



**ENGINEERING**

**Transport Statement  
for the Development of 40 New Dwellings  
on Land off Mill Lane, Sawston**

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1224 – TS Rev B Nov 2017

**Transport Statement**  
**for the Development of 40 New Dwellings**  
**on Land off Mill Lane, Sawston**

**1 Introduction**

- 1.1 MTC Engineering (Cambridge) Ltd has been asked to provide a Transport Statement in respect of the proposed erection of approximately 40 dwellings on land off Mill Lane, Sawston, by Partners in Planning and Architecture Limited.
- 1.2 Under the Cambridgeshire County Council Transport Assessment Guidelines, June 2017, a Transport Assessment and Travel Plan is only required at residential developments in excess of 80 dwellings, with a Transport Statement only required where a development involves the erection of between 50 and 80 dwellings.
- 1.3 At just 40 dwellings, the proposed development therefore falls below both of these thresholds thus a Transport Statement is not required, however it is in this instance considered appropriate to provide a brief Transport Statement to outline the proposed development and access, the predicted trip generation, and sustainable aspects of the development in relation to transport for submission with the Planning Application.

## **2 Site Description and Location of Local Services**

- 2.1 The site comprises an area of land on the southern side of Mill Lane in western Sawston approximately 500 metres east of the junction of Mill Lane and the High Street, which is the centre of Sawston.
- 2.2 To the north of the site lies the residential development of western Sawston, whilst to the east and west of the site lies residential development fronting the southern side of Mill Lane. To the south of the site lies agricultural land.
- 2.3 A Budgens supermarket, Post Office, butchers, green grocers, two bakers, a building society, hardware store, several hairdressers, newsagents, and a variety of shops, along with several restaurants, take-aways and pubs, a couple of churches, a dentists, solicitors, and facilities such as cash points are all located off the High Street within a short distance of the junction of Mill Lane and the High Street.
- 2.4 Sawston Village College is located in northern Sawston off New Road, and about 650 metres from the proposed site by road via Mill Lane and New Road. There are however numerous footway links through the residential development on the northern side of Mill Lane which significantly reduce journey distances for pedestrians and cyclists. The closest access to this footway network is approximately 50 metres east of the site on Mill Lane adjacent to the site of the former convenience store known as Chestnuts which was recently redeveloped for housing. Using this network to access Sawston Village College reduces the walking distance from the site to less than 500 metres.
- 2.5 Sawston Sports Centre has facilities including a gym, swimming pool, and tennis, squash and badminton courts available for public use and is located at Sawston Village College. Adjacent to Sawston Village College at the junction of New Road, Cambridge Road, Babraham Road and Hillside is Spicers sports ground on which a new club house has been recently constructed for the use of the cricket and football teams which play at the facility, whilst there is also an adjacent bowls green and club house.

- 2.6 The Bellbird Primary School, which was formed in 2007 by the amalgamation of John Falkner Infant School and John Paxton Junior School and hence accepts children for both infant and primary school age, is located off Link Road approximately 800 metres by road or foot from the proposed site via Mill Lane, High Street and Link Road.
- 2.7 Mill Lane recreation ground, which includes a children's playground and football pitch is located approximately 300 metres east of the site along Mill Lane.
- 2.8 There are office and industrial estates located off Babraham Road in northeastern Sawston approximately 1.1 miles or 1.75 km from the site and off London Road in southern Sawston/western Pampisford approximately 1.2 miles or 1.9km from the site. There are several other offices throughout Sawston.
- 2.9 A detailed description of the highway network and linkages outside of Sawston is provided in Section 3, along with details of available public transport interchanges.

### **3 Existing Highway and Public Transport Network**

- 3.1 Mill Lane runs east from the site to central Sawston and the High Street which is the main road through Sawston and runs in a north to south direction from the junction of the Sawston Bypass (the A1301) and the A505 to the south to rejoin the A1301 to the north approximately mid-way between Sawston and Great Shelford.
- 3.2 The High Street also provides a link west to Babraham via Babraham Road and onto the A1307 which runs north to Addenbrookes Hospital in southern Cambridge and from which point Hills Road runs into central Cambridge and the A1134 runs through eastern Cambridge. To the south the A1307 has a junction with the A11 before continuing on past Linton.
- 3.3 About 650 metres west of the site Mill Lane provides a direct link to the Sawston Bypass (the A1301), which is a main route into Cambridge from the south, running through Great Shelford and Trumpington then joining the A1309 which runs towards central Cambridge in a westerly direction and provides a link to the M11 in an easterly direction.
- 3.4 Heading north through Great Shelford there are several links (Granhams Way, Hinton Way, and Haverhill Road) to the A1307 and on to Cambridge at Addenbrookes Hospital.
- 3.5 Central Cambridge (taking the Grand Arcade as the centre) is approximately 7 miles from the proposed site by road depending upon the route taken and outside of peak periods takes about 20 minutes by car or 40 to 45 minutes by bus.
- 3.6 To the south of Sawston lies the roundabout junction between the Sawston Bypass (A1301) and the A505 which runs in an east to west direction. Further south the A1301 leads to the M11 and B184 at Great Chesterford.

- 3.7 The M11 provides a major link south to Stansted Airport and the M25 before continuing on to the North Circular through London. The B184 runs south through the villages of northern Essex to Saffron Walden.
- 3.8 To the east of its junction with the Sawston Bypass the A505 provides a link to the A11 and in turn on to the A14 towards Newmarket.
- 3.9 To the west of its junction with the Sawston Bypass the A505 runs past Whittlesford Station, links to the M11 at Duxford Airfield, then continues on past Royston to the A1(M) at Letchworth Garden City.
- 3.10 To the north of the junction with the A505 the M11 provides several links in to western Cambridge and continues northwards to join the A14, which provides a route northwest past Huntingdon to the A1(M) and east around northern Cambridge.
- 3.11 Under the Cambridgeshire County Council Transport Assessment Guidelines, June 2017, residential developments of less than 50 units do not require either a full Transport Assessment and Travel Plan or a Transport Statement to accompany the Planning Application as developments of such scale are not considered to generate significant volumes of traffic.
- 3.12 It is not anticipated that the proposed development will generate a significant volume of traffic (see Section 4), and considering the volume of traffic already travelling to and from Cambridge along the A1301 and through the junction of the A1301 and A505 during peak periods, traffic from the proposed development will have a negligible impact upon the existing highway network.
- 3.13 Therefore in this case it is not considered that any traffic counts are required as the impact of the proposed development will be negligible hence junction simulations are not necessary.

- 3.14 Sawston does not have a train station itself, however Whittlesford Station is only about 2.5 miles/4km from the site and easily accessible via the A505. Whittlesford Station is a key station for residents of South Cambridgeshire who work in London, with frequent services provided (2 to 3 per hour in each direction) from Cambridge to London Liverpool Street, including fast trains which take about an hour to reach London. Liverpool Street offers excellent links across the city via its underground connections.
- 3.15 The closest bus stops to the site are those located on the High Street, approximately 500 metres from the proposed site. Sawston is served frequently by the number 7, 7a and 132 busses with services running from to/from Cambridge three times an hour for the majority of the day on each weekday and on Saturdays with one service per hour continuing to and from Saffron Walden. A twice an hourly service is provided to Cambridge on Sundays and public holidays.
- 3.16 The site is well linked to the local pedestrian network with footways either side of Mill Lane linking the site to central Sawston, an extensive pedestrian network through the residential areas on the northern side of Mill Lane, and also a pedestrian link west past the Sawston Bypass to Whittlesford.
- 3.17 There are no cycle facilities in the immediate vicinity of the site, however there is a separated cycle lane along Cambridge Road and the stretch of the A1301 north of Sawston providing a link to Great Shelford from where there are cycle links along the majority of the route to Trumpington and on to Cambridge, with the junction of Cambridge Road and the A1303 having been recently upgraded to a signalized junction partly to improve pedestrian and cyclists safety when crossing.
- 3.18 There is also a cycle link along Babraham Road to the east of Sawston providing a link to the village of Babraham and The Babraham Institute, pedestrian and cyclist links from the western end of Mill Lane to Whittlesford, a cycle lane along the A505 to Whittlesford Station, and a new cycle lane running east along the A505 to Abington.

#### **4 Proposed Development, Access and Traffic Generation**

- 4.1 The proposal involves the erection of 40 residential units at the site, with a copy of the proposed layout provided in Appendix 2, and that 40% of the units will be affordable units.
- 4.2 The 16 affordable units will consist of four 1 bedroom flats, two 2 bedroom flats, six 2 bedroom houses, and four 3 bedroom houses. The 24 private units will consist of eight 2 bedroom houses, eight 3 bedroom houses, four 4 bedroom houses, and four 5 bedroom houses.
- 4.3 The development will be accessed from Mill Lane using a 5.5 metre wide road with 1.8 metre wide footways on either side and 6 metre radii to be constructed to adoptable standards. The footway to the west of the access will be tapered back into the existing footway at 1 in 10, with a copy of the layout of the proposed site access junction provided in Appendix 3.
- 4.4 2.4 metre by 59 metre visibility splays have been shown which run through land within the site itself and adopted highway land only, with no third party land involved. Details of the highway boundary in the vicinity of the site have been obtained from Cambridgeshire County Council, with a copy of the plan provided in Appendix 4. As can be seen the verge on the southern side of the footway along Mill Lane to the west of the site is highway.
- 4.5 Under Manual for Streets, 59 metre visibility splays are sufficient for 85<sup>th</sup> percentile vehicle speeds of up to 37 miles per hour. Given that the speed limit on Mill Lane is 30 miles per hour, providing visibility that allows for speeds of up to 37 miles per hour is considered ample and a speed survey is not necessary. Any existing vegetation within the site/public highway that currently falls within the visibility splays will be removed to ensure that there are no obstructions to visibility.

- 4.6 In order to estimate the multi-modal traffic generation of the proposed development, multi-modal TRICS Data has been obtained for similar developments in similar locations. Whilst 40% of the dwellings will be affordable/association housing and some units will be flats, data was obtained on the basis that the 40 units will all be private houses which generate more traffic than affordable/association houses or flats thus are considered to assess the worst case scenario in terms of traffic generation.
- 4.7 A copy of the TRICS Data used is provided in Appendix 5, with a summary of the data provided in Table 4.1 below, with the Peak Hours used being 0800 to 0900 and 1700 to 1800.

Trip Mode	AM Peak Period		PM Peak Period		Daily Total
	Arrivals	Departures	Arrivals	Departures	
Vehicles	7	15	12	7	199
Pedestrians	2	7	3	1	56
Cyclists	0	0	0	0	3
Public Transport Users	0	0	0	0	3

**Table 4.1: Predicted Multi-Modal Trip Generation of 46 Private Houses**

- 4.8 As can be seen from Table 4.1 above, it is predicted that approximately 199 vehicular trips to and from the proposed development will take place over the course of a day with a maximum of 15 predicted in one direction during a single hour. This is equivalent to about one vehicle every four minutes at peak times.
- 4.9 Given the existing vehicular flows through the junction of the Sawston Bypass and the A505, and north along the Sawston Bypass towards Cambridge during peak times it is considered the maximum predicted increase of 15 vehicles per hour in any direction falls well within the existing natural daily variation in flows and would have a negligible impact upon the capacity of local roads and junctions. It is therefore not considered that any capacity simulations are required in this instance.

