CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

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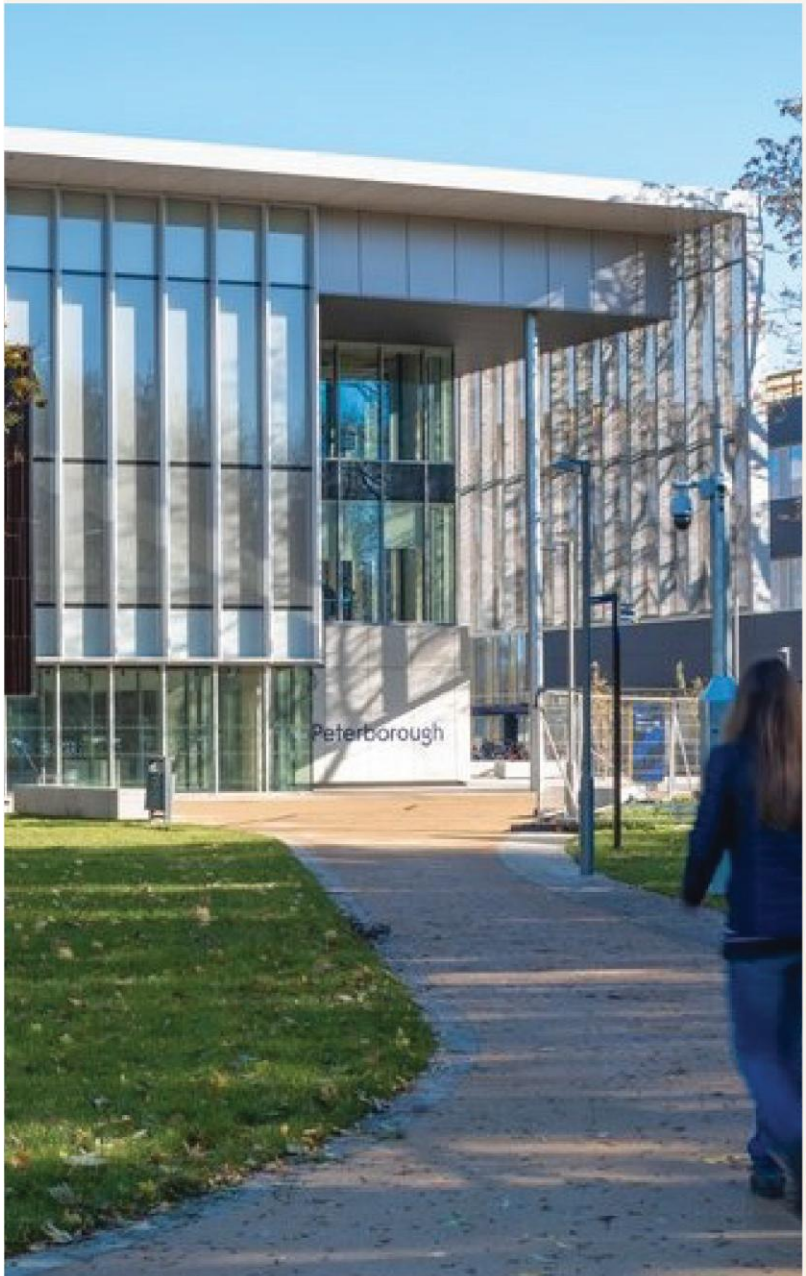
& PETERBOROUGH

Connectivity

State of the Region 2025



State of the Region Overview

The Cambridgeshire and Peterborough State of the Region 2025 provides a comprehensive, evidence-based assessment of Cambridgeshire and Peterborough's current economic, social, and environmental landscape. By analysing the most up-to-date data and insights from across the region, this report serves as a resource and evidence base for stakeholders, policymakers, and community leaders to understand the area's opportunities, priorities, and pathways for growth and prosperity.

The comprehensive analysis was structured with more than 140 distinct indicators across eight key themes. The resulting holistic approach reflects stakeholders' commitment to capturing a detailed and nuanced picture of the C&P region's current status and future prospects. The themes and data were selected and refined, through a process of continuous engagement with core stakeholders, ensuring they resonate with local priorities that leveraged relevant data sources.

An interactive publicly accessible data portal containing all the raw data, with interactive charts and maps can be opened from this website link State of The Region Data Portal.

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Connectivity

The connectivity section reviews connectivity at local, intra-regional and inter-regional levels. In larger built-up areas, the data suggests that local connectivity is strong with key services accessible within a 20-minute cycle or walk. However, rural communities often lack nearby facilities, especially within walking distance. The data-driven evidence reported herein should inform local policymaking.

Cambridgeshire and Peterborough (C&P) has a strong heritage of active travel, with 51.2% of residents walking or cycling three or more times a week compared to the average of 46.4% across England, in 2023[1]. C&P's active travel rate has remained relatively stable since 2016, albeit with greater levels of variation across annual rates reported at the local authority level. The proportion of residents walking or cycling three or more times a week was highest in Cambridge (at 70%), while Peterborough's active travel rate shows a downward trend since 2019, falling to 38.1% in 2023 from the 50.8% of residents in 2019. Road safety is a concern since the number of road collisions increased for the third consecutive year in 2023, in Cambridgeshire, following a downward trend prior to 2021[2].

Car ownership in C&P exceeded the national average as of 2021, with 1.37 cars per household compared to England's 1.25[3]. Rural areas, particularly in East Cambridgeshire, South Cambridgeshire, and Huntingdonshire, had higher rates of around 1.5 to 1.6 cars per household, likely due to their rural nature and corresponding car-dependent infrastructure. Cambridge had the fewest cars per household at 0.91. Some rural Lower Super Output Areas (LSOAs) contained up to 28% of households owning three or more cars.

There is a range of public transport services and infrastructure across the C&P region. Bus stops are most densely located in Cambridge and Peterborough, whilst Fenland and Huntingdonshire and East Cambridgeshire have particularly low levels of bus service coverage. Cambridge and Peterborough railway stations are generally the busiest train stations in the region[4]. The core movement of rail demand is to and from London, although Cambridge and Peterborough tend to be the most popular destinations from most smaller stations in the region.

The C&P region has made strides in electric vehicle (EV) adoption, with over 9,600 private licensed battery EVs registered to addresses within the region as of the final quarter of 2024[5]. EV infrastructure in C&P has also grown[6]. The region has experienced a 545% increase in charge point prevalence since 2019, higher than the national growth rate of 425%. While having the highest deployment among its combined authority peers, with 99 charge points per 100,000 residents in 2024, the C&P region lagged behind the national average of 111 per 100,000 residents[7].

Digital connectivity in the region has also progressed, with 73.4% of premises accessing full fibre availability and 85.6% accessing gigabit availability as of 2024, totalling over 300,000 and 350,000 premises respectively[8].

[1] Department for Transport, 2024. Walking and cycling statistics (table CW0301). [Link to source]
[2] Department for Transport, 2025. Road Safety Data. [Link to source]
[3] ONS, 2021. Census, TS045A - Number of cars or vans in the area. [Link to source]
[4] Office of Rail and Road, 2024. Estimates of station usage. [Link to source]
[5] Department for Transport and Driver and Vehicle Licensing Agency, 2025. Vehicle licensing statistics. [Link to source]
[6] Department for Transport and Office for Zero Emission Vehicles, 2025. Electric vehicle charging infrastructure statistics. [Link to source]
[7] ONS, 2024. Population estimates for England and Wales. [Link to source]
[8] Ofcom, 2025. Connected Nations 2024. [Link to source]

Summary of key findings

Metric	Section	Findings
Access to Education and Healthcare	1.1 & 1.2	• Most of the larger built-up areas have access to education within a 20-minute cycle, most commonly to primary education. However, not all built up areas have access to education, primary or secondary, within a 20-minute walk. • Peterborough, Cambridge and most parts of Huntingdonshire have access to all types of healthcare facilities within a 20-minute cycle. Access to healthcare facilities decreases by distance from city and town centres, with some rural communities with no access to healthcare facilities within a 20-minute cycle. • Access to healthcare is greatly reduced when looking at a 20-minute walking distance, with rural areas and some built-up areas lacking access to any healthcare facility.
Active Travel	1.3 & 1.4	• In 2023, over 50% of residents in the C&P region walked or cycled three or more times a week, on average, compared to the average for England of 46%. • There has not been a significant change in the proportion of residents using active travel more than 3 times per week between 2016 and 2023. However, there were higher levels of variation in annual results reported at district level, and there has been a downward trend in Peterborough since 2019
Local Road Safety	1.5	• Between 2019 and 2023, the C&P region had a total of 7,281 road collisions. The highest number of collisions occurred in Peterborough at 1,849 and the lowest in East Cambridgeshire at 669.
Public Transport	2.1	• Bus stops are most densely located in Cambridge and Peterborough. Fenland and Huntingdonshire and East Cambridgeshire have particularly low levels of bus service coverage. • Cambridge and Peterborough railway stations are generally the busiest train stations in the region. The core movement of rail demand is to/from London, although Cambridge and Peterborough tend to be the most popular destinations from most smaller stations in the region.
Car Ownership	2.2	• Across the C&P region, the average number of cars per household is 1.4, higher than the average of 1.2 across England. • East Cambridgeshire, South Cambridgeshire, and Huntingdonshire have car ownership rates between 1.5 and 1.6 per household. This is likely to be due to the rural nature of the authorities as well as car dependent infrastructure. • Rural areas have a higher percentage of households with three or more cars. In some LSOAs the percentage of households with three or more cars is as high as 28%.
Electric Vehicle Ownership	2.3	• The C&P region had a total of almost 9,700 private licenced battery Electric Vehicles (EVs) in the final quarter of 2024.

		• South Cambridgeshire and Huntingdonshire had the highest numbers out of the C&P authorities at 3,157 and 2,108, respectively. However, Fenland is in the bottom 12% of authorities for privately registered battery EVs with 696, as of the final quarter of 2024.
Electric Vehicle Infrastructure	2.4	• In January 2025, the C&P region had 99 electric charge points per 100,000 residents. While this is the highest in the combined authority peer group, it remains below the average for England (11 charge points per 100,000 residents). • The prevalence of charge points in the C&P region has increased by nearly 500% since 2019. This is higher than the average 350% increase for England.
Rail Network	2.6	• The core movement of rail demand is to and from London, although Cambridge and Peterborough tend to be the most popular destinations from most smaller stations.
Digital Connectivity	3.1 & 3.2	• As of June 2024, over 300,000 premises have full fibre availability and over 350,000 have gigabit availability across the C&P region. This accounts for over 73% and over 85% of all premises, respectively, with coverage now better than the national average on both measures.

1 Connectivity

Transport and digital connectivity are vital enablers for economic growth and social inclusion. An efficient, multi-modal transportation system has long been the backbone of a prosperous region, allowing the seamless movement of people and goods, facilitating commerce, access to key services, and social opportunities. Whereas Digital connectivity has more recently become essential for participating in the digital economy.

Transport Connectivity

In 2023, the CPCA published their LTCP, aligned to national and local policies and reflecting input from local stakeholders. The LTCP sets a vision to support a transport network which secures a future in which the region and its people can thrive. It considers sustainability by integrating an Avoid, Shift, Improve framework that seeks to minimise the need to travel, support improved travel choices and sustainable modes of transport, and improve the efficiency and journey experience on the transport network. Within the region, the CPCA's LTCP also recognises that it must bring a region of cities, market towns and very rural areas closer together.

Within the wider connectivity context, England's Economic Heartland (EEH) is the sub-national transport authority responsible for the region stretching from Swindon across to Cambridgeshire. EEH advises the government on the transport infrastructure, services and policy frameworks which will realise the region's economic potential while supporting the journey to net zero. Their Regional Transport Strategy[9], sets out priorities for regional infrastructure investment, a key focus of which is the Oxford to Cambridge Arc. The document sets out that a step-change in approach is required to address the challenges the transport system already faces and to realise the region's economic potential and deliver sustainable growth. Figure 1-1 maps the major transport networks in the C&P region.

Connectivity of C&P transport networks needs to be considered at three levels:

Local Connectivity: The quality of local networks, including walking, wheeling & cycling, and the ability for residents to access key services, such as healthcare and education. Addressing local connectivity will help reduce the need to travel or enable travel to be undertaken through more sustainable modes.

Intra-Regional Connectivity: Connectivity within the region, including car & bus, for example assessing the connectivity between the C&P region's key cities, market towns and rural areas.

