilton, Godmanchester, Huntingdon</i>	Dews Coaches	Three times per day (Mon and Fri)
18	<i>Cambridge, Barton, Comberton, Cambourne, St Neots</i>	Whippet Coaches	Approximately once per hour (Mon – Sat)
31	<i>Peterborough, Whittlesey, Pondersbridge, Ramsey Mereside, Ramsey Forty Foot, Ramsey</i>	Stagecoach	Approximately once every two hours (Mon – Sat)
61	St Neots circular	Central Connect	Approximately once every 70 minutes (Mon – Sat)
65	St Neots, Great Paxton, Offord D'Arcy, Offord Cluny, Buckden	Dews Coaches	Three per day (Mon – Fri)
66	Fenstanton, Godmanchester, Huntingdon, Brampton, Little Paxton, St Neots	Whippet Coaches	Approximately two per hour (Mon – Sat); Three per day (Sun)
67	St Ives, Hilton, <i>Papworth Everard</i> , St Neots	Central Connect	Once every two hours (Mon – Sun)
67B	St Ives, Hilton, <i>Papworth Everard</i>	Central Connect	Once per day (Mon – Sun)
68	St Ives, Fenstanton, Hilton, <i>Elsworth, Boxworth</i>	Central Connect	Once per day (Mon – Fri)
101	Godmanchester, Huntingdon, St Ives, <i>Sutton, Ely, Fordham, Heacham, Hunstanton</i>	Whippet Coaches	Once per day (Sat only, summer only)
112	<i>Biggleswade, Sandy, Tempsford, Blunham, Wyboston</i> , St Neots	Ivel Sprinter	Once per day (Thu only)

Route	Destinations [<i>outside Huntingdonshire</i>]	Operator	Frequency
150	Eynesbury, St Neots, Kimbolton, Tilbrook	Dews Coaches	Four per day (Mon – Sat)
193	<i>Biggleswade, Sutton, Potton, Sandy, Eynesbury, St Neots</i>	Ivel Sprinter	One per day (Thu only)
300	St Ives circular	Dews Coaches	Once per hour, until 1430 (Mon – Fri)
301	Ramsey, Bury, Warboys, Somersham, Earith, Bluntisham, Needingworth, St Ives	Dews Coaches	Four per day (Mon – Fri); Once per day (Sat)
301S	Ramsey, Bury, Warboys, Somersham, Earith, Bluntisham, Needingworth, St Ives	Dews Coaches	Twice per day (Sat only)
301V	Ramsey, Bury, Warboys, Somersham, Earith, Bluntisham, Needingworth, St Ives	Dews Coaches	Once per day (Mon – Fri)
301X	Warboys, Old Hurst, Woodhurst, St Ives	Dews Coaches	Once per day (Mon – Sat)
303	Huntingdon, RAF Wyton, Warboys, Ramsey, <i>Chatteris</i>	Dews Coaches	One every two hours (Mon – Sat)
305	Huntingdon, RAF Wyton, Warboys, Ramsey	Dews Coaches	One every two hours (Mon – Fri)
400	Huntingdon, Hinchingsbrooke Hospital, Brampton, Kimbolton, Spaldwick	Dews Coaches	Three per day (Mon – Fri)
401	Huntingdon, Brampton, Leighton Bromswold, Winwick, the Giddings, Hamerton, Alconbury Weston, Woolley	Dews Coaches	Two per day (Mon – Fri)
415	<i>Peterborough, Hampton</i> , Folksworth, Conington, Wood Walton, Great Raveley, Upwood	Dews Coaches	Once per day (Wed only)
904	Huntingdon, Alconbury Weald, Sawtry, Stilton, Norman Cross, <i>Peterborough</i>	Stagecoach	Approximately once per hour (Mon – Fri); One every 90 minutes (Sat)
905	<i>Cambridge</i> , St Neots, Eaton Socon, <i>Great Barford, Bedford</i>	Stagecoach	Up to twice per hour (Mon – Sat); Once per hour (Sun)
AW1	Huntingdon, the Stukeleys, Alconbury Weald, Alconbury	Dews Coaches	Approximately once per hour (Mon – Fri); Approximately once per hour, with some gaps off-peak (Sat)
AW1X	Huntingdon, Alconbury Weald	Dews Coaches	Once per day (Mon – Sat)
C2	<i>Hatley</i> , the Gransdens, <i>Gamlingay</i> , Waresley, Eynesbury, St Neots	C G Myall and Son	Once per day (Thu only)
RH2	Wistow, Great Raveley, Upwood, Bury, Ramsey	Ramsey and District Community Bus Association	Once per day (Fri only)
RH3	Huntingdon, Kings Ripton, Abbots Ripton, Wood Walton, Great Raveley, Upwood	Ramsey and District Community Bus Association	Once per day (Thu only)

