



## RESIDENTIAL TRAVEL PLAN

### **Land to North of Saxon Business Park, Woodfen Road, Littleport**

Barratt David Wilson Homes (Anglia)

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Project No: 80223



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## 1. EXECUTIVE SUMMARY

- 1.1. Smarter Travel Ltd. (ST Ltd.) has been appointed as the Travel Plan Coordinator by Barratt David Wilson Homes (Anglia) to manage, monitor and promote the Residential Travel Plan (RTP) for a development consisting of up to 397 residential dwellings at land to the North of Saxon Business Park, Woodfen Road in Littleport. The development is also known as Peacock Grove.
- 1.2. Using Office for National Statistics (ONS) calculations, based on the 2021 Census data for the lower super output area E01035532 it is estimated that 397 dwellings could accommodate approximately 1,105 residents.
- 1.3. The Provision of this RTP is to meet the requirements of condition 8 of the hybrid permission for the Site (under planning reference 20/01238/FUM) permitted by the East Cambridgeshire District Council (ECDC).
- 1.4. The purpose of this RTP is to provide a long-term management strategy and action plan intended to encourage sustainable travel and positive behaviour change, to promote a healthier lifestyle and reduce the reliance on single occupancy vehicles (SOVs). This requires the identification and strategic implementation of measures which help to reduce the environmental impact of the travel associated with the development, particularly focused on walking, wheeling, cycling, public transport and car sharing.
- 1.5. This RTP has been prepared in accordance with Cambridgeshire Transport Assessment requirements, which require Residential Travel Plan (RTP) updates to monitor progress towards achieving the targets set out in **Chapter 5**. The TPC will provide annual updates to Cambridgeshire County Council (CCC) throughout the agreed monitoring period which, as per planning condition 8, will be from Baseline at 1<sup>st</sup> occupation (estimated for late 2025) until the 300<sup>th</sup> occupation. The monitoring period is therefore expected to be completed in 2031, with a principal target to achieve a 6% reduction in car / small van trips by the end of the monitoring period, in comparison to those estimated in the original Transport Assessment (TA) that was used to predict the impact on local transport in 2020.



## 2. CONTACT DETAILS

- 2.1. The Developer (Barratt David Wilson Homes (Anglia)) is responsible for the ownership of the Residential Travel Plan (RTP) for this development until the 300<sup>th</sup> occupied dwelling.
- 2.2. The appointed Travel Plan Coordinator (TPC) ST Ltd will have overall responsibility for the TPC role but can delegate responsibilities to others to assist in the operation and monitoring of the RTP. The key contact details for the TPC, Developer and Local Authority are provided below. Should the contact information change during the monitoring period, the following details will be updated.

**Travel Plan Coordinator:** Smarter Travel Ltd.

Main Contact: Elizabeth Evans

Email: [elizabeth.evans@rj.uk.com](mailto:elizabeth.evans@rj.uk.com)

**Developer:** Barratt David Wilson Homes (Anglia)

Main Contact: Ian Kenny

Email: [ian.kenny@bdwhomes.co.uk](mailto:ian.kenny@bdwhomes.co.uk)



### 3. DEFINITIONS

3.1. The following definitions are used throughout this document:

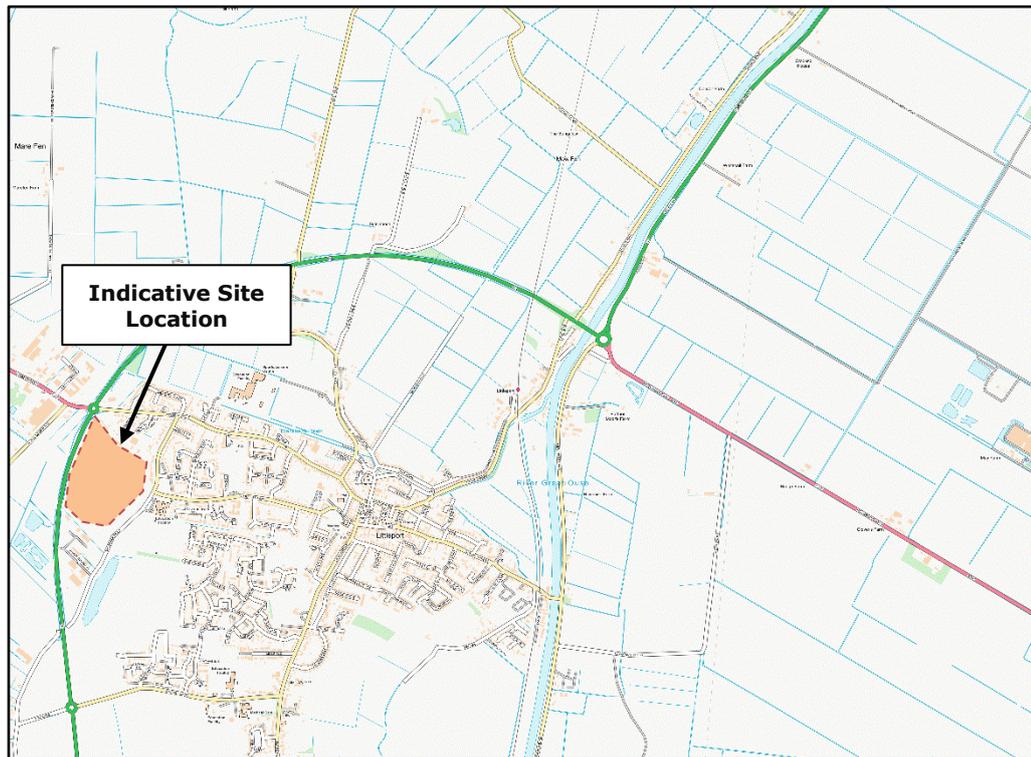
- i. **“Travel Plan”** means a comprehensive document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval, which are obliged to be undertaken by the “Travel Plan Coordinator” on behalf of the Developer. This may be abbreviated to “RTP” (Residential Travel Plan) where appropriate.
- ii. **“Travel Plan Coordinator”** means a permanent representative appointed by the Developer with the appropriate skills, budgetary provision, and resources to produce and update the RTP and manage the continued implementation of the RTP action plan. This may be abbreviated to “TPC” where appropriate.
- iii. **“Monitoring Period”** means the duration to which the Developer is committed to fund and manage the “Travel Plan” and “Travel Plan Coordinator” to review travel behaviour to / from the site, with an aim to reduce vehicular travel in favour of sustainable alternatives. Throughout the agreed monitoring period, annual monitoring data will aim to be submitted to CCC by appropriate means by end of September within the given monitoring year.

#### 4. SITE ACCESSIBILITY

##### *Location*

- 4.1. The indicative site location shown in **Figure 1** is situated west of Woodfen Road and east of the A10. Situated 7 km north of Ely. The longitude and latitude of the centre of the site are 0.463993 and 52.771335.

**Figure 1 – Indicative Site Location**



Ordnance Survey © Crown Copyright 2025. All rights reserved. License number 100022432.

##### *Phases of Development*

- 4.2. The development will be built in 3 Phases; construction of Phase 1A will begin to the southeast of the site, including the vehicular access into the development. Phase 1B consists of the construction of 180 residential dwellings to the northeast of the site. Phase 2 consists of up to 217 residential dwellings to the west of the site. A site phasing plan can be found in **Appendix A**.
- 4.3. This RTP relates to the residential development under Phase 1B for 180 dwellings, and as required under condition 8 of permission 20/01238/FUM. At the time of writing this statement, the Reserved Matters application pursuant to the outline element of 20/01238/FUM, for up to 217 dwellings in Phase 2, has not yet been submitted. However, it is anticipated this RTP will be updated in due course and following Reserved Matters approval.

- 4.4. There will be one vehicular access point into the Site via the new roundabout constructed in Phase 1A. The roundabout will be of a similar scale to the roundabout north of the A10. The self-build plots to the east near the site boundary will be provided with 5 private vehicular accesses from Woodfen Road.

**Active Travel**

- 4.5. The development will provide pedestrians and cyclists with access to the existing surroundings of Littleport. CCC published the Ely Cycle Map in 2023 (including surrounding areas), showing the appropriate walking/cycling networks around Littleport. **Figure 2** (below) provides an extract from the local cycle map, overlaying an indication of the site. Download the Ely Cycle Map by visiting the Cambridgeshire.gov website (below), also see **Appendix B**.

[cambridgeshire.gov.uk/residents/travel-roads-and-parking/active-travel-in-cambridgeshire/getting-started/cycle-routes-and-maps](https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/active-travel-in-cambridgeshire/getting-started/cycle-routes-and-maps)

- 4.6. New footpaths/cycleways leading from the east, south and west of the site are due pre-occupation for access to and from the site/amenities in Littleport. This will encourage active travel for residents into the local area and beyond via public transport links.



**Figure 2 – Local Cycle Map**

- 4.7. The map in **Figure 2** (above) shows the existing cycle infrastructure around Littleport highlighted in red and white, which travels through parts of the



North and east of Littleport. Some connections can be used for access on bike from the Site to Littleport Train Station or Littleport Town Centre.

- 4.8. Sustrans published a feasibility study on walking and cycling connections between Ely and Littleport in 2024, in which 3 walking and cycling routes were suggested and reported on, including the most viable option of creating connections along the A10, which would be accessible from this development. A copy of the feasibility report can be found in **Appendix C** with the route options displayed on Page 4 of the report.

### **Public Transport**

#### **Bus Services**

- 4.9. The closest bus stop to the Site is currently Queens Road bus stop on Gilbert Road, providing access to the eastbound A2B 9 service, travelling between Littleport to Cambridge during the following times 06:44, 09:38, 11:08, 12:38, 14:55 and 16:28, Monday to Saturday (except public holidays). There is no service on Sundays. The current bus timetable can be found on the A2B website (below) or in **Appendix D**.
- 4.10. For onward travel, the 9A service by A2B can be used from Market Street in Ely for travel around Ely, departing approximately every 60 minutes between 09:25 to 16:25, Monday to Saturday (except public holidays). The current bus timetable can be found on the A2B website (below) or in **Appendix D**.

[a2bbusandcoach.com/bus-timetables](https://a2bbusandcoach.com/bus-timetables)

- 4.11. As of September 2025, the bus services 9 and 9A changed operator to A2B Travel Group (previously operated by Stagecoach). A2B covers the operation of the 9 and 9A services on a temporary basis until a new tender is acquired to operate the services beyond 2026. The TPC will review the situation with the 9 and 9A bus services and will provide information through social media and travel newsletters when information is released.
- 4.12. Queens Road bus stop on Glibert Road is expected to become more easily accessible once the footway/cycleway connection has been made from Phase 1B to Woodfen Road, which is due prior to occupation.
- 4.13. The developer will pay a contribution to CCC for bus service improvements and bus stop improvements, which include works to erect a flagpole, sheltered seating area and real-time passenger information (RTPI) display. Details of the service improvements are not available at the time of writing; however, the TPC will provide an update once works have been completed.

#### **Community Transport**

- 4.14. FACT provides accessible transport for people unable to walk, cycle or use public transport to access health, social and wellbeing services in the local area. Bookings can be made by calling 01354 661234 between 9:00am to 1:00pm, Monday to Friday (except bank holidays) for bookings from 9:30am and returns will be between 12:00 and 14:00, depending on the day of use. Visit the website below for more information.



[fact-cambs.co.uk/Dial-a-Ride-East-Cambs.html](http://fact-cambs.co.uk/Dial-a-Ride-East-Cambs.html)

- 4.15. East Cambridgeshire Social Car Scheme (ECSCS) provides accessible transport for those unable to use conventional transport. They provide a private door-to-door transport service, where the user of the service will be expected to pay 45p per mile from the driver's home to the user's home, plus 50p per mile from the user's home to their destination and the same again if booking a return journey. There is a £1 booking fee that covers the administration of the service. The service can be booked between 9:30am to 12:30pm Monday to Thursday by calling 01353 666 553. Visit the website below for additional information.

[vcaec.org.uk/car-scheme/](http://vcaec.org.uk/car-scheme/)

### **Train Travel**

- 4.16. Great Northern services operate from Littleport Train Station to Kings Lynn and London Kings Cross via Ely and Cambridge. Connecting services to Peterborough, Ipswich, Norwich, Birmingham, Liverpool, Stansted Airport and London Liverpool Street are available via Ely using a variety of services operated by Greater Anglia, Great Northern, CrossCountry and East Midlands Railway.

- 4.17. Littleport Train Station is located 2.2km from the Site, taking approximately 31 minutes to walk and 9 minutes to cycle, with part of the route including existing footway/cycleway infrastructure.

- 4.18. Littleport Train Station operates Great Northern services to Ely departing every 30 minutes during weekday peak hours and 60 minutes during off-peak hours (including Sundays). The service operates from 05:08 to 23:08. There is step-free access across both platforms at Littleport Train Station. Assistance is also available at the train station. There are 20 cycle storage spaces available with 45 car parking spaces and 2 accessible car parking spaces. A copy of the timetable from Great Northern can be found in **Appendix E**.

[timetables.greatnorthernrail.com/GN/#/timetables/3550/Table%20A](http://timetables.greatnorthernrail.com/GN/#/timetables/3550/Table%20A)

- 4.19. Train users have access to a range of discounted travel options, including National Railcards, which can be applied for via the National Rail website. Great Northern operates a mobile app that can be used to check service updates, find cheaper tickets, and store railcards for use while travelling. You can find more information on the Great Northern website by visiting:

[greatnorthernrail.com](http://greatnorthernrail.com)



**Highway Mitigation Strategy**

4.20. **Table 4.1** shows a schedule for the highway works, according to the S106 associated with the planning application and the Decision Notice (ref: 20/01238/FUM) dated 9<sup>th</sup> October 2020.

**Table 4.1 – Highway Works Schedule**

<b>Location</b>	<b>Mitigation Strategy</b>	<b>Trigger</b>
A10	Pedestrian/cyclists trail across western boundary	Pre-occ.
Peacock Grove	Pedestrian/cyclist access points east/south and west from development	Pre-occ
Woodfen Road	Upgrade to the south section of Woodfen Road to provide walking/cycling route for access to the bus stop on Gilbert Road	Pre-occ.
Bus Stop Contribution	Bus stop improvements including; Flag and pole, real transport passenger information display, shelter and seating.  Sum of £31,000 payable by the developer to CCC	Pre-occ

\*Prices are Retail Price Index (RPI) linked unless otherwise stated.



**Local Amenities**

- 4.21. Access to local amenities is essential to the efficient use of a housing development. The residents within the Site will be able to actively travel to a range of amenities, as outlined below in **Table 4.2** in order of ascending distance. The distances and travel durations provided below are estimated based on available infrastructure, as of September 2025, from the latitude and longitude of the access to the north of the site, with the Ordnance Survey (OS) grid coordinates 52.45879, 0.2901586. As the Site develops, the distance to amenities and approximate walking and cycling durations will likely be reduced.
- 4.22. The distances provided below are taken from available cycle routes. The walking and cycling speeds Google Maps use are based on averages of 5kph (3mph) and 16kph (10mph), respectively.
- 4.23. A copy of the latest version of the Travel Information Pack is shown in **Appendix F**, containing a visual map of the local amenities in relation to the Site.

**Table 4.2 – Local Amenities**

<b>Amenity</b>	<b>Distance (km)</b>	<b>Approx. Walking / Cycling Duration (minutes)</b>
Littleport Community Pre-School	0.1	1 / 1
BP Petrol Station (including M&S Supermarket)	0.8	10 / 2
Littleport Youth & Community Centre	0.8	11 / 2
Jurassic Bark Pet Shop	0.8	11 / 2
Wellbeing Pharmacy	0.8	11 / 2
Johnson & Scott Veterinary Clinic	0.9	11 / 2
Littleport Leisure Centre	0.9	12 / 3
St Georges Medical Centre	0.9	12 / 3
St George’s Church	1.0	14 / 3
JP Meats & More Butchers	1.1	15 / 4
The Crescent Play Area	1.1	15 / 4
The Crown Pub	1.1	15 / 4
Littleport Post Office	1.1	16 / 4
Littleport Town Football Club	1.2	16 / 4
Co-Op Supermarket	1.2	16 / 4
Littleport Town Centre (restaurants, takeaways, shops, salons, dentist, & village hall)	1.2	17 / 4
Littleport Dog Park	1.5	21 / 5
Littleport Train Station	2.2	31 / 9



## 5. OBJECTIVES AND TARGETS

### **Objectives**

5.1. There are several objectives that the implementation of a RTP is intended to help fulfil. The main 4 objectives of this RTP are to:

- 1** Reduce the use of SOVs and therefore traffic generated by the development to a lower level of vehicular trips than would be predicted for Peacock Grove by promoting improved pedestrian/cycling access to local amenities within Littleport.
- 2** Promote healthy lifestyles and sustainable, vibrant local communities through ongoing marketing to residents, raising awareness of the RTP and progress towards its principal target.
- 3** Accommodate those journeys that *need* to be made by car, such as by those with limited mobility who may not be able to access public transport, by promoting community travel options and car sharing.
- 4** Promote the TPC services available to assist in addressing specific problems that prevent residents from gaining access to key amenities.

### **Targets**

5.2. Targets are Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They are phased and are categorised as either "aim type" (e.g. percentage using non-car modes by....) or "action type" (e.g. appoint a TPC by....).

5.3. The potential vehicular trip rate for the development was estimated as part of the original TA that supported the planning application. The TA Estimate was used to set the following "aim type" targets for the duration of the monitoring period and will be evaluated against future Automatic Traffic Count (ATC) and Manual Count datasets:

- By Year 2 (2027) of implementation of the Full TP, decrease the AM and PM peak hour car / small van trip rates by 3% when compared to the TA Estimate.
- By Year 5 (2030) of implementation of the Full TP, decrease the AM and PM peak hour car / small van trip rates by 6% when compared to the TA Estimate.

5.4. Additional "aim-type" targets that are not directly related to modal shift. These targets will be used to monitor behaviour change by analysing the biennial travel survey results:

- 10% response rate from any Travel Survey questionnaire.
- 15% of total dwellings to have claimed a welcome voucher by the end of the monitoring period.



- 5.5. If targets are not being achieved after the Year 2 (2027) and Year 4 (2029) monitoring periods, the TPC will analyse the situation and may recommend additional Travel Plan measures be implemented to achieve the desired targets. An on-site community event may be considered to engage with residents and promote available TPC services. The original incentive of free public transport taster tickets may also be considered again, to encourage modal shift. The TPC will assess the effectiveness of such measures, discuss with the Developer and CCC, and implement as appropriate.
- 5.6. All online / postal survey data will be confidential. No names or addresses shall be passed on to any third party unless consent has been granted by the participant. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address
  - Age
  - Telephone number / email address
  - Whether they are registered disabled
  - Number and age of any dependants
  - Proof of address (if claiming incentives)
- 5.7. All survey data shall be securely stored by the TPC in accordance with ST Ltd Data Protection Policy, until such time when the data is disposed of, in accordance with UK GDPR.



## 6. PROPOSED MEASURES

- 6.1. The TPC is responsible for the ongoing monitoring and marketing strategy for the Site. Therefore, an action plan has been outlined in **Table 6.1**, detailing the marketing strategy and monitoring schedule to be implemented, as appropriate. The action plan is reviewed as and when the RTP is updated, to ensure targets are being achieved and if not, to assess what additional measures may need to be implemented.
- 6.2. "Marketing channels" may refer to, but is not limited to: Travel Information Pack (TIP), Personal Travel Plans (PTPs), the Travel Plan webpages, social media (Facebook, Instagram, X, LinkedIn), residential Travel Surveys, newsletters and any promotional events held.

**Table 6.1 – Action Plan**

Measure	Action	Timescale	Due
Travel Information Pack (TIP)	Each household will receive a TIP when moving in, promoting sustainable travel and incentives.	Ongoing from 1 <sup>st</sup> occ. until 300 <sup>th</sup> occ.	
Sales Training	Developers' sales team can be provided with training to promote TIPs, if requested.	Once sales office is open	
Personal Travel Plans (PTPs)	Promotion of PTP service offered by the TPC to all residents via marketing channels.	Ongoing from 1 <sup>st</sup> occ. until 300 <sup>th</sup> occ.	
Social Media	Maintenance of the Travel Plan webpages and social media channels to promote sustainable travel options, news and incentives to residents.	Ongoing from 1 <sup>st</sup> occ. until 300 <sup>th</sup> occ.	
Sustainable Travel Promotion	Promotion of walking, cycling (including Bikeability training), public transport, EV and car sharing options, news, events and incentives via marketing channels.	Ongoing from 1 <sup>st</sup> occ. until 300 <sup>th</sup> occ.	
Sustainable Travel Behaviour Champions	Identify residents to act as Sustainable Travel Behaviour Champions to promote sustainable travel opportunities.	Ongoing from 1 <sup>st</sup> occ. until 300 <sup>th</sup> occ.	
Site Audit	Before any RTP updates, TPC to review on- and off-site infrastructure and works completed to date, reporting issues to CCC.	Annual	Spring 2026 (pre-Full RTP)
Residential Travel Survey	A postal / online travel survey to collect behavioural data and promote incentives.	Annual	Spring 2026
Automatic Traffic Count	A 1-week ATC of all open vehicular accesses to monitor movement in/out of the site.	Annual	Spring 2026
Manual Count Survey	A 12-Hour Manual Count of all movement in/out of the site and the modal split.	Annual	Spring 2026
Newsletter	Promoting TPC services and sustainable travel options, news and incentives.	Annual	Autumn 2026

*Note: Timescales and due dates are estimates only. Actual delivery schedule will depend on rate of occupations.*



### ***Incentives***

- 6.3. The TPC is responsible for promoting sustainable travel to increase modal shift away from SOVs to active travel, public transport and car sharing, where appropriate, to meet the targets set out in **Chapter 5**. The first occupier of each household is eligible to claim one of the following welcome vouchers:
- £150 Active Travel Voucher (per dwelling), or;
  - 4-week Bus Voucher for local services (per dwelling) and;
  - Personal Travel Plan (per resident).
- 6.4. Active travel vouchers will be provided via [Decathlon.co.uk](https://www.decathlon.co.uk) (subject to change) and aim to be issued by the TPC within 15 working days of a claim submission. Residents can claim by completing the Initial Travel Survey, advertised in the Travel Information Pack that all new residents receive, or by following a link on the Travel Plan webpages to the online survey. Terms and Conditions will apply.
- 6.5. Voucher uptake is estimated to be within the region of 30-40% of all dwellings by the end of the monitoring period, but this is a guideline only and is subject to the willingness of residents to participate.



**7. MONITORING DATA**

***Pre-Occupation***

7.1. Vehicular trip rates were estimated in the TA (2020) as part of the original planning application for the Site and the modal split data has been taken from 2011 Census for residents in the Output Area E00091028. These are included in **Table 7.1** and **Table 7.2** respectively, to be compared with future monitoring data collected from Automatic Traffic Counts (ATCs) and 12-hour Manual Counts.

***Trip Rates***

7.2. The TA trip rate estimates are provided in **Table 7.1** for the AM Peak and PM Peak, which will be compared against all future ATC data collected, to understand how trip rates are evolving and ensure targets are on track to be achieved, helping to amend measures accordingly. It should be noted that the TA trip rate estimates were taken from the TRICS and the sites used were deemed to be suitable within the TRICS database at the time of writing the TA. This method was agreed with CCC.

**Table 7.1 – Vehicular Trip Rates**

	<b>Time Period (Two-Way Total Trips)</b>		
<b>Monitoring Period</b>	<b>AM Peak 08:00-09:00</b>	<b>PM Peak 17:00-18:00</b>	<b>12 Hour 07:00-19:00</b>
<b>TA Estimate (2020)</b>	0.708	0.623	N/A

7.3. Once monitoring commences, results will be published in **Table 7.1** above in future RTP updates. The TPC will avoid scheduling traffic data collection during school holidays, known public transport strikes or significant road works in the surrounding areas, to prevent anomalous datasets.



**Modal Split**

- 7.4. The pre-occupation modal shift data in **Table 7.2** has been taken from the 2011 Census for Method of Travel to Work for the resident population of the Output Area E00091028 and will be used to compare modal shift patterns in future RTP updates once monitoring commences.

**Table 7.2 – Modal Split**

<b>Mode of Transport</b>	<b>Census (2011)</b>
Driving a car or small van	65.4%
Passenger in a car or small van	11.8%
On foot	9.4%
Bicycle	3.1%
Bus, minibus or coach	2.4%
Train	7.1%
Motorcycle, scooter or moped	0.0%
Taxi	0.0%
Other (inc. LGV/OGV)	0.8%
<b>Total</b>	<b>100%</b>

Notes: Figures have been rounded to the nearest 0.1 decimal place for reporting purposes. The 2011 Census does not specify what is inclusive of 'Other'.

- 7.5. **Table 7.2** demonstrates that at the time of the Census (April 2011), commuting was primarily conducted using a vehicle, with 65% choosing to travel by car or small van, followed by 12% who used active travel modes (9% walking, 3% cycling), a further 9% of commuters used public transport (2% bus, 7% train) and 12% travelled as a passenger in a car or small van. The calculated model split aligns with the TA from 2020 but here they have been separated to include details of "Taxi", "Motorcycle, Scooter or Moped" and "Other".



## **APPENDICES**



***Appendix A***

KEY

- Phase 1A
- Phase 1B
- Phase 2
- Self-Build



**Phase 2**

detail subject to a future reserved matters application

**Phase 1B**

**Self-Build**

**Self-Build**

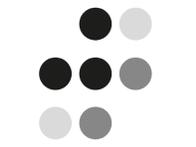
**Phase 1A**

Legal Information

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A	07/05/24	KP
Second Issue with updated key		
B	11/06/24	JR

Phase note added



**24/Three**

25 Castle Gate, Newark, Nottinghamshire, NG24 1AZ  
01462225116 helo@24three.co.uk www.24three.co.uk

PROJECT TITLE  
**Littleport**

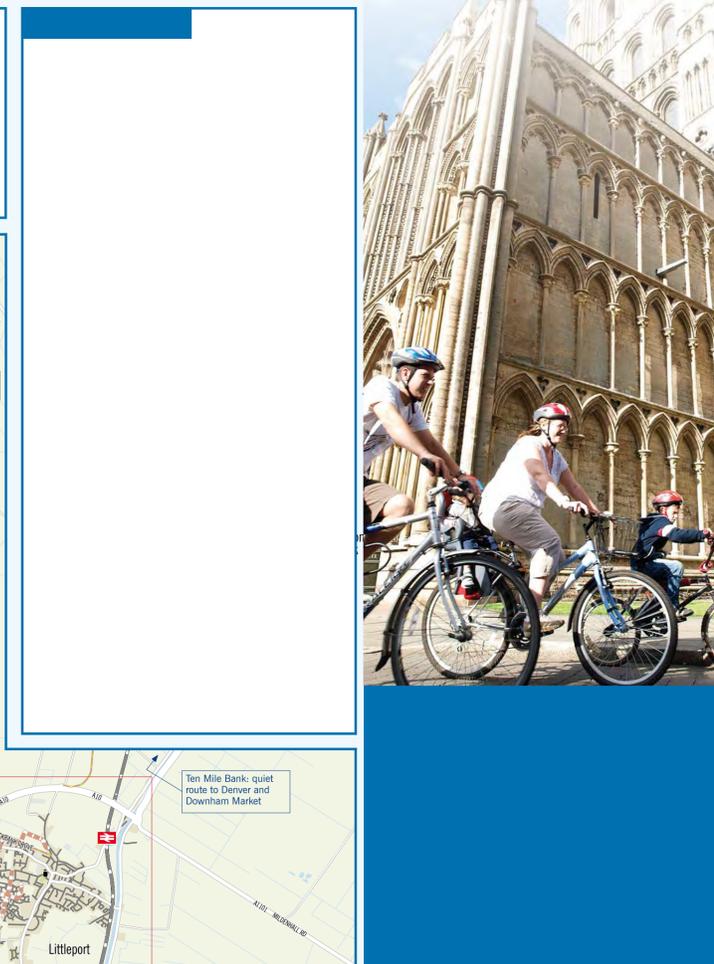
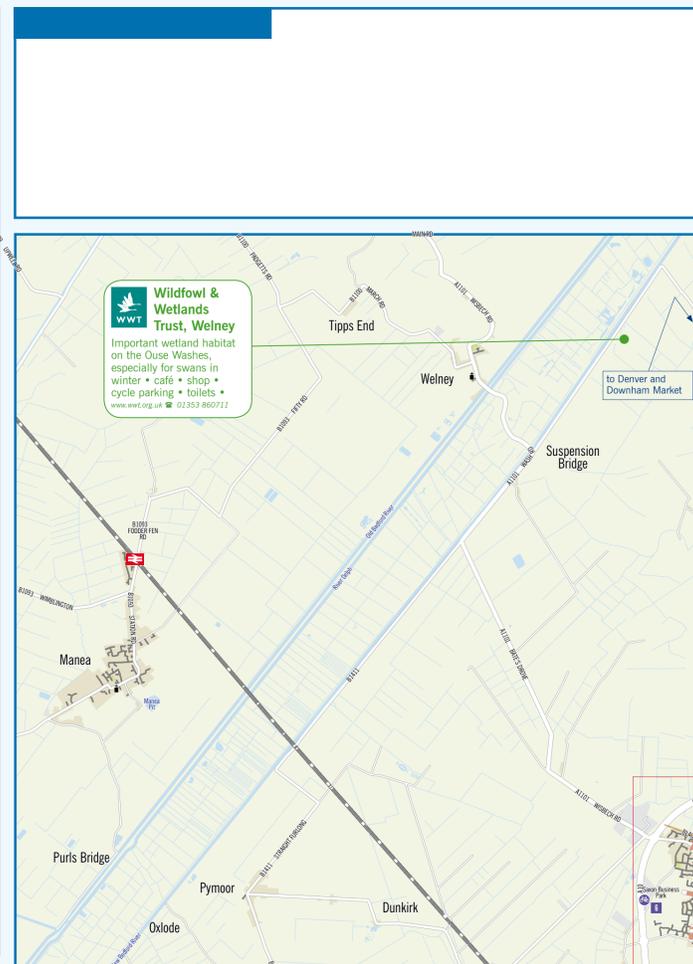
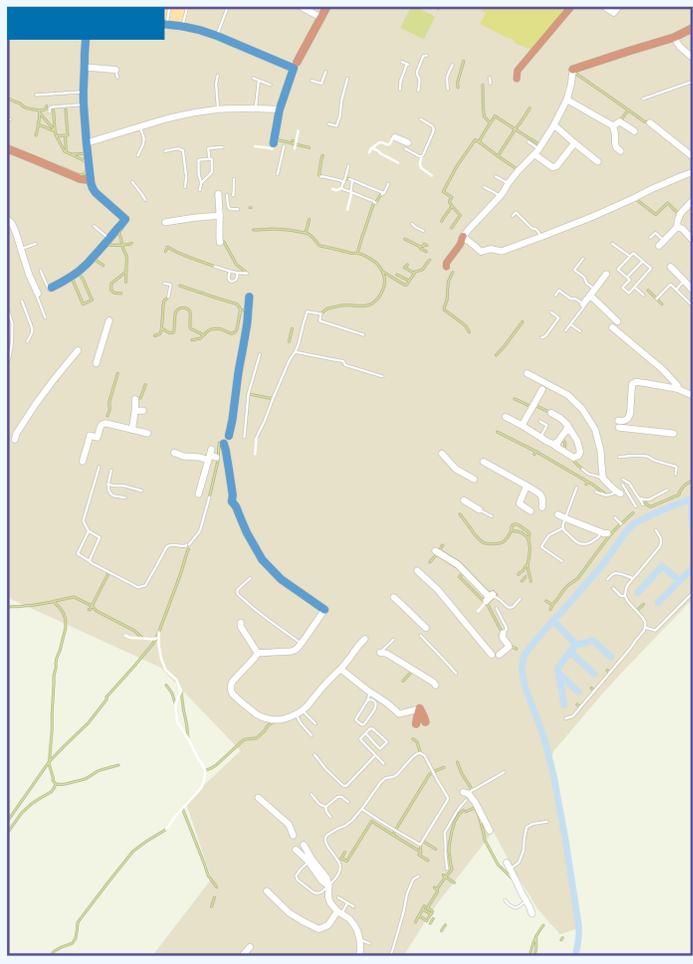
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DATE	BY	CHKD BY	REV.
11/06/24	KP	SF	B

DWG NO. STATUS  
P24019-DR3-001 Preliminary



***Appendix B***



**Around Ely**

One of the country's smallest cities, Ely's importance arose from its position on higher ground, surrounded by the flat, agricultural land of the Cambridgeshire Fens. This landscape is shaped more than most by people. Before the huge



Prickwillow engine museum drainage projects of the seventeenth century, the 'Isle of Ely' was probably a true description, and the name lasted into recent times in its council and a parliamentary constituency. Some say that Ely's name comes from eel catching in its many surrounding waterways, an occupation that also continued into the twentieth century using punts and elongated wicker traps (see film of this at Ely Museum).

**A landscape shaped by drainage**

What little drainage there was in the middle ages fell into disrepair after the dissolution of the monasteries about 1540. So Francis, Earl of Bedford, led the 'Adventurers' (from which Adventurers' Fen near Wickens is named) to improve agricultural land by promoting new waterways, the key being a 34km dead straight canal to divert the Great Ouse. Now called the Old Bedford River, this was completed in the 1630s. Vermuyden's New Bedford River followed after 1650. These parallel Bedford rivers, north-west of Ely, now form a key part of the modern landscape. In winter the Ouse Washes, the half mile between the two channels, floods and freezes. This variously acts as a reservoir for excess water, a skating rink, and one of the most important wetland habitats in the country. Each new year, around 9,000 Bewick's and whooper swans arrive.

**Ely**  
Ely is twelve miles from Cambridge. It has many historic buildings, some dating back to medieval times and is known for its pattern of narrow streets and monastic buildings. From the riverside you can take boat trips, riverside walks, explore cafes and antiques shops or listen to music in the park.

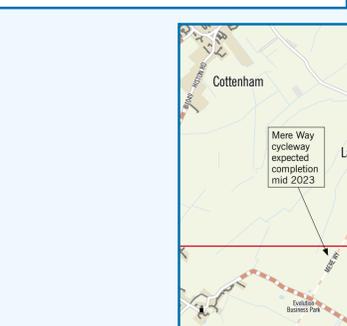


The Wildfowl and Wetlands Trust at Weiney has a visitor centre open all year, right on National Cycle Route 11. Drainage has influenced the whole area. After water was removed, the spongy peat shrank, so many of the waterways lie well above the surrounding land, most clearly seen along the Lodes Way cycleway which crosses several of the old canals. The basin at Reach is the terminus of one such 'lode', evidence of trading activity since Roman times. Reach is also the site of an annual May fair and the end of Devil's Dyke, a 12km-long, Anglo-Saxon, chalk rampart, now a valuable grassland habitat.

The need to constantly keep the water out means getting it up-hill, so another characteristic feature arrived: pumps. Once there were many wind pumps. An example can still be visited at the National Trust reserve at Wickens Fen. Later, tall, isolated buildings with chimneys dotted the land as over a hundred steam-powered beam engines replaced the windmills in the 19th century. Now electric pumps do the job, but you can visit two of the original engines: a museum at Prickwillow is an easy cycle ride east

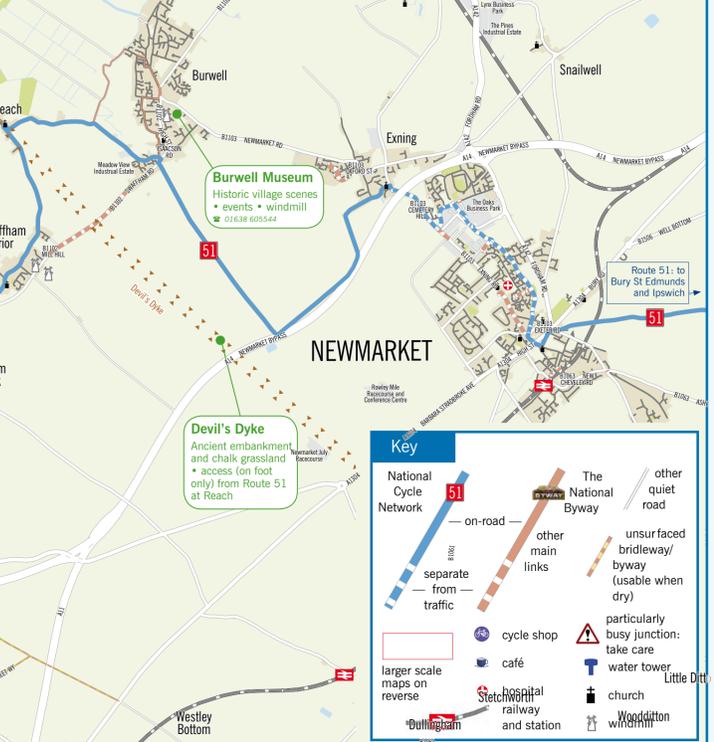
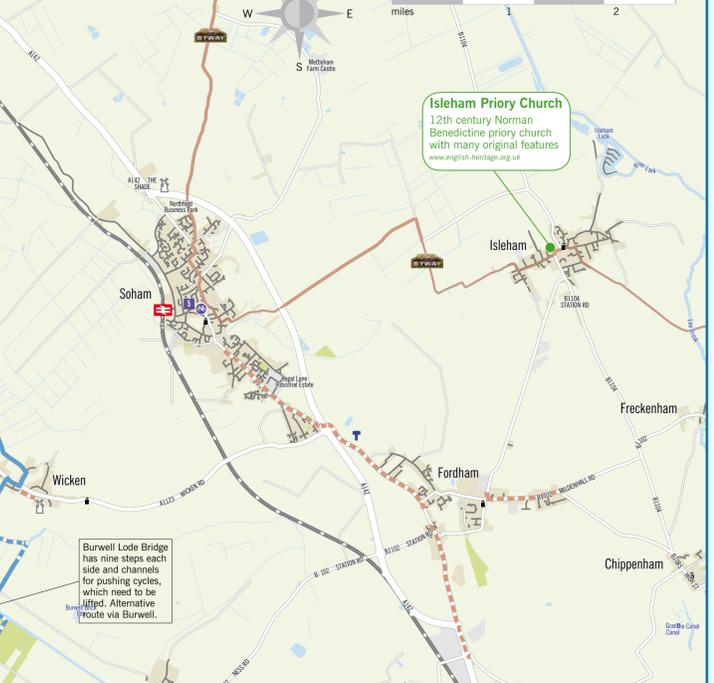
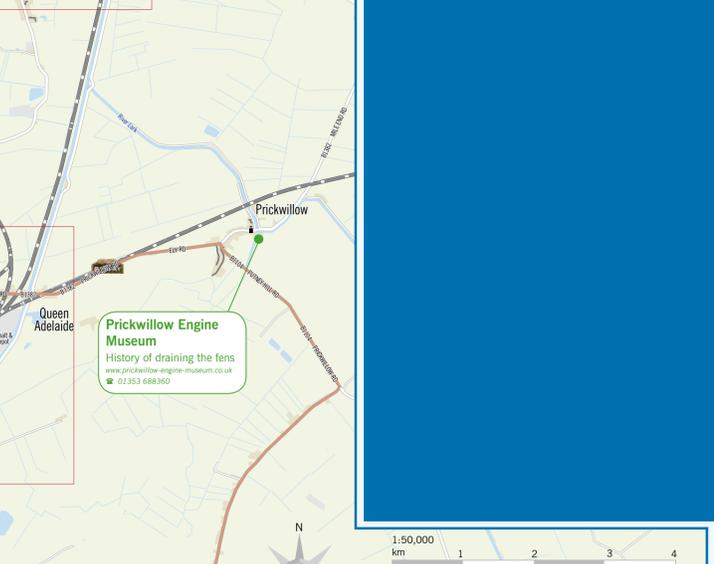
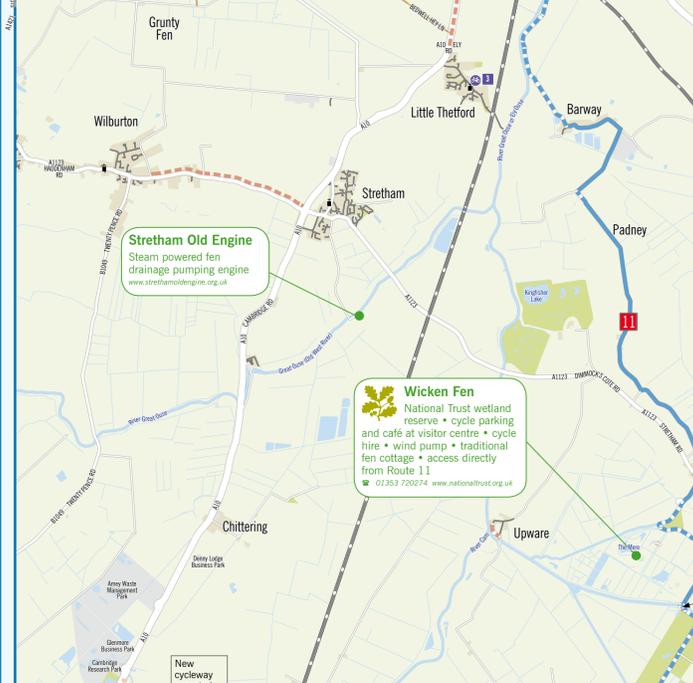
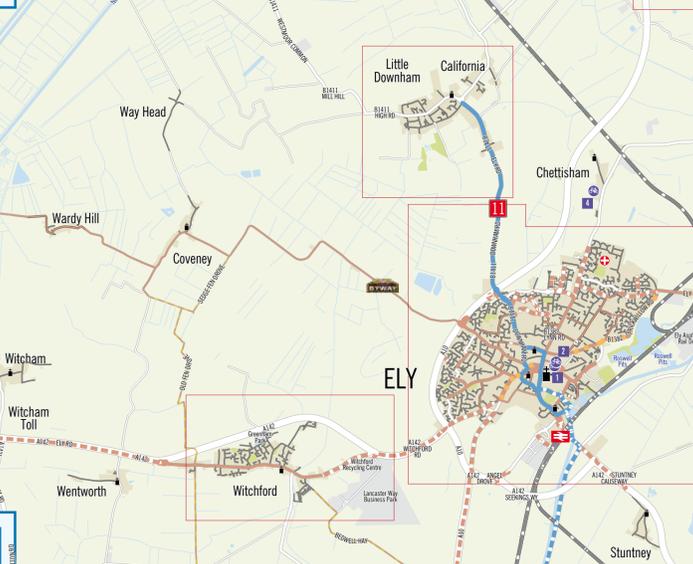
The Cathedral, the *Ship of the Fens*, is Ely's most prominent feature. In fact, the town grew up because of the cathedral. The present church, a wonderful example of Romanesque and Gothic

Oliver Cromwell, Lord Protector during England's brief period as a republic, has many associations with the area. He lived with his family in Ely for ten years from 1636. His home close to the cathedral (his only surviving residence other than Hampton Court) now illustrates 17th century domestic life and Cromwell's connections to the Fens. It also houses the city's Tourist Information Centre. Ely Museum, just around the corner, is housed in the old Bishop's Gaol dating to the 13th century and features the prison cells among its exhibits. More generally it covers the area's natural history and pre-history through Roman and Saxon periods to modern times. Ely Tourist Information Centre: 01353 662042 www.visitely.org.uk



The New Bedford River and Ouse Washes near Pymoor

architecture, dates from 1083. It is on the site of an earlier monastery, founded by St Etheldreda in 673, whose cult derives from the supposed preservation of her body, and a later Benedictine order. The unusual octagon tower, 52m high and 23m across, can be seen from miles around. There are guided tours of the building and up the tower. The cathedral also houses the Stained Glass Museum with over a hundred works covering 800 years including medieval and contemporary examples.



**Cycling**

**Why cycle?**

- It's free.
- To save time – it's often the quickest way to get around town and parking is free and easy.
- It keeps you fit whilst you get from A to B – regular cyclists are as fit as a person 10 years younger and have a reduced risk of heart disease or stroke.
- To enjoy the open spaces and countryside.

**Cycling Tips**

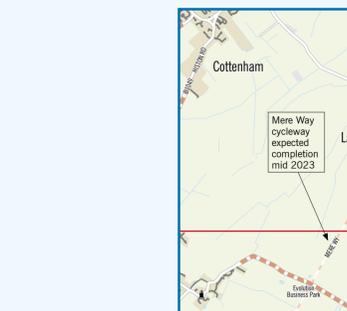
- Ride assertively – cycle well out from the kerb so that you are visible to motorists. This will discourage them from overtaking too closely.
- Watch out for car doors opening and make eye contact with drivers waiting to pull out.
- Don't overtake lorries or buses on the left at junctions as they have a blind spot and there could be fatal consequences.
- Master the backward look – practice looking back over your right shoulder so you can turn right or overtake without wobbling.
- Ensure your bike is roadworthy.

**Do's and Don'ts**

- Be considerate to pedestrians – they should be given priority on shared paths, so slow down and use your bell.
- Don't cycle on the pavement unless there are blue signs indicating that they are designated cycle routes.
- Use lights at night – reflective clothing is also a good idea.
- Only use one-way streets in the permitted direction and obey traffic signs in general.

**Cycle Parking**

- Cycle parking stands are available in and around the city centre.
- Sadly, cycle theft is common. Always lock your bike to a fixed



An off-road cycleway runs between

**Key**

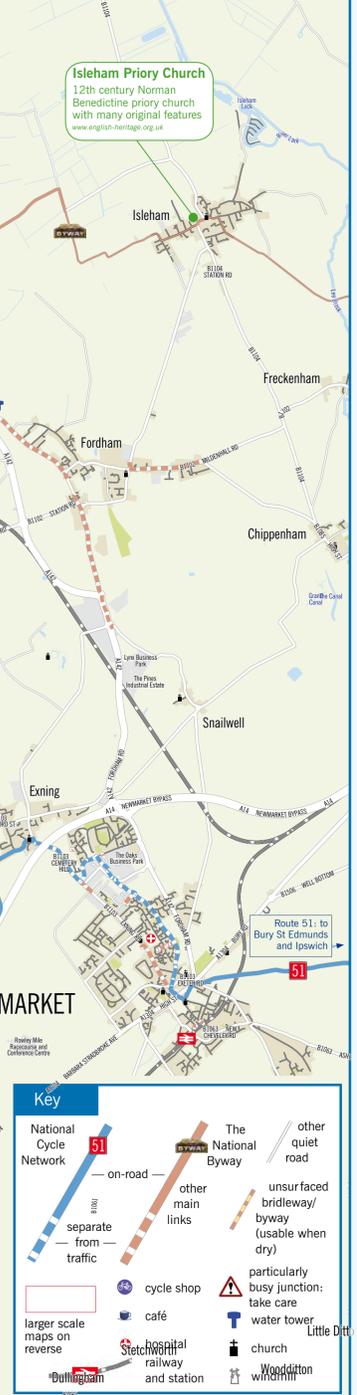
- National Cycle Network 51
- on-road
- separate from traffic
- other main links
- other quiet road
- unsurfaced bridleway/byway (usable when dry)
- particular busy junction: take care
- water tower
- church
- Little Ditton
- Woodditton
- windmill

Please see separate Cambridge Cycle Map for more routes in this area



Ten Mile Bank: quiet route to Denver and Downham Market

1:50,000  
km 1 2 3 4  
miles 1 2







***Appendix C***

# Ely- Littleport Feasibility Study

Ely to Littleport walking and cycling routes



06 February 2024



Cover photo credit: Lee Wynd/Sustrans

# About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk).

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

## Our vision

A society where the way we travel creates healthier places and happier lives for everyone.

## Our mission

We make it easier for people to walk and cycle.

## How we work

- **We make the case for walking and cycling** by using robust evidence and showing what can be done.
- **We provide solutions.** We capture imaginations with bold ideas that we can help make happen.
- **We're grounded in communities,** involving local people in the design, delivery and maintenance of solutions.

## What we do



## Contact us

To find out more, please contact ([martin.philpott@sustrans.org.uk](mailto:martin.philpott@sustrans.org.uk))

All photos: Lee Wynd/Sustrans or Nigel Brigham/ Sustrans unless otherwise stated.

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# 1. Executive summary

This report looks at potential new walking and cycling routes between Ely and Littleport. Existing links between the communities are dominated by the A10, the railway, the River Great Ouse and Lynn Road/ Ely Road ( which is the former route of the A10 before the Ely Bypass was constructed). Most of the roads carry motorised traffic at volumes, speeds and conditions including the A10 itself, that are likely to be uncomfortable for many people considering walking or cycling.

East Cambridgeshire District Council (ECDC) are keen to provide better facilities for local residents, visitors and Sustrans is keen to provide a link to National Cycle Network Route 11, which currently ends in Ely and Little Downham.

The report considers three alignments, broadly speaking the A10 corridor, the river Great Ouse flood banks and the Lynn Road/ Ely Road corridor. All of the options involve the use of private land and detailed discussions will be needed with numerous landowners before any alignment can be finalised. All options also need to link with developments in both Ely and Littleport, because facilities provided as part of developments are needed for the alignments.

The report also investigates the existing provision within Littleport and Ely. Without good provision from people's doorsteps (or all the way to key destinations) some journeys will remain challenging, regardless of the rest of the route.

None of the options are easy and there is a good case for more than one route. The railway crossings needed for all options provide major challenges and form significant parts of this study.

Whilst Option 2 could be an attractive route it is considered too indirect (particularly for the northern part of Ely) and has too many challenges to be recommended.

Options 1 and 3 both build on infrastructure that is being delivered or is planned as part of new developments in Littleport and Ely, with Option 1 being the most consistent with those developments in terms of following the A10 corridor. It does, however, require significant amounts of land and funding. Option 3 would be cheaper and therefore better value for money, but it is less direct than Option 1 and requires a significant change to usage of the existing level crossing on Lynn Road. This would give those walking, wheeling and using public transport a significant advantage and would make good use of the A10 as a bypass, but clearly it will need community engagement and important choices to be made.

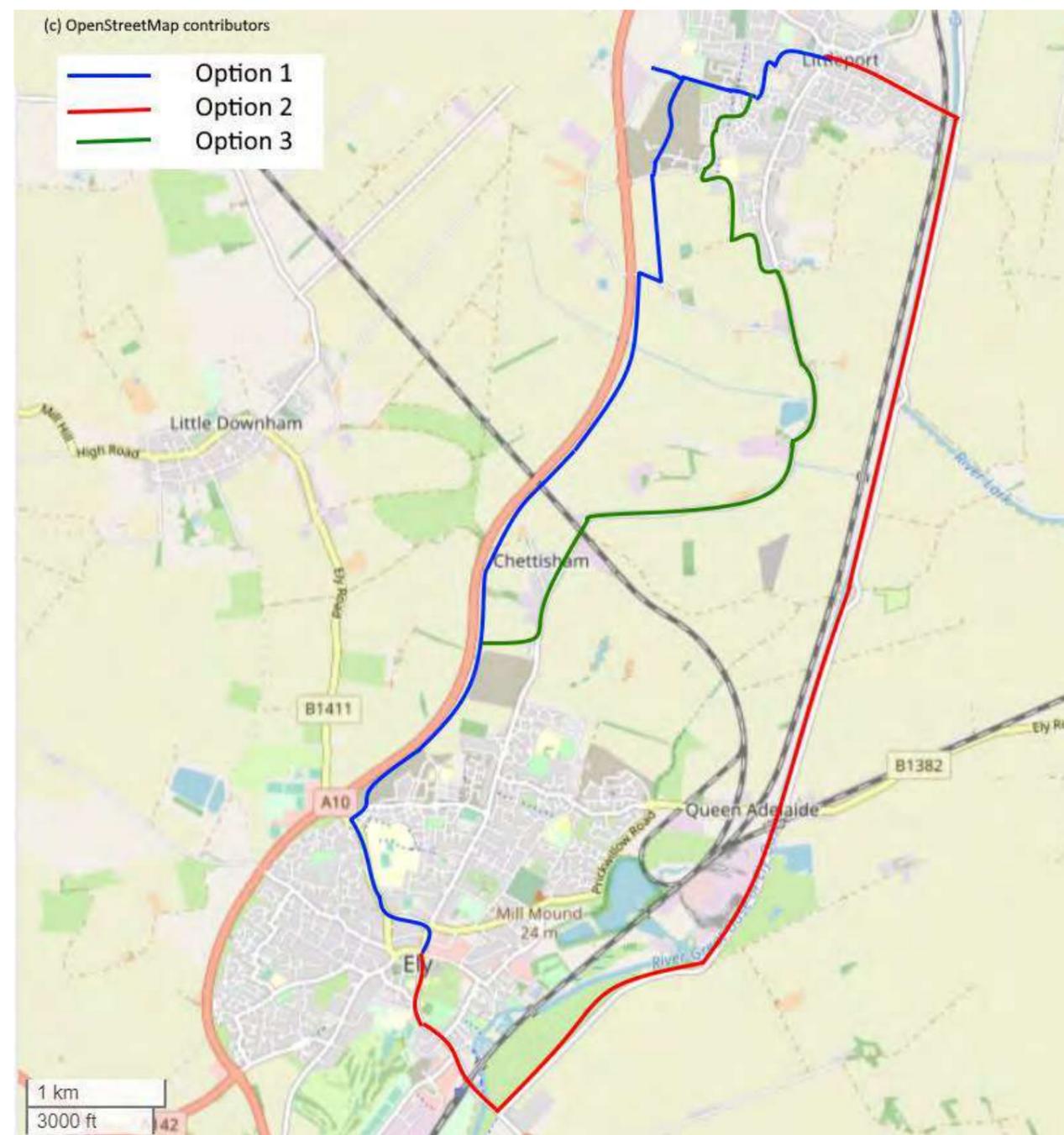


Figure 1 Route Options

## 2. Introduction

Sustrans has been asked to look at options for new walking and cycling routes between Ely and Littleport, in East Cambridgeshire. This request has come from ECDC who are looking to improve local facilities and want to progress plans for routes, so that when funding becomes available, they can bid for funding. The objective of the report is to identify the advantages and disadvantages of the various options, so that further consultation can be had with the local community, local employers, and landowners to consider the best way forward.

### 2.1 Background to the project

There is a well established cycling culture in Cambridgeshire generally, given the topography especially and the presence of the University of Cambridge. Links between Ely and Littleport were amongst the top three most requested walking and cycling routes in ECDC's Cycling and Walking Routes Strategy and at approximately 8.5km between the two population centres, this is a distance eminently suitable for cycling and walking for both commuting and leisure.

In addition, national policies have been giving high priority to walking and cycling as well as offering the potential for major funding in future.

Sustrans has also been reviewing the National Cycle Network and this review noted that the National Cycle Network is a local asset with incredible reach, connecting people and places across the UK and providing traffic-free spaces for everyone to enjoy.