Inter-Regional Connectivity: Connectivity to other key destinations, including by road and rail, such as London, the Midlands and along the Oxford to Cambridge Arc.

[9] https://www.englandseconomicheartland.com/our-work/our-strategy/

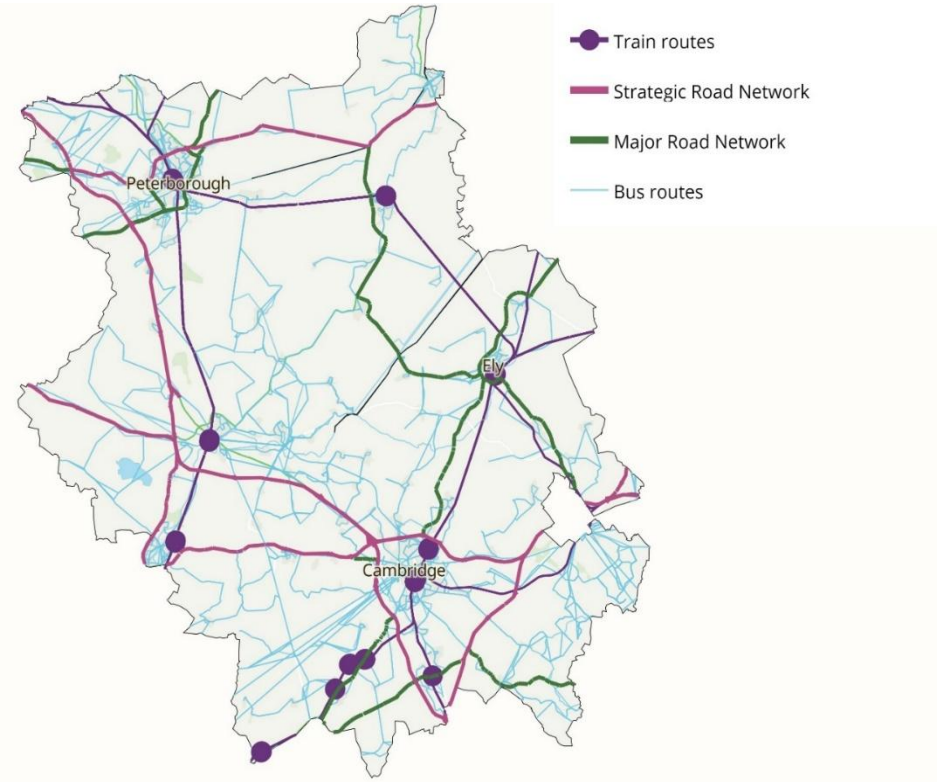

Figure 1-1: Transport Networks

Local Connectivity (i.e. Access to Services)

To understand local connectivity, the C&P region was segmented into a grid of 500m x 500m squares. A centroid within each square was then used as the origin for travel time analysis. Starting at each origin, polygons were calculated using a network routing algorithm which considers all movements in 360 degrees from the starting point. Each polygon represents a catchment area – the area of journey time around the initial origin. These polygons were then overlaid onto detailed data of facilities within the area, which allowed a count of the number of facilities accessible within the polygon. The calculation method enabled the measurement of access to services considering all modes. However, to evaluate localised movements, the analysis incorporated the ability to walk and cycle to key services. It should be noted that it included all routes to access the facilities, so many included travelling on busy roads or isolated routes that some users may not be comfortable using in practice.

1.1 Access To Education

Figure 1-2 maps the analysis of access to educational facilities across the C&P region based on education facilities as at July 2023[10]. The analysis mapped whether a primary or secondary educational facility was accessible within a 20-minute cycle journey from each starting point using AddressBase Plus[11]. Green areas on the map indicate that there was access to both primary and secondary education within the catchment area of a 20-minute cycle journey. Orange areas denote that there was access to only one type of education (most commonly primary education) within the catchment of a 20-minute cycle journey. Areas with no shading show no access within a 20-minute cycle journey.

[10] City Science, 2024. Cadence 360. [Link to source]
[11] Ordnance Survey, 2024. AddressBase Plus. [Link to source]

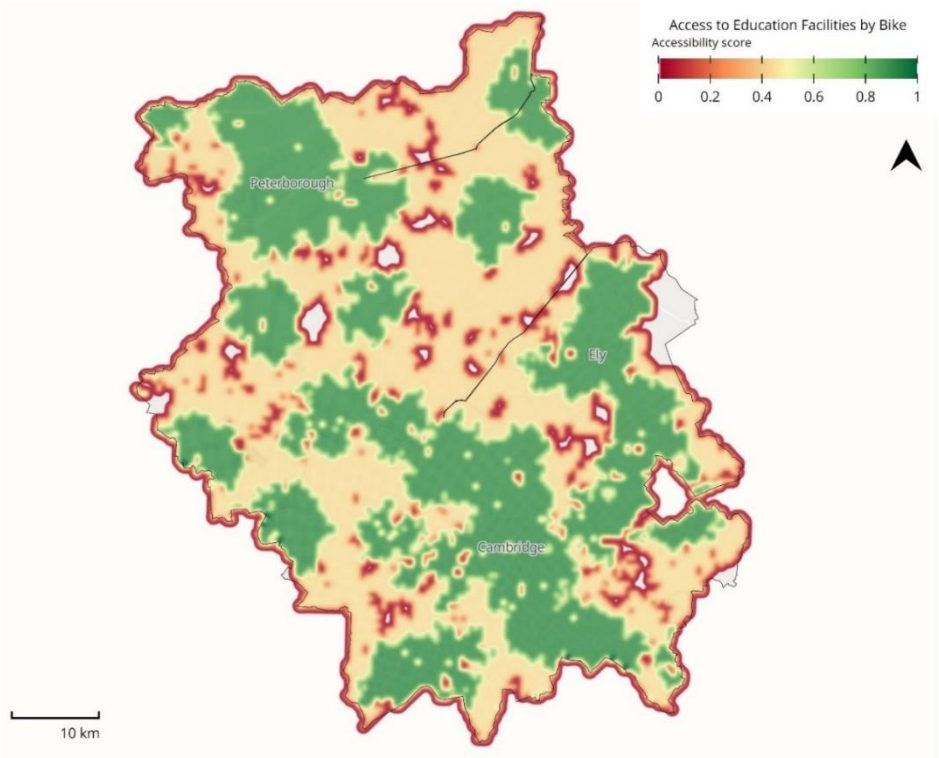

Figure 1-2: Access to Education Facilities Within 20-Minute Cycle Time

Figure 1-3 maps the same analysis but instead captures catchment areas within a 20-minute walk from the origin point. There was spatial variation in access via walking in built-up areas compared to less developed areas. The majority of residents in Cambridge and Peterborough had access to education within a 20-minute walk but the majority of areas outside of these big city areas did not have as much access to school via a 20-minute walk. For both walking and cycling, it should be noted that the types of roads/paths were not considered in the analysis, and thus there may be some real-life differences in usage.

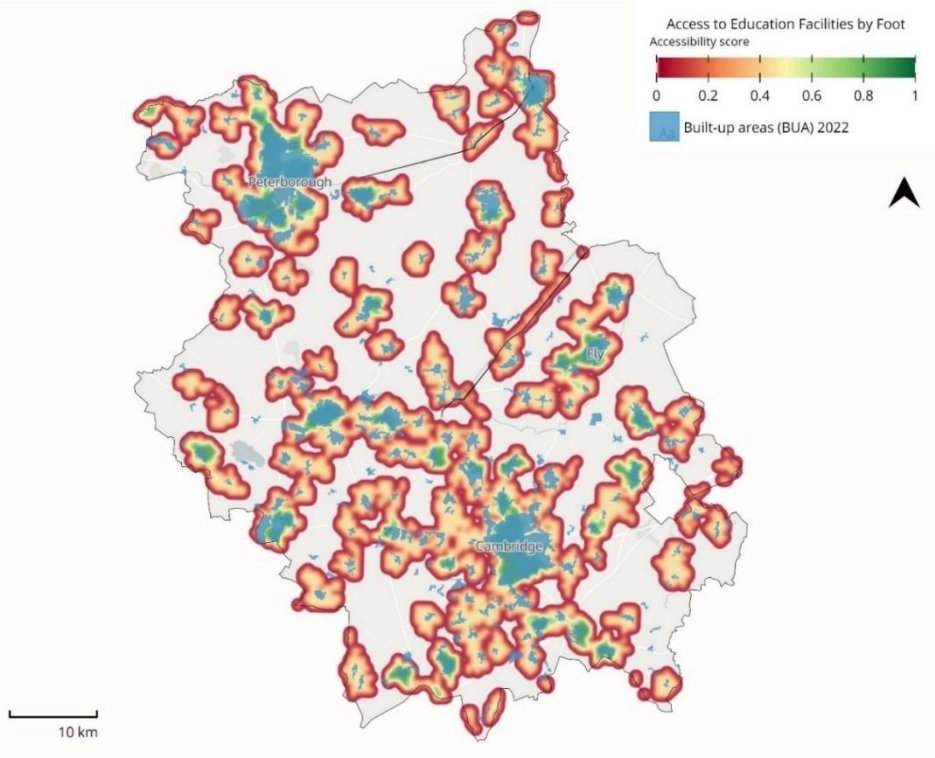

Figure 1-3: Access to Education Facilities Within 20-Minute Walk Time, Shown Alongside BUAs

1.2 Access To Healthcare

Figure 1-4 maps the analysis of access to healthcare facilities across the C&P region, capturing whether a healthcare facility was accessible within a 20-minute cycle journey from each starting point as at July 2023[12]. Data on healthcare facilities (GP Practices, Pharmacies, Hospitals, Nursing Homes & Dentists) was sourced from the Care Quality Commission and NHS Digital and related to facilities operational as of July 2023. A metric score of 1 (Dark Green) indicates that all five types of facilities were accessible within 20 minutes. A metric score of 0.2 (Orange) indicates that only one type of facility was accessible within 20 minutes. It shows that Cambridge, Peterborough and most parts of Huntingdonshire had access to all types of healthcare facilities. Access to the full range of facilities generally decreased radially from these centres. A number of more rural settlements had limited access to healthcare facilities within the catchment of a 20-minute cycle time.

[12] City Science, 2024. Cadence 360. [Link to source]

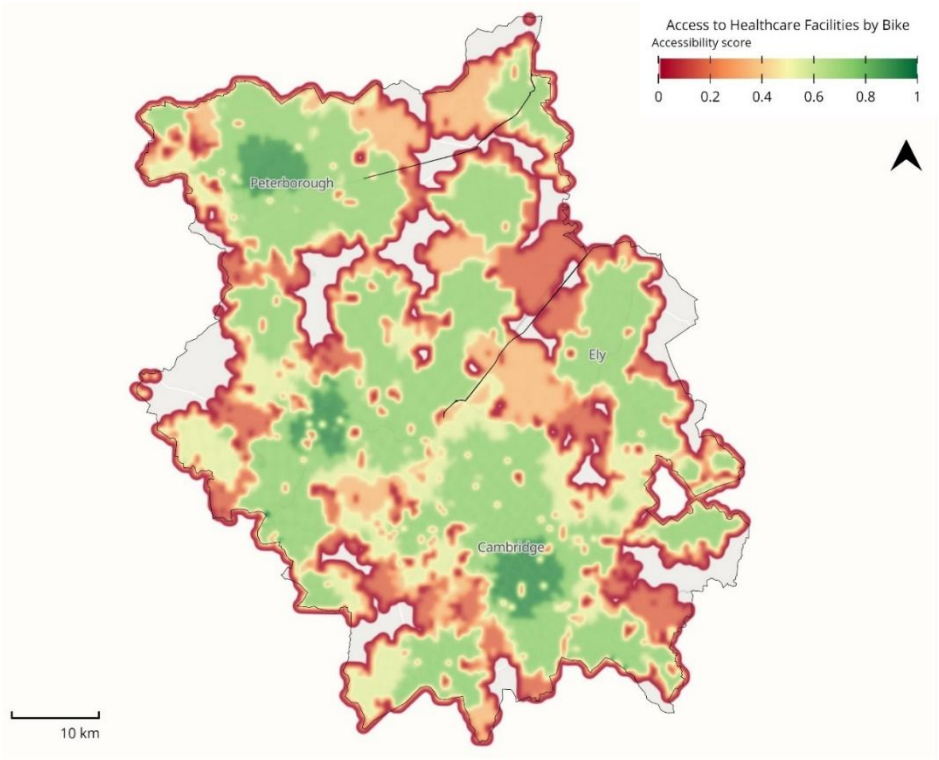

Figure 1-4: Access to Healthcare Facilities Within 20-Minute Cycle Time

Figure 1-5 maps the same analysis but captured 20-minute walking catchments, instead of cycling. Again, the built-up areas were overlaid on this map. It shows that the majority of the region did not have access to any healthcare facility within 20 minutes of walking. Larger urban areas had high levels of access via walking.