Route	Destinations [outside Huntingdonshire]	Operator	Frequency
RH5	Ramsey, Ramsey Forty Foot, Ramsey Mereside, <i>Pondersbridge</i> , Ramsey St Mary's, Ramsey Heights	Ramsey and District Community Bus Association	Once per day (Fri only)
VL14	<i>Felmersham, Sharnbrook, Riseley</i> , Tilbrook, Kimbolton, Perry, Huntingdon, St Ives	Villager Minibus Sharnbrook	Once per day (Mon only)
X2	Huntingdon, Godmanchester, <i>Papworth</i> <i>Everard, Cambourne, Cambridge</i>	Whippet Coaches	Three times per day (Mon – Fri)
X3	Huntingdon, Godmanchester, <i>Papworth</i> <i>Everard, Cambourne, Cambridge</i> , <i>Addenbrooke's Hospital</i>	Whippet Coaches	Approximately one to two per hour (Mon – Sat); Approximately once per hour (Sun)
X4	<i>Northampton, Wellingborough, Corby, Oundle</i> , Elton, Chesterton, Alwalton, <i>Peterborough</i>	Stagecoach	Up to once per hour (Mon – Sat); Once every two hours (Sun)

Source: bustimes.org

4.6 Public transport network summary

Frequent rail connections are available from Huntingdon and St Neots on the East Coast Main Line, which facilitate wider interchange to the rest of the railway network at London King's Cross and Peterborough. Furthermore, the Cambridgeshire Guided Busway connects St Ives with Cambridge and Cambridgeshire. The park and ride site at St Ives enables a significant number of park and ride journeys, and there is significant reserve capacity for further utilisation of the site.

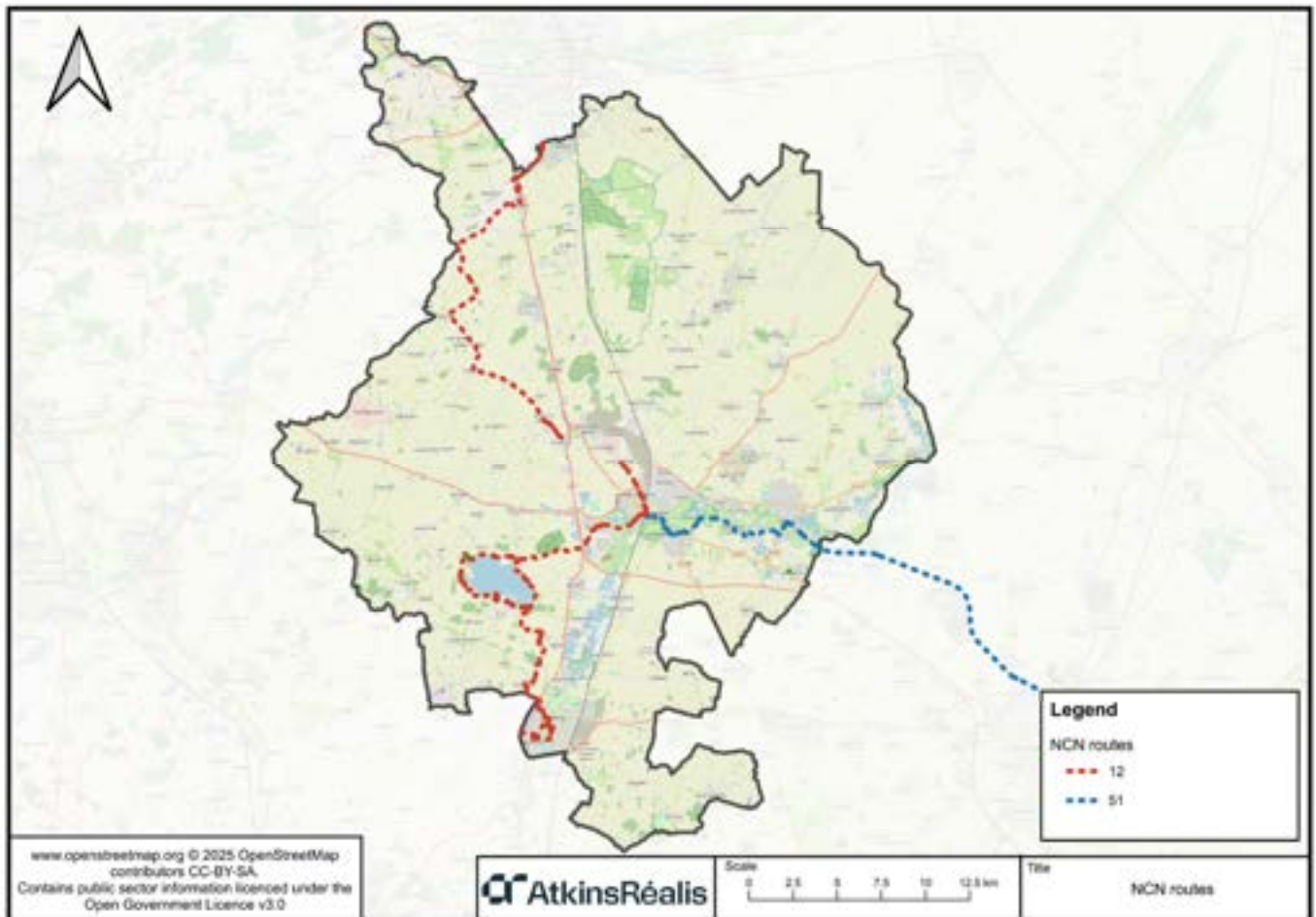
Bus provision is mixed across the District. Some of the main towns are well connected to services with reasonably high frequencies, though relatively infrequent (or non-existent) service to the more rural areas make owning a car practically essential for residents. Furthermore, bus services are subject to the traffic delays highlighted previously. Guided busway services are less impacted by this, though delays are still an issue where services run on the highway network – especially in Cambridge (which causes knock-on impacts on service in Huntingdonshire).