- 4.10 As can be seen from Table 4.1 an estimated 62 trips to and from the proposed development are predicted to be made by non-car modes per day based upon TRICS data, which is equivalent to about a quarter of the total trips to and from the development, with the majority of these non-car trips likely to involve pedestrians.
- 4.11 Census data for the Sawston Ward has also been obtained in relation to method of travel to work (Appendix 6). Of the 3,857 people between the ages of 16 and 74 that were employed in the ward this data showed that 70.1% travel to work by car or motorcycle (including taxis) with 4.4% of these travelling as a passenger. 8% travel to work using public transport with 6.2% by bus and 1.8% by train, 8.5% cycling to work, and 8% walking to work with 5% of people working mainly from home, and the remaining 0.4% traveling by other means.
- 4.12 Census data in relation to travel to work trips therefore also indicates that about a quarter of trips from the site related to work will be made by sustainable means, however the use of cycling and public transport may provide a higher proportion of these trips than walking as indicated by the TRICS Data.
- 4.13 Given the proximity and number of local services available a short walk east along Mill Lane, and that both Sawston Village College and The Bellbird Primary School (which is also an infant school) are within easy walking distance of the site along with the potential for residents to use public transport, it is considered that the proposed development offers excellent opportunities to encourage travel by sustainable means for trips outside of those to and from work.
- 4.14 As such whilst the local census data is considered to provide a reasonable estimate of the proportion of trips made to and from work by sustainable means, the prediction of total trips to and from the development by sustainable means estimated by TRICS data is likely to be an underestimate given the close proximity of local infant, primary and secondary schools and services, with further detail on sustainable travel provided in Section 5.

- 4.15 Policy TI/3: Parking Provision of the South Cambridgeshire Draft Local Plan which sets out the design approach towards car parking at new developments, sets an indicative car parking standards for residential development of 2 spaces per dwelling (1 to be allocated within the dwelling curtilage) along with a minimum cycle parking provision of 1 space per bedroom (Figure 12), and confirms that residential garages and car ports are required to be a minimum of 3.3m by 6m to count as a parking space along with an additional 1m at the end of 650-750mm at the side if to be used for cycle parking.
- 4.16 A minimum of 2 private/allocated parking spaces are provided at all residential units across the development as shown on the proposed layout, with the exception of the one bedroom flats which will have one space per unit. Cycle parking will be provided in accordance with the standard of 1 space per bedroom.
- 4.17 A tracking plan provided in Appendix 7 shows a 11.5m refuse vehicle entering the site, travelling along the access road, turning in the turning head at the southern end, and exiting the site again. All other vehicles that may require access to the site (such as a fire tender or small delivery vans) are smaller than a refuse vehicle, thus would also be able to turn within the site.

## **5 Sustainable Development**

- 5.1 The National Planning Policy Framework outlines current sustainable transport objectives, and places emphasis upon promoting and increasing the use of sustainable modes of transport including the use of public transport, walking and cycling, whilst reducing the need to travel by private car.
- 5.2 The multi-modal generation of developments can vary significantly depending upon the location of a site in relation to surrounding services/attractions along with the condition of local infrastructure. TRICS data for the multi-modal generation of the proposed development indicates that about a quarter of trips to and from the proposed development are likely to be made by non-car modes, with the majority of these trips expected to be by pedestrians (Table 4.1), with census data also indicating that about a quarter of trips to and from work will be made by sustainable means.
- 5.3 Overall it is considered that the location of the proposed development offers excellent opportunities to encourage the use of sustainable modes of transport over the private car in several ways as detailed below.

### **5.4 Pedestrian and Cycle Infrastructure**

- 5.4.1 The National Planning Policy Framework does not give any specific information in relation to reasonable walking distances, however Point 75 of Planning and Policy Guidance 13: Transport (now superseded by the National Planning Policy Framework) previously stated that:

*“Walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2 kilometres....”*

5.4.2 Given that the National Planning Policy Framework provides no evidence to the contrary, the distance of 2 kilometers is still considered a reasonable walking distance. Applying this 2km distance to the proposed site would mean all of Sawston is considered within walking distance of the site.

5.4.3 As detailed in Section 2, many of the services available in Sawston are much closer to the site than 2 kilometers. Considering a 10 minute walk at an average walking pace of 80 metres per minute (800 metres) the services and facilities available within a 10 minute walk from the site include:

- Budgens Supermarket
- A Post Office
- Sawston Village College
- The Bellbird Primary School
- Butchers, greengrocers and bakeries
- Cambridge Building Society
- A news agents/convenience store
- Four public houses
- Three restaurant & take-aways and a further 4 take-aways
- Several hairdressers and beauty salons
- A hardware store
- A bookmakers
- A dentist
- Sports, recreation and gym facilities
- Several parks/recreation grounds and children's play areas
- Two cash points
- Two churches
- Miscellaneous other shops and services on Morley's Place and the High Street including florists, charity shops, cobblers, dry cleaners and solicitors.

- 5.4.4 The extensive services and facilities available in close proximity to the site detailed above are capable of meeting many of residents' day to day needs without the need for residents to travel outside of Sawston. Given that the pedestrian network throughout the area is of a reasonable standard with footways provided along either side of Mill Lane it is anticipated that many trips to and from the proposed development will be made by pedestrians rather than by private car.
- 5.4.5 As schools are within easy walking distance of the site it is expected that children would walk to school, thus the proposed development will not generate the traffic associated with the school run that developments further from schools do.
- 5.4.6 Whilst no specific cycle infrastructure is provided in the vicinity of the site, traffic calming measures are provided on several roads on the local road network and the High Street is subject to a 20 miles per hour speed limit, thus it is considered that all of Sawston is within safe and easy cycling distance of the site given that a cycling distance of 5km is generally considered acceptable.
- 5.4.7 Given the cycle link north from Sawston to Great Shelford it is considered that Great Shelford is also easily accessible to cyclists, whilst at about 7 miles away keener cyclists may also use cycling as a means of travel to central Cambridge.
- 5.4.8 Overall it is considered that the location of the proposed development offers excellent opportunities for residents to use walking or cycling as a means of access local services and thus reduces reliance upon the private car.

## 5.5 **Public Transport**

- 5.5.1 The closest bus stops are on the High Street and are about a 500 metre walk from the site, which is a six to seven minute walk assuming an average walking pace of 80 metres per minute.

- 5.5.2 This is slightly above the desirable maximum distance of 400 metres, however there are disused bus stops on Mill Lane that are within this distance that may be bought back into service in the future should sufficient demand be present along Mill Lane.
- 5.5.3 The bus stops on High Street are well served by the number 7, 7a and 132 busses, which provide frequent services to and from Cambridge throughout the day with frequency of a bus every 20 minutes throughout the majority of the day on weekdays and Saturdays, with one bus an hour continuing to Saffron Walden. 2 buses per hour are provided throughout the day on Sundays and on public holidays. The 7a service provides an hourly service to Babraham Road Park and Ride site. A copy of the current bus timetables are provided in Appendix 8.
- 5.5.4 Both Hills Road Sixth Form College and Long Road Sixth Form College are easily accessed from Sawston by bus thus providing a suitable means of transport for students who may not drive, whilst Addenbrookes which is a major employer and hospital in Cambridge is also on the route of these busses along with central Cambridge.
- 5.5.5 As such a number of residents at the proposed development who work or study in Cambridge, and particularly those who do not drive, may easily walk to a bus stop and use public transport to access Cambridge.
- 5.5.6 Whittlesford Station offers a primary commuter link to London from South Cambridgeshire and is widely used by people who live in the area but work in London, particularly as fast trains stop at Whittlesford.
- 5.5.7 Any resident at the proposed development who works London could easily combine a five minute car journey or 10 minute cycle ride to Whittlesford Station, which has extensive car parking facilities, with a train journey to London Liverpool Street or Tottenham Hale which are key stations in London.

5.6 As detailed above, the proposed site offers excellent opportunities for the promotion of travel by sustainable means, with many services and facilities located within walking and cycling distance of the site and frequent and accessible public transport services available. A significant proportion of total trips to and from the development would be expected to be by sustainable means, likely exceeding the quarter estimated by TRICS data in Table 4.1, with the proportion of trips made to and from work by sustainable means likely to be similar to the quarter or so indicated by local census data.

## 6 Conclusion

- 6.1 The proposal involves the development of 40 dwellings on land off Mill Lane, Sawston, with a copy of the proposed layout provided in Appendix 2.
- 6.2 The proposed development will be accessed from Mill Lane using a 5.5 metre wide access road with 1.8 metre footways on each side and 6 metre radii.
- 6.3 The vehicular generation of the proposed development is anticipated to be low, and even at peak times it is predicted that the proposed development will only generate about 1 vehicular trip every four minutes in the busiest direction. This will not have any significant impact upon the existing road network.
- 6.4 The site is well connected to the local pedestrian network, and frequent local bus and train services are available. Primary and Secondary Schools and a large number of shops, services and facilities are within easy walking distance of the site, and it is considered that the proposed development offers excellent opportunities to encourage the use of travel by sustainable means and to reduce reliance upon the private car in line with current government objectives.
- 6.5 Car and cycle parking at the development is in accordance with relevant local standards.
- 6.6 The site layout has been designed to accommodate all necessary vehicles, such as refuse trucks, as demonstrated by the tracking provided in Appendix 7.
- 6.7 Paragraph 32 of the National Planning Policy Framework states:

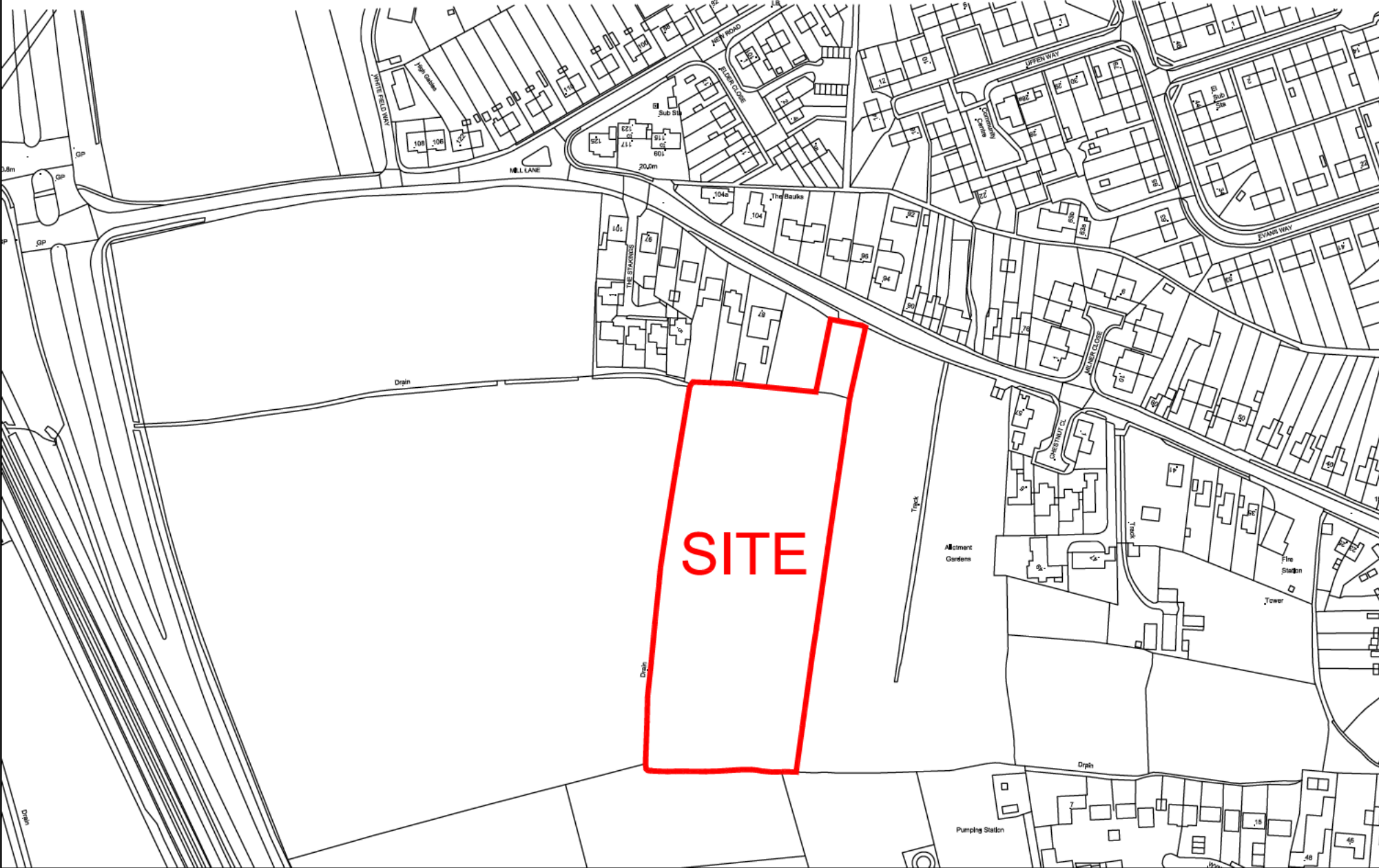
**“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.**

The proposed development will have no significant transport related impact, and clearly not a severe impact, and there are no transport related grounds on which to object to the proposed residential development of 40 dwellings on land off Mill Road, Sawston.

**APPENDIX 1**

**SITE LOCATION PLAN**

# SITE LOCATION PLAN, SCALE 1:2500



**APPENDIX 2**

**PROPOSED SITE LAYOUT**



Drain



- KEY:**
- 1-2 BED FLATS (6 Units)
  - TYPE A - 2 BED TERRACED HOUSE (AFFORDABLE)
  - TYPE B - 3 BED SEMI-DETACHED HOUSE (AFFORDABLE)
  - TYPE C - 2 BED SEMI-DETACHED HOUSE
  - TYPE D - 3 BED DETACHED HOUSE
  - TYPE E - 4 BED DETACHED HOUSE
  - TYPE F - 5 BED DETACHED HOUSE
  - AFFORDABLE HOUSES
  - FLAT/APARTMENTS AMENITY AREA
  - FENCE 1.80m Height

Allotment Gardens

EXISTING LARGE HEDGE

EXISTING LARGE HEDGE

Drain

PRIVATE

PRIVATE

BUFFER/LANDSCAPE ENHANCEMENT

Drain

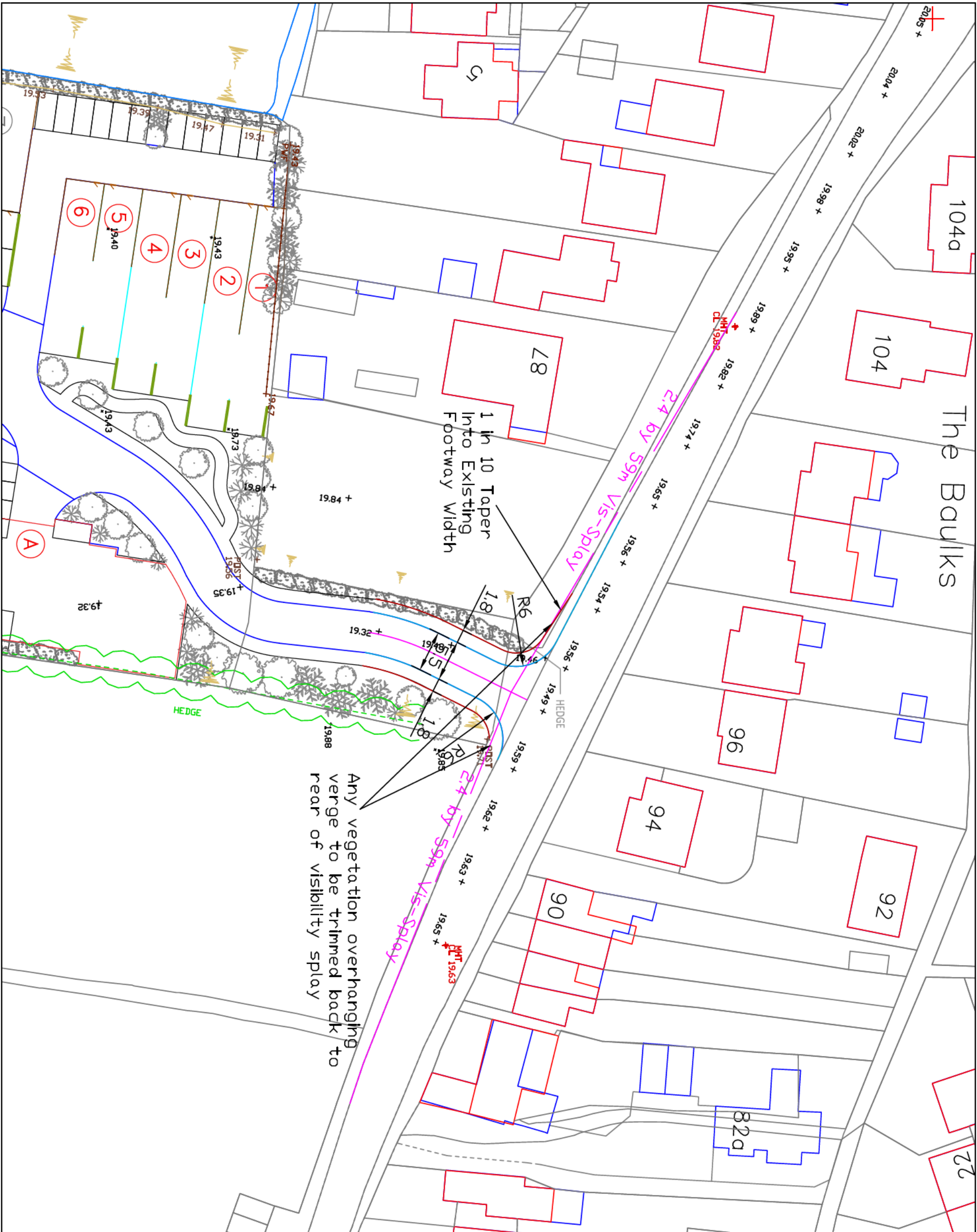
Pumping Station



No.	Date	CLIENT
PROJECT Redevelopment of land off Mill Lane Sawston		
TITLE INDICATIVE SITE PLAN		
DRAWING STATUS PLANNING		
DRAWN	CS	CHECKED
SCALE 1:500@A1		
DATE SEPTEMBER 2017		
4 BELMONT PLACE CAMBRIDGE CB1 1AR		
T: 01223 361803 W: www.piparchitecture.co.uk E: info@piparchitecture.co.uk		
JOB NO.	DRAWING NUMBER	REV
461	PL-1-01	

**APPENDIX 3**

**PROPOSED SITE ACCESS LAYOUT**



Any vegetation overhanging to verge to be trimmed back to rear of visibility splay

1 in 10 Taper Into Existing Footway Width



**MTC**  
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Email: [info@mtc-engineering.co.uk](mailto:info@mtc-engineering.co.uk)

TITLE  
**MILL LANE, SAWSTON  
PROPOSED SITE ACCESS**

ORIG M.B DATE 15-02-13

CHD SCALE 1:500

APR DRAWING NO 1224-02 REV A

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REV	DATE	DESCRIPTION/REASON FOR ISSUE	BY
A	B-1-17	NOTE UPDATED	

**APPENDIX 4**

**HIGHWAY BOUNDARY PLAN**

My ref: G520/SAWSTON

Your ref: [REDACTED]

Date: 12 February 2013

Contact: [REDACTED]

Direct dial: [REDACTED]

E Mail: searches@cambridgeshire.gov.uk



Cambridgeshire  
County Council

Economy Transport and Environment  
Executive Director, Alex Plant

Searches Department  
Box No. CC1305  
Castle Court  
Castle Hill  
Cambridge  
CB3 0AP

Michael Thomas Consultancy LLP  
5 Kings Court  
Willie Snaith Road  
Newmarket  
Suffolk  
CB8 7SG

Dear Sirs

**Highway Boundary, Mill Street, Sawston.**

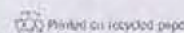
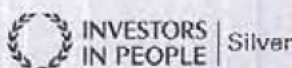
Thank you for your e mailed letter dated 11 February.

I enclose a copy of your plan sent for ease of reference, together with a plan taken from our records showing coloured in green, the extent of public highway, as requested.

The charge for providing this information is £27.90, made payable to Cambridgeshire County Council.