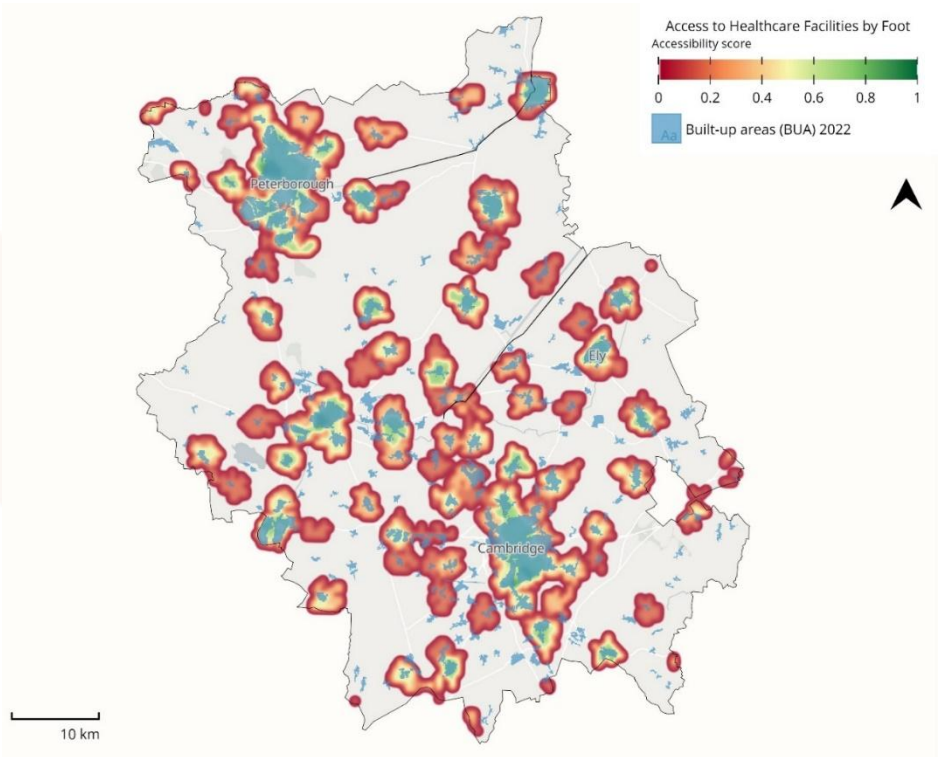

Figure 1-5: Access to Healthcare Facilities Within 20-Minute Walk Time

1.3 Active Travel

Figure 1-6 maps the cycling mesh density. This was produced using cycle route data from the Open Street Map, which included all routes designated as cycleways within each local authority area[13]. Cycle mesh density was calculated by summing the total length of the cycle network within each LSOA and dividing it by the area of the corresponding LSOA to compute the density of the active travel network. As shown in Figure 1-7, although there was a broad network of cycle facilities, the greatest densities were within the most densely populated areas. There are also clear areas in the centre of the region, and within some urban centres, with minimal cycle infrastructure. This highlights the limited cycle network outside of major urban centres and between rural settlements.

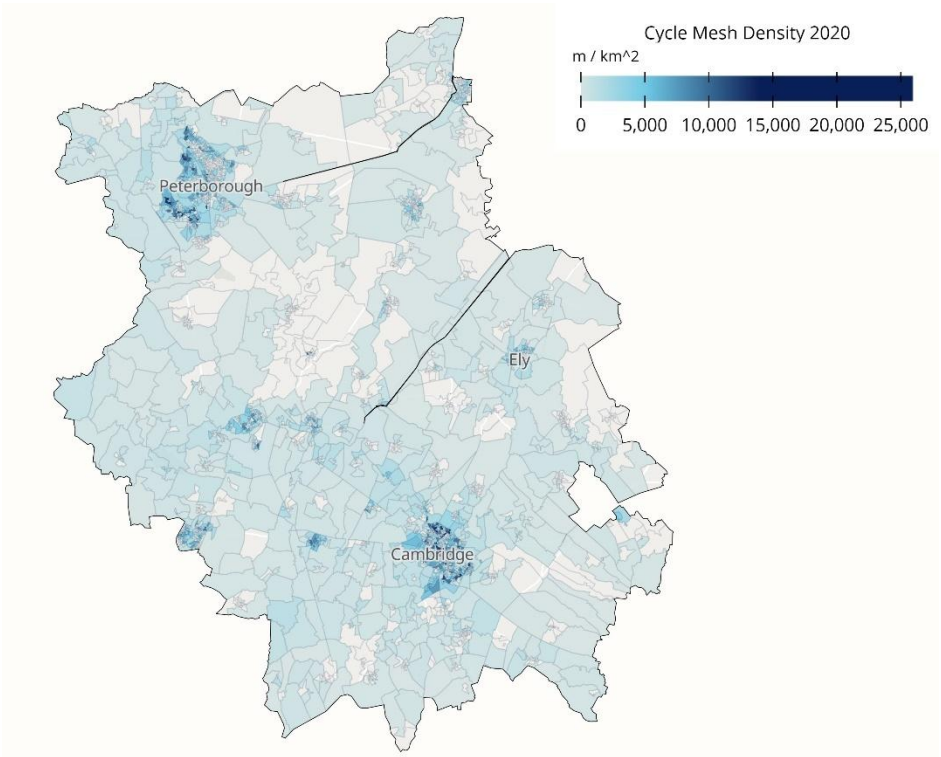

Figure 1-6: Cycle Mesh Density 2020

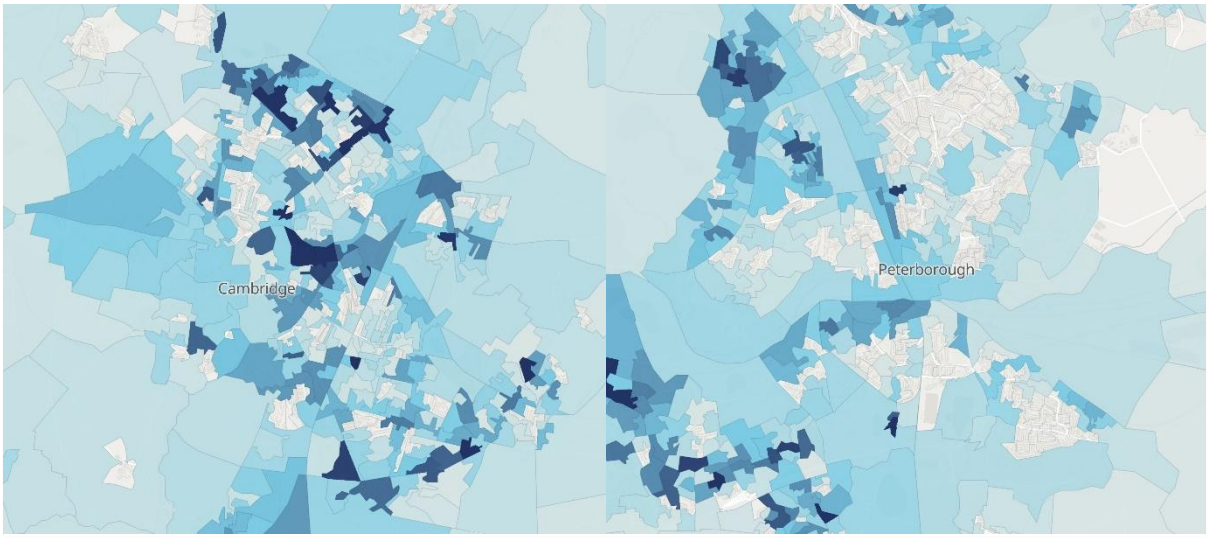

Figure 1-7: Cycle Mesh Density 2020 of Cambridge City (left) and Peterborough City (right)

[13] https://cityscience.com/news/2018-02-14-analytics-for-healthy-streets-part-2.

1.4 Residents Using Active Travel (walking or cycling 3+ times a week)

Active travel encompasses modes of transportation such as walking, cycling, wheeling and scooting. Analysing the prevalence of active travel among adult residents provides insights into the region's transport behaviours and opportunities for promoting sustainable and healthy travel options. The data source analysed pertained to the local authority area rates of participation in walking and cycling from the Department for Transport (DfT), based on the Active Lives Survey[14]. It provided the proportion of adult residents who cycle or walk three or more times a week for any purpose by local authority area, plotted in Figure 1-8.

The CPCA's commitment in the LTCP is that at least half of all journeys in C&P's towns and cities will be walked, wheeled or cycled by 2030. Using the Active Lives Survey data, it can be seen that good progress is being made as the average proportion of C&P adult residents walking or cycling three or more times a week in 2023 was 51.2%. However, it can be seen in Figure 1-8 that there are variations in this across the different districts and, moreover, half of all adults using active travel does not necessarily mean half of all journeys (LTCP target).

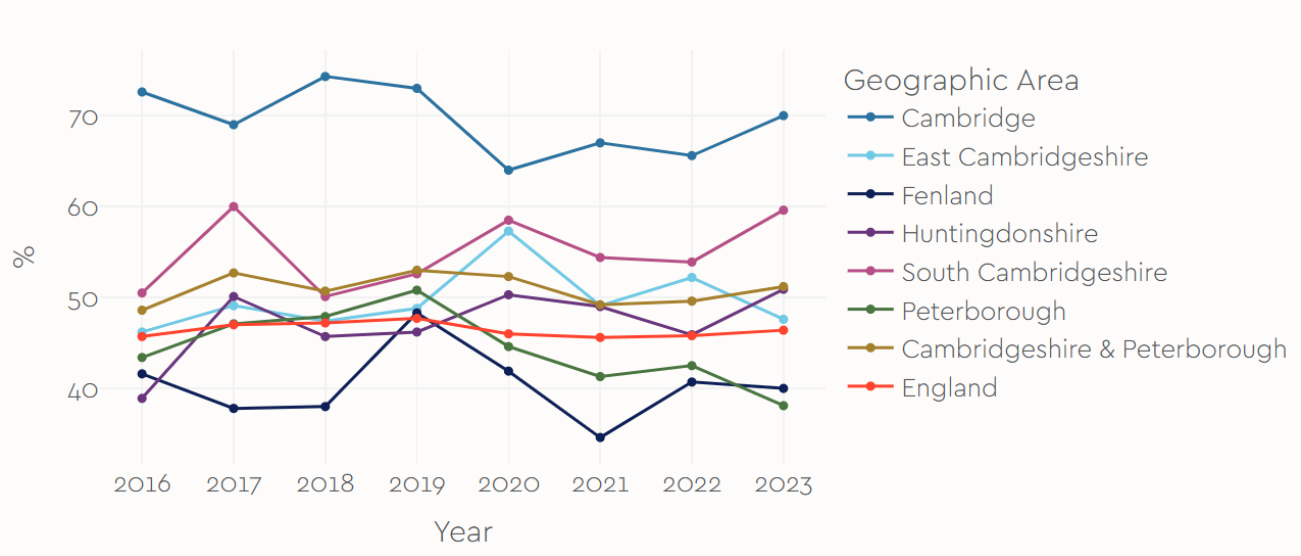

Figure 1-8: Percentage of Residents Cycling or Walking at least three times a week

Cambridge has consistently had the highest rate of active travel in comparison to the other C&P local authority areas since 2016. In 2016, 72.6% of Cambridge's residents used active travel more than three times per week, significantly greater than the rate in England, which at the time was 45.7%. As with most of the local authority areas, the active travel rate fluctuated between 2016 and 2023, with the highest rate of 74.3% occurring in 2018, almost three quarters of the population. The rate decreased to 64% in 2020 but subsequently rose back to 70% in 2023. It can be expected that there are high rates of active travel in Cambridge due to the compact nature of the city, flat topography, and pedestrian friendly zones, making walking and cycling attractive options.

