

Project Ref: 191355

Rev 01

Date: 17 February 2020

## Transport Appraisal Note

### Proposed Housing Scheme

### Land South of St Neots Road, Hardwick

#### 1.0 Introduction

Rossi Long Consulting (RLC) have been commissioned by 'Pigeon Investment Management Limited' on behalf of 'Pigeon Land 2 Limited' and 'The Landowners', to prepare a Transport Appraisal Note for 'Land at St Neots Road, Hardwick' to be referred to hereafter as 'the Site'.

The purpose of which is to support the inclusion of the Site within the Emerging Greater Cambridge Local Plan - for approximately 150 new homes on land to the south of St Neots Road, Hardwick.

The 'Issues and Options' consultation is currently open – whereby proposed sites will be assessed on their merits for inclusion within the Local Plan.

The proposed scheme represents a moderate extension to the existing residential area off St Neots Road to the west of the village of Hardwick, Cambridgeshire.

Hardwick is a small village located approximately 10km to the west of the city of Cambridge. The village is situated a short distance to the east of the newly built village of Cambourne.

Previous discussions with the County Highways Transport Assessment Team indicated they consider Hardwick to be sustainable in terms of its close proximity to the A428 and existing bus services.

This note describes the transport conditions relating to the proposed Site (existing conditions), details the proposed scheme and quantifies what (if any) impact the development proposals may have upon the surrounding transport network.

The local walking and cycling network are also considered, along with connectivity to the local community centre and local schools.

In accordance with current best practice, a Transport Assessment and Travel Plan report will be prepared to support a planning application – which will build on the information provided within this note, and will demonstrate the sustainability of the development proposed.

Transport Assessments support national and local planning policy, which sets out that the planning system should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling and focus development in locations which are or can be made sustainable.

## 2.0 Local and National Policy

The proposed scheme is located within the jurisdiction of South Cambridgeshire District Council (as Local Planning Authority) and Cambridgeshire County Council (as Local Highway Authority).

In preparing this report, Rossi Long Consulting has considered the following policy documents:

- Cambridgeshire Long-term Transport Strategy to 2031; and
- Cambridgeshire's Third Local Transport Plan 2011-2026.
- Cambridgeshire Design Guide for Streets and Public realm
- Greater Cambridge Partnerships 'Cambourne to Cambridge Better Public Transport Project'

The key highlights of the Cambridgeshire Long-term Transport Strategy, pertinent to the proposed development, are the proposals for bus links and priority measures on the A428 and also additional park and ride capacity.

The Cambourne to Cambourne project is made up of three key elements which will benefit the scheme: a public transport link between Cambourne and Cambridge, a new Park and Ride facility off the A428/A1303 to supplement the existing Madingley Road Park and Ride, and new cycling and walking facilities.

Since Hardwick is located twixt Cambourne and Cambridge these proposed measures will benefit those living there and enable modal shift away from single occupancy car use, particularly as the public transport and cycling/walking facilities should all improve movement into Cambridge city centre along Madingley Road. The outline business case is for these works to be constructed from 2022, with an opening date in late 2024.

Latest guidance on the current planning process is provided in the 'National Planning Policy Framework' (NPPF) published in February 2019. Technical guidance is provided within the NPPF to assist good practice.

In accordance with both the Emerging Greater Cambridge Local Plan and the NPPF, it is understood that planning policy has a 'Presumption in Favour of Sustainable Development'.

## 3.0 Accessibility

### Walking & Cycling

The Site is located close to an existing residential area within close walking and cycling distance of local dwellings, services and facilities – including local shops and a primary school.

Therefore, the provision of the proposed scheme on a Site such as the one proposed will help reduce the impact of the scheme on climate change and improve the health and wellbeing of those living and visiting there.

To the east of the Site segregated cycle lanes are provided on both the northern and southern sides of St Neots Road, providing a safe route of travel for cyclists from the Site to/from the centre of Hardwick village. These cycle lanes form part of a cycle route from Cambourne in the west to Cambridge city centre to the east, and will be improved to provide a connection to the site.

The facilities and services provided within the village of Hardwick are a short walk to the east of the Site – with the primary school and local shops all within approximately 1km walking distance from the Site.

It is noted that there are existing traffic calming measures in place on St Neots Road to the east of the site – the appropriateness of which post development would be discussed with the local highway authority as part of any planning application.

RLC Drawing No. 191355/SK-001 shows the local connectivity and is appended to this report.

With the addition of the proposed footways, safe routes for pedestrians are provided to all facilities, services and schools in Hardwick. The proposed scheme would therefore integrate well within the surrounding area.

Additionally, as mentioned previously, measures are proposed to improve walking and cycling into Cambridge city centre to the east.

#### Public Transport

Additionally, the existing public transport network is easily accessible by foot with an excellent level of service to nearby residential areas and Cambridge city centre provided Mondays to Sundays.