Yours faithfully

[REDACTED]  
J Clifford  
Searches Technical Officer





**APPENDIX 5**

**MULTI-MODAL TRICS DATA**

Calculation Reference: AUDIT-735001-171108-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 17 to 82 (units: )  
 Range Selected by User: 4 to 100 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday	3 days
Thursday	2 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 6 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,001 to 5,000 1 days  
5,001 to 10,000 5 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000 5 days  
50,001 to 75,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0 3 days  
1.1 to 1.5 3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes 1 days  
No 5 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 6 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AN-03-A-07 CASTLE WAY	SEMI DETACHED/TERRACED HOUSING	ANTRIM
	ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 <i>Survey date: TUESDAY 20/12/11</i>		
2	CB-03-A-04 MOORCLOSE ROAD SALTERBACK WORKINGTON	SEMI DETACHED	CUMBRIA
	Edge of Town No Sub Category Total Number of dwellings: 82 <i>Survey date: FRIDAY 24/04/09</i>		
3	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 29/11/16</i>		
4	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		
5	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
6	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY	BUNGALOWS	WARWICKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	50	0.108	4.310	6	50	0.316	12.660	6	50	0.424	16.970
08:00 - 09:00	6	50	0.185	7.407	6	50	0.360	14.411	6	50	0.545	21.818
09:00 - 10:00	6	50	0.131	5.253	6	50	0.165	6.599	6	50	0.296	11.852
10:00 - 11:00	6	50	0.162	6.465	6	50	0.162	6.465	6	50	0.324	12.930
11:00 - 12:00	6	50	0.215	8.620	6	50	0.232	9.293	6	50	0.447	17.913
12:00 - 13:00	6	50	0.165	6.599	6	50	0.185	7.407	6	50	0.350	14.006
13:00 - 14:00	6	50	0.168	6.734	6	50	0.175	7.003	6	50	0.343	13.737
14:00 - 15:00	6	50	0.215	8.620	6	50	0.192	7.677	6	50	0.407	16.297
15:00 - 16:00	6	50	0.212	8.485	6	50	0.155	6.195	6	50	0.367	14.680
16:00 - 17:00	6	50	0.303	12.121	6	50	0.226	9.024	6	50	0.529	21.145
17:00 - 18:00	6	50	0.310	12.391	6	50	0.162	6.465	6	50	0.472	18.856
18:00 - 19:00	6	50	0.310	12.391	6	50	0.158	6.330	6	50	0.468	18.721
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			2.484	99.396			2.488	99.529			4.972	198.925

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	17 - 82 (units: )
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	50	0.000	0.000	6	50	0.007	0.269	6	50	0.007	0.269
08:00 - 09:00	6	50	0.000	0.000	6	50	0.003	0.135	6	50	0.003	0.135
09:00 - 10:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
10:00 - 11:00	6	50	0.003	0.135	6	50	0.017	0.673	6	50	0.020	0.808
11:00 - 12:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
12:00 - 13:00	6	50	0.003	0.135	6	50	0.007	0.269	6	50	0.010	0.404
13:00 - 14:00	6	50	0.007	0.269	6	50	0.000	0.000	6	50	0.007	0.269
14:00 - 15:00	6	50	0.003	0.135	6	50	0.003	0.135	6	50	0.006	0.270
15:00 - 16:00	6	50	0.007	0.269	6	50	0.000	0.000	6	50	0.007	0.269
16:00 - 17:00	6	50	0.007	0.269	6	50	0.003	0.135	6	50	0.010	0.404
17:00 - 18:00	6	50	0.000	0.000	6	50	0.003	0.135	6	50	0.003	0.135
18:00 - 19:00	6	50	0.003	0.135	6	50	0.000	0.000	6	50	0.003	0.135
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.033	1.347			0.043	1.751			0.076	3.098

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	17 - 82 (units: )
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	50	0.003	0.135	6	50	0.057	2.290	6	50	0.060	2.425
08:00 - 09:00	6	50	0.054	2.155	6	50	0.178	7.138	6	50	0.232	9.293
09:00 - 10:00	6	50	0.040	1.616	6	50	0.071	2.828	6	50	0.111	4.444
10:00 - 11:00	6	50	0.030	1.212	6	50	0.024	0.943	6	50	0.054	2.155
11:00 - 12:00	6	50	0.037	1.481	6	50	0.037	1.481	6	50	0.074	2.962
12:00 - 13:00	6	50	0.044	1.751	6	50	0.047	1.886	6	50	0.091	3.637
13:00 - 14:00	6	50	0.044	1.751	6	50	0.057	2.290	6	50	0.101	4.041
14:00 - 15:00	6	50	0.030	1.212	6	50	0.030	1.212	6	50	0.060	2.424
15:00 - 16:00	6	50	0.175	7.003	6	50	0.067	2.694	6	50	0.242	9.697
16:00 - 17:00	6	50	0.104	4.175	6	50	0.044	1.751	6	50	0.148	5.926
17:00 - 18:00	6	50	0.074	2.963	6	50	0.030	1.212	6	50	0.104	4.175
18:00 - 19:00	6	50	0.067	2.694	6	50	0.051	2.020	6	50	0.118	4.714
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.702	28.148			0.693	27.745			1.395	55.893

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	17 - 82 (units: )
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	50	0.000	0.000	6	50	0.020	0.808	6	50	0.020	0.808
08:00 - 09:00	6	50	0.007	0.269	6	50	0.007	0.269	6	50	0.014	0.538
09:00 - 10:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
10:00 - 11:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
11:00 - 12:00	6	50	0.003	0.135	6	50	0.000	0.000	6	50	0.003	0.135
12:00 - 13:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
13:00 - 14:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
14:00 - 15:00	6	50	0.000	0.000	6	50	0.003	0.135	6	50	0.003	0.135
15:00 - 16:00	6	50	0.000	0.000	6	50	0.000	0.000	6	50	0.000	0.000
16:00 - 17:00	6	50	0.003	0.135	6	50	0.003	0.135	6	50	0.006	0.270
17:00 - 18:00	6	50	0.003	0.135	6	50	0.003	0.135	6	50	0.006	0.270
18:00 - 19:00	6	50	0.013	0.539	6	50	0.003	0.135	6	50	0.016	0.674
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			0.029	1.213			0.039	1.617			0.068	2.830

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	17 - 82 (units: )
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	50	0.131	5.253	6	50	0.481	19.259	6	50	0.612	24.512
08:00 - 09:00	6	50	0.310	12.391	6	50	0.815	32.593	6	50	1.125	44.984
09:00 - 10:00	6	50	0.192	7.677	6	50	0.296	11.852	6	50	0.488	19.529
10:00 - 11:00	6	50	0.229	9.158	6	50	0.256	10.236	6	50	0.485	19.394
11:00 - 12:00	6	50	0.364	14.545	6	50	0.347	13.872	6	50	0.711	28.417
12:00 - 13:00	6	50	0.273	10.909	6	50	0.313	12.525	6	50	0.586	23.434
13:00 - 14:00	6	50	0.296	11.852	6	50	0.310	12.391	6	50	0.606	24.243
14:00 - 15:00	6	50	0.320	12.795	6	50	0.290	11.582	6	50	0.610	24.377
15:00 - 16:00	6	50	0.519	20.741	6	50	0.286	11.448	6	50	0.805	32.189
16:00 - 17:00	6	50	0.576	23.030	6	50	0.380	15.219	6	50	0.956	38.249
17:00 - 18:00	6	50	0.529	21.145	6	50	0.263	10.505	6	50	0.792	31.650
18:00 - 19:00	6	50	0.525	21.010	6	50	0.259	10.370	6	50	0.784	31.380
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			4.264	170.506			4.296	171.852			8.560	342.358

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	17 - 82 (units: )
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

**APPENDIX 6**

**2011 CENSUS TRAVEL TO WORK DATA**

## Neighbourhood Statistics



Original URL: <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=13691105&c=CB22+3HY&d=14&e=61&f=32084&g=6406770&i=1001x1003x1032x1004x1005&l=2567&o=362&m=0&r=0&s=1442313688167&enc=1>

## Method of Travel to Work, 2011 (QS701EW)

Period: Mar11

## Area: Sawston (Ward)

Variable	Measure	Sawston	South Cambridgeshire (Non-Metropolitan District)	East of England	England
All Usual Residents Aged 16 to 74 (Persons) <sup>1</sup>	Count	5,276	107,779	4,245,544	38,881,374
Work Mainly at or From Home (Persons) <sup>1</sup>	Count	194	6,172	161,428	1,349,568
Underground, Metro, Light Rail, Tram (Persons) <sup>1</sup>	Count	3	129	33,110	1,027,625
Train (Persons) <sup>1</sup>	Count	67	2,894	205,077	1,343,684
Bus, Minibus or Coach (Persons) <sup>1</sup>	Count	238	3,454	106,303	1,886,539
Taxi (Persons) <sup>1</sup>	Count	4	132	13,227	131,465
Motorcycle, Scooter or Moped (Persons) <sup>1</sup>	Count	54	787	22,475	206,550
Driving a Car or Van (Persons) <sup>1</sup>	Count	2,478	50,598	1,757,121	14,345,882
Passenger in a Car or Van (Persons) <sup>1</sup>	Count	168	3,114	143,749	1,264,553
Bicycle (Persons) <sup>1</sup>	Count	327	6,211	100,651	742,675
On Foot (Persons) <sup>1</sup>	Count	307	5,247	288,663	2,701,453
Other Method of Travel to Work (Persons) <sup>1</sup>	Count	17	401	17,708	162,727
Not in Employment (Persons) <sup>1</sup>	Count	1,419	28,640	1,396,032	13,718,653

Last Updated: 30 January 2013  
Source: Office for National Statistics

## Notes

<sup>1</sup> National Statistics

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**APPENDIX 7**

**REFUSE VEHICLE TRACKING**



**APPENDIX 8**

**BUS TIMETABLES**



The information on this timetable is expected to be valid until at least 29th November 2017. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Cambridge, adj Babraham Road Park-and-Ride	—	0900	1015	1130	1330	1445	1600	1715	1830	
Sawston, opp Chapelfield Way	—	0915	1030	1145	1345	1500	1615	1730	1845	
Sawston, nr Park Road	—	0917	1032	1147	1347	1502	1617	1732	1847	
Pampisford, opp South Terrace	—	0918	1033	1148	1348	1503	1618	1733	1848	
Hinxton, opp Church Green	0808	0923	1038	1153	1353	1508	1623	1738	1853	
Heathfield, opp Garage	0815	0930	1045	1200	1400	1515	1630	1745	1900	
Whittlesford, nr Hill Farm	0818	0933	1048	1203	1403	1518	1633	1748	1903	
Whittlesford, nr Mill Lane	0821	0936	1051	1206	1406	1521	1636	1751	1906	
Whittlesford, opp Red Lion Hotel	0825	0940	1055	1210	1410	1525	1640	1755	1914	
Pampisford, nr South Terrace	0829	0944	1059	1214	1414	1529	1644	1759	—	
Sawston, opp Park Road	0830	0945	1100	1215	1415	1530	1645	1800	—	
Sawston, nr Chapelfield Way	0833	0948	1103	1218	1418	1533	1648	1803	—	
Cambridge, adj Babraham Road Park-and-Ride	0848	1003	1118	1233	1433	1548	1703	1818	—	

### Saturdays

Cambridge, adj Babraham Road Park-and-Ride	—	1015	1130	1330	1445					
Sawston, opp Chapelfield Way	—	1030	1145	1345	1500					
Sawston, nr Park Road	—	1032	1147	1347	1502					
Pampisford, opp South Terrace	—	1033	1148	1348	1503					
Hinxton, opp Church Green	0923	1038	1153	1353	1508					
Heathfield, opp Garage	0930	1045	1200	1400	1515					
Whittlesford, nr Hill Farm	0933	1048	1203	1403	1518					
Whittlesford, nr Mill Lane	0936	1051	1206	1406	1521					
Whittlesford, opp Red Lion Hotel	0940	1055	1210	1410	1525					
Pampisford, nr South Terrace	0944	1059	1214	1414	—					
Sawston, opp Park Road	0945	1100	1215	1415	—					
Sawston, nr Chapelfield Way	0948	1103	1218	1418	—					
Cambridge, adj Babraham Road Park-and-Ride	1003	1118	1233	1433	—					

### Sundays

no service

**7A****Babraham Road Park & Ride - Hinxton - Babraham Road Park & Ride**

A2B Bus &amp; Coach (Royston)