Cambridge also has a strong cycling culture with an extensive network of dedicated cycling lanes and bike-friendly streets, making it safer and accessible for residents to cycle in the city and surrounding areas, a key contributor to the high cycling rates in Cambridge. One theory for the recent decline is that the COVID-19 pandemic caused higher rates of remote working, and therefore fewer commuters, including those who would usually travel by bike. Peterborough, like Cambridge, also contains high-density urban areas; however, the authority had a lower rate of residents walking or cycling at least three times a week at 38.1%, lower than the England rate of 46.4% in 2023.

[14] Department for Transport, 2024. Walking and cycling statistics (table CW0301). [Link to source]

There may be a few reasons for this, such as car-centric infrastructure paired with more limited cycling infrastructure in Peterborough.

The C&P local authority area that generally had the lowest rate of residents walking or cycling at least three times a week was Fenland, although the 40% reported in 2023 was higher than Peterborough's 38.1%. The rate in Fenland was as low as 34.6% in 2021. This can be expected as Fenland is a rural area with long travel distances between towns and villages, resulting in the use of motorised vehicles often being a necessity.

Overall, there was not a significant change in the proportion of residents walking or cycling more than three times per week across the C&P region between 2016 and 2023. There were higher levels of variation in annual results reported at the local authority level, however, there has been a downward trend in Peterborough since 2019.

1.5 Local Road Safety

The analysis in the previous sections considered potential journey times using all types of allowable infrastructure. For example, in the case of cycle journey times, both allowable on-road and off-road routes. In practice, the infrastructure, routes or safety conditions may not be sufficiently attractive and, as a result, many of these services might not be accessed by active modes. Road safety is an important consideration in this respect, as a pre-condition for supporting people to be more comfortable using active modes.

The dataset used to analyse road safety was sourced from the DfT[15]. It provided the total number of reported road collisions or casualties in each LSOA from 2013 to 2023. The estimates were calculated from police reported incidents. According to the data, the C&P region had a total of 7,281 road collisions over the most recent five-year period (2019 to 2023), a reduction from the 8,930 collisions recorded for the five years from 2016 to 2020. The highest number of collisions occurred in Peterborough at 1,849, and the lowest in East Cambridgeshire at 669.

When analysed by LSOA, as shown in Figure 1-9, the highest numbers of collisions occurred in the central areas of both Cambridge and Peterborough, however, both these city areas are high density low speed areas where the majority of slight collisions happened. 148 collisions occurred within an LSOA in the Market ward in the centre of Cambridge within this period, 11.5% of all collisions across Cambridge. Five out of 13 LSOAs across C&P with more than 50 collisions from 2019 to 2023 were located in the Peterborough area.

[15] Department for Transport, 2025. Road Safety Data. [Link to source]

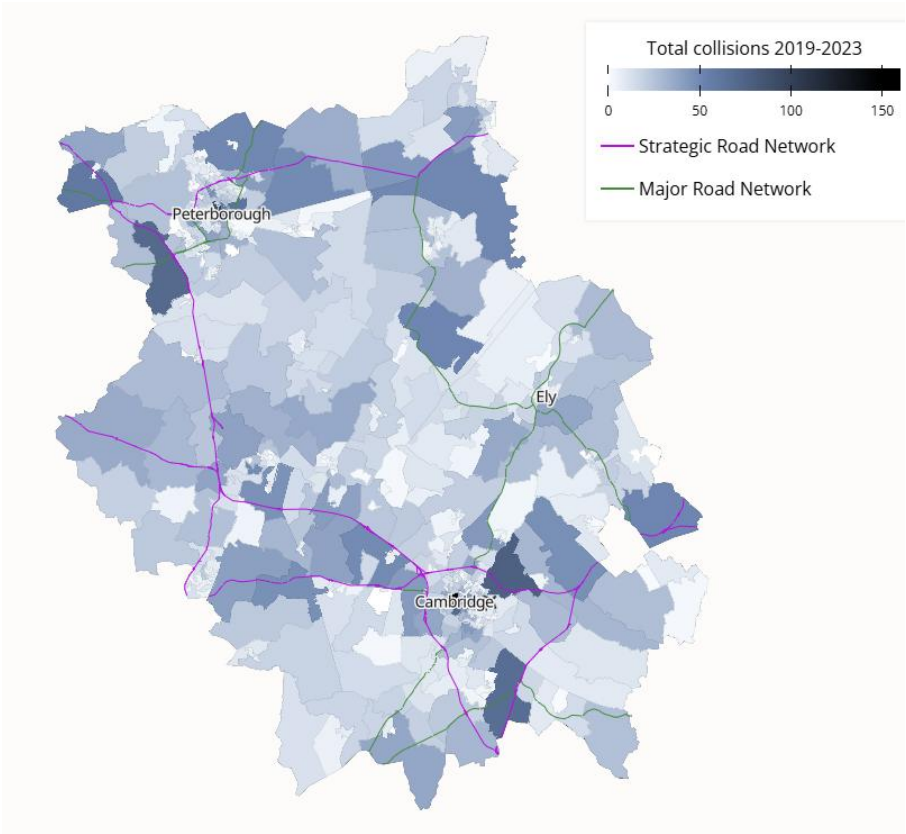

Figure 1-9: Total Collisions

Figure 1-9 also highlights that a higher number of collisions occurred in LSOAs where the strategic and major road networks pass through. This presents a correlation between traffic density and accident frequency. Figure 1-10 and Figure 1-11 maps data showing collisions recorded between 2019 and 2023, mapped as points. The analysis allowed collisions to be scrutinised on a route-by-route level. The data follows the broad pattern of Figure 1-9 with a greater number of collisions observed in urban areas, but here individual areas of concern at street and junction level can be identified.

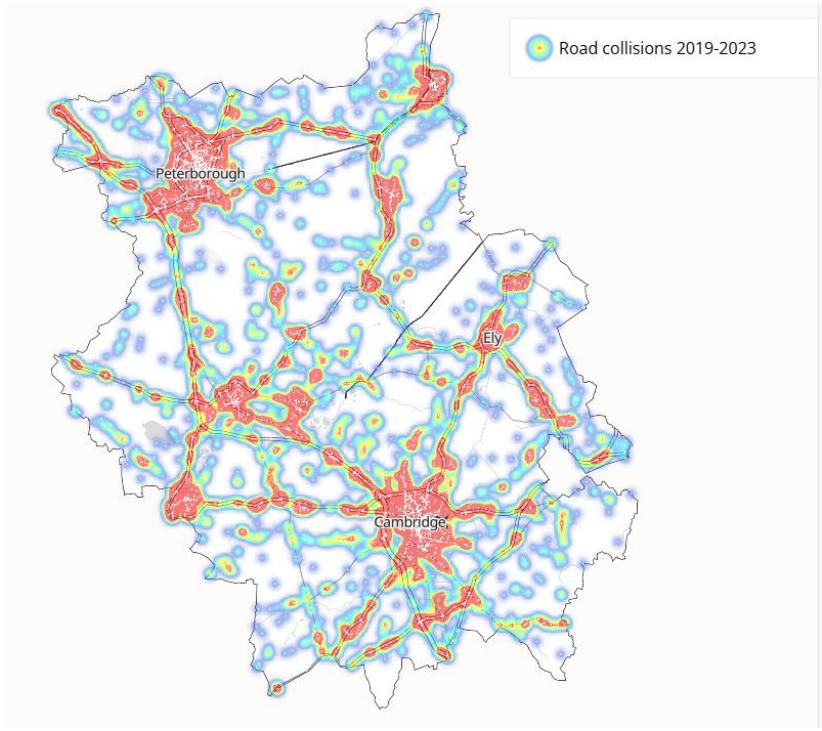

Figure 1-10: Collision Density

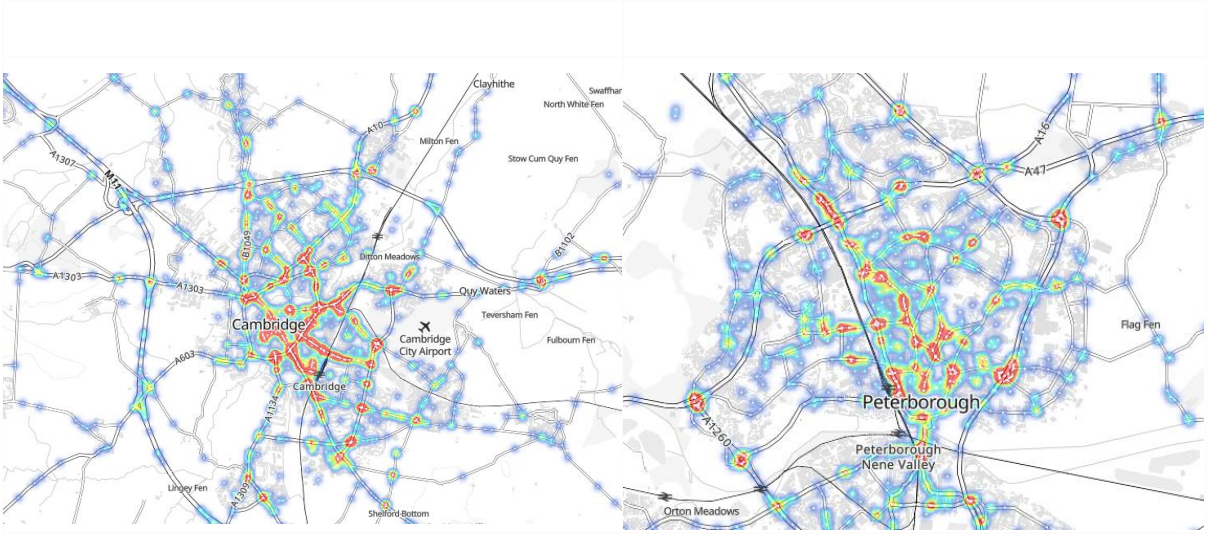

Figure 1-11: Collision Density of Cambridge City (left) and Peterborough City (right)

Given the Vision Zero target of reducing fatal and serious collisions[16], Figure 1-12 plots all collisions within C&P by month and separately the subset of only fatal and serious collisions. The chart shows month-to-month variation in the number of road collisions and that both groups of collision types appear largely in tandem over the long-run.

[16] Vision Zero Partnership: delivering safer roads for Cambridgeshire & Peterborough. [Link]

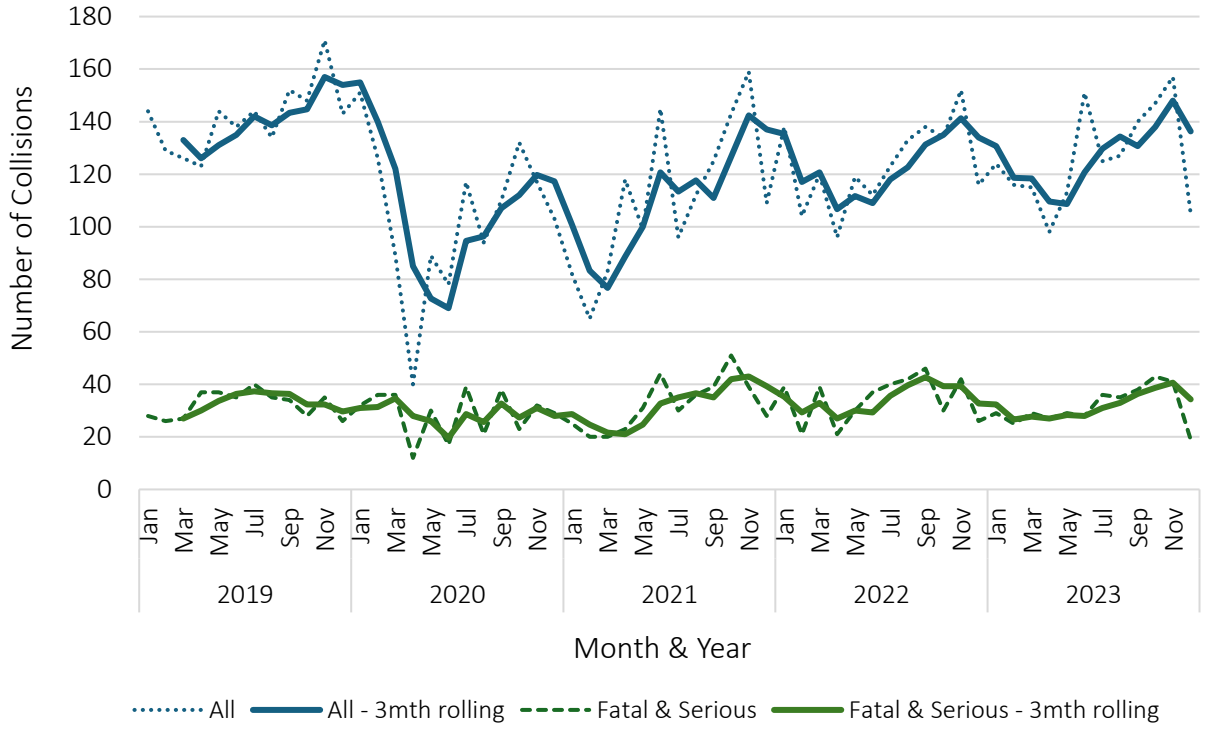

Figure 1-12: Number of Collisions by Month in Cambridgeshire & Peterborough (All Collisions and Fatal & Serious Collisions) with three-month rolling period

2 Intra-and Inter-Regional Connectivity

A series of peer comparisons are used throughout the State of Region. Each has been developed so that it is relevant to the specific question at hand and introduced at the relevant point throughout the report.