The review identified that the Network is used by a broad range of people – walkers (for over half of journeys) and people on cycles, as well as joggers,

wheelchair users and horse riders – but there is a lot more we can do to make it safe and accessible for everyone. The network's routes have great potential for improvement. The character and quality varies hugely, and whilst 54% of the network is good or very good, 46% is poor or very poor.

The review included a vision for a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve.

### 2.2 Purpose of the project

- To describe the current problems, obstacles and propensity to walk and cycle in the area.
- To identify at least one high quality route that can be delivered between Ely and Littleport.
- To consider ways to improve links within both communities.
- To rank the route options in terms of benefits and costs and to consider ways to deliver improvements, including timetables and costings.

# 3. NCN principles

## 3.1 Why we have the NCN principles:

The National Cycle Network design principles set out key elements that make the Network distinctive and need to be considered during design of new and improved routes forming part of the Network.

Where the Network is not traffic-free it should either be on a quiet-way section of road or be fully separated from the carriageway.

For a National Cycle Network route on a quiet-way section of road traffic speed and flows should be sufficiently low with good visibility to comply with design guidance for comfortable sharing of the carriageway.

Signs and markings should highlight the Network.

### Principle 1:

#### Traffic-free or quiet-way

Where the Network is not “traffic-free” it should either be on a quiet-way section of road or be fully separated from the adjacent carriageway.

For a National Cycle Network route on a quiet-way section of road the traffic speed and flows should be sufficiently low enough to encourage cycling for all ages and abilities.

It should have good visibility to comply with design guidance to allow for comfortable sharing of the carriageway.

Signs and road markings should highlight the Network.



Figure 3.1: Safe crossing for all, helping continuity on traffic free routes (Photo: Sustrans)

### Principle 2:

#### Wide enough to accommodate all users

Width of a route should be based on the level of anticipated usage, allowing for growth. A minimum width of 3m shall be delivered.

Where it is not possible to deliver this, all other avenues should be fully explored before path widths are reduced.

Physical separation between users should be considered where there is sufficient width and a higher potential for conflict between different users.

Structures should be designed to maximise movement space. A minimum path width between parapets of 4m shall be maintained.



Figure 3.2: At grade crossing of side road with separation for traffic, cyclists and pedestrians (Photo: Sustrans)

### Principle 3:

#### Designed to minimise maintenance

A maintenance plan should be put in place during the development process.

Construction quality should be maximised to minimise future maintenance needs.

New planting should be kept well clear of the path.

Sufficient tree work should be undertaken as part of construction to minimise future issues.

Routes should be managed in a way that enhances biodiversity.



Figure 3.3: Easily maintained (Photo: Sustrans)

## Principle 4:

### Signed clearly and consistently

Signage should be a mix of signs, surface markings and wayfinding measures.

Every junction or decision point should be signed.

Signage should be part of a network-wide signing strategy directing users to and from the route.

Signage should direct users of the Network to trip generators such as places of interest, hospitals, universities, colleges.

Signage should be used to increase route legibility and branding of routes.

Signage should help to reinforce responsible behaviour by all users.



Figure 3.4: Clear signing (Photo: Sustrans)

## Principle 5:

### Smooth surface that is well drained.

Path surfaces should be suitable for all users, irrespective of age, ability or mobility needs.

Path surfaces should be maintained in a condition that is free of undulations, rutting and potholes.

Path surfaces should be free draining and verges finished to avoid water ponding at the edges of the path.

In, or close to, built-up areas a Network route should have a sealed surface to maximise the number of path users.



Figure 3.5: Smooth, tarmac surface, accessible for all non-motorised users (Photo: Sustrans)

## Principle 6:

### Fully accessible to all legitimate users.

All routes should accommodate a cycle design vehicle 2.8 metres long x 1.2 metres wide.

Any barriers should have a clear width of 1.5 metres.

Gradients should be minimised and as gentle as possible.

The surface should be maintained in a condition that makes it passable by all users.



Figure 3.6a: Accessible for all (Photo: Sustrans)



Figure 3.6b: Corridors that provide continuity, that create short-cuts and are away from traffic, in attractive environments (Photo: Sustrans)

## Principle 7:

### Feel like a safe place to be

Route alignments should avoid creating places that are enclosed or not overlooked.

Consideration should be given as to whether lighting should be provided.



Figure 3.7: Safe for all (Photo: Sustrans)

---

## Principle 8:

### Enable all users to cross roads safely.

Road crossings should be in accordance with current best practice guidance.

Approaches to road crossings should be designed to facilitate a slow approach speed to a crossing, have enough space for several users to wait safely.

Signalised road crossings should be designed to minimise the wait time for NCN users. Where possible advanced notification systems should be used.

All grade separated crossings should provide step-free access.



Figure 3.8: Safe crossing for all (Photo: Fig 10.4 from LTN 1/20)

---

## Principle 9:

### Be attractive and interesting

Network routes should be attractive places to be in and pass along.

Landscaping, planting, artwork and interpretation boards should be used to create interest.

Seating should be provided at regular intervals along a route.

Opportunities should be taken to enhance ecological features.



Figure 3.9: Attractive and interesting areas (Photo: Sustrans)

# 4. Guidelines and Standards

The most relevant guidance is listed on the Sustrans website at <https://www.sustrans.org.uk/professionals/infrastructure>. Local Authority Guidance and policies are also relevant. Examples of relevant guidance are given in this chapter.

## General guidance for England

- [Department for Transport LTN 1/20 Cycle Infrastructure Design](#)
- [Highways England CD 195 Designing for cycle traffic](#)
- [Department for Transport Local Transport Notes](#)
- [LCWIP Technical Guidance for Local Authorities \(DfT\)](#).



Figure 4.1 - Guidance documents

## Low Traffic Neighbourhoods

- [Sustrans introductory guide to low-traffic neighbourhood design](#)
- [Manual for Streets](#)
- [Slow Streets Sourcebook \(Urban Design London\)](#)
- [Streetscape Guidance \(Transport for London\)](#)
- [Achieving lower speeds: the toolkit \(TfL\)](#).



and connectivity for non-motorised transport where appropriate”.

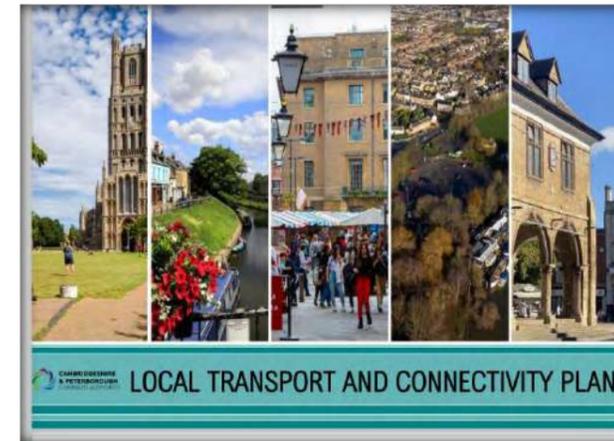


Figure 4.2 – Cambridgeshire and Peterborough Local Transport and Connectivity Plan

The East Cambridgeshire Local Plan sets out future plans for the District and includes the following within section 2.4.1 Spatial Vision:

*“Better cycling and pedestrian facilities and links will be provided, including segregated cycle routes along key routes linking towns and villages.....*

*“There will be better access to the countryside and green spaces for local communities which helps to improve people’s quality of life...”*

## Local Authority Guidance and Policies

As the Strategic Transport Authority for Cambridgeshire and Peterborough, the Combined Authority published a Local Transport and Connectivity Plan in November 2023. The plan in reference to Active Travel includes the following:

*“ We will deliver a clear package of policies, investments, and interventions aimed at ensuring that government’s commitments within Gear Change are achieved. This includes a target that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. We will prioritise active travel whilst improving accessibility*

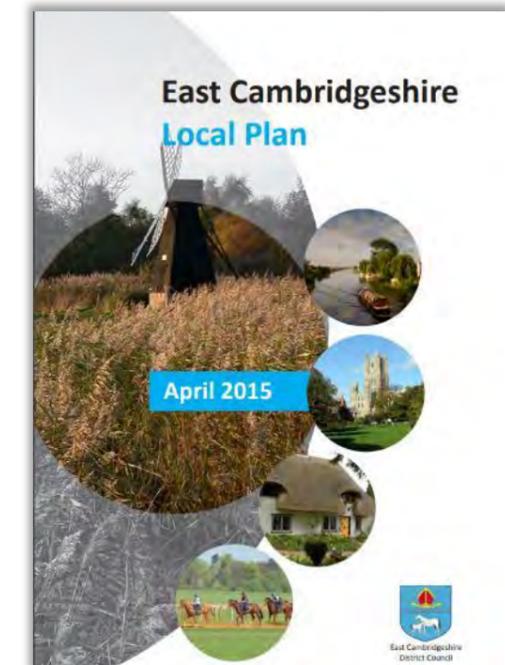


Figure 4.3 – East Cambridgeshire Local Plan

Within Littleport, the Local Plan identifies approximately 796 dwellings on ‘infill’ sites within the existing built-up area between 2013 and 2031. Further to this there are several areas identified for further development:

- Land west of Woodfen Road – up to 250 dwellings and up to 7 hectares of employment.
- Land west of Highfields – up to 300 dwellings adjacent to the existing Highfields housing estate, plus a potential future site between this and Grange Lane to the south.
- 1.6 hectares of B1 and B2 on land north of Wisbech Road.
- 4.77 hectares of B1/B2/B8 on land north of Wisbech Road.

With these proposed additions to Littleport there will only ever be increasing demand for better links to Ely, to access employment, leisure, and commercial facilities, and for its more numerous rail links to

destinations such as Norwich, Peterborough, Ipswich and Stansted Airport, plus other destinations further afield.

The Local Plan allocation areas for Littleport, Ely, Chettisham and Queen Adelaide are shown in figures 4.4 to 4.7. As can be seen, there is a lot of proposed expansion and activity in this area between Littleport and Ely.

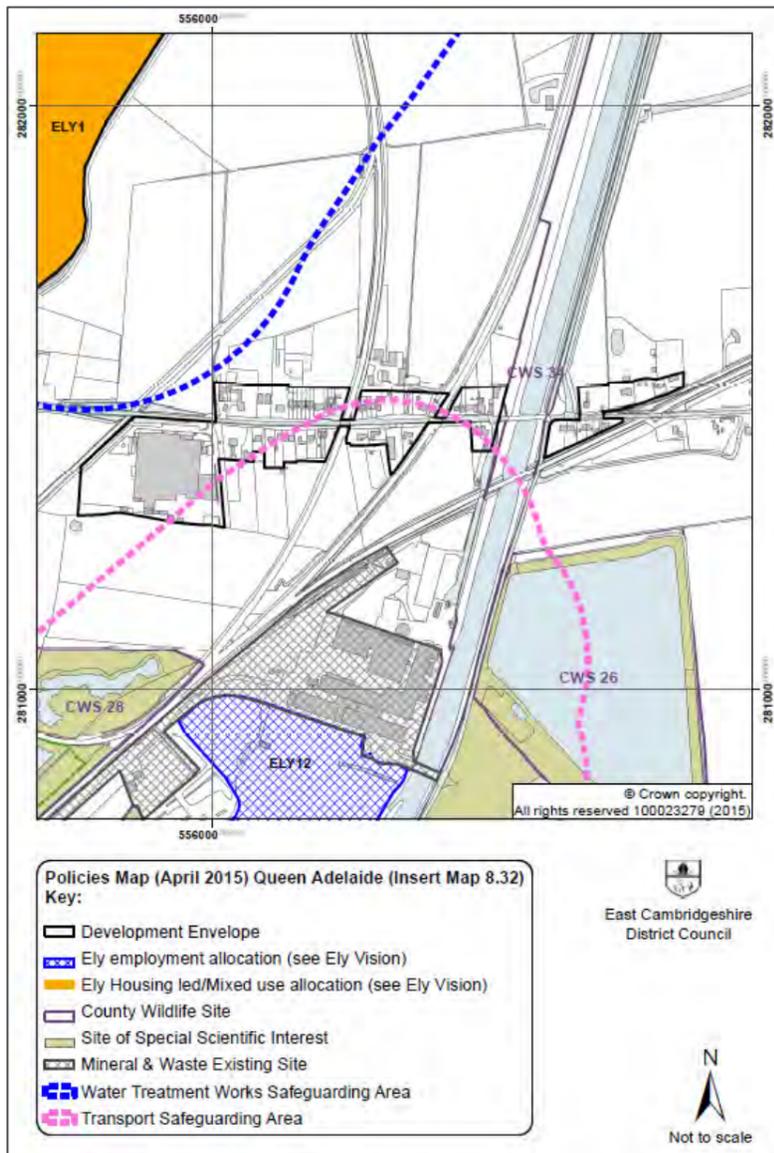


Figure 4.4 - ECDC Local Plan – Queen Adelaide Allocation Areas

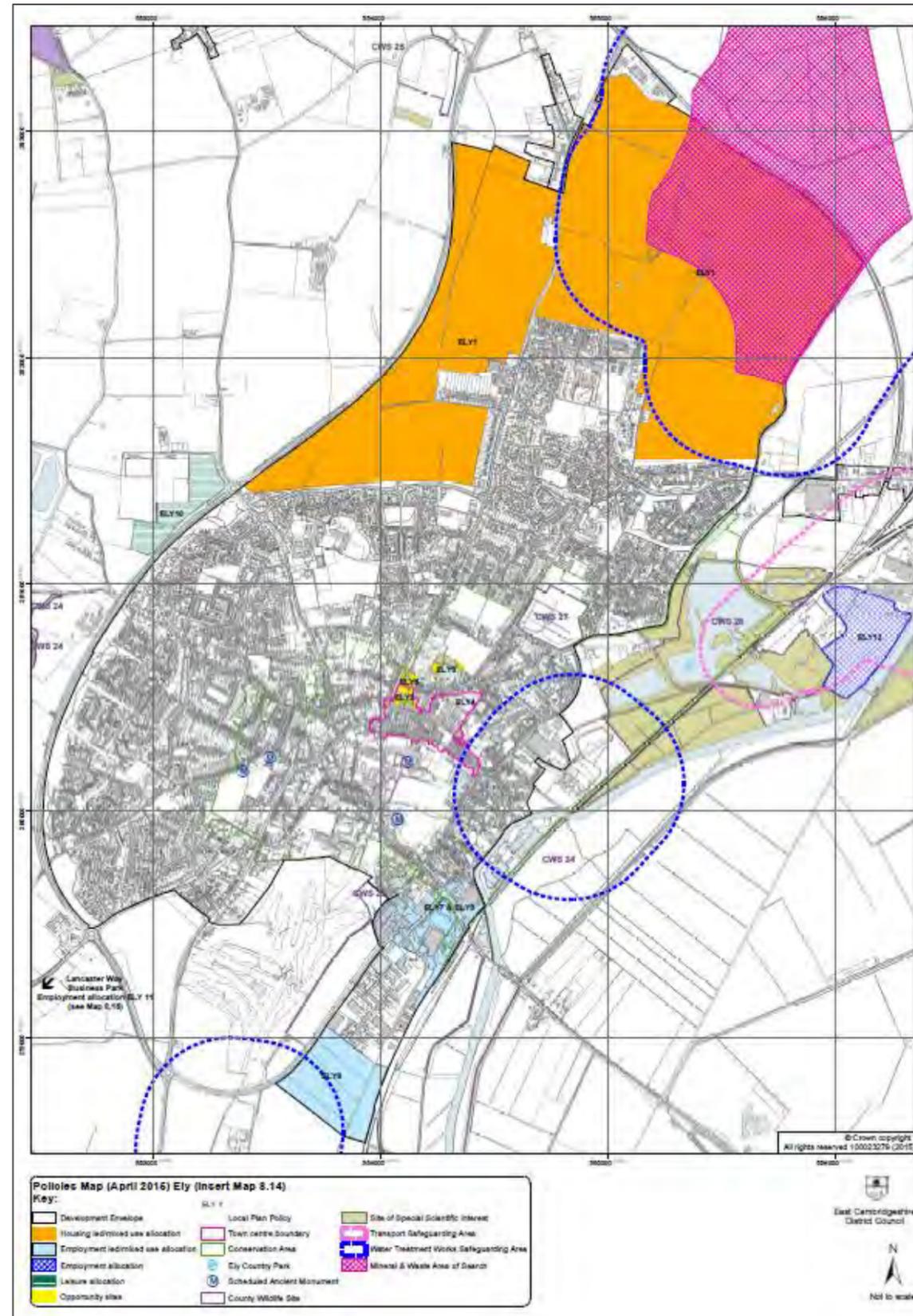


Figure 4.5 – ECDC Local Plan – Ely Allocation Areas

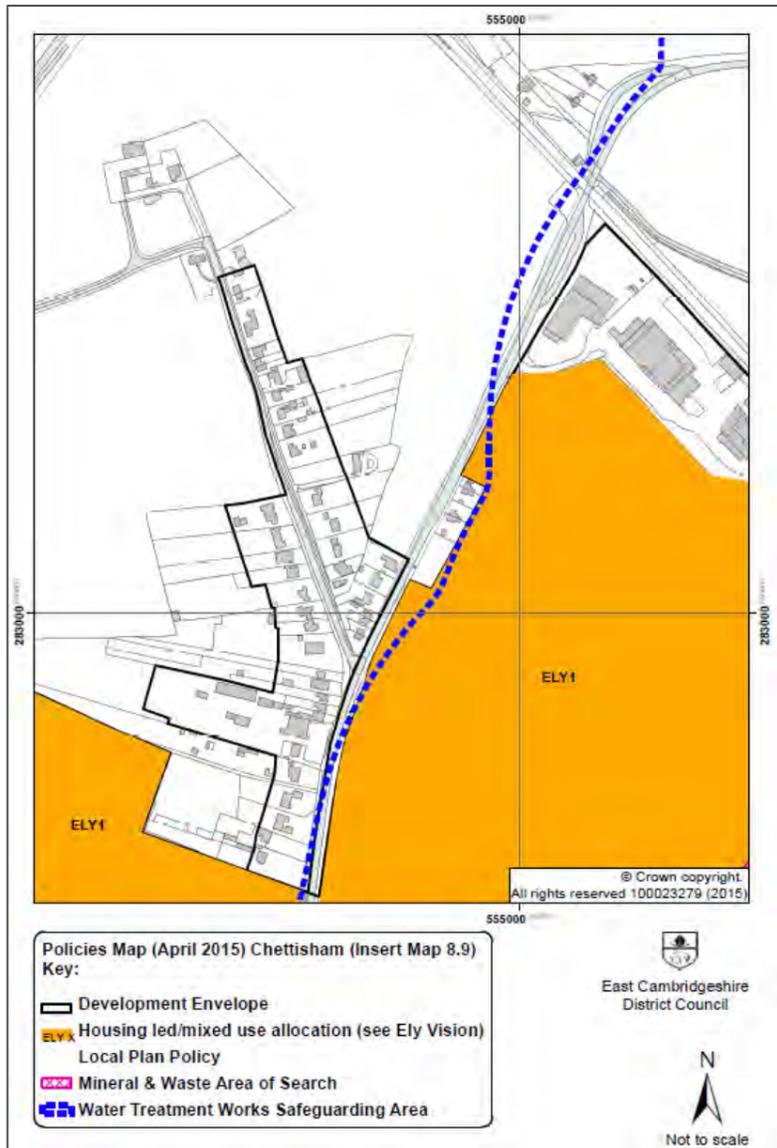


Figure 4.6 - ECDC Local Plan – Chettisham Allocation Areas

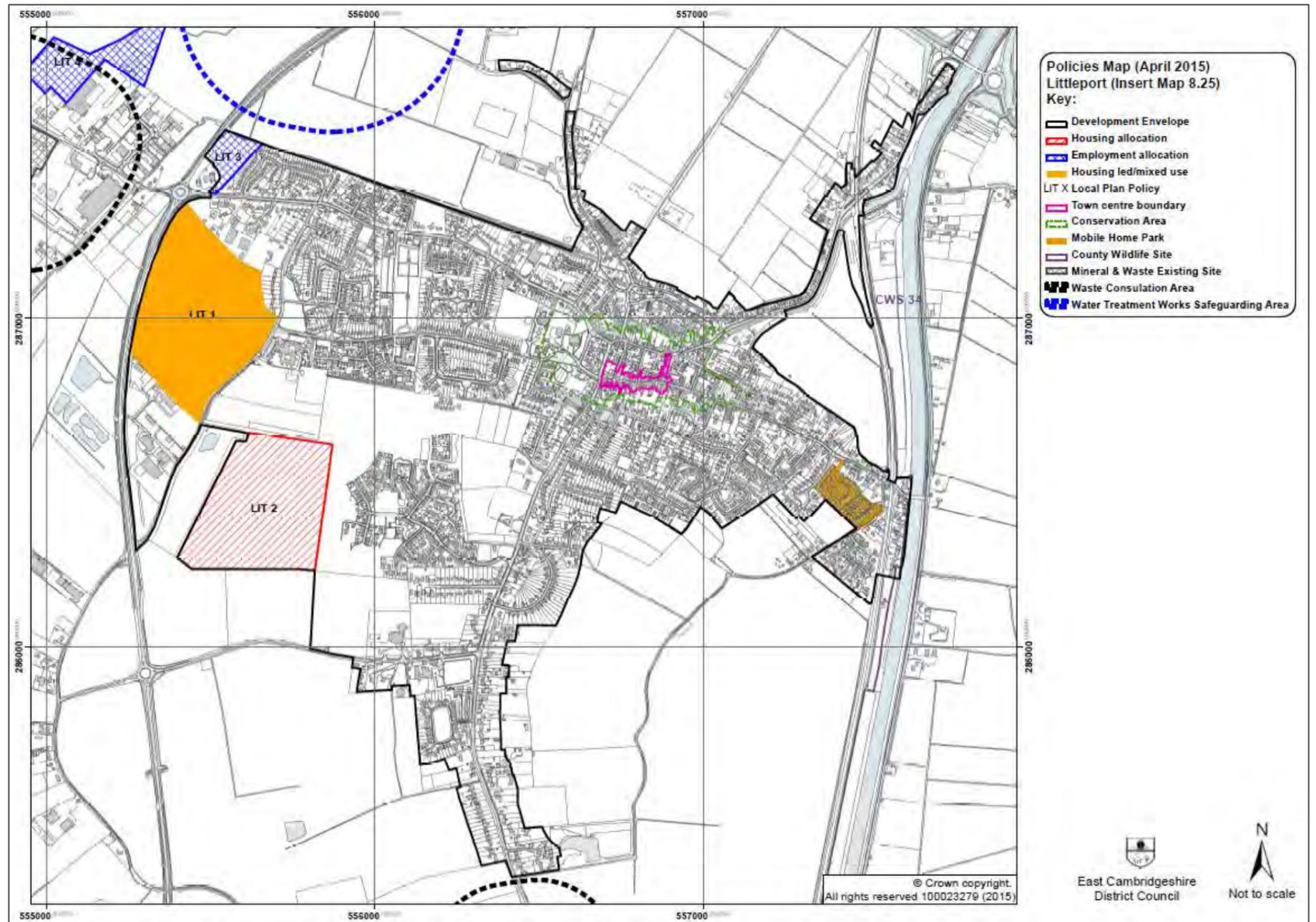


Figure 4.7 – ECDC Local Plan – Littleport Allocation Areas

East Cambridgeshire has produced a Cycling and Walking routes strategy which was informed by public consultation in 2020. It includes information on the responses and an analysis of all the options put forward, such as the many proposed cycling and walking routes as shown below.

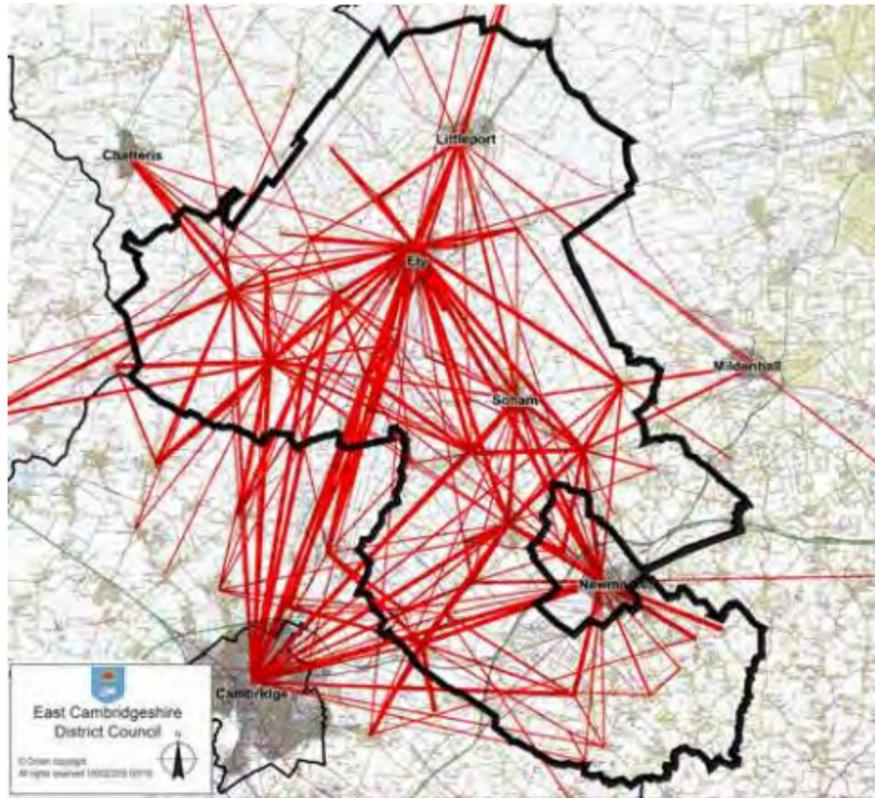


Figure 4.8 - Cycling Route Options from East Cambridgeshire Cycling and Walking Routes Strategy

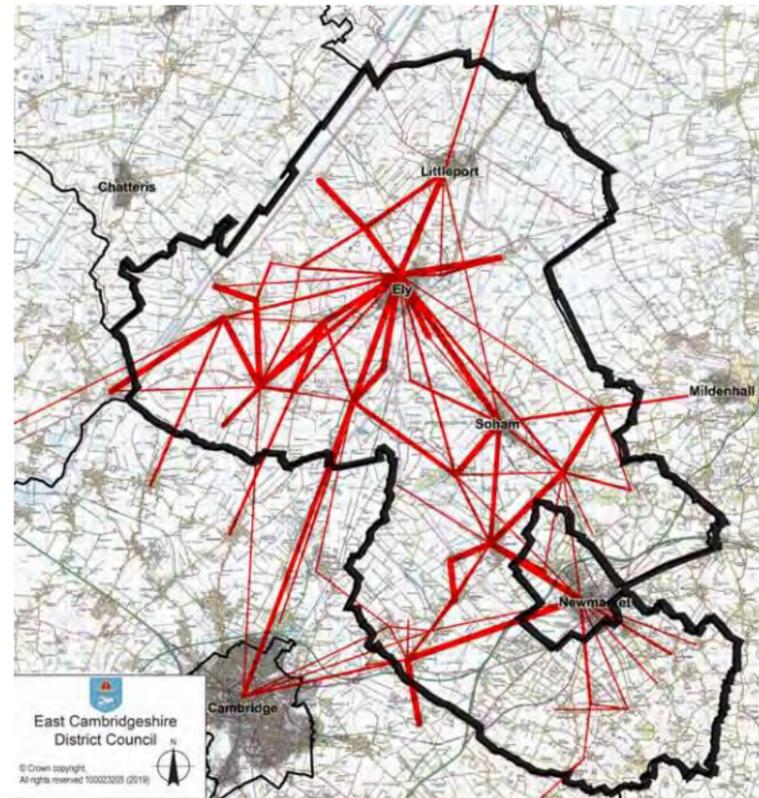


Figure 4.9 - Walking Route Options from East Cambridgeshire Cycling and Walking Routes Strategy

The report shows clear interest and demand for both cycling and walking route options between Littleport and Ely.

## LTN 1/20 Cycle Infrastructure Design and its implications for design options.

The Government set out its ambitions to see a “step change in cycling and walking in coming years” in Gear Change – A bold vision for cycling and walking (Department for Transport, July 2020). The document sets out key design principles, which are the basis for the updated national guidance for highway authorities and designers, given in LTN1/20.

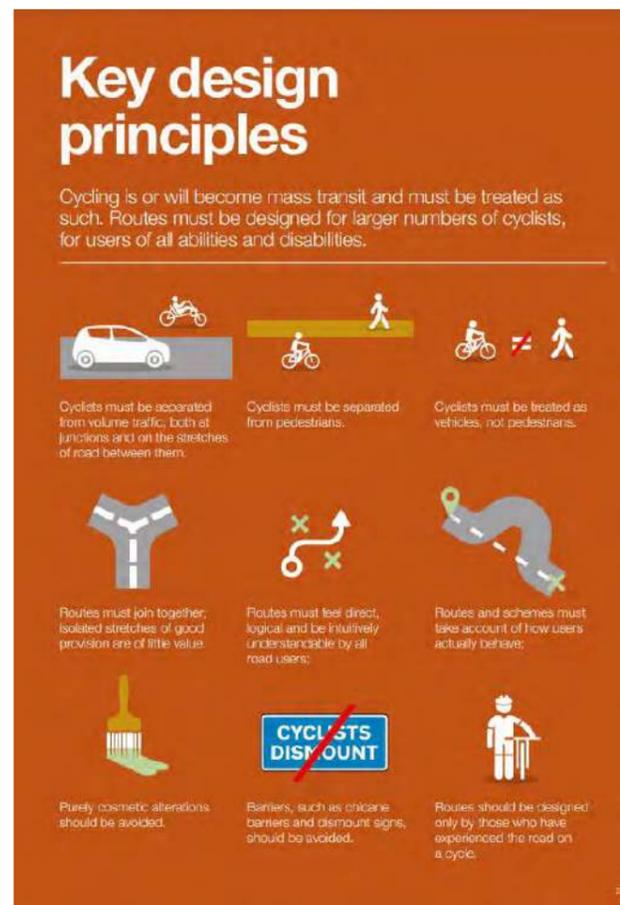


Figure 4.10 – LTN 1/20 Key design principles

Although LTN 1/20 is issued as guidance its adoption will also be a condition for Government

funding of all local highways investment, as well as new cycle infrastructure.

*“It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.”*

*“The Department for Transport will also reserve the right to ask for appropriate funding to be returned for any schemes built in a way which is not consistent with the guidance. In short, schemes which do not follow this guidance will not be funded.”* (Extract from Foreword LTN1/20)

LTN 1/20 has therefore been taken as the starting point when considering design options for this scheme. Some of the major implications in relation to the space needed for cycling, to ensure that the guidelines are met are:

- Properly protected bike lanes, cycle-safe junctions and interventions for low-traffic streets are needed for the whole scheme, with little scope for exceptions.
- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond.
- On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.
- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
- Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles.

LTN 1/20 notes that physical separation of cyclists from motor traffic can be an option in all situations but may not be necessary at lower speeds and lower volumes of traffic. This is an important factor in scheme design, because measures that reduce

traffic volumes and/ or speeds can change the requirements for provision for cyclists.

LTN 1/20 has many other implications for cycle infrastructure design and maintenance and needs to be read as a whole, to fully understand the required design standards (including the Cycling Level of Service Tool and Junction Assessment Tool). In order to justify expenditure on this scheme the whole scheme has to be to a good standard and there should be no Critical Fails using the Cycling Level of Service Tool, with junctions to a good standard for all movements.

Figure 4.1 of LTN 1/20 (below) shows the appropriate protection from motor traffic on highways, with the aim being that traffic flow, speed and type of separation should fit within the green area.

The space needed for cycling needs to allow for pedestrians and needs to be separated from motorised traffic by the desired or absolute minimum separation as outlined above, with absolute minimum a last resort.

Speed Limit <sup>1</sup>	Motor Traffic Flow (pcu/24 hour) <sup>2</sup>	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph <sup>3</sup>	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Green	Green
	6000+	Green	Green	Green	Green	Green
30 mph	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Green	Green
	6000+	Green	Green	Green	Green	Green
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

**Notes:**  
 1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied  
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow  
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 4.11 – LTN 1/20 provision specification

There is limited published data on traffic flows in this area, but there are DfT publish counts on the A10 Ely Bypass, both in the vicinity of Ely and Littleport, on Ely Road just east of Queen Adelaide and on Prickwillow Road in the northeast of Ely. Count information is shown below:

**A10 – between Cambridge Road and Witchford Road (Estimated based upon 2018 count)**

Motor Vehicles	HGV %	Pedal Cycles
20,160	10%	6

**A10 – between Witchford Road and West Fen Road (Estimated based upon 2018 count)**

Motor Vehicles	HGV %	Pedal Cycles
18,817	7%	0

**A10 – between Wisbech Road and Camel Road (Estimated based upon 2018 count)**

Motor Vehicles	HGV %	Pedal Cycles
7,805	11%	0

**Ely Road (2009 count)**

Motor Vehicles	HGV %	Pedal Cycles
2,907	4%	21

**Prickwillow Road (2019 count)**

Motor Vehicles	HGV %	Pedal Cycles
3,804	2%	46

Counts are shown from 2019 and earlier, as the pandemic impacts on traffic levels on 2020 are likely to show a 'false' decline due to the unique circumstances and impact that the various lockdowns had on these counts.

On this scheme there are roads with 60mph and 30mph limits and this is very significant in terms of the spacing needed between cycleways and the carriageway as is shown in Table 6-1:

**Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks\***

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Figure 4.12 – LTN 1/20, separation from vehicles depending on speed*

For rural roads the speed limit is generally 60mph or 50mph, which means that any path must be at least 1.5m from the edge of the carriageway. Paths also must be kept well clear of hedges, which could be another 2m, so with a 3m wide path that means that at least 6.5m of highway verge space could be needed to construct a new path.

There are also significant issues with establishing safe crossings of rural roads. Table 10-2 states that for a 60mph road the only suitable crossing suitable for most people is a grade separated crossing, so any crossings of such roads have not been considered.

For a 40mph or 50mph road an arrangement whereby one lane is crossed at a time, with a

central refuge, is not completely ruled out, but it is considered to not be suitable for all people and "will exclude some potential users and/or have safety concerns."

Uncontrolled crossings of 30 mph roads are considered an option within LTN 1/20 Table 10-2 and so speed limits are a significant factor for the roads.

infrastructure an assessment should be made before design work starts and after a scheme has been delivered. To properly assess a street, traffic flow data is needed, and the professionals involved should have been trained in the process.

For this study it is premature to conduct Healthy Streets Audits, but as options are developed Healthy Streets audits of the village streets should be completed, with a clear aim to improve the six healthy streets score on the streets concerned.



*Figure 4.13 – Healthy Streets factors*

## Healthy Streets

Healthy Streets is a measure of how healthy our environment is. It is a recognition that "Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health."

(<https://www.healthystreets.com/what-is-healthy-streets>)

There are 10 evidence based Healthy Streets indicators as shown below and streets can be assessed and given a score, which can be audited.

The expectation is that Local Authorities and designers should aim to improve the Healthy Streets score on their streets and for any new

## 5. Issues with the existing Routes.

There is currently no existing connection on the National Cycle Network between Littleport and Ely – there is an on-road, unsegregated cycle section north, along Lynn Road from the centre of Ely but this finishes at the roundabout with Cam Drive. Sustrans produced an LCWIP proposal for Cambridgeshire County Council for a link from the Railway Station at Angel Drove north along Back Hill, past the Cathedral and then along Lynn Road, to join with a future shared-use cycling and walking route provided from Section 278 funding, but these are currently the only reasonably developed proposals in the area. Littleport currently has no NCN infrastructure, nor any other cycling-specific features.

The three existing methods of travel between Littleport and Ely are the A10 Ely Bypass, Lynn Road (the former A10 before the bypass was opened) and Queen Adelaide Way / Branch Bank, to the east of the river Great Ouse from both settlements, as well as the railway. There are existing public footpaths and bridleways throughout the area but only one of which connects directly, following the Queen Adelaide Way / Branch Bank route on the top of the existing flood bank.

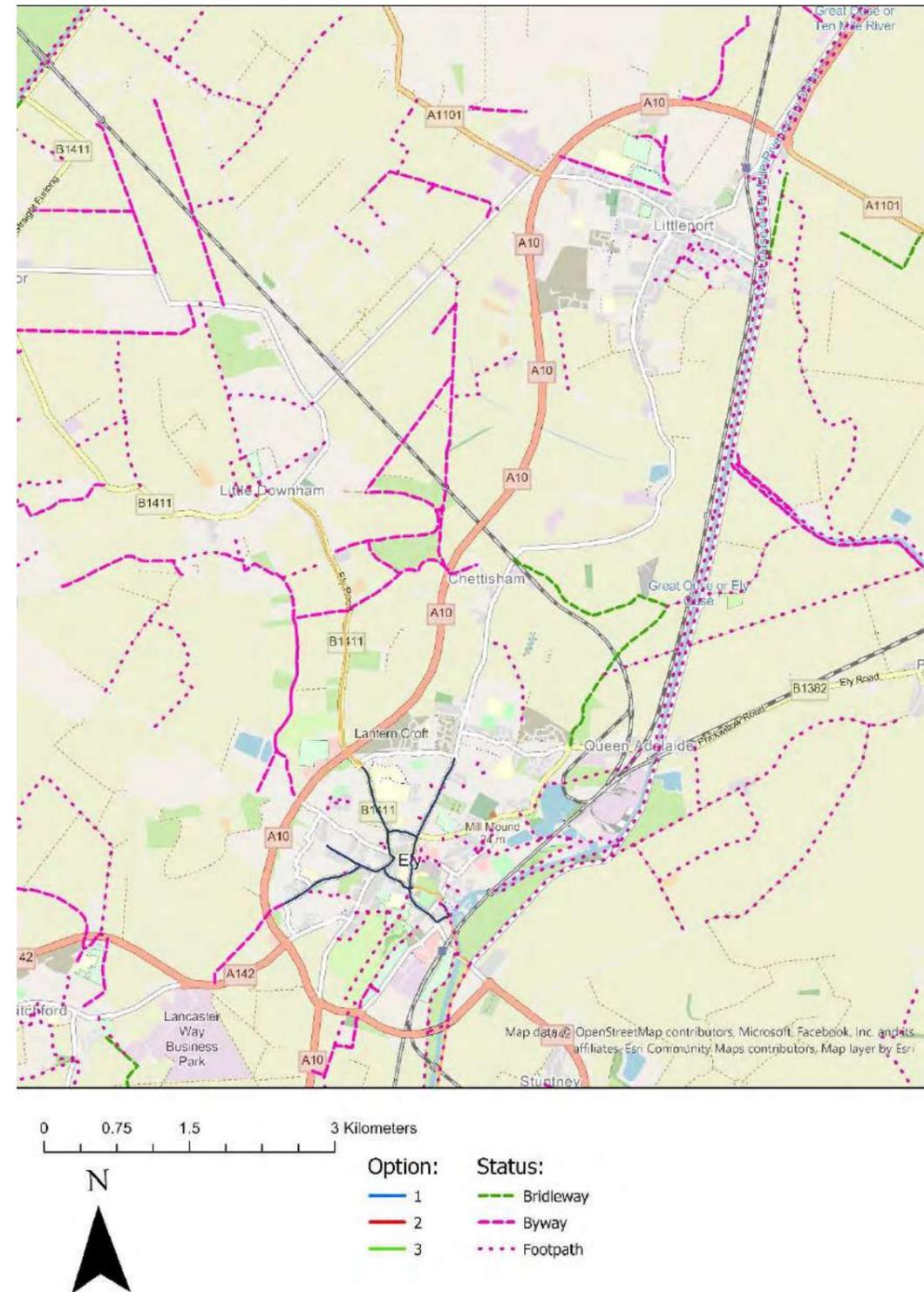
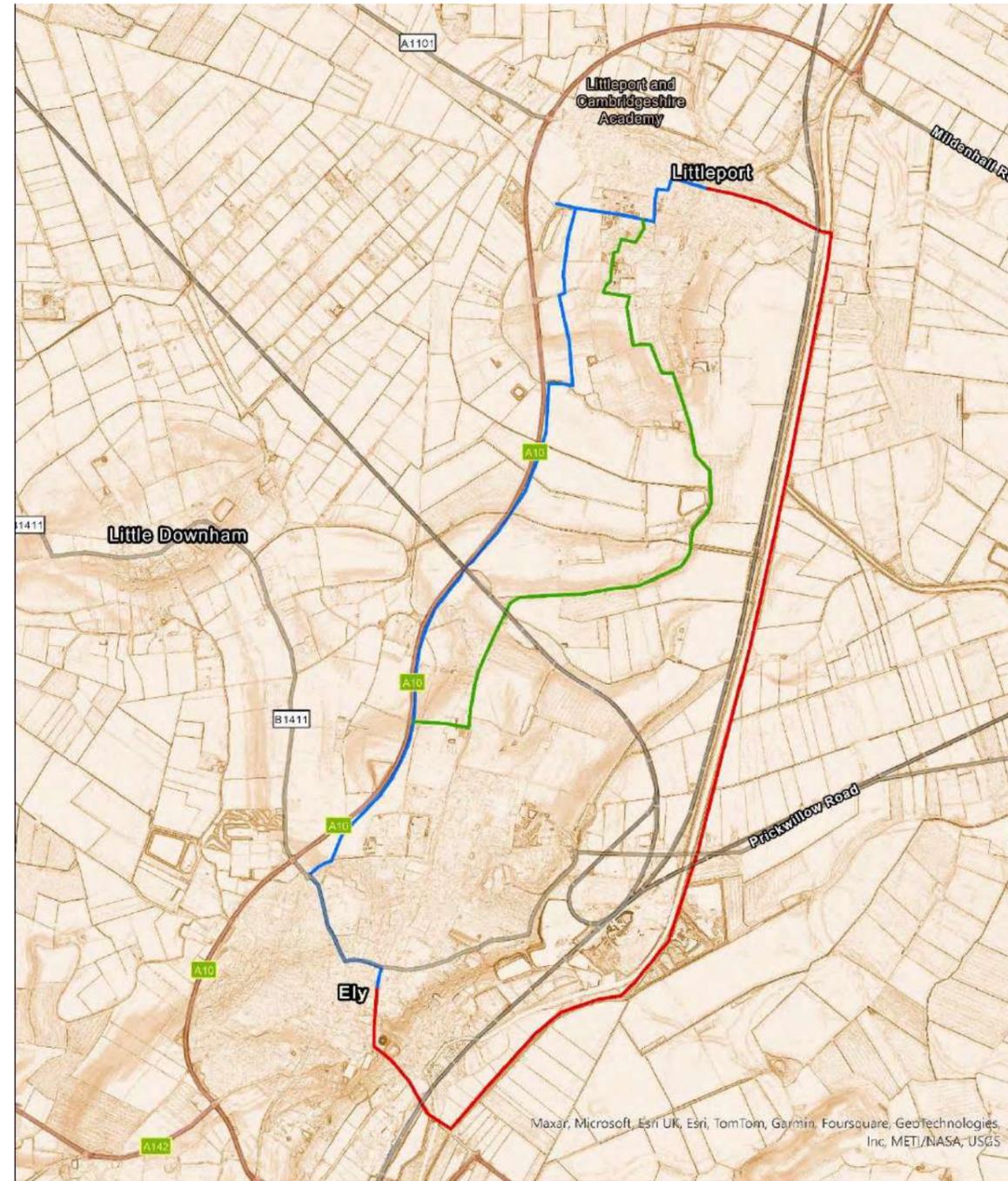


Figure 5.1 Existing public rights of way and National Cycle Network.

Other factors to consider with the existing routes include:

- **Topography.** This can be significant for cycling and whilst Ely is on higher ground topography is not a major factor in this part of Cambridgeshire, apart from Back Hill and Fore Hill in Ely.
- **Traffic safety.** The A10 is not a suitable location for walking or cycling and there are high vehicle numbers, as well as high numbers of HGVs, on the major routes including Lynn Road.
- **Points of interest.** These are clearly focused on Ely – a significant destination for local trips for work, education, utility, and leisure trips. This is increased by the additional flexibility of travel from Ely station, versus the more limited destinations and times from Littleport.
- **Travel time.** Within the study area car travel is currently quicker than by cycling, due to the lack of cycling infrastructure and indirectness of the safest routes.

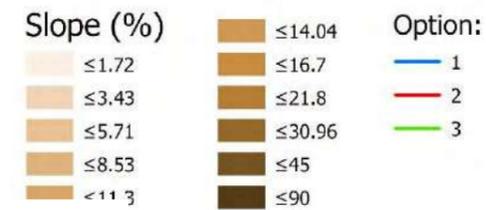
These factors are illustrated on the following pages.

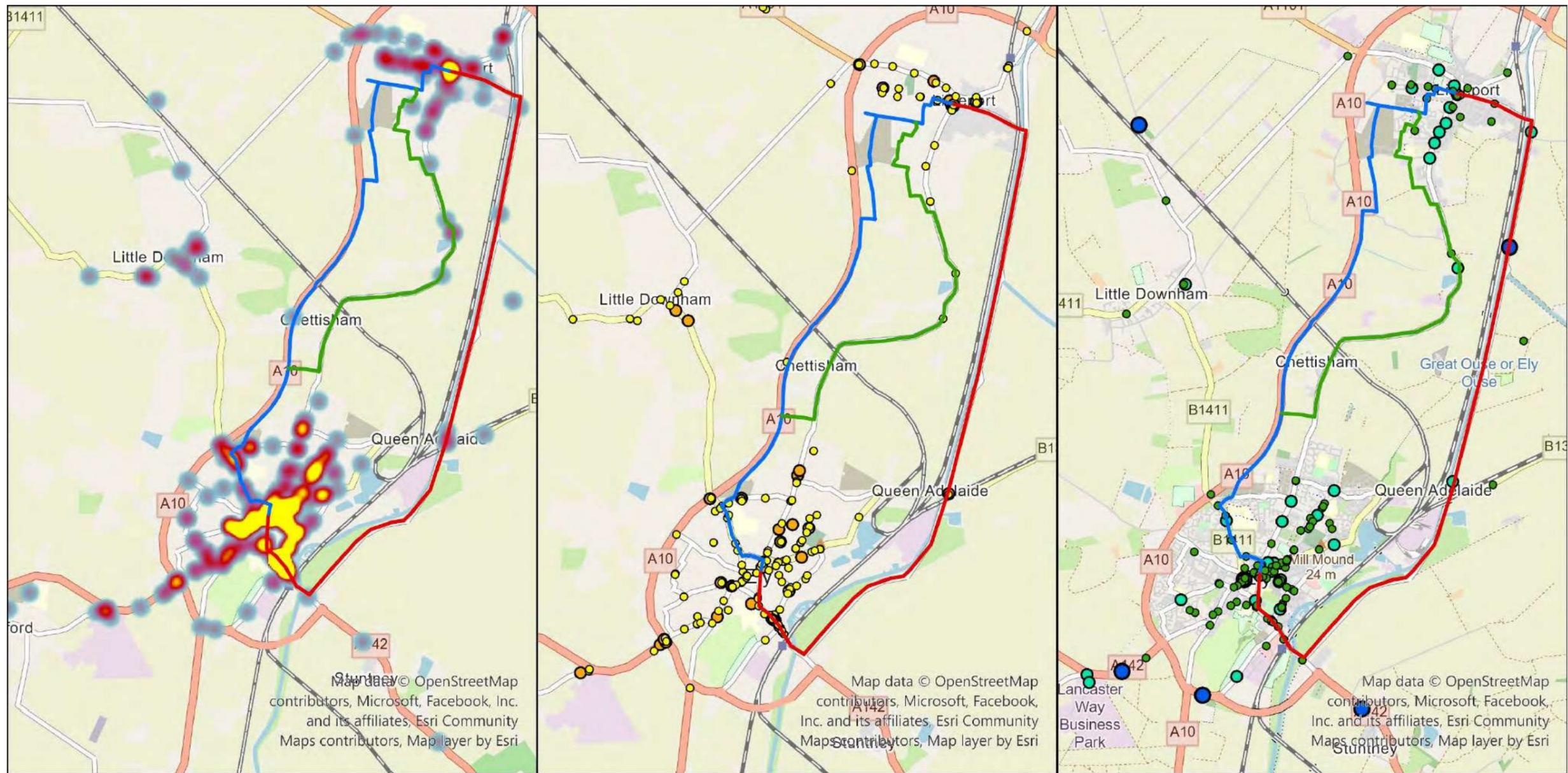


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Figure 5.2 Topography

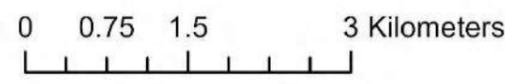




**All incidents**  
 Sparse  
 Dense

**Cyclist associated**  
 fatal  
 serious  
 slight

**Pedestrian associated**  
 fatal  
 serious  
 slight



**Option:**  
 1  
 2  
 3

Figure 5.3 Traffic incidents by location.

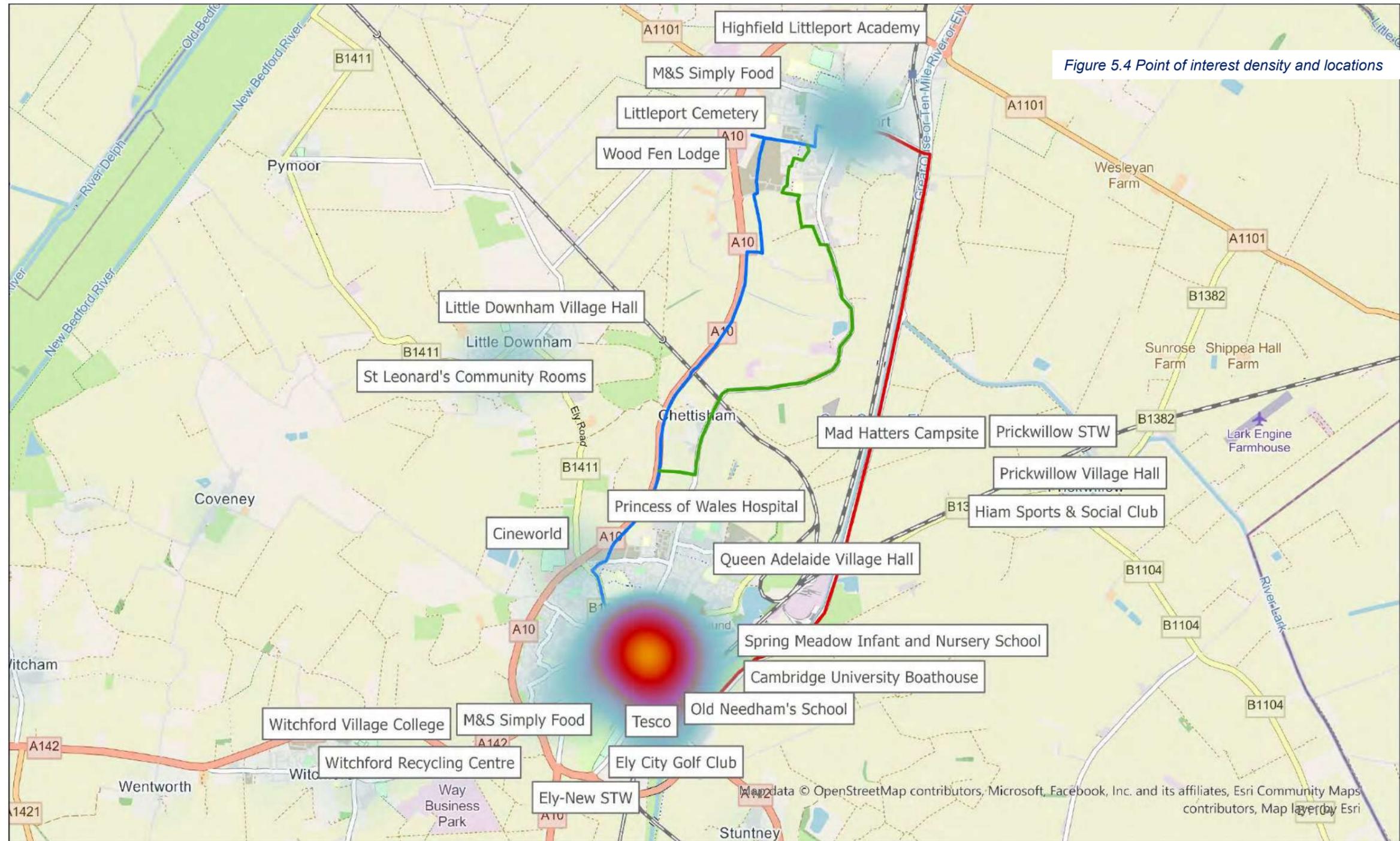


Figure 5.4 Point of interest density and locations

Figure 5.4 – Points of interest.

# 6. Design constraints

## 6.1 Environment Agency

The settlements are broadly away from significant flood risk, but the Queen Adelaide Way / Branch Bank route is in an area of medium flood risk.



Figure 6.1.1 - Risk of flooding from rivers and the sea - Ely

## 6.2 Ground and Ecology

The land is generally low lying with the settlements generally sited on higher ground. The whole area is situated on various types of Ampthill Clay makeup. In clay areas drainage will be a challenge and the

soft ground of the Fens is notorious for contracting and expanding depending on the moisture content, making path construction challenging. This will have to be a consideration in the route selection and design.

Ecology is a major constraint with important habitats, and this is considered in detail in Chapter 9.

## 6.3. Common Land

Work on Common Land requires additional consent and consultation. There is no recorded Common Land within this area. (Source <https://magic.defra.gov.uk/MagicMap.aspx>)

## 6.4 Utilities

Utilities searches will need to be carried out as part of any detailed design, but some preliminary searches have been carried out to check whether there is anything major that would influence route design and choice. Whilst it can be expected that most roads in the centre of the settlements will have utilities within them, there are also overhead power lines crossing the A10 northwest of Chettisham, in a north-east / south-west direction. These would potentially have an impact on anything constructed in their vicinity, in terms of the minimum required height above any structure or path and the amount of working room available during construction.

There are also overhead power cables associated with the King's Lynn – London King's Cross rail line though these are unlikely to impact on any improvement schemes. Further detailed

investigation will need to be undertaken prior to any schemes being taken forward and any utilities that are uncovered may have cost implications on the schemes.



Figure 6.1.2 - Risk of flooding from rivers and the sea - Littleport

## 6.5 Heritage and Historic Environment

Important heritage and ecological sites are a significant constraint on route choices, with the need to avoid any negative impact on these. The information from the adjacent plans is from the Historic England records at <https://historicengland.org.uk/listing/the-list/>

Any works impacting on scheduled monuments will need consent from Historic England and early discussion will be needed with them.