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
CMBDADPA	Cambridge, adj Babraham Road Park-and-Ride	Babraham Road	0500CCITY030
CMBGMDTM	Shelford Bottom, opp Cottages	Babraham Road	0500SGRED027
CMBGJGWM	Great Shelford, nr Fox Hill	Hinton Way	0500SGRED024
CMBGATDP	Great Shelford, o/s 148 Hinton Way	Hinton Way	0500SSTAP002
CMBGATDT	Great Shelford, opp Coppice Avenue	Hinton Way	0500SSTAP003
CMBDWMJT	Great Shelford, opp Orchard Road	Hinton Way	0500SGRED021
CMBDWMJT	Great Shelford, o/s The Limes	Mingle Lane	0500SGRED009
CMBGATGP	Stapleford, o/s St Andrew's Church	Mingle Lane	0500SSTAP009
CMBGATGM	Stapleford, opp Bar Lane	Gog Magog Way	0500SSTAP008
CMBGATGT	Stapleford, opp Recreation Ground	Gog Magog Way	0500SSTAP010
CMBGATGD	Stapleford, o/s 24 Haverhill Road	Haverhill Road	0500SSTAP006
CMBGATDW	Stapleford, nr Poplar Way	Bury Road	0500SSTAP004
CMBGAPJT	Sawston, nr Babraham Road	Cambridge Road	0500SSAWS003
CMBGAPTP	Sawston, opp Churchfield Avenue	Babraham Road	0500SSAWS017
CMBGAPJW	Sawston, opp Chapelfield Way	Link Road	0500SSAWS004
CMBGAPWG	Sawston, nr Church Lane	High Street	0500SSAWS021
CMBGAPMT	Sawston, nr Tannery Road	High Street	0500SSAWS010
CMBGAPMG	Sawston, nr Park Road	London Road	0500SSAWS007
CMBGAPAP	Pampisford, opp South Terrace	London Road	0500SPAMP003
CMBGAPDG	Pampisford, opp Sawston Bypass	London Road	0500SPAMP007
CMBDWTMP	Hinxton, opp New Road	High Street	0500SHINX004
CMBDWTMT	Hinxton, opp Church Green	High Street	0500SHINX005
CMBDWTMJ	Hinxton, o/s 23 North End Road	North End Road	0500SHINX003
CMBGAWMA	Heathfield, opp Garage	Woburn Place	0500SHRI001
CMBGJMAT	Whittleford, nr Hill Farm	Hill Farm Road	0500SWHIT016
CMBGDAWT	Whittleford, opp Wren Park	West End	0500SWHIT010
CMBGDAWM	Whittleford, opp Ascham Lane	West End	0500SWHIT008
CMBGDATW	Whittleford, nr Scotts Gardens	High Street	0500SWHIT003
CMBGDGAD	Whittleford, nr Old School Lane	High Street	0500SWHIT011
CMBGDGAP	Whittleford, nr Mill Lane	Duxford Road	0500SWHIT015
CMBGDATM	Whittleford, nr Millfield Farm	Duxford Road	0500SWHIT001
CMBGDATP	Whittleford, nr Station Road West	Duxford Road	0500SWHIT002
CMBGMGDJ	Whittleford, opp Red Lion Hotel	Station Road East	0500SWHIT020
CMBGAPDP	Pampisford, nr Sawston Bypass	London Road	0500SPAMP010
CMBGAPAM	Pampisford, nr South Terrace	London Road	0500SPAMP002
CMBGAPWM	Sawston, opp Park Road	London Road	0500SSAWS023
CMBGAPMW	Sawston, opp Tannery Road	High Street	0500SSAWS011
CMBGAPTA	Sawston, opp Church Lane	High Street	0500SSAWS012
CMBGAPMA	Sawston, nr Chapelfield Way	Link Road	0500SSAWS005
CMBGAPTJ	Sawston, opp Holme Way	Churchfield Avenue	0500SSAWS015
CMBGAPTM	Sawston, opp Queensway	Churchfield Avenue	0500SSAWS016
CMBGAPJM	Sawston, opp Babraham Road	Cambridge Road	0500SSAWS001
CMBGATGA	Stapleford, opp Poplar Way	Bury Road	0500SSTAP005
CMBGDWDW	Stapleford, opp 24 Haverhill Road	Haverhill Road	0500SSTAP018
CMBGATGW	Stapleford, nr Recreation Ground	Gog Magog Way	0500SSTAP011
CMBGATJA	Stapleford, nr Bar Lane	Gog Magog Way	0500SSTAP012
CMBGATJM	Stapleford, opp St Andrew's Church	Mingle Lane	0500SSTAP015
CMBGJGWT	Great Shelford, opp The Limes	Mingle Lane	0500SGRED025
CMBDWMTG	Great Shelford, nr Chaston Road	Hinton Way	0500SGRED020
CMBDWMTM	Great Shelford, nr Orchard Road	Hinton Way	0500SGRED022
CMBDWMTP	Great Shelford, nr Coppice Avenue	Hinton Way	0500SGRED023
CMBDWPW	Great Shelford, opp Fox Hill	Hinton Way	0500SGRED017
CMBGMDTJ	Shelford Bottom, nr Cottages	Babraham Road	0500SGRED026



The information on this timetable is expected to be valid until at least 29th November 2017. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Notes																	
	1	2	3	3	2	3	2	3	2	3	2	3	2	3	2	3		
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO			
Saffron Walden, Station Street (N-bound)	—	—	0616	—	—	—	—	—	—	—	—	—	—	—	—	—		
Great Chesterford, opp St. John's Cross	—	—	0630	—	—	—	—	—	—	—	—	—	—	—	0826	0826		
Heathfield, opp Garage	—	—	—	—	—	—	0726	0726	—	—	—	—	—	—	—	—		
Whittlesford, nr Hill Farm	—	—	—	—	—	—	0731	0731	—	—	—	—	—	—	—	—		
Pampisford, opp High Street	—	—	—	—	0722	0722	—	—	—	—	—	—	—	—	—	0922	0922	
Sawston, opp Park Road	0614	0634	0654	—	0724	0724	0744	0744	0804	0804	0824	0824	0844	0844	0904	0904	0924	0924
Great Shelford, opp Maris Green	0628	0648	0708	—	0738	0738	0758	0758	0818	0818	0838	0838	0858	0858	0918	0918	0938	0938
Addenbrooke's, Hospital Bus Station (Bay A)	0642	0702	0722	—	0757	0757	0817	0817	0837	0837	0857	0857	0917	0917	0937	0937	0957	0957
Cambridge, Railway Station (Stop 6)	0652	0712	0732	—	0807	0807	0827	0827	0847	0847	0907	0907	0927	0927	0947	0947	1007	1007
Cambridge, Emmanuel Street (Stop E1)	0702	0722	0742	—	0817	0817	0837	0837	0857	0857	0917	0917	0937	0937	0957	0957	1017	1017
Trumpington, nr Porson Road	—	—	—	0744	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stapleford, nr Church Street	—	—	—	0757	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawston, in Sawston Village College grounds	—	—	—	0803	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### Mondays to Fridays

Service Restrictions	Notes																			
	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3					
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Saffron Walden, Station Street (N-bound)	—	—	0926	0926	—	—	—	—	1026	1026	—	—	—	—	1116	—	—	1216	—	—
Great Chesterford, opp St. John's Cross	—	—	0940	0940	—	—	—	—	1040	1040	—	—	—	—	1130	—	—	1230	—	—
Pampisford, opp High Street	—	—	—	—	1022	1022	—	—	—	—	—	—	—	—	1112	—	—	1212	—	—
Sawston, opp Park Road	0944	0944	1004	1004	1024	1024	1044	1044	1104	1104	1114	1134	1154	1214	1234	1254	1314	1334	1334	1334
Great Shelford, opp Maris Green	0958	0958	1018	1018	1038	1038	1058	1058	1118	1118	1128	1148	1208	1228	1248	1308	1328	1348	1348	1348
Addenbrooke's, Hospital Bus Station (Bay A)	1012	1012	1032	1032	1052	1052	1112	1112	1132	1132	1142	1202	1222	1242	1302	1322	1342	1402	1402	1402
Cambridge, Railway Station (Stop 6)	1022	1022	1042	1042	1102	1102	1122	1122	1142	1142	1152	1212	1232	1252	1312	1332	1352	1412	1412	1412
Cambridge, Emmanuel Street (Stop E1)	1032	1032	1052	1052	1112	1112	1132	1132	1152	1152	1202	1222	1242	1302	1322	1342	1402	1422	1422	1422

### Mondays to Fridays

Service Restrictions	Notes																			
	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2					
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Saffron Walden, Station Street (N-bound)	1316	—	—	1416	—	—	—	—	1516	1516	—	—	—	—	—	1646	1646	—	—	1736
Great Chesterford, opp St. John's Cross	1330	—	—	1430	—	—	—	—	1530	1530	—	—	—	—	—	1700	1700	—	—	1750
Pampisford, opp High Street	—	1412	—	—	1512	—	—	—	—	—	1622	1622	—	—	—	—	—	—	—	—
Sawston, opp Park Road	1354	1414	1434	1454	1514	1534	1554	1554	1624	1624	1654	1654	1724	1724	1754	1754	1814	1814	1814	1814
Great Shelford, opp Maris Green	1408	1428	1448	1508	1528	1548	1548	1608	1608	1638	1638	1708	1708	1738	1738	1808	1808	1828	1828	1828
Addenbrooke's, Hospital Bus Station (Bay A)	1422	1442	1502	1522	1542	1606	1606	1626	1626	1656	1656	1726	1726	1756	1756	1826	1826	1842	1842	1842
Cambridge, Railway Station (Stop 6)	1432	1452	1512	1532	1552	1616	1616	1636	1636	1706	1706	1736	1736	1806	1806	1836	1836	1852	1852	1852
Cambridge, Emmanuel Street (Stop E1)	1442	1502	1522	1542	1602	1626	1626	1646	1646	1716	1716	1746	1746	1816	1816	1846	1846	1902	1902	1902

### Mondays to Fridays

Service Restrictions	Notes																			
	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2					
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Saffron Walden, Station Street (N-bound)	—	1836	—	1936	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Great Chesterford, opp St. John's Cross	—	1850	—	1950	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawston, opp Park Road	1844	1914	1944	2014	2114	2214	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314
Great Shelford, opp Maris Green	1858	1928	1958	2028	2128	2228	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328
Addenbrooke's, Hospital Bus Station (Bay A)	1912	1942	2012	2042	2142	2242	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342
Cambridge, Railway Station (Stop 6)	1922	1952	2022	2052	2152	2252	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352
Cambridge, Emmanuel Street (Stop E1)	1932	2002	2032	2102	2202	2302	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002