In this section we use the West of England Combined Authority (WECA) as a comparator for connectivity. WECA has a similar composition to C&P, comprising rural and urban areas and a comparable population size, according to the ONS (~950,000). An important commonality is the presence of two major cities (Bristol and Bath), which reflects the spatial structure of C&P (where Cambridge and Peterborough are the major cities). Importantly, the distance by road between Cambridge and Peterborough is 43.6 miles, whilst the distance between Bristol and Bath is just 12.5 miles. This has important implications for the intra-regional connectivity in terms of journey times. Table 2-1 sets out how this translates into journey times.

It shows that journey times between the two main settlements are 59 minutes by car in the C&P region compared to 36-41 minutes in WECA. In WECA, connectivity by rail is much stronger than in the C&P region with journey times between Bristol and Bath being only 11-16 minutes compared to 49 minutes minimum between Cambridge and Peterborough. Bus connectivity between cities is generally slower in both combined authority areas. In the C&P region there is no direct local bus operation between Cambridge and Peterborough. Travel between the two locations is possible by changing bus services, for example in Huntingdon.

Figure 2-1 and Figure 2-2 map the journey time isochrones from the centre of Cambridge and Peterborough, demonstrating how far can be reached within 30 minutes by car (based on free-flow conditions) and bus (based on local bus services only) respectively. This demonstrates a significant difference in connectivity by car compared to local bus services.

Mode of Transport	Cambridge to Peterborough	Bristol to Bath
Car	59 minutes	36 - 41 minutes
Rail	49 minutes – 1 hour 12 minutes	11 – 16 minutes
Bus	No direct routes available	57 minutes (First Bus route X39)

Table 2-1: Intra-Regional Journey Times in C&P Compared to WECA

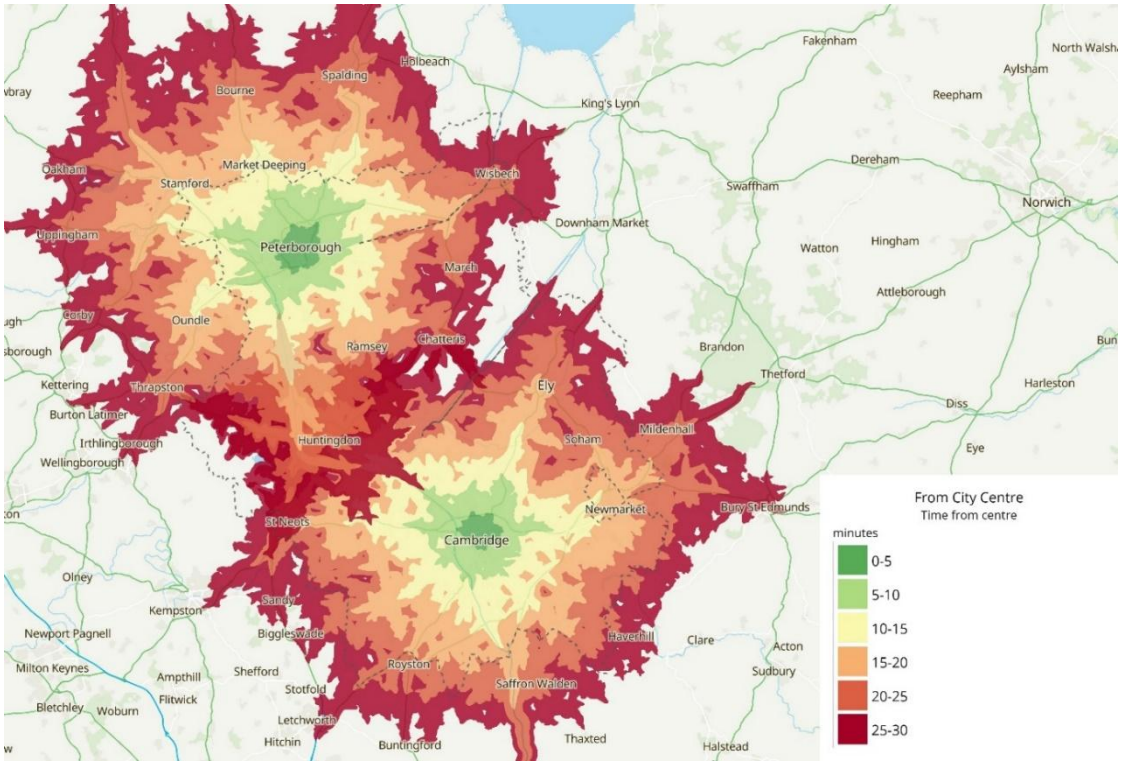

Figure 2-1: 30-Minute Journey Time Isochrone from City Centres, Car

Figure 2-2: 30-Minute Journey Time Isochrone from City Centre, Bus

Often, it is useful to look at the population that is accessible within a particular time frame, to provide an indication of the connectivity afforded by the relevant travel option. Access to a population can be a useful proxy to understand the level of opportunities that might be enabled by the transport network – for example, access to potential customers, access to potential employees or access to potential collaborators. One way to think about this is to

consider that agglomeration economies can be intensified without increasing the physical concentration of firms and worker, but rather by improving transport connectivity[17].

Detailed bottom-up estimates based on spatial queries using property information from OS AddressBase were used to compute the population accessible by travel mode. Table 2-2 presents this analysis, calculating the population that is accessible within 30-minutes from the centre of Cambridge and Peterborough (and Bristol and Bath for comparison) by both car and bus. This shows that in WECA (Bristol and Bath), 54%-66% more people can be reached within 30-minutes by car and 26%-54% more people can be reached within 30-minutes by bus, than in C&P (Cambridge and Peterborough).

Mode of Transport	Cambridge	Peterborough	Bristol	Bath
Car	891,700	865,000	1,480,000	1,332,100
Bus	138,000	81,800	213,000	103,400

Table 2-2: Population Accessible Within 30-Minute Travel Time from City Centre

2.1 Public Transport

This indicator provides a detailed overview of the bus network's reach within the C&P region and highlights its usage by the working-age population. Figure 2-3 maps the data of each bus stop in the region against the percentage of 16–54-year-olds who commuted to work by bus in 2021 in each LSOA[18]. Figure 2-4 shows that the bus network provides connectivity, with bus stops most dense in Cambridge and Peterborough, where there are also bus stations. Key bus corridors outside of these areas include March Road, Cottenham Road and Fordham Road.

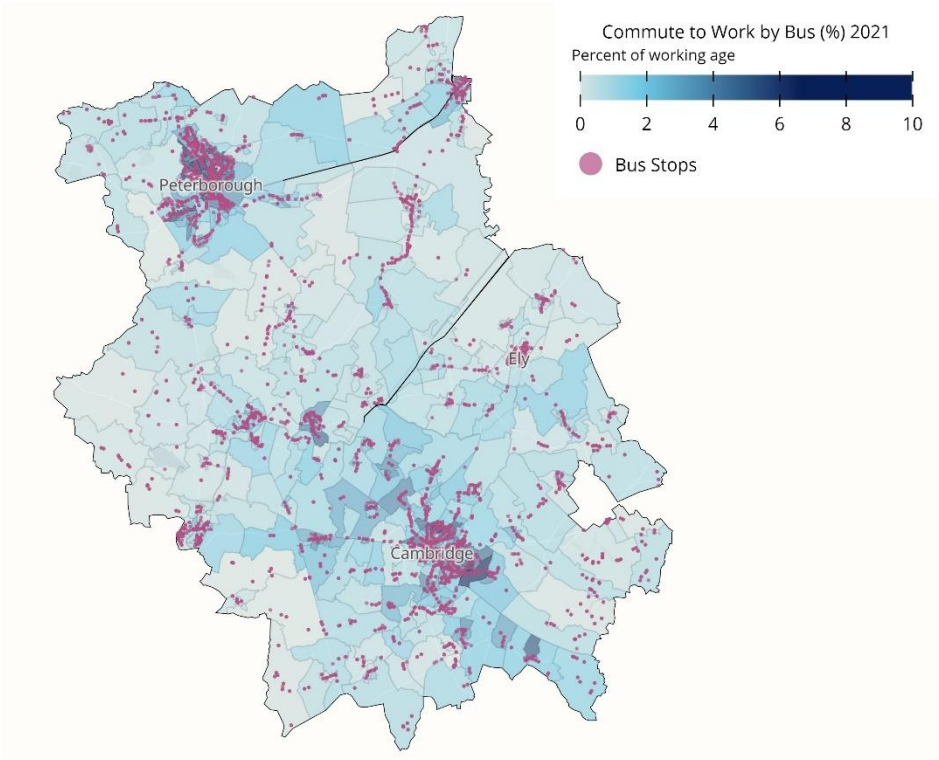

Figure 2-3: Bus Use & Stop Density

[17] Gibbons, 2018. Quantifying Wider Economic Impacts of Agglomeration for Transport Appraisal: Existing Evidence and Future Directions. [Link to source]

[18] DfT, 2024. Bus Data Catalogue [Link to source] & ONS Census, 2021. TS061 - Method used to travel to work. [Link to source]

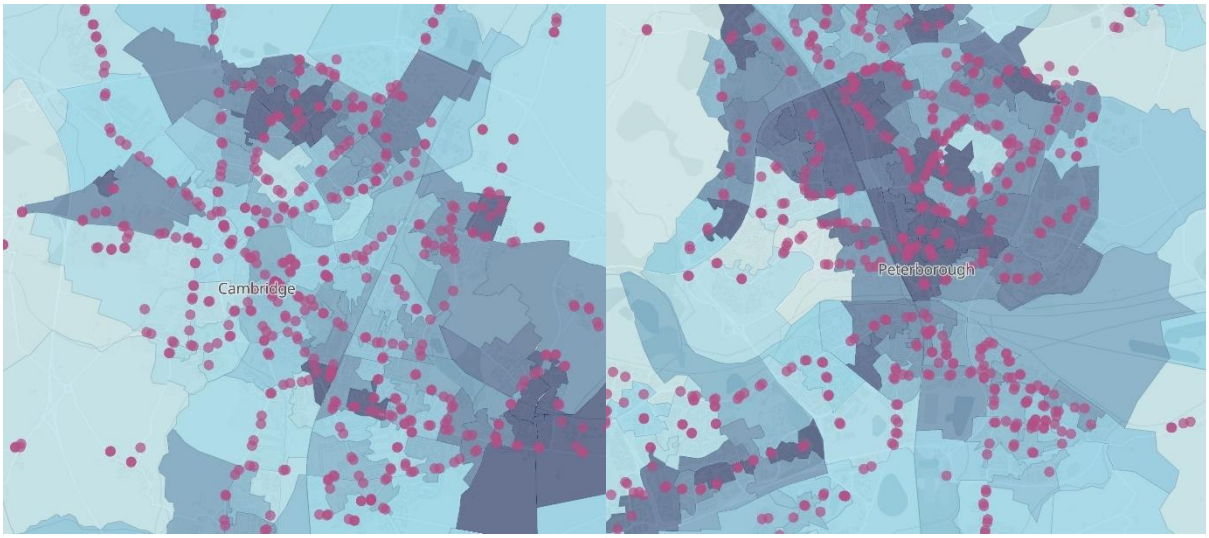

Figure 2-4: Bus Use & Stop Density of Cambridge City (left) and Peterborough City (right)

Cambridge has an extensive network of local bus services and there are key interurban routes connecting key centres to nearby towns and villages. Furthermore, both Cambridge and Peterborough have Park & Ride facilities, providing commuters with the options to park their vehicles on the outside of the city and use the bus services to travel in.