5. Active Travel Network

5.1 Introduction

Huntingdonshire benefits from two cycling routes that connect key towns and villages within the district, known as National Cycle Routes 12 and 51 (as shown in Figure 5-1).

Figure 5-1 - National Cycle Network in Huntingdonshire



National Cycle Route 12 routes north to south across the district and is made up of two key sections. The northern section is primarily on road provision and connects a number of rural settlements such as Alconbury, Hamerton and Stilton to the city of Peterborough. The southern section, which is a mixture of both on-road and off-road provision routes between Huntingdon and St Neots via Brampton and Grafham Water. As shown, there are currently significant gaps in provision along the route. However, when the route is fully complete it is anticipated to be one of the longest uninterrupted routes within the National Cycle Network and will run from Enfield Lock in north London to Spalding (Lincolnshire) via Stevenage, St Neots, Huntingdon, and Peterborough.

National Cycle Route 51 routes east to west through the district acting as a key connection between the settlements of Huntingdon and St Ives. On arrival to St Ives, pedestrians and cyclist are able to continue along NCN Route 51 via the St Ives Guided Busway maintenance track, which routes directly into the City of Cambridge. This route acts as a key leisure/commuter route for Huntingdonshire residents.

5.2 Networks

Whilst Figure 5-1 shows the national/strategic cycle network in Huntingdonshire; it should be acknowledged that the strategic cycle network will only serve some of any potential cycle catchment area. Local provision and connectivity can be key to facilitating more sustainable travel patterns, especially since many cycle trips tend to be under 5 miles in length.

Therefore, a summary of local and strategic provision has therefore been summarised as follows:

- Huntingdon and Godmanchester
 - Good provision of local cycle routes connecting the railway station, residential areas, and some trip-attracting land uses.
 - A number of traffic-free routes within Huntingdon are available, including the national cycle route running through the town.
 - A local route available through Wyton, though there is no identified route to the Wyton Airfield site which is being considered for possible development over the period of the next Local Plan.
- St Neots
 - Good local cycle routes connecting the railway station, residential areas of town, and some trip-attracting land uses.
 - A number of traffic-free routes within St Neots and Eaton Socon.
 - Some routes providing further-afield connection, including to Buckden, Little Paxton, and Great Paxton.
- St Ives
 - Access to the National Cycle Network (route 51) at St Ives Park and Ride.
 - The local cycle network within St Ives links many residential areas to the town centre and the park and ride site.
 - There is provision of a local cycle route through to neighbouring Needingworth.
- Ramsey
 - Dedicated cycle provision here is limited, with no access to the wider National Cycle Network.