### Saturdays

Service Restrictions	Notes																			
	16	30	16	1554	1614	1644	1714	1744	1814											
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Saffron Walden, Station Street (N-bound)	—	—	0616	—	—	0716	—	—	—	—	16	—	—	1516	—	—	1636	—	—	1736
Great Chesterford, opp St. John's Cross	—	—	0630	—	—	0730	—	—	—	—	30	—	—	1530	—	—	1650	—	—	1750
Heathfield, opp Garage	—	—	—	—	0716	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whittlesford, nr Hill Farm	—	—	—	—	0721	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pampisford, opp High Street	—	—	—	—	0712	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawston, opp Park Road	0614	0634	0654	0714	0734	0754	0814	0814	0814	0814	12	—	—	12	—	—	1612	—	—	1814
Great Shelford, opp Maris Green	0628	0648	0708	0728	0748	0808	0828	0828	0828	0828	28	48	08	1608	1628	1658	1728	1758	1828	1828
Addenbrooke's, Hospital Bus Station (Bay A)	0642	0702	0722	0742	0802	0822	0842	0842	0842	0842	42	02	22	1622	1642	1712	1742	1812	1842	1842
Cambridge, Railway Station (Stop 6)	0652	0712	0732	0752	0812	0832	0852	0852	0852	0852	52	12	32	1632	1652	1722	1752	1822	1852	1852
Cambridge, Emmanuel Street (Stop E1)	0702	0722	0742	0802	0822	0842	0902	0902	0902	0902	02	22	42	1642	1702	1732	1802	1832	1902	1902

### Saturdays

Service Restrictions	Notes																			
	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2					
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Saffron Walden, Station Street (N-bound)	—	1836	—	1936	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Great Chesterford, opp St. John's Cross	—	1850	—	1950	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sawston, opp Park Road	1844	1914	1944	2014	2114	2214	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314	2314
Great Shelford, opp Maris Green	1858	1928	1958	2028	2128	2228	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328	2328
Addenbrooke's, Hospital Bus Station (Bay A)	1912	1942	2012	2042	2142	2242	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342	2342
Cambridge, Railway Station (Stop 6)	1922	1952	2022	2052	2152	2252	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352
Cambridge, Emmanuel Street (Stop E1)	1932	2002	2032	2102	2202	2302	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002

### Sundays

Service Restrictions	Notes																			
	01	31	1731	1801																
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO					
Sawston, opp Park Road	0901	then at	01	31	1731	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801	1801
Great Shelford, opp Maris Green	0913	these	13	43	1743	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813	1813
Addenbrooke's, Hospital Bus Station (Bay A)	0925	mins past	25	55	1755	1825	1825	1825	1825											



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Notes													
	3	2	3	2	3	2	3	2	3	2	2	3		
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO
Cambridge, Emmanuel Street (Stop E1)	0655	0715	0735	0735	0755	0755	0815	0815	0835	0835	0855	0855	0915	0935
Cambridge, Railway Station (Stop 3)	0705	0725	0725	0745	0745	0805	0805	0825	0825	0845	0845	0905	0905	0925
Sawston, opp Chapelfield Way	0736	0801	0801	0821	0821	0841	0841	0901	0901	0921	0921	0941	0941	0956
Sawston, nr Park Road	0739	0804	0804	0824	0824	0844	0844	0904	0904	0924	0924	0944	0944	0959
Little Chesterford, Park Road Turn (S-bound)	0800				0905	0905					1005	1005		1100
Littlebury, Littlebury Turn (SE-bound)	0803				0908	0908					1008	1008		1103
Saffron Walden, High Street (S-bound)	0807				0912	0912					1012	1012		1107
Saffron Walden, Station Street (N-bound)	0814				0919	0919					1019	1019		1114
Pampisford, opp High Street		0806	0806				0906	0906					1001	

### Mondays to Fridays

Service Restrictions	Notes													
	1	2	3	2	3	2	3	2	3	2	3	2	3	2
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO
Cambridge, Emmanuel Street (Stop E1)	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1455
Cambridge, Railway Station (Stop 3)	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	1505	1505
Sawston, opp Chapelfield Way	1136	1156	1216	1236	1256	1316	1336	1356	1416	1436	1456	1516	1546	1546
Sawston, nr Park Road	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	1459	1519	1549	1549
Little Chesterford, Park Road Turn (S-bound)	1200			1300			1400			1500			1610	1610
Littlebury, Littlebury Turn (SE-bound)	1203			1303			1403			1503			1613	1613
Saffron Walden, High Street (S-bound)	1207			1307			1407			1507			1617	1617
Saffron Walden, Station Street (N-bound)	1214			1314			1414			1514			1624	1624
Pampisford, opp High Street		1201			1301			1401			1501			1611
Sawston, in Sawston Village College grounds													1515	
Trumpington, opp Anstey Way													1529	
Trumpington, opp Porson Road													1534	

### Mondays to Fridays

Service Restrictions	Notes													
	3	2	3	2	3	3	2	2	3	3	2			
Notes	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO	SchO
Cambridge, Emmanuel Street (Stop E1)	1535	1555	1555	1615	1615	1635	1655	1655	1655	1715	1715	1745	1815	1845
Cambridge, Railway Station (Stop 3)	1545	1605	1605	1625	1625	1645	1645	1705	1705	1725	1725	1755	1825	1855
Sawston, opp Chapelfield Way	1626	1646	1646	1706	1706	1726	1726	1746	1746	1806	1806	1826	1856	1926
Sawston, nr Park Road	1629	1649	1649	1709	1709	1729	1729	1749	1749	1809	1809	1829	1859	1929
Little Chesterford, Park Road Turn (S-bound)		1710	1710				1810	1810				1920		
Littlebury, Littlebury Turn (SE-bound)		1713	1713				1813	1813				1923		
Saffron Walden, High Street (S-bound)		1717	1717				1817	1817				1927		
Saffron Walden, Station Street (N-bound)		1724	1724				1824	1824				1934		
Whittlesford, opp Hill Farm						1742	1742							
Heathfield, opp Garage						1747	1747							
Pampisford, opp High Street				1711	1711				1811	1811				

### Mondays to Fridays

Notes	*
Cambridge, Emmanuel Street (Stop E1)	2325
Cambridge, Railway Station (Stop 3)	2332
Sawston, opp Chapelfield Way	0002
Sawston, nr Park Road	0005

### Saturdays

Cambridge, Emmanuel Street (Stop E1)	0655	0715			15	35	55		1555	1615	1635	1655	1715	1745	1815	1845	1925
Cambridge, Railway Station (Stop 3)	0705	0725			25	45	05		1605	1625	1645	1705	1725	1755	1825	1855	1932
Sawston, opp Chapelfield Way	0736	0756			56	16	36		1636	1656	1716	1736	1756	1826	1856	1926	2002
Sawston, nr Park Road	0739	0759			59	19	39		1639	1659	1719	1739	1759	1829	1859	1929	2005
Little Chesterford, Park Road Turn (S-bound)	0800			then at these mins			00		1700			1800			1920		
Littlebury, Littlebury Turn (SE-bound)	0803			past each hour			03	until	1703			1803			1923		
Saffron Walden, High Street (S-bound)	0807						07		1707			1807			1927		
Saffron Walden, Station Street (N-bound)	0814						14		1714			1814			1934		
Whittlesford, opp Hill Farm											1732						
Heathfield, opp Garage											1737						
Pampisford, opp High Street		0801			01					1701			1801				

### Saturdays

Notes	*			
Cambridge, Emmanuel Street (Stop E1)	2025	2125	2225	2325
Cambridge, Railway Station (Stop 3)	2032	2132	2232	2332
Sawston, opp Chapelfield Way	2102	2202	2302	0002
Sawston, nr Park Road	2105	2205	2305	0005

### Sundays

Cambridge, Emmanuel Street (Stop E1)	0950	1020	then at	20	50		1750	1820
Cambridge, Railway Station (Stop 3)	1000	1030	these mins	30	00	until	1800	1830
Sawston, opp Chapelfield Way	1026	1056	past each	56	26		1826	1856
Sawston, nr Park Road	1029	1059	hour	59	29		1829	1859

Service Restrictions: 1 - not 20.12.17 to 22.12.17, 12.2.18 to 16.2.