Unlike the urban centres in both Cambridge and Peterborough where bus stops are densely distributed, rural areas have fewer bus routes and less frequent services. In particular, Fenland and Huntingdonshire and East Cambridgeshire have particularly low levels of bus service coverage. A map of local bus routes across C&P as at March 2025 can be accessed here: Local bus routes (pdf).

2.2 Car Ownership

Examining the prevalence of car ownership is important to highlight any potential reliance on personal vehicles in the C&P region. To calculate the average number of cars per household, the total number of cars of vans in each local authority area was divided by the total number of households[19]. The ONS also provided data for car or van availability by LSOA within the C&P region. The data was provided in a range of categories including:

- No cars or vans in household
- One car or van in household
- Two cars or vans in household
- Three or more cars or vans in household
- Does not apply

Table 2-3 contains the percentage of households within each local authority area by car or van ownership level, whilst Figure 2-5 charts the average number of cars per household by local authority area in C&P. 34.4% of Cambridge households did not have a car or van.

Area	No car or van	1 car or van	2 cars or vans	3+ cars or vans
Cambridge	34.4	46.6	15.0	4.0
East Cambridgeshire	12.0	39.1	34.9	14.0
Fenland	15.9	41.5	29.9	12.6
Huntingdonshire	13.1	40.1	34.3	12.5
Peterborough	22.7	43.5	26.1	7.7
South Cambridgeshire	10.9	40.8	35.6	12.7
C&P	18.2	42.0	29.4	10.4

Table 2-3: Car or Van Ownership (% of households) by Local Authority Area in 2021

[19] ONS, 2021. TS045A - Number of cars or vans in the area. [Link to source]

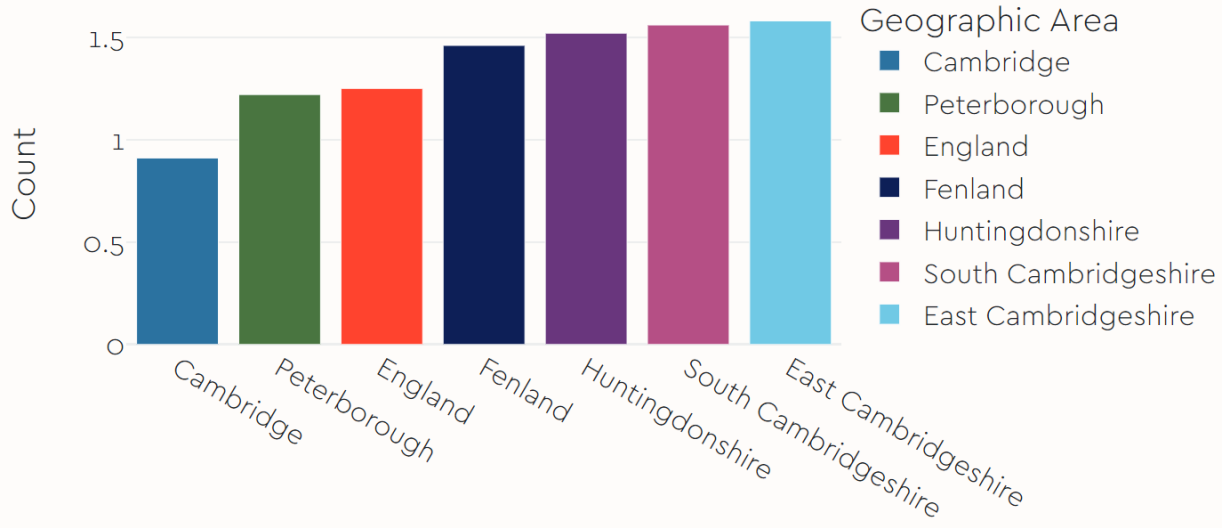

Figure 2-5: Average Number of Cars Per Household by Local Authority Area in 2021

Across the C&P region, the average number of cars per household was 1.37, in 2021. This was greater than the average across England which was 1.25. Cambridge had the lowest average number of cars per household at 0.91, likely due to the compact urban environment making it more conducive to active travel and the use of public transport. Also, there is a large student population in the city with this group less likely to own a car. The local authority area with the highest average number of cars per household was East Cambridgeshire at 1.58. This can be attributed to the suburban and rural characteristics of the area, resulting in a higher rate of car ownership due to the dispersed nature of settlements. Furthermore, South Cambridgeshire and Huntingdonshire had rates between 1.5 and 1.6, also likely due to the rural nature of those areas as well as car dependent infrastructure. These findings are in line with the findings regarding the prevalence of active travel.

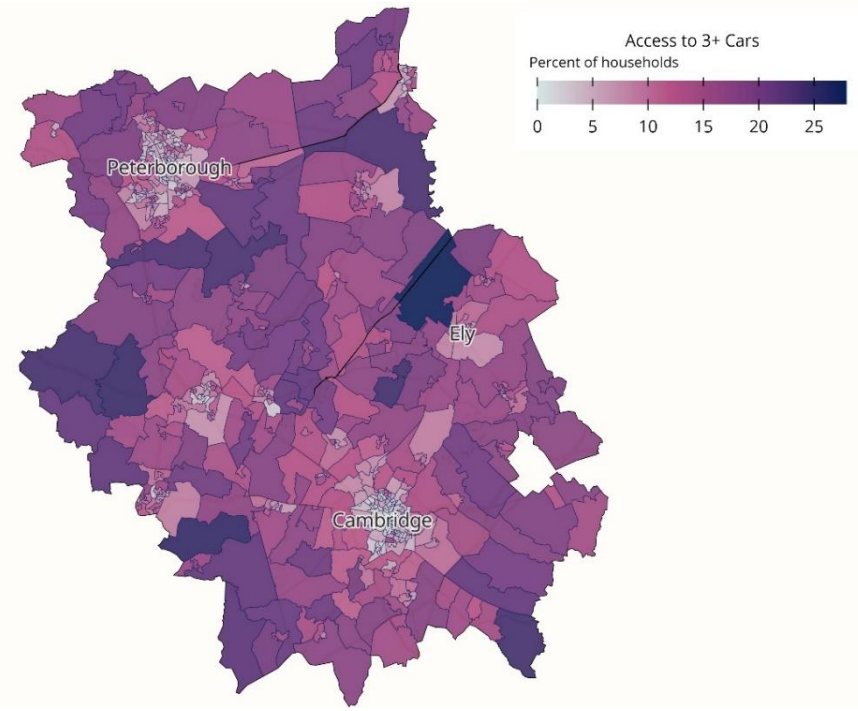

Figure 2-6 maps the percentage of households that had access to three or more cars or vans by LSOA. The urbanised areas had lower rates of car ownership. Areas with a higher percentage of households with three or more cars were in the more rural areas. For example, in the area just north of Ely, 28% of households had access to three or more cars. This is particularly high in comparison to areas in central Cambridge with a rate of 1-3%.

Figure 2-6: Percentage of Households with Access to Three or More Cars or Vans

2.3 Electric Vehicle Ownership

Electric Vehicles (EV) are thought to be key to reducing reliance on fossil fuels that are consumed by traditional internal combustion engines. This dataset by the DfT contained the count of EVs by local authority area in the C&P region[20]. Vehicles of all body types were included in the figures, and only pure battery EVs (i.e. not hybrid vehicles) were incorporated. An EV was assigned to a local authority area if the postcode of the registered private keeper resided within that local authority area during the fourth quarter of the year shown. The data shows there was a total of almost 9,700 privately owned licenced battery EVs in the C&P region at the final quarter of 2024. The breakdown by local authority area from 2009 and 2024 is shown in Figure 2-7.

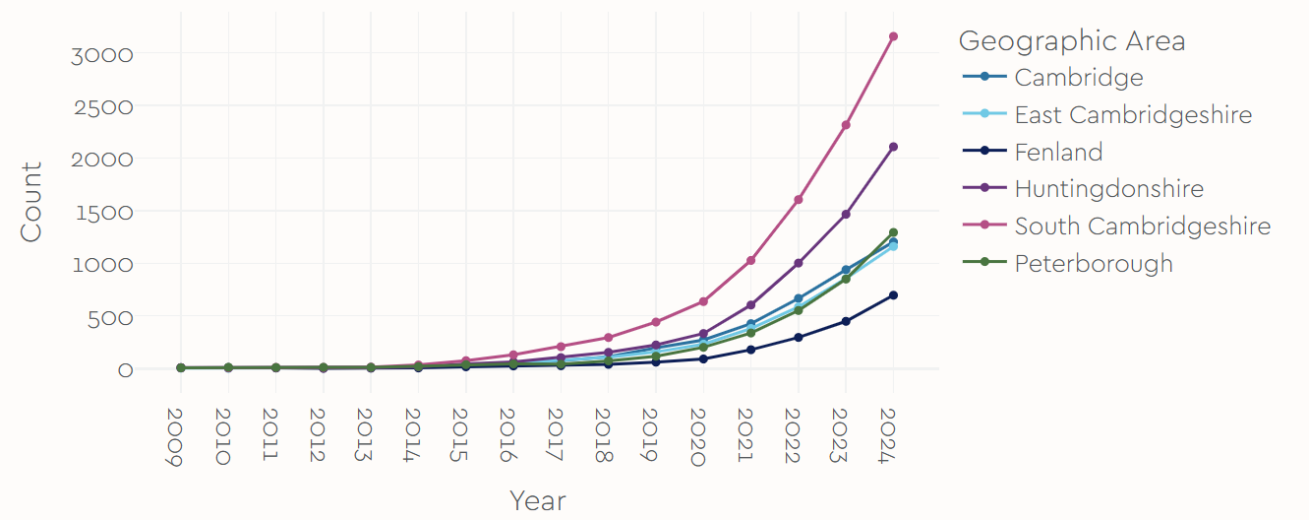

Figure 2-7: Licenced privately registered battery EVs (Count) by Local Authority Area and by Year

The number of privately registered battery EVs for each local authority area in the C&P region had a notable increase over recent years. This can be attributed to advancements in EV technology, increased public awareness, an increase in EV charging infrastructure and growing environmental concerns. Between 2016 and 2024, the number of privately owned licensed battery EVs in C&P increased from 352 to 9,672, which was a substantial increase of over 2,600%. This was slightly higher than the trend across England where growth in privately registered battery EVs across the country was 2,400%.

Across the C&P region, there were far fewer privately registered battery EVs in Fenland compared to the other local authority areas, at 696 in the final quarter of 2024. South Cambridgeshire and Huntingdonshire had the highest numbers at 3,157 and 2,108 respectively. This can be expected due to the high car dependency in these areas. Fenland was among the bottom 12% of lower tier and unitary authorities across the UK regarding the total count of privately registered battery EVs. This was potentially due to Fenland being a rural area with dispersed settlements, so residents likely rely on traditional petrol or diesel vehicles as these are perceived as being more practical for longer distances. Furthermore, deprivation is a likely contributing factor since EVs have a relatively higher upfront cost compared to non-EVs.

[20] DfT, 2025. VEH0142 - Licensed plug-in vehicles (PiVs) at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority. [Link to source]

2.4 Electric Vehicle Infrastructure

A growth in EV usage must be accompanied by a growth in EV charging infrastructure to power the vehicles. This indicator reports the count of the number of publicly available EV charging points per 100,000 population in an area using DfT data[21]. Devices of all charging speeds were included in the count.

Combined Authority Comparators

Figure 2-8 plots the number of EV charging points per 100,000 population by combined authority area[22]. Overall, the number of charging points per resident increased in all combined authority areas between 2019 and 2025. However, all the combined authority areas in the peer group had counts per population values below the average for England. In 2025, the C&P region had 99 electric charge points per 100,000 residents. While this was the highest in the peer group, it remained less than the average for England (111 charge points per 100,000 residents). However, the comparison to England is rather crude since England contains a number of large cities that are likely more able to roll out EV at a faster rate. The prevalence of charge points in the C&P region increased by nearly 500% from 2019. This was higher than the 350% increase for England as a whole and was the largest relative increase in the peer group.