As can be seen from the plans it is very unlikely that any schemes are going to affect the scheduled monuments or listed buildings in either the Ely or Littleport areas as no realistic proposal would be going through or altering them in any way.

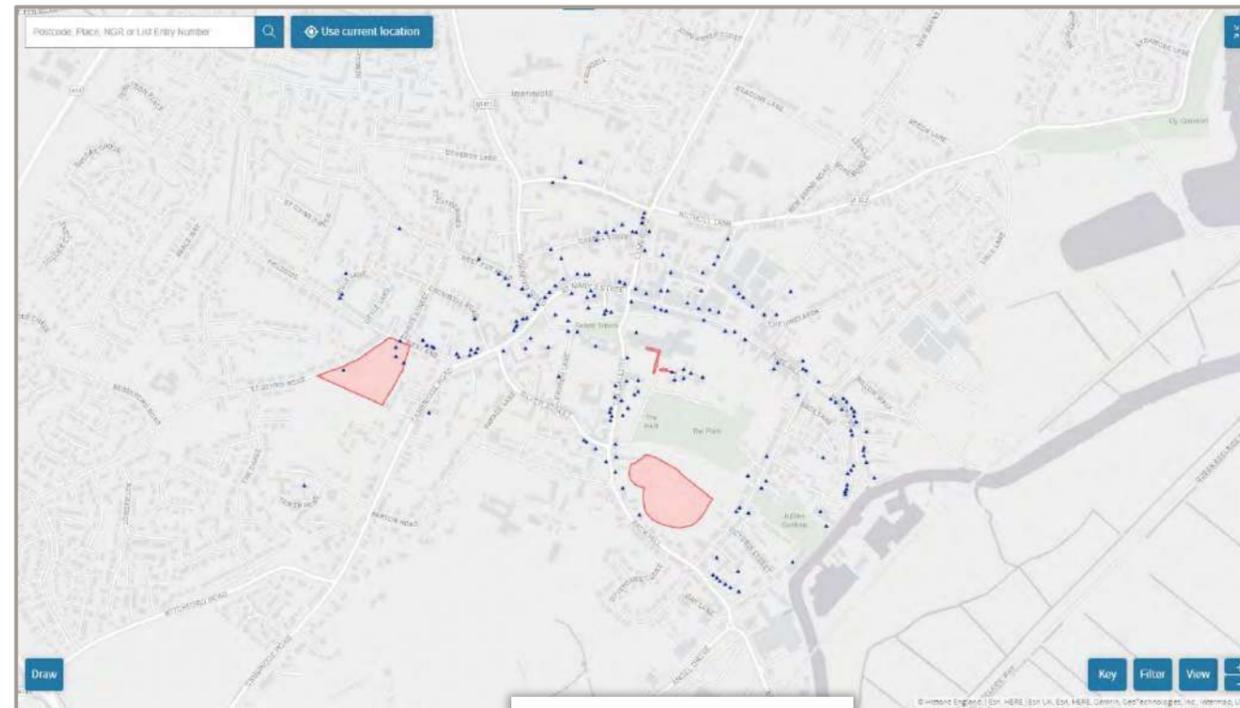


Figure 6.5.1 Ely Historic England Map

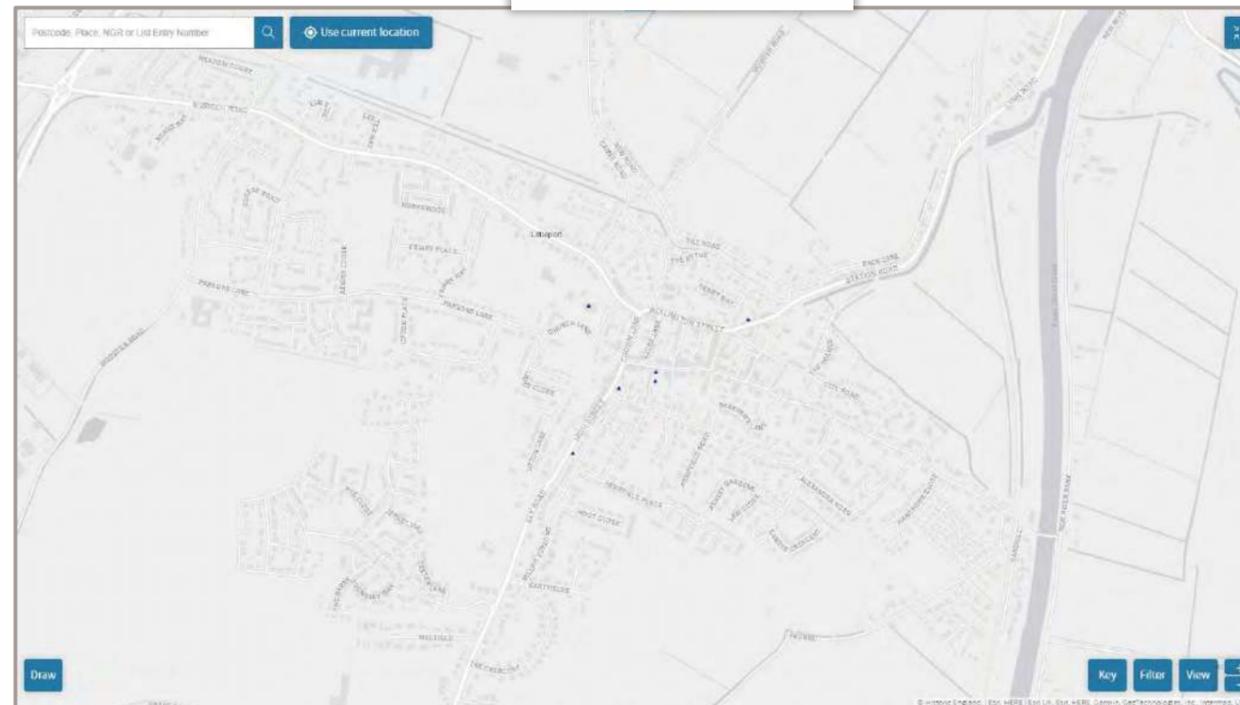


Figure 6.5.2 Littleport Historic England Map.

## 7. Route Option Appraisal

Any route between Ely and Littleport needs to consider all of the residents of both settlements and this is a big factor in prioritising the works needed, in choosing the best route alignment and in identifying what links could be made. Routes need to conform as much as possible to the principles set out in Chapters 3 and 4, with LTN 1/20 taken as the main standard to achieve.

For routes to work well there also needs to be a good cycling and walking network within the settlements and routes need to work well for as many people as possible.

The report considers three alignments, broadly speaking the A10 corridor, the river Great Ouse flood banks and the Lynn Road/ Ely Road corridor.

All of the options involve the use of private land and detailed discussions will be needed with numerous landowners before any alignment can be finalised. All options also need to link with developments in both Ely and Littleport, because facilities provided as part of developments are needed for the alignments.

For fair comparison routes are considered between the same locations taken to be in the centre of Ely and Littleport, namely the Lamb Hotel junction in Ely and the High Street/ Main Street junction in Littleport.

Google maps suggested route between the two, by car and also by bike is along Lynn Road/ Ely Road which is a distance of 5 miles with the alternative route via the A10 which is slightly quicker but 5.3 miles and not a realistic cycling option. These are significant distances for regular cycling, but could be covered in 25 minutes or so. Distance will be an

important factor in mode choice and if that was the only factor it would clearly favour Option 1.

However the study considers other factors and all of the options have pros and cons in terms of attractiveness, directness, cost, technical challenges, ecology and deliverability.

Option 1: The obvious route for this option would be to head north along Lynn Road, but lack of available space makes this difficult and an alternative is being considered. The route seeks to follow the A10 as closely as possible including crossing over the railway before turning away from the A10 to enter Littleport.

Option 2: The second option to be considered runs south from the Cathedral to the junction between Queen Adelaide Way and Stuntney Causeway / Station Road. From that point, the route is that of the existing public footpath which runs along the top of the Great Ouse flood bank, on its eastern edge. The proposed route continues to follow Queen Adelaide Way/ Branch Bank and the River Great Ouse on a very straight alignment before entering Littleport along Victoria Street.

Option 3: The third option to be considered has been added since the original study, because it avoids some of the more difficult engineering and land acquisition aspects of Option 1, but it has many similarities with Option 1. The route was previously considered but was dismissed due to the difficulties of dealing with existing traffic on Lynn Road/ Ely Road. If, however, traffic volumes were cut significantly the situation would be different. The suggestion to change the nature of traffic presents political and community challenges, but nevertheless it is felt that it is an option worthy of consideration.

The options are considered in the following pages:

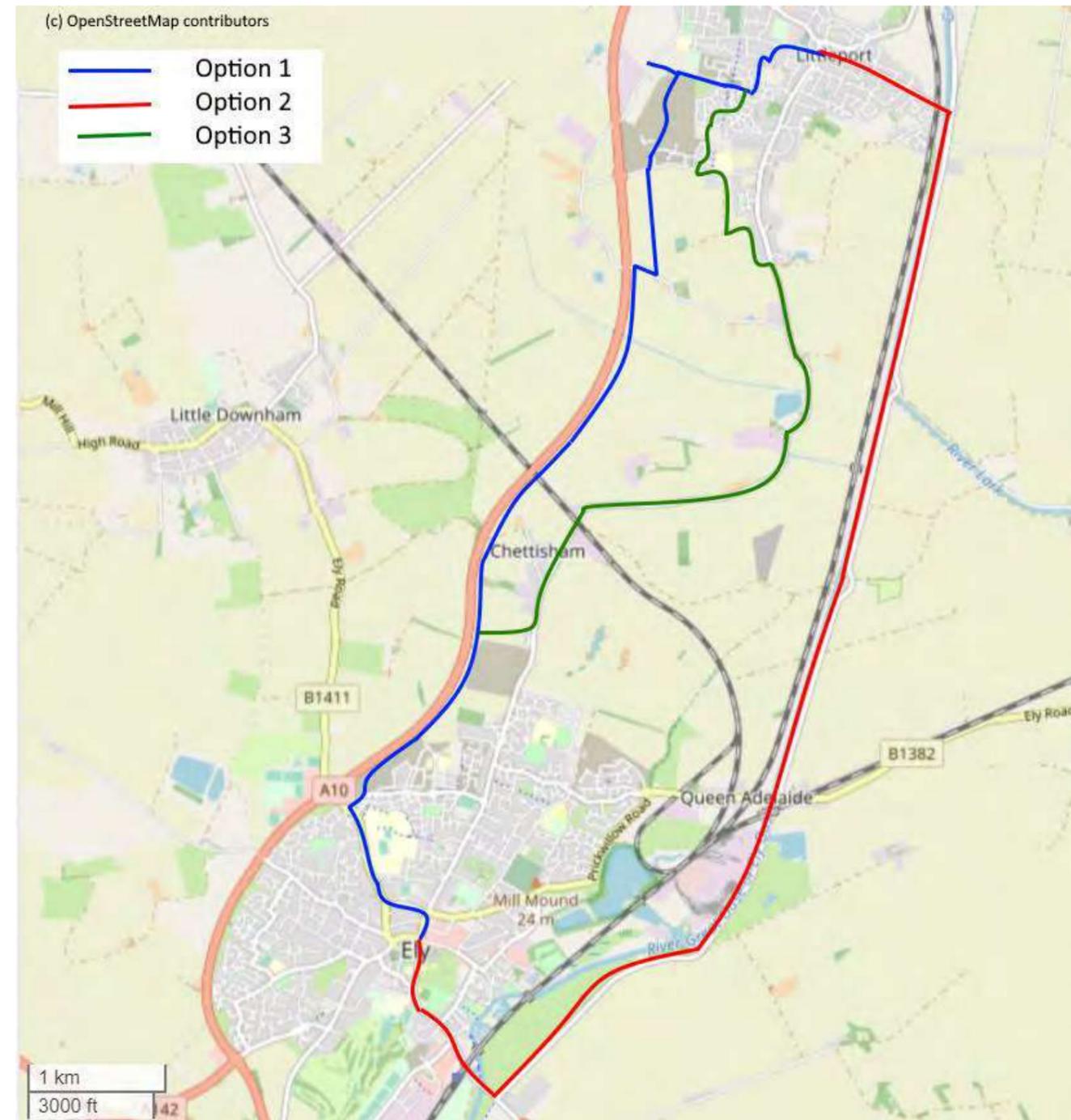


Figure 7.0. The Route Options

## 7.1 Option 1

The obvious route for this option would be to head north along Lynn Road, but lack of available space makes this difficult and an alternative is being considered. The route seeks to follow the A10 as closely as possible including crossing over the railway before turning away from the A10 to enter Littleport.

It is very important that the route links with developments in both Ely and Littleport.

The route is considered in sections as in Figure 7.1.

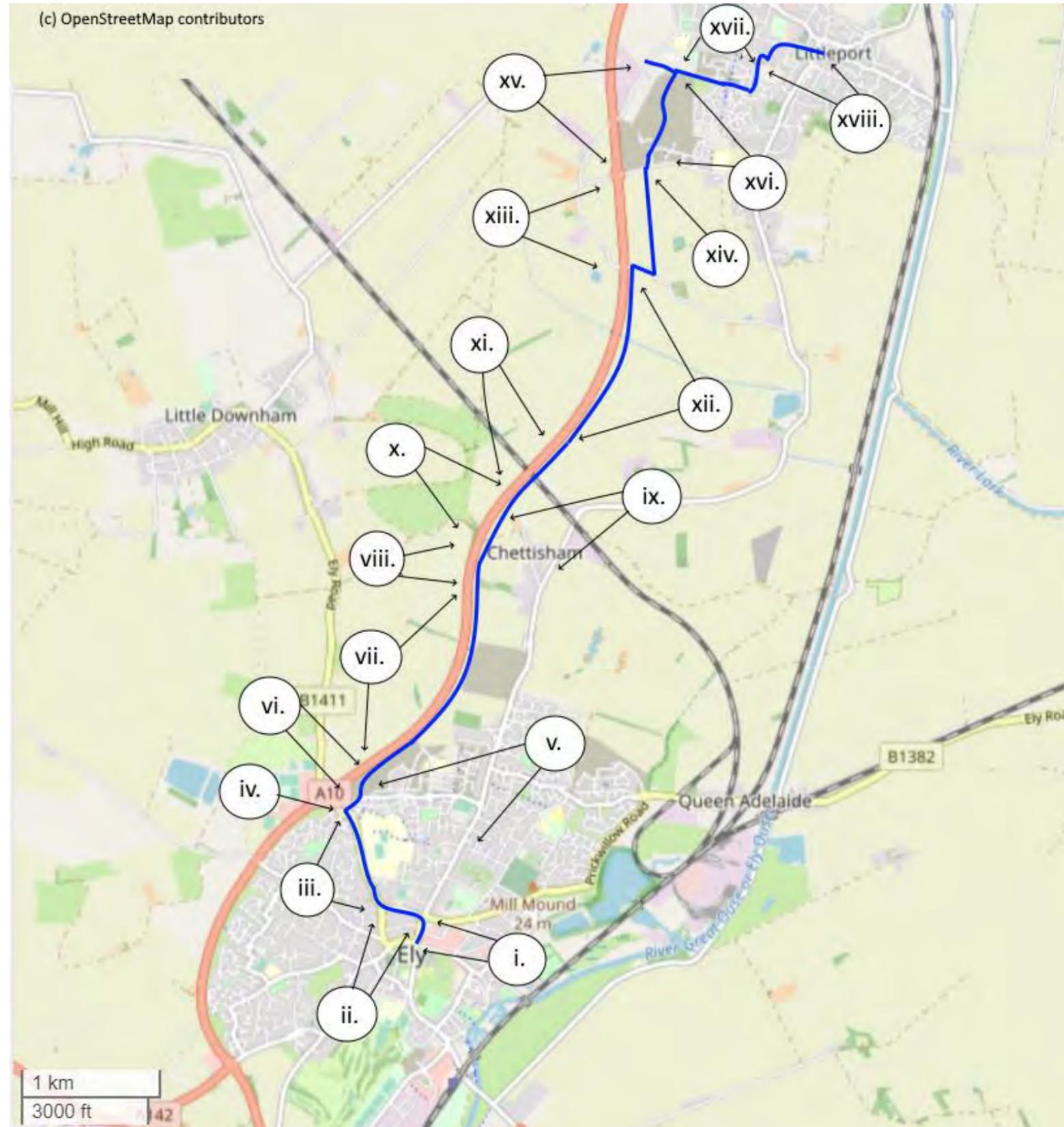


Figure 7.1 Option 1

- i. There is very little space to accommodate pedestrians, cyclists and motorised traffic along Lynn Road and significant changes are needed to establish the space needed for walking and wheeling. It is hard to see alternatives to reducing through traffic or establishing a one-way system, perhaps as suggested adjacent, which is also relevant for ii, iii, iv and v.:



Figure 7.1.1 Lynn Road near Chapel Street showing limited space in City Centre.

- ii. Egremont Street should be suitable for cyclists to mix with traffic if a point closure is implemented as in Figure 7.1.2. Special provision would be needed for the Fire Brigade.
- iii. It is suggested that Downham Road should be made one-way in conjunction with Lynn Road to allow space for a segregated bi-directional cycleway. It

would be possible to maintain two-way access to the College from the Cam Drive end, but with some compromise in the provision. Special provision may be needed for the Fire Brigade and to facilitate this it is suggested that side road access is closed in some cases. All this needs community engagement and needs to be considered as a whole.

- iv. A Dutch style roundabout has been suggested in this area as part of the Ely-Little Downham report. This idea has been revised slightly to include a route along Cam Drive. This roundabout is a key location for access to a number of routes.

- v. Although Downham Road is considered potentially the main City centre link for this option Lynn Road is also an important route and has to work in conjunction with Downham Road and the wider area. Ideas are shown on the following page (Figure 7.1.5). These rely on the introduction of one-way systems and the re-allocation of road space. These are preliminary ideas which need community engagement and detailed design will be to reallocate road space on Cam Drive, address the difficult junctions and crossings and come up with a solution that works for both Lynn Road and Downham Road.

- vi. A link is needed between Cam Drive and any new path following the A10. This can use quiet residential roads but needs to be continuous and to LTN 1/20 standards. (See Figure 7.1.5).

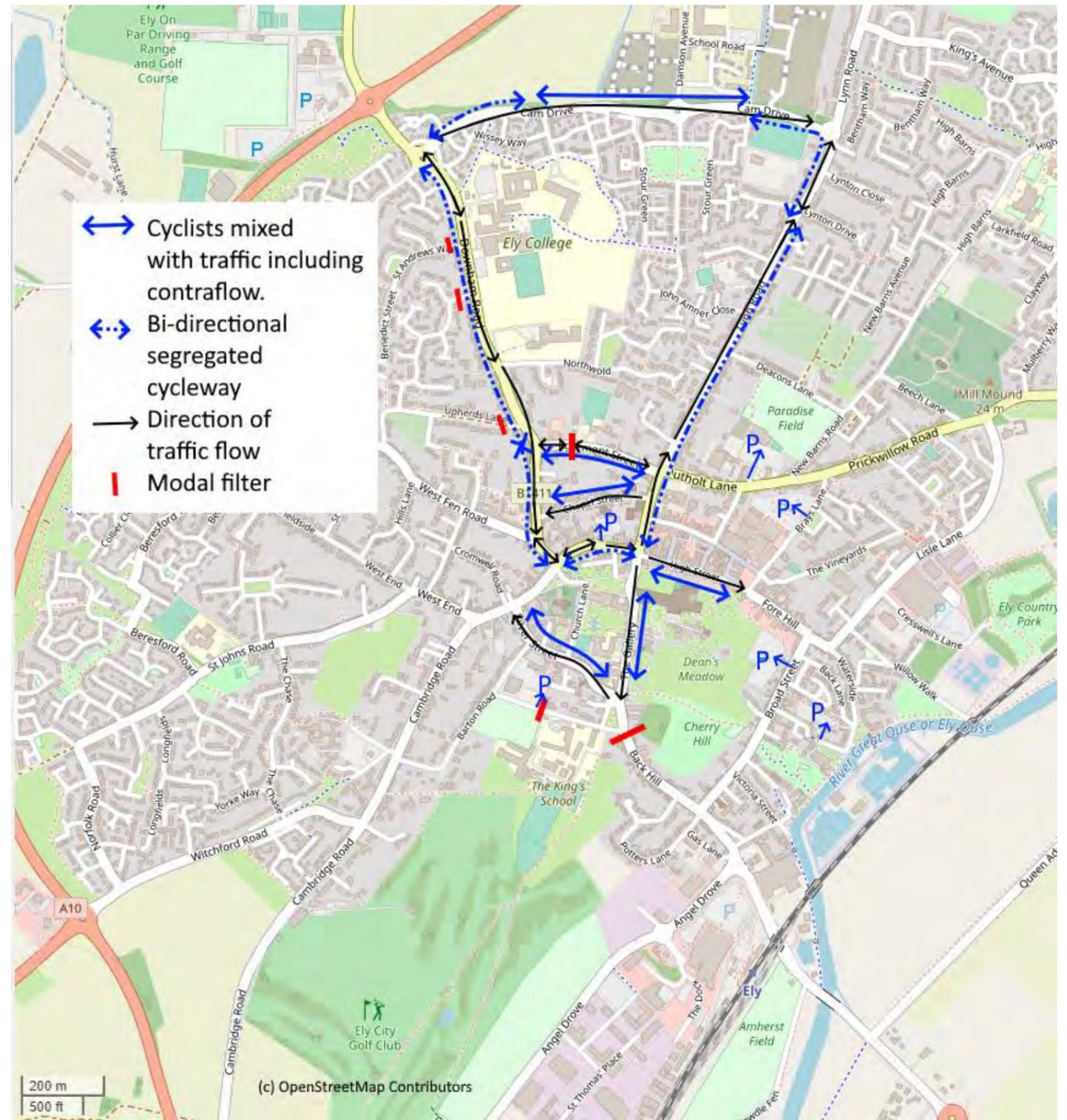


Figure 7.1.2 Possible traffic arrangement in Ely to create space for walking and wheeling on Lynn Road and Downham Road and maintain vehicular access to all locations.

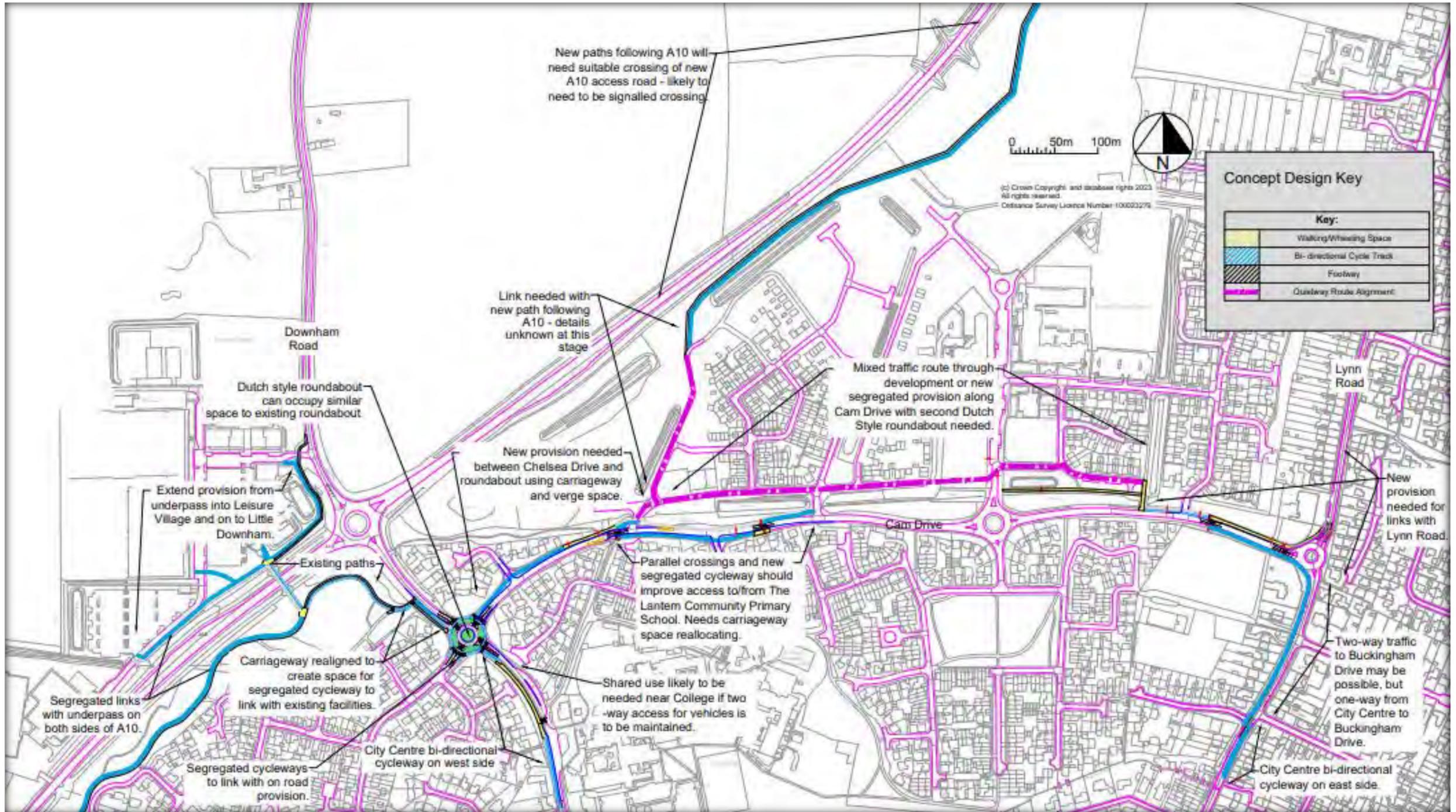


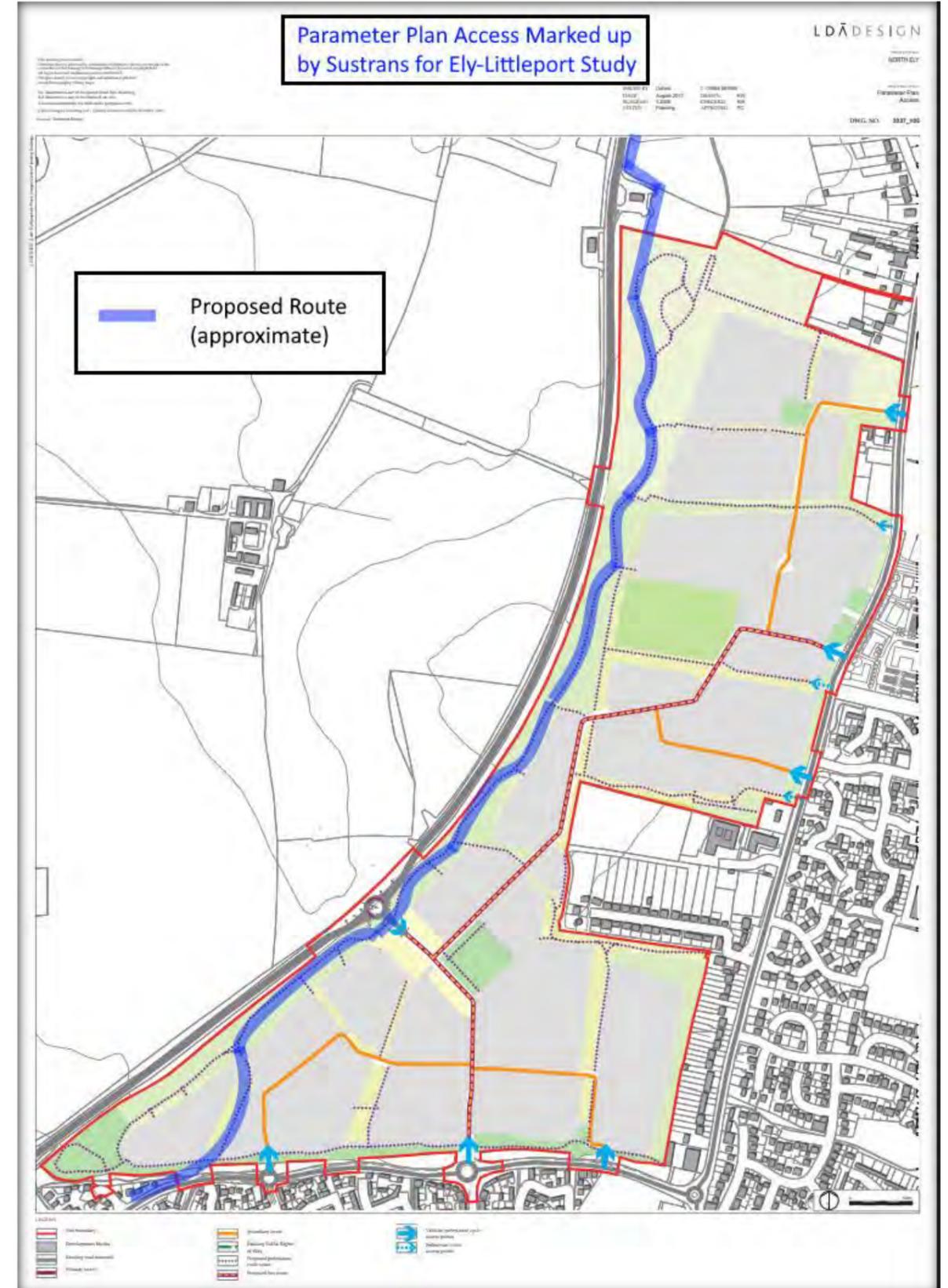
Figure 7.1.5 Preliminary drawing showing re-allocation of road space to form new cycleways, footways and shared use paths. Note that Community Engagement and detailed design are needed.

vii.

A proposed footway/ cycleway forms part of the Masterplan for the development of land north of Cam Drive (planning application ref 13/00785). This development is well advanced, but the route is not built yet. It is essential that the route is delivered to a high quality with adequate widths. Ideally it should be segregated, although shared use (min 3m) may be appropriate in places. The surface needs to be sealed and a convenient, safe crossing is needed of the A10 access road. A suggested route is shown in Figure 7.1.7.2. Good links with Lynn Road are also essential.

Figure 7.1.7.1 (left) Original Master Plan for the development of land north of Cam Drive showing green corridor along A10 boundary.

Figure 7.1.7.2 (right) Original Parameter Plan Access for the development of land north of Cam Drive marked up showing proposed route for Option 1.



viii. The route continues north from this point, past the Applegreen Service Station on the A10. A structure will be required to cross the ditch at the field edge here. An example structure for use here and across small watercourses can be found in the appendices. The exact position of any route will need to be agreed with landowners, who may require fencing, in addition to compensation for loss of land. The route needs to be as direct as possible and should have a link to the service station for staff and visitors to the shop.

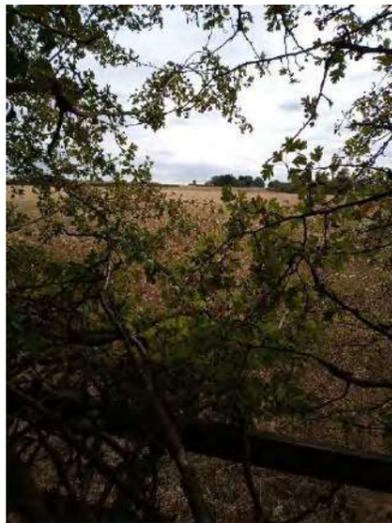


Figure 7.1.8.1 View from Service Station towards Ely of land that is currently agricultural, but is part of the Masterplan (see vii.)



Figure 7.1.8.2 View of rear of Service Station



Figure 7.1.8.3 View from Chettisham byway towards Service Station. Any route would be most likely to be on field edges on the right.

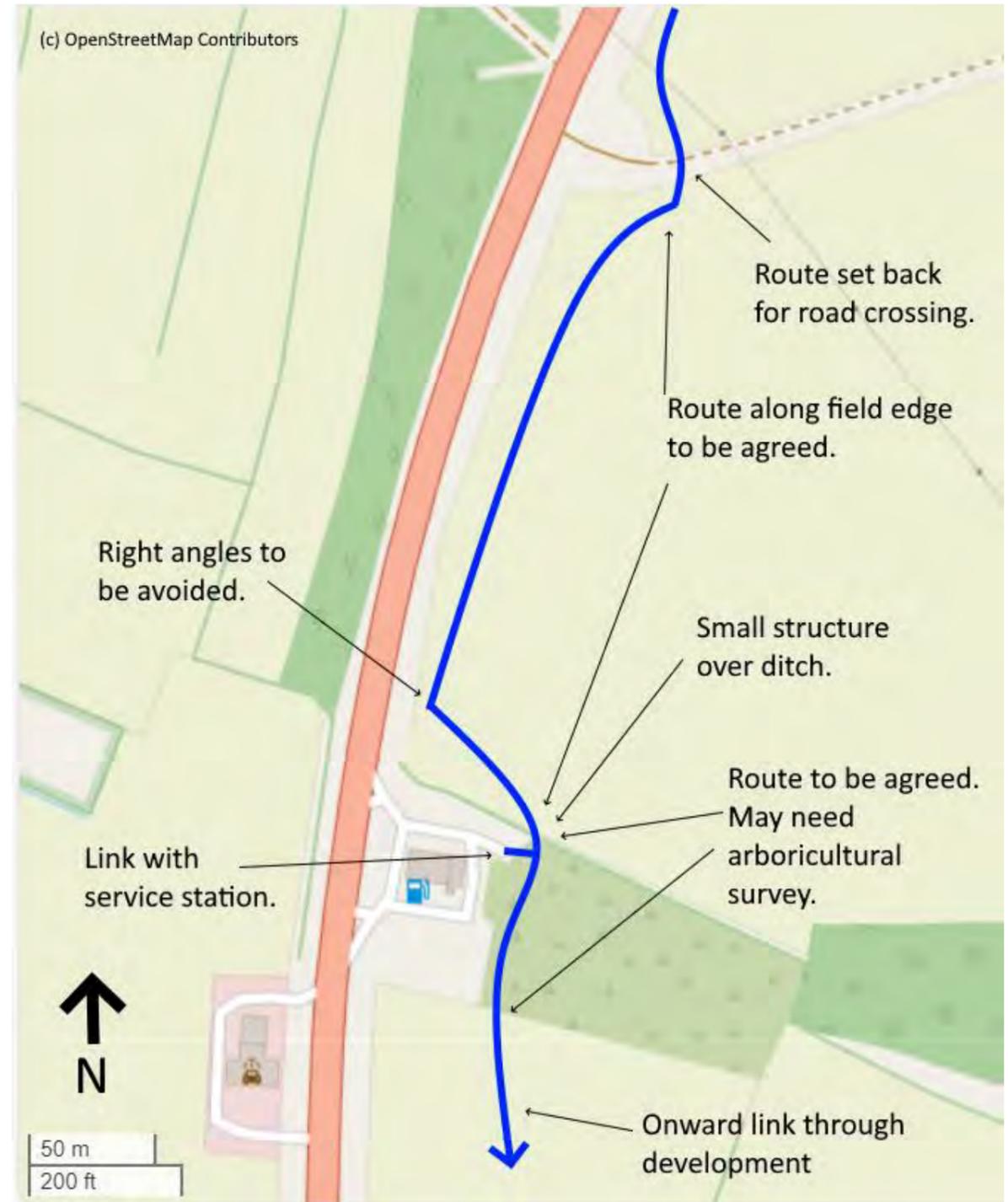


Figure 7.1.8.4 – Sketch of area around service station.

ix. A surfaced road (The Hamlet) leads from Lynn Road to St Michaels and All Angels Church in Chettisham. The road is quiet and has a good surface. It is recommended that it should be designated as a 20 mph road. An unsurfaced byway leads from the Church to the A10. It needs surfacing to make it a suitable link with Chettisham village, but it is recommended that this is only done in combination with a measure to restrict motorised traffic using it as a way to access the A10. It could be argued that if high quality links are completed between the development land near the A10 and Lynn Road this link is less important. It is therefore important that links with Lynn Road are built as in the Masterplan and these are to high standard (LTN 1/20).



Figure 7.1.9.2 The start of the Byway by Chettisham Church.



Figure 7.1.9.3 Unsurfaced Byway at approach to A10.



Figure 7.1.9.1 View of The Hamlet from Lynn Road.

x. The biggest challenge with this option is the need to cross the Ely to Peterborough railway line. Sustrans initial view was that crossing adjacent to the A10 on the existing A10 railway bridge would be too difficult and it would be sensible to allow for a new bridge near the existing one, but it now looks like this can be avoided. Over this section the proposed route is therefore dependent on the railway crossing (section xi.). For a new foot/ cycle bridge parallel with the existing road bridge a path and ramp would need to be entirely within the field edge on private land. If the existing road bridge is to be used (this is now the preferred option) a path would need to be on the field edge before ramping up to join the existing road embankment and verge. This is a challenging detail and will need a topographical survey and checks on utilities and trees. The works may also involve moving existing crash barriers. This is desirable, although it would clearly need to be agreed with the County Council and Network Rail.



Figure 7.1.10.1 View of A10 approach to bridge showing the difficult working environment.



Figure 7.1.10.2 View of field edge looking towards the railway line with the A10 on the left.



Figure 7.1.10.3 View of the existing A10 verge where a path would need to be built that is adequately separated from the busy road.

xi. The two options for crossing the railway are:

- a. Construct a new foot/cycle bridge over the railway parallel to the existing bridge. This would need to be minimum 4m width with ramps at gradients that comply with LTN1/20. The works would need to be agreed with Network Rail and any works that might impact on rail operations (such as lifting a new bridge into place) would have to be carried out at a time to be agreed with Network Rail. Network Rail costs are likely to be high and this is likely to be a lengthy process. Any new bridge would be expected to have to allow for future electrification of the railway.
- b. Reallocate roadspace over the existing bridge to allow formation of a 3m wide shared use path besides the carriageway and over the railway on the existing bridge with the intention that there would be no impact on the railway. It is likely that an agreement with Network Rail would be needed, which could be made more complicated if there are plans to change the bridge as part of any future electrification of the railway, but the major involvement is likely to be with Cambridgeshire County Council in terms of agreeing any changes to their structure (the bridge) and any traffic management that will need to be organised on the A10. For a 60 mph road such as the A10 the recommended separation from the carriageway edge is 2m minimum or 2.5m desirable according to Table 6-1 of LTN 1/20. These could be reduced by 0.5m by reducing the speed limit to 50 mph and a reduction of speed limit is recommended, with the appropriate signage. Any path should also be separated from vertical structures such as parapets by 0.5m, or

shorter structures by 0.3m. Any design would have to work within available widths, but it should be possible to move the carriageway and change the layout. An initial meeting with Gareth Guest of Cambridgeshire County Council on 6<sup>th</sup> November 2023 raised no major issues in terms of moving the carriageway, which had been a concern that Sustrans had previously anticipated. Indeed the structure of the bridge appears to allow some flexibility, although any works would need to be agreed with the County Council's Structural Engineers. Given the constraints of the existing bridge it may not be possible to obtain required path widths and separations. Preliminary sketches suggest that this is borderline and further design will be needed, but given the lack of space it may be necessary to compromise. Given the volume of traffic it is desirable to have some form of barrier between the path and carriageway and this should be an aim of the scheme, even if this cannot be structurally tied to the bridge deck. The County Council has supplied bridge drawings, but at this stage no calculations or detailed designs have been completed. If this is to progress appropriately qualified Engineers will need to be appointed. A preliminary cross-section has been prepared showing how highway space could be reallocated, see following page. It appears as though an effective width of only 2.8m may be possible. This should be acceptable over a short length and will need to be checked as detailed designs progress. A safety audit and detailed design of the whole stretch of road (with central hatching) will be needed and there is a risk that Safety Audit will raise issues that make the scheme undeliverable.

In some ways a new bridge is the simpler option – certainly it would have less impact on the A10, but it would have significant impact on the railway and

would be expensive so it is worth pursuing the option of using the existing bridge.

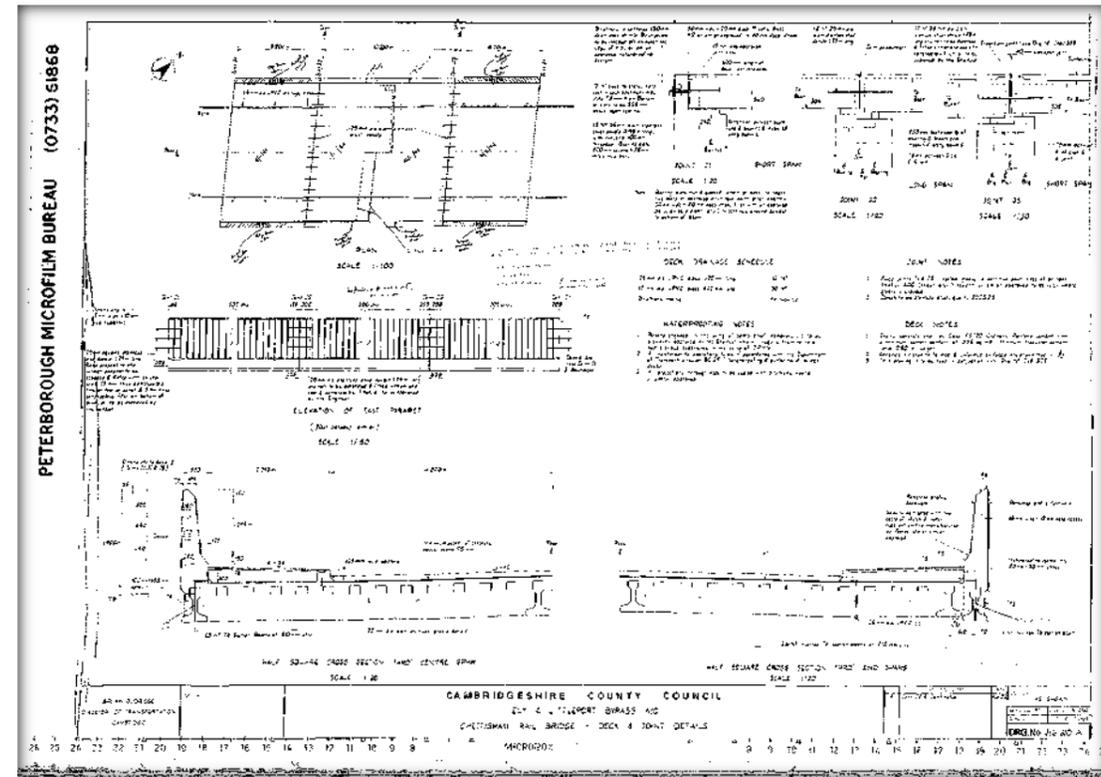
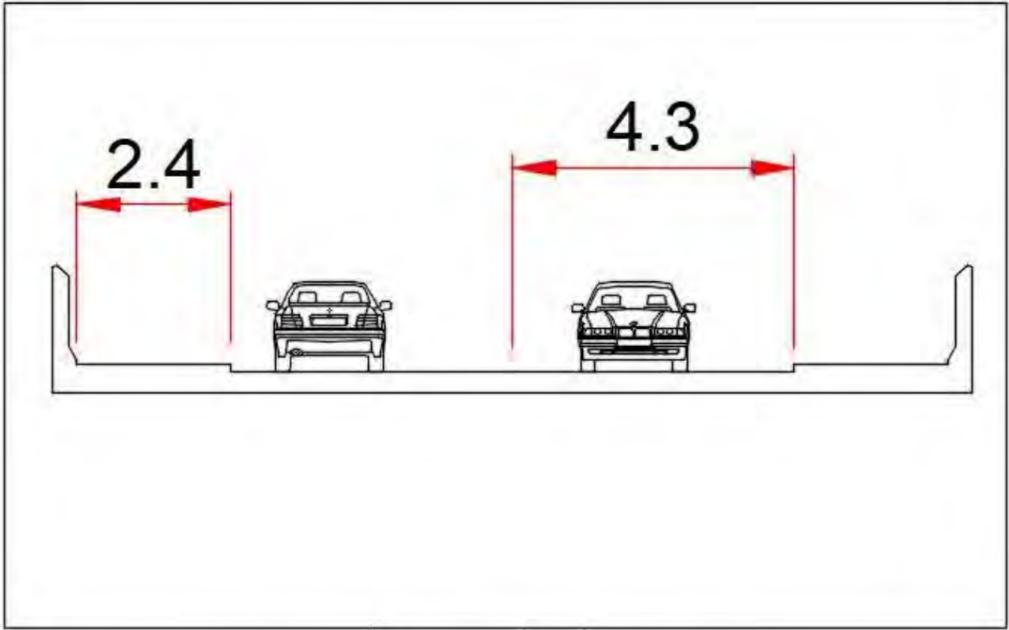


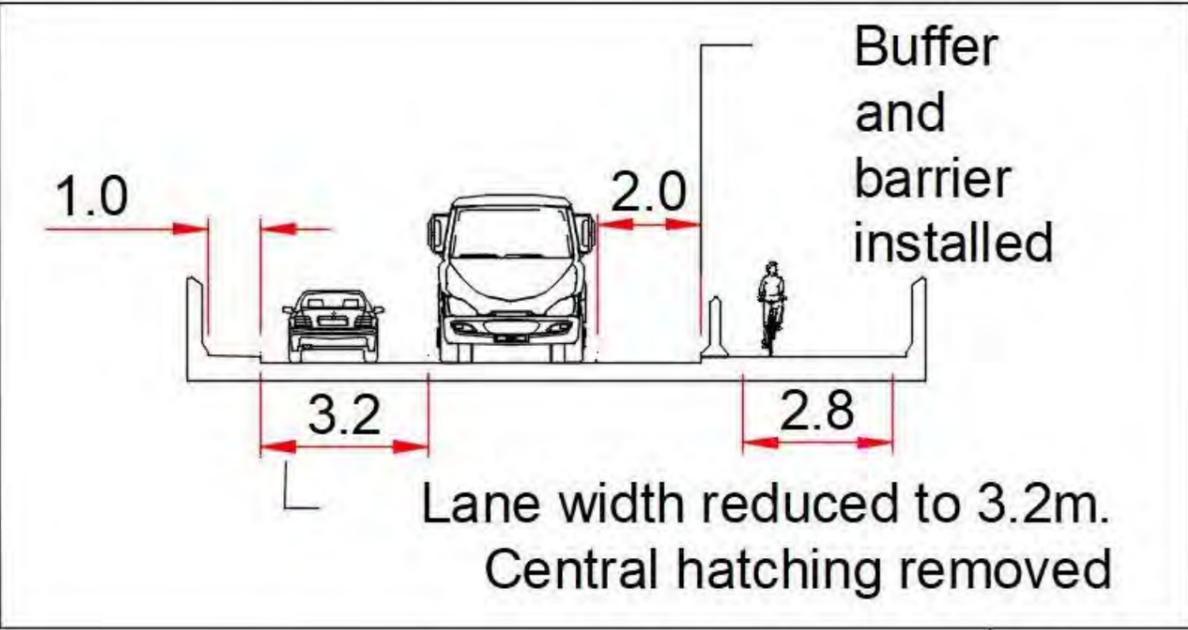
Figure 7.1.11.1 Example of existing bridge drawing. Cambridgeshire County Council has a set of original bridge drawings, which were copied to Sustrans.



Figure 7.1.11.2 View of bridge. The footways are not used at present.



existing



proposed

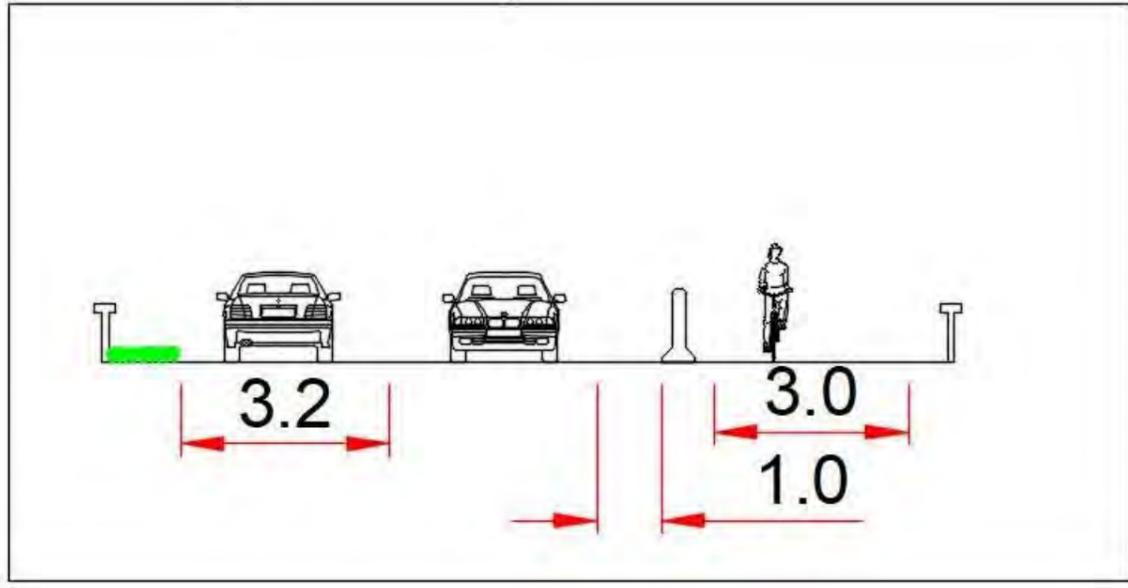
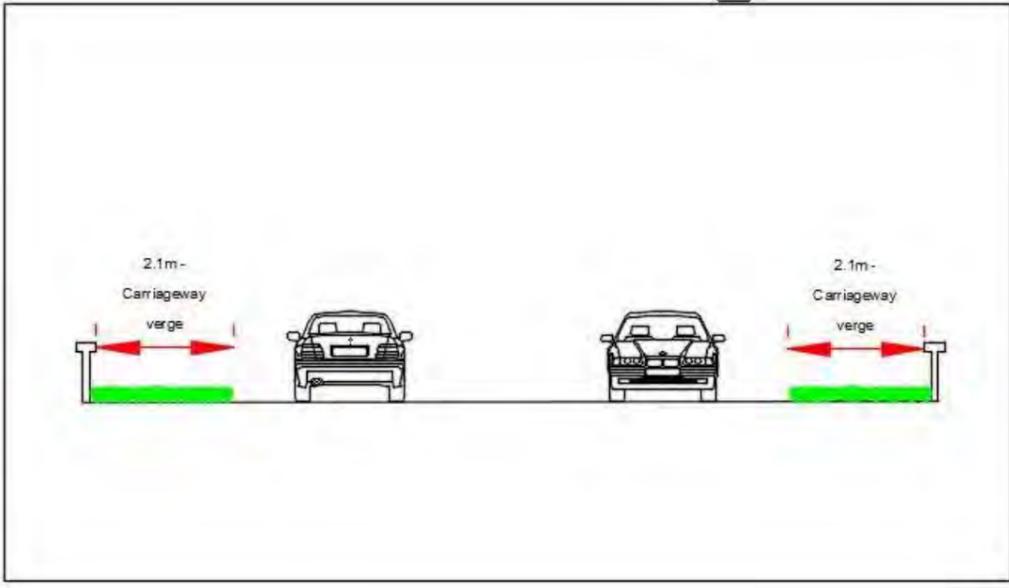


Figure 7.1.11.3 Cross section of bridge (top) and carriageway leading up (bottom), as existing and proposed.

xii.

As with section x. the route is dependent on the railway crossing (section xi.), but whichever crossing is chosen needs agreement for a path on field edges following the road. For a new foot/ cycle bridge parallel with the existing road bridge a path and ramp would need to be entirely within the field edge on private land. If the existing road bridge is to be used (this is now the preferred option) a path would need to be on the existing road embankment and verge, before ramping down to join the field edge. This is a challenging detail and will need a topographical survey and checks on utilities. The work should if possible, involve moving existing crash barriers, but it may be necessary to work around the existing barriers. As the route continues towards Littleport it will need to cross some small drains and bridges will be needed. At Blue Board Drove the route will need to cross a farm access and this will need a strengthened path and special detailing. The route can link with Bricklayer's Way near the point where it is closed to through traffic, making it a suitable route and link.

xiii.

The preferred route would use Bricklayers Way before turning north along a public footpath towards Grange Lane. The public footpath mostly runs between an avenue of trees but is more open at each end. An alternative to Bricklayers Way would be to follow a field edge eastwards from the A10 before joining up with the public footpath. This is more direct than Bricklayers Way, but would need landowner's agreement and would be more expensive. It would also be possible for the route to continue following the A10 and then follow Grange Lane to end up in the same location. There is little to choose between the options and further

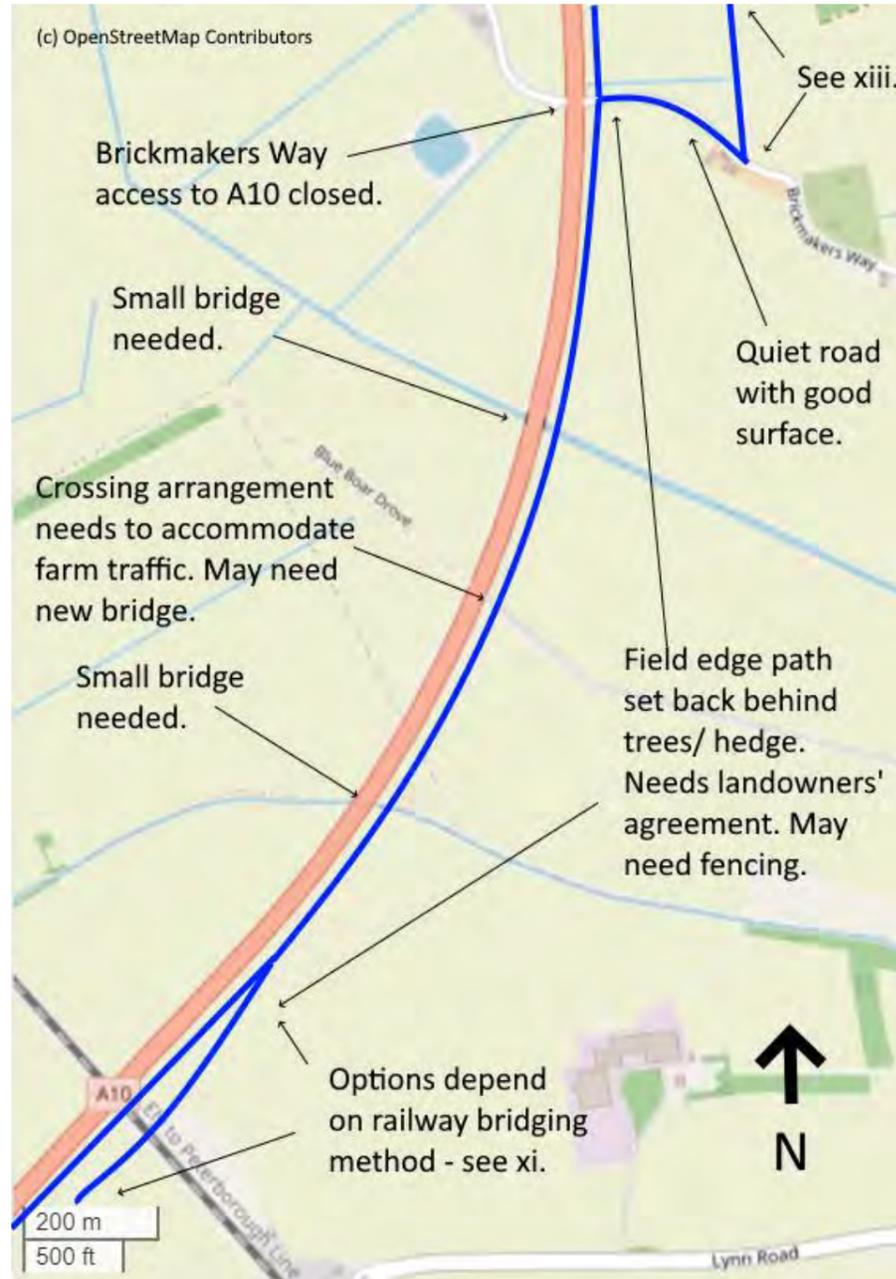


Figure 7.1.12.1 Map showing route.

consultation is recommended. An arboricultural survey will be needed to identify any tree-related issues.