2 - from 6.11.17

3 - to 3.11.17

Notes: SchO - Runs Mon-Fri when schools are open

\* - Part or all of this journey operates in the morning of the following day



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**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
esxdmamd	Saffron Walden, Station Street (N-bound)	Station St (B184)	1500SWSTNST
esxdmatj	Saffron Walden, High Street (N-bound)	High St (B184)	1500IM154
esxadtaw	Saffron Walden, o/s Post Office	High St (B184)	1500IM2746
esxdapta	Littlebury, Littlebury Turn (NW-bound)	Windmill Road (B184)	1500AA54
esxgmtmj	Little Chesterford, Park Road Turn (N-bound)	Walden Road (B184)	1500CHESTERF
esxgpgjt	Great Chesterford, opp St. John's Cross	South St (B1383)	1500IM1958AA
esxdaptj	Great Chesterford, Station Turn (W-bound)	Ickleton Road (B1052)	1500IM1744
CMBGADMG	Ickleton, opp Church Street	Frogge Street	0500SICKL002
CMBGADMJ	Ickleton, nr Coploe Road	Abbey Street	0500SICKL003
CMBDWDGW	Duxford, opp Highfield Close	Ickleton Road	0500SDUXF001
CMBDWDMA	Duxford, opp Ickleton Road	St Peter's Street	0500SDUXF009
CMBDWDJD	Duxford, nr Petersfield Road	St Peter's Street	0500SDUXF003
CMBDWDJM	Duxford, nr St John's Street	Moorfield Road	0500SDUXF005
CMBDWDJG	Duxford, nr The Firs	Moorfield Road	0500SDUXF004
CMBGAWMA	Heathfield, opp Garage	Woburn Place	0500STHRI001
CMBGDAWA	Duxford, nr Pepperslade	Whittlesford Road	0500SWHIT004
CMBGJMAT	Whittlesford, nr Hill Farm	Hill Farm Road	0500SWHIT016
CMBGDAAW	Whittlesford, opp Wren Park	West End	0500SWHIT010
CMBGDAAWM	Whittlesford, opp Ascham Lane	West End	0500SWHIT008
CMBGDATW	Whittlesford, nr Scotts Gardens	High Street	0500SWHIT003
CMBGDGAD	Whittlesford, nr Old School Lane	High Street	0500SWHIT011
CMBGDGAP	Whittlesford, nr Mill Lane	Duxford Road	0500SWHIT015
CMBGDATM	Whittlesford, nr Millfield Farm	Duxford Road	0500SWHIT001
CMBGDATP	Whittlesford, nr Station Road West	Duxford Road	0500SWHIT002
CMBGAPDP	Pampisford, nr Sawston Bypass	London Road	0500SPAMP010
CMBGAPAM	Pampisford, nr South Terrace	London Road	0500SPAMP002
CMBGAPDA	Pampisford, opp High Street	Brewery Road	0500SPAMP006
CMBGAPDM	Pampisford, o/s 61 Brewery Road	Brewery Road	0500SPAMP009
CMBGAPAW	Pampisford, o/s White Horse	Brewery Road	0500SPAMP005
CMBGAPWM	Sawston, opp Park Road	London Road	0500SSAWS023
CMBGAPMW	Sawston, opp Tannery Road	High Street	0500SSAWS011
CMBGAPTA	Sawston, opp Church Lane	High Street	0500SSAWS012
CMBGAPMA	Sawston, nr Chapelfield Way	Link Road	0500SSAWS005
CMBGAPTJ	Sawston, opp Holme Way	Churchfield Avenue	0500SSAWS015
CMBGAPTM	Sawston, opp Queensway	Churchfield Avenue	0500SSAWS016
CMBGAPJM	Sawston, opp Babraham Road	Cambridge Road	0500SSAWS001
CMBGATJT	Stapleford, opp Church Street	London Road	0500SSTAP017
CMBDWMTA	Great Shelford, nr Granta Terrace	London Road	0500SGRED018
CMBDWMJP	Great Shelford, nr Woollards Lane	Tunwells Lane	0500SGRED014
CMBDWMPPG	Great Shelford, nr Tunwells Close	Tunwells Lane	0500SGRED013
CMBDWMGT	Great Shelford, opp Maris Green	High Green	0500SGRED002
CMBDWMMPA	Great Shelford, opp Bridge Close	Cambridge Road	0500SGRED011
CMBDWMJW	Great Shelford, nr Stonehill Road	Cambridge Road	0500SGRED010
CMBDWMPPD	Great Shelford, nr Westfield Road	Cambridge Road	0500SGRED012
CMBDAGDM	Trumpington, opp Reed Close	Shelford Road	0500CCITY061
CMBGMPTG	Addenbrooke's, opp Dame Mary Archer Way	Dame Mary Archer Way	0500CCITY536
CMBDATWG	Addenbrooke's, Hospital Bus Station (Bay A)	Robinson Way	0500CCITY294
CMBDADWP	Cambridge, nr Long Road	Hills Road	0500CCITY049
CMBDAGDG	Cambridge, nr Perse School	Hills Road	0500CCITY059
CMBDAGDW	Cambridge, opp Blinco Grove	Hills Road	0500CCITY064
CMBDAGDT	Cambridge, o/s Hills Road 6th Form College	Hills Road	0500CCITY063
CMBGMDPM	Cambridge, Railway Station (Stop 6)	Station Place	0500CCITY529
CMBDAPAG	Cambridge, Hills Road (NW-bound)	Hills Road	0500CCITY201
CMBDAPJD	Cambridge, opp St Paul's Road	Hills Road	0500CCITY222
CMBDAWJD	Cambridge, o/s Downing College	Regent Street	0500CCITY321
CMBGJPWM	Cambridge, Emmanuel Street (Stop E1)	Emmanuel Street	0500CCITY487
CMBDAMPT	Trumpington, nr Porson Road	Trumpington Road	0500CCITY184
CMBDATWA	Trumpington, nr Gazeley Road	High Street	0500CCITY292
CMBDAGMW	Trumpington, nr Alpha Terrace	High Street	0500CCITY078
CMBDAGMP	Trumpington, nr Anstey Way	High Street	0500CCITY076
CMBDAGPG	Trumpington, opp Bishop's Road	Shelford Road	0500CCITY378
CMBDAGDP	Trumpington, nr Reed Close	Shelford Road	0500CCITY062
CMBDWMJD	Great Shelford, opp Westfield Road	Cambridge Road	0500SGRED005
CMBDWMJA	Great Shelford, opp Stonehill Road	Cambridge Road	0500SGRED004
CMBDWMJG	Great Shelford, nr Bridge Close	Cambridge Road	0500SGRED006
CMBDWMGW	Great Shelford, nr Maris Green	High Green	0500SGRED003
CMBDWMPT	Great Shelford, opp Tunwells Close	Tunwells Lane	0500SGRED016
CMBDWMTD	Great Shelford, opp Woollards Lane	London Road	0500SGRED019
CMBGATDM	Great Shelford, opp Granta Terrace	London Road	0500SSTAP001
CMBGATJP	Stapleford, nr Church Street	London Road	0500SSTAP016
CMBGJGWJ	Sawston, in Sawston Village College grounds	New Road	0500SSAWS024



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SMS Code	Stop Name	Street	ATCO Code
CMBGJPWM	Cambridge, Emmanuel Street (Stop E1)	Emmanuel Street	0500CCITY487
CMBDAWJA	Cambridge, opp Downing College	Regent Street	0500CCITY320
CMBDAPWM	Cambridge, adj St Paul's Road	Hills Road	0500CCITY247
CMBDGDWP	Cambridge, nr Hills Road	Station Road	0500CCITY434
CMBGMDMA	Cambridge, Railway Station (Stop 3)	Station Place	0500CCITY526
CMBDAGDJ	Cambridge, opp Hills Road 6th Form College	Hills Road	0500CCITY060
CMBDADPW	Cambridge, nr Blinco Grove	Hills Road	0500CCITY036
CMBDAGAW	Cambridge, opp Perse School	Hills Road	0500CCITY057
CMBDGAWG	Cambridge, opp Long Road	Hills Road	0500CCITY392
CMBDAPAJ	Addenbrooke's, Hospital Bus Station (Bay C)		0500CCITY202
-	Addenbrooke's, nr Dame Mary Archer Way	Dame Mary Archer Way	0500CCITY537
CMBDAGDP	Trumpington, nr Reed Close	Shelford Road	0500CCITY062
CMBDWMJD	Great Shelford, opp Westfield Road	Cambridge Road	0500SGRED005
CMBDWMJA	Great Shelford, opp Stonehill Road	Cambridge Road	0500SGRED004
CMBDWMJG	Great Shelford, nr Bridge Close	Cambridge Road	0500SGRED006
CMBDWMGW	Great Shelford, nr Maris Green	High Green	0500SGRED003
CMBDWMPT	Great Shelford, opp Tunwells Close	Tunwells Lane	0500SGRED016
CMBDWMTD	Great Shelford, opp Woollards Lane	London Road	0500SGRED019
CMBGATDM	Great Shelford, opp Granta Terrace	London Road	0500SSTAP001
CMBGATJP	Stapleford, nr Church Street	London Road	0500SSTAP016
CMBGAPJT	Sawston, nr Babraham Road	Cambridge Road	0500SSAWS003
CMBGAPTP	Sawston, opp Churchfield Avenue	Babraham Road	0500SSAWS017
CMBGAPMP	Sawston, opp Water Tower	Sunderland Avenue	0500SSAWS009
CMBGAPTG	Sawston, nr Sunderland Avenue	Holme Way	0500SSAWS014
CMBGAPJW	Sawston, opp Chapelfield Way	Link Road	0500SSAWS004
CMBGAPWG	Sawston, nr Church Lane	High Street	0500SSAWS021
CMBGAPMT	Sawston, nr Tannery Road	High Street	0500SSAWS010
CMBGAPMG	Sawston, nr Park Road	London Road	0500SSAWS007
CMBGAPAP	Pampisford, opp South Terrace	London Road	0500SPAMP003
CMBGAPDG	Pampisford, opp Sawston Bypass	London Road	0500SPAMP007
CMBDWDJA	Duxford, opp The Firs	Moorfield Road	0500SDUXF002
CMBDWDJT	Duxford, opp St John's Street	Moorfield Road	0500SDUXF007
CMBDWDMD	Duxford, opp Petersfield Road	St Peter's Street	0500SDUXF010
CMBDWDJP	Duxford, nr Ickleton Road	St Peter's Street	0500SDUXF006
CMBDWDJW	Duxford, nr Highfield Close	Ickleton Road	0500SDUXF008
CMBGADMD	Ickleton, opp Coploe Road	Abbey Street	0500SICKL001
CMBGADMW	Ickleton, nr Church Street	Frogge Street	0500SICKL006
esxdaptg	Great Chesterford, Station Turn (E-bound)	B1383	150018007004
esxadmtj	Great Chesterford, o/s St. John's Cross	South St (B1383)	1500IM1958
esxdaptd	Little Chesterford, Park Road Turn (S-bound)	Walden Road (B184)	1500IM1957
esxdapmw	Littlebury, Littlebury Turn (SE-bound)	Windmill Road (B184)	1500AA54B
esxdmatg	Saffron Walden, High Street (S-bound)	High St (B184)	1500IM154B
esxdmamd	Saffron Walden, Station Street (N-bound)	Station St (B184)	1500SWSTNST
CMBGDAWD	Whittlesford, opp Station Road West	Duxford Road	0500SWHIT005
CMBGDGAG	Whittlesford, opp Millfield Farm	Duxford Road	0500SWHIT012
CMBGDGAJ	Whittlesford, opp Mill Lane	Duxford Road	0500SWHIT013
CMBGDGAM	Whittlesford, opp Old School Lane	High Street	0500SWHIT014
CMBGDAWG	Whittlesford, opp Scotts Gardens	High Street	0500SWHIT006
CMBGDAWJ	Whittlesford, nr Ascham Lane	West End	0500SWHIT007
CMBGMAPT	Whittlesford, nr Wren Park	West End	0500SWHIT018
CMBGMAPM	Whittlesford, opp Hill Farm	Hill Farm Road	0500SWHIT017
CMBGAWMA	Heathfield, opp Garage	Woburn Place	0500STHRI001
CMBGAPDA	Pampisford, opp High Street	Brewery Road	0500SPAMP006
CMBGJGWJ	Sawston, in Sawston Village College grounds	New Road	0500SSAWS024
CMBGATJT	Stapleford, opp Church Street	London Road	0500SSTAP017
CMBDWMTA	Great Shelford, nr Granta Terrace	London Road	0500SGRED018
CMBDWMPI	Great Shelford, nr Woollards Lane	Tunwells Lane	0500SGRED014
CMBDWMPI	Great Shelford, nr Tunwells Close	Tunwells Lane	0500SGRED013
CMBDWMGT	Great Shelford, opp Maris Green	High Green	0500SGRED002
CMBDWMPI	Great Shelford, opp Bridge Close	Cambridge Road	0500SGRED011
CMBDWMJW	Great Shelford, nr Stonehill Road	Cambridge Road	0500SGRED010
CMBDWMPI	Great Shelford, nr Westfield Road	Cambridge Road	0500SGRED012
CMBDAGDM	Trumpington, opp Reed Close	Shelford Road	0500CCITY061
CMBDADGJ	Trumpington, nr Bishop's Road	Shelford Road	0500CCITY011
CMBDAGMT	Trumpington, opp Anstey Way	High Street	0500CCITY077
CMBDAMTM	Trumpington, opp Alpha Terrace	High Street	0500CCITY190
CMBDAMJW	Trumpington, opp Gazeley Road	High Street	0500CCITY178
CMBDAMTW	Trumpington, opp Porson Road	Trumpington Road	0500CCITY192



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

no service

### Saturdays

no service

### Sundays

Cambridge, Drummer St Bus Station (Bay 7)	1005	1205	1405	1605	1805
Cambridge, Railway Station (Stop 3)	1012	1212	1412	1612	1812
Addenbrooke's, Hospital Bus Station (Bay C)	1020	1220	1420	1620	1820
Trumpington, nr Anstey Way	1028	1228	1428	1628	1828
Trumpington, in Trumpington Park-and-Ride	1030	1230	1430	1630	1830
Great Shelford, opp Tunwells Close					1835
Stapleford, nr Church Street					1839
Sawston, nr Babraham Road					1843
Pampisford, opp South Terrace					1845
Duxford, o/s Imperial War Museum Hangar 1	1040	1240	1440	1640	
Duxford, opp Petersfield Road	1044	1244	1444	1644	1851
Ickleton, opp Coploe Road	1047	1247	1447	1647	1854s
Great Chesterford, Station Turn (E-bound)	1049	1249	1449	1649	1856s
Littlebury, adj Mill Lane	1053	1253	1453	1653	1900s
Saffron Walden, High Street (N-bound)	1100	1300	1500	1700	1907