5.3 Active travel performance

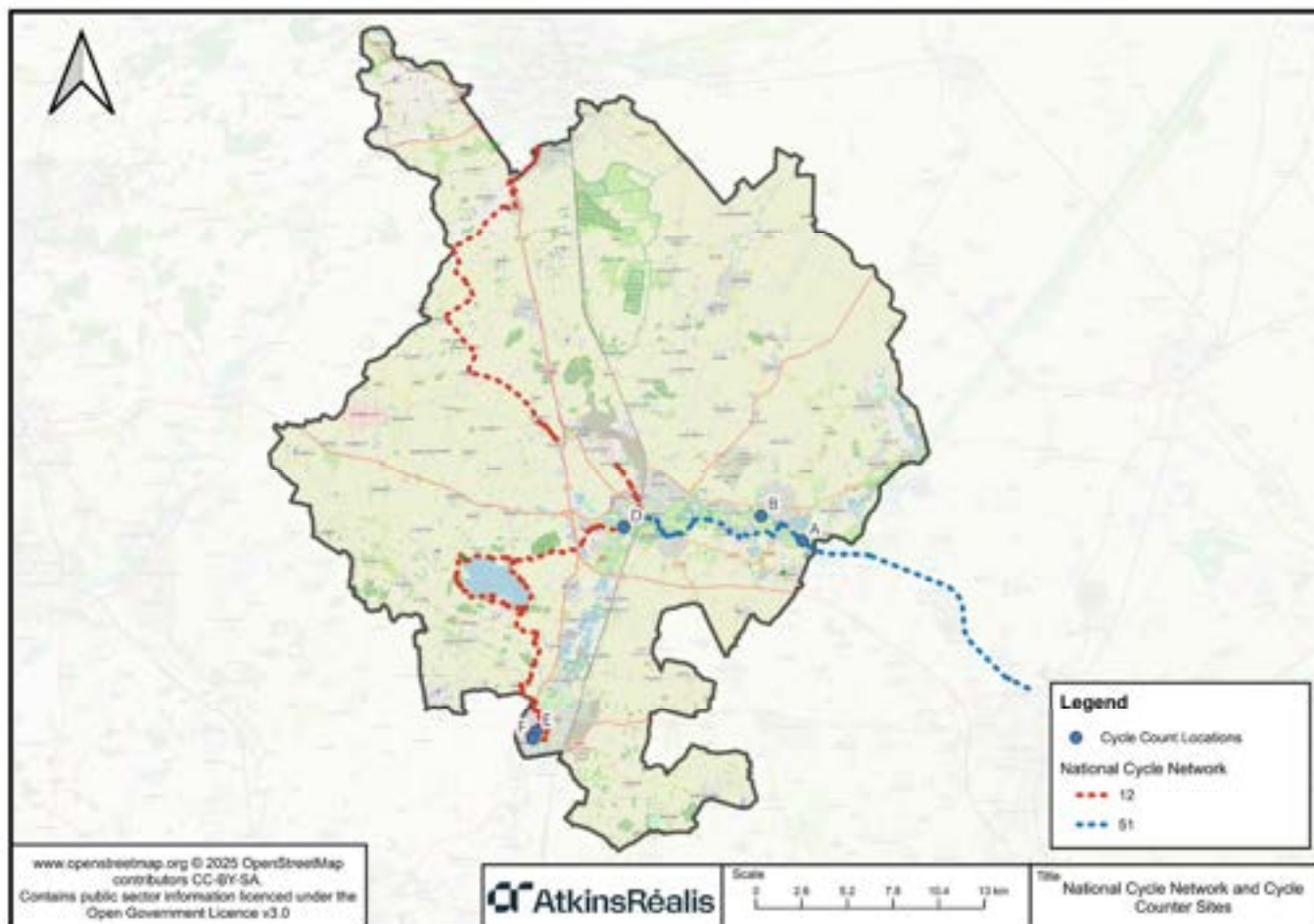
Figure 2-6 shows that approximately 4% of residents and employees in Huntingdonshire cycle based on Travel to Work data from the 2021 Census, compared to the combined English and Welsh average of 2%. Data from the Department for Transport shows that 11% of adults in Huntingdonshire cycled at least once a week in 2023.

5.3.1 Cycle flows

Cambridgeshire County Council maintain a number of Automatic Cycle Counter (ACC) sites in Huntingdonshire and the wider county, with the location of the Huntingdonshire ACC sites shown in Figure 5-2.