Figure 7.1.13.1 Map showing route.

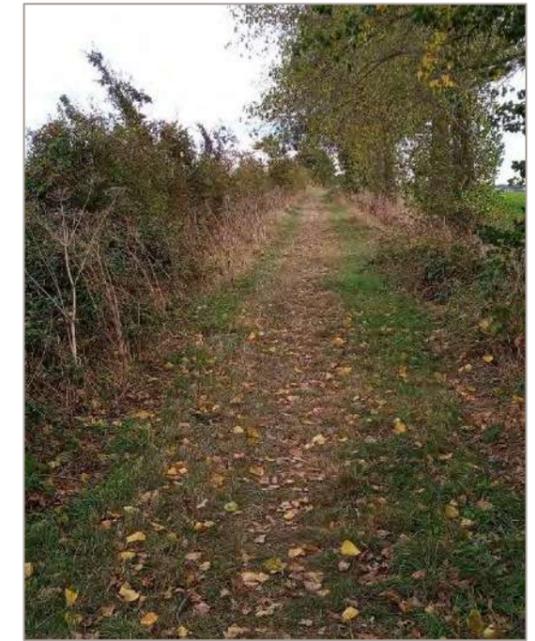


Figure 7.1.13.2 View south along public footpath (between trees) from Grange Lane.



Figure 7.1.13.3 View from Public footpath looking along Grange Lane towards the A10. The field edge option would be to the left of the hedge.

xiv.

Grange Lane forms a roundabout junction with the A10, and is currently a 40 mph speed limit road for its first 450m, until it changes to a 30mph limit just west of the junction with Yeomans Way. There is also a relatively significant level difference with steep slopes down to Grange Lane at its western end from the fields. The nature of Grange Lane is changing as Littleport expands and new housing is built and it would be beneficial to extend the 30mph limit. A new crossing point could form a suitable gateway for the speed limit change or it could be at the A10 roundabout.

The route needs to cross Grange Lane at a suitable location which will depend on exactly what is agreed for section xiii and how it links with new housing. The crossing point should be approximately in line with the point where the public footpath meets Grange Lane. Detailed design work is needed for a crossing and visibility is likely to be the key issue. It may be necessary to remove some hedge row for this purpose, to enable a parallel Zebra crossing to be installed.



Figure 7.1.14.1 View towards crossing point along Grange Lane with the A10 behind.

xv.

Since the initial report by Sustrans there has been significant growth and this has opened up new opportunities and removed others. It is proposed that as at the Ely end the best route should be delivered as part of developments. The original suggestion was to enter Littleport via Woodfen Road and whilst this remains an important link particularly to Littleport Community Primary School

there are other options, as can be seen in Figure 7.15.1. Much of the route should be delivered using new residential roads which should be low speed and with low traffic volumes. A 20 mph limit is recommended throughout Littleport and is essential for the route. Traffic volumes should be below 2,000 pcu per 24 hours to comply with LTN 1/20 Figure 4.1 and this needs to be confirmed. At present there is no through traffic and traffic volumes are low. Any new through traffic could be a problem and needs to

be carefully considered. A suggested link with Woodfen Road has been marked on a development plan in blue. (See Figure 7.15.1). The alignment looks suitable but quality checks are needed.

Figure 7.1.15.1 Phasing Plan for developments north of Grange Lane, with blue route alignment marked on by Sustrans. Note that the route is for a link with Woodfen Road not the route to the centre of Littleport, which is shown in Figure 7.1.16.1.



xvi.

There are a number of ways for the route to reach the centre of Littleport from Grange Lane, with all passing though land that is currently or has recently developed to the north of Grange Lane. The initial route suggested is the same as for the link with Woodfen Road in section xv.to which the same comments apply about the need for low speeds and low traffic flows so that the roads can be suitable for mixed traffic and comply with Figure 4.1 of LTN 1/20.

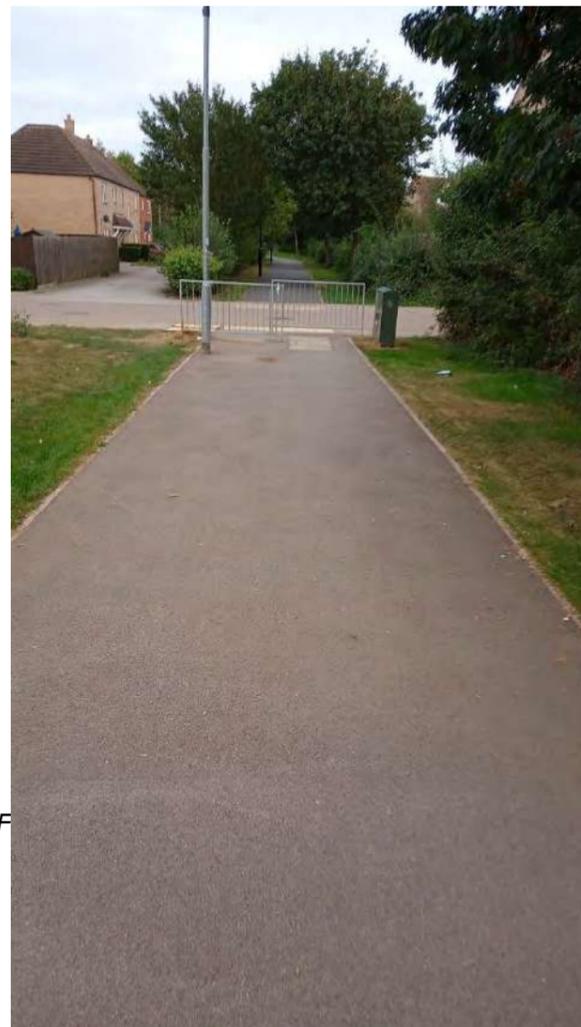


Figure 7.1.16.1 Phasing Plan for developments north of Grange Lane, with blue route alignment marked on by Sustrans.

xvii.

The link between new developments north of Grange Lane and Upton Place and Parson's Lane can largely follow existing paths.

The paths are shared use, which is no longer recommended and if they can be improved to form segregated paths that opportunity should be taken. However the major issue with them is the need to remove barriers and improve crossings.



*Figure 7.1.17.1 (left) and Figure 7.1.17.2 (above) Barriers such as these greatly diminish the quality of what has been built. It is not clear if they are temporary or are intended as permanent features, but they are not suitable for all and all such barriers need changing. An audit of all barriers is recommended to ensure compliance with LTN 1/20 and that the requirements of the Equalities Act are met. The best solution is likely to be to change priority on the roads.*

xviii.

The route joins the older road network in Littleport at Upton Place close to the centre. From here there is little alternative apart from an on road route mixed with traffic on Upton Place, Parson's Lane and Church Lane until the route arrives at the High Street. A 20mph limit is recommended and it is suggested that this is reinforced with the tightening of junctions and some raised crossings including zebra crossings.

If the speed limit was reduced to 20mph (which would be advantageous to children and parents walking, cycling and scooting to the Community Primary School as well) it would more than likely be very suited to being considered a quiet mixed traffic street.

In accordance with LTN 1/20 this would require vehicle speeds not higher than 20mph and a maximum of 2,500 vehicles per day, so will require a survey to establish the existing situation. If flows are higher than this, a closure of Parson's Lane, just east of its junction with Friar's Way, could be considered – this would have the effect of severing the link from High Street and Main Street, forcing any outbound traffic to the west to use Wisbech Road which is of a higher standard. Also, as mentioned above, making



*Figure 7.1.18.1 Upton Place, near where it links with the path from the new developments off Grange Lane..*



*Figure 7.1.18.2 Parson's Lane would benefit from tighter junctions and minor calming measures.*

Parson's Lane a safe place to walk, cycle and wheel would encourage more children and their parents to make the journey to the schools, lowering the number of vehicles even further.

## 7.2 Option 2

The second option to be considered runs south from the Cathedral to the junction between Queen Adelaide Way and Stuntney Causeway / Station Road. From that point, the route is that of the existing public footpath which runs along the top of the Great Ouse flood bank, on its eastern edge. The proposed route continues to follow Queen Adelaide Way/ Branch Bank and the River Great Ouse on a very straight alignment before entering Littleport along Victoria Street.

The route is considered in sections as in Figure 7.2.

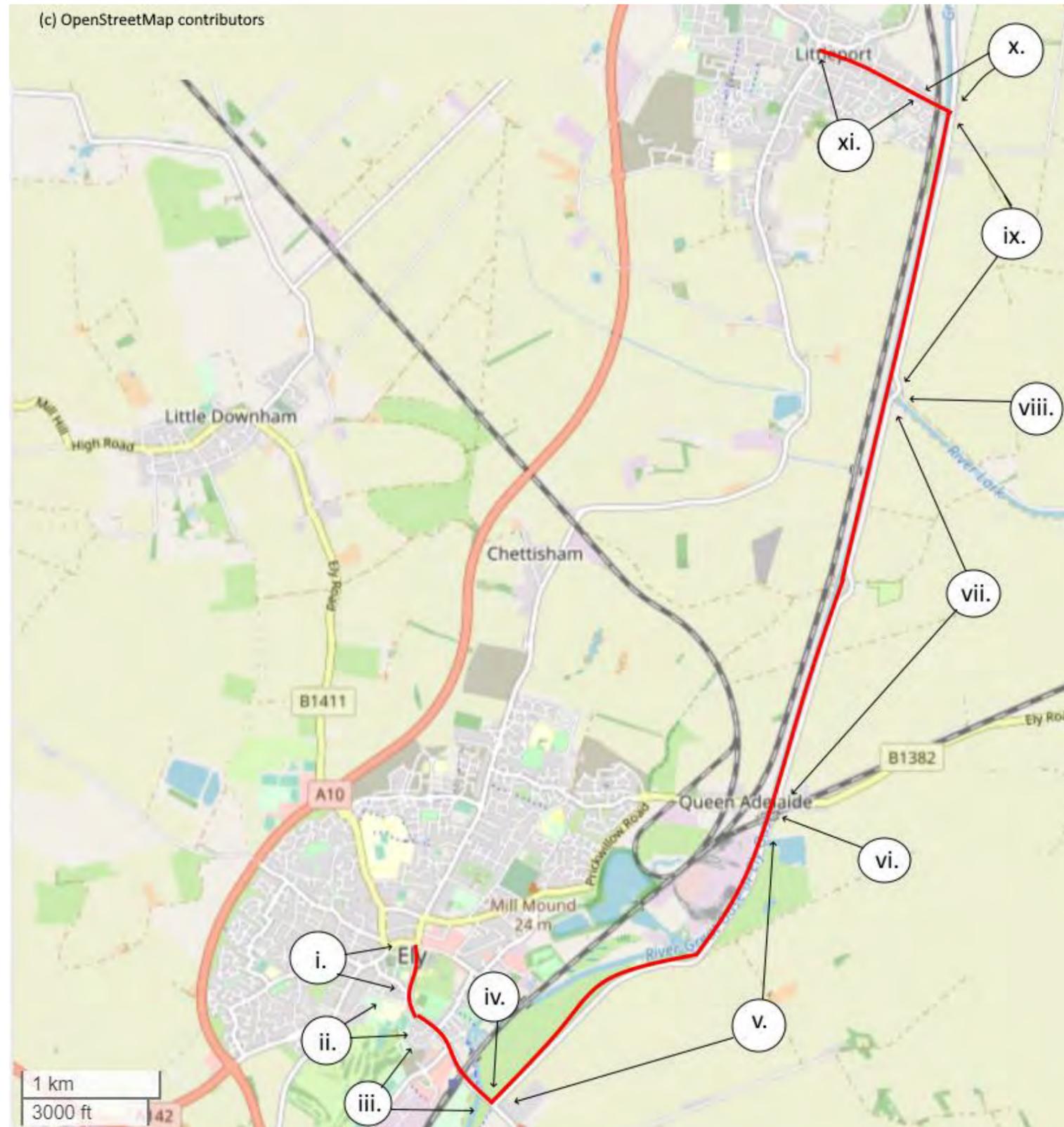


Figure 7.2. Option 2

i..

For comparison with other options the route starts at the Lamb Hotel junction, but for anyone living along Lynn Road they would have to cycle along Lynn Road in the opposite direction to Littleport to get to the start of the route and this will be counter intuitive.

From the Lamb Hotel crossroads the obvious and direct way to head towards Ely Station is via Minster Place in front of the stunning Cathedral. This route is currently one-way, but would benefit greatly from being made two-way for cycling. Speeds are already low and traffic volumes are not high. A review of all City centre one-way streets is recommended with the default position being that contraflow cycling should be permitted unless there is an exceptional reason.

Paragraph 4.2.8 of LTN 1/20 says:

*“To make cycling an attractive alternative to driving short distances, cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles. Permitting cyclists to make movements prohibited to motor traffic, allowing contraflow cycling, and creating links between cul-de-sacs to enable cyclists to take the shortest route, should be the default approach in traffic management schemes .....*”



*Figure 7.2.1 View towards Ely Cathedral. The addition of Except cyclists symbols under the No Entry sign would make a huge difference.*

ii.

The route between central Ely, Ely Station and beyond has been considered as part of the Ely-Soham study and it is equally relevant for this study so has been reproduced here.

From the Porta towards Ely Station the main route is via Back Hill. It is a significant hill and a residential street, but traffic volumes are higher than desirable for mixed use on such a road. The existing carriageway is of a width that means that the lanes could be described as critical width and unacceptable for use as a cycle facility within LTN 1/20.

***“Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane “).***

LTN 1/20

Whilst Back Hill is not heavily trafficked the concern is that at busy times traffic volumes could prevent vehicles moving easily into the opposite lane creating a potentially dangerous situation for people on bikes such as children cycling to school or people commuting to or from Ely Station. The way to address this would be by changing the lane width and narrowing the carriageway or reducing traffic volumes so that it would always be easy for drivers to move into another lane. The carriageway width on much of Back Hill is about 7m so it could be reduced, but there is little or no scope to reduce footway widths. (Indeed, it would be desirable to increase widths to at least 2.5m.) Segregated cycleways on Back Hill would be a good option and shared use of footways would not be appropriate given the gradients. For such a hill with potential for high speeds going down and big variations in speed between people going uphill, cycleways should be of good width and two uni-directional cycleways at

least 2.5m wide with a 0.5m buffer. This would mean that almost all of Back Hill would be given over to footways and cycleways with no space for vehicular access, which would clearly be a major issue for residents.

The recommended solution would therefore be to close Back Hill to through traffic, retaining vehicular access to all properties and with a series of bollards at the bottom of the hill (between Dovehouse Close and Potters Lane) or at the top of the hill with a remodelled Barton Square. Arrangements would need to accommodate turning for large vehicles including refuse carts. With traffic volumes reduced on Back Hill no changes to the road would be needed, except for the closure and turning arrangements. As it is, LTN 1/20 guidance is that Back Hill is not currently a suitable cycle route.



*Fig 7.2.2 View towards the Porta at the top of Back Hill.*

iii.

The East Cambridgeshire Local Plan refers to this area within Ely Strategic Objectives

**“ 4. Regenerate the area around the railway station to deliver a vibrant, mixed-use area, and enhance the riverside area of the city.**

**5. Enable easy access to key destinations with improved walking and cycling routes and public transport services, including a new transport interchange at the railway station and major improvements to the A142 between Angel Drive and Stuntney Causeway to reduce congestion.”**

It is hard to see how this can be achieved with the existing traffic volumes. Whilst the station may remain a significant motorised traffic destination, traffic travelling along the A142 does have an alternative with the Ely bypass and there appears to be significant potential to reduce motorised traffic and greatly enhance the area. Closure of the road under the railway to motorised traffic could help to transform the area as would measures to reallocate road space and change the existing Angel Square roundabout. Suggestions as to how this might be are shown in Fig 7A.1.4. This shows that there is scope to provide high quality routes and maintain vehicular access to the station. Any scheme will need community engagement and a lot more design work.

All of this may seem beyond the scope of an Ely-Soham or Ely-Littleport cycle route but without improvements in Ely the benefits of the route will be limited to those who are currently confident to cycle within existing conditions in Ely. This is of course a small proportion of those who could cycle



Fig 7.2.3.1 View towards the Station showing the Angel Square Roundabout.



Fig 7.2.3.2 View towards the Angel Square Roundabout from near Ely Station entrance.

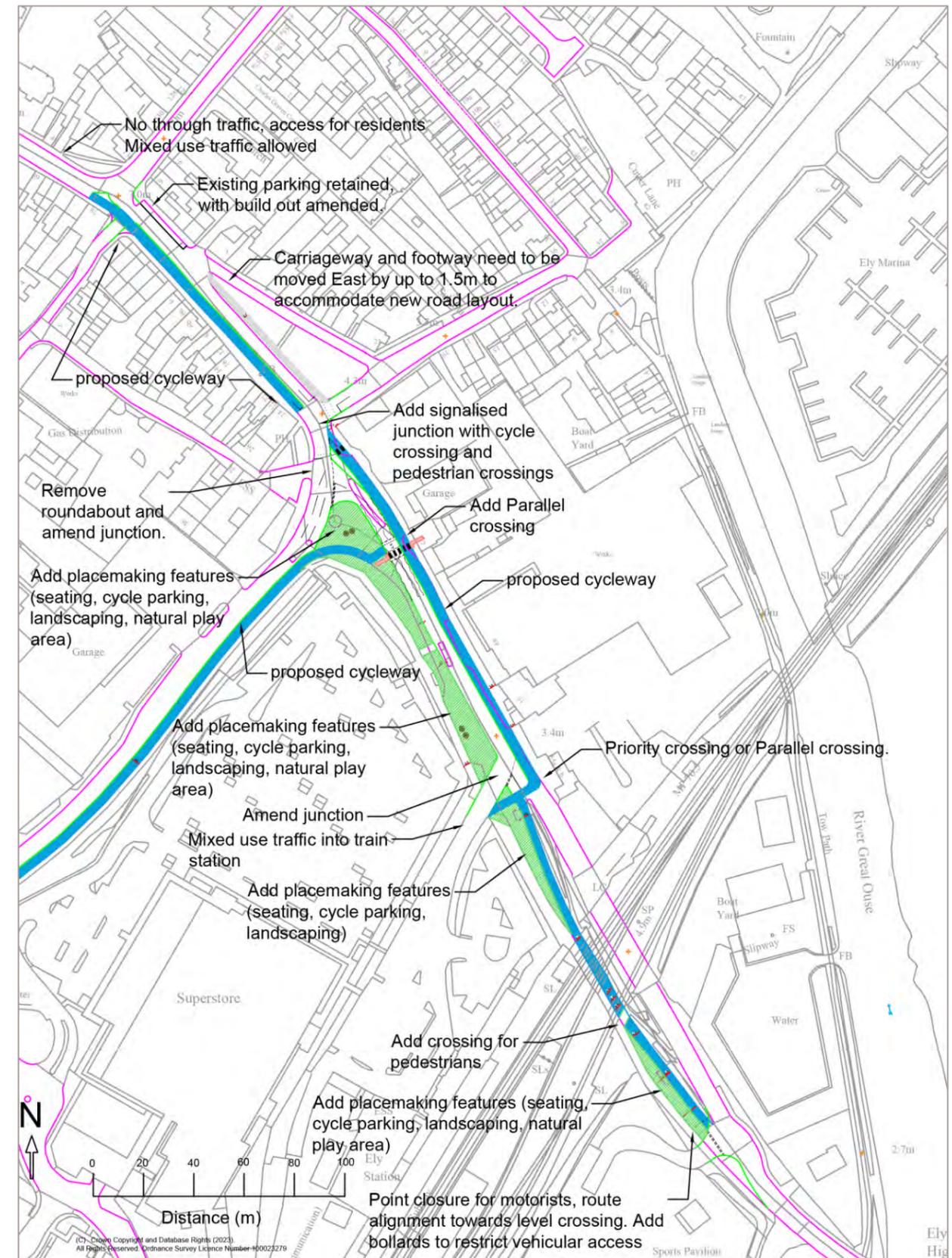


Fig 7.2.3.3 Concept Drawing showing the possible transformation of the area.

The crossing of the railway line from Ely Station towards Stuntney is much improved since road space was reallocated along the road under the railway with a wide footway and motorised traffic signal controlled. However, the arrangement does not comply with LTN 1/20 particularly the path width which should be at least 3m wide with segregation from the traffic and separation from the wall of the railway bridge abutments. The path width is approximately 2.4m compared with the 4m that should be a minimum within LTN 1/20 assuming that shared use is considered suitable in this location. Shared provision will certainly become an issue if the area develops and there is increased pedestrian usage to the river and beyond. The best position for cyclists should be on the road with virtually no motorised traffic on the road.



*Fig 7.2.3.4 View towards the railway from near Ely Station entrance.*

Station Road continues from the railway crossing over the River Great Ouse with vehicular access to the King's School Playing Fields, a residential property and a track that follows the river. All of this access could be maintained from the bypass direction. At present traffic volumes and speeds are unsuitable for cyclists to be mixed with motorised traffic and cyclists are directed to the footway on the north-eastern side. Pedestrian levels are low, but this is not a suitable option and does not comply

with LTN 1/20 in terms of width or segregation from traffic or as regards the parapet heights which do not meet the minimum recommended for use by cyclists. The easier and better option is for cyclists to use the road mixed with local traffic at low speed, accessing the local sites only and not through traffic.

The recommended arrangement of cyclists mixing with local traffic at low speed can continue to the Queen Adelaide Way junction. (See Fig 7.2.3.3).



*Fig 7.2.3.5 View towards Soham of Station Road showing the existing shared use provision and low parapets.*



*Fig 7.2.3.6 View of the river from Station Road bridge. If it was a more welcoming environment, the bridge could be a popular and attractive destination.*

iv.

To continue along Stuntney Way towards Soham changes are needed to the Queen Adelaide Way junction, with a new signalised arrangement linking with a new segregated cycleway, but the junction also includes the existing National Cycle Network route to/from Barway, so would benefit from the introduction of signals to address all potential movements. A new signalised junction with cyclist and pedestrian crossings is recommended.



*Fig 7.2.4.1 View of Station Road looking towards the Queen Adelaide Way junction.*

v.

From the junction the route is that of the existing public footpath which runs along the top of the Great Ouse flood bank, on its eastern edge. The route is approximately 3.0m in width as a minimum for most of its length.

Although the banktop is an attractive option getting agreement from Environment Agency may be challenging and there are also safety concerns about a path that drops down to a busy road, so fencing may be necessary. Constructing a 3m path on a 3m banktop is technically challenging.

An existing crossing point has been provided across the access for the Cambridge Boat House, and it is unlikely that this needs to be improved given the limited number of vehicles using this access.

Approximately 400m east of the Boat House is a bend where Queen Adelaide Way crosses a watercourse, and there is limited scope to widen the existing bridge. A small footbridge has been erected next to the main one and this could be replaced by a bridge suitable for pedestrians and cyclists.

Along the next stretch the Butterfly Bridge provides a link to the Roswell Pits nature reserve, and beyond that the eastern edge of the city.

The access to the quarry and industrial estate over the river has a very wide bell mouth to facilitate access by HGVs, but it is likely that this could be curtailed – swept path analysis could establish this. Once the junction is tightened up somewhat, priority for pedestrians and cyclists could be continued over it, treating it as a conventional side road. There are however huge challenges in this area due to limited space and a crash barrier that blocks roadside access. The whole area would need major changes

to the road and riverbank in order to provide a 3m path that is adequately separated from fast traffic and from the river. and getting agreement for this would be very difficult.



Figure 7.2.5.1 Existing public footpath along the flood bank



Figure 7.2.5.2 Pedestrian bridge over water course



Figure 7.2.5.3 Quarry side road showing barriers.

vi.

The bridge under the railway line at Queen Adelaide is another major restraint. It would require a shuttle-working set of signals to allow the northbound running lane to be reallocated to pedestrians and cyclists, in a similar way to the current arrangements near Ely Station. Even this would not allow adequate space and separation from traffic so various designs will need to be considered. All would require speed limit changes and this is another major challenge for this route.



Figure 7.2.6.1 Existing railway crossing with limited space.

vii.

Ely Road/ Prickwillow Road is the obvious way for people from parts of Ely to access the route, but the road does not comply with LTN 1/20 and would need a major review.

The staggered junction between Queen Adelaide Way, Prickwillow Road and Branch Bank has a number of limiting factors – narrow carriageways, no footways on the northern side of Prickwillow Road and poor vertical visibility coming from the west, due to the bridge shape. Due to these constraints the best solution would be a signal crossing, from the western side of Queen Adelaide Way to the northern side of Prickwillow Road adjacent to the existing flag-type direction signs. This would require three stop lines – one on each side of Prickwillow Road as in a conventional crossing but also one on Queen Adelaide Way to stop vehicles further back than the existing give way line. Alternatively the entire junction could be signalised as a formal staggered junction, and the above crossing point as well as across Queen Adelaide Way the pedestrian/cycle phase. These signals could also potentially be linked to the shuttle-working ones to the south, to reduce delays through the junction and under the railway.

From the staggered junction the public footpath continues north along the top of the flood bank. This has the same issues as Section v. in terms of banktop width, technical challenges and getting agreement of Environment Agency.

viii.

Where Branch Bank crosses the river Lark a new structure would be required to carry pedestrians and cyclists, as the existing structure does not have sufficient width for this purpose.

Given the proximity of the property in the left of the picture to the existing bridge, the new one may need to cross directly north, across the mouth of the river, to be able to land successfully on both sides.



Figure 7.2.8.1 Existing River Lark bridge

ix.

The route would continue along the banktop with the same issues as Section v. At the approach to the junction with Victoria Street there is limited width with safety barriers and to create the necessary width for pedestrians and cyclists the flood bank will need to be widened, as well as some space being reallocated from the existing carriageway. Even then, this will still be a pinch point and it would be sensible to extend the 30mph speed limit from Victoria Street at least 215m in either direction along Branch Bank – this is the minimum recommended stopping sight distance at 60mph speeds in DMRB CD109 – Highway Link Design.

Obtaining agreement from Environment Agency for changes to the flood bank would be extremely difficult.

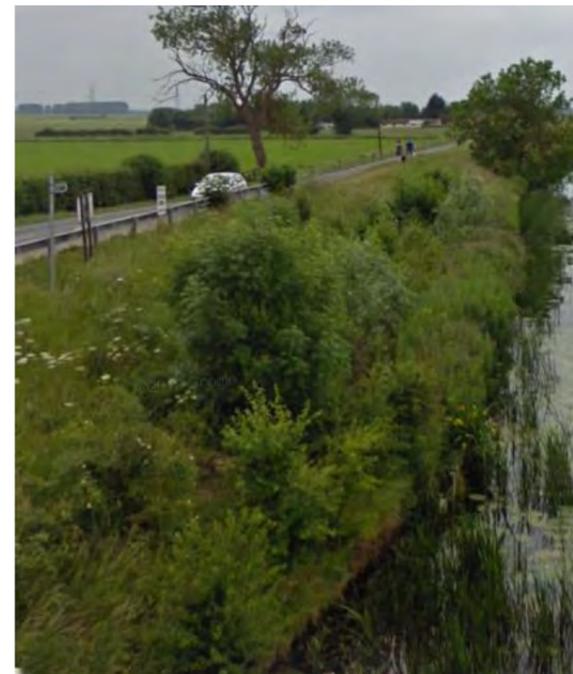


Figure 7.2.9.1 Branch Bank from Victoria Street

x.

Victoria Street is very restricted in width and there is no scope for widening as the route crosses the river and the railway. The best way to achieve LTN 1/20 requirements would almost certainly be to restrict through traffic perhaps at the river bridge. This would need to be considered as part of a wider review of Littleport.

xi.

A 20 mph limit is recommended across Littleport where most cycling should be on the road mixed with traffic. Victoria Street is relatively quiet and with some restraint at the river bridge and on Main Street this may be enough to make the road suitable for cyclists to use the road mixed with traffic. Without restraint it is likely at present that existing traffic flows exceed 2,500 vehicles per day, as the A10 roundabout to the north links to this location rather than the junction to Littleport railway station, which is the higher standard of road. A review of traffic flows and further monitoring is recommended.

In terms of encouraging cycling the most important action could be to allow contraflow cycling on Main Street. See Section i. and reference to paragraph 4.2.8 of LTN 1/20.

Without contraflow cycling on Main Street cyclists would have to make a longer journey to reach the High Street and additional works will be needed across Littleport.

### 7.3 Option 3

The third option to be considered has been added since the original study, because it avoids some of the more difficult engineering and land acquisition aspects of Option 1, but it has many similarities with Option 1. The route was previously considered but was dismissed due to the difficulties of dealing with existing traffic on Lynn Road/ Ely Road. If, however, traffic volumes were cut significantly the situation would be different. The suggestion to change the nature of traffic presents political and community challenges, but nevertheless it is felt that it is an option worthy of consideration.

The route links with developments in both Ely and Littleport and links with the centre of Ely in the same way as Option 1. The route differs from option 1 in how it crosses the railway and suggests changing usage of the existing level crossing with most motorised traffic having to use the existing A10 bridge. This would be a cheaper and technically less challenging option than bridging over the railway, but the community engagement challenges may be greater. The proposal will clearly need local support and it may be that trial can be arranged.

The route is considered in sections as in Figure 7.3.

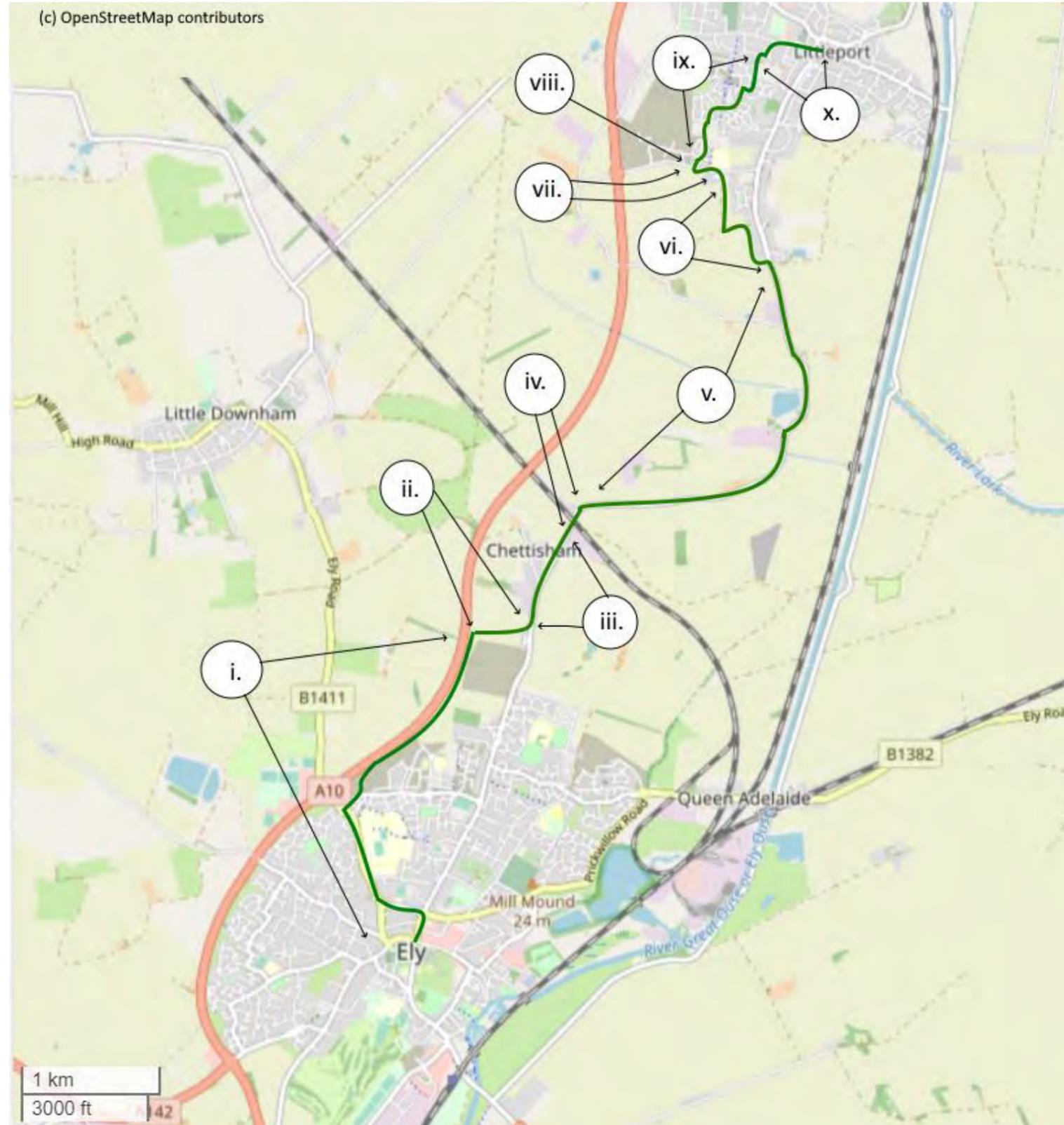


Figure 7.3 Option 3

i.

The first part of the route is the same as Option 1 and relies on new provision along Downham Road and Cam Drive and new provision as part of developments. See 7.1.i – vii.

The suggested route through the development land north of Cam Drive is shown in Figure 7.3.1 with the blue part being the same as Option 1.

ii.

A link is required between the path that follows the A10 and Lynn Road for this option and the most obvious option is the one shown in green on Figure 7.3.1. but other routes can be considered, with the aim being to access Lynn Road as far north as possible whilst also having as direct a route as possible. The suggested route would use residential roads which should be suitable for wheeling with low traffic volumes and speeds. A review of the junction with Lynn Road is recommended to assess the Junction and any changes needed particularly for those turning right off Lynn Road from the Littleport direction.

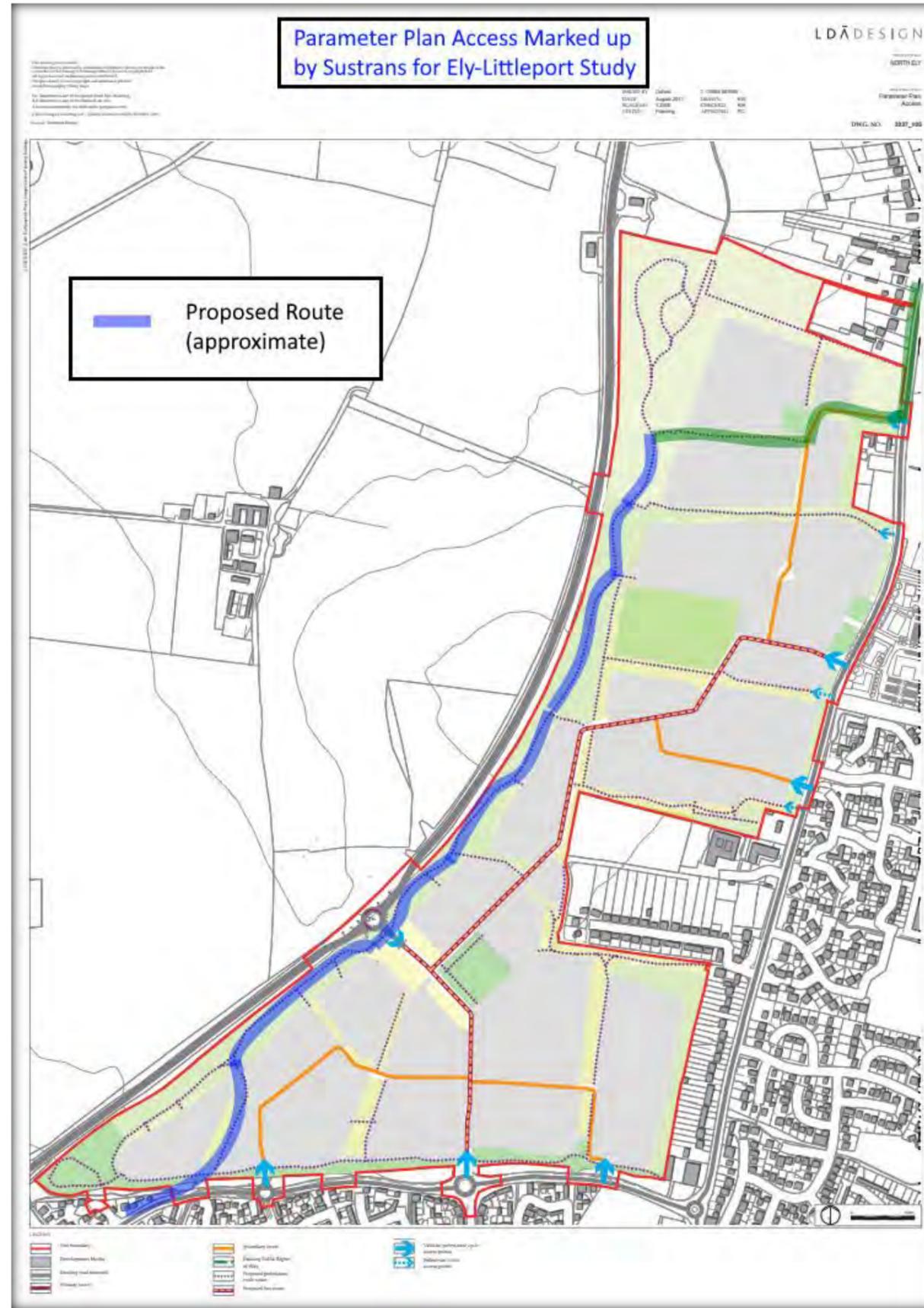


Figure 7.3.1 Marked up Parameter Access Plan.

iii.

The route would need to join Lynn Road through Chettisham and a 20 mph limit is recommended with some traffic calming. With traffic restraints at the level crossing traffic volumes should be low but there will still be some local traffic and consideration could be given to the addition of on-road cycle lanes, certainly beyond Chettisham limits.



Figure 7.3.3. View along Lynn Road towards Chettisham and Ely. Marked cycle lanes in compliance with LTN 1/20 should be considered.

iv.

The route via Ely Road and Lynn Road through Chettisham, was discussed at early stages of the study but was previously discounted for two main reasons. The first is that it has a high percentage of HGVs using it, due to farm and field accesses and Chettisham Business Park, and it is still being used as a route through from outlying districts to the east, rather than utilising the A10 and the bypass. To resolve this issue and reduce the amount of HGV traffic on the route would require a significantly wider-ranging scheme to address how the local highway network in this area is used, potentially with the introduction of weight limits or more likely a modal filter on Lynn Road, preventing through traffic between Littleport and Ely.

The second issue is the level crossing on Lynn Road for the Ely – Peterborough railway line. Network Rail are not in favour of increasing utilisation of level crossings due to the inherent danger that they represent, and the level crossing would need to be widened to accommodate pedestrians and cyclists if they are to be separated from the traffic safely – currently there is a 1m wide strip either side of the running lanes for this purpose. This would be complicated by the proximity of the business park boundary to the southeast and the residential property to the northwest; this in effect makes the area the level crossing is situated within a ‘pinch point’ that could only really be resolved by rotating Lynn Road clockwise so that it is closer to perpendicular across the railway, giving more space for the necessary improvements and widening. Certainly, there is very little scope to provide a bridge over the railway line, which would be Network Rail’s preferred solution to this.

The idea of a modal filter has been revisited because it is hard to argue that Ely Road/ Lynn Road has a strategic function as a route between

Ely and Littleport. The A10 was built with that in mind and includes a grade separated crossing of the railway which should give more reliable journey times than the level crossing. For some journeys the A10 may be a further route than driving via the A10 but with new access being formed on the A10 at Ely and Littleport this is a good opportunity to use the existing road to benefit walking, wheeling and public transport.

It is suggested that the level crossing be changed so that it can only be used by those on walking, wheeling or using public transport. Exceptions for emergency vehicles could also be made and exact details would need to be agreed as part of community engagement, including issues relating to farm access and other businesses mentioned earlier. The aim of the proposals would be to keep traffic volumes and speeds low along Lynn Road for as far as possible so that the road can be used for cycling mixed with traffic. The number of HGVs also has to be kept low.

The mechanism for changing the crossing will need careful consideration. There should be no change to the crossing itself but the road itself could be made No entry except buses and cycles over a certain distance. At present Cambridgeshire County Council does not have the power to introduce bus gates outside Cambridge, but these powers could be sought and this will need careful planning.

Traffic levels at the crossing are not known at present but are likely to be well above the 2500 pcu/day limit in LTN 1/20.



Figure 7.3.4. Approach to the level crossing from Littleport. No changes are proposed for the railway infrastructure.

The route would need to use Lynn Road/ Ely Road from Chettisham to the edge of Littleport and a 20 mph limit is recommended with some traffic calming. With traffic restraints at the level crossing traffic volumes should be low but there will still be some local traffic and consideration could be given to the addition of on-road cycle lanes. There is a gentle gradient on the road over this section and it follows a somewhat indirect alignment when compared to the A10.

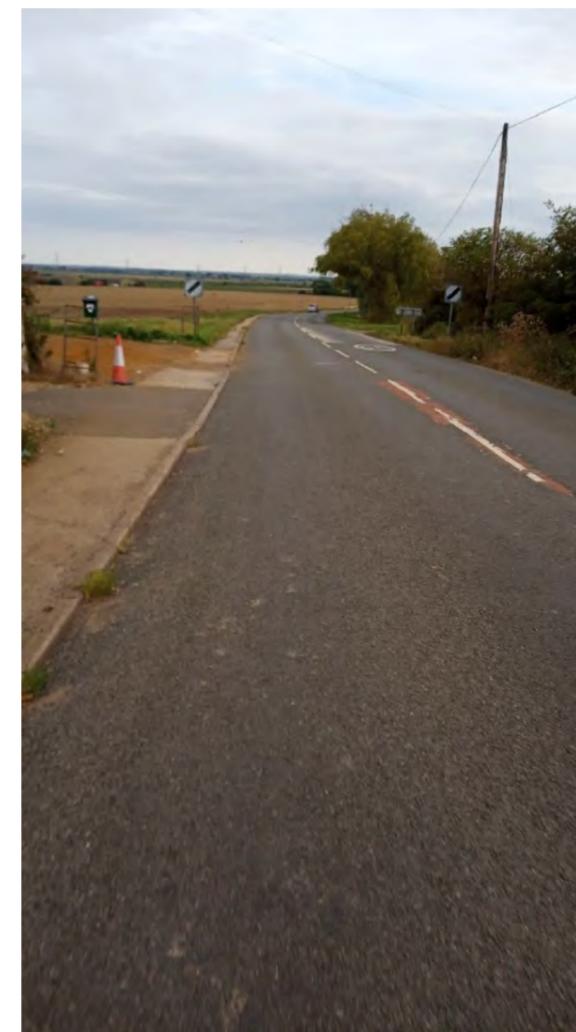


Figure 7.3.5. View towards Chettisham and Ely. Marked cycle lanes in compliance with LTN 1/20 should be considered, along with the removal of centre lines and changes to the speed limit.

v.

vi.

As the route approaches the centre of Littleport traffic levels can be expected to rise, even with the level crossing changes, because Grange Lane is an access route to the A10 and is likely to be busy, so an alternative to Grange Lane is needed. It is suggested that a new field edge route could be formed from the edge of Littleport to link with the developments on Grange Lane. The exact route is unclear – it has not been surveyed but can be seen from Google Earth and from the surrounding public highways. No ecological survey has been conducted but given that the land is mostly farmland major issues are not expected.

The only alternative would be to use Ely Road to the Grange Lane junction and then reallocate road and verge space along Grange Lane to form a segregated cycleway. This does not look easy and will need detailed design. A field edge option would appear to be the more attractive option.

The way that the route links with Grange Lane needs to be agreed. A link near the Water Tower is possible if it can be agreed. Other options are considered in section vii.

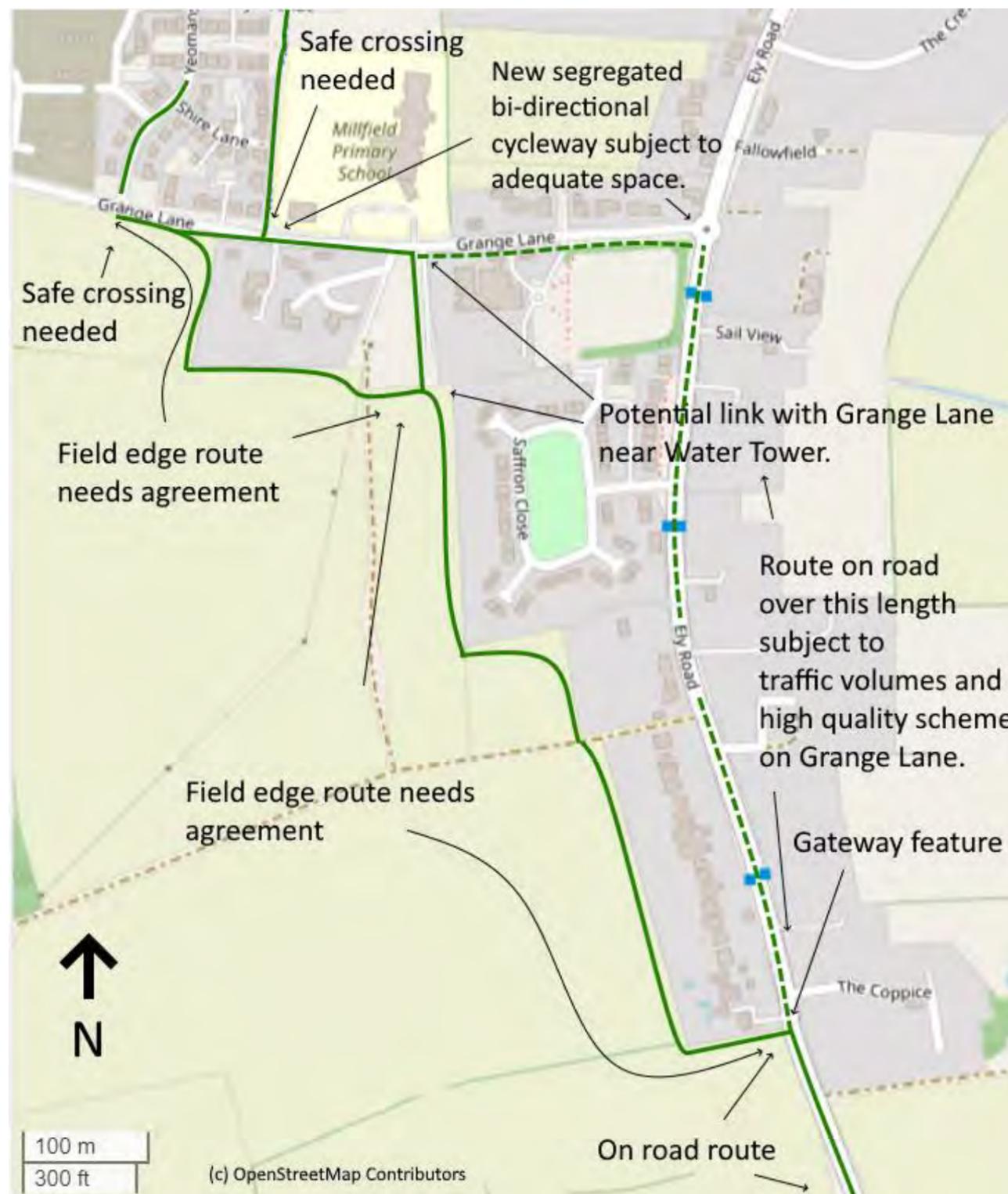


Figure 7.3.6. Approach to Grange Lane.

vii.

Subject to where the route in section vi connects with Grange Lane there are different options:

- Continue on field edge to almost opposite the Yeomans Way junction.
- Reallocate carriageway, verge and other roadside space to form a segregated cycleway along Grange Lane potentially continuing all the way to the Yeomans Way junction outlined in a or crossing nearer the school to link with the path that runs along the side of Millfield Primary School.

viii.

A parallel zebra crossing would be needed to link either between a new path and Yeoman's Way or nearer the school. Visibility will need to be checked and some hedge removal will be needed. Detailed design is needed.



Figure 7.3.8. View towards Yeomans Way junction along Grange Lane.

ix. A good route should be possible linking Grange Lane and Parson's Lane using a mixture of on road cycle provision mixed with traffic at low volumes and speeds and then using existing paths. The suggestions are similar as for Option 1, but take a slightly different route.

As with Option 1 much of the route should be delivered using new residential roads which should be low speed and with low traffic volumes. A 20 mph limit is recommended throughout Littleport and is essential for the route. Traffic volumes should be below 2,000 pcu per 24 hours to comply with LTN 1/20 Figure 4.1 and this needs to be confirmed. At present there is no through traffic and traffic volumes are low. Any new through traffic could be a problem and needs to be carefully considered.



Figure 7.3.9.1 Existing path. Paths need to be barrier free and with good road crossings to be useful, so changes are needed to existing arrangements.

Figure 7.3.9.2 Phasing Plan for developments north of Grange Lane, with green route alignment marked on by Sustrans.

Also as with Option 1 barriers are a serious concern. See 7.1.xvii. The paths are shared use, which is no longer recommended and if they can be improved to form segregated paths that opportunity should be taken. However, the major issue with them is the need to remove barriers and improve crossings.

x.

The route joins the older road network in Littleport at Upton Place close to the centre. From here there is little alternative apart from an on-road route mixed with traffic on Upton Place, Parson's Lane and Church Lane until the route arrives at the High Street. A 20mph limit is recommended and it is

suggested that this is reinforced with the tightening of junctions and some raised crossings including zebra crossings.

See 7.1.xviii.

## 7.4 Route comparisons

The below table is a short summary of some of the features and issues with the above options.

As can be seen, no option is without obstacles to be negotiated, particularly in the shape of the railway crossings and land ownership. Option 2 has so many difficulties that it is not recommended to progress it. Options 1 and 3 both however have the potential to be progressed further, with there being a balance between cost, directness, and access for existing drivers.

It should be reiterated again that works would need to go hand-in-hand with improvements to the cycling and walking infrastructure across both Ely and Littleport, as without that the routes in and of themselves won't necessarily provide the necessary uplift in cycling and walking that they could do. Changes in Ely seem particularly important given the quality of provision, the narrow streets and the growing population.

All routes are longer than the most direct route of Lynn Road and this is a deterrent to usage, but they would make for safer and more attractive routes than all the way along Lynn Road.

	Option 1	Option 2	Option 3	Notes
<b>Comparative Length (= 8 km by road)</b>	9.34 km	10.80km	10.24km	For Option 2 anyone accessing the route from Lynn Road direction will have less benefit than those from other parts of Ely.
<b>Likely estimated cost in Ely and Littleport</b>	High major changes to Lynn Road, Downham Road and Cam Drive, in Ely.	High major changes to Lynn Road, Downham Road and Cam Drive, in Ely.	High major changes to Back Hill and around Ely station as well as potentially Lynn Road, Downham Road and Cam Drive.	Options 1 and 2 have the same requirements in Ely and Littleport. Option 3 would benefit from these works but also needs additional provision past Ely Station.
<b>Likely estimated cost between Ely and Littleport</b>	1.5km path on development land. 3.4km path on private land. 200m roadspace reallocation over railway. 1 x parallel crossing	8.2km banktop path 3 x signalled junctions 1 x River Lark bridge.	1.5km path on development land. 1km path on private land at Littleport Traffic calming and signing near level crossing	Option 3 is very likely the cheapest option and Option 2 the most expensive by some way.
<b>Engineering difficulties</b>	Work on the A10 bridge railway bridge would be challenging, Field edge paths may need to accommodate farm crossings. Would need to accommodate farm traffic.	Very big challenges working on flood banks with limited space. Very difficult crossing under railway and very difficult sections of route where space is restricted. Maintenance and reaching agreement with Environment Agency could become a significant issue. Engineering difficulties may rule this option out.	Fewer challenges than the other options, although finding a legal solution for the traffic changes on Lynn Road may be challenging.	Initial discussions with Cambridgeshire County Council have been positive regarding changes to the A10 rail bridge, but this needs more work. A new bridge over the railway would be a major scheme. Further work is needed to assess fully the engineering difficulties.
<b>Ecological issues</b>	Opening up new access may cause disturbance, but most provision is either near the A10 or part of existing developments.	If there were no changes to the floodbanks bird disturbance would be an issue, but changes to the banks could be significant and may rule this option out.	Opening up new access may cause disturbance, but this option includes significant lengths of on-road provision, so it is likely to have the least impact of all 3 options.	Option 3 has not been studied for ecology. Option 1 and 3 ecology issues within development land have been assumed to be addressed as parts of developments.
<b>Land ownership issues</b>	Large parts of the route can be delivered using development land, but private land is needed in the vicinity of the A10 rail crossing and there is little scope for flexibility. Could be a major issue.	Mostly believed to be Environment Agency land, which should be an advantage, but agreeing works and maintenance could be very difficult. Obtaining Environment Agency agreement may rule this option out.	Large parts of the route can be delivered using development land, but private land is needed for the suggested route into Littleport, although that could be avoided if a suitable route along Grange Lane can be achieved. This appears to be the least risky option in terms of land, but that is not known until discussions have been held with landowners.	It is assumed that landowners would be compensated for their loss of land and all works would be designed to ensure that they fitted with the operational needs of the landowners. The Local Authority does have powers to acquire land if needed or to create rights of way, but it is hoped that this will not need to be used.