Existing bus stop facilities are provided well within the recommended 400m walking distance from the site, with the Stage Coach 'Citi 4' service providing an excellent connection from Hardwick to and from Cambourne and Cambridge city centre every 20 minutes throughout the working day from Mondays to Saturdays. This service is provided at an hourly frequency on Sundays. The latest bus timetable for this service is provided appended to this report.

Additionally, as mentioned previously within this report, a new Park and Ride bus service is proposed for land to the north-east of the A428/Scotland Road junction, along with improvements to public transport services between Cambourne and Cambridge city centre. This will further enhance public transport connectivity to/from Hardwick.

## 4.0 Site Access Strategy

Access to the Site would be taken from an existing track from St Neots Road to the north of the Site. St Neots Road is an established residential access road, with a pedestrian footway provided on its southern side. The existing speed limit on St Neots Road is 40mph.

It is proposed to upgrade the existing access to provide a 5.5m highway with one 2m wide footway and one 3m wide shared use footway/cycleway.

The footways would connect with the existing provision on St Neots Road, with upgrades to existing provision provided as appropriate. The existing laybys on St Neots Road would be reinstated to verge/footway (as appropriate) as part of the footway works (and to also preserve visibility splays from the site access junction).

Visibility of 120m is shown to be available in both directions from a 4.5m set-back, in accordance with both the road type and speeds on St Neots Road. RLC Drawing Ref: 191355/SK-002 shows the initial site access proposals and is provided as an appendix to this report.

The site layout will be designed to accord with local highway authority requirements, with appropriate turning head facilities provided to allow vehicles such as refuse vehicles to turn and enter/egress the Site in forward gear. Both car and cycle parking will be provided in accordance with current local parking guidelines.

Further access for pedestrians, cyclists, and emergency vehicles can be provided from the eastern boundary of the Site along an existing track north to St Neots Road.

## 5.0 Highway Safety

It is important to review and identify any significant highway safety issues and provide an analysis of the recent accident history of the study area.

The Government has released accident data for England and Wales under the OGL open data licence. Based on this data the 'Crashmap' website enables accidents to be shown on a map.

'Crashmap' uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

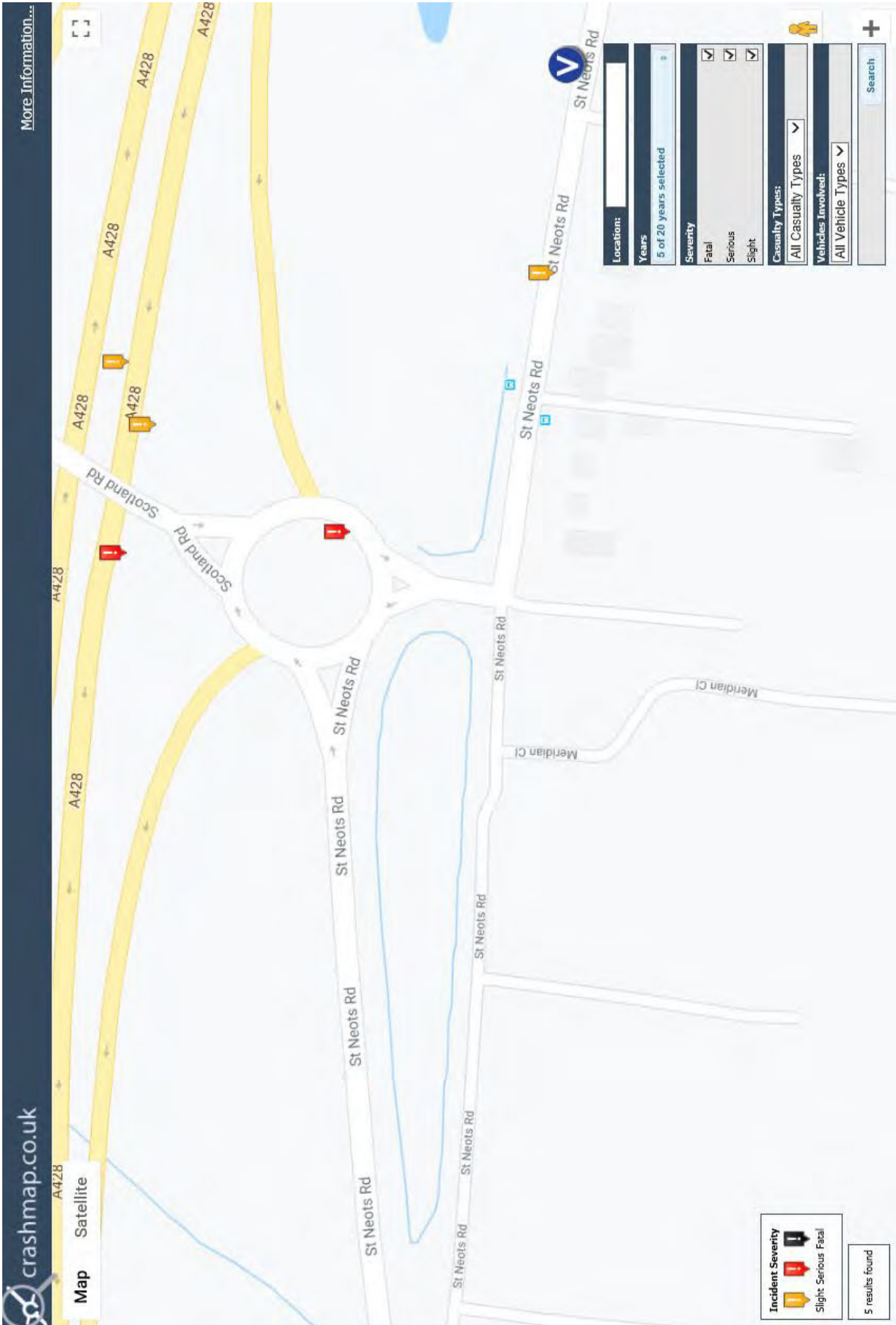
A check has been made of the accident records in the vicinity of the Site on St Neots Road, Hardwick.