Figure 5-2 - National Cycle Network and Cycle Counter Sites



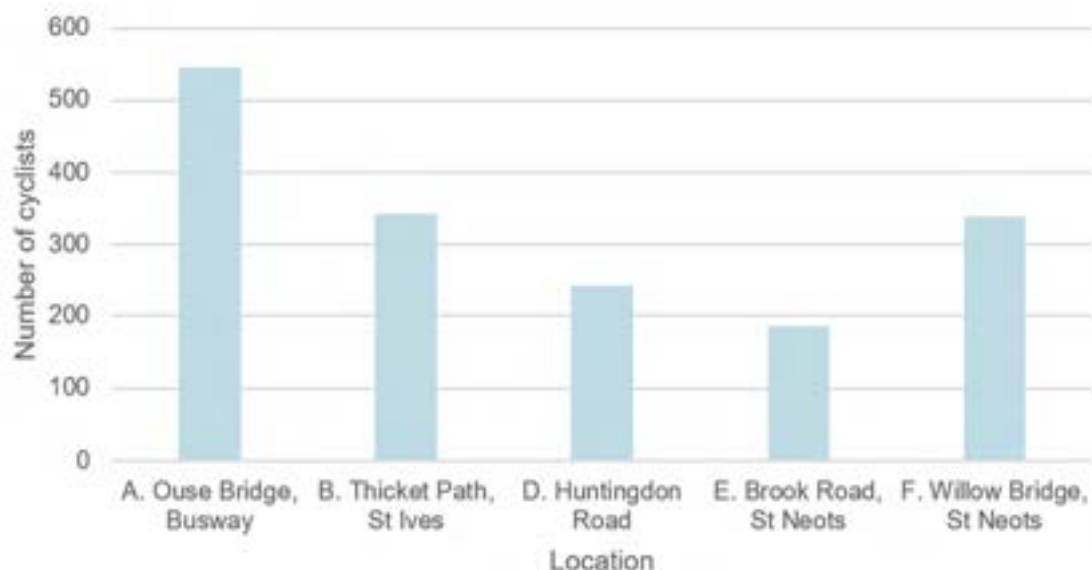
As outlined, there are five sites within the region

- Site A: Ouse Bridge, St Ives Busway
- Site B: Thicket Path, St Ives
- Site D: Huntingdon Road, Bampton (Hinchingsbrooke School)
- Site E: Brook Road, St Neots
- Site F: Willow Bridge, St Neots

This is one site less than previously reported as Site C, Cow Lane in Godmanchester, was decommissioned in 2016.

Figure 5-3 provides a breakdown of the two-way flows registered by each counter on the 6th August 2018. This date was chosen as it is a date where all 5 sites accurately recorded data. More recently, a number of ACC sites in Huntingdonshire have been decommissioned.

Figure 5-3 - Two-way 24 hour cycle flows



Source: Cambridgeshire County Council Automatic Cycle Count Data from 2018

The site with the largest cycle flow is at Ouse Bridge (located along the St Ives busway), which encountered 546 cycle trips over a 24-hour period.

The site with the smallest cycle flow is Brook Road in St Neots, which encountered 187 cycle trips, closely followed by Huntingdon Road in Huntingdon/Brampton with 243 trips. However, it must be noted that due to the location of the Automatic Cycle Counter on Huntingdon Road (Site D), it only counts cyclists travelling to/from the village of Brampton to the west, rather than to/from the larger settlement of Huntingdon. This will have a considerable impact on the flows counted.