Table 7.4.1

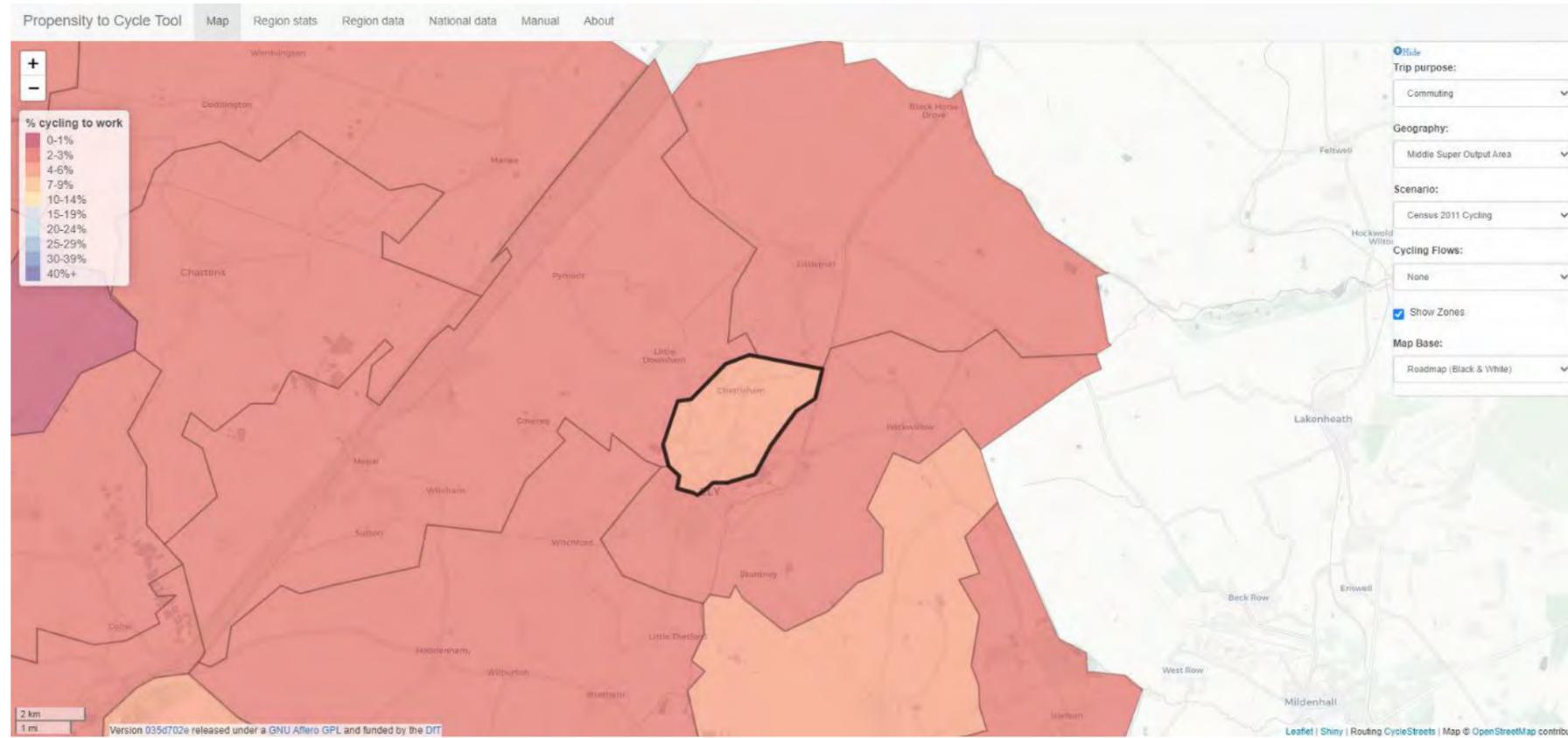
## 8. Potential Usage

Whilst the number of responses to ECDC's Cycling Questionnaire gave a clear indication that a route between Littleport and Ely is desirable (120 responses) there is little data on actual cycle usage between these communities, but some indication can be got from various modelling tools. The [Propensity to Cycle Tool](#) has been used to get an idea of potential usage. The tool was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. It answers the question: "where is cycling currently common and where does cycling have the greatest potential to grow?".

The tool uses census data to get information on local populations and local modal shares of journeys to work and school by bike and uses mapping data to get information about trip distances and geography. The tool is focused on journeys to work and school, because this is the data that is collected, so it does not allow for leisure and other activities.

The numbers shown in these maps are numbers of people rather than trips.

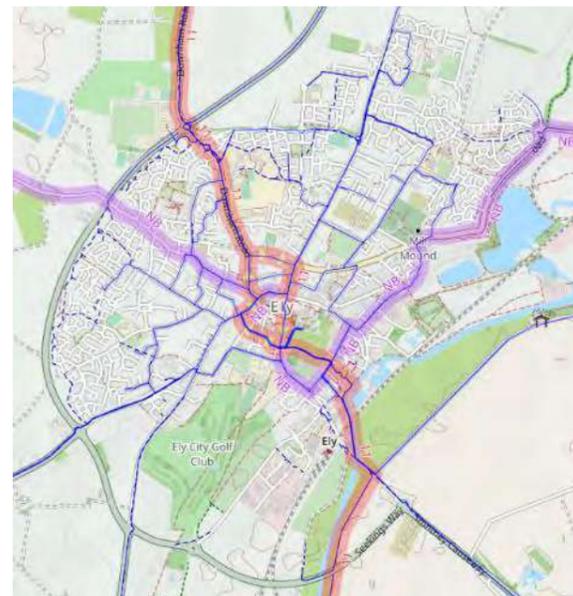
The tool uses various scenarios such as "Go Dutch" whereby it assumes that the infrastructure and modal share are similar to a Dutch case, adding in factors for hilliness, which will deter usage. For East Cambridgeshire's case there is no reason to see why Dutch levels of cycling could not be achieved. The tool also uses an "Ebike" scenario, which assumes that the use of Ebikes and Dutch style infrastructure will significantly increase the range and number of cycle trips, so for instance cycling between Littleport and Ely would be much more likely than at present.



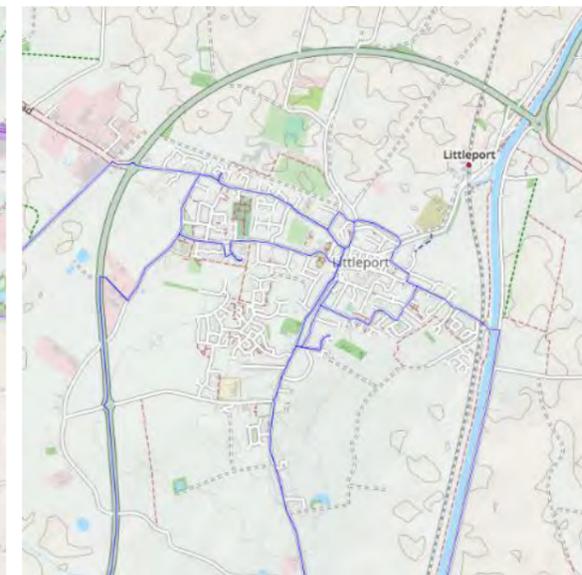
*Propensity to Cycle - to work – 2011 Census*

Under the "Go Dutch" scenario as indicated right the tool highlights a number of interesting issues:

1. The tool assumes that some cyclists (but all of school trips) will use the A10 to cycle between Littleport and Ely, since this is the most direct route, and the tool assumes people will choose the most direct route. The tool assumes that the route will be brought up to "Dutch" standards throughout, but this study has shown that this would be extremely difficult to do.



*Routes highlighted by the "Go Dutch" option in Ely*



*...and in Littleport*

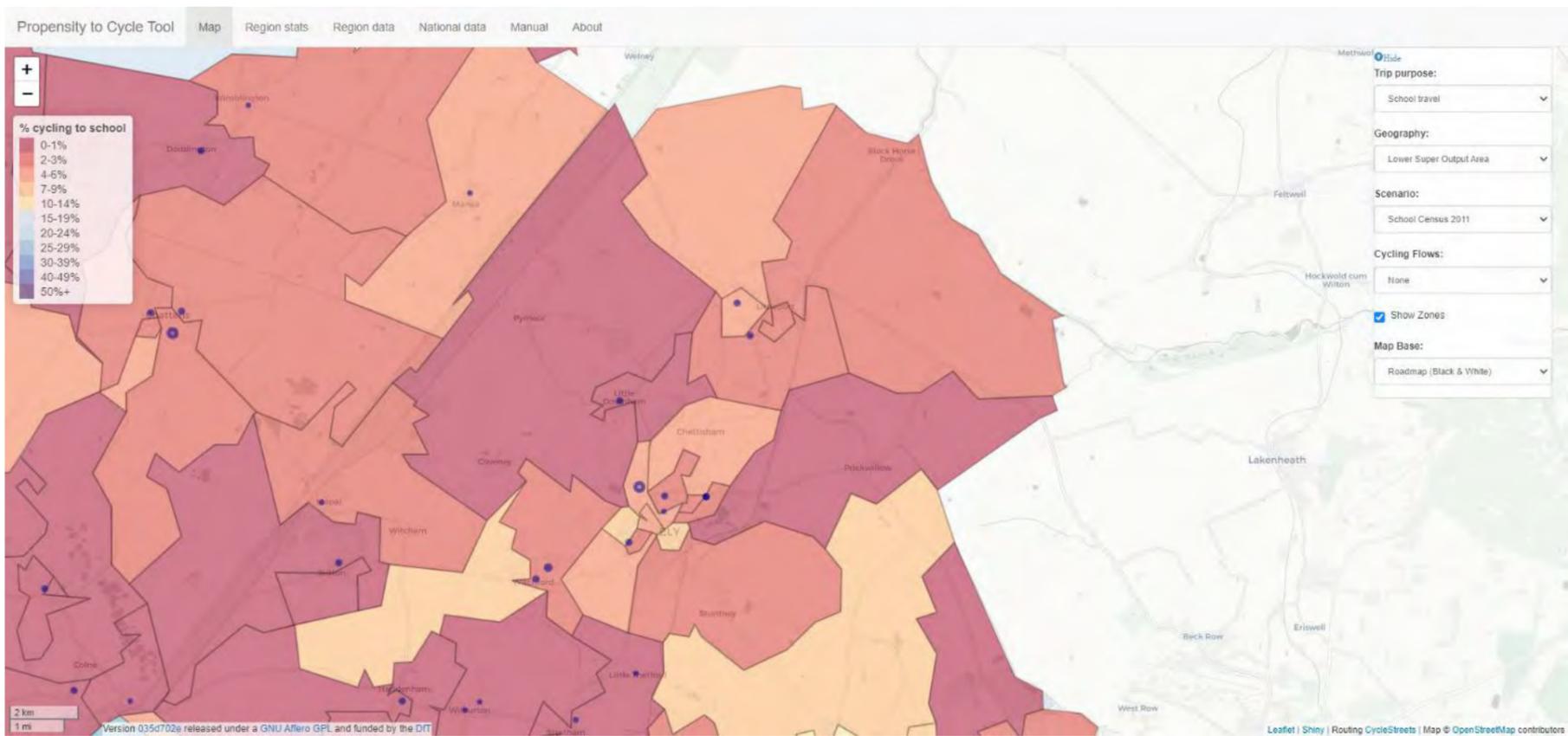
2. The tool shows the importance of the main roads within Ely and Littleport are, as can be seen by the blue highlighted routes on the included maps. This shows the

potential for increased usage including a big potential increase in school trips, presumably based upon access to the greater number of schools in Ely. It also shows significant potential increases in commuting trips, particularly with the Ebike scenario.

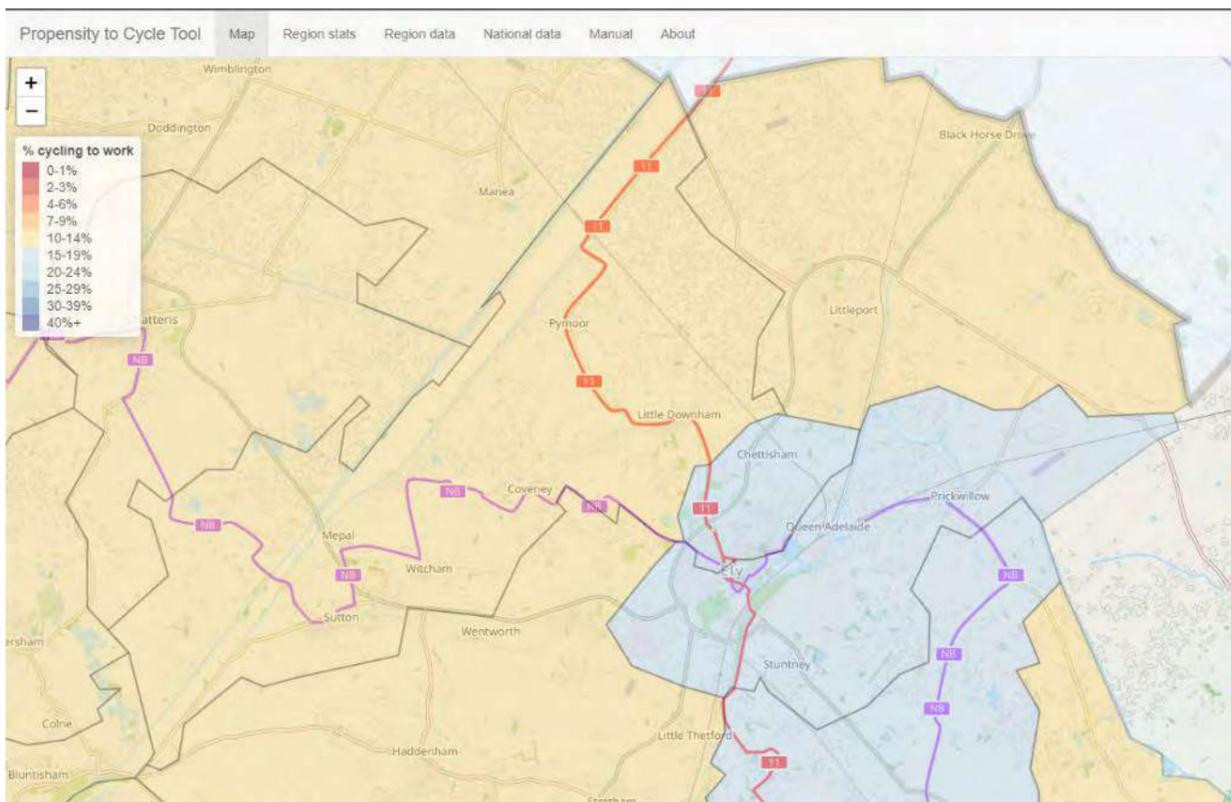
Whilst the tool does not allow for attractiveness it is likely that if a very attractive and direct "Dutch" style route is developed it will attract significant leisure users and walkers in addition to the figures above.

importance of improving the links within the two settlements, as well as providing an upgraded route between the two.

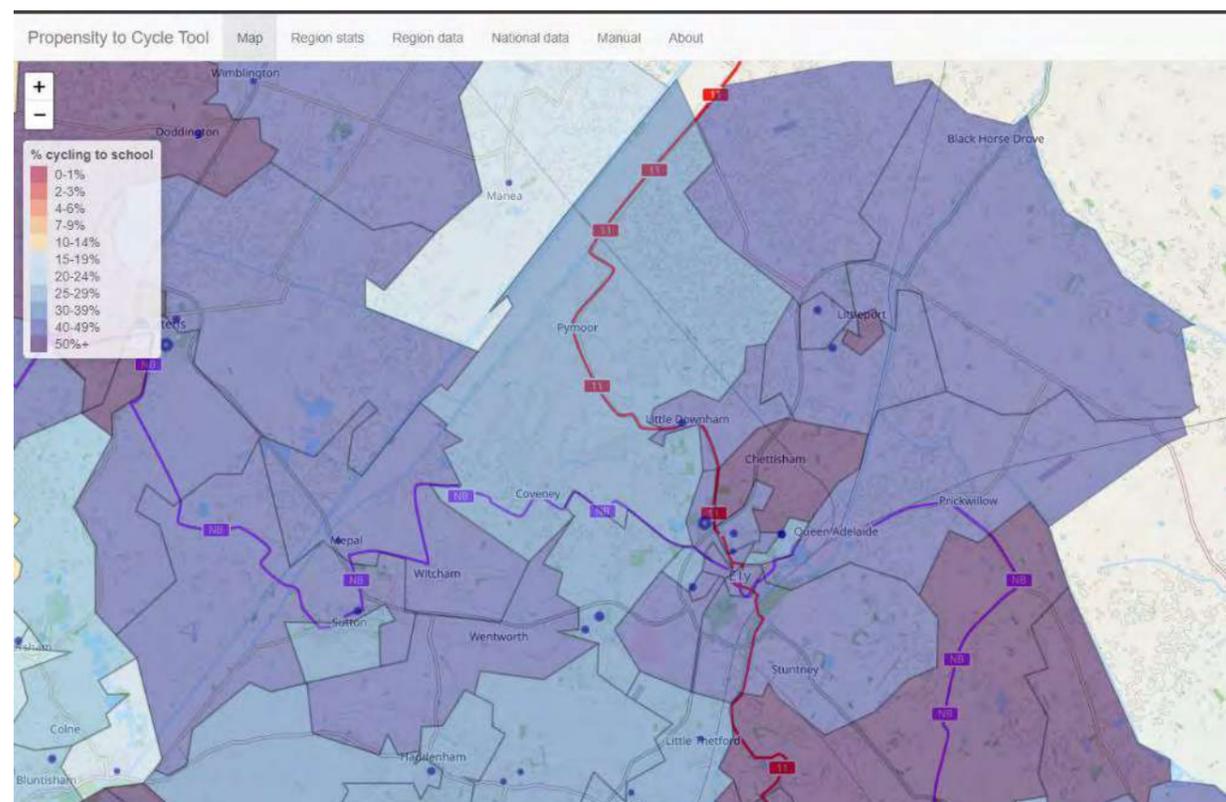
It should be noted that commuting trips are a low proportion of all trips and commuting patterns have changed since the start of the Covid-19 pandemic. Nevertheless the tool shows the



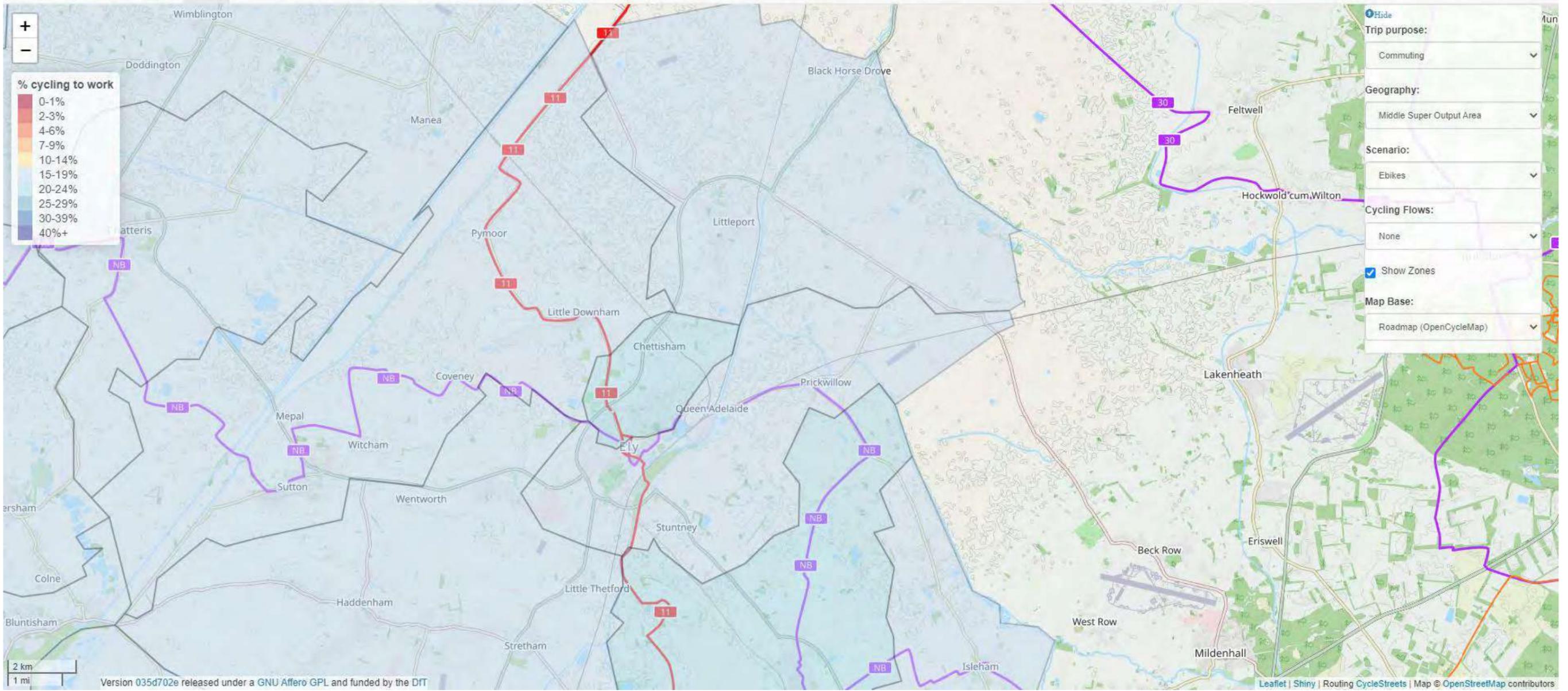
Propensity to Cycle – school travel – 2011 Census



"Go Dutch" - commuting.



"Go Dutch" – school travel



*"E-Bike" commuting scenario*

Other ways of assessing potential demand include on-line tools such as Widen My Path.

An extract from Widen My Path is shown below with comments added in for ease of viewing. As can be seen, there are many calls for cycleways, traffic filters and pavement improvements.

Another on-line tool that has recently been developed may in future contain more data on the area, but it is limited at present. See <https://www.cyipt.bike/rapid/cambridgeshire-and-peterborough/m.html>

As mentioned earlier East Cambridgeshire has conducted surveys as part of the Cycling and Walking Routes Strategy. The full report is at <https://www.eastcambs.gov.uk/sites/default/files/agedas/Cycling%20and%20Walking%20Routes%20Strategy%20webAC.pdf>

In total 309 cycle routes were proposed, with the most numerous responses for a route between Littleport and Ely. Many responses showed a strong demand for leisure routes. These are not picked up by the Propensity to Cycle analysis of journeys to work or school.



**East Cambridgeshire District Council**

## East Cambridgeshire Cycling and Walking Routes Strategy

### Introduction

East Cambridgeshire District Council (ECDC) is committed to improving the East Cambridgeshire strategic cycle/footpath network. Although it is not responsible for delivering cycling and walking infrastructure, the Council understands that it is essential that the appropriate infrastructure is in place to make cycling and walking an attractive and safe alternative to driving.

The Council recognises the health and wellbeing and environmental benefits of cycling and walking. In 2019, the Council passed a 'climate change motion', which declared a climate emergency and encourages modal shift away from vehicles towards cycling and walking which will help the Council to achieve its net zero carbon ambitions.

The District Council Corporate Plan 2021-2023 includes a promise to champion and improve the East Cambs strategic cycle/footpath network and a commitment to prioritise 5 cycle routes for feasibility exploration.

To inform this work a public consultation was held in 2020 asking people to identify new cycling and walking routes which the Council could prioritise to complete gaps in the network, especially those that will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport and essential services.

A list of priority routes has been developed so that the Council has a set of schemes that are ready to submit when funding becomes available.

Via the consultation questionnaire, the Council also asked residents where they would like to walk or cycle to but cannot because the path is in disrepair, there is street clutter obstructing the footpaths or there is insufficient street lighting, or because there is not safe crossing point in the route.

Supporting infrastructure such as cycle parking, adequate signage and promotion of existing routes are also needed to encourage people to cycle and walk.

The Council recognises the importance of providing safe routes for equestrians in East Cambridgeshire. The strategy is focused on strategic not leisure uses. Horse riding is not considered to be a mode of transport used to access the places and services the Council has prioritised and so their provision is not included in this particular strategy.

The Active Travel Strategy for Cambridgeshire, being produced by Cambridgeshire County Council (CCC) will consider other means of travel that are not identified as active transport modes, such as e-scooters, mobility scooters and equestrians and the District Council will champion the inclusion of routes for equestrian use in that strategy.

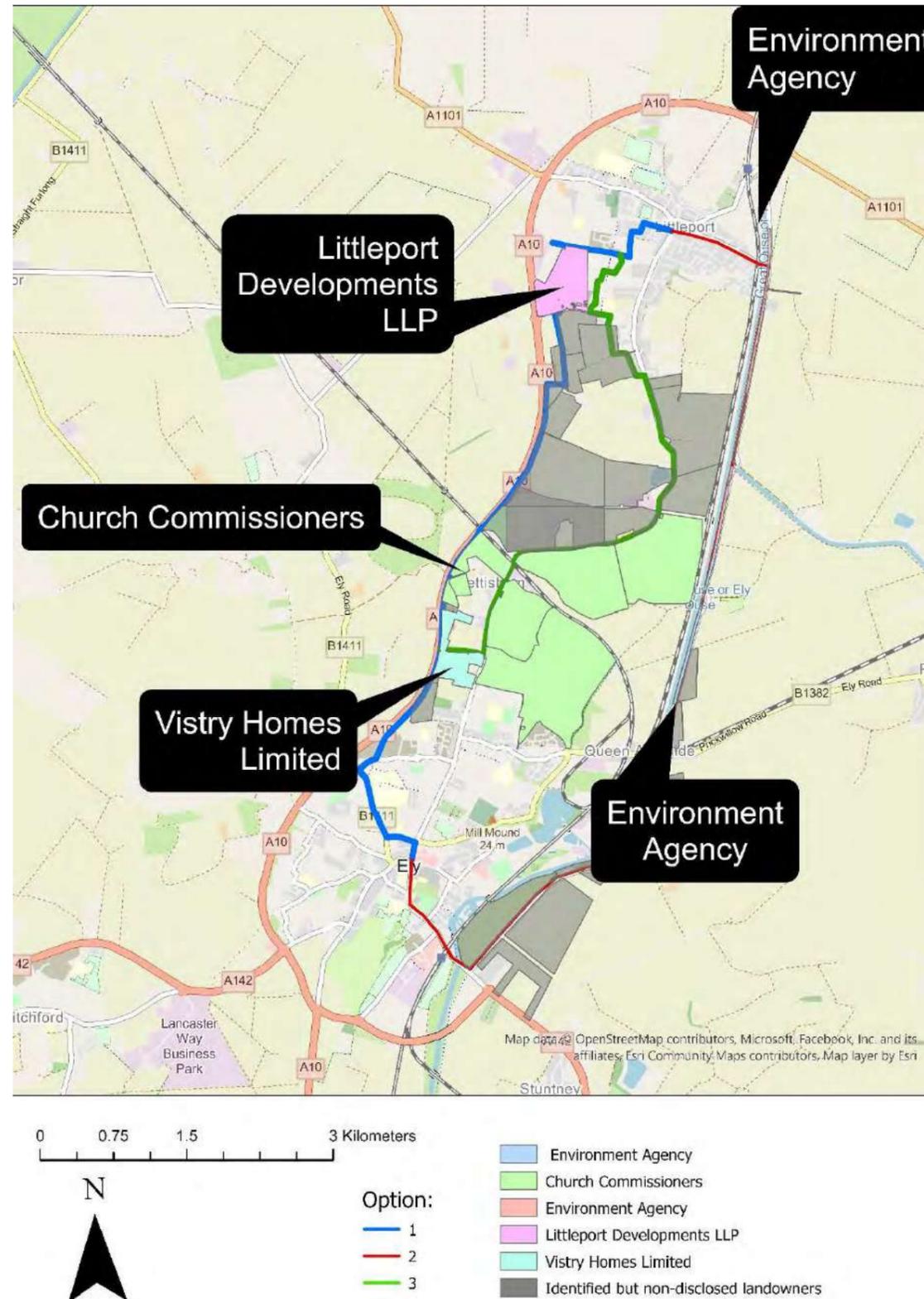
## 9. Land Registry Information

The most complicated part of the development of any new route is likely to be the need to get landowners' agreement. Time and funding need to be allocated for this and if necessary the Local Authority needs to be willing and able to use Statutory Powers to deliver the proposed routes.

This should however be a last resort and the aim should be to build good relationships with all landowners.

As expected, much of the land within and between Ely and Littleport is under individual ownership which can't be shared in this report due to privacy concerns. There are, however, several public-facing organisations who own large plots of land as well. These are labelled in Figure 9.1 alongside the title numbers for which Sustrans has gathered data.

In summary, the Church of England owns several land parcels of significance for Options 1 and 3, although more so the former due to its greater reliance on off-road routes. Developers own plots of land that will serve to stretch Ely further northward and Littleport further southward. Finally, the Environment Agency owns a considerable amount of land required for Option 2, which would further entrench them in the consultation were this option pursued.



# 10. Ecological assessment

## Scope and limitations of ecological assessment

The likely ecological constraints for Options 1 and 2<sup>1</sup> have been assessed by Samsara Ecology in January 2022<sup>2</sup> and are summarized below. A Preliminary Ecological Appraisal in line with CIEEM (2017) guidelines<sup>3</sup> was undertaken including walkover assessments of both routes from public footpaths and highways. Some features situated on adjacent land, such as agricultural drains, could not be closely inspected. For a feasibility stage assessment this is sufficient survey effort to compare the ecological impacts of the different routes and identify any major constraints for the proposal.

Hannah Lewis MCIEEM (Sustrans Ecologist) has undertaken a basic desk based assessment of the likely ecological impacts and constraints Option 3. This uses freely available online datasets<sup>4</sup> in January 2024. No site visit has been conducted and a full report has not been prepared for this route.

## Scheme viability and route comparison

No barriers to route creation have been identified for any route options, although if planning permission is required, the biodiversity net gain costs of Option 2 may be prohibitively large in comparison to the overall cost of the project. Due to the presence of priority habitats, the ecological impacts of Option 2 are anticipated to be the most significant of the three routes. Option 3 is likely to have the lowest ecological impact as it is primarily on road and in arable land, although this must be confirmed by a site visit. The biodiversity unit loss is likely to be least for Option 3 and so associated costs lower, although the need for statutory biodiversity net gain depends on the need for planning permission.

Protected species may be present along all route options and will have associated costs for survey and mitigation, but these are not likely to be prohibitively high. This landscape is within the Goose and Swan Functional Land Impact Risk Zone associated with the Ouse Washes Special Protection Area (SPA)<sup>5</sup>. As such a screening assessment will be

required to determine if a Habitat Regulations Assessment is required. This may include the need for winter bird surveys.

## Designated Sites

No sites of international importance were situated within 5km of the proposal, however, this landscape is within the Ouse Washes Goose and Swan Functional Land Impact Risk Zone associated with the Ouse Washes Special Protection Area (SPA). As such any route through this zone must be assessed to determine if it will impact the bird populations associated with the SPA. This impact was not considered in the Samsara PEA and will depend on the usage of adjacent fields by wildfowl and levels of screening. This constraint may require additional survey effort and mitigation to prevent an impact on the SPA. A screening assessment will be required to determine if a Habitat Regulations Assessment is required.

Two sites with statutory protection were situated within 1km of the proposal, both Sites of Special Scientific Interest (see Figure 9.1). Ely Pits and Meadows SSSI is situated on the opposite side of Queen Adelaide Way from Option 2. This site is over 850m from Options 1 and 3. Chettisham Meadows SSSI is 100m from Option 1 and 500m or more from Options 2 and 3.

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Two additional non-statutory sites County Wildlife Site (CWS) were identified within 1km of the proposal. Option 2 crossed the River Lark and Associated Habitats CWS via an existing road bridge and was situated within 10m of the River Great Ouse CWS for much of its length.

Option 1 was situated 0.2km from both these sites. Data relating to locally designated sites has not been obtained in relation to Option 3.

Samsara have concluded that Option 1 and 2 will not result in the loss or damage to any habitats within designated sites. Measures will be required for Option 2 to ensure no indirect impacts to the rivers in the CWS from run-off during construction.

## Habitats

This Landscape is predominantly flat fenland with few hedgerows, tree lines or woodland blocks. Deep agricultural drains bisect large arable fields, and areas alongside the rivers are mainly managed as wetlands that periodically flood. Hedgerows and drains are present along both routes. No irreplaceable habitats have been identified through the field surveys. Figures 9.2 and 9.3 illustrate mapped priority and irreplaceable habitats.

Samsara described Option 1 as being predominantly 'other neutral grassland' in poor condition with small areas of tall ruderal, bramble scrub and common reed. This route does not pass through any mapped irreplaceable or priority habitats, but may impact hedgerows, a priority habitat. This route is situated through semi-natural, but not priority habitats for the majority of its length and therefore has a moderate loss of biodiversity units.

Option 2 is situated through mapped priority habitats - 'coastal and floodplain grazing marsh' (CFGM) and 'good quality semi-improved grassland'. The irreplaceable habitat 'lowland fens' is also situated close by the route. Option 2 is situated along the River Great Ouse for the majority of its length. Samsara describe it as predominantly situated through grassland with some cropland, sparsely vegetated land and a small area of scrub. This option is likely to result in a significantly higher loss of biodiversity units than other routes. It will also require a river

<sup>1</sup> Please note that the Route Numbers were reversed in the original Samsara Report.

<sup>2</sup> Farnell, H (2022) Samsara Ecology Report Number: 172 Version: V1: Preliminary Ecological Appraisal Ely to Littleport Feasibility Study.

<sup>3</sup> CIEEM (2017) Guidelines for Preliminary Ecological Appraisal, 2nd edition. Chartered Institute of Ecology and Environmental Management, Winchester.

<sup>4</sup> Multi-Agency Geographic Information Centre (Website accessed December 2023) Magic Map Application (defra.gov.uk)

Woodland Trust (Website accessed December 2023) Ancient tree inventory <https://ati.woodlandtrust.org.uk/tree-search>  
DEFRA (website Access December 2023) Main rivers map <https://environment.maps.arcgis.com/>

<sup>5</sup> East Cambridgeshire District Council (2018) East Cambridgeshire Local Plan 2016 – 2036 Local Plan Examination Stage Interim Statement of Common Ground between: East Cambridgeshire District Council Natural England In relation to Matter 1, Q8-10

metric assessment and net gain requirements for a large proportion of its length. The biodiversity net gain costs will be very high for this Option.

Option 3 does not pass through any mapped irreplaceable or priority habitats, but may impact hedgerows, a priority habitat. No field survey of Option 3 has been conducted, but from aerial imagery it primarily appears to be situated in arable land and on road. It also crosses a mapped field drain. This route option is likely to have a significantly lower habitat loss, and loss of biodiversity units than options 2 and 3. This is likely to be the preferred option in terms of habitat loss although this must be confirmed by a site visit.

### Protected species

Samsara identified suitable habitat along Options 1 and 2 for great crested newt, nesting birds, commuting and foraging bats (but no habitats suitable for roosting were present) and badger. Samsara also specified that Option 1 also had suitable habitat for reptiles and water vole. Habitat suitable for all these species is likely to occur along Option 3, although the majority of the route, situated in hard standing and arable, would have limited potential for protected species.

Samara identified Options 1 and 2 as having potential for impacts that would contravene current legislation in relation to great crested newt, nesting birds and badger, although the impact varied in significance between routes. The impacts on great crested newts were considered more easily avoidable for Option 2. For Option 1, without appropriate protection measures, impacts that would contravene current legislation could also be anticipated on reptiles and water vole. No lighting is currently proposed and potential impacts of any lighting on foraging and commuting bats can be avoided through good design in accordance with industry guidelines. A detailed assessment of likely impacts on protected species for Option 3 requires a site visit, but impacts are possible on all the protected species identified as potentially present for those sections of route that are off road.

### Notable species and assemblages

Samsara identified suitable habitat for hedgehog along Options 1 and 2. This species may be disturbed, injured, or killed during the construction works of the proposed routes.

Arable fields have recently been lost from developments to the north and south, likely pushing arable birds into the fields between the two sites to the location of Option 1. The cumulative impact of these developments, path creation and future recreational use have potential to impact breeding bird populations here in the long-term. Further assessment will be required to determine if Options 1 and 3 may further impact breeding bird populations.

Habitats along Option 3 may also have significance for other notable mammals, invertebrates and plants. This would require a site visit to determine importance and impacts.

### Next steps

Once the preferred option is identified more detailed surveys will be required. Option 3 will require a full PEA, and the PEA for Options 1 and 2 must be updated due to the time since it was undertaken and to include any temporary works areas and access. All options will require badger surveys. Additional surveys for water voles and reptiles may be necessary for statutory compliance. Great crested newt surveys will not be required if the District Level Licence is used. An arboricultural assessment and tree protection plan are recommended and will be required for a planning application, as will a detailed BNG assessment and additional surveys for notable species. This includes breeding bird surveys for Option 1 and may include plant and invertebrate assessments for Option 3. These additional surveys should be conducted as best practice if planning permission is not required. The PEA, and all species assessments should be compiled into an Ecological Impact Assessment for a planning application.

A biodiversity gain strategy will be required for planning permission to be granted. Early consultation is recommended with the Local Authority regarding measures proposed for the biodiversity net gain strategy. The biodiversity gain strategy should, where possible, strengthen the existing ecological network, enhance retained habitats and diversify the landscape.

To protect the nature conservation interest at the site, the detailed design (including temporary works areas) should;

- Maintain a sufficient buffer to protect adjacent watercourses, hedgerows and trees;

- Minimise habitat loss, particularly in the most ecologically notable habitats.
- Maintain a 5m buffer between works and river banks to protect water vole habitat.
- Avoid fencing and lighting where possible, or design for minimal impacts on wildlife if essential.
- Include biodiversity enhancements such as bat and bird boxes as recommended by Samsara, appropriate planting/seeding of re-instated habitat and any biodiversity net gain requirements.

A Construction Management Plan will be required that includes measures to protect designated sites, retained habitats and protected and notable species. If present and if impacts cannot be avoided, licences may be required for work relating to badgers and water voles. The options are all within green and amber risk zones for great crested newts and therefore the scheme can apply for inclusion within the District Level Licence if planning permission is required.

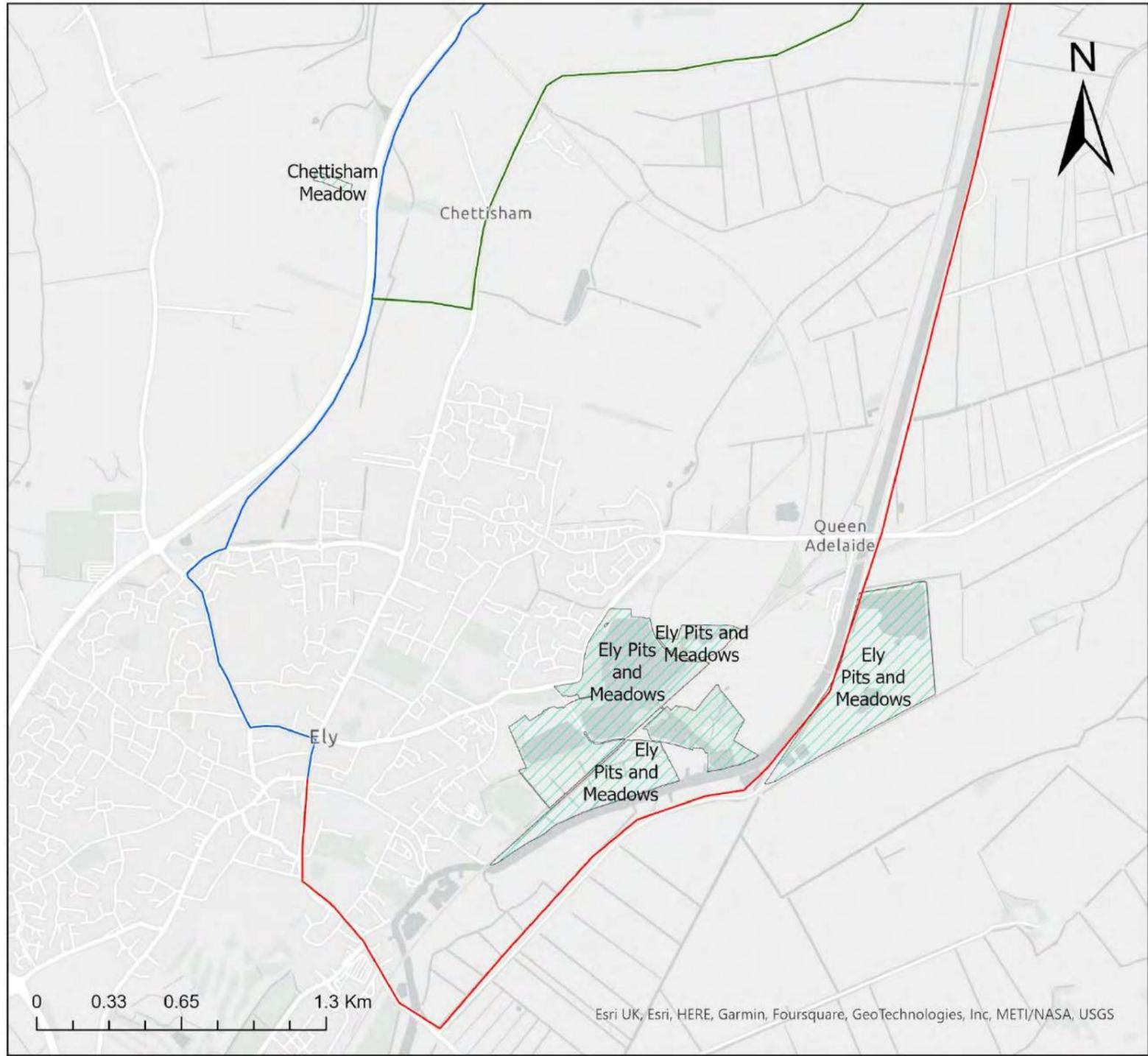


Figure 10.1 – Sites of Special Scientific Interest

- Legend
- Option 1
  - Option 2
  - Option 3
  - ▨ Sites of Special Scientific Interest (England) © Natural England



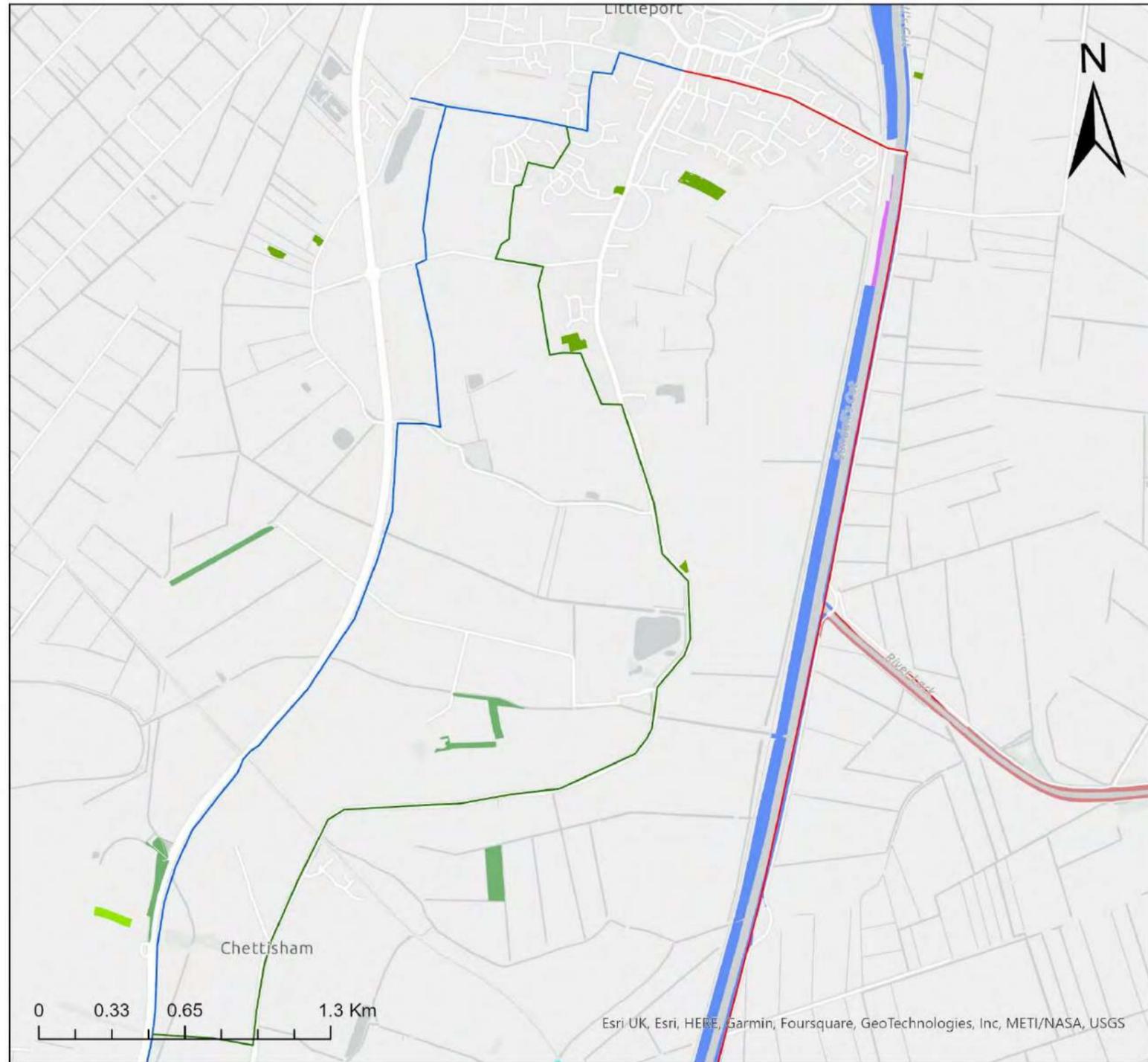


Figure 10.2 – Important habitats (North)

Legend

- Option 1
- Option 2
- Option 3
- AncientTreeInventoryATI
- Coastal and floodplain grazing marsh
- Deciduous woodland
- Good quality semi-improved grassland
- Lowland fens
- Lowland meadows
- ▨ No main habitat but additional habitats present
- Traditional orchard



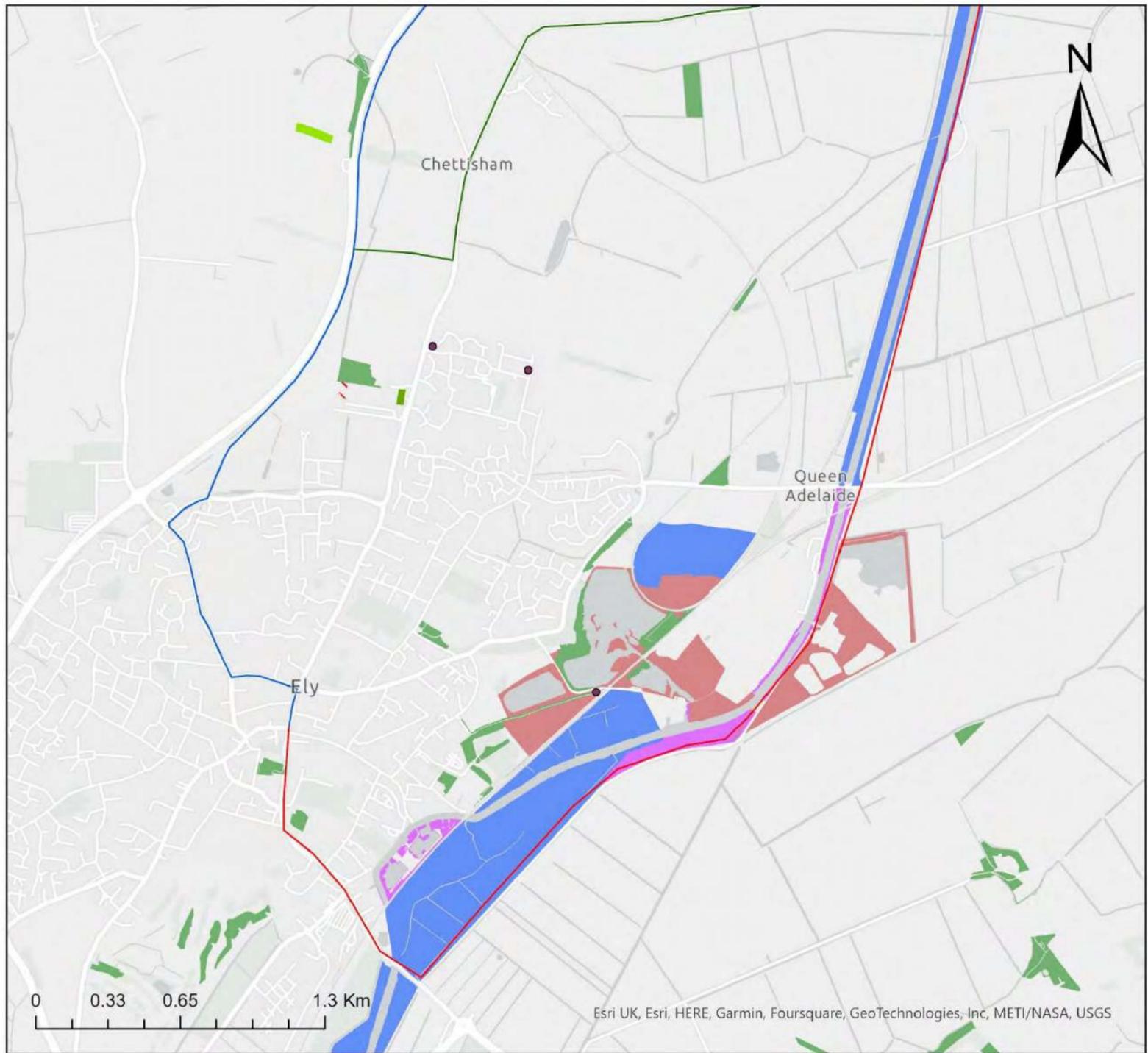


Figure 10.3 – Important habitats (South)

- Legend**
- Option 1
  - Option 2
  - Option 3
  - AncientTreeInventoryATI
  - Coastal and floodplain grazing marsh
  - Deciduous woodland
  - Good quality semi-improved grassland
  - Lowland fens
  - Lowland meadows
  - ▨ No main habitat but additional habitats present
  - Traditional orchard



# 11. Community engagement

Community engagement will be essential for delivery of the project. East Cambridgeshire District Council have already seen that there is a demand for the route as part of their Cycling and Walking Route Strategy, but engagement will need to be taken to another level now that the details of any work are becoming clearer.

Sustrans has not undertaken as part of this study, but this is clearly a high priority to progress the proposals.

## 11.1 Evidence of Support

As discussed previously regarding the ECDC Cycling and Walking Strategy and Widen My Path, there is clear demand for cycling and walking improvements in Ely and for a route between Ely and Littleport. It is likely that this pressure is represented at a district and parish level in the area also.

## 11.2 Audit of Engagement Risk

At present we envisage that the major risks are likely to be:

- Landowners who do not want the route because of security or other concerns.
- Members of the community who may not want changes to the street environment.
- Businesses who may have concerns about access to their properties.

- Wildlife Organisations and members who are concerned about habitat loss.
- Footpath, byway and bridleway users who may object to surfacing works and/ or changes in the number and types of users.



## 11.3 Audit of Engagement Opportunity

The works stand to bring benefits for the whole community and there needs to be extensive engagement across the communities including with schools, clubs and residents groups as well as the Parish Councillors, District and County Councillors.

## 11.4 Community Engagement Plan

At this stage there has not been Community Engagement, although Sustrans regards this as vital for the success of the proposals.

The early stages of community engagement will need to start with the Parish Councils and the District and County Councils and be directed by the wishes of the elected members, but this will need to be handled delicately, so that relations with landowners are not damaged. Landowners should know at a very early stage what is being proposed and need to understand that nothing is finalised yet and their wishes will of course be taken into account.

A community engagement plan might include:

- In-depth discussion with landowners.
- On-line consultation and poster, leaflet campaign.
- Consultation meetings and public events in Ely, Chettisham and Littleport.
- Walk through of proposals.
- Meetings with businesses and staff and staff surveys.
- Presenting at Council meetings etc.
- The completion of Healthy Streets Audits for Ely and Littleport. This can help engagement in the wider issues.
- Consultation meetings or events outside the immediate area, such as Queen Adelaide and Prickwillow.

# 12. Key stakeholder engagement

All key stakeholders should be engaged at this stage. This can be informal discussions that can give an indication of likely acceptance of the scheme and likely issues that will need to be examined more carefully at Detailed Design.

Key Stakeholders might include:

- City of Ely Council
- Coveney Parish Council
- Little Downham Parish Council
- Littleport Parish Council
- Local Public Rights of Way Team
- Greater Cambridge Partnership
- Cambridgeshire County Council
- East Cambridgeshire District Council
- Combined Authority
- British Horse Society
- The Ramblers Association
- CamCycle
- Ely Cycling Campaign
- Historic England
- Natural England
- National Trust
- Disability Groups

# 13. Legal Agreements, Planning Application and other Approvals

Both options will need planning approval for the off-highway construction works and will need highways approval and the appropriate orders for highway works.

Where new routes are not following appropriate rights of way or public highway legal agreements are likely to be needed with the landowner. These will need to grant rights for users and allow for construction and maintenance of new paths. The signatory for the legal agreements will need to be agreed at an early stage in discussions between East Cambridgeshire District Council and Cambridgeshire County Council and budgets will need to be provided. There will also need to be consideration as to when and how statutory powers might be used if there is no progress in negotiations with landowners, but the aim should be to avoid this if possible.

It is not possible to say at this stage exactly how much land will be needed or where exactly paths should be positioned. They will need to be positioned to suit landowners' requirements such as farm operations. For instance, where a path follows a ditch or drain, space may need to be left to allow access for clearing the drain, without damaging the path. It is to be expected that many landowners will require new fences or hedges to demarcate boundaries and maintenance of these will need to be agreed. Where there are hedges or fences there should be a space of at least 1.0m between the edge of the hedge or fence and the path edge, so the minimum width required for any new route is likely to be 5.0m to 6.0m. Where there are new

ramps, they will require significantly more space and may also need land, where material can be dug to form earthwork ramps. Ecological requirements may also increase the width required and, if horses are to be allowed for, an even greater width will be needed. In addition, it is important to consider how a path and other features will be constructed and maintained. Space will need to be allowed for a site compound for construction and access routes and rights will need to be agreed for construction and maintenance vehicles and plant. All of these are matters that a skilled negotiator will need to consider, whilst developing a good understanding with landowners of the issues that are priorities for them.

Until discussions with landowners have progressed it is too early to be discussing planning details with the planning authority, but at the appropriate time pre-app discussions should be undertaken with the relevant local Authority to understand the issues that might come with an application and to inform the work likely to be needed at the Detailed Design stage.

Cambridgeshire County Council will need to be closely involved in discussions about highways matters including rights of way, road crossings, re-allocation of road space and changes to traffic flows.