No 'slight', 'serious' or 'fatal' accidents have been recorded within the locality of the site access during the most recent 5-year period available from 2014 to 2018 inclusive.

One 'serious' accident was recorded on the southern roundabout of the grade-separated junction to the east of the Site, and a 'slight' accident was recorded on St Neots Road further to the east of the grade-separated junction.

The absence of accidents recorded in the vicinity of the Site indicates that there are no inherent safety concerns to take into account of in the local area. A plan showing the location of accidents which have occurred local to the Site is provided below.

It is therefore considered that there is no reason why the scheme proposals should significantly impact upon highway safety in this area.



The screenshot displays the crashmap.co.uk interface. The map shows a network of roads including A428, Scotland Rd, and St Neots Rd. Several red and orange markers indicate traffic incidents. A search filter panel is visible on the right side of the map, containing the following sections:

- Location:** [Empty text field]
- Years:** 5 of 20 years selected
- Severity:** Fatal , Serious , Slight
- Casualty Types:** [Dropdown menu]
- Vehicles Involved:** [Dropdown menu]
- Search:** [Search button]

In the bottom right corner, a legend identifies the markers: Incident Severity (red arrow for Fatal, orange arrow for Slight), and a box indicating 5 results found.

## 6.0 Scheme Trip Generation

By way of a guide, the TRICS (Trip Rate Information Computer System) has been interrogated to provide an estimate of the quantum of additional vehicular trips the additional dwellings may generate.

In summary, the analysis shows that each dwelling will generate approximately 0.3 departures and 0.2 arrivals per dwelling in the AM peak. This pattern is reversed in the PM peak.

Based on proposals for 150 dwellings, this equates to approximately 75 two-way vehicular movements in each of the peak periods.

At approximately 1 additional vehicular movement to or from the Site per minute during the peak hour, local knowledge suggests that the quantum of additional trips is unlikely to cause any capacity issues on the local highway network.

In terms of pedestrians and cyclists, the TRICS database suggests that a scheme of 150 homes could generate/attract in the region of 20 pedestrian and up to 5 cycle movements in each of the peak hours. It could also generate approximately 4-5 additional public transport users, although given the site location and good public transport provision this figure is likely to be higher.

## 7.0 Summary

This Transport Appraisal Note has been prepared by Rossi Long Consulting to support the inclusion of the Site within the Emerging Greater Cambridge Local Plan - for approximately 150 new homes on land to the north of St Neots Road, Hardwick.

In summary, the Site is located on the western fringe of the existing residential area of the village of Hardwick; therefore, the Site is within reasonable walking and cycling distance of existing facilities and services.

Pedestrian and cycle facilities will be provided from the Site to connect with existing routes. In addition, the Site is within close walking distance of existing frequent public transport services to Cambourne and Cambridge city centre. Bus stops are located a short distance to the east of the Site on St Neots Road.

Analysis of the TRICS trip-rate database indicates that the impact of the development on the surrounding lightly trafficked highway network is likely to be small.

A review of the personal injury accident data for the highway network in the vicinity of the Site shows no accident clusters or blackspots which are likely to be exacerbated by the scheme proposals.

In accordance with current best practice a Transport Assessment and Travel Plan report will be prepared to support a planning application.

## 8.0 Conclusions

The proposed residential scheme is located within an existing residential area which is accessible by all modes of travel, and that the Government's adopted policy to promote travel by more sustainable forms of transport is fully supported.

The location of the Site widens travel choices by providing non-car access (walking, cycling and public transport) and by being located close to existing services and facilities. The Site is accessible by sustainable modes, with clear pedestrian links to the surrounding area and public transport infrastructure.

It can therefore be concluded that there should be no highway or transportation reasons why the development proposals should not be included within the Emerging Greater Cambridge Local Plan.