Notes: s - sets down only



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

no service

### Saturdays

no service

### Sundays

Saffron Walden, High Street (N-bound)	0900	1105	1305	1505	1705
Littlebury, Cambridge Road (N-bound)	0907	1112	1312	1512	1712
Great Chesterford, Station Turn (W-bound)	0911	1116	1316	1516	1716
Ickleton, nr Coploe Road	0914	1119	1319	1519	1719
Duxford, nr Petersfield Road	0917	1122	1322	1522	1722
Duxford, o/s Imperial War Museum Hangar 1	0919s	1127	1327	1527	1727
Pampisford, nr South Terrace	0923				
Sawston, opp Babraham Road	0925				
Stapleford, opp Church Street	0929				
Great Shelford, nr Tunwells Close	0933				
Trumpington, in Trumpington Park-and-Ride	0937	1137	1337	1537	1737
Trumpington, opp Anstey Way	0939	1139	1339	1539	1739
Addenbrooke's, Hospital Bus Station (Bay C)	0945	1145	1345	1545	1745
Cambridge, Railway Station (Stop 7)	0950	1150	1350	1550	1750
Cambridge, Drummer St Bus Station (Bay 7)	1000	1200	1400	1600	1800

Notes: s - sets down only



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SMS Code	Stop Name	Street	ATCO Code
CMBDAJMD	Cambridge, Drummer St Bus Station (Bay 7)	Drummer Street	0500CCITY123
CMBDAWJA	Cambridge, opp Downing College	Regent Street	0500CCITY320
CMBDAPWM	Cambridge, adj St Paul's Road	Hills Road	0500CCITY247
CMBDGPW	Cambridge, nr Hills Road	Station Road	0500CCITY434
CMBGMDMA	Cambridge, Railway Station (Stop 3)	Station Place	0500CCITY526
CMBDADJW	Cambridge, opp Botanic Gardens	Hills Road	0500CCITY022
CMBDAGDJ	Cambridge, opp Hills Road 6th Form College	Hills Road	0500CCITY060
CMBDADPW	Cambridge, nr Blinco Grove	Hills Road	0500CCITY036
CMBDAGAW	Cambridge, opp Perse School	Hills Road	0500CCITY057
CMBDGAWG	Cambridge, opp Long Road	Hills Road	0500CCITY392
CMBDAPAJ	Addenbrooke's, Hospital Bus Station (Bay C)		0500CCITY202
CMBDAPAP	Cambridge, nr Robinson Way	Long Road	0500CCITY204
CMBDAPDA	Trumpington, opp Rutherford Road	Long Road	0500CCITY207
CMBDAMPG	Trumpington, opp Trumpington Road	Long Road	0500CCITY181
CMBDATWA	Trumpington, nr Gazeley Road	High Street	0500CCITY292
CMBDAGMW	Trumpington, nr Alpha Terrace	High Street	0500CCITY078
CMBDAGMP	Trumpington, nr Anstey Way	High Street	0500CCITY076
CMBDAPWP	Trumpington, in Trumpington Park-and-Ride	Hauxton Road	0500CCITY248
CMBDGA PG	Trumpington, opp Bishop's Road	Shelford Road	0500CCITY378
CMBDAGDP	Trumpington, nr Reed Close	Shelford Road	0500CCITY062
CMBDWMJD	Great Shelford, opp Westfield Road	Cambridge Road	0500SGRED005
CMBDWMJA	Great Shelford, opp Stonehill Road	Cambridge Road	0500SGRED004
CMBDWMJG	Great Shelford, nr Bridge Close	Cambridge Road	0500SGRED006
CMBDWMGW	Great Shelford, nr Maris Green	High Green	0500SGRED003
CMBDWMPT	Great Shelford, opp Tunwells Close	Tunwells Lane	0500SGRED016
CMBDWMTD	Great Shelford, opp Woollards Lane	London Road	0500SGRED019
CMBGATDM	Great Shelford, opp Granta Terrace	London Road	0500SSTAP001
CMBGATJP	Stapleford, nr Church Street	London Road	0500SSTAP016
CMBGAPJT	Sawston, nr Babraham Road	Cambridge Road	0500SSAWS003
CMBGAPWG	Sawston, nr Church Lane	High Street	0500SSAWS021
CMBGAPMT	Sawston, nr Tannery Road	High Street	0500SSAWS010
CMBGAPMG	Sawston, nr Park Road	London Road	0500SSAWS007
CMBGAPAP	Pampisford, opp South Terrace	London Road	0500SPAMP003
CMBGAPDG	Pampisford, opp Sawston Bypass	London Road	0500SPAMP007
CMBDWDMG	Duxford, o/s Imperial War Museum Hangar 1	Whittlesford Road	0500SDUXF011
CMBDWDJT	Duxford, opp St John's Street	Moorfield Road	0500SDUXF007
CMBDWDMD	Duxford, opp Petersfield Road	St Peter's Street	0500SDUXF010
CMBDWDJP	Duxford, nr Ickleton Road	St Peter's Street	0500SDUXF006
CMBDWDJW	Duxford, nr Ickleton Close	Ickleton Road	0500SDUXF008
CMBGADMD	Ickleton, opp Coploe Road	Abbey Street	0500SICKL001
CMBGADMW	Ickleton, nr Church Street	Frogge Street	0500SICKL006
esxdaptg	Great Chesterford, Station Turn (E-bound)	B1383	150018007004
esxdaptp	Little Chesterford, London Road (SE-bound)	London Road (B1383)	150018007007
esxdaptw	Littlebury, Cambridge Road (S-bound)	Cambridge Road (B1383)	150018007008
esxgwtmp	Littlebury, adj Mill Lane	High St (B1383)	1500IM1743AA
esxdmaja	Saffron Walden, opp High School	Audley End Road (B1383)	1500IM310
esxgmpmw	Saffron Walden, opp Lower School Gate	Audley End Road (B1052)	1500AUDENRD2
esxdmagp	Saffron Walden, o/s Council Offices	London Road (B1052)	150043002001
esxdmatj	Saffron Walden, High Street (N-bound)	High St (B184)	1500IM154



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
esxdmatj	Saffron Walden, High Street (N-bound)	High St (B184)	1500IM154
esxdataw	Saffron Walden, o/s Post Office	High St (B184)	1500IM2746
esxdapta	Littlebury, Littlebury Turn (NW-bound)	Windmill Road (B184)	1500AA54
esxdmpt	Littlebury, Cambridge Road (N-bound)	Cambridge Road (B1383)	1500180070Y8
esxdaptn	Little Chesterford, London Road (NW-bound)	London Road (B1383)	150018007006
esxdaptj	Great Chesterford, Station Turn (W-bound)	Ickleton Road (B1052)	1500IM1744
CMBGADMG	Ickleton, opp Church Street	Frogge Street	0500SICKL002
CMBGADMJ	Ickleton, nr Coploe Road	Abbey Street	0500SICKL003
CMBDWDGW	Duxford, opp Highfield Close	Ickleton Road	0500SDUXF001
CMBDWDMA	Duxford, opp Ickleton Road	St Peter's Street	0500SDUXF009
CMBDWDJD	Duxford, nr Petersfield Road	St Peter's Street	0500SDUXF003
CMBDWDJM	Duxford, nr St John's Street	Moorfield Road	0500SDUXF005
CMBDWDJG	Duxford, nr The Firs	Moorfield Road	0500SDUXF004
CMBDWDMG	Duxford, o/s Imperial War Museum Hangar 1	Whittlesford Road	0500SDUXF011
CMBGAPDP	Pampisford, nr Sawston Bypass	London Road	0500SPAMP010
CMBGAPAM	Pampisford, nr South Terrace	London Road	0500SPAMP002
CMBGAPWM	Sawston, opp Park Road	London Road	0500SSAWS023
CMBGAPMW	Sawston, opp Tannery Road	High Street	0500SSAWS011
CMBGAPTA	Sawston, opp Church Lane	High Street	0500SSAWS012
CMBGAPJM	Sawston, opp Babraham Road	Cambridge Road	0500SSAWS001
CMBGATJT	Stapleford, opp Church Street	London Road	0500SSTAP017
CMBDWMTA	Great Shelford, nr Granta Terrace	London Road	0500SGRED018
CMBDWMPI	Great Shelford, nr Woollards Lane	Tunwells Lane	0500SGRED014
CMBDWMPI	Great Shelford, nr Tunwells Close	Tunwells Lane	0500SGRED013
CMBDWMGT	Great Shelford, opp Maris Green	High Green	0500SGRED002
CMBDWMPI	Great Shelford, opp Bridge Close	Cambridge Road	0500SGRED011
CMBDWMJW	Great Shelford, nr Stonehill Road	Cambridge Road	0500SGRED010
CMBDWMPI	Great Shelford, nr Westfield Road	Cambridge Road	0500SGRED012
CMBDAGDM	Trumpington, opp Reed Close	Shelford Road	0500CCITY061
CMBDAGDJ	Trumpington, nr Bishop's Road	Shelford Road	0500CCITY011
CMBDAPWP	Trumpington, in Trumpington Park-and-Ride	Hauxton Road	0500CCITY248
CMBDAGMT	Trumpington, opp Anstey Way	High Street	0500CCITY077
CMBDAMTM	Trumpington, opp Alpha Terrace	High Street	0500CCITY190
CMBDAMJW	Trumpington, opp Gazeley Road	High Street	0500CCITY178
CMBDAGTD	Trumpington, nr Trumpington Road	Long Road	0500CCITY087
CMBDAPAW	Trumpington, nr Rutherford Road	Long Road	0500CCITY206
CMBDAPAT	Cambridge, opp Robinson Way	Long Road	0500CCITY205
CMBDAPAJ	Addenbrooke's, Hospital Bus Station (Bay C)		0500CCITY202
CMBDADWP	Cambridge, nr Long Road	Hills Road	0500CCITY049
CMBDAGDG	Cambridge, nr Perse School	Hills Road	0500CCITY059
CMBDAGDW	Cambridge, opp Blinco Grove	Hills Road	0500CCITY064
CMBDAGDT	Cambridge, o/s Hills Road 6th Form College	Hills Road	0500CCITY063
CMBDADPT	Cambridge, o/s Botanic Gardens	Hills Road	0500CCITY035
CMBDADPW	Cambridge, nr Hills Road	Station Road	0500CCITY434
CMBGMDPJ	Cambridge, Railway Station (Stop 7)	Station Place	0500CCITY528
CMBDAPAG	Cambridge, Hills Road (NW-bound)	Hills Road	0500CCITY201
CMBDAPJD	Cambridge, opp St Paul's Road	Hills Road	0500CCITY222
CMBDAWJD	Cambridge, o/s Downing College	Regent Street	0500CCITY321
CMBDAJMD	Cambridge, Drummer St Bus Station (Bay 7)	Drummer Street	0500CCITY123