An important part of the planning process is the consideration of options that this study forms part of and it will be important that there is further community engagement to help the planning process.

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## Problems likely to arise

The planning process can be slow, but the lengthiest process may be in obtaining the necessary heritage and ecology consents that will be a requirement of any planning application, so these processes should start as soon as possible in the design stage and should not be left until the end.

For the planning process there may be objections to new paths, but with good design and community engagement this should not be a barrier to planning approval.

## 14. Construction and Maintenance

Any works on the highway will need traffic management and will need suitable facilities for construction or maintenance staff and a site compound for equipment and materials storage.

Roads are likely to have to be closed as through routes or made one-way alternate working. Possible locations for site compounds and facilities could be the development site north of Cam Drive, the field adjacent to Grange Lane and Woodfen Road (Option 1 and 3); or at the quarry site on Queen Adelaide Way (Option 2).

For Option 1 the railway crossing is the major issue and there will be the need to manage traffic and address any concerns regarding the railway. Traffic management with signals will be needed as has happened recently with the new roundabout on the A10 near Ely. For construction it will be necessary to have access to fields on each side of the railway and a site compound will be needed there. It is possible that Network Rail will require a BAPA (Basic Assets Protection Agreement) to be signed and they may insist on being paid to supervise work.

Within Ely and Littleport themselves there will be significant challenges in their centres due to the disruption works would cause and the need to maintain access to the likes of Kings Ely and Littleport Community School, as well as keeping the bus network operating.

Outside of the main urban areas, Option 1 is mostly adjacent to the existing highway network so would not cause significant disruption beyond additional traffic on the network. Option 2 will at points necessitate loading and working from the adjacent highway (Queen Adelaide Way, Branch Bank) and

this could cause delays. However, this route is relatively lightly trafficked compared to Lynn Road and the A10 bypass, so this is likely to be a less severe issue.

Once either of the routes is constructed ongoing maintenance is likely to be simple for much of the route, as they are away from motor vehicles except for where Route 1 may interact with some farm traffic. The sections within Ely and Littleport are likely to require the most maintenance but will also therefore likely be prioritised as part of any future maintenance programmes. The methods and materials used for construction will not be anything that cannot be maintained by any generalist highway contractor.

Structures over watercourses and the railway line will require specific maintenance and inspection intervals.

## 15. Cost estimates

At this stage costs are very approximate, based on estimated costs/ m or estimated unit costs. The highway works have the highest range of costs, because little is known about the construction of the existing carriageway or the services within the highway. Traffic management can also be a highly variable cost.

For a field edge path construction, the major issues are the users of the path, with the need for much more substantial construction for farm vehicles than for people on foot or cycles and also the engineering complexities, which are unclear at present.

The cost for building bridge structures is the greatest variable and largest cost for Option 1. The section along Lynn Road and Cam Drive also has significant costs attached but will be valuable not just for this scheme but for future cycling and walking schemes within Ely.

Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1.5km path on development land	Linear m	£170	£230	1,500	£255,000	£345,000	The developer(s) of this site will be constructing the paths through this section.
3.4km path on private land	Linear m	£170	£230	4,300	£731,000	£989,000	
Bridges over watercourses or ditches	Item	£150,000	£250,000	3	£450,000	£750,000	Costs for structures will vary greatly depending upon the outcomes of future surveys.
Road space reallocation over railway	linear m	£1,000	£25,000	200	£200,000	£5,000,000	Costs will vary depending upon the outcomes of future surveys, and negotiations with Network Rail. High cost reflects cost of new bridge rather than space re-allocation
Biodiversity Net Gain across route	Units	£15,000	£40,000	13.8	£210,000	£560,000	Route would result in loss of 12.56 habitat units. BNG requires 10% net gain, so 13.8 units. Emerging market so price/unit is highly variable.
Grange Lane Parallel Crossing	Item	£15,000	£25,000	1	£15,000	£25,000	
Grange Lane speed limit change	Item	£10,000	£12,500	1	£10,000	£12,500	30mph limit.
<b>Option 1 Total</b>					<b>£1,871,000</b>	<b>£7,681,500</b>	

Table 15.1 – Indicative costs for Option 1

The cost for building bridge structures is the greatest variable and largest cost for Option 2. The section along Back Hill and Station Road also has significant costs attached but will be valuable not just for this scheme but for future cycling and walking schemes within Ely.

Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
<b>1.2km reallocation to 2-way track along Back Hill and Station Road</b>	Linear m	£500	£750	1,200	£600,000	£900,000	Requires fundamental alteration of how these sections of highway currently work.
<b>Utilise existing NCN 11 route to Station Road</b>	Linear m	-	-	-	-	-	This is the existing route, and an alternative to the above option.
<b>0.2km reallocation to 2-way track along Station Road to Queen Adelaide Way</b>	Linear m	£500	£750	200	£100,000	£150,000	
<b>8.3km byway on Great Ouse flood embankment</b>	Linear m	£170	£230	8,300	£1,411,000	£1,909,000	
<b>Bridge over watercourse</b>	Item	£200,000	£325,000	1	£200,000	£325,000	Costs for structures will vary greatly depending upon the outcomes of future surveys.
<b>Bridge over River Lark</b>	Item	£1,000,000	£5,000,000	1	£1,000,000	£5,000,000	Costs for structures will vary greatly depending upon the outcomes of future surveys.
<b>Shuttle-working under railway bridge</b>	Item	£150,000	£250,000	1	£150,000	£250,000	
<b>Signalised crossing over Prickwillow Road</b>	Item	£150,000	£250,000	1	£150,000	£250,000	
<b>Signalised junction at Prickwillow Road, Queen Adelaide Way, Branch Bank junction</b>	Item	£500,000	£800,000	1	£500,000	£800,000	
<b>Structural bank works at Victoria Street junction</b>	Item	£400,000	£650,000	1	£400,000	£650,000	Costs for structures will vary greatly depending upon the outcomes of future surveys.
<b>Victoria Street speed limit change</b>	Item	£10,000	£12,500	1	£10,000	£12,500	20mph limit.
<b>Victoria Street point closure</b>	Item	£10,000	£20,000	1	£10,000	£20,000	
<b>BNG across route</b>	Unit	£2,500,000	£3,360,000	1	£2,500,000	£3,360,000	Riparian costs unknown so rough estimate used.
<b>Option 2 Total</b>					<b>£7,031,000</b>	<b>£13,626,000</b>	

Table 15.2 – Indicative costs for Option 2

Option 3 would be the cheapest option since it requires the least use of off-road facilities and relies more on road space re-allocation. As such, consultation may be a bigger hurdle.

Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1.5km path on development land	Linear m	£170	£230	1,500	£255,000	£345,000	The developer(s) of this site will be constructing the paths through this section.
1km path on private land	Linear m	£170	£230	1,000	£170,000	£230,000	
Grange Lane Parallel Crossings	Item	£15,000	£25,000	2	£30,000	£50,000	
Grange Lane speed limit change	Item	£10,000	£12,500	1	£10,000	£12,500	30mph limit.
BNG across route	Item	£150,000	£200,000	1	£150,000	£200,000	
<b>Option 1 Total</b>					<b>£615,000</b>	<b>£837,500</b>	

Table 15.3 – Indicative costs for Option 3

## 16. Business case and policy match

An AMAT (Active Mode Appraisal Toolkit November 2021 version) analysis has been done using various scenarios and data from the Propensity to Cycle Tool as referenced in Chapter 7. This assumes Go Dutch scenario, so high quality infrastructure everywhere. The greatest benefits related to costs (BCR) will come from the work in Ely and Littleport, where the numbers of trips changed can be expected to be the highest.

Whilst these BCR figures are low that is to be expected for a route which crosses a large area between two settlements like this.

Item	Item description	Capital	Usage change	Notes on usage	AMAT BCR
Option 1	Low Cost	£1,871,000	40 before	Based on Propensity to cycle 2011 census figures with assumption of journeys to work approx. 20% of trips.	2.84
			582 after	Based on Propensity to Cycle Go Dutch figures with assumption that journeys to work approx. 20% of trips. Cross checking with potential school trips from tool. Total increased by a conservative 20% based on predictions of growth in Ely of 35% by 2036 ( <a href="#">ECDC, 2016</a> )	
	High Cost	£7,681,500	As above	As above	0.37
Option 2	Low Cost	£7,031,000	40 before	Based on Propensity to cycle 2011 census figures with assumption of journeys to work approx. 20% of trips.	0.4
			582 after	Based on Propensity to Cycle Go Dutch figures with assumption that journeys to work approx. 20% of trips. Cross checking with potential school trips from tool. Total increased by a conservative 20% based on predictions of growth in Ely of 35% by 2036 ( <a href="#">ECDC, 2016</a> )	
	High Cost	£13,626,000	As above	As above	0.21
Option 3	Low Cost	£615,000	40 before	Based on Propensity to cycle 2011 census figures with assumption of journeys to work approx. 20% of trips.	5.02
			582 after	Based on Propensity to Cycle Go Dutch figures with assumption that journeys to work approx. 20% of trips. Cross checking with potential school trips from tool. Total increased by a conservative 20% based on predictions of growth in Ely of 35% by 2036 ( <a href="#">ECDC, 2016</a> )	
	High Cost	£837,500	As above	As above	3.66

# 17. CDM and Design Risk

At this early stage of the project construction is likely to be some way off but the Client and Designer have responsibilities to minimise risk even at this early stage.

The Construction Design and Management Regulations (2015) assign duties to the Client and to the Designer and at this stage East Cambridgeshire District Council is the Client and Sustrans is the designer.

As the project progresses the Client will need to appoint a team to deliver the project in accordance with the Regulations and that will mean allowing sufficient time for the project and giving top priority to health and safety.

In considering the options Sustrans has sought to minimise risk, at this stage, but this will need to be an ongoing process taken on by the future project team and led by the Client.

<b>Designer</b>	Sustrans	
<b>Client</b>	East Cambridgeshire D.C.	
<b>Author</b>	LAW (Sustrans)	
<b>Date</b>	16/05/2022	
<b>Risk ID number</b>	<b>Description</b>	<b>Response</b>
1	<b>All construction works carry risk. Is work necessary?</b>	Clear need for new facilities, because existing do not comply with standards such as LTN 1/20 and on road route is a significant diversion.
2.	<b>Works adjacent to and over water.</b>	Safety systems and barriers would be required, and certified personnel would need to supervise and manage the works. River traffic may be affected which would require coordination with the EA, LLFA, CRT, local fishing and boating groups, etc.
4.	<b>Works over and under railway lines.</b>	Agreements with Network Rail would be required, and certified personnel would need to supervise and manage the works. Green Zones may be required, necessitating overnight works.
5	<b>Works near roads carry risks.</b>	Road closures and traffic management will be needed in the settlements, but between them the recommendation is to avoid the major roads.
6	<b>Installing major bridges has risks.</b>	Major bridges over the railway and River Lark carry significant risk, which will need to be minimised through careful design and where possible innovative construction methods.
7.	<b>Works in rural areas carry risks, including waterways and farm activities.</b>	Sufficient land needs to be agreed for safe working and maintenance and contractor to be alerted to all potential risks, by designer as project progresses. Time of year will be important for rural works and this needs to be considered early so that there is a suitable timetable.
8.	<b>Gas mains and electricity supplies are in the area.</b>	Detailed utility searches will be required, there are overhead cables crossing part of Option 1. Easements may need to be negotiated and safe working with live utilities will be required.
9	<b>Inadequate provision made for site compounds and facilities.</b>	Early consideration has been given to this and it needs to be a key task as part of land negotiations.
10.	<b>CDM needs to be considered in choosing preferred options.</b>	Both options require a major bridge; the number of structures required in each option should be given careful consideration, along with the amount of the route that is completely off road.
11.	<b>Community Engagement Risks</b>	Risk Assessments will need to be completed and acted upon for events and activities.
12.	<b>Design and surveying risks</b>	Risk Assessments will need to be completed and acted upon for site visits, surveys and design work.

# 18. RAG Report

<b>Project title</b>	Ely to Littleport Feasibility Study	<b>Date RAG report initiated</b>	16/05/2022	<b>Project Manager</b>	MP	
<b>Client</b>	East Cambridgeshire D.C.	<b>Date of current edition</b>	20/12/2023	<b>RAG Author</b>	NB	
Risk ID number	Description	Assigned to:	Date assigned:	Current situation (RAG)	Potential mitigation	Mitigation risk (RAG)
1	Route uses private land and agreement cannot be reached with all landowners in time to deliver project.	ECDC	20/12/2023		Skilful negotiations with landowner or use of statutory powers.	
2	Reallocation of road space on Lynn Road, Downham Road Back Hill or Station Road not agreed so route not LTN 1/20 compliant	ECDC / CCC	20/12/2023		High level of community engagement and engagement with all users needed to come up with solutions.	
3	Traffic calming measures with speed limit changes not agreed on Grange Lane, Parson's Lane, so Options 1 and 3 not LTN 1/20 compliant.	ECDC / CCC	20/12/2023		High level of community engagement and engagement with all users needed to come up with solutions.	
4.	Modal filters / closures not agreed on Lynn Road/ Ely Road so Option 3 not achievable.	ECDC / CCC	20/12/2023		High level of community engagement and engagement with all users needed to come up with solutions.	
5.	Signal crossing or signal junction not agreed on Prickwillow Road so route not LTN 1/20 compliant. Shuttle-working signals under the railway bridges not agreed so route not LTN 1/20 compliant, so Option 2 not achievable.	ECDC / CCC	20/12/2023		Remove Option 2	
6.	Reallocation of roadspace on A10 railway bridge not agreed so new separate bridge over railway needed.	ECDC / CCC	20/12/2023		Early engagement with County Council and Network Rail will be required.	
7.	Route may use footpaths and County Council agreement not obtained for works.	ECDC / CCC	20/12/2023		Alternative to footpath is possible for Option 1 but not for Option 2. High level of community engagement and engagement with all users needed to come up with solutions.	
8.	Maintenance plan cannot be agreed.	ECDC/CCC	20/12/2023		Needs to be agreed and required standards set at an early stage. Remove Option 2 to make this more likely.	
9.	Funding not obtained.	ECDC	20/12/2023		Ensure scheme is to LTN 1/20 standards, has good BCR and has all necessary consents, to improve chances of funding.	
10.	Planning consents not obtained including ecology concerns.	ECDC	20/12/2023		Undertake pre-app discussions and ensure all issues addressed.	
11.	Failure to get Environment Agency agreement for route along flood bank for Option 2. .	ECDC	20/12/2023		Early discussion needed with Environment Agency, but it is hard to see a solution that is compatible with an agreed maintenance plan, so remove Option 2.	

# 19. Appendix

## Appendix 1 - Cycling Level of Service (CLOS) Score Downham Road and Cam Drive - Existing

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	0
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	0
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	0
	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
9	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort	8. Gradient		Route includes sections steeper than the gradients	There are no sections of route steeper than the	There are no sections of route which steeper than	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Directness	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2
	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 2.2m and	Cyclists in unrestricted traffic lanes outside critical range (2.2m to 2.0m) or	Cyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile	Cyclists on route away from motor traffic (off road provision) or in off-carriageway	C

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
	Collision	High motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	Reduce risk of collision alongside or from behind	Carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1
	Consider and reduce risk	Routes should be assessed in terms of all multi-functional	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or	Significant conflict with kerbside	Some conflict with kerbside activity –	No/very limited conflict with	0

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Safety	from kerbside activity	uses of a street including car parking, bus stops, parking, including collision with opened door.		less (including any buffer) alongside parking/loading	activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	kerbside activity or width of cycle lane including buffer exceeds 3m.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface – eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are		More than 25% of the route includes cycle provision with widths which are no more than 25% below	No more than 25% of the route includes cycle provision with widths which are no more than 25%	Recommended widths are maintained throughout whole route	0

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Attractiveness		use path does not meet recommended widths.						
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0
					provision in insecure nonoverlooked areas			

Audit Score Total	23
Audit Score Percentage	46%
Contain Critical?	Yes
Cohesion	0%
Directness	80%
Safety	38%
Comfort	50%
Attractiveness	50%

KEY: Quality of Section	
0	Low: Score < 50
1	Intermediate: 50 <= Score < 70
2	High: Score > 70
C	Critical: Design fails due to one or more critical scores.

**Appendix 2.  
Cycling Level of  
Service  
(CLOS)Score  
Downham Road  
and Cam Drive -  
Proposed  
Facilities**

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1
	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
		Shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	Route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Against straight line or shortest road alternative >1.4	Against straight line or shortest road alternative 1.2 – 1.4	Against straight line or shortest road alternative <1.2	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN	There are no sections of route which steeper than 2%	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Directness		be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.			1/20	Chapter 5 fo LTN 1/20		
	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track;	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
		through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.		traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	than 1.8m wide.	max 30mph.	Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Safety					parking)	including buffer.		
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface – eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type  (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2
	Wayfinding	Non-local cyclists should be	20. Signing		Route signing is	Gaps identified in	Route is well	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Comfort		able to navigate the routes without the need to refer to maps.			poor with signs missing at key decision points.	route signing which could be improved	signed with signs located at all decision points and junctions	
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	2
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	2
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score
Attractiveness		users, particularly if the shared use path does not meet recommended widths.						
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2
<b>Audit Score Total</b>								<b>43</b>
<b>Audit Score Percentage</b>								<b>86%</b>
<b>Contain Critical?</b>								<b>No</b>
<b>Cohesion</b>								<b>83%</b>
<b>Directness</b>								<b>100%</b>
<b>Safety</b>								<b>75%</b>
<b>Comfort</b>								<b>100%</b>
<b>Attractiveness</b>								<b>80%</b>

<b>KEY: Quality of Section</b>	
0	Low: Score < 50
1	Intermediate: 50 <= Score < 70
2	High: Score > 70
C	Critical: Design fails due to one or more critical scores.

## Appendix 3. Healthy Streets Assessment Downham Road and Cam Drive

Metrics	Score				Existing layout	Notes	Proposed layout	Notes
	3	2	1	0				
1 <b>Motorised vehicle speed</b>	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	1	Traffic speeds seem to be greater on northern end of road, where the carriageway is wider and road is straighter	3	New design constrains speed both through speed limit and space limitation in carriageay.
2 <b>Volume of motorised traffic</b>	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	2	Moderate traffic when reviewed at 13:10 on a weekday. Multiple schools nearby, presumably heavier traffic at other times	2	Reduction likely for new scheme, but still comparable to current usage due to schools
3 <b>Mix of vehicles</b>	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	1	very few LGVs seen and no HGVs	2	Scheme will be unlikely to affect vehicle types.
4 <b>Cycle safety at junctions</b>	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	0	no provision at any junction. Right turn unprotected off Merlin Drive, for instance, with no raised table	2	Added cycle track on West side of road will remove the need to cross carriageway to make this right turn.
5 <b>Ease of crossing side roads</b>	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	0	St. Andrew's Way has dropped kerb misaligned from desire line	2	Turning radii brought down to 1.5m and dropped kerbs aligned closer to major arm.
6 <b>Ease of crossing between junctions</b>	<a href="#">See table for scoring crossing facilities between junctions</a>	<a href="#">See table for scoring crossing facilities between junctions</a>	<a href="#">See table for scoring crossing facilities between junctions</a>	<a href="#">See table for scoring crossing facilities between junctions</a>	1	Raised tables at points along road, but absent from southern end of road	3	Zebra crossings between all junctions.

## Scoring

Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
	3	2	1	0					
junctions					<a href="#">info</a>	1	No side road has any crossing facility, but step free access is provided across all junctions through dropped kerbs	2	between all junctions. Raised tables at bigger roads but too many smaller junctions to provide them everywhere
8 Navigation of crossings for people with visual impairments	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	<a href="#">info</a>	0	Upherds Lane has missing tactiles on both sides	3	Tactiles added across route
9 Quality of the footway surface	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	<a href="#">info</a>	2	minor defects across entire street	3	Will resurface where necessary.
10 Space for walking	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	<a href="#">info</a>	0	Space extremely limited around most side road junctions	2	Increased where possible, largely through tightening junctions

# Scoring

Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
	3	2	1	0					
<b>11 Quality of the carriageway surface</b>	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	<a href="#">info</a>	2	minor defects on carriageway, especially on some humps	3	Will resurface where necessary.
<b>12 Space for cycling</b>	At the weakest point, where cycles are separated from other traffic the width of the lane/track is more than 2.2m+ (1-way) or 3.5m+ (2-way)  At the weakest point, where cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway the width of the nearside general traffic lane is 4.5m+	At the weakest point, where cycles are separated from other traffic the width of the lane/track is less than 1.5m-2.2m (1-way) or 2.5m-3.5m (2-way)  At the weakest point, where cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway the width of the nearside general traffic lane is 4m-4.5m	At the weakest point, where cycles are separated from other traffic the width of the lane/track is less than 1.5m (1-way) or 2.5m (2-way)  At the weakest point, where cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway the width of the nearside general traffic lane is less than 3.2m	At the weakest point, where cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway the width of the nearside general traffic lane is 3.2m – 3.9m	<a href="#">info</a>	0	Non-segregated provision with critical lane width around 3.3 m	2	Segregated bi-directional cycleway of 3m.
<b>13 Public seating</b>	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	<a href="#">info</a>	0	no benches	2	added pedestrian space could allow for benches just below every 200 metres.
<b>14 Cycle parking</b>	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	<a href="#">info</a>	0	No cycle parking	3	Add cycle parking to meet demand, especially around school
<b>15 Trees</b>	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	<a href="#">info</a>	0	no trees on public land	1	No space for more

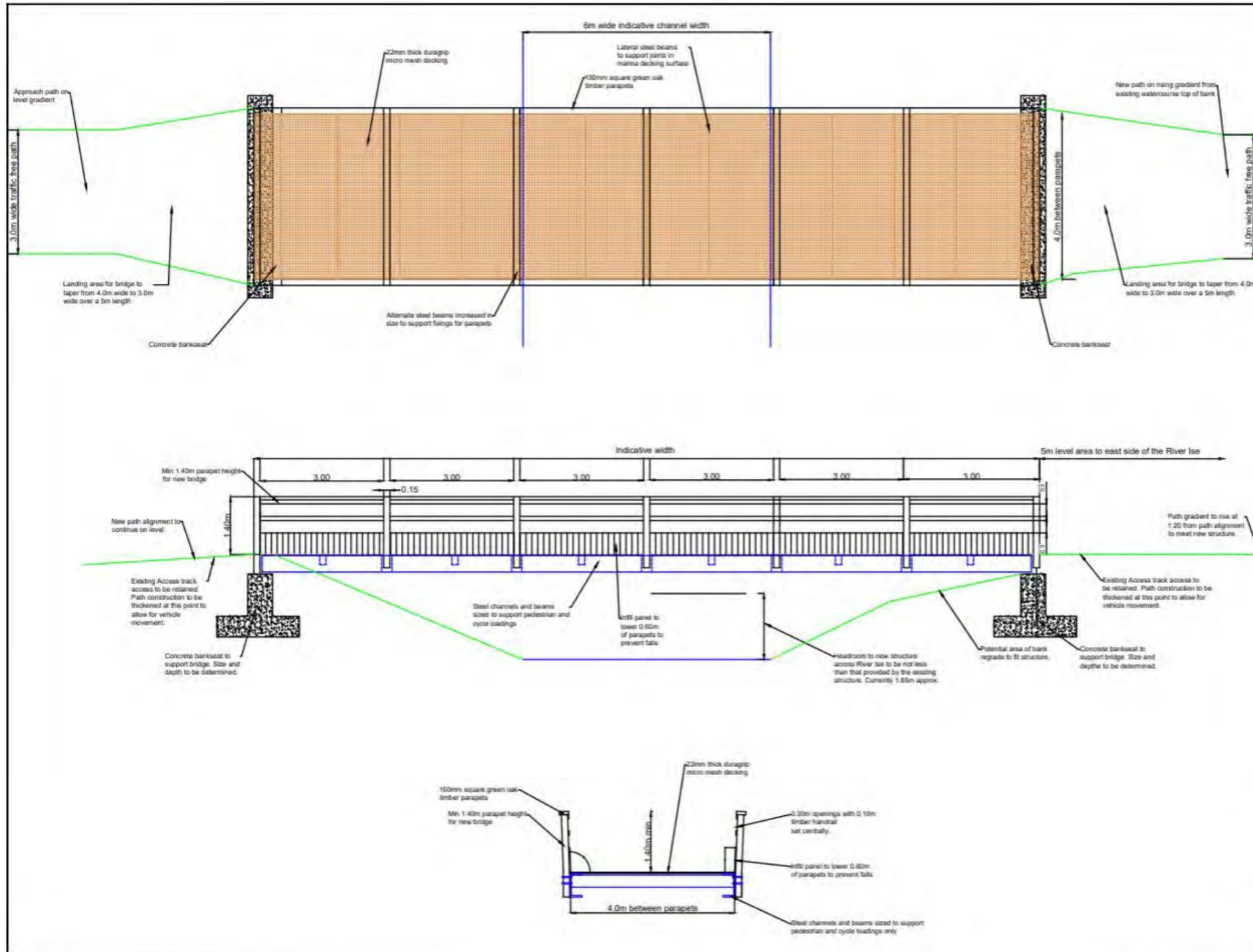
# Scoring

Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
	3	2	1	0					
	has tree planting								
<b>16 Green infrastructure</b>	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	<a href="#">info</a>	3	grass patches at numerous points on street	3	GI left as is.
<b>17 Lighting</b>	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	<a href="#">info</a>	1	Street lighting absent at some points on footway and generally targets the carriageway.	3	As is
<b>18 Reducing convenience of driving short journeys</b>	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	<a href="#">info</a>	0		2	Road to be one-way.
	Are there any bus services running on this street? Yes/No					Yes		Yes	
<b>19 Bus stops</b>	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	<a href="#">info</a>	0	Signpost only bus stop	3	Protection could be added on pavement, with step free access and safe crossing of cycle lane. Meets some of the bench requirements as well



	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>23</b>	<b>77</b>
Everyone feels welcome	25	81
Easy to cross	25	79
Shade and shelter	0	67
Places to stop and rest	0	80
Not too noisy	40	80
People choose to walk and cycle	25	81
People feel safe	23	79
Things to see and do	33	67
People feel relaxed	25	81
Clean air	33	75

## Appendix 4. Example structure for use across ditches and small watercourses





***Appendix D***

### Monday to Saturday

						S	NS
Cambridge Drummer St Bus Station (9)	08:25	09:20	10:50	13:10	14:40	17:35	17:35
Cambridge Science Park, Milton Road	08:40	09:35	11:05	13:25	14:55	17:50	17:50
Cambridge Research Park	08:50	09:45	11:15	13:35	15:05	18:00	18:05
Stretham Church	09:02	09:57	11:27	13:47	15:17	18:12	18:17
Little Thetford, The Wyches	09:05	10:00	11:30	13:50	15:20	18:15	18:23
Ely Tesco	09:12	10:07	11:37	13:57	15:27	18:22	18:32
Ely, Market Street (A) arrive	09:20	10:15	11:45	14:05	15:35	18:30	18:40
Ely, Market Street (A) depart		10:21	11:51	14:11	15:41	18:31	18:47
High Barns, School		10:29	11:59	14:19	15:49	18:39	18:55
Ely, Princess of Wales Hospital		10:35	12:05	14:25	15:55	18:45	19:05
Littleport Co-op		10:47	12:17	14:37	16:07	18:57	19:17
Littleport Thoroughfare Way		10:53	12:23	14:43	16:13	19:03	19:22
Littleport Queens Road						19:10	19:29
Littleport Crown Lane						19:14	19:33

**Service 9 and 9A do not operate on Sundays and public holidays**

**Service 9 and 9A are operated on behalf of Cambridgeshire & Peterborough Combined Authority**

**Service 9 and 9A call at all bus stops on the line of route**

	S	NS					
Littleport Globe Lane	06:35	06:35					
Littleport Thoroughfare Way	06:36	06:36	09:30	11:00	12:30	14:47	16:20
Littleport Queens Road	06:44	06:44	09:38	11:08	12:38	14:55	16:28
Littleport Church Lane	06:51	06:51	09:45	11:15	12:45	15:02	16:35
Ely, Princess of Wales Hospital	07:03	07:03	09:57	11:27	12:57	15:14	16:47
High Barns, School	07:11	07:11	10:05	11:35	13:05	15:22	16:55
Ely, Market Street (B) arrive	07:18	07:18	10:13	11:43	13:13	15:30	17:03
Ely, Market Street (B) depart	07:22	07:22	10:17	11:47	13:17	15:34	17:07
Ely Tesco	07:29	07:29	10:24	11:54	13:24	15:41	17:14
Little Thetford, The Wyches	07:35	07:39	10:30	12:00	13:30	15:47	17:20
Stretham Church	07:39	07:47	10:34	12:04	13:34	15:51	17:24
Cambridge Research Park	07:49	08:00	10:44	12:14	13:44	16:01	17:34
Cambridge Science Park, Milton Road	07:59	08:15	10:54	12:24	13:54	16:11	17:44
Cambridge Drummer St Bus Station (9)	08:15	08:45	11:10	12:40	14:10	16:27	18:00

**NS - Not Saturdays  
S - Saturdays only**

### Monday to Saturday

Ely Market Street, stop A	09:25	10:00	10:35	11:10	12:20	12:55	13:30	14:40	15:15	15:50	16:25
Ely, opp Tower Road	09:27	10:02	10:37	11:12	12:22	12:57	13:32	14:42	15:17	15:52	16:27
Ely Warwick Drive	09:30	10:05	10:40	11:15	12:25	13:00	13:35	14:45	15:20	15:55	16:30
Ely Alexander Chase	09:34	10:09	10:44	11:19	12:29	13:04	13:39	14:49	15:24	15:59	16:34
Ely Priors Court	09:37	10:12	10:47	11:22	12:32	13:07	13:42	14:52	15:27	16:02	16:37
Ely Leisure Village Car Park	09:42	10:17	10:52	11:27	12:37	13:12	13:47	14:57	15:32	16:07	16:42
Ely, opp Stour Green	09:45	10:20	10:55	11:30	12:40	13:15	13:50	15:00	15:35	16:10	16:45
Ely, o/s Hospital	09:48	10:23	10:58	11:33	12:43	13:18	13:53	15:03	15:38	16:13	16:48
Ely, opp Buckingham Drive	09:51	10:26	11:01	11:36	12:46	13:21	13:56	15:06	15:41	16:16	16:51
Ely Market Street, stop A	09:55	10:30	11:05	11:40	12:50	13:25	14:00	15:10	15:45	16:20	16:55

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***Appendix E***

# A: Kings Lynn, Ely, Cambridge, Peterborough and Stevenage to London, East Croydon, Gatwick Airport, Horsham and Brighton

This table is valid from Monday 19 May 2025 until Friday 12 December 2025

Monday to Friday 1 of 13

Operator	Facilities	Notes	Service Length	TL	GN	TL	TL	GN	TL	TL	GN	GN	TL	TL	GN	GN	TL	GN	GR	TL
				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				8	8	12	12	8	12	12	8	8	12	12	8	8	12	8	12	12
Kings Lynn	KLN	d										0444				0514				
Watlington	WTG	d										0451				0521				
Downham Market	DOW	d										0458				0528				
Littleport	LTP	d										0508				0538				
Ely	4 ELY	a										0516				0546				
Ely	4 ELY	d										0518				0548				
Waterbeach	WBC	d										0527				0557				
Cambridge North	CMB	d										0532				0602				
Cambridge	CBG	a										0537				0607				
Cambridge	CBG	d				0453			0523	0526	0539		0553	0556	0609					0623
Foxton	FXN	d								0535					0605					
Shepreth	STH	d								0538					0608					
Meldreth	MEL	d								0541					0611					
Royston	RYS	d			0508	0515		0538	0546	0553			0608	0616	0623					0638
Ashwell & Morden	AWM	d			0512	0520		0542	0551				0612	0621						0642
Baldock	BDK	d			0517	0525		0547	0556				0617	0626						0647
Letchworth Garden City	LET	d		0454	0521	0528		0551	0559	0603			0621	0629	0633					0651
Peterborough	8 PBO	d	0323		0419			0453					0524				0554	0605	0610	
Huntingdon	HUN	d	0338		0433			0508					0540				0610	0619		
St Neots	SNO	d	0346		0441			0516					0548				0618	0627		
Sandy	SDY	d	0353		0449			0523					0555				0625			
Biggleswade	BIW	d	0357		0453			0528					0600				0630	0638		
Arlesey	ARL	d	0402		0458			0533					0605				0635			
Hitchin	4 HIT	d	0411	0459	0507	0526	0533	0541	0556	0604			0611	0626	0634		0641			0656
Stevenage	4 SVG	d	0417	0505	0513	0531	0539	0547	0601	0609			0617	0631	0639		0647	0651		0701
Knebworth	KBW	d			0508			0542					0613				0643			
Welwyn North	WLW	d			0512			0546					0616				0646			
Welwyn Garden City	4 WGC	d			0517	0522		0551					0621				0651			
Hatfield	HAT	d			0520			0554					0625				0655			
Potters Bar	PBR	d			0526			0600					0631				0701			
Alexandra Palace	AAP	d			0535			0609					0639				0709			
Finsbury Park	↻ FPK	a	0444	0539	0536	0550	0614	0605	0621	0644			0636	0651	0714		0706			0721
Finsbury Park	↻ FPK	d	0445	0540	0537	0552	0615	0607	0622	0645			0637	0652	0715		0707			0722
London Kings Cross	15 ↻ KGX	a	0451	0547			0621			0651	0632				0721	0702			0714	0700
St Pancras International	15 ↻ ↻ STP	a			0544	0559		0614	0629				0644	0659			0714			0729
Farringdon	3 ↻ ZFD	a			0549	0604		0619	0634				0649	0704			0719			0734
City Thameslink	3 ↻ CTK	a			0551	0606		0621	0636				0651	0706			0721			0736
London Blackfriars	3 ↻ BFR	a			0553	0608		0623	0638				0653	0708			0723			0738
London Bridge	4 ↻ LBG	a			0559	0614		0629	0644				0659	0714			0729			0744
East Croydon	↻ ECR	a			0616	0629		0646	0658				0716	0728			0746			0759
Redhill	RDH	a			0636			0706					0736				0806			
Gatwick Airport	10 ↻ ↻ GTW	a			0649	0644		0719	0714				0749	0744			0816			0814
Horsham	4 ↻ HRH	a			0712			0744					0814				0842			
Brighton	10 ↻ ↻ BTN	a				0718			0748					0818						0848

**Monday to Friday 2 of 13**

Operator	GN	GN	TL	GN	GR	GN	TL	GN	GN	TL	GR	GN	GR	GN	TL	GN	GN
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																	
Service Length	8	8	12	8		8	12	8	12	12		12		8	12	8	12
Kings Lynn KLN d		0540							0610								0640
Watlington WTG d		0547							0617								0647
Downham Market DOW d		0554							0624								0654
Littleport LTP d		0604							0634								0704
Ely 4 ELY a		0612							0642								0712
Ely 4 ELY d		0614							0644								0714
Waterbeach WBC d		0623							0653								0723
Cambridge North CMB d		0628							0658								0728
Cambridge CBG a		0633							0703								0733
Cambridge CBG d	0626	0639					0653	0656	0709						0723	0726	0739
Foxton FXN d	0635							0705									0735
Shepreth STH d	0638							0708									0738
Meldreth MEL d	0641							0711									0741
Royston RYS d	0646	0653					0708	0716	0723						0738	0746	0753
Ashwell & Morden AWM d	0651						0712	0721							0742	0751	
Baldock BDK d	0656						0717	0726							0747	0756	
Letchworth Garden City LET d	0659	0703				0717	0721	0729	0733					0745	0751	0759	0803
Peterborough 8 PBO d			0623	0635	0640					0654	0701	0705	0720				
Huntingdon HUN d			0640	0650						0710		0719					
St Neots SNO d			0648	0658						0718		0727					
Sandy SDY d			0655							0725							
Biggleswade BIW d			0700	0708						0730		0738					
Arlesey ARL d			0705							0735							
Hitchin 4 HIT d	0704		0711			0722	0726	0734		0741				0750	0756	0804	
Stevenage 4 SVG d	0709		0717	0720			0731	0739		0747		0751			0801	0810	
Knebworth KBW d	0713					0729		0743						0757		0813	
Welwyn North WLW d	0716					0732		0746						0800		0817	
Welwyn Garden City 4 WGC d	0721							0751								0822	
Hatfield HAT d	0725							0755								0825	
Potters Bar PBR d	0731							0801								0831	
Alexandra Palace AAP d	0739							0809								0840	
Finsbury Park FPK a	0744		0736				0751	0814		0806					0821	0844	
Finsbury Park FPK d	0745		0737				0752	0815		0807					0822	0845	
London Kings Cross 15 KGX a	0754	0732		0744	0730	0751		0822	0802		0749	0814	0808	0819		0851	0832
St Pancras International 15 STP a			0744				0759			0814					0829		
Farringdon 3 ZFD a			0749				0804			0819					0834		
City Thameslink 3 CTK a			0751				0806			0821					0836		
London Blackfriars 3 BFR a			0753				0808			0823					0838		
London Bridge 4 LBG a			0759				0814			0829					0844		
East Croydon ECR a			0816				0829			0846					0859		
Redhill RDH a			0838							0905							
Gatwick Airport 10 GTW a			0847				0844			0917					0914		
Horsham 4 HRH a			0913							0940							
Brighton 10 BTN a								0918							0948		



**Monday to Friday 4 of 13**

Operator	TL	GN	GN	TL	GR	TL	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	TL	GR
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	12	8	8	12		12		8	8	12		12	8	8	12		12	
Kings Lynn KLN d			0812						0842									
Watlington WTG d			0819						0849									
Downham Market DOW d			0826						0856									
Littleport LTP d			0836						0906									
Ely 4 ELY a			0846						0914									
Ely 4 ELY d			0848						0916					0947				
Waterbeach WBC d			0857						0925					0956				
Cambridge North CMB d			0902						0930					1001				
Cambridge CBG a			0907						0935					1006				
Cambridge CBG d	0852	0855	0909			0923		0926	0937			0953	0957	1014			1023	
Foxton FXN d		0904						0935					1006					
Shepreth STH d		0907						0938					1009					
Meldreth MEL d		0910						0941					1012					
Royston RYS d	0907	0915	0923			0938		0946	0952			1008	1017				1038	
Ashwell & Morden AWM d	0911	0920				0942						1012					1042	
Baldock BDK d	0916	0925				0947		0954				1017	1025				1047	
Letchworth Garden City LET d	0920	0928	0933			0950		0957	1003			1020	1028				1050	
Peterborough 8 PBO d				0857	0908					0926	0950				0954	1011		
Huntingdon HUN d				0911						0940				1010				
St Neots SNO d				0919						0948				1018				
Sandy SDY d				0926						0955				1025				
Biggleswade BIW d				0931						1000				1030				
Arlesey ARL d				0936						1005				1035				
Hitchin 4 HIT d	0925	0933		0941		0955		1003		1011		1025	1033		1041		1055	
Stevenage 4 SVG d	0930	0939		0947		1001	1007	1009		1017		1031	1039		1047		1101	1105
Knebworth KBW d		0942						1012					1042					
Welwyn North WLW d		0946						1017					1046					
Welwyn Garden City 4 WGC d		0951						1021					1051					
Hatfield HAT d		0954						1024					1054					
Potters Bar PBR d		1000						1030					1100					
Alexandra Palace AAP d		1009						1039					1109					
Finsbury Park 4 FPK a	0950	1013		1006		1021		1043		1036		1051	1113		1106		1121	
Finsbury Park 4 FPK d	0952	1014		1007		1022		1044		1037		1052	1114		1107		1122	
London Kings Cross 15 KGX a		1020	1004		0959		1031	1050	1032		1039		1120	1102		1100		1130
St Pancras International 15 STP a	0959			1014		1029				1044		1059			1114		1129	
Farringdon 3 ZFD a	1004			1019		1034				1049		1104			1119		1134	
City Thameslink 3 CTK a	1006			1021		1036				1051		1106			1121		1136	
London Blackfriars 3 BFR a	1008			1023		1038				1053		1108			1123		1138	
London Bridge 4 LBG a	1014			1029		1044				1059		1114			1129		1144	
East Croydon 4 ECR a	1028			1045		1058				1115		1128			1145		1158	
Redhill RDH a				1105						1135					1205			
Gatwick Airport 10 GTW a	1044			1116		1114				1146		1144			1216		1214	
Horsham 4 HRH a				1140						1212					1240			
Brighton 10 BTN a	1118					1148						1218					1248	

**Monday to Friday 5 of 13**

Operator	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	TL	GN	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	8	12		12	8	8	12			12		8	8	12		12	8	
Kings Lynn	KLN	d				0942												1042	
Watlington	WTG	d				0949												1049	
Downham Market	DOW	d				0956												1056	
Littleport	LTP	d				1006												1106	
Ely	4	ELY	a			1016												1114	
Ely	4	ELY	d			1018				1046								1118	1153
Waterbeach	WBC	d				1027				1056								1127	1203
Cambridge North	CMB	d				1032				1101								1132	1208
Cambridge	CBG	a				1037				1105								1137	1212
Cambridge	CBG	d	1026	1044			1053	1114			1123		1126	1144			1153	1214	
Foxton	FXN	d	1035										1135						
Shepreth	STH	d	1038										1138						
Meldreth	MEL	d	1041										1141						
Royston	RYS	d	1046				1108				1138		1146					1208	
Ashwell & Morden	AWM	d					1112				1142							1212	
Baldock	BDK	d	1054				1117				1147		1154					1217	
Letchworth Garden City	LET	d	1057				1120		1127			1150	1157					1220	
Peterborough	8	PBO	d		1024	1050				1054	1111	1129				1123	1150		
Huntingdon	HUN	d		1040						1110						1140			
St Neots	SNO	d		1048						1118						1148			
Sandy	SDY	d		1055						1125						1155			
Biggleswade	BIW	d		1100						1130						1200			
Arlesey	ARL	d		1105						1135						1205			
Hitchin	4	HIT	d	1103	1111		1125	1133	1141			1155	1203		1211			1225	
Stevenage	4	SVG	d	1109	1117		1131	1139	1147		1158	1201	1204	1209		1217		1231	
Knebworth	KBW	d	1112					1142						1212					
Welwyn North	WLW	d	1116					1146						1217					
Welwyn Garden City	4	WGC	d	1121				1151						1221					
Hatfield	HAT	d	1124					1154						1224					
Potters Bar	PBR	d	1130					1200						1230					
Alexandra Palace	AAP	d	1139					1209						1239					
Finsbury Park	⊖	FPK	a	1143	1136		1151	1213	1206			1220	1243		1236		1251		
Finsbury Park	⊖	FPK	d	1144	1137		1152	1214	1207			1222	1244		1237		1252		
London Kings Cross	15	⊖	KGX	a	1150	1132		1138	1203	1220		1159	1221		1230	1250	1234	1239	1302
St Pancras International	15	⊖	STP	a		1144		1159		1214			1229		1244		1259		
Farringdon	3	⊖	ZFD	a		1149		1204		1219			1234		1249		1304		
City Thameslink	3	⊖	CTK	a		1151		1206		1221			1236		1251		1306		
London Blackfriars	3	⊖	BFR	a		1153		1208		1223			1238		1253		1308		
London Bridge	4	⊖	LBG	a		1159		1214		1229			1244		1259		1314		
East Croydon	⊖	ECR	a		1215		1228			1245			1258		1315		1328		
Redhill		RDH	a		1235					1305					1335				
Gatwick Airport	10	←	GTW	a		1246		1244		1316			1314		1346		1344		
Horsham	4		HRH	a		1310				1340					1410				
Brighton	10		BTN	a				1318					1348				1418		



**Monday to Friday 7 of 13**

Operator	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	TL	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	8	12	12	8	8	12	12	8	8	12	12	8	8	12	12	12	12	
Kings Lynn	KLN	d		1242											1342				
Watlington	WTG	d		1249											1349				
Downham Market	DOW	d		1256											1356				
Littleport	LTP	d		1306											1406				
Ely	4 ELY	a		1316											1416				
Ely	4 ELY	d		1318			1353								1418				
Waterbeach	WBC	d		1327			1403								1427				
Cambridge North	CMB	d		1332			1408								1432				
Cambridge	CBG	a		1337			1412								1437				
Cambridge	CBG	d	1326	1344			1353	1414				1423		1426	1444			1453	
Foxton	FXN	d	1335											1435					
Shepreth	STH	d	1338											1438					
Meldreth	MEL	d	1341											1441					
Royston	RYS	d	1346				1408					1438		1446				1508	
Ashwell & Morden	AWM	d					1412					1442						1512	
Baldock	BDK	d	1354				1417					1447		1454				1517	
Letchworth Garden City	LET	d	1357				1420		1427			1450		1457				1520	
Peterborough	8 PBO	d			1324	1350				1354	1410	1430				1424	1449		
Huntingdon	HUN	d			1340					1410					1440				
St Neots	SNO	d			1348					1418					1448				
Sandy	SDY	d			1355					1425					1455				
Biggleswade	BIW	d			1400					1430					1500				
Arlesey	ARL	d			1405					1435					1505				
Hitchin	4 HIT	d	1402		1411		1425		1433	1441			1455		1503		1511	1525	
Stevenage	4 SVG	d	1405	1409		1417		1431		1438	1447		1459	1501	1505	1509		1517	1531
Knebworth	KBW	d		1412						1442					1512				
Welwyn North	WLW	d		1416						1445					1516				
Welwyn Garden City	4 WGC	d		1421						1451					1521				
Hatfield	HAT	d		1424						1454					1524				
Potters Bar	PBR	d		1430						1500					1530				
Alexandra Palace	AAP	d		1439						1509					1539				
Finsbury Park	⊖ FPK	a		1443		1436		1451		1513	1506			1521		1543		1536	1551
Finsbury Park	⊖ FPK	d		1444		1437		1452		1514	1507			1522		1544		1537	1552
London Kings Cross	15 ⊖ KGX	a	1431	1450	1433		1439		1502	1520			1500	1522		1530	1550	1532	1538
St Pancras International	15 ⊖ STP	a				1444		1459		1514				1529				1544	1559
Farringdon	3 ⊖ ZFD	a				1449		1504		1519				1534				1549	1604
City Thameslink	3 ⊖ CTK	a				1451		1506		1521				1536				1551	1606
London Blackfriars	3 ⊖ BFR	a				1453		1508		1523				1538				1553	1608
London Bridge	4 ⊖ LBG	a				1459		1514		1529				1544				1559	1614
East Croydon	⊖ ECR	a				1515		1528		1545				1558				1615	1628
Redhill	RDH	a				1535				1605								1635	
Gatwick Airport	10 ⊖ GTW	a				1546		1544		1616				1614				1646	1644
Horsham	4 HRH	a				1610				1640								1710	
Brighton	10 BTN	a						1618						1648					1721

**Monday to Friday 8 of 13**

Operator	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL			
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Notes																					
Service Length	8	8	12			12		8	8	12		12	8	8	12			12			
Kings Lynn	KLN	d																1442			
Watlington	WTG	d																1449			
Downham Market	DOW	d																1456			
Littleport	LTP	d																1506			
Ely	4	ELY	a															1516			
Ely	4	ELY	d	1453														1518			
Waterbeach	WBC	d	1503															1527			
Cambridge North	CMB	d	1508															1532			
Cambridge	CBG	a	1512															1537			
Cambridge	CBG	d	1514				1523		1526	1544				1553	1556	1614		1623			
Foxton	FXN	d							1535									1605			
Shepreth	STH	d							1538									1608			
Meldreth	MEL	d							1541									1611			
Royston	RYS	d					1538		1546					1608	1616			1638			
Ashwell & Morden	AWM	d					1542							1612				1642			
Baldock	BDK	d					1547		1554					1617	1624			1647			
Letchworth Garden City	LET	d		1527			1550		1557					1620	1627			1650			
Peterborough	8	PBO	d		1455	1511	1530					1524	1550				1554	1611	1630		
Huntingdon	HUN	d		1510								1540						1610			
St Neots	SNO	d		1518								1548						1618			
Sandy	SDY	d		1525								1555						1625			
Biggleswade	BIW	d		1530								1600						1630			
Arlesey	ARL	d		1535								1605						1635			
Hitchin	4	HIT	d	1533	1541			1555	1603			1611		1625	1633			1641	1655		
Stevenage	4	SVG	d	1539	1547		1559	1601	1605	1609		1617		1631	1639			1647	1659	1701	
Knebworth	KBW	d		1542						1612								1642			
Welwyn North	WLW	d		1546						1616								1646			
Welwyn Garden City	4	WGC	d		1551					1621								1651			
Hatfield	HAT	d		1554						1624								1654			
Potters Bar	PBR	d		1600						1630								1700			
Alexandra Palace	AAP	d		1609						1639								1709			
Finsbury Park	⊖	FPK	a	1613	1606			1621	1643			1636		1651	1714			1706		1721	
Finsbury Park	⊖	FPK	d	1614	1607			1622	1644			1637		1652	1714			1707		1722	
London Kings Cross	15	⊖	KGX	a	1602	1620		1600	1622		1631	1650	1632		1638			1721	1702	1700	1722
St Pancras International	15	⊖	STP	a			1614		1629					1644	1659			1714		1729	
Farringdon	3	⊖	ZFD	a			1619		1634					1649	1704			1719		1734	
City Thameslink	3	⊖	CTK	a			1621		1636					1651	1706			1721		1736	
London Blackfriars	3	⊖	BFR	a			1623		1638					1653	1708			1723		1738	
London Bridge	4	⊖	LBG	a			1629		1644					1659	1714			1729		1744	
East Croydon	⊖	ECR	a				1645		1658					1715	1729			1745		1759	
Redhill		RDH	a				1705							1735				1805			
Gatwick Airport	10	←	GTW	a			1716		1714					1746	1744			1816		1814	
Horsham	4	HRH	a				1742							1812				1842			
Brighton	10	BTN	a						1751						1821					1851	

**Monday to Friday 9 of 13**

Operator	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GC	GR	TL	GR	GN	GN	TL	GR
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	8	8	12	12	8	8	12	12	8	8	12	12	8	8	12	12	8	8
Kings Lynn KLN d			1542													1640		
Watlington WTG d			1549													1647		
Downham Market DOW d			1556													1654		
Littleport LTP d			1606													1704		
Ely 4 ELY a			1617													1716		
Ely 4 ELY d			1618					1648								1718		
Waterbeach WBC d			1627					1658								1727		
Cambridge North CMB d			1632					1703								1732		
Cambridge CBG a			1637					1707								1737		
Cambridge CBG d		1626	1644			1653	1656	1709					1723		1727	1740		
Foxton FXN d		1635					1705									1736		
Shepreth STH d		1638					1708									1739		
Meldreth MEL d		1641					1711									1742		
Royston RYS d		1646				1708	1716	1723					1738		1747			
Ashwell & Morden AWM d						1712							1742					
Baldock BDK d		1654				1717	1724						1747		1755			
Letchworth Garden City LET d		1657				1720	1727	1733					1750		1758			
Peterborough 8 PBO d				1624	1650				1653	1711	1719	1730					1724	1750
Huntingdon HUN d				1640					1710								1740	
St Neots SNO d				1648					1718								1748	
Sandy SDY d				1655					1725								1755	
Biggleswade BIW d				1700					1730								1800	
Arlesey ARL d				1705					1735								1805	
Hitchin 4 HIT d		1703		1711		1725	1733		1741				1755		1803		1811	
Stevenage 4 SVG d	1705	1709		1717		1731	1739		1747			1759	1801	1805	1809		1817	
Knebworth KBW d		1712					1742								1812			
Welwyn North WLW d		1716					1746								1816			
Welwyn Garden City 4 WGC d		1721					1751								1821			
Hatfield HAT d		1724					1754								1824			
Potters Bar PBR d		1730					1800								1830			
Alexandra Palace AAP d		1739					1809								1839			
Finsbury Park 4 FPK a		1744		1736		1751	1814		1806				1821		1844		1836	
Finsbury Park 4 FPK d		1745		1737		1752	1814		1807				1822		1845		1837	
London Kings Cross 15 KGX a	1730	1752	1732		1740		1821	1802		1800	1806	1822		1830	1851	1832		1841
St Pancras International 15 STP a				1744		1759			1814				1829				1844	
Farringdon 3 ZFD a				1749		1804			1819				1834				1849	
City Thameslink 3 CTK a				1751		1806			1821				1836				1851	
London Blackfriars 3 BFR a				1753		1808			1823				1838				1853	
London Bridge 4 LBG a				1759		1814			1829				1844				1859	
East Croydon 4 ECR a				1815		1829			1845				1858				1915	
Redhill RDH a				1835					1906								1936	
Gatwick Airport 10 GTW a				1846		1844			1916				1914				1946	
Horsham 4 HRH a				1912					1942								2012	
Brighton 10 BTN a						1921							1951					

**Monday to Friday 10 of 13**

Operator	TL	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	12	8	8	12			12		8	8	12		12	8	8	12		
Kings Lynn KLN d			1710							1740					1810			
Watlington WTG d			1717							1747					1817			
Downham Market DOW d			1724							1754					1824			
Littleport LTP d			1734							1804					1834			
Ely 4 ELY a			1744							1814					1843			
Ely 4 ELY d			1746							1818					1846			
Waterbeach WBC d			1755							1827					1855			
Cambridge North CMB d			1800							1832					1900			
Cambridge CBG a			1805							1837					1905			
Cambridge CBG d	1753	1756	1807				1823		1826	1844			1852	1856	1907			
Foxton FXN d		1805							1835					1905				
Shepreth STH d		1808							1838					1908				
Meldreth MEL d		1811							1841					1911				
Royston RYS d	1808	1816	1823				1838		1846				1908	1916	1923			
Ashwell & Morden AWM d	1812						1842						1912					
Baldock BDK d	1817	1824					1847		1854				1917	1924				
Letchworth Garden City LET d	1820	1827	1833				1850		1857				1920	1927	1933			
Peterborough 8 PBO d				1754	1810	1830						1824	1849			1852	1911	1930
Huntingdon HUN d				1810								1840			1910			
St Neots SNO d				1818								1848			1918			
Sandy SDY d				1825								1855			1925			
Biggleswade BIW d				1830								1900			1930			
Arlesey ARL d				1835								1905			1935			
Hitchin 4 HIT d	1825	1833		1841			1855		1903			1911	1925	1933	1941			
Stevenage 4 SVG d	1831	1839		1847		1859	1901	1906	1909			1917	1931	1939	1947		1959	
Knebworth KBW d		1842							1912					1942				
Welwyn North WLW d		1846							1916					1946				
Welwyn Garden City 4 WGC d		1851							1921					1951				
Hatfield HAT d		1854							1924					1954				
Potters Bar PBR d		1900							1930					2000				
Alexandra Palace AAP d		1909							1939					2009				
Finsbury Park 4 FPK a	1851	1914		1906			1921		1943			1936	1951	2013		2006		
Finsbury Park 4 FPK d	1852	1915		1907			1922		1944			1937	1952	2014		2007		
London Kings Cross 15 KGX a		1923	1902		1900	1922		1930	1950	1932			1938		2020	2002	2001	2022
St Pancras International 15 STP a	1859			1914			1929					1944	1959			2014		
Farringdon 3 ZFD a	1904			1919			1934					1949	2004			2019		
City Thameslink 3 CTK a	1906			1921			1936					1951	2006			2021		
London Blackfriars 3 BFR a	1908			1923			1938					1953	2008			2023		
London Bridge 4 LBG a	1914			1929			1944					1959	2014			2029		
East Croydon 4 ECR a	1928			1945			1958					2015	2028			2045		
Redhill RDH a				2006								2035				2105		
Gatwick Airport 10 GTW a	1944			2016			2014					2046	2044			2116		
Horsham 4 HRH a				2040								2110				2140		
Brighton 10 BTN a	2018						2048						2118					