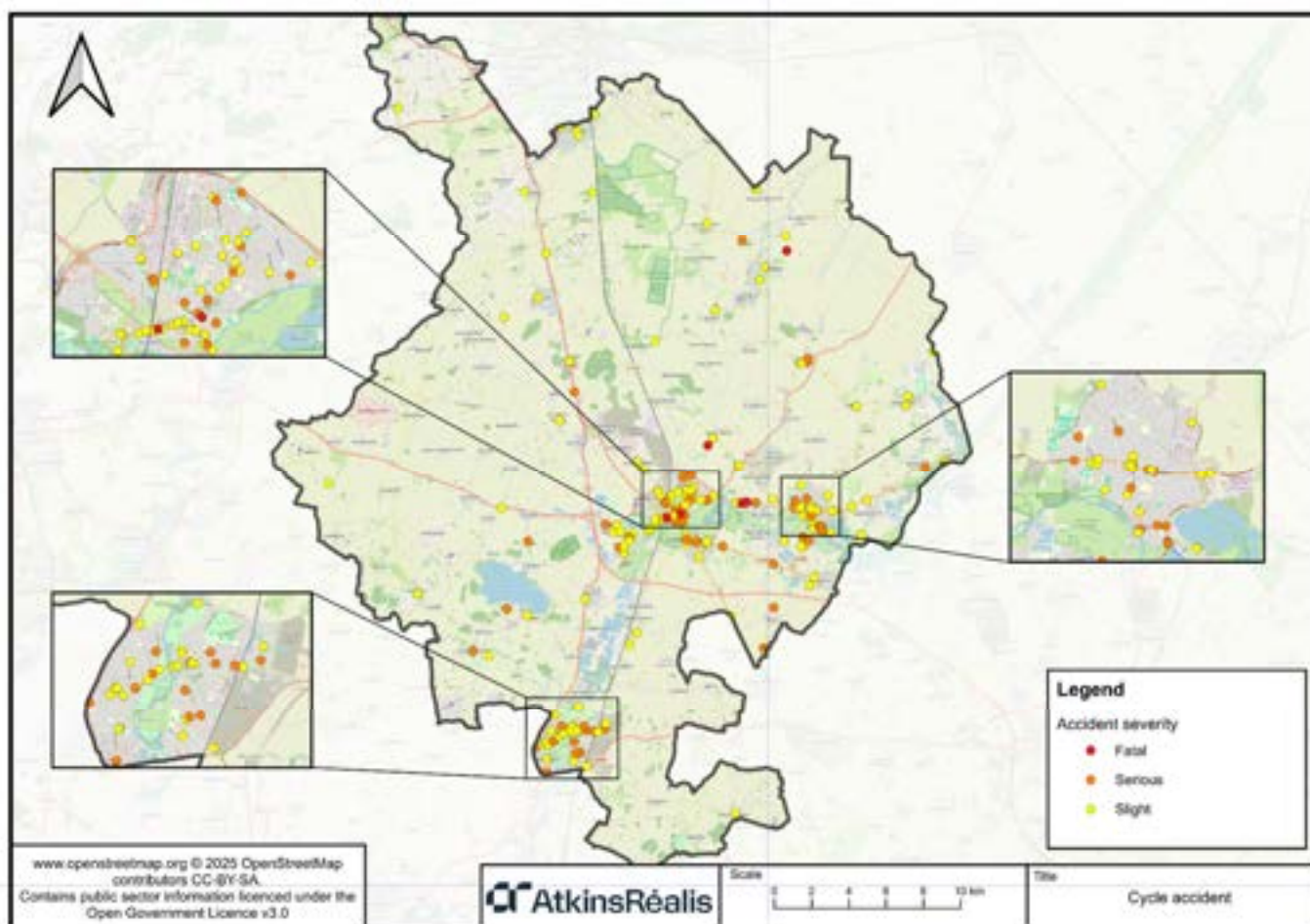
5.3.2 Cycle safety

Figure 5-4 shows the location of all cycle accidents in Huntingdonshire between 2017 and March 2025, with Table 5-1 supplementing this data against the national statistics. 7 fatal accidents occurred in the area during this time period and, similar to vehicle accidents, a concentration of serious and slight accidents is observed in and around the market towns.

Table 5-1 - Severity of accidents involving cyclists

Severity	Huntingdonshire	National Average (between 2017-2023)
Slight	68.86%	73.48%
Serious	28.07%	25.89%
Fatal	3.07%	0.63%