Prepared by

**Luke Fairall**  
BA(Hons), MCIHT, MTPS  
Associate

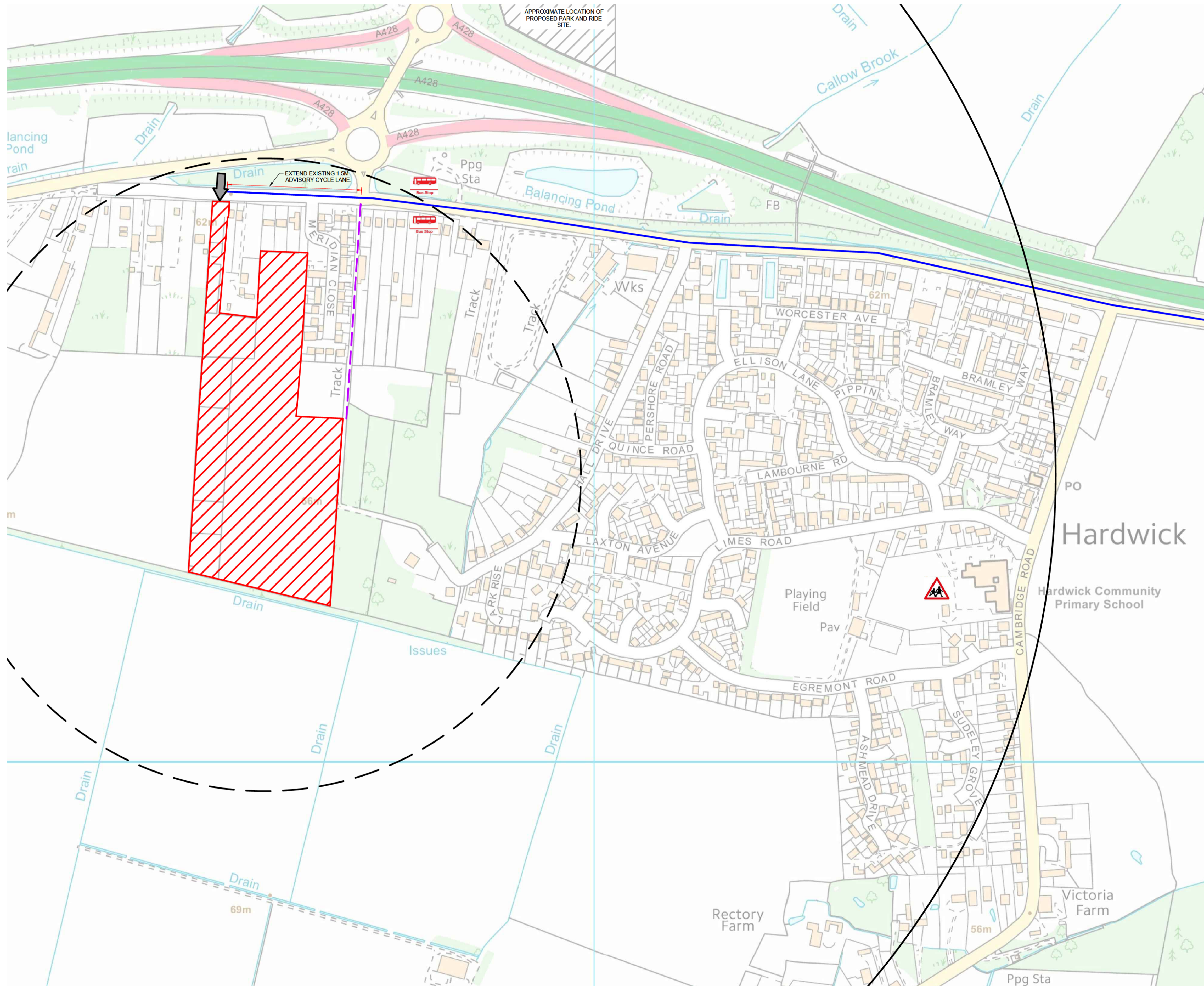
Approved by

**Mike Lloyd**  
BEng(Hons), CEng, MIStructE  
Director

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**MAINTENANCE/CLEANING RISKS:**  
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 • NO SIGNIFICANT RISKS.

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**KEY**

- ~ SITE LOCATION
- ~ PROPOSED PARK AND RIDE LOCATION
- ~ SITE ENTRANCE
- ~ BUS STOP
- ~ SCHOOL
- ~ CYCLE ROUTE
- ~ EMERGENCY ACCESS/ PEDESTRIAN/ CYCLE ROUTE
- ~ 1 KM DISTANCE
- ~ 400 M DISTANCE

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P2	REVISED AS PER CLIENT COMMENTS.	17.02.20	EG	LF
P1	PRELIMINARY ISSUE.	13.02.20	EG	LF

REV DESCRIPTION DATE BY AUTH



**CLIENT**  
 PIGEON INVESTMENT MANAGEMENT LTD

**PROJECT**  
 ST NEOTS ROAD  
 HARDWICK  
 CAMBRIDGESHIRE

**TITLE**  
 PROPOSED SITE LOCATION  
 PLAN & PEDESTRIAN/CYCLE  
 ACCESS

DRAWN	AUTHORISED	DATE	SCALE AT A1
EG	LF	FEB 2020	NTS

**SUITABILITY**  
 S0 - WORK IN PROGRESS








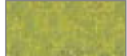








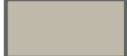
PROJECT NO.	DRAWING FIELDS	DRAWING NO.	REV
191355	RLC-00-00-DR	SK-001	P2