Monday to Friday 11 of 13

Operator	GR	GN	GN	GR	TL	GR	TL	GN	GN	TL	GR	GR	GN	GN	GR	TL	TL	GN	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	8	12	12	8	8	8	8	8	8	8	8	8	8	12	12	8		
Kings Lynn	KLN	d		1840					1910					1940			2010		
Watlington	WTG	d		1847					1917					1947			2017		
Downham Market	DOW	d		1854					1924					1954			2024		
Littleport	LTP	d		1904					1934					2004			2034		
Ely	4	ELY	a	1916					1942					2016			2045		
Ely	4	ELY	d	1918					1946					2018			2046		
Waterbeach	WBC	d		1927					1955					2027			2055		
Cambridge North	CMB	d		1932					2000					2032			2100		
Cambridge	CBG	a		1937					2005					2037			2105		
Cambridge	CBG	d		1926	1944			1953	1956	2014				2026	2044		2053	2114	
Foxton	FXN	d		1935					2005					2035					
Shepreth	STH	d		1938					2008					2038					
Meldreth	MEL	d		1941					2011					2041					
Royston	RYS	d		1946				2008	2016					2046			2108		
Ashwell & Morden	AWM	d		1951				2012						2051			2112		
Baldock	BDK	d		1956				2017	2024					2056			2117		
Letchworth Garden City	LET	d		1959				2020	2027					2059			2120		
Peterborough	8	PBO	d		1947	1924					1955	2011			2046	2024			
Huntingdon	HUN	d			1940						2010					2040			
St Neots	SNO	d			1948						2018					2048			
Sandy	SDY	d			1955						2025					2055			
Biggleswade	BIW	d			2000						2030					2100			
Arlesey	ARL	d			2005						2035					2105			
Hitchin	4	HIT	d	2004			2011	2025	2033		2041			2104		2111	2125		
Stevenage	4	SVG	d	2005	2009		2015	2017	2029	2031	2039			2047	2106	2109	2115	2117	2131
Knebworth	KBW	d		2013							2042				2113				
Welwyn North	WLW	d		2016							2046				2116				
Welwyn Garden City	4	WGC	d		2021						2051				2121				
Hatfield	HAT	d		2025							2054				2125				
Potters Bar	PBR	d		2031							2100				2131				
Alexandra Palace	AAP	d		2039							2109				2139				
Finsbury Park	⊖	FPK	a		2043		2036	2051	2113		2106			2143		2136	2151		
Finsbury Park	⊖	FPK	d		2044		2037	2052	2114		2107			2144		2137	2152		
London Kings Cross	15	KGX	a	2028	2050	2032	2038	2053		2120	2102			2059	2129	2150	2132	2139	2202
St Pancras International	15	⊖	STP	a			2044	2059			2114					2144	2159		
Farringdon	3	⊖	ZFD	a			2049	2104			2119					2149	2204		
City Thameslink	3	⊖	CTK	a			2051	2106			2121					2151	2206		
London Blackfriars	3	⊖	BFR	a			2053	2108			2123					2153	2208		
London Bridge	4	⊖	LBG	a			2059	2114			2129					2159	2214		
East Croydon	⊖	ECR	a				2116	2128			2145					2215	2228		
Redhill		RDH	a				2135				2205					2235			
Gatwick Airport	10	←	GTW	a			2147	2144			2216					2246	2244		
Horsham	4	HRH	a				2212				2240					2310			
Brighton	10	BTN	a					2218									2318		



**Monday to Friday 13 of 13**

Operator	GN	TL	TL	GN	GN	GR
Facilities	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
Notes						
Service Length						
Kings Lynn	KLN	d				2244
Watlington	WTG	d				2251
Downham Market	DOW	d				2258
Littleport	LTP	d				2308
Ely <b>4</b>	ELY	a				2316
Ely <b>4</b>	ELY	d	2248			2318
Waterbeach	WBC	d	2258			2327
Cambridge North	CMB	d	2303			2332
Cambridge	CBG	a	2307			2337
Cambridge	CBG	d	2310		2333	2353
Foxton	FXN	d			2342	
Shepreth	STH	d			2345	
Meldreth	MEL	d			2348	
Royston	RYS	d	2325		2353	0008
Ashwell & Morden	AWM	d			2358	0012
Baldock	BDK	d			0003	0018
Letchworth Garden City	LET	d			0006	0022
Peterborough <b>8</b>	PBO	d	2254	2319		2358
Huntingdon	HUN	d	2310	2334		
St Neots	SNO	d	2318	2342		
Sandy	SDY	d	2325	2349		
Biggleswade	BIW	d	2330	2353		
Arlesey	ARL	d	2335	2358		
Hitchin <b>4</b>	HIT	d	2345	0007	0011	0028
Stevenage <b>4</b>	SVG	d	2351	0013	0017	0035 0039s
Knebworth	KBW	d			0020	
Welwyn North	WLW	d			0024	
Welwyn Garden City <b>4</b>	WGC	d			0029	
Hatfield	HAT	d			0032	
Potters Bar	PBR	d			0038	
Alexandra Palace	AAP	d			0046	
Finsbury Park	FPK	a	0010	0036	0050	0100
Finsbury Park	FPK	d	0011	0037	0050	0101
London Kings Cross <b>15</b>	KGX	a	0002	0017	0047	0058 0109 0114
St Pancras International <b>15</b>	STP	a				
Farringdon <b>3</b>	ZFD	a				
City Thameslink <b>3</b>	CTK	a				
London Blackfriars <b>3</b>	BFR	a				
London Bridge <b>4</b>	LBG	a				
East Croydon	ECR	a				
Redhill	RDH	a				
Gatwick Airport <b>10</b>	GTW	a				
Horsham <b>4</b>	HRH	a				
Brighton <b>10</b>	BTN	a				

**Key**

- GC** Service operated by Grand Central
- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- s** Stops to set down passengers only
- 4** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
- Interchange with London Underground
- Interchange with Eurostar services
- Interchange with Tramlink
- Station within Airport terminal
- 1** First Class accommodation available
- The number of coaches on this train
- The length of this train changes during the journey. The number of coaches shown is the maximum and may be shorter at your station

# A: Kings Lynn, Ely, Cambridge, Peterborough and Stevenage to London, East Croydon, Gatwick Airport, Horsham and Brighton

This table is valid from Saturday 24 May 2025 until Saturday 13 December 2025

Saturday 1 of 12

Operator	Facilities	Notes	Service Length	TL	GN	TL	TL	GN	TL	TL	GN	GN	TL	TL	GN	GN	TL	GR	TL	GN			
				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
				8	8	12	12	8	12	12	8	8	12	12	8	8	12	12	8	8			
Kings Lynn	KLN	d																					
Watlington	WTG	d																					
Downham Market	DOW	d																					
Littleport	LTP	d																					
Ely	4	ELY	a																				
Ely	4	ELY	d										0517			0553							
Waterbeach	WBC	d											0526			0603							
Cambridge North	CMB	d											0531			0608							
Cambridge	CBG	a											0536			0612							
Cambridge	CBG	d					0454						0523	0526	0537		0553	0614		0623	0626		
Foxton	FXN	d											0535								0635		
Shepreth	STH	d											0538								0638		
Meldreth	MEL	d											0541								0641		
Royston	RYS	d					0509	0515					0538	0546	0553		0608			0638	0646		
Ashwell & Morden	AWM	d					0513	0520					0542	0551			0612				0642		
Baldock	BDK	d					0518	0525					0547	0556			0617				0647	0654	
Letchworth Garden City	LET	d					0454	0521	0528				0550	0559	0603		0620			0627	0650	0657	
Peterborough	8	PBO	d	0323		0419				0454						0524				0554	0610		
Huntingdon	HUN	d	0337		0433					0510						0540				0610			
St Neots	SNO	d	0345		0441					0518						0548				0618			
Sandy	SDY	d	0353		0449					0525						0555				0625			
Biggleswade	BIW	d	0357		0453					0530						0600				0630			
Arlesey	ARL	d	0402		0458					0535						0605				0635			
Hitchin	4	HIT	d	0411	0459	0507	0526	0533	0541	0555	0604					0611	0625			0633	0641	0655	0703
Stevenage	4	SVG	d	0417	0505	0513	0532	0539	0547	0601	0609					0617	0631			0639	0647	0701	0709
Knebworth	KBW	d			0508					0542						0613				0642			0712
Welwyn North	WLW	d			0512					0546						0616				0646			0716
Welwyn Garden City	4	WGC	d			0517	0521			0551						0621				0651			0721
Hatfield	HAT	d			0520					0554						0625				0654			0724
Potters Bar	PBR	d			0526					0600						0631				0700			0730
Alexandra Palace	AAP	d			0535					0609						0639				0709			0739
Finsbury Park	↻	FPK	a	0444	0540	0535	0551	0613	0606	0621	0643					0636	0651			0713	0706	0721	0743
Finsbury Park	↻	FPK	d	0445	0540	0537	0552	0614	0607	0622	0644					0637	0652			0714	0707	0722	0744
London Kings Cross	15	↻	KGX	a	0451	0547				0620					0650	0632				0702	0720	0700	0750
St Pancras International	15	↻	STP	a			0544	0559			0614	0629				0644	0659			0714		0729	
Farringdon	3	↻	ZFD	a			0549	0604			0619	0634				0649	0704			0719		0734	
City Thameslink	3	↻	CTK	a																			
London Blackfriars	3	↻	BFR	a			0553	0608			0623	0638				0653	0708			0723		0738	
London Bridge	4	↻	LBG	a			0559	0614			0629	0644				0659	0714			0729		0744	
East Croydon	↻	ECR	a			0616	0628			0646	0658					0716	0728			0745		0758	
Redhill	RDH	a			0636					0706						0736				0805			
Gatwick Airport	10	↻	GTW	a			0649	0644			0719	0714				0749	0744			0816		0814	
Horsham	4	HRH	a			0712				0742						0812				0840			
Brighton	10	BTN	a				0718				0748						0818				0848		

**Saturday 2 of 12**

Operator	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL	GN	GN	TL	GR	GR	TL	GN	GN	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	12		12	8	8	12			12	8	8	12			12	8	8	
Kings Lynn	KLN	d	0542										0642						
Watlington	WTG	d	0549										0649						
Downham Market	DOW	d	0556										0656						
Littleport	LTP	d	0606										0706						
Ely	4	ELY	a	0614									0716						
Ely	4	ELY	d	0618		0653							0718				0747		
Waterbeach	WBC	d	0627		0703								0727				0757		
Cambridge North	CMB	d	0632		0708								0732				0802		
Cambridge	CBG	a	0637		0712								0737				0806		
Cambridge	CBG	d	0644		0653	0714				0723	0726	0744				0753	0814		
Foxton	FXN	d									0735								
Shepreth	STH	d									0738								
Meldreth	MEL	d									0741								
Royston	RYS	d			0708					0738	0746					0808			
Ashwell & Morden	AWM	d			0712					0742						0812			
Baldock	BDK	d			0717					0747	0754					0817			
Letchworth Garden City	LET	d			0720		0727			0750	0757					0820		0827	
Peterborough	8	PBO	d	0624	0640			0654	0702	0720			0724	0741	0750				
Huntingdon	HUN	d	0640				0710						0740						
St Neots	SNO	d	0648				0718						0748						
Sandy	SDY	d	0655				0725						0755						
Biggleswade	BIW	d	0700				0730						0800						
Arlesey	ARL	d	0705				0735						0805						
Hitchin	4	HIT	d	0711	0725		0733	0741		0755	0803		0811			0825		0833	
Stevenage	4	SVG	d	0717	0731		0739	0747		0801	0809		0817			0831		0839	
Knebworth	KBW	d					0742						0812					0842	
Welwyn North	WLW	d					0746						0816					0846	
Welwyn Garden City	4	WGC	d				0751						0821					0851	
Hatfield	HAT	d					0754						0824					0854	
Potters Bar	PBR	d					0800						0830					0900	
Alexandra Palace	AAP	d					0809						0839					0909	
Finsbury Park	⊕	FPK	a	0736	0751		0813	0806		0821	0843		0836			0851		0913	
Finsbury Park	⊖	FPK	d	0737	0752		0814	0807		0822	0844		0837			0852		0914	
London Kings Cross	15	KGX	a	0732	0730		0802	0820		0752	0810		0850	0832		0830	0838	0902	0920
St Pancras International	15	⊕	STP	a	0744	0759		0814		0829			0844			0859			
Farringdon	3	⊕	ZFD	a	0749	0804		0819		0834			0849			0904			
City Thameslink	3	CTK	a													0906			
London Blackfriars	3	⊕	BFR	a	0753	0808		0823		0838			0853			0908			
London Bridge	4	⊕	LBG	a	0759	0814		0829		0844			0859			0914			
East Croydon	⊕	ECR	a	0815	0828		0845			0858			0915			0928			
Redhill	RDH	a	0835				0905						0933						
Gatwick Airport	10	⊖	GTW	a	0846	0844		0916		0914			0946			0944			
Horsham	4	HRH	a	0910			0940						1010						
Brighton	10	BTN	a		0918					0948						1018			



**Saturday 4 of 12**

Operator	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GN	TL	GR	GN	GN	TL	GR	TL		
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Notes																				
Service Length	8	8	12		12	8	8	12		8	12		8	8	12		12			
Kings Lynn	KLN	d		0842				0912								0942				
Watlington	WTG	d		0849				0920								0949				
Downham Market	DOW	d		0856				0927								0956				
Littleport	LTP	d		0906				0936								1006				
Ely	4	ELY	a		0914			0946								1015				
Ely	4	ELY	d		0918			0947								1018				
Waterbeach	WBC	d		0927				0956								1027				
Cambridge North	CMB	d		0932				1001								1032				
Cambridge	CBG	a		0937				1006								1037				
Cambridge	CBG	d		0926	0944			0953	1014				1023		1026	1044		1053		
Foxton	FXN	d		0935											1035					
Shepreth	STH	d		0938											1038					
Meldreth	MEL	d		0941											1041					
Royston	RYS	d		0946				1008					1038		1046			1108		
Ashwell & Morden	AWM	d						1012					1042					1112		
Baldock	BDK	d		0954				1017					1047		1054			1117		
Letchworth Garden City	LET	d		0957				1020					1050		1057			1120		
Peterborough	8	PBO	d			0924	0950				0954	1010	1013				1024	1050		
Huntingdon	HUN	d			0940						1010		1029				1040			
St Neots	SNO	d			0948						1018		1037				1048			
Sandy	SDY	d			0955						1025						1055			
Biggleswade	BIW	d			1000						1030		1046				1100			
Arlesey	ARL	d			1005						1035						1105			
Hitchin	4	HIT	d		1003		1011		1025		1033	1041			1055		1103		1111	1125
Stevenage	4	SVG	d	1005	1009		1017		1031		1039	1047			1101	1105	1109		1117	1131
Knebworth	KBW	d			1012						1042						1112			
Welwyn North	WLW	d			1016						1046						1116			
Welwyn Garden City	4	WGC	d		1021						1051						1121			
Hatfield	HAT	d			1024						1054						1124			
Potters Bar	PBR	d			1030						1100						1130			
Alexandra Palace	AAP	d			1039						1109						1139			
Finsbury Park	⊖	FPK	a		1043		1036		1051		1113	1106			1121		1143		1136	1151
Finsbury Park	⊖	FPK	d		1044		1037		1052		1114	1107			1122		1144		1137	1152
London Kings Cross	15	KGX	a	1031	1050	1032		1038		1102	1121		1100	1118		1130	1150	1132		1138
St Pancras International	15	⊖	STP	a			1044		1059			1114			1129				1144	1159
Farringdon	3	⊖	ZFD	a			1049		1104			1119			1134				1149	1204
City Thameslink	3	CTK	a				1051		1106			1121			1136				1151	1206
London Blackfriars	3	⊖	BFR	a			1053		1108			1123			1138				1153	1208
London Bridge	4	⊖	LBG	a			1059		1114			1129			1144				1159	1214
East Croydon	⊖	ECR	a				1115		1128			1145			1158				1215	1228
Redhill		RDH	a				1135					1205							1235	
Gatwick Airport	10	←	GTW	a			1146		1144			1216			1214				1246	1244
Horsham	4	HRH	a				1210					1240							1310	
Brighton	10	BTN	a						1218						1248					1318

**Saturday 5 of 12**

Operator	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	8	8	12			12		8	8	12		12	8	8	12			12
Kings Lynn	KLN	d	1012										1042					
Watlington	WTG	d	1020										1049					
Downham Market	DOW	d	1029										1056					
Littleport	LTP	d	1039										1106					
Ely	4	ELY	a	1052									1116					
Ely	4	ELY	d	1053									1118		1153			
Waterbeach	WBC	d	1103										1127		1203			
Cambridge North	CMB	d	1108										1132		1208			
Cambridge	CBG	a	1112										1137		1212			
Cambridge	CBG	d	1114					1123		1126		1144		1153	1214			1223
Foxton	FXN	d								1135								
Shepreth	STH	d								1138								
Meldreth	MEL	d								1141								
Royston	RYS	d						1138		1146				1208				1238
Ashwell & Morden	AWM	d						1142						1212				1242
Baldock	BDK	d						1147		1154				1217				1247
Letchworth Garden City	LET	d		1127				1150		1157				1220		1227		1250
Peterborough	8	PBO	d		1054	1107	1131					1124	1150			1154	1210	1231
Huntingdon	HUN	d		1110								1140				1210		
St Neots	SNO	d		1118								1148				1218		
Sandy	SDY	d		1125								1155				1225		
Biggleswade	BIW	d		1130								1200				1230		
Arlesey	ARL	d		1135								1205				1235		
Hitchin	4	HIT	d	1133	1141			1155		1203		1211		1225		1233	1241	1255
Stevenage	4	SVG	d	1139	1147		1200	1201	1205	1209		1217		1231		1239	1247	1300
Knebworth	KBW	d	1142							1212						1242		
Welwyn North	WLW	d	1147							1216						1246		
Welwyn Garden City	4	WGC	d	1151						1221						1251		
Hatfield	HAT	d	1155							1224						1254		
Potters Bar	PBR	d	1201							1230						1300		
Alexandra Palace	AAP	d	1209							1239						1309		
Finsbury Park	⊖	FPK	a	1213	1206			1221		1243		1236		1251		1313	1306	1321
Finsbury Park	⊖	FPK	d	1214	1207			1222		1244		1237		1252		1314	1307	1322
London Kings Cross	15	KGX	a	1205	1220		1200	1223		1231	1250	1232		1238		1302	1320	1300
St Pancras International	15	⊖	STP	a		1214		1229				1244		1259			1314	1329
Farringdon	3	⊖	ZFD	a		1219		1234				1249		1304			1319	1334
City Thameslink	3	⊖	CTK	a		1221		1236				1251		1306			1321	1336
London Blackfriars	3	⊖	BFR	a		1223		1238				1253		1308			1323	1338
London Bridge	4	⊖	LBG	a		1229		1244				1259		1314			1329	1344
East Croydon	⊖	ECR	a		1245			1258				1315		1328			1345	1358
Redhill	RDH	a		1305								1335					1405	
Gatwick Airport	10	←	GTW	a		1316		1314				1346		1344			1416	1414
Horsham	4	HRH	a		1340							1410					1440	
Brighton	10	BTN	a					1348						1418				1448

**Saturday 6 of 12**

Operator	GR	GN	GN	TL	GR	TL	GN	GN	TL	GC	GR	GR	TL	GR	GN	GN	TL	GR			
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Notes																					
Service Length	8	8	12	12	8	8	12	12	8	8	12	12	8	8	12	12	8	8			
Kings Lynn	KLN	d		1142												1242					
Watlington	WTG	d		1149												1249					
Downham Market	DOW	d		1156												1256					
Littleport	LTP	d		1206												1306					
Ely	4	ELY	a	1216												1314					
Ely	4	ELY	d	1218			1253									1318					
Waterbeach	WBC	d		1227			1303									1327					
Cambridge North	CMB	d		1232			1308									1332					
Cambridge	CBG	a		1237			1312									1337					
Cambridge	CBG	d	1226	1244		1253	1314				1323			1326	1344						
Foxton	FXN	d	1235												1335						
Shepreth	STH	d	1238												1338						
Meldreth	MEL	d	1241												1341						
Royston	RYS	d	1246			1308					1338			1346							
Ashwell & Morden	AWM	d				1312					1342			1354							
Baldock	BDK	d	1254			1317					1347			1354							
Letchworth Garden City	LET	d	1257			1320		1327			1350			1357							
Peterborough	8	PBO	d		1224	1248			1254	1301	1311	1330				1324	1350				
Huntingdon	HUN	d		1240					1310							1340					
St Neots	SNO	d		1248					1318							1348					
Sandy	SDY	d		1255					1325							1355					
Biggleswade	BIW	d		1300					1330							1400					
Arlesey	ARL	d		1305					1335							1405					
Hitchin	4	HIT	d	1303		1311	1325		1333	1341			1355		1403		1411				
Stevenage	4	SVG	d	1306	1309		1317	1331		1339	1347		1359	1401	1406	1409		1417			
Knebworth	KBW	d		1312					1342							1412					
Welwyn North	WLW	d		1316					1346							1416					
Welwyn Garden City	4	WGC	d		1321				1351							1421					
Hatfield	HAT	d		1324					1354							1424					
Potters Bar	PBR	d		1330					1400							1430					
Alexandra Palace	AAP	d		1339					1409							1439					
Finsbury Park	⊖	FPK	a		1343		1336	1351		1413	1406			1421		1443		1436			
Finsbury Park	⊖	FPK	d		1344		1337	1352		1414	1407			1422		1444		1437			
London Kings Cross	15	⊖	KGX	a	1331	1350	1332		1338		1402	1420		1350	1400	1423		1431	1450	1432	1438
St Pancras International	15	⊖	STP	a			1344		1359		1414				1429						1444
Farringdon	3	⊖	ZFD	a			1349		1404		1419				1434						1449
City Thameslink	3	⊖	CTK	a			1351		1406		1421				1436						1451
London Blackfriars	3	⊖	BFR	a			1353		1408		1423				1438						1453
London Bridge	4	⊖	LBG	a			1359		1414		1429				1444						1459
East Croydon	⊖	ECR	a				1415		1428		1445				1458						1515
Redhill		RDH	a				1435				1505										1535
Gatwick Airport	10	←	GTW	a			1446		1444		1516				1514						1546
Horsham	4	HRH	a				1510				1540										1610
Brighton	10	BTN	a						1518						1548						



**Saturday 8 of 12**

Operator	TL	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR				
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Notes																						
Service Length	12	8	8	12	12	8	8	12	12	8	8	12	12	8	8	12						
Kings Lynn	KLN	d																				
Watlington	WTG	d																				
Downham Market	DOW	d																				
Littleport	LTP	d																				
Ely	4	ELY	a																			
Ely	4	ELY	d																			
Waterbeach	WBC	d																				
Cambridge North	CMB	d																				
Cambridge	CBG	a																				
Cambridge	CBG	d	1523		1526	1544				1553	1614				1623		1626	1644				
Foxton	FXN	d																	1635			
Shepreth	STH	d																	1638			
Meldreth	MEL	d																	1641			
Royston	RYS	d	1538			1546				1608					1638		1646					
Ashwell & Morden	AWM	d	1542							1612					1642							
Baldock	BDK	d	1547			1554				1617					1647		1654					
Letchworth Garden City	LET	d	1550			1557				1620					1650		1657					
Peterborough	8	PBO	d						1524	1550					1554	1611	1630		1624	1650		
Huntingdon	HUN	d							1540						1610				1640			
St Neots	SNO	d							1548						1618				1648			
Sandy	SDY	d							1555						1625				1655			
Biggleswade	BIW	d							1600						1630				1700			
Arlesey	ARL	d							1605						1635				1705			
Hitchin	4	HIT	d	1555			1603		1611		1625		1633	1641		1655		1703		1711		
Stevenage	4	SVG	d	1601	1605	1609			1617		1631		1639	1647		1659	1701	1705	1709	1717		
Knebworth	KBW	d											1642						1712			
Welwyn North	WLW	d											1646						1716			
Welwyn Garden City	4	WGC	d										1651						1721			
Hatfield	HAT	d											1654						1724			
Potters Bar	PBR	d											1700						1730			
Alexandra Palace	AAP	d											1709						1739			
Finsbury Park	⊕	FPK	a	1621			1643		1636		1651		1713	1706		1721		1743		1736		
Finsbury Park	⊖	FPK	d	1622			1644		1637		1652		1714	1707		1722		1744		1737		
London Kings Cross	15	KGX	a		1631	1650	1632			1640			1702	1720			1700	1722	1730	1750	1732	1738
St Pancras International	15	⊕	STP	a					1629		1644		1659		1714		1729				1744	
Farringdon	3	⊖	ZFD	a					1634		1649		1704		1719		1734				1749	
City Thameslink	3	⊖	CTK	a					1636		1651		1706		1721		1736				1751	
London Blackfriars	3	⊖	BFR	a					1638		1653		1708		1723		1738				1753	
London Bridge	4	⊖	LBG	a					1644		1659		1714		1729		1744				1759	
East Croydon	⊖	ECR	a						1658		1715		1728		1745		1758				1815	
Redhill		RDH	a								1735				1805						1835	
Gatwick Airport	10	←	GTW	a					1714		1746		1744		1816		1814				1846	
Horsham	4	HRH	a								1810				1840						1910	
Brighton	10	BTN	a						1748				1818				1848					

**Saturday 9 of 12**

Operator	TL	GN	GN	TL	GR	GR	TL	GR	GN	GN	TL	GR	GC	TL	GN	GN	TL	GR	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	12	8	8	12			12		8	8	12			12	8	8	12		
Kings Lynn	KLN	d																	
Watlington	WTG	d																	
Downham Market	DOW	d																	
Littleport	LTP	d																	
Ely	4	ELY	a																
Ely	4	ELY	d		1653											1752			
Waterbeach	WBC	d			1703											1802			
Cambridge North	CMB	d			1708											1807			
Cambridge	CBG	a			1712											1811			
Cambridge	CBG	d	1653	1714				1723	1726	1744				1753	1814				
Foxton	FXN	d								1735									
Shepreth	STH	d								1738									
Meldreth	MEL	d								1741									
Royston	RYS	d	1708					1738	1746					1808					
Ashwell & Morden	AWM	d	1712					1742						1812					
Baldock	BDK	d	1717					1747	1754					1817					
Letchworth Garden City	LET	d	1720		1727			1750	1757					1820		1827			
Peterborough	8	PBO	d			1654	1711	1731					1724	1750	1753			1754	1810
Huntingdon	HUN	d			1710								1740					1810	
St Neots	SNO	d			1718								1748					1818	
Sandy	SDY	d			1725								1755					1825	
Biggleswade	BIW	d			1730								1800					1830	
Arlesey	ARL	d			1735								1805					1835	
Hitchin	4	HIT	d	1725	1733	1741		1755	1803				1811		1825		1833	1841	
Stevenage	4	SVG	d	1731	1739	1747		1800	1801	1805	1809		1817		1831		1839	1847	
Knebworth	KBW	d			1742						1812							1842	
Welwyn North	WLW	d			1746						1816							1846	
Welwyn Garden City	4	WGC	d			1751					1821							1851	
Hatfield	HAT	d			1754						1824							1854	
Potters Bar	PBR	d			1800						1830							1900	
Alexandra Palace	AAP	d			1809						1839							1909	
Finsbury Park	⊖	FPK	a	1751	1813	1806		1821	1843		1836			1851		1913	1906		
Finsbury Park	⊖	FPK	d	1752	1816	1807		1822	1844		1837			1852		1914	1907		
London Kings Cross	15	⊖	KGX	a		1802	1824		1800	1823		1831	1850	1832				1900	
St Pancras International	15	⊖	STP	a	1759			1814		1829				1844		1859		1914	
Farringdon	3	⊖	ZFD	a	1804			1819		1834				1849		1904		1919	
City Thameslink	3	⊖	CTK	a	1806			1821		1836				1851		1906		1921	
London Blackfriars	3	⊖	BFR	a	1808			1823		1838				1853		1908		1923	
London Bridge	4	⊖	LBG	a	1814			1829		1844				1859		1914		1929	
East Croydon	⊖	ECR	a	1828				1845		1858				1915		1928		1945	
Redhill		RDH	a					1905						1933				2005	
Gatwick Airport	10	←	GTW	a	1844			1916		1914				1946		1944		2016	
Horsham	4	HRH	a					1940						2010				2040	
Brighton	10	BTN	a	1918						1948						2018			



**Saturday 11 of 12**

Operator	GR	TL	GN	GN	TL	GR	GR	GN	GN	TL	GR	TL	GN	GN	TL	GR	GR	GR	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	12	8	8	8	8			8	8	12		12	8	8	12				
Kings Lynn	KLN	d							1942						2012				
Watlington	WTG	d							1949						2019				
Downham Market	DOW	d							1956						2026				
Littleport	LTP	d							2006						2036				
Ely	4 ELY	a							2017						2045				
Ely	4 ELY	d			1953				2018						2053				
Waterbeach	WBC	d			2003				2027						2103				
Cambridge North	CMB	d			2008				2032						2108				
Cambridge	CBG	a			2012				2037						2112				
Cambridge	CBG	d		1953	2014				2026	2044			2053	2114					
Foxton	FXN	d							2035										
Shepreth	STH	d							2038										
Meldreth	MEL	d							2041										
Royston	RYS	d			2008				2046				2108						
Ashwell & Morden	AWM	d			2012				2051				2112						
Baldock	BDK	d			2017				2056				2117						
Letchworth Garden City	LET	d			2020			2027	2059				2120		2127				
Peterborough	8 PBO	d					1954	2015				2024	2051			2054	2105	2118	2128
Huntingdon	HUN	d					2010					2040			2110				
St Neots	SNO	d					2018					2048			2118				
Sandy	SDY	d					2025					2055			2125				
Biggleswade	BIW	d					2030					2100			2130				
Arlesey	ARL	d					2035					2105			2135				
Hitchin	4 HIT	d			2025		2033	2041		2104		2111		2125	2133	2141			
Stevenage	4 SVG	d	2028	2031			2039	2047		2105	2109		2117	2121	2131	2139	2147	2148	2159
Knebworth	KBW	d					2042					2113			2142				
Welwyn North	WLW	d					2046					2116			2146				
Welwyn Garden City	4 WGC	d					2051					2121			2151				
Hatfield	HAT	d					2054					2125			2154				
Potters Bar	PBR	d					2100					2131			2200				
Alexandra Palace	AAP	d					2109					2139			2209				
Finsbury Park	⊕ FPK	a			2051		2113	2106		2143		2136		2151	2213	2206			
Finsbury Park	⊖ FPK	d			2052		2114	2107		2144		2137		2152	2214	2207			
London Kings Cross	15 KGX	a	2052		2102	2120			2108	2131	2150	2132		2146	2202	2220	2154	2216	2222
St Pancras International	15 ⊕ STP	a			2059			2114					2144		2159			2214	
Farringdon	3 ⊖ ZFD	a			2104			2119					2149		2204			2219	
City Thameslink	3 CTK	a																	
London Blackfriars	3 ⊖ BFR	a			2108			2123					2153		2208			2223	
London Bridge	4 ⊖ LBG	a			2114			2129					2159		2214			2229	
East Croydon	⊖ ECR	a			2128			2145					2215		2228			2245	
Redhill	RDH	a						2205					2235					2305	
Gatwick Airport	10 ⊖ GTW	a			2144			2216					2246		2244			2318	
Horsham	4 HRH	a						2240					2310					2342	
Brighton	10 BTN	a			2218										2318				

**Saturday 12 of 12**

Operator	GN	GN	TL	GR	TL	GN	GN	TL	GN	GN	TL	TL	GN	TL	TL	GN	GN			
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Notes																				
Service Length	8	8	12	12	8	8	12	8	8	12	12	8	8	12	8	8	8			
Kings Lynn	KLN	d	2042			2112			2142								2258			
Watlington	WTG	d	2049			2119			2149								2306			
Downham Market	DOW	d	2056			2126			2156								2313			
Littleport	LTP	d	2106			2136			2206								2322			
Ely	4	ELY	a			2114			2216								2331			
Ely	4	ELY	d			2118			2218				2253				2331			
Waterbeach	WBC	d	2127			2157			2227				2303				2341			
Cambridge North	CMB	d	2132			2202			2232				2308				2346			
Cambridge	CBG	a	2137			2206			2237				2312				2350			
Cambridge	CBG	d	2124	2144		2153	2214		2224	2244		2253	2314			2333	2353			
Foxton	FXN	d	2133						2233								2342			
Shepreth	STH	d	2136						2236								2345			
Meldreth	MEL	d	2139						2239								2348			
Royston	RYS	d	2144			2208			2244			2308	2328			2353	0008			
Ashwell & Morden	AWM	d	2149			2212			2249			2312				2358	0012			
Baldock	BDK	d	2154			2217			2254			2317				0003	0017			
Letchworth Garden City	LET	d	2157			2220		2227	2257			2320				0006	0020			
Peterborough	8	PBO	d		2124	2150			2154			2224		2254	2318					
Huntingdon	HUN	d		2140					2210			2240		2310	2334					
St Neots	SNO	d		2148					2218			2248		2318	2342					
Sandy	SDY	d		2155					2225			2255		2326	2349					
Biggleswade	BIW	d		2200					2230			2300		2330	2353					
Arlesey	ARL	d		2205					2235			2305		2335	2358					
Hitchin	4	HIT	d	2202	2211		2225	2233	2241	2302		2311	2325	2344	0007	0011	0025			
Stevenage	4	SVG	d	2209	2217		2231	2239	2247	2309		2317	2331	2350	0013	0017	0031			
Knebworth	KBW	d	2212					2242		2312						0020				
Welwyn North	WLW	d	2216					2246		2316						0024				
Welwyn Garden City	4	WGC	d	2221				2251		2321						0029				
Hatfield	HAT	d	2224					2254		2324						0032				
Potters Bar	PBR	d	2230					2300		2330						0038				
Alexandra Palace	AAP	d	2239					2309		2339						0046				
Finsbury Park	⊕	FPK	a	2243	2236		2251	2313	2306	2343		2336	2351	0010	0036	0050	0055			
Finsbury Park	⊖	FPK	d	2244	2237		2252	2314	2307	2344		2337	2352	0010	0037	0050	0056			
London Kings Cross	15	⊕	KGX	a	2250	2232		2240	2302	2320		2350	2332	2343	2358	0007	0018	0045	0058	0104
St Pancras International	15	⊕	STP	a		2244		2259		2314										
Farringdon	3	⊕	ZFD	a		2249		2304		2319										
City Thameslink	3	CTK	a																	
London Blackfriars	3	⊕	BFR	a		2253		2308		2323										
London Bridge	4	⊕	LBG	a		2259		2314		2329										
East Croydon	⊕	ECR	a		2315		2328		2346											
Redhill	RDH	a		2331					0002											
Gatwick Airport	10	←	GTW	a		2344		2349		0016										
Horsham	4	HRH	a		0008				0040											
Brighton	10	BTN	a				0022													

**Key**

- GC** Service operated by Grand Central
- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- 4** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
- ⊕ Interchange with London Underground
- ⊕ Interchange with Eurostar services
- ⊕ Interchange with Tramlink
- ← Station within Airport terminal
- 1 First Class accommodation available
- 8 The number of coaches on this train





**Sunday 3 of 8**

Operator	GN	TL	GR	GR	GN	GN	GN	TL	GR	GN	GR	TL	GR	GR	GN	GN	GN	GR				
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Notes																						
Service Length	8	12			12	8	8	12		8		12			8	8	8					
Kings Lynn	KLN	d						0925										1025				
Watlington	WTG	d						0932										1032				
Downham Market	DOW	d						0940										1039				
Littleport	LTP	d						0949										1048				
Ely	4	ELY	a					0957										1056				
Ely	4	ELY	d					0958										1057				
Waterbeach	WBC	d						1007										1106				
Cambridge North	CMB	d						1012										1111				
Cambridge	CBG	a						1017										1116				
Cambridge	CBG	d					0955	1022	1028							1055	1122					
Foxton	FXN	d					1004									1104						
Shepreth	STH	d					1007											1107				
Meldreth	MEL	d					1010											1110				
Royston	RYS	d					1016		1043									1116				
Ashwell & Morden	AWM	d					1020		1047									1120				
Baldock	BDK	d					1025		1052									1125				
Letchworth Garden City	LET	d	1000				1029		1055		1100							1129				
Peterborough	8	PBO	d		0945	1004	1008	1015			1036		1041	1045	1105	1109	1115		1139			
Huntingdon	HUN	d		0959			1029						1059				1129					
St Neots	SNO	d		1007			1037						1107				1137					
Sandy	SDY	d		1015									1115									
Biggleswade	BIW	d		1019			1046						1119			1146						
Arlesey	ARL	d		1024									1124									
Hitchin	4	HIT	d	1004	1030			1034		1100		1104	1130					1134				
Stevenage	4	SVG	d	1010	1036			1040		1105	1107	1110	1112	1136				1140				
Knebworth	KBW	d		1014				1044				1114						1144				
Welwyn North	WLW	d		1017				1047				1118						1147				
Welwyn Garden City	4	WGC	d	1022				1052				1122						1152				
Hatfield	HAT	d		1026				1056				1126						1156				
Potters Bar	PBR	d		1032				1102				1132						1202				
Alexandra Palace	AAP	d		1040				1110				1140						1210				
Finsbury Park	⊖	FPK	a	1044	1054			1114		1125		1144		1155				1214				
Finsbury Park	⊖	FPK	d	1045	1055			1115		1126		1145		1156				1215				
London Kings Cross	15	⊖	KGX	a	1051	1102	1052	1057	1117	1121	1111		1134	1151	1137	1202	1153	1158	1217	1221	1211	1227
St Pancras International	15	⊖	STP	a								1133										
Farringdon	3	⊖	ZFD	a								1138										
City Thameslink	3	⊖	CTK	a																		
London Blackfriars	3	⊖	BFR	a								1142										
London Bridge	4	⊖	LBG	a								1149										
East Croydon	⊖	ECR	a									1205										
Redhill		RDH	a																			
Gatwick Airport	10	←	GTW	a								1220										
Horsham	4	HRH	a																			
Brighton	10	BTN	a									1253										





**Sunday 6 of 8**

Operator	TL	TL	GR	GN	GN	GR	TL	GR	GR	TL	GR	GN	GN	GR	TL	GR	GN	GR	GR	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																				
Service Length	12	12	8	8	12	12	8	8	12	8	12	8	12	8						
Kings Lynn	KLN	d			1625								1725				1754			
Watlington	WTG	d			1632								1732							
Downham Market	DOW	d			1639								1739				1806			
Littleport	LTP	d			1648								1748				1815			
Ely	4	ELY	a		1656								1756				1824			
Ely	4	ELY	d		1657								1757				1825			
Waterbeach	WBC	d			1706								1806							
Cambridge North	CMB	d			1711								1811				1838			
Cambridge	CBG	a			1716								1816				1842			
Cambridge	CBG	d	1628		1655	1722	1728					1755	1822		1828		1844			
Foxton	FXN	d			1704								1804							
Shepreth	STH	d			1707								1807							
Meldreth	MEL	d			1710								1810							
Royston	RYS	d	1643		1716		1743						1816		1843					
Ashwell & Morden	AWM	d	1647		1720		1747						1820		1847					
Baldock	BDK	d	1652		1725		1752						1825		1852					
Letchworth Garden City	LET	d	1655		1729		1755						1829		1855					
Peterborough	8	PBO	d	1645	1650			1750	1805	1745	1814			1832			1852	1903		
Huntingdon	HUN	d	1659							1759										
St Neots	SNO	d	1707							1807										
Sandy	SDY	d	1715							1815										
Biggleswade	BIW	d	1719							1819										
Arlesey	ARL	d	1724							1824										
Hitchin	4	HIT	d	1700	1730	1734		1800		1830			1834		1900					
Stevenage	4	SVG	d	1706	1736	1740	1804	1806	1834	1836			1840		1906	1910			1932	
Knebworth	KBW	d			1744								1844							
Welwyn North	WLW	d			1747								1847							
Welwyn Garden City	4	WGC	d			1752							1852							
Hatfield	HAT	d			1756								1856							
Potters Bar	PBR	d			1802								1902							
Alexandra Palace	AAP	d			1810								1910							
Finsbury Park	⊖	FPK	a	1726	1755	1814		1825		1855			1914		1925					
Finsbury Park	⊖	FPK	d	1727	1756	1815		1826		1856			1915		1926					
London Kings Cross	15	⊖	KGX	a	1802	1739	1821	1811	1827	1839	1857	1902	1905	1921	1912	1921	1935	1936	1942	1959
St Pancras International	15	⊖	STP	a	1734					1834							1934			
Farringdon	3	⊖	ZFD	a	1739					1839							1939			
City Thameslink	3	⊖	CTK	a																
London Blackfriars	3	⊖	BFR	a	1743					1843							1943			
London Bridge	4	⊖	LBG	a	1750					1850							1950			
East Croydon	⊖	ECR	a	1805						1905							2005			
Redhill		RDH	a																	
Gatwick Airport	10	←	GTW	a	1820					1920							2020			
Horsham	4	HRH	a																	
Brighton	10	BTN	a	1853						1953							2053			

**Sunday 7 of 8**

Operator	Facilities	Notes	Service Length	TL	GR	GN	GN	GR	TL	TL	GR	GR	GN	GN	TL	GR	TL	GR	GR	GR	GN	
				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
				12	8	8	12	8	8	8	12	12	8	8	12	12	8					
Kings Lynn	KLN	d					1825							1925								
Watlington	WTG	d				1832								1932								
Downham Market	DOW	d				1839								1939								
Littleport	LTP	d				1848								1948								
Ely	4	ELY	a			1856								1956								
Ely	4	ELY	d			1857								1957								
Waterbeach	WBC	d				1906								2006								
Cambridge North	CMB	d				1911								2011								
Cambridge	CBG	a				1916								2016								
Cambridge	CBG	d				1855	1922		1928				1955	2022	2028						2055	
Foxton	FXN	d				1904							2004								2104	
Shepreth	STH	d				1907							2007								2107	
Meldreth	MEL	d				1910							2010								2110	
Royston	RYS	d				1916			1943				2016		2043						2116	
Ashwell & Morden	AWM	d				1920			1947				2020		2047						2120	
Baldock	BDK	d				1925			1952				2025		2052						2125	
Letchworth Garden City	LET	d				1929			1955				2029		2055						2129	
Peterborough	8	PBO	d	1845	1913					1945	1954	2016					2045	2051	2109	2115		
Huntingdon	HUN	d		1859						1959							2059					
St Neots	SNO	d		1907						2007							2107					
Sandy	SDY	d		1915						2015							2115					
Biggleswade	BIW	d		1919						2019							2119					
Arlesey	ARL	d		1924						2024							2124					
Hitchin	4	HIT	d	1930		1934			2000	2030			2034		2100		2130				2134	
Stevenage	4	SVG	d	1936		1940		2004	2006	2036			2040		2106	2111	2136				2140	
Knebworth	KBW	d			1944								2044								2144	
Welwyn North	WLW	d			1947								2047								2147	
Welwyn Garden City	4	WGC	d			1952							2052								2152	
Hatfield	HAT	d			1956								2056								2156	
Potters Bar	PBR	d			2002								2102								2202	
Alexandra Palace	AAP	d			2010								2110								2210	
Finsbury Park	⊖	FPK	a	1955		2014			2026	2055			2114		2125		2155				2214	
Finsbury Park	⊖	FPK	d	1956		2015			2027	2056			2115		2126		2156				2215	
London Kings Cross	15	⊖	KGX	a	2002	2006	2021	2011	2028		2102	2042	2106	2121	2111		2135	2202	2139	2158	2205	2221
St Pancras International	15	⊖	STP	a						2034							2134					
Farringdon	3	⊖	ZFD	a						2039							2139					
City Thameslink	3	⊖	CTK	a																		
London Blackfriars	3	⊖	BFR	a						2043							2143					
London Bridge	4	⊖	LBG	a						2050							2150					
East Croydon	⊖	ECR	a							2105							2205					
Redhill		RDH	a																			
Gatwick Airport	10	←	GTW	a						2120							2220					
Horsham	4	HRH	a																			
Brighton	10	BTN	a							2153							2253					

**Sunday 8 of 8**

Operator		GN	TL	TL	GR	GN	GN	GR	GR	GN	GR	TL	GN
Facilities		1	1	1	1	1	1	1	1	1	1	1	1
Notes													
Service Length		8	12	12		8	8			8		8	8
Kings Lynn	KLN d	2025					2125						2225
Watlington	WTG d	2032					2132						2232
Downham Market	DOW d	2039					2141						2239
Littleport	LTP d	2048					2150						2248
Ely 4	ELY a	2056					2158						2256
Ely 4	ELY d	2057					2159						2257
Waterbeach	WBC d	2106					2208						2306
Cambridge North	CMB d	2111					2213						2311
Cambridge	CBG a	2117					2218						2316
Cambridge	CBG d	2122	2128			2155	2222			2228			2322
Foxton	FXN d					2204							2331
Shepreth	STH d					2207							2334
Meldreth	MEL d					2210							2337
Royston	RYS d		2143			2216				2243			2342
Ashwell & Morden	AWM d		2147			2220				2247			2347
Baldock	BDK d		2152			2225				2252			2352
Letchworth Garden City	LET d		2155			2229				2255			2355
Peterborough 8	PBO d			2145	2151			2216	2225		2256	2245	
Huntingdon	HUN d			2159									2259
St Neots	SNO d			2207									2307
Sandy	SDY d			2215									2315
Biggleswade	BIW d			2219									2319
Arlesey	ARL d			2224									2324
Hitchin 4	HIT d		2200	2230		2234				2300		2333	0001
Stevenage 4	SVG d		2206	2236		2240		2245	2254	2306	2334s	2339	0008
Knebworth	KBW d					2244							0011
Welwyn North	WLW d					2247							0015
Welwyn Garden City 4	WGC d					2252							0020
Hatfield	HAT d					2256							0023
Potters Bar	PBR d					2302							0029
Alexandra Palace	AAP d					2310							0038
Finsbury Park	FPK a		2225	2254		2314				2325		2358	0042
Finsbury Park	FPK d		2226	2256		2315				2326		2359	0042
London Kings Cross	KGX a	2211		2302	2239	2321	2312	2310	2318	2332	2359	0007	0050
St Pancras International	STP a		2234										
Farringdon 3	ZFD a		2239										
City Thameslink	CTK a												
London Blackfriars	BFR a		2243										
London Bridge	LBG a		2250										
East Croydon	ECR a		2305										
Redhill	RDH a												
Gatwick Airport 10	GTW a		2320										
Horsham 4	HRH a												
Brighton 10	BTN a		2353										

**Key**

- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- s** Stops to set down passengers only
- 4** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
-  Interchange with London Underground
-  Interchange with Eurostar services
-  Interchange with Tramlink
-  Station within Airport terminal
-  First Class accommodation available
-  Bus Service
-  Bus service
-  Runs from 21 September
-  Runs until 14 September
-  The number of coaches on this train
-  The length of this train changes during the journey. The number of coaches shown is the maximum and may be shorter at your station

# A: London, Brighton, Horsham, Gatwick Airport and East Croydon to Stevenage, Peterborough, Cambridge, Ely and Kings Lynn

This table is valid from Monday 19 May 2025 until Friday 12 December 2025

## Monday to Friday 1 of 14

Operator	GN	GN	GN	TL	GN	TL	GN	TL	GR	GN	GR	GN	TL	GR	GN	TL	GN	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																		
Service Length	8	8	8	8	8	12	8	12		8		8	12		8	12	8	
Brighton 10	BTN	d															0506	
Horsham 4	HRH	d																
Gatwick Airport 10	GTW	d															0546	
Redhill	RDH	d																
East Croydon	ECR	d															0601	
London Bridge 4	LBG	d															0616	
London Blackfriars 3	BFR	d															0622	
City Thameslink 3	CTK	d															0624	
Farringdon 3	ZFD	d															0626	
St Pancras International 15	STP	d															0631	
London Kings Cross 15	KGX	d															0627	
Finsbury Park	FPK	a	0502	0512	0539	0532	0527	0547	0555	0602	0615	0557	0617	0633	0639		0637	0632
Finsbury Park	FPK	d	0507	0517		0537	0532	0552		0607		0602	0622				0637	0632
Alexandra Palace	AAP	d					0538	0553		0608		0603	0623				0638	0633
Potters Bar	PBR	d					0538	0553		0608		0603	0623				0638	0633
Hatfield	HAT	d					0538	0553		0608		0603	0623				0638	0633
Welwyn Garden City 4	WGC	d					0538	0553		0608		0603	0623				0638	0633
Welwyn North	WLW	d					0538	0553		0608		0603	0623				0638	0633
Knebworth	KBW	d					0538	0553		0608		0603	0623				0638	0633
Stevenage 4	SVG	d					0538	0553		0608		0603	0623				0638	0633
Hitchin 4	HIT	d					0538	0553		0608		0603	0623				0638	0633
Arlesey	ARL	d					0538	0553		0608		0603	0623				0638	0633
Biggleswade	BIW	d					0538	0553		0608		0603	0623				0638	0633
Sandy	SDY	d					0538	0553		0608		0603	0623				0638	0633
St Neots	SNO	d					0538	0553		0608		0603	0623				0638	0633
Huntingdon	HUN	d					0538	0553		0608		0603	0623				0638	0633
Peterborough 8	PBO	a					0538	0553		0608		0603	0623				0638	0633
Letchworth Garden City	LET	d					0538	0553		0608		0603	0623				0638	0633
Baldock	BDK	d					0538	0553		0608		0603	0623				0638	0633
Ashwell & Morden	AWM	d					0538	0553		0608		0603	0623				0638	0633
Royston	RYS	d					0538	0553		0608		0603	0623				0638	0633
Meldreth	MEL	d					0538	0553		0608		0603	0623				0638	0633
Shepreth	STH	d					0538	0553		0608		0603	0623				0638	0633
Foxton	FXN	d					0538	0553		0608		0603	0623				0638	0633
Cambridge	CBG	a					0538	0553		0608		0603	0623				0638	0633
Cambridge	CBG	d					0538	0553		0608		0603	0623				0638	0633
Cambridge North	CMB	d					0538	0553		0608		0603	0623				0638	0633
Waterbeach	WBC	d					0538	0553		0608		0603	0623				0638	0633
Ely 4	ELY	a					0538	0553		0608		0603	0623				0638	0633
Ely 4	ELY	d					0538	0553		0608		0603	0623				0638	0633
Littleport	LTP	d					0538	0553		0608		0603	0623				0638	0633
Downham Market	DOW	d					0538	0553		0608		0603	0623				0638	0633
Watlington	WTG	d					0538	0553		0608		0603	0623				0638	0633
Kings Lynn	KLN	a					0538	0553		0608		0603	0623				0638	0633

**Monday to Friday 2 of 14**

Operator	GR	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	GR	TL	GN	TL	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length			12		8	12	8		12		8	12	8			12	8	12	
Brighton 10	BTN	d				0544						0609						0639	
Horsham 4	HRH	d		0525					0552										
Gatwick Airport 10	GTW	d		0549		0616			0619			0646				0644		0716	
Redhill	RDH	d		0559					0629							0659			
East Croydon	ECR	d		0615		0631			0645			0701				0715		0731	
London Bridge 4	LBG	d		0631		0646			0701			0716				0731		0746	
London Blackfriars 3	BFR	d		0637		0652			0707			0722				0737		0752	
City Thameslink 3	CTK	d		0639		0654			0709			0724				0739		0754	
Farringdon 3	ZFD	d		0641		0656			0711			0726				0741		0756	
St Pancras International 15	STP	d		0646		0701			0716			0731				0746		0801	
London Kings Cross 15	KGX	d	0700	0703		0706	0712		0657	0730		0733	0739			0727	0803	0806	0812
Finsbury Park	FPK	a		0653			0707	0702		0722		0737	0732			0752		0807	
Finsbury Park	FPK	d		0653			0711	0703		0723		0738	0733			0753		0811	
Alexandra Palace	AAP	d						0708					0738						
Potters Bar	PBR	d						0716					0746						
Hatfield	HAT	d						0722					0752						
Welwyn Garden City 4	WGC	d						0728					0758						
Welwyn North	WLW	d						0730					0800						
Knebworth	KBW	d						0734					0804						
Stevenage 4	SVG	d		0715	0727		0732	0738		0743	0753a		0759	0808		0815		0832	
Hitchin 4	HIT	d		0720			0737	0744		0748			0805	0814		0820		0837	
Arlesey	ARL	d		0726					0753							0826			
Biggleswade	BIW	d		0731					0759							0831			
Sandy	SDY	d		0735					0803							0835			
St Neots	SNO	d		0743					0810							0842			
Huntingdon	HUN	d		0750					0818							0850			
Peterborough 8	PBO	a	0746	0750	0808	0757			0816	0834					0850	0853	0905		
Letchworth Garden City	LET	d					0744	0750				0810	0820					0843	
Baldock	BDK	d					0747	0753				0813	0823					0846	
Ashwell & Morden	AWM	d					0752					0818						0851	
Royston	RYS	d				0749	0757	0802			0815	0823	0832				0848	0856	
Meldreth	MEL	d						0805					0835						
Shepreth	STH	d						0809					0839						
Foxton	FXN	d						0811					0841						
Cambridge	CBG	a				0803	0811	0822			0830	0841	0852				0902	0911	
Cambridge	CBG	d				0805					0835						0905		
Cambridge North	CMB	d				0809					0841						0909		
Waterbeach	WBC	d				0814					0846						0914		
Ely 4	ELY	a				0825					0855						0926		
Ely 4	ELY	d									0856								
Littleport	LTP	d									0906								
Downham Market	DOW	d									0915								
Watlington	WTG	d									0921								
Kings Lynn	KLN	a									0930								