Figure 5-4 – Accidents involving cyclists



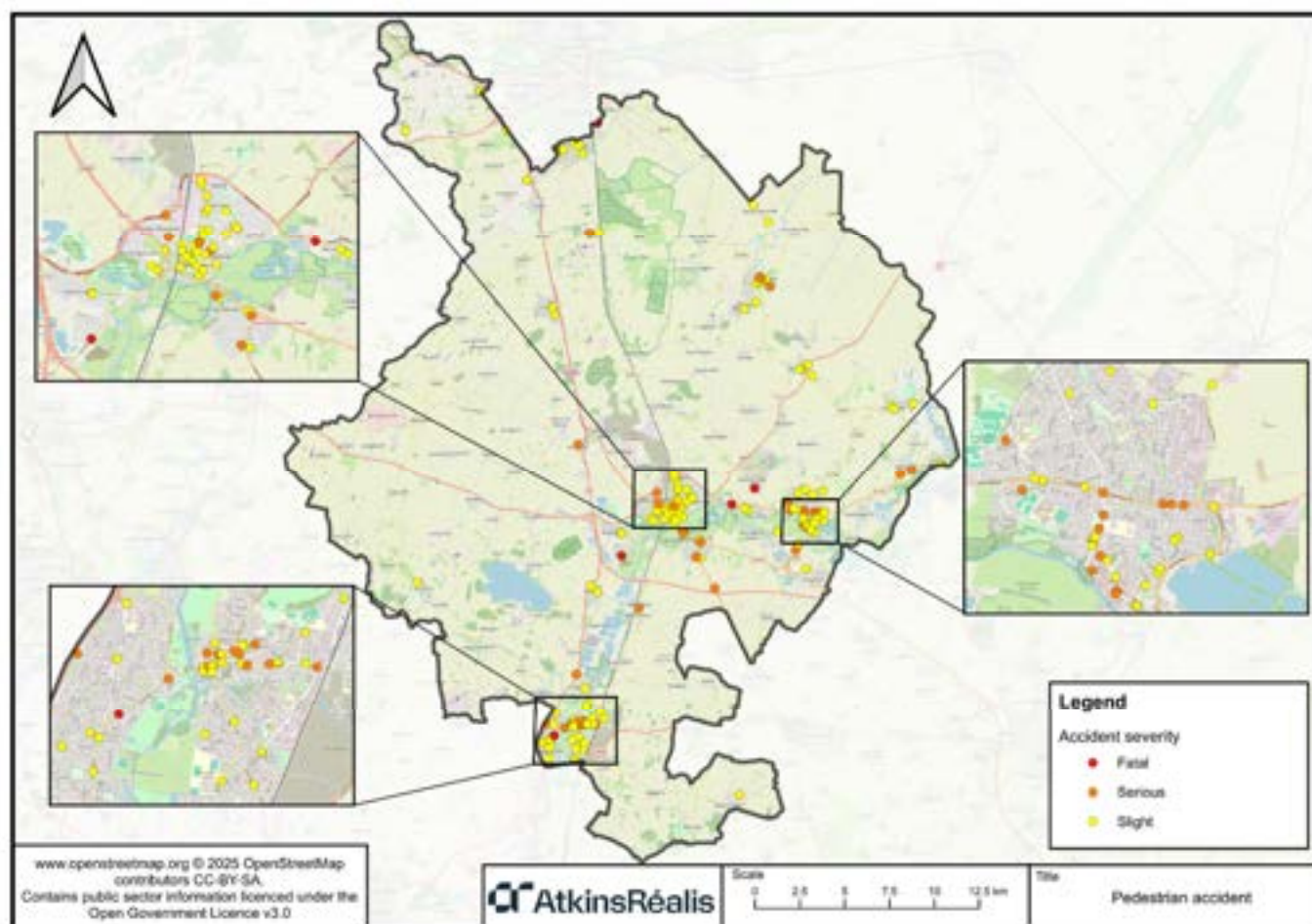
5.3.3 Pedestrian safety

Figure 5-5 presents the location of all pedestrian accidents in Huntingdonshire between 2017 and March 2025. This information is also presented in Table 5-2 with a comparison against the national statistics. It is observed that a higher proportion of fatal and slight pedestrian accidents as well as a lower proportion of serious accidents in comparison to the national statistics .

Table 5-2 - Severity of accidents involving pedestrians

Severity	Huntingdonshire	National Average (between 2017-2023)
Slight	73.37%	66.23%
Serious	22.83%	31.68%
Fatal	3.8%	2.1%

Figure 5-5 – Accidents involving pedestrians



5.4 Active travel network summary

The National Cycle Network connects St Neots, Huntingdon, and St Ives with the northern part of the district up to Stilton and Yaxley. There is a much more extensive local cycle route network, especially in and around the primary market towns of Huntingdon and St Neots. In Ramsey, cycle provision is significantly more limited and there is no immediate access to the national cycle network.

The percentage of fatally injured cyclists and pedestrians is higher in Huntingdonshire than the national rate. The vast majority of accidents involving active modes of travel occur in St Neots, Huntingdon, and St Ives.

6. Baseline Summary

This Baseline Conditions Technical Note summarises the underlying transport conditions present within the District of Huntingdonshire.

As well as providing a bit of background to the district, this note highlights key elements of the existing transport network from both a highways, public transport and active travel perspective.