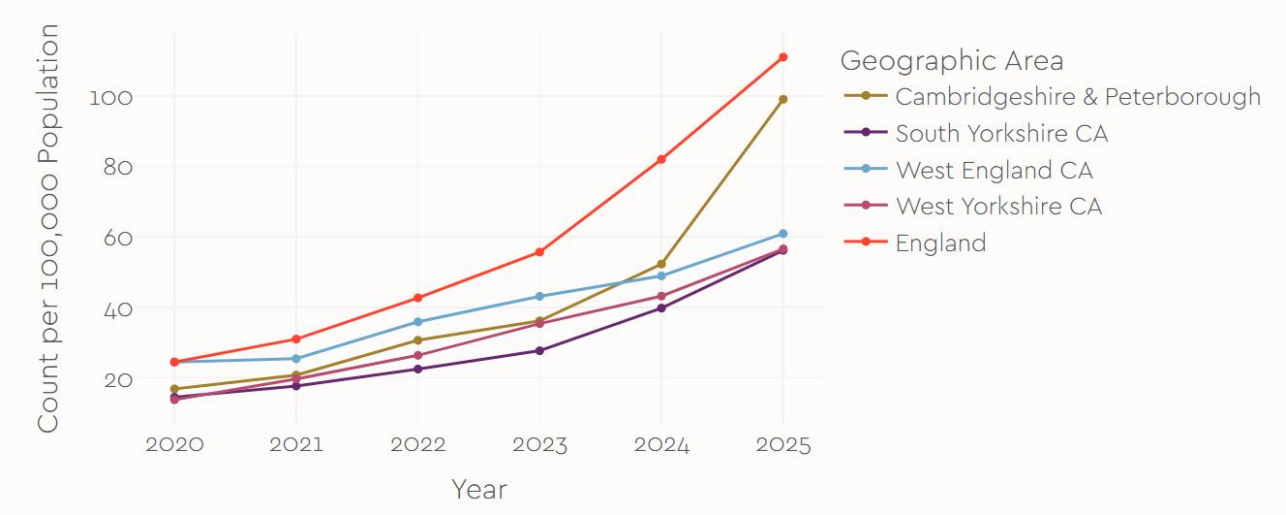

Figure 2-8: EV Charging Points Per 100,000 Population (Count) by Combined Authority Area & England and by Year

Local Authority Comparison

Figure 2-9 plots the count of EV charging points per 100,000 population by local authority area, as reported by DfT in January 2025 (the data is updated quarterly). All six C&P local authority areas had an increased number of EV charge points from 2020, with Cambridge having the greatest increase from 22 to 262 per 100,000 population over the five-year period.

It is interesting to note that, despite having a lower count of privately registered battery EVs than some of the other C&P areas, Cambridge had the highest rate of EV charging points at 262 per 100,000 population. This is likely due to the increased demand for charge points from businesses, tourists and commuter traffic, as well as it being more economically viable for charge point operators to install charge points as they can serve a large number of users in a small geographic

[21] Department for Transport and Office for Zero Emission Vehicles, 2025. Electric vehicle charging infrastructure statistics. [Link to source]

[22] Department for Transport and Office for Zero Emission Vehicles, 2025. Electric vehicle charging infrastructure statistics. [Link to source] & ONS, 2023. Annual Population Survey. [Link to source]

area. Though, densely populated residential areas can limit EV infrastructure (charge at home). Such densely populated areas are also in need of public EV infrastructure. South Cambridgeshire had the second highest number of charge points at 106 per 100,000 population.

In line with the comparatively low number of licensed EVs, Fenland had a lower count of EV charge points at 19 per 100,000 population in 2025. It is worth noting that only one other local authority area in the UK had a lower count of EV charge points per 100,000 population. Given Fenland's population of over 100,000 people, there is an evident need for collaborative efforts to address the infrastructure gap to facilitate the adoption of EVs in Fenland.

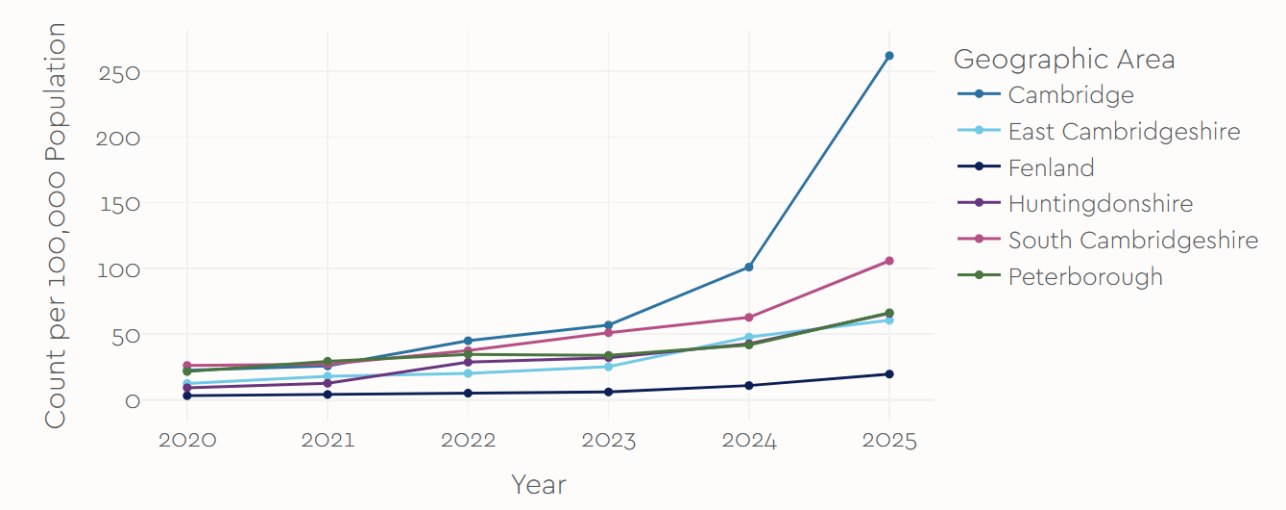

Figure 2-9: EV Charging Points Per 100,000 Population (Count) by Local Authority Area and Year

2.5 Roads

The road network in the C&P region is key in facilitating transportation across urban and rural areas. This comprises of a combination of major roads, the strategic road network and local roads, as shown in Figure 2-10, repeated below.

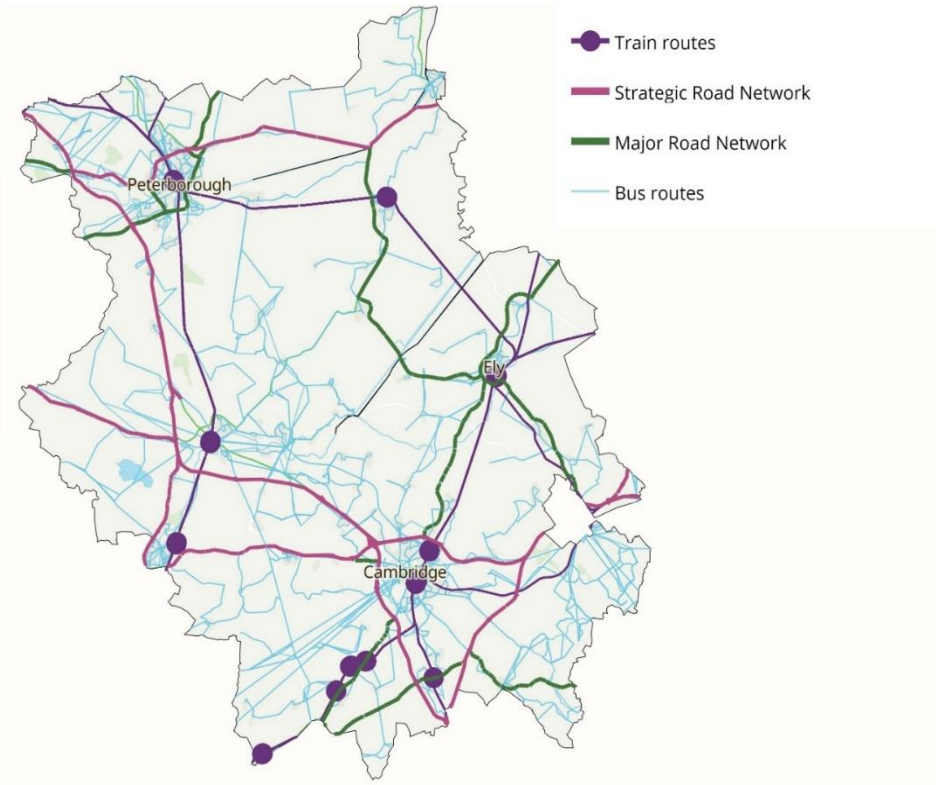

Figure 2-10: Road Network

There are several key A roads that traverse the C&P region:

- A14: Major trunk road running east-west and passing through the region, providing access to the Midlands and beyond. This is one of the most congested routes in the country, serving as a key transportation corridor linking major cities such as Cambridge, Huntingdonshire and Peterborough to ports and industrial centres on the east coast.
- A1: Major north-south road in the UK, running from London to Edinburgh. Within the C&P region, this route runs to the west of the region, providing north-south connectivity. Towns and villages situated along or near the A1 include St Neots and Huntingdonshire. The standard of infrastructure and the number of lanes varies along the route, with roundabouts in some places (e.g. Buckden).
- A10: Runs north-south, with the A10 stretch of road between Ely and Cambridge being a single carriageway road linking Kings Lynn in the north and London in the south. This is a particularly busy road with public transport, commuters, freight and through-traffic.
- A47: Traverses the northern part of the C&P region, intersecting with urban centres including Peterborough. This road provides a crucial east-west link between the A1 and the east coast ports and provides links to the Midlands.
- A505: Runs from Royston towards the M11 and provides connections to various towns in the region.

There are only two motorways that traverse the C&P region boundary, which are the M11 passing through South Cambridgeshire to Cambridge and the A1(M) from junction 14 to 17 of the A1 between Alconbury and Peterborough. The M11 provides a strategic link between the Greater London Area and the C&P region and connections to London Stansted Airport. The A1(M) includes an eight-mile section with four lanes in each direction.

In addition to major highways, the C&P region is also served by a network of local roads, providing connectivity to towns, villages and rural areas.

2.6 Rail Network

This indicator identifies the key train routes within the C&P region. The train network in the region provides good connectivity both within the region and to major cities such as London, Birmingham and Norwich. Cambridge and Peterborough railway stations are generally the busiest train stations in the region due to their strategic locations and connections to major routes. Key routes include Cambridge to London Liverpool Street, Cambridge to Norwich, the East Coast Main Line and the Thameslink Route. Additionally, the rail network in the C&P region includes a network of less utilised stations providing essential connections to surrounding towns and rural areas.

Figure 2-11 maps the passenger demand for rail routes between different Middle layer Super Output Areas (MSOAs) within the C&P region based on commuting data from the 2011 Census[23]. Although the Census 2021 data is available, the commuting patterns were impacted by the COVID-19 pandemic and hence not included. In the figure, passenger demand is represented as a straight line connecting two areas within the region. The darker the colour of the line, the higher the passenger demand for rail between the two areas. It is evident that the core movement of rail demand within the region is between Cambridge and Ely.