Planning Application  
S/ 3064/ 16/ OL

**Key**

Existing Features		Proposed Features	
 Site Boundary	 Existing Vegetation	 Attenuation Basin	 Native and Parkland Trees
		 Proposed SWALE	 Public Open Space
		 Principle Avenue Trees	 Amenity Grass
		 Secondary Avenue Trees	 Woodland Belt
			 Proposed Native Buffer Planting
			 LEAP
		 Primary Vehicular Links	 Emergency Access
		 Secondary Vehicular Links	 Pedestrian/Cycle Link
			 Areas for Development

Project Land South of St Neots Road, Hardwick  
Client Pigeon Land 2 Ltd

Date: February 2020

Scale: NTS

Status: Draft

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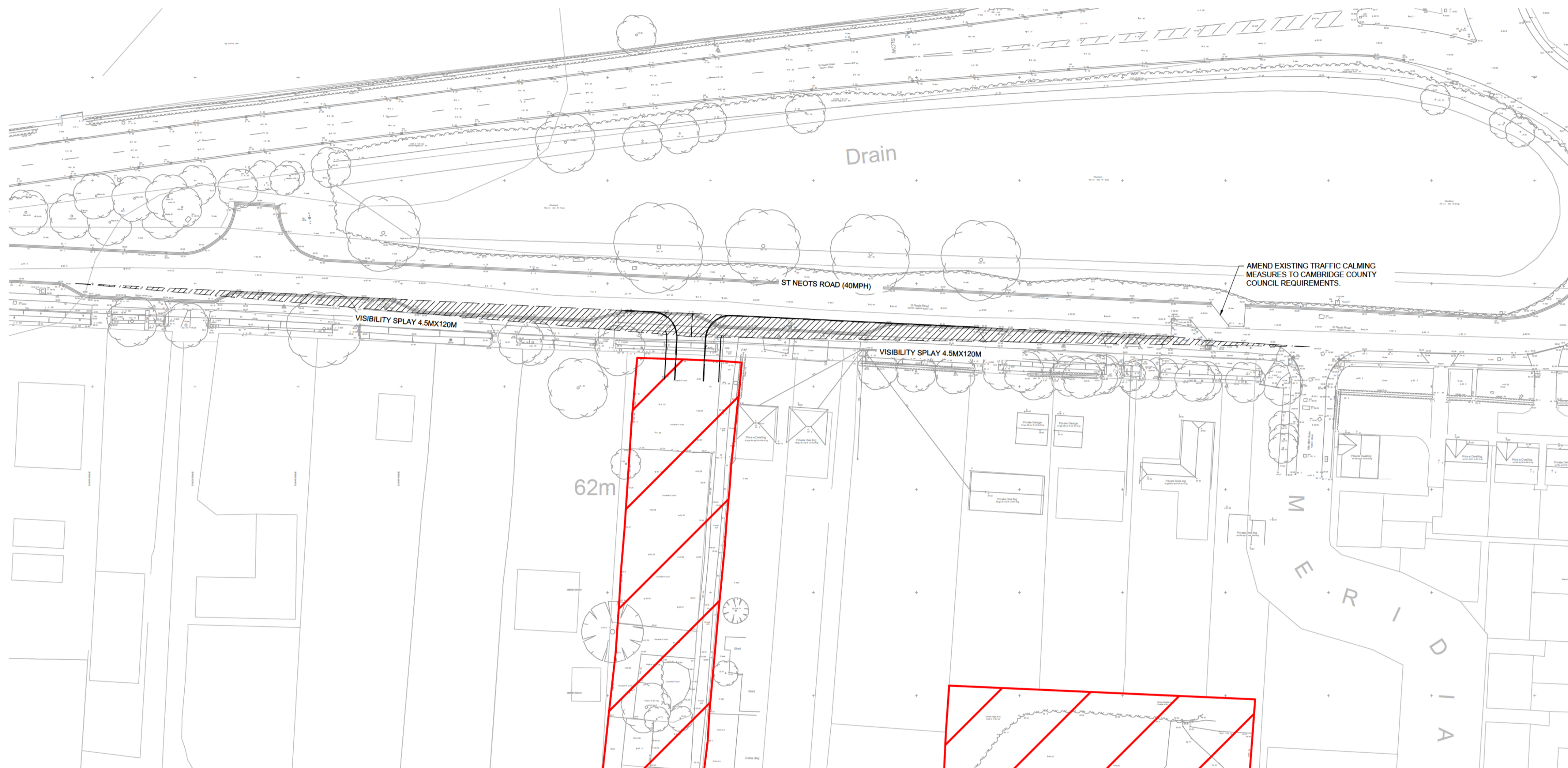
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**VISIBILITY SPLAY PLAN**  
 Scale: 1:1500

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REV DESCRIPTION DATE BY AUTH



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**CLIENT**  
 PIGEON INVESTMENT  
 MANAGEMENT LTD