6.1 Study background

The District of Huntingdonshire has a current population of just over 180,000 persons, which has increased steadily between the years of 2011 and 2021 at a similar rate to wider Cambridgeshire as a whole. The majority of jobs are located in the primary market towns of Huntingdon, St Ives and St Neots, with the retail, manufacturing, and health sectors being particularly key to the local economy. Car ownership levels are considered to be high across the district, though marginally lower in the market towns, where access to public transport and active travel is less prohibitive.

In terms of location, the district is considered to be well-placed with respect to the national rail network; with east-coast mainline stations available at Huntingdon and St Neots, where wider access to London and Peterborough is possible, enabling passenger interchange to a wide range of other destinations. Huntingdonshire is also generally well-placed with respect to the strategic highway network. East-west connectivity is facilitated by the A428 and A14, with the A1 and A1(M) allowing high-capacity north-south links via the strategic road network.

6.2 Demand

Motorised vehicles dominate travel in the District, with less than 25% of journeys to work being made by sustainable travel modes (i.e., active travel or public transportation). Since the COVID-19 pandemic, there has been a dramatic rise in at-home working, resulting in fewer people undertaking a daily commute. However, for those that do commute regularly, the majority are still opting to undertake travel via private car. Despite straddling the East Coast Main Line, only 1.8% of employees commute by rail. In fact, since the pandemic, rail usage at the District's stations in Huntingdon and St Neots have not recovered to pre-pandemic levels, staying below national trends.

A significant portion of Huntingdonshire residents commute and work outside of the District, with Peterborough, South Cambridgeshire, and Cambridge being key job locations. Conversely however, the District also produces significant demand for inbound commuting trips into the District with around one third of jobs within Huntingdonshire being occupied by residents from elsewhere. The key external home districts for in-commuters are Peterborough, South Cambridgeshire, and Fenland.

6.3 Highway network

As noted, the District is well located with respect to the strategic highway network. The A14 provides east-west connectivity, and the A1 and A1(M) link the region both to the north and the south. The north-east of the District is less well connected to the SRN and many settlements, including the market town of Ramsey, are connected to the SRN only by B-roads and minor roads. Significant flows can be observed running through the district on the SRN, with 12-hour two way flows upwards of 60,000+ vehicles found on sections of the A1(M) and 50,000+ vehicles on the A14 during the week.



6.4 Public transport and Active travel network

Bus provision is mixed across the District. Some of the main towns are well connected to services with reasonably high frequencies; whilst in more rural areas, relatively infrequent (or non-existent) services makes owning a car practically essential for some residents.

The Cambridgeshire Guided Busway between St Ives and Cambridge enables a significant number of park and ride journeys into Cambridge using the busway. Guided busway services are less impacted by traffic delays as other services, though delays are still an issue where services run on the highway network – especially in Cambridge (which causes knock-on impacts on service in Huntingdonshire). At the St Ives Park & Ride site itself, which is located within Huntingdonshire, there is significant reserve capacity for further utilisation of this site.

The National Cycle Network (routes 12 and 51) connects St Neots, Huntingdon, and St Ives with the northern part of the district up to Stilton and Yaxley. Around the primary market towns of Huntingdon and St Neots, there is a much more extensive local cycle route network. However, in more rural locations such as Ramsey, cycle provision is significantly more limited and there is no immediate access to the national cycle network.

6.5 Summary

Overall, the District is well located in regard to access to the strategic road network providing onwards journeys with East-West connection via the A14 and North-South connections via the A1. A significant portion of Huntingdonshire residents commute and work outside of the District, with Peterborough, South Cambridgeshire, and Cambridge being key job locations. Amongst commuters within Huntingdonshire, travel is heavily dominated by the private vehicle with the car having the largest mode share amongst commuter traffic. Despite this, approximately 4% of residents and employees in Huntingdonshire still cycle to work based on Travel to Work data from the 2021 Census, which is relatively high, compared to the combined English and Welsh average of 2%.

Public transport is fairly accessible within the main hubs of the District with the majority of bus services being centred towards Huntingdon, St Ives and St Neots. The Cambridgeshire Guided Busway operates within the district with services running between Huntingdon, St Ives and onwards to Cambridge. However, public transport outside of these towns is relatively unreliable and can be an unattractive option for travel.



AtkinsRéalis UK Limited

5 Wellbrook Court
Girton Road
Cambridge
CB3 0NA

Tel: +44 (0)1223 276002

Fax: +44 (0)1223 277529

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