[23] ONS, Census 2011. Special Workplace Statistics - MSOA Level (England and Wales). [Link to source]

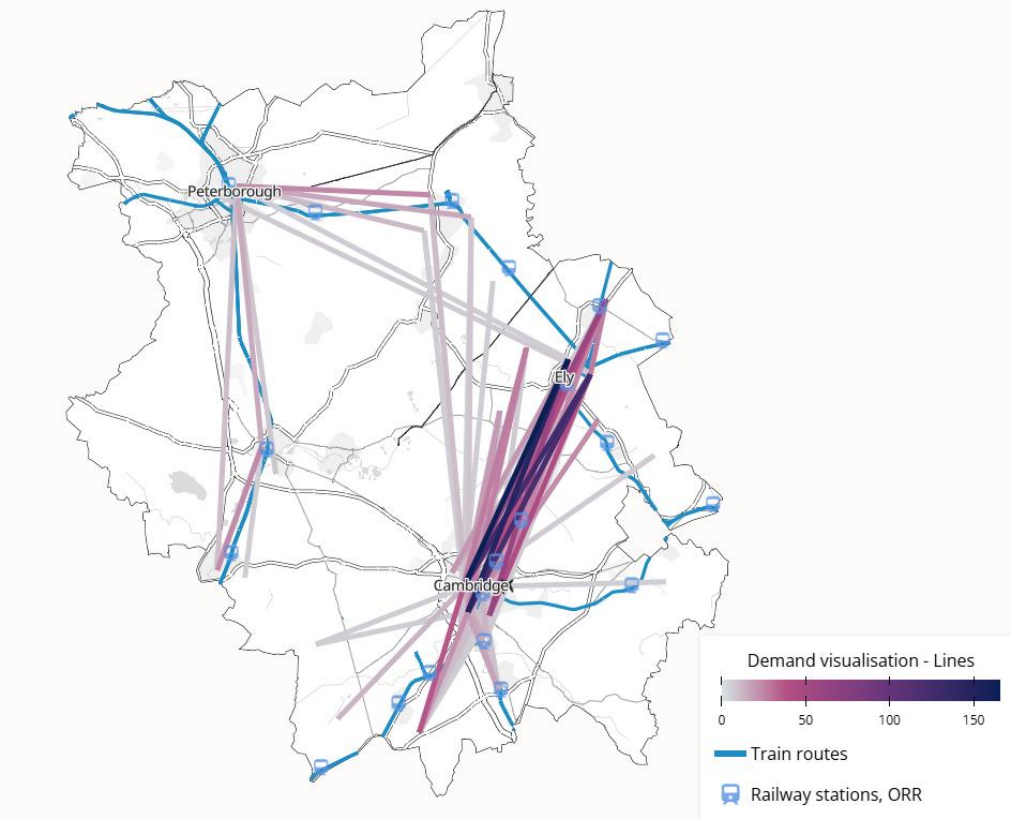

Figure 2-11: Rail Demand

While the commuting data shown is from 2011, the general pattern is still demonstrated through passenger entry/exit data published by the Office of Rail and Road[24]. Their estimates of station usage for local stations provide data which shows comparative numbers of passengers using each station and which station is their main origin/destination and how many journeys that main origin/destination station accounts for. The latest estimates for 2023-24 are set out in Table 2-4 and show that Cambridge and Peterborough tend to be the most popular origins/destinations for the smaller stations within the region.

Station	Total entries/ exits	Main origin/ destination station	Journeys to/from main origin/ destination station	% of journeys to/from main origin/ destination station
Cambridge	10,033,088	London Kings Cross	2,839,608	28%
Peterborough	4,720,686	London Kings Cross	2,058,734	44%
Ely	2,052,282	Cambridge	1,004,566	49%
Huntingdon	1,421,020	London St Pancras	327,604	23%
Cambridge North	1,268,788	London Kings Cross	502,482	40%
St Neots	959,298	London St Pancras	172,368	18%
Whittlesford	424,092	London Liverpool St	177,404	42%
March	340,976	Peterborough	122,064	36%
Waterbeach	331,764	Cambridge	183,828	55%
Meldreth	230,482	Cambridge	133,388	58%
Shelford	207,250	Cambridge	122,958	59%
Littleport	204,358	Cambridge	88,390	43%

[24] Office of Road and Rail, 2024. Estimates of Station Usage. [Link to source]

Station	Total entries/ exits	Main origin/ destination station	Journeys to/from main origin/ destination station	% of journeys to/from main origin/ destination station
Ashwell and Morden	146,024	Cambridge	36,686	25%
Shepreth	98,754	Cambridge	51,126	52%
Foxton	94,121	Cambridge	55,250	59%
Soham	65,912	Cambridge	22,688	34%
Kennett	50,226	Cambridge	23,488	47%
Whittlesea	43,364	Peterborough	14,624	34%
Dullingham	28,974	Cambridge	22,030	76%
Manea	24,904	Cambridge	6,792	27%
Shippea Hill	70	Ely	20	29%

Table 2-4: Station Usage Estimates

2.7 Rail Access

The population that can be reached by rail services was calculated to provide a comparison of rail access in C&P compared to the West of England. Table 2-5 presents the analysis, reporting the population that can be reached within an hour from Cambridge, Peterborough, Bristol Temple Meads and Bath stations. Note that the rail isochrones used within this analysis, add half the headway between services to the journey time to account for arrival and waiting times at the station. This means, that there are specific services between stops that may take under 60 minutes on the published timetable (e.g. certain services from Cambridge to London, or Bristol Temple Meads to Cardiff) that will be excluded from the isochrones based on this methodology. Note that the method is applied equally to all locations.

This analysis shows that when considering rail connectivity, between 37%-161% more people can be reached within an hour from Bristol and Bath than can be accessed from Cambridge and Peterborough.

Mode of Transport	Cambridge	Peterborough	Bristol	Bath
Rail	270,000	225,900	590,000	370,000

Table 2-5: Population Accessible within 60-minute Travel Time from Main Station

3 Digital Connectivity

3.1 Full Fibre Availability

Full fibre broadband uses fibre-optics to connect broadband exchanges (internet sources) directly to homes and businesses. This means slower, lower-capacity copper cables are not used at any point in the transport of data to a property. Full fibre futureproofs homes as it provides superfast speeds of 100 Mbps to 1 Gbps which can accommodate higher-quality TV shows and games and supports the data-intensive needs such as home working[25]. This dataset gives both a count and a percentage of all premises that have coverage from a full fibre service. Premises counted included all residential properties.

Across the C&P region as of June 2024, a total of 302,876 premises had full fibre availability[26]. This was over 73% of premises. The local authority area with the highest number of premises with full fibre availability was Peterborough at nearly 85,000 (88%), and the second highest was Huntingdonshire at 58,000 (66%). Cambridge had over 52,000 premises with full fibre availability and the second highest proportion of premises with full fibre availability at 85%. Cambridge and Peterborough are the main urban settlements in the C&P region so it can be expected that they have the greatest full fibre availability rates. South Cambridgeshire had the lowest rate of full fibre availability at 49% (37,000 premises), notably lower than the average across England, which was 67% at June 2024.

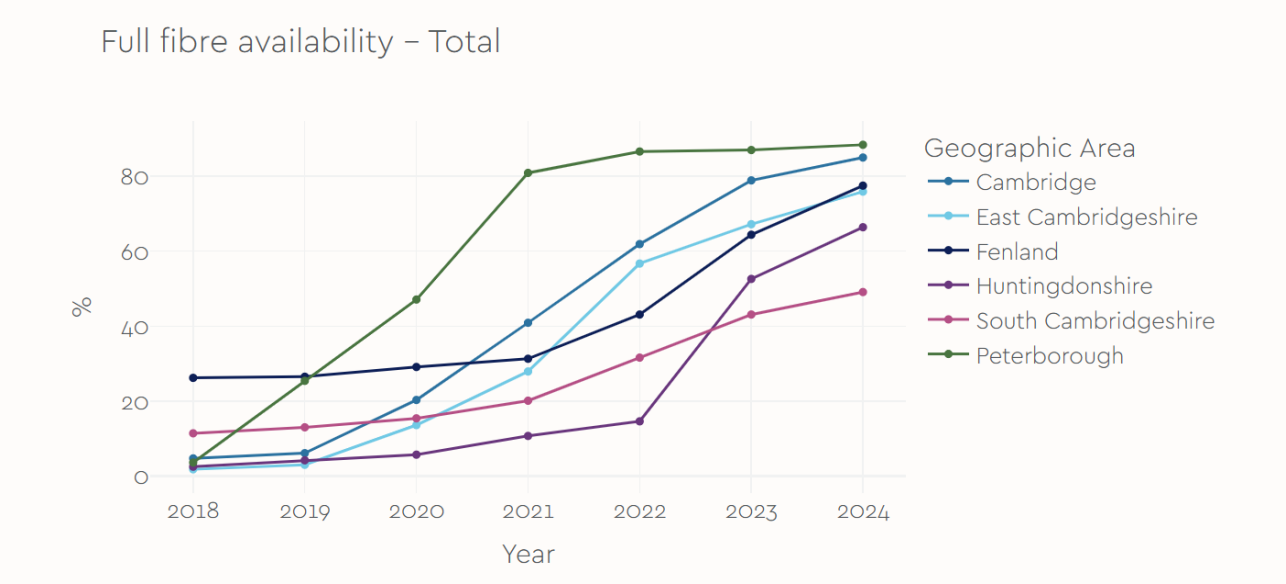

Figure 3-1: Premises with Full-Fibre Availability (%) by Local Authority Area and Year

Over time, the number and proportion of premises with full fibre availability increased significantly. In 2018, the average proportion of premises with full fibre was 8%. There was an overall 973% increase in the total number of premises across the C&P region with full fibre availability to June 2024. Peterborough had the largest change in the number of premises with full fibre availability, increasing from 3,000 premises to 85,000 in the five years, while East Cambridgeshire had the largest percentage change with an increase of over 4,500% taking the number of premises with full fibre availability up from 700 to over 32,000 over the period from 2018 to 2024. The significant increase in Full Fibre availability across the C&P region highlights the transformation in digital connectivity.

[25] Uswitch, 2024. What is full fibre broadband, and is it available to you? [Link to source]
[26] Ofcom, 2025. Connected Nations 2024. [Link to source]

3.2 Gigabit Availability

Gigabit broadband delivers download speeds of up to 1 Gbps. These services include full fibre and the latest versions of hybrid fibre/coaxial cable networks, such as Virgin Media's cable network technology[27]. Ofcom's Connected Nations dataset provides the count and percentage of premises that have coverage from a gigabit-capable service[28]. These figures were first reported in 2020.

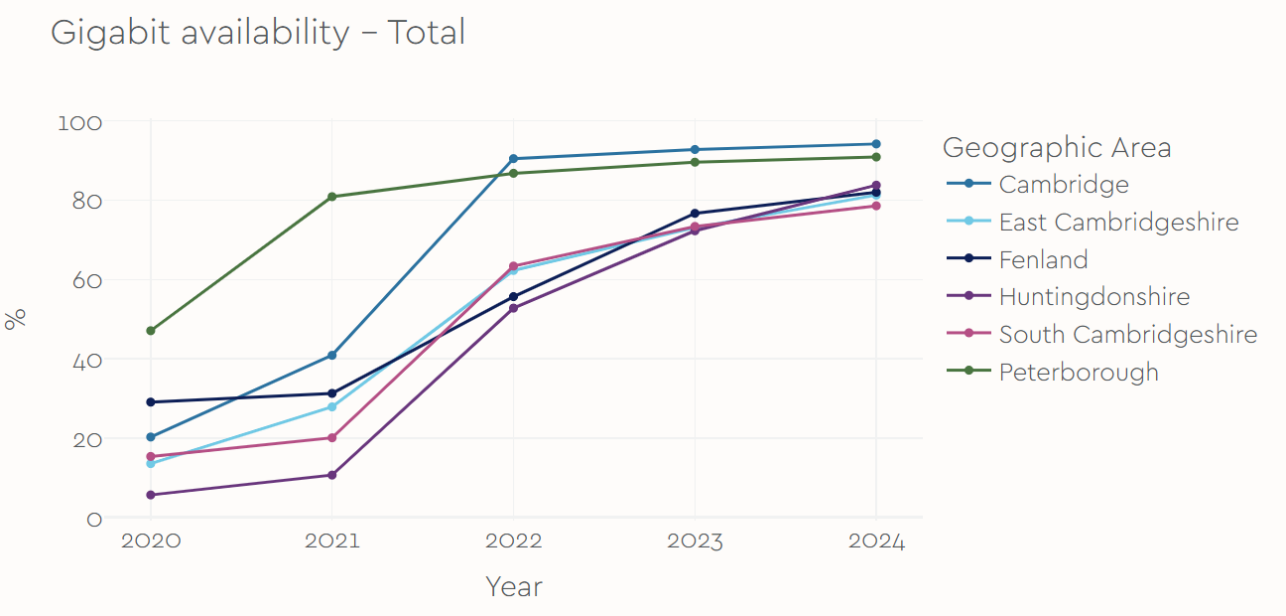

Figure 3-2: Premises with Gigabit Availability (%) by Local Authority Area and Year

Across the C&P region, a total of 353,000 premises had gigabit availability, which was around 85.6% of premises as of June 2024. This compares to an average penetration of 83% across England. Over the past five years, gigabit availability increased for all local authority areas in the C&P region, with the count of premises increasing from 91,000 in 2020 (289% increase).

The local authority area with the highest proportion of premises with Gigabit availability was Cambridge at 94% whilst the second was Peterborough at 91%. They are both urban areas with high density, making them suitable locations for deploying gigabit networks effectively.

The more rural areas had a lower rate of gigabit availability. Notably, South Cambridgeshire (79%), East Cambridgeshire (81%) and Fenland (82%) had a lower proportion of premises with gigabit availability than the average across England at 83% at June 2024.

[27] Ofcom, 2020. Connected Nations 2020 UK Report. [Link to source]
[28] Ofcom, 2025. Connected Nations 2024. [Link to source]