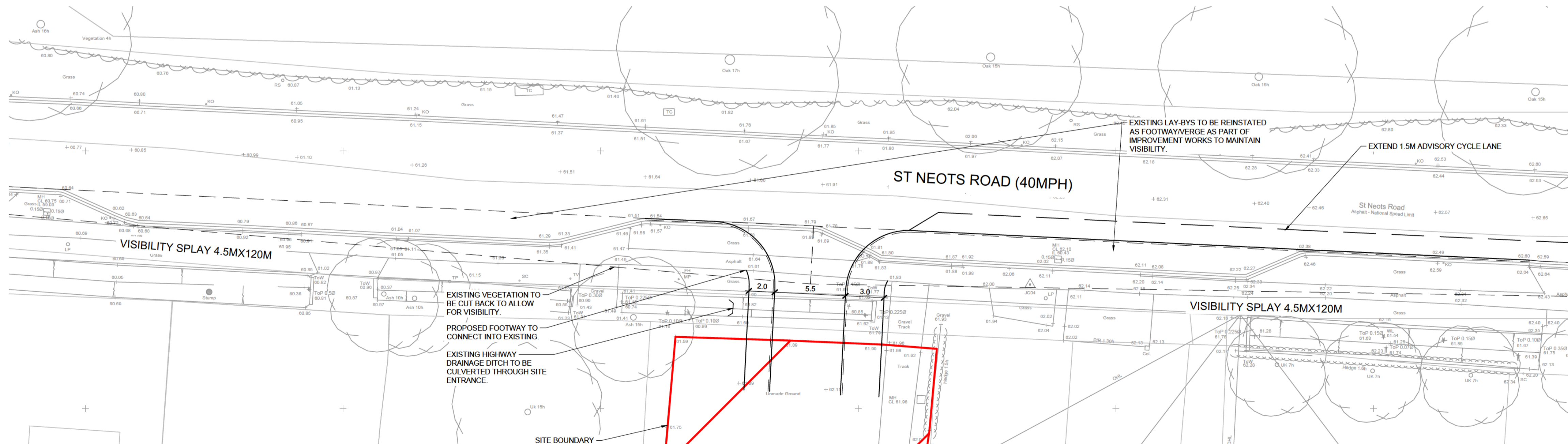
**PROJECT**  
 ST NEOTS ROAD  
 HARDWICK  
 CAMBRIDGESHIRE

**TITLE**  
 PROPOSED SITE ACCESS  
 SKETCH

<b>DRAWN</b>	<b>AUTHORISED</b>	<b>DATE</b>	<b>SCALE AT A1</b>
EG	LF	FEB 2020	AS NOTED

**SUITABILITY**  
 S0 - WORK IN PROGRESS

<b>PROJECT NO.</b>	<b>DRAWING FIELDS</b>	<b>DRAWING NO.</b>	<b>REV</b>
191355	RLC-00-00-DR	SK-002	P2



**ENLARGEMENT OF SITE ACCESS**  
 Scale: 1:200

**MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
City Centre Drummer Street D3	0650	0710	0730	0750	0815	0835	0855	0915	0940	0955	1015	1035	THEN AT THESE TIMES EACH	55	15	35	UNTIL	1455
Coton Cambridge Road	0705	0725	0745	0805	0835	0855	0915	0935	0955	1010	1030	1050		10	30	50		1510
Hardwick Village turn	0710	0730	0750	0810	0840	0900	0920	0940	1000	1015	1035	1055		15	35	55		1515
Caldecote Turn	0712	0732	0752	0812	0842	0902	0922	0942	1002	1017	1037	1057		17	37	57		1517
Bourn Village turn	0714	0734	0754	0814	0844	0904	0924	0944	1004	1019	1039	1059		19	39	59		1519
Great Cambourne Morrisons	0722	0742	0802	0832	0852	0912	0932	0952	1012	1027	1047	1107		27	47	07		1527
Great Cambourne Monkfield Lane	0724	0744	0804	0834	0854	0914	0934	0954	1014	1029	1049	1109		29	49	09		1529
Upper Cambourne Sterling Way	0731	0751	0811	0841	0901	0921	0941	1001	1021	1036	1056	1116		36	56	16		1536
Great Cambourne High Street	0738	0758	0818	0848	0908	0928	0948	1008	1028	1043	1103	1123		43	03	23		1543
Lower Cambourne Woodfield Lane	0743	0803	0823	0853	0913	0933	0953	1013	1033	1048	1108	1128		48	08	28		1548

**MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS (CONTINUED)**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
City Centre Drummer Street D3	1515	1535	1555	1615	1635	1655	1715	1735	1755	1815	1845	1945	2045	2145	2245	
Coton Cambridge Road	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1900	2000	2100	2200	2300	
Hardwick Village turn	1535	1555	1618	1638	1658	1718	1738	1758	1818	1838	1903	2003	2103	2203	2303	
Caldecote Turn	1537	1557	1620	1640	1700	1720	1740	1800	1820	1840	1905	2005	2105	2205	2305	
Bourn Village turn	1539	1559	1622	1642	1702	1722	1742	1802	1822	1842	1907	2007	2107	2207	2307	
Great Cambourne Morrisons	1552	1612	1632	1652	1712	1732	1752	1812	1832	1856	1912	2012	2112	2212	2312	
Great Cambourne Monkfield Lane	1554	1614	1634	1654	1714	1734	1754	1814	1834	1858	1914	2014	2114	2214	2314	
Upper Cambourne Sterling Way	1601	1621	1641	1701	1721	1741	1801	1821	1841	1903	1919	2019	2119	2219	2319	
Great Cambourne High Street	1608	1628	1648	1708	1728	1748	1808	1828	1848	1908	1924	2024	2124	2224	2324	
Lower Cambourne Woodfield Lane	1613	1633	1653	1713	1733	1753	1813	1833	1853	1913	1929	2029	2129	2229	2329	

**SATURDAYS EXCLUDING BANK HOLIDAYS**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
City Centre Drummer Street D3	0730	0750	0810	THEN AT THESE TIMES EACH HOUR	30	50	10	UNTIL	1730	1750	1810	1845	1945	2045	2145	2245
Coton Cambridge Road	0745	0805	0825		45	05	25		1745	1805	1825	1900	2000	2100	2200	2300
Hardwick Village turn	0750	0810	0830		50	10	30		1750	1810	1830	1903	2003	2103	2203	2303
Caldecote Turn	0752	0812	0832		52	12	32		1752	1812	1832	1905	2005	2105	2205	2305
Bourn Village turn	0754	0814	0834		54	14	34		1754	1814	1834	1907	2007	2107	2207	2307
Great Cambourne Morrisons	0802	0822	0842		02	22	42		1802	1822	1842	1912	2012	2112	2212	2312
Great Cambourne Monkfield Lane	0804	0824	0844		04	24	44		1804	1824	1844	1914	2014	2114	2214	2314
Upper Cambourne Sterling Way	0811	0831	0851		11	31	51		1811	1831	1851	1919	2019	2119	2219	2319
Great Cambourne High Street	0818	0838	0858		18	38	58		1818	1838	1858	1924	2024	2124	2224	2324
Lower Cambourne Woodfield Lane	0823	0843	0903		23	43	03		1823	1843	1903	1929	2029	2129	2229	2329

**SUNDAYS INCLUDING BANK HOLIDAYS**

route number	4	4	4	4
City Centre Drummer Street D3	1000	00	1700	1800
Coton Cambridge Road	1015	15	1715	1815
Hardwick Village turn	1018	18	1718	1818
Caldecote Turn	1020	20	1720	1820
Bourn Village turn	1022	22	1722	1822
Great Cambourne Morrisons	1025	25	1725	1825
Great Cambourne Monkfield Lane	1027	27	1727	1827
Great Cambourne High Street	1033	33	1733	1833
Lower Cambourne Woodfield Lane	1038	38	1738	1838

This timetable starts 5 January 2020 All of our vehicles are low floor and wheelchair accessible. Each vehicle can carry one wheelchair user.

**MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Great Cambourne Morrisons	0602	0622	0642	0702	0722	0742	0802	0832	0852	0912	0932	0952	1012	1027	1047	1107	1127	1147
Great Cambourne Monkfield Lane	0604	0624	0644	0704	0724	0744	0804	0834	0854	0914	0934	0954	1014	1029	1049	1109	1129	1149
Upper Cambourne Sterling Way	0611	0631	0651	0711	0731	0751	0811	0841	0901	0921	0941	1001	1021	1036	1056	1116	1136	1156
Great Cambourne High Street	0618	0638	0658	0718	0738	0758	0818	0848	0908	0928	0948	1008	1028	1043	1103	1123	1143	1203
Lower Cambourne Woodfield Lane	0623	0643	0703	0723	0743	0803	0823	0853	0913	0933	0953	1013	1033	1048	1108	1128	1148	1208
Great Cambourne Morrisons	0628	0648	0708	0728	0748	0808	0828	0858	0918	0938	0958	1018	1038	1053	1113	1133	1153	1213
Bourn Village turn	0633	0653	0713	0733	0753	0813	0833	0903	0923	0943	1003	1023	1043	1058	1118	1138	1158	1218
Caldecote Turn	0635	0655	0715	0735	0755	0815	0835	0905	0925	0945	1005	1025	1045	1100	1120	1140	1200	1220
Hardwick Village turn	0637	0657	0717	0737	0757	0817	0837	0907	0927	0947	1007	1027	1047	1102	1122	1142	1202	1222
Coton Village turn	0646	0706	0726	0750	0810	0830	0850	0920	0932	0952	1012	1032	1052	1107	1127	1147	1207	1227
City Centre Drummer Street D3	0705	0725	0745	0805	0825	0845	0905	0935	0947	1007	1027	1047	1107	1122	1142	1202	1222	1242

**MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS (CONTINUED)**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Great Cambourne Morrisons	1207		27	47	07		1427	1447	1507	1527	1552	1612	1632	1652	1712	1732	1752	1812
Great Cambourne Monkfield Lane	1209		29	49	09		1429	1449	1509	1529	1554	1614	1634	1654	1714	1734	1754	1814
Upper Cambourne Sterling Way	1216		36	56	16		1436	1456	1516	1536	1601	1621	1641	1701	1721	1741	1801	1821
Great Cambourne High Street	1223	THEN	43	03	23		1443	1503	1523	1543	1608	1628	1648	1708	1728	1748	1808	1828
Lower Cambourne Woodfield Lane	1228	AT	48	08	28		1448	1508	1528	1548	1613	1633	1653	1713	1733	1753	1813	1833
Great Cambourne Morrisons	1233	THESE	53	13	33	UNTIL	1453	1513	1533	1553	1618	1638	1658	1718	1738	1758	1818	1838
Bourn Village turn	1238	TIMES	58	18	38		1458	1518	1538	1558	1623	1643	1703	1723	1743	1803	1823	1843
Caldecote Turn	1240	EACH	00	20	40		1500	1520	1540	1600	1625	1645	1705	1725	1745	1805	1825	1845
Hardwick Village turn	1242	HOUR	02	22	42		1502	1522	1542	1602	1627	1647	1707	1727	1747	1807	1827	1847
Coton Village turn	1247		07	27	47		1507	1527	1547	1607	1632	1652	1712	1732	1752	1812	1832	1852
City Centre Drummer Street D3	1302		22	42	02		1522	1542	1602	1622	1647	1712	1732	1752	1812	1832	1852	1912

**MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS (CONTINUED)**

route number	4	4	4	4	4	4	4
Great Cambourne Morrisons	1832	1856	1912	2012	2112	2212	2312
Great Cambourne Monkfield Lane	1834	1858	1914	2014	2114	2214	2314
Upper Cambourne Sterling Way	1841	1903	1919	2019	2119	2219	2319
Great Cambourne High Street	1848	1908	1924	2024	2124	2224	2324
Lower Cambourne Woodfield Lane	1853	1913	1929	2029	2129	2229	2329
Great Cambourne Morrisons	1858	1918	1934	2034	2134	2234	2334
Bourn Village turn	1903	1923	1939	2039	2139	2239	2339
Caldecote Turn	1905	1925	1941	2041	2141	2241	2341
Hardwick Village turn	1907	1927	1943	2043	2143	2243	2343
Coton Village turn	1912	1932	1948	2048	2148	2248	2348
City Centre Drummer Street D3	1932	1945	2001	2101	2201	2301	0001

CONTINUED ON NEXT PAGE

Lower Cambourne • Upper Cambourne • Great Cambourne  
• Hardwick • Cambridge



**SATURDAYS EXCLUDING BANK HOLIDAYS**

route number	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Great Cambourne Morrisons	0702	0722	0742	02	22	42	1802	1822	1842	1912	2012	2112	2212	2312		
Great Cambourne Monkfield Lane	0704	0724	0744	04	24	44	1804	1824	1844	1914	2014	2114	2214	2314		
Upper Cambourne Sterling Way	0711	0731	0751	11	31	51	1811	1831	1851	1919	2019	2119	2219	2319		
Great Cambourne High Street	0718	0738	0758	THEN AT THESE TIMES EACH HOUR	18	38	58	1818	1838	1858	1924	2024	2124	2224	2324	
Lower Cambourne Woodfield Lane	0723	0743	0803		23	43	03	1823	1843	1903	1929	2029	2129	2229	2329	
Great Cambourne Morrisons	0728	0748	0808		28	48	08	UNTIL	1828	1848	1908	1934	2034	2134	2234	2334
Bourn Village turn	0733	0753	0813		33	53	13	1833	1853	1913	1939	2039	2139	2239	2339	
Caldecote Turn	0735	0755	0815		35	55	15	1835	1855	1915	1941	2041	2141	2241	2341	
Hardwick Village turn	0737	0757	0817		37	57	17	1837	1857	1917	1943	2043	2143	2243	2343	
Coton Village turn	0742	0802	0822		42	02	22	1842	1902	1922	1948	2048	2148	2248	2348	
City Centre Drummer Street D3	0757	0817	0837		57	17	37	1857	1917	1937	2001	2101	2201	2301	0001	

**SUNDAYS INCLUDING BANK HOLIDAYS**

route number	4	4	4
Great Cambourne Morrisons	0925	25	1725
Great Cambourne Monkfield Lane	0927	27	1727
Great Cambourne High Street	0933	33	1733
Lower Cambourne Woodfield Lane	0938	38	1738
Great Cambourne Morrisons	0943	43	1743
Bourn Village turn	0946	46	1746
Caldecote Turn	0948	48	1748
Hardwick Village turn	0950	50	1750
Coton Village turn	0953	53	1753
City Centre Drummer Street D3	1008	08	1808

This timetable starts 5 January 2020



All of our vehicles are low floor and wheelchair accessible. Each vehicle can carry one wheelchair user.