**Monday to Friday 4 of 14**

Operator	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GC	GR	TL
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12
Brighton 10	BTN	d	0809				0839							0914				
Horsham 4	HRH	d			0824						0855							0925
Gatwick Airport 10	GTW	d	0846		0849		0916				0919			0946				0949
Redhill	RDH	d			0859						0929							0959
East Croydon	ECR	d	0901		0915		0931				0945			1001				1015
London Bridge 4	LBG	d	0916		0931		0946				1001			1016				1031
London Blackfriars 3	BFR	d	0922		0937		0952				1007			1022				1037
City Thameslink 3	CTK	d	0924		0939		0954				1009			1024				1039
Farringdon 3	ZFD	d	0926		0941		0956				1011			1026				1041
St Pancras International 15	STP	d	0931		0946		1001				1016			1031				1046
London Kings Cross 15	KGX	d	0942		0927	1003	1006	1012		0957	1030		1033	1042		1027	1057	1103
Finsbury Park	FPK	a	0937	0933	0952				1007	1002	1022			1037	1032			1052
Finsbury Park	FPK	d	0941	0933	0953				1011	1003	1023			1041	1033			1053
Alexandra Palace	AAP	d		0938						1008					1038			
Potters Bar	PBR	d		0946						1016					1046			
Hatfield	HAT	d		0952						1022					1052			
Welwyn Garden City 4	WGC	d		0958						1028					1058			
Welwyn North	WLW	d		1000						1030					1100			
Knebworth	KBW	d		1004						1034					1104			
Stevenage 4	SVG	d	1002	1008	1015	1028			1032	1038	1045	1054a		1102	1108			1115
Hitchin 4	HIT	d	1007	1014	1020				1037	1044	1050			1107	1114			1120
Arlesey	ARL	d			1026						1056							1126
Biggleswade	BIW	d			1031						1101							1131
Sandy	SDY	d			1035						1105							1135
St Neots	SNO	d			1042						1113							1142
Huntingdon	HUN	d			1050						1120							1150
Peterborough 8	PBO	a			1050	1105	1057				1116	1140				1143	1151	1205
Letchworth Garden City	LET	d	1013	1020					1043	1050a				1113	1120			
Baldock	BDK	d	1016	1023					1046					1116	1123			
Ashwell & Morden	AWM	d	1021						1051					1121				
Royston	RYS	d	1026	1032					1056					1126	1132			
Meldreth	MEL	d		1035											1135			
Shepreth	STH	d		1039											1139			
Foxton	FXN	d		1041											1141			
Cambridge	CBG	a	1030	1041	1053		1100	1111					1130	1141	1153			
Cambridge	CBG	d	1035				1105						1135					
Cambridge North	CMB	d	1039				1109						1139					
Waterbeach	WBC	d	1044				1114						1144					
Ely 4	ELY	a	1053				1125						1154					
Ely 4	ELY	d	1056										1156					
Littleport	LTP	d	1106										1206					
Downham Market	DOW	d	1115										1215					
Watlington	WTG	d	1121										1221					
Kings Lynn	KLN	a	1130										1230					



**Monday to Friday 6 of 14**

Operator	GR	GN	TL	GN	GR	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR		
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Notes																				
Service Length	8	12	8				12	8	12	8		12	8		8	12	8			
Brighton 10	BTN	d		1114						1144							1214			
Horsham 4	HRH	d					1125							1155						
Gatwick Airport 10	GTW	d		1146			1149			1216				1219			1246			
Redhill	RDH	d					1159							1229						
East Croydon	ECR	d		1201			1215			1231				1245			1301			
London Bridge 4	LBG	d		1216			1231			1246				1301			1316			
London Blackfriars 3	BFR	d		1222			1237			1252				1307			1322			
City Thameslink 3	CTK	d		1224			1239			1254				1309			1324			
Farringdon 3	ZFD	d		1226			1241			1256				1311			1326			
St Pancras International 15	STP	d		1231			1246			1301				1316			1331			
London Kings Cross 15	KGX	d	1233	1242		1227	1300	1303		1306	1312		1257	1330		1333	1342		1327	1403
Finsbury Park	FPK	a			1237	1232			1252			1307	1302			1322		1337	1332	
Finsbury Park	FPK	d			1241	1233			1253			1311	1303			1323		1341	1333	
Alexandra Palace	AAP	d				1238							1308						1338	
Potters Bar	PBR	d				1246							1316						1346	
Hatfield	HAT	d				1252							1322						1352	
Welwyn Garden City 4	WGC	d				1258							1328						1358	
Welwyn North	WLW	d				1300							1330						1400	
Knebworth	KBW	d				1304							1334						1404	
Stevenage 4	SVG	d	1254a		1302	1308			1315	1327		1332	1338		1345	1354a		1402	1408	
Hitchin 4	HIT	d			1307	1314			1320			1337	1344		1350			1407	1414	
Arlesey	ARL	d							1326						1356					
Biggleswade	BIW	d							1331						1401					
Sandy	SDY	d							1335						1405					
St Neots	SNO	d							1342						1412					
Huntingdon	HUN	d							1350						1420					
Peterborough 8	PBO	a					1346	1349	1405	1359				1417	1439				1451	
Letchworth Garden City	LET	d			1313	1320						1343	1350a				1413	1420		
Baldock	BDK	d			1316	1323						1346					1416	1423		
Ashwell & Morden	AWM	d			1321							1351					1421			
Royston	RYS	d			1326	1332						1356					1426	1432		
Meldreth	MEL	d				1335													1435	
Shepreth	STH	d				1339													1439	
Foxton	FXN	d				1341													1441	
Cambridge	CBG	a		1330	1341	1353				1400	1411					1430	1441	1453		
Cambridge	CBG	d			1335					1405						1435				
Cambridge North	CMB	d			1339					1409						1439				
Waterbeach	WBC	d			1344					1414						1444				
Ely 4	ELY	a			1353					1425						1453				
Ely 4	ELY	d			1356											1456				
Littleport	LTP	d			1406											1506				
Downham Market	DOW	d			1415											1515				
Watlington	WTG	d			1421											1521				
Kings Lynn	KLN	a			1430											1530				

**Monday to Friday 7 of 14**

Operator	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GN
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8
Brighton 10 BTN d				1244						1314							1344	
Horsham 4 HRH d	1224						1255						1325					
Gatwick Airport 10 GTW d	1249			1316			1319			1346			1349				1416	
Redhill RDH d	1259						1329						1359					
East Croydon ECR d	1315			1331			1345			1401			1415				1431	
London Bridge 4 LBG d	1331			1346			1401			1416			1431				1446	
London Blackfriars 3 BFR d	1337			1352			1407			1422			1437				1452	
City Thameslink 3 CTK d	1339			1354			1409			1424			1439				1454	
Farringdon 3 ZFD d	1341			1356			1411			1426			1441				1456	
St Pancras International 15 STP d	1346			1401			1416			1431			1446				1501	
London Kings Cross 15 KGX d		1406	1412		1357	1430		1433	1442		1427	1503		1506	1512			1457
Finsbury Park FPK a	1352			1407	1402		1422			1437	1432		1452				1507	1502
Finsbury Park FPK d	1353			1411	1403		1423			1441	1433		1453				1511	1503
Alexandra Palace AAP d					1408						1438							1508
Potters Bar PBR d					1416						1446							1516
Hatfield HAT d					1422						1452							1522
Welwyn Garden City 4 WGC d					1428						1458							1528
Welwyn North WLW d					1430						1500							1530
Knebworth KBW d					1434						1504							1534
Stevenage 4 SVG d	1415	1428		1432	1438		1445	1453a		1502	1508		1514	1528			1532	1538
Hitchin 4 HIT d	1420			1437	1444		1450			1507	1514		1520				1537	1544
Arlesey ARL d	1426						1456						1525					
Biggleswade BIW d	1431						1501						1530					
Sandy SDY d	1435						1505						1534					
St Neots SNO d	1442						1513						1542					
Huntingdon HUN d	1450						1520						1549					
Peterborough 8 PBO a	1505	1457				1516	1539					1550	1605	1557				
Letchworth Garden City LET d				1443	1449					1513	1520						1543	1550
Baldock BDK d				1446	1452					1516	1523						1546	1553
Ashwell & Morden AWM d				1451						1521							1551	
Royston RYS d				1456	1501					1526	1532						1556	1602
Meldreth MEL d					1504						1535							1605
Shepreth STH d					1508						1539							1609
Foxton FXN d					1510						1541							1611
Cambridge CBG a			1500	1511	1522			1530	1541	1553					1601	1611		1622
Cambridge CBG d			1505					1535							1605		1619	
Cambridge North CMB d			1509					1539							1609		1623	
Waterbeach WBC d			1514					1544							1614		1628	
Ely 4 ELY a			1525					1553							1623		1639	
Ely 4 ELY d								1554							1627			
Littleport LTP d								1606							1636			
Downham Market DOW d								1615							1645			
Watlington WTG d								1621							1651			
Kings Lynn KLN a								1630							1700			

**Monday to Friday 8 of 14**

Operator	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8
Brighton 10	BTN	d			1414						1444							1514
Horsham 4	HRH	d	1355					1425						1455				
Gatwick Airport 10	GTW	d	1419		1446			1449			1516			1519				1546
Redhill	RDH	d	1429					1459						1529				
East Croydon	ECR	d	1445		1501			1515			1531			1545				1601
London Bridge 4	LBG	d	1501		1516			1531			1546			1601				1616
London Blackfriars 3	BFR	d	1507		1522			1537			1552			1607				1622
City Thameslink 3	CTK	d	1509		1524			1539			1554			1609				1624
Farringdon 3	ZFD	d	1511		1526			1541			1556			1611				1626
St Pancras International 15	STP	d	1516		1531			1546			1601			1616				1631
London Kings Cross 15	KGX	d	1530		1533	1542		1527	1603	1606	1612		1557	1630		1633	1639	
Finsbury Park	FPK	a	1522			1537	1532	1552			1607	1602		1622				1637
Finsbury Park	FPK	d	1523			1541	1533	1553			1611	1603		1623				1638
Alexandra Palace	AAP	d					1538					1608						
Potters Bar	PBR	d					1546					1616						
Hatfield	HAT	d					1552					1622						
Welwyn Garden City 4	WGC	d					1558					1628						
Welwyn North	WLW	d					1600					1630						
Knebworth	KBW	d					1604					1634						
Stevenage 4	SVG	d	1545	1554a		1602	1608	1615	1628		1632	1638		1645	1653a		1700	1705
Hitchin 4	HIT	d	1550			1607	1614	1620			1637	1644		1650			1705	
Arlesey	ARL	d	1556					1626						1656				
Biggleswade	BIW	d	1601					1631						1701				1718
Sandy	SDY	d	1605					1635						1705				
St Neots	SNO	d	1613					1642						1713				1728
Huntingdon	HUN	d	1620					1650						1720				1736
Peterborough 8	PBO	a	1617	1639				1651	1705	1657			1716	1739				1754
Letchworth Garden City	LET	d				1613	1620				1639	1643	1650				1706	1711
Baldock	BDK	d				1616	1623				1646	1653						1714
Ashwell & Morden	AWM	d				1621					1651							1719
Royston	RYS	d				1626	1632			1649	1656	1702				1716		1724
Meldreth	MEL	d					1635					1705						
Shepreth	STH	d					1639					1709						
Foxton	FXN	d					1641					1711						
Cambridge	CBG	a			1630	1641	1653			1703	1711	1724				1730		1739
Cambridge	CBG	d			1635					1705						1735		
Cambridge North	CMB	d			1639					1709						1739		
Waterbeach	WBC	d			1644					1714						1744		
Ely 4	ELY	a			1653					1723						1753		
Ely 4	ELY	d			1656					1726						1756		
Littleport	LTP	d			1704					1734						1804		
Downham Market	DOW	d			1713					1743						1813		
Watlington	WTG	d			1719					1749						1819		
Kings Lynn	KLN	a			1728					1758						1828		

**Monday to Friday 9 of 14**

Operator	GN	GR	TL	GN	TL	GN	GR	GR	GN	TL	GN	GR	GN	GN	GR	TL	GN	GR		
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Notes																				
Service Length	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12		
Brighton 10	BTN	d			1544												1614			
Horsham 4	HRH	d	1525							1555										
Gatwick Airport 10	GTW	d	1549		1616					1619							1646			
Redhill	RDH	d	1559							1629										
East Croydon	ECR	d	1615		1631					1645							1701			
London Bridge 4	LBG	d	1631		1646					1701							1716			
London Blackfriars 3	BFR	d	1637		1652					1707							1722			
City Thameslink 3	CTK	d	1639		1654					1709							1724			
Farringdon 3	ZFD	d	1641		1656					1711							1726			
St Pancras International 15	STP	d	1646		1701					1716							1731			
London Kings Cross 15	KGX	d	1627	1703		1709		1712	1718	1730	1657		1724	1733	1739	1742	1748		1727	1803
Finsbury Park	FPK	a	1632		1652		1707			1702	1722						1737	1732		
Finsbury Park	FPK	d	1633		1653		1708			1703	1723						1738	1733		
Alexandra Palace	AAP	d	1638							1708									1738	
Potters Bar	PBR	d	1646							1716									1746	
Hatfield	HAT	d	1652							1722									1752	
Welwyn Garden City 4	WGC	d	1658							1728									1758	
Welwyn North	WLW	d	1700							1730		1741							1800	
Knebworth	KBW	d	1704							1734		1745							1804	
Stevenage 4	SVG	d	1708		1715		1730	1735		1738	1745		1753a		1805		1800	1808		
Hitchin 4	HIT	d	1714		1720		1735			1744	1750	1753					1805	1814		
Arlesey	ARL	d			1726						1756									
Biggleswade	BIW	d			1731		1748				1801				1818					
Sandy	SDY	d			1735						1805									
St Neots	SNO	d			1742		1758				1813				1828					
Huntingdon	HUN	d			1750		1806				1820				1836					
Peterborough 8	PBO	a		1750	1805		1823	1808	1817		1842				1853	1835			1849	
Letchworth Garden City	LET	d	1720			1737	1741			1750		1759a		1807			1811	1820		
Baldock	BDK	d	1723				1744			1753							1814	1823		
Ashwell & Morden	AWM	d	1728				1749			1758							1819	1828		
Royston	RYS	d	1733			1747	1754			1803			1816				1824	1833		
Meldreth	MEL	d	1736							1806									1836	
Shepreth	STH	d	1740							1810									1840	
Foxton	FXN	d	1742							1812									1842	
Cambridge	CBG	a	1753			1803	1811			1823			1831			1841	1853			
Cambridge	CBG	d				1808							1835							
Cambridge North	CMB	d				1812							1840							
Waterbeach	WBC	d				1817							1844							
Ely 4	ELY	a				1826							1854							
Ely 4	ELY	d				1827							1856							
Littleport	LTP	d				1834							1904							
Downham Market	DOW	d				1843							1913							
Watlington	WTG	d				1849							1919							
Kings Lynn	KLN	a				1858							1928							

**Monday to Friday 10 of 14**

Operator	TL	GN	GN	TL	GN	GR	GR	GN	TL	GN	GR	GN	TL	GN	GR	TL	GR	GN		
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Notes																				
Service Length	12	8	12	12	12			8	12	8		12	12	8		12	8			
Brighton 10	BTN	d			1644									1714						
Horsham 4	HRH	d	1624						1654							1724				
Gatwick Airport 10	GTW	d	1649		1716				1719					1746		1749				
Redhill	RDH	d	1700						1729							1759				
East Croydon	ECR	d	1715		1731				1745					1801		1815				
London Bridge 4	LBG	d	1731		1746				1801					1816		1831				
London Blackfriars 3	BFR	d	1737		1752				1807					1822		1837				
City Thameslink 3	CTK	d	1739		1754				1809					1824		1839				
Farringdon 3	ZFD	d	1741		1756				1811					1826		1841				
St Pancras International 15	STP	d	1746		1801				1816					1831		1846				
London Kings Cross 15	KGX	d		1754	1809		1812	1818	1830	1757			1824	1833	1839		1827	1903	1906	1912
Finsbury Park	FPK	a	1752						1802	1822						1837	1832		1852	
Finsbury Park	FPK	d	1753						1803	1823						1838	1833		1853	
Alexandra Palace	AAP	d							1808							1838				
Potters Bar	PBR	d							1816							1846				
Hatfield	HAT	d							1822							1852				
Welwyn Garden City 4	WGC	d							1828							1858				
Welwyn North	WLW	d		1811					1830			1841				1900				
Knebworth	KBW	d		1815					1834			1845				1904				
Stevenage 4	SVG	d	1815			1830	1835		1838	1845		1853a		1900	1908		1915	1928		
Hitchin 4	HIT	d	1820	1823		1835			1844	1850	1853			1905	1914		1920			
Arlesey	ARL	d	1826						1856								1926			
Biggleswade	BIW	d	1831			1848			1901								1931			
Sandy	SDY	d	1835						1905								1935			
St Neots	SNO	d	1842			1858			1913								1942			
Huntingdon	HUN	d	1850			1906			1920								1950			
Peterborough 8	PBO	a	1905			1923	1908	1918		1939							1950	2005	1957	
Letchworth Garden City	LET	d		1829a	1837	1841			1850			1859a		1906	1911	1920				1939
Baldock	BDK	d				1844			1853					1914	1923					
Ashwell & Morden	AWM	d				1849			1858					1919	1928					
Royston	RYS	d			1846	1854			1903				1916	1924	1933					1949
Meldreth	MEL	d							1906							1936				
Shepreth	STH	d							1910							1940				
Foxton	FXN	d							1912							1942				
Cambridge	CBG	a			1901	1911			1923					1930	1941	1953				2003
Cambridge	CBG	d			1905									1935						2005
Cambridge North	CMB	d			1910									1939						2009
Waterbeach	WBC	d			1914									1944						2014
Ely 4	ELY	a			1924									1953						2023
Ely 4	ELY	d			1926									1956						2027
Littleport	LTP	d			1934									2004						2036
Downham Market	DOW	d			1943									2013						2045
Watlington	WTG	d			1949									2019						2051
Kings Lynn	KLN	a			1958									2028						2100







**Monday to Friday 14 of 14**

Operator	Facilities	Notes	Service Length	TL
Brighton	10	BTN	d	
Horsham	4	HRH	d	
Gatwick Airport	10	← GTW	d	
Redhill		RDH	d	
East Croydon		ECR	d	
London Bridge	4	↔ LBG	d	
London Blackfriars	3	↔ BFR	d	
City Thameslink	3	CTK	d	
Farringdon	3	↔ ZFD	d	
St Pancras International	15	↔ STP	d	
London Kings Cross	15	↔ KGX	d	0136
Finsbury Park		↔ FPK	a	0141
Finsbury Park		↔ FPK	d	0143
Alexandra Palace		AAP	d	
Potters Bar		PBR	d	
Hatfield		HAT	d	
Welwyn Garden City	4	WGC	d	
Welwyn North		WLW	d	
Knebworth		KBW	d	
Stevenage	4	SVG	d	0210
Hitchin	4	HIT	d	0218
Arlesey		ARL	d	0224
Biggleswade		BIW	d	0229
Sandy		SDY	d	0233
St Neots		SNO	d	0240
Huntingdon		HUN	d	0248
Peterborough	8	PBO	a	0306
Letchworth Garden City		LET	d	
Baldock		BDK	d	
Ashwell & Morden		AWM	d	
Royston		RYS	d	
Meldreth		MEL	d	
Shepreth		STH	d	
Foxton		FXN	d	
Cambridge		CBG	a	
Cambridge		CBG	d	
Cambridge North		CMB	d	
Waterbeach		WBC	d	
Ely	4	ELY	a	
Ely	4	ELY	d	
Littleport		LTP	d	
Downham Market		DOW	d	
Watlington		WTG	d	
Kings Lynn		KLN	a	

**Key**

- GC** Service operated by Grand Central
- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- s** Stops to set down passengers only
- 10** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
- ↔** Interchange with London Underground
- ⊕** Interchange with Eurostar services
- 🚊** Interchange with Tramlink
- ←** Station within Airport terminal
- 1** First Class accommodation available
- A** From Three Bridges
- B** From Moorgate
- 8** 🚐 The number of coaches on this train
- 9** 🚐 The length of this train changes during the journey. The number of coaches shown is the maximum and may be shorter at your station

# A: London, Brighton, Horsham, Gatwick Airport and East Croydon to Stevenage, Peterborough, Cambridge, Ely and Kings Lynn

This table is valid from Saturday 24 May 2025 until Saturday 13 December 2025

Saturday 1 of 13

Operator	GN	TL	GN	TL	GN	TL	GR	GN	GR	GN	TL	GR	GN	TL	GN	GR	GR	TL
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																		
Service Length	8	8	8	12	8	8	8	8	12	8	12	8	8	12	8	12	8	12
Brighton 10 BTN d																		0508
Horsham 4 HRH d																		0525
Gatwick Airport 10 ← GTW d																		0546
Redhill RDH d																		0549
East Croydon ECR d																		0559
London Bridge 4 LBG d																		0601
London Blackfriars 3 BFR d																		0615
City Thameslink 3 CTK d																		0616
Farringdon 3 ZFD d																		0631
St Pancras International 15 STP d																		0622
London Kings Cross 15 KGX d																		0626
Finsbury Park FPK a	0502	0512	0539	0532	0527	0547	0555	0602	0615	0557	0617	0633	0642					0631
Finsbury Park FPK a	0507	0517		0537	0532	0552		0607		0602	0622							0627
Alexandra Palace AAP d																		0700
Potters Bar PBR a																		0703
Hatfield HAT d																		0632
Welwyn Garden City 4 WGC d																		0637
Welwyn North WLW d																		0632
Knebworth KBW d																		0638
Stevenage 4 SVG d	0531	0537		0559	0608	0615	0617	0632	0639	0640	0645	0654						0646
Hitchin 4 HIT d	0539	0542		0605	0614	0620		0637		0645	0650							0641
Arlesey ARL d		0547				0625					0655							0633
Biggleswade BIW d		0553				0631					0701							0638
Sandy SDY d		0557				0635					0705							0646
St Neots SNO d		0604				0642					0712							0652
Huntingdon HUN d		0611				0650					0720							0658
Peterborough 8 PBO a		0628				0705	0646		0708		0737	0723						0700
Letchworth Garden City LET d	0544			0610	0620			0643		0651a								0703
Baldock BDK d	0547			0613	0623			0646										0708
Ashwell & Morden AWM d	0552			0618	0628			0651										0714
Royston RYS d	0557			0623	0634			0656										0715
Meldreth MEL d	0601				0637													0720
Shepreth STH d	0604				0641													0726
Foxton FXN d	0607				0643													0732
Cambridge CBG a	0618		0627	0638	0654			0711					0730	0741	0753			0739
Cambridge CBG d	0622		0635					0713					0735					0741
Cambridge North CMB d	0626		0639					0717					0739					0746
Waterbeach WBC d	0631		0644					0722					0744					0750
Ely 4 ELY a	0642		0653					0733					0753					0806
Ely 4 ELY d			0655										0756					0806
Littleport LTP d			0706										0806					0815
Downham Market DOW d			0715										0815					0821
Watlington WTG d			0721										0821					0830
Kings Lynn KLN a			0730										0830					



**Saturday 3 of 13**

Operator	TL	GR	GN	TL	GN	GR	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN			
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Notes																					
Service Length	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8			
Brighton 10	BTN	d		0714							0744						0814				
Horsham 4	HRH	d	0655					0725						0755							
Gatwick Airport 10	GTW	d	0719	0746				0749			0816			0819			0846				
Redhill	RDH	d	0729					0759						0829							
East Croydon	ECR	d	0745	0801				0815			0831			0845			0901				
London Bridge 4	LBG	d	0801	0816				0831			0846			0901			0916				
London Blackfriars 3	BFR	d	0807	0822				0837			0852			0907			0922				
City Thameslink 3	CTK	d												0909			0924				
Farringdon 3	ZFD	d	0811	0826				0841			0856			0911			0926				
St Pancras International 15	STP	d	0816	0831				0846			0901			0916			0931				
London Kings Cross 15	KGX	d		0833	0842		0827	0900	0903		0906	0912		0857	0930		0933	0942	0927		
Finsbury Park	FPK	a	0822			0837	0832				0852			0907	0902		0922		0937	0932	
Finsbury Park	FPK	d	0823			0841	0833				0853			0911	0903		0923		0941	0933	
Alexandra Palace	AAP	d					0838							0908						0938	
Potters Bar	PBR	d					0846							0916						0946	
Hatfield	HAT	d					0852							0922						0952	
Welwyn Garden City 4	WGC	d					0858							0928						0958	
Welwyn North	WLW	d					0900							0930						1000	
Knebworth	KBW	d					0904							0934						1004	
Stevenage 4	SVG	d	0845	0854a		0902	0908			0915	0928			0932	0938		0945	0954a		1002	1008
Hitchin 4	HIT	d	0850			0907	0914			0920				0937	0944		0950			1007	1014
Arlesey	ARL	d	0856							0926							0956				
Biggleswade	BIW	d	0901							0931							1001				
Sandy	SDY	d	0905							0935							1005				
St Neots	SNO	d	0913							0943							1013				
Huntingdon	HUN	d	0920							0950							1020				
Peterborough 8	PBO	a	0939				0947	0950		1006	0957					1016	1039				
Letchworth Garden City	LET	d				0913	0920							0943	0950a					1013	1020
Baldock	BDK	d				0916	0923							0946						1016	1023
Ashwell & Morden	AWM	d				0921								0951						1021	
Royston	RYS	d				0926	0932							0956						1026	1032
Meldreth	MEL	d					0935														1035
Shepreth	STH	d					0939														1039
Foxton	FXN	d					0941														1041
Cambridge	CBG	a				0930	0941	0953			1000	1011					1030			1041	1053
Cambridge	CBG	d				0935					1005						1035				
Cambridge North	CMB	d				0939					1009						1039				
Waterbeach	WBC	d				0944					1014						1044				
Ely 4	ELY	a				0953					1025						1053				
Ely 4	ELY	d				0956											1056				
Littleport	LTP	d				1006											1106				
Downham Market	DOW	d				1015											1115				
Watlington	WTG	d				1021											1121				
Kings Lynn	KLN	a				1030											1130				



**Saturday 5 of 13**

Operator	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN			
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Notes																					
Service Length	12		8	12	8		12	8	12	8	12	8	12	8	12	4	12	8			
Brighton 10	BTN	d			1014						1044						1114				
Horsham 4	HRH	d	0955					1025						1055							
Gatwick Airport 10	GTW	d	1019		1046			1049			1116			1119			1146				
Redhill	RDH	d	1029					1059						1129							
East Croydon	ECR	d	1045		1101			1115			1131			1145			1201				
London Bridge 4	LBG	d	1101		1116			1131			1146			1201			1216				
London Blackfriars 3	BFR	d	1107		1122			1137			1152			1207			1222				
City Thameslink 3	CTK	d	1109		1124			1139			1154			1209			1224				
Farringdon 3	ZFD	d	1111		1126			1141			1156			1211			1226				
St Pancras International 15	STP	d	1116		1131			1146			1201			1216			1231				
London Kings Cross 15	KGX	d	1130		1135	1142		1127	1203		1206	1212		1157	1230		1235	1242		1227	
Finsbury Park	FPK	a		1122			1137	1132			1152			1207	1202		1222			1237	1232
Finsbury Park	FPK	d		1123			1141	1133			1153			1211	1203		1223			1241	1233
Alexandra Palace	AAP	d						1138						1208							1238
Potters Bar	PBR	d						1146						1216							1246
Hatfield	HAT	d						1152						1222							1252
Welwyn Garden City 4	WGC	d						1158						1228							1258
Welwyn North	WLW	d						1200						1230							1300
Knebworth	KBW	d						1204						1234							1304
Stevenage 4	SVG	d		1145	1156a		1202	1208		1215	1227		1232	1238		1245	1256a			1302	1308
Hitchin 4	HIT	d		1150			1207	1214		1220			1237	1244		1250				1307	1314
Arlesey	ARL	d		1156						1226						1256					
Biggleswade	BIW	d		1201						1231						1301					
Sandy	SDY	d		1205						1235						1305					
St Neots	SNO	d		1213						1243						1313					
Huntingdon	HUN	d		1220						1250						1320					
Peterborough 8	PBO	a	1217	1240					1250	1306	1257				1317	1336					
Letchworth Garden City	LET	d				1213	1220						1243	1250a						1313	1320
Baldock	BDK	d				1216	1223						1246							1316	1323
Ashwell & Morden	AWM	d				1221							1251							1321	
Royston	RYS	d				1226	1232						1256							1326	1332
Meldreth	MEL	d						1235													1335
Shepreth	STH	d						1239													1339
Foxton	FXN	d						1241													1341
Cambridge	CBG	a				1230	1241	1253			1300	1311					1330		1341		1353
Cambridge	CBG	d				1235					1305						1335				
Cambridge North	CMB	d				1239					1309						1339				
Waterbeach	WBC	d				1244					1314						1344				
Ely 4	ELY	a				1254					1325						1353				
Ely 4	ELY	d				1256											1356				
Littleport	LTP	d				1306											1406				
Downham Market	DOW	d				1315											1415				
Watlington	WTG	d				1321											1421				
Kings Lynn	KLN	a				1330											1430				

**Saturday 6 of 13**

Operator	GR	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length			12		8	12	8		12		8	12	8		12		8	12	
Brighton 10	BTN	d				1144						1214						1244	
Horsham 4	HRH	d		1125					1155						1225				
Gatwick Airport 10	GTW	d		1149		1216			1219			1246			1249			1316	
Redhill	RDH	d		1159					1229						1259				
East Croydon	ECR	d		1215		1231			1245			1301			1315			1331	
London Bridge 4	LBG	d		1231		1246			1301			1316			1331			1346	
London Blackfriars 3	BFR	d		1237		1252			1307			1322			1337			1352	
City Thameslink 3	CTK	d		1239		1254			1309			1324			1339			1354	
Farringdon 3	ZFD	d		1241		1256			1311			1326			1341			1356	
St Pancras International 15	STP	d		1246		1301			1316			1331			1346			1401	
London Kings Cross 15	KGX	d	1300	1303		1306	1312		1257	1330		1335	1342		1327	1403		1406	1412
Finsbury Park	FPK	a		1252			1307	1302		1322		1337	1332		1352			1407	
Finsbury Park	FPK	d		1253			1311	1303		1323		1341	1333		1353			1411	
Alexandra Palace	AAP	d						1308					1338						
Potters Bar	PBR	d						1316					1346						
Hatfield	HAT	d						1322					1352						
Welwyn Garden City 4	WGC	d						1328					1358						
Welwyn North	WLW	d						1330					1400						
Knebworth	KBW	d						1334					1404						
Stevenage 4	SVG	d		1315	1328		1332	1338		1345	1356a		1402	1408		1415	1428		1432
Hitchin 4	HIT	d		1320			1337	1344		1350			1407	1414		1420			1437
Arlesey	ARL	d		1326					1356						1426				
Biggleswade	BIW	d		1331					1401						1431				
Sandy	SDY	d		1335					1405						1435				
St Neots	SNO	d		1343					1413						1443				
Huntingdon	HUN	d		1350					1420						1450				
Peterborough 8	PBO	a	1347	1350	1406	1356			1416	1439				1450	1506	1456			
Letchworth Garden City	LET	d					1343	1350a				1413	1420					1443	
Baldock	BDK	d					1346					1416	1423					1446	
Ashwell & Morden	AWM	d					1351					1421						1451	
Royston	RYS	d					1356					1426	1432					1456	
Meldreth	MEL	d											1435						
Shepreth	STH	d											1439						
Foxton	FXN	d											1441						
Cambridge	CBG	a				1400	1411				1430	1441	1453					1500	1511
Cambridge	CBG	d				1405					1435							1505	
Cambridge North	CMB	d				1409					1439							1509	
Waterbeach	WBC	d				1414					1444							1514	
Ely 4	ELY	a				1425					1453							1525	
Ely 4	ELY	d									1456								
Littleport	LTP	d									1506								
Downham Market	DOW	d									1515								
Watlington	WTG	d									1521								
Kings Lynn	KLN	a									1530								



**Saturday 8 of 13**

Operator	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	GN	TL	GN	GR	TL	GN	TL	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	12	8	12	8	12	8	12	8	12	8	8	12	8	12	8	12	8	12
Brighton 10	BTN	d				1444							1514						1544
Horsham 4	HRH	d		1425					1455							1525			
Gatwick Airport 10	GTW	d		1449		1516			1519				1546			1549			1616
Redhill	RDH	d		1459					1529							1559			
East Croydon	ECR	d		1515		1531			1545				1601			1615			1631
London Bridge 4	LBG	d		1531		1546			1601				1616			1631			1646
London Blackfriars 3	BFR	d		1537		1552			1607				1622			1637			1652
City Thameslink 3	CTK	d		1539		1554			1609				1624			1639			1654
Farringdon 3	ZFD	d		1541		1556			1611				1626			1641			1656
St Pancras International 15	STP	d		1546		1601			1616				1631			1646			1701
London Kings Cross 15	KGX	d	1527	1603		1606	1612		1557	1630			1633	1636	1642		1627	1703	1712
Finsbury Park	FPK	a	1532		1552			1607	1602				1622			1637	1632		1652
Finsbury Park	FPK	d	1533		1553			1611	1603				1623			1641	1633		1653
Alexandra Palace	AAP	d	1538						1608							1638			
Potters Bar	PBR	d	1546						1616							1646			
Hatfield	HAT	d	1552						1622							1652			
Welwyn Garden City 4	WGC	d	1558						1628							1658			
Welwyn North	WLW	d	1600						1630							1700			
Knebworth	KBW	d	1604						1634							1704			
Stevenage 4	SVG	d	1608		1615	1627		1632	1638		1645	1653a			1702	1708		1715	1732
Hitchin 4	HIT	d	1614		1620			1637	1644		1650				1707	1714		1720	1737
Arlesey	ARL	d			1626				1656							1726			
Biggleswade	BIW	d			1631				1701			1709				1731			
Sandy	SDY	d			1635				1705							1735			
St Neots	SNO	d			1643				1713			1719				1743			
Huntingdon	HUN	d			1650				1720			1727				1750			
Peterborough 8	PBO	a		1651	1706	1656			1716	1739		1743				1750	1806		
Letchworth Garden City	LET	d	1620					1643	1650a					1713	1720				1743
Baldock	BDK	d	1623					1646						1716	1723				1746
Ashwell & Morden	AWM	d						1651						1721					1751
Royston	RYS	d	1632					1656						1726	1732				1756
Meldreth	MEL	d	1635												1735				
Shepreth	STH	d	1639												1739				
Foxton	FXN	d	1641												1741				
Cambridge	CBG	a	1653			1700	1711						1730	1741	1753			1800	1811
Cambridge	CBG	d				1705							1735					1805	
Cambridge North	CMB	d				1709							1739					1809	
Waterbeach	WBC	d				1714							1744					1814	
Ely 4	ELY	a				1725							1753					1825	
Ely 4	ELY	d											1756						
Littleport	LTP	d											1806						
Downham Market	DOW	d											1815						
Watlington	WTG	d											1821						
Kings Lynn	KLN	a											1830						

**Saturday 9 of 13**

Operator	GN	GR	GR	TL	GR	GN	GN	TL	GN	GR	GN	GR	TL	TL	GN	GR	TL	GR	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																			
Service Length	8	12	12	8	12	12	8	12	12	8	12	12	8	12	12	8	12		
Brighton 10	BTN	d						1614						1644					
Horsham 4	HRH	d		1555									1625				1655		
Gatwick Airport 10	GTW	d		1619				1646					1649	1716			1719		
Redhill	RDH	d		1629									1659				1729		
East Croydon	ECR	d		1645				1701					1715	1731			1745		
London Bridge 4	LBG	d		1701				1716					1731	1746			1801		
London Blackfriars 3	BFR	d		1707				1722					1737	1752			1807		
City Thameslink 3	CTK	d		1709				1724					1739	1754			1809		
Farringdon 3	ZFD	d		1711				1726					1741	1756			1811		
St Pancras International 15	STP	d		1716				1731					1746	1801			1816		
London Kings Cross 15	KGX	d	1657	1718	1730		1733	1736	1742		1727	1803	1812	1818		1757	1830	1833	
Finsbury Park	FPK	a	1702			1722				1737	1732				1752	1807	1802	1822	
Finsbury Park	FPK	d	1703			1723				1741	1733				1753	1811	1803	1823	
Alexandra Palace	AAP	d	1708								1738						1808		
Potters Bar	PBR	d	1716								1746						1816		
Hatfield	HAT	d	1722								1752						1822		
Welwyn Garden City 4	WGC	d	1728								1758						1828		
Welwyn North	WLW	d	1730								1800						1830		
Knebworth	KBW	d	1734								1804						1834		
Stevenage 4	SVG	d	1738			1745	1753a			1802	1808			1815	1832	1838		1845	1853a
Hitchin 4	HIT	d	1744			1750				1807	1814			1820	1837	1844		1850	
Arlesey	ARL	d				1756								1826				1856	
Biggleswade	BIW	d				1801	1809							1831				1901	
Sandy	SDY	d				1805								1835				1905	
St Neots	SNO	d				1813	1819							1843				1913	
Huntingdon	HUN	d				1820	1827							1851				1920	
Peterborough 8	PBO	a		1809	1816	1839	1843				1850		1905	1908			1916	1939	
Letchworth Garden City	LET	d	1750a							1813	1820				1843	1850a			
Baldock	BDK	d								1816	1823				1846				
Ashwell & Morden	AWM	d								1821					1851				
Royston	RYS	d								1826	1832				1856				
Meldreth	MEL	d									1835								
Shepreth	STH	d									1839								
Foxton	FXN	d									1841								
Cambridge	CBG	a					1830	1841	1853			1900			1911				
Cambridge	CBG	d						1835				1905							
Cambridge North	CMB	d						1839				1909							
Waterbeach	WBC	d						1844				1914							
Ely 4	ELY	a						1853				1923							
Ely 4	ELY	d						1856				1926							
Littleport	LTP	d						1906				1933							
Downham Market	DOW	d						1915				1944							
Watlington	WTG	d						1921				1950							
Kings Lynn	KLN	a						1930				1959							

**Saturday 10 of 13**

Operator	GN	GN	TL	GN	GR	TL	GR	GN	TL	GN	GR	TL	GR	GN	TL	GN	GC	GR				
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Notes																						
Service Length	8	12	12	8		12		8	12	8		12		8	12	8						
Brighton 10	BTN	d	1714						1744						1814							
Horsham 4	HRH	d				1725							1755									
Gatwick Airport 10	GTW	d	1746			1749			1816				1819		1846							
Redhill	RDH	d				1759							1829									
East Croydon	ECR	d	1801			1815			1831				1845		1901							
London Bridge 4	LBG	d	1816			1831			1846				1901		1916							
London Blackfriars 3	BFR	d	1822			1837			1852				1907		1922							
City Thameslink 3	CTK	d	1824			1839			1854				1909		1924							
Farringdon 3	ZFD	d	1826			1841			1856				1911		1926							
St Pancras International 15	STP	d	1831			1846			1901				1916		1931							
London Kings Cross 15	KGX	d	1836	1842		1827	1903		1906	1912			1857	1930		1933	1939		1927	1957	2000	
Finsbury Park	FPK	a			1837	1832			1852				1902		1922				1937	1932		
Finsbury Park	FPK	d			1841	1833			1853				1911	1903	1923				1938	1933		
Alexandra Palace	AAP	d				1838							1908							1938		
Potters Bar	PBR	d				1846							1916							1946		
Hatfield	HAT	d				1852							1922							1952		
Welwyn Garden City 4	WGC	d				1858							1928							1958		
Welwyn North	WLW	d				1900							1930							2000		
Knebworth	KBW	d				1904							1934							2004		
Stevenage 4	SVG	d			1902	1908			1915	1927			1932	1938	1945	1954a			1959	2008		
Hitchin 4	HIT	d			1907	1914			1920				1938	1944	1950				2005	2014		
Arlesey	ARL	d							1926					1956								
Biggleswade	BIW	d	1909						1931					2001								
Sandy	SDY	d							1935					2005								
St Neots	SNO	d	1919						1943					2013								
Huntingdon	HUN	d	1927						1950					2020								
Peterborough 8	PBO	a	1943				1950	2006	1956					2017	2039						2043	2046
Letchworth Garden City	LET	d			1913	1920				1939		1943	1950a						2007	2011	2020	
Baldock	BDK	d			1916	1923							1946							2014	2023	
Ashwell & Morden	AWM	d			1921								1951							2019		
Royston	RYS	d			1926	1932				1949		1956							2016	2024	2032	
Meldreth	MEL	d				1935															2035	
Shepreth	STH	d				1939															2039	
Foxton	FXN	d				1941															2041	
Cambridge	CBG	a		1930	1941	1953				2003		2011							2031	2039	2053	
Cambridge	CBG	d		1935						2005									2035			
Cambridge North	CMB	d		1939						2009									2039			
Waterbeach	WBC	d		1944						2014									2044			
Ely 4	ELY	a		1953						2023									2053			
Ely 4	ELY	d		1956						2024									2055			
Littleport	LTP	d		2006						2036									2106			
Downham Market	DOW	d		2015						2045									2115			
Watlington	WTG	d		2021						2051									2121			
Kings Lynn	KLN	a		2030						2100									2130			



**Saturday 12 of 13**

Operator	GN	GR	TL	TL	GN	GN	TL	GN	TL	TL	GN	TL	GN	TL	GN	GN	TL
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																	
Service Length	8	12	12	8	8	12	8	12	12	8	12	8	12	8	12	6	8
Brighton 10	BTN	d					2114							2214			
Horsham 4	HRH	d	2025	2055					2125	2155						2225	
Gatwick Airport 10	GTW	d	2049	2119			2146		2149	2219			2246			2249	
Redhill	RDH	d	2059	2129					2204	2234						2304	
East Croydon	ECR	d	2115	2145			2201		2215	2245			2301			2315	
London Bridge 4	LBG	d	2131	2201			2216		2231	2301			2316			2331	
London Blackfriars 3	BFR	d	2137	2207			2222		2237	2307			2322			2337	
City Thameslink 3	CTK	d															
Farringdon 3	ZFD	d	2141	2211			2226		2241	2311			2326			2341	
St Pancras International 15	STP	d	2146	2216			2231		2246	2316			2331			2346	
London Kings Cross 15	KGX	d	2127	2200		2209	2239		2227		2309		2327			0002	0018
Finsbury Park	FPK	a	2132	2152	2222			2237	2232	2252	2322		2337	2332	2352	0007	0023
Finsbury Park	FPK	d	2133	2153	2223			2238	2233	2253	2323		2338	2333	2353	0008	2357 0025
Alexandra Palace	AAP	d	2138						2238				2338				0005
Potters Bar	PBR	d	2146						2246				2346				
Hatfield	HAT	d	2152						2252				2352				
Welwyn Garden City 4	WGC	d	2158						2258				2358				
Welwyn North	WLW	d	2200						2300				0001				
Knebworth	KBW	d	2204						2304				0005				
Stevenage 4	SVG	d	2208	2215	2245			2259	2308	2315	2345		2359	0009	0015	0029	0049 0056
Hitchin 4	HIT	d	2214	2220	2250			2305	2314	2320	2350		0005	0014	0020	0035	0055 0102
Arlesey	ARL	d		2226	2256					2326	2356					0026	0107
Biggleswade	BIW	d		2231	2301					2331	0001					0031	0113
Sandy	SDY	d		2235	2305					2335	0005					0035	0117
St Neots	SNO	d		2243	2313					2343	0013					0043	0124
Huntingdon	HUN	d		2250	2320					2350	0020					0050	0132
Peterborough 8	PBO	a		2247	2306	2339				0009	0039					0109	0150
Letchworth Garden City	LET	d	2220			2236	2306	2311	2320			2336	0011	0020		0040	0101a
Baldock	BDK	d	2223					2314	2323			2339	0014	0023		0043	
Ashwell & Morden	AWM	d	2228					2319	2328				0019	0028		0048	
Royston	RYS	d	2233			2246	2316	2324	2333			2348	0024	0033		0053	
Meldreth	MEL	d	2236						2336						0036	0056	
Shepreth	STH	d	2240						2340						0040	0100	
Foxton	FXN	d	2242						2342						0042	0102	
Cambridge	CBG	a	2253			2302	2330	2339	2353			0002	0039	0054		0112	
Cambridge	CBG	d				2305	2335					0005					
Cambridge North	CMB	d				2309	2339					0009					
Waterbeach	WBC	d				2314	2344					0014					
Ely 4	ELY	a				2325	2353					0023					
Ely 4	ELY	d					2355					0025					
Littleport	LTP	d					0002					0032					
Downham Market	DOW	d					0011					0041					
Watlington	WTG	d					0017					0047					
Kings Lynn	KLN	a					0026					0056					

**Saturday 13 of 13**

Operator	GN	GN	GN	TL	TL	TL	TL	TL	GN
Facilities	1	1		1	1	1	1	1	1
Notes			B	C	D	D	D	D	
Service Length	8	8	6	8	8				8
Brighton 10	BTN	d							
Horsham 4	HRH	d		2311	2311				
Gatwick Airport 10	← GTW	d		2335	2335				
Redhill	RDH	d		2349	2349				
East Croydon	ECR	d		0009	0009				
London Bridge 4	↔ LBG	d							
London Blackfriars 3	↔ BFR	d		0037	0037				
City Thameslink 3	↔ CTK	d							
Farringdon 3	↔ ZFD	d		0041	0041				
St Pancras International 15	↔ STP	d		0046	0046				
London Kings Cross 15	↔ KGX	d	0032	0036					0107
Finsbury Park	↔ FPK	a	0037	0041	0052	0052			0112
Finsbury Park	↔ FPK	d	0038	0042	0027	0055	0055		0113
Alexandra Palace	AAP	d		0047	0035				0118
Potters Bar	PBR	d		0055					0126
Hatfield	HAT	d		0101					0132
Welwyn Garden City 4	WGC	d		0106					0138
Welwyn North	WLW	d		0109					0140
Knebworth	KBW	d		0113					0144
Stevenage 4	SVG	d	0103	0117	0121	0125	0125		0149
Hitchin 4	HIT	d	0111	0125	0130	0133	0133a	0143	0158
Arlesey	ARL	d				0138		0201	
Biggleswade	BIW	d				0144		0221	
Sandy	SDY	d				0148		0231	
St Neots	SNO	d				0155	0251a	0256	
Huntingdon	HUN	d				0203		0326a	0331
Peterborough 8	PBO	a				0221			0411
Letchworth Garden City	LET	d	0116s	0129a	0136a				0203a
Baldock	BDK	d	0119s						
Ashwell & Morden	AWM	d	0124s						
Royston	RYS	d	0129s						
Meldreth	MEL	d							
Shepreth	STH	d							
Foxton	FXN	d							
Cambridge	CBG	a	0144						
Cambridge	CBG	d							
Cambridge North	CMB	d							
Waterbeach	WBC	d							
Ely 4	ELY	a							
Ely 4	ELY	d							
Littleport	LTP	d							
Downham Market	DOW	d							
Watlington	WTG	d							
Kings Lynn	KLN	a							

**Key**

- GC** Service operated by Grand Central
- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- s** Stops to set down passengers only
- 10** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
- ↔** Interchange with London Underground
- ⊕** Interchange with Eurostar services
- 🚊** Interchange with Tramlink
- ✈** Station within Airport terminal
- 1** First Class accommodation available
- 🚌** Bus Service
- 🚏** Bus service
- A** From Three Bridges
- B** From Moorgate
- C** Runs until 13 September
- D** Runs from 20 September
- 8** 🚐 The number of coaches on this train
- 8** 🚐 The length of this train changes during the journey. The number of coaches shown is the maximum and may be shorter at your station



Sunday 2 of 7

Operator	Facilities	Notes	Service Length	TL	GN	GR	GR	TL	GR	GN	TL	GN	GR	GR	TL	GR	GN	TL	GN	GR	GR	GR	
Brighton	10	BTN	d					0922							1022								
Horsham	4	HRH	d																				
Gatwick Airport	10	← GTW	d					0953							1053								
Redhill		RDH	d																				
East Croydon		ECR	d					1009							1109								
London Bridge	4	↻ LBG	d					1026							1126								
London Blackfriars	3	↻ BFR	d					1032							1132								
City Thameslink	3	CTK	d																				
Farringdon	3	↻ ZFD	d					1036							1136								
St Pancras International	15	↻ STP	d					1041							1141								
London Kings Cross	15	↻ KGX	d	1013	1002	1030	1033		1103	1110	1113	1102	1130	1135		1203	1210	1213	1202	1222	1230	1233	
Finsbury Park		↻ FPK	a	1018	1007			1047			1118	1107			1147			1218	1207				
Finsbury Park		↻ FPK	d	1019	1008			1048			1119	1108			1148			1219	1208				
Alexandra Palace		AAP	d		1013							1113							1213				
Potters Bar		PBR	d		1021							1121							1221				
Hatfield		HAT	d		1027							1127							1227				
Welwyn Garden City	4	WGC	d		1033							1133							1233				
Welwyn North		WLW	d		1035							1135							1235				
Knebworth		KBW	d		1039							1139							1239				
Stevenage	4	↻ SVG	d	1040	1044			1109	1125		1140	1144		1156	1209			1240	1244			1254a	
Hitchin	4	HIT	d	1045	1050			1114			1145	1150			1214			1245	1250				
Arlesey		ARL	d	1051							1151							1251					
Biggleswade		BIW	d	1056							1156							1256					
Sandy		SDY	d	1100							1200							1300					
St Neots		SNO	d	1107							1207							1307					
Huntingdon		HUN	d	1115							1215							1315					
Peterborough	8	PBO	a	1131		1117	1120		1154		1231		1217	1224		1251		1331		1310	1317		
Letchworth Garden City		LET	d		1055			1120				1155			1220				1255				
Baldock		BDK	d		1058			1123				1158			1223				1258				
Ashwell & Morden		AWM	d		1103			1128				1203			1228				1303				
Royston		RYS	d		1108			1133				1208			1233				1308				
Meldreth		MEL	d		1112							1212							1312				
Shepreth		STH	d		1115							1215							1315				
Foxton		FXN	d		1118							1218							1318				
Cambridge		CBG	a		1129			1148		1158		1229			1248		1258		1329				
Cambridge		CBG	d							1203							1303						
Cambridge North		CMB	d							1207							1307						
Waterbeach		WBC	d							1212							1312						
Ely	4	ELY	a							1221							1321						
Ely	4	ELY	d							1222							1322						
Littleport		LTP	d							1229							1329						
Downham Market		DOW	d							1238							1338						
Watlington		WTG	d							1244							1344						
Kings Lynn		KLN	a							1253							1353						



**Sunday 4 of 7**

Operator	TL	GN	GR	GR	TL	GR	GN	TL	GN	GR	GR	TL	GN	GN	GR	GN	TL	GN		
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Notes																				
Service Length	12	8			12		8	12	8			12	8	8		12	12	8		
Brighton 10	BTN	d			1422												1522			
Horsham 4	HRH	d																		
Gatwick Airport 10	GTW	d			1453												1553			
Redhill	RDH	d																		
East Croydon	ECR	d			1509												1609			
London Bridge 4	LBG	d			1525												1625			
London Blackfriars 3	BFR	d			1532												1632			
City Thameslink 3	CTK	d																		
Farringdon 3	ZFD	d			1536												1636			
St Pancras International 15	STP	d			1541												1641			
London Kings Cross 15	KGX	d	1513	1502	1530	1533		1605	1610	1613	1602	1630	1635		1632	1656	1705	1710	1713	1702
Finsbury Park	FPK	a	1518	1507			1547			1618	1607			1647	1637				1718	1707
Finsbury Park	FPK	d	1519	1508			1548			1619	1608			1648	1638				1719	1708
Alexandra Palace	AAP	d		1513						1613				1643						1713
Potters Bar	PBR	d		1521						1621				1651						1721
Hatfield	HAT	d		1527						1627				1657						1727
Welwyn Garden City 4	WGC	d		1533						1633				1702						1733
Welwyn North	WLW	d		1535						1635				1705						1735
Knebworth	KBW	d		1539						1639				1709						1739
Stevenage 4	SVG	d	1540	1544		1556	1609			1640	1644		1656a	1709	1714				1740	1744
Hitchin 4	HIT	d	1545	1550			1614			1645	1650			1714	1722				1745	1750
Arlesey	ARL	d	1551							1651										1751
Biggleswade	BIW	d	1556							1656					1727					1756
Sandy	SDY	d	1600							1700										1800
St Neots	SNO	d	1607							1707					1737					1807
Huntingdon	HUN	d	1615							1715					1745					1815
Peterborough 8	PBO	a	1631		1617	1624		1653		1731		1717		1800	1751					1831
Letchworth Garden City	LET	d		1555			1620			1655			1720	1728a						1755
Baldock	BDK	d		1558			1623			1658			1723							1758
Ashwell & Morden	AWM	d		1603			1628			1703			1728							1803
Royston	RYS	d		1608			1633			1708			1733							1808
Meldreth	MEL	d		1612						1712										1812
Shepreth	STH	d		1615						1715										1815
Foxton	FXN	d		1618						1718										1818
Cambridge	CBG	a		1629			1648		1658	1729			1748				1758			1829
Cambridge	CBG	d							1703								1803			
Cambridge North	CMB	d							1707								1807			
Waterbeach	WBC	d							1712								1812			
Ely 4	ELY	a							1721								1821			
Ely 4	ELY	d							1722								1822			
Littleport	LTP	d							1729								1829			
Downham Market	DOW	d							1738								1838			
Watlington	WTG	d							1744								1844			
Kings Lynn	KLN	a							1753								1853			



Sunday 6 of 7

Operator	GN	GR	GR	TL	GR	GR	GN	TL	GN	GR	TL	GR	GR	GN	TL	GN	GR	TL	GR	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																				
Service Length	8			12			12	12	8		12			12	8	8		12		
Brighton 10	BTN	d		1822							1922								2022	
Horsham 4	HRH	d																		
Gatwick Airport 10	GTW	d		1853							1953								2053	
Redhill	RDH	d																		
East Croydon	ECR	d		1909							2009								2109	
London Bridge 4	LBG	d		1925							2025								2125	
London Blackfriars 3	BFR	d		1932							2032								2132	
City Thameslink 3	CTK	d																		
Farringdon 3	ZFD	d		1936							2036								2136	
St Pancras International 15	STP	d		1941							2041								2141	
London Kings Cross 15	KGX	d	1902	1930	1935		2000	2005	2010	2013	2002	2035		2100	2105	2110	2113	2102	2135	2200
Finsbury Park	FPK	a	1907			1947				2018	2007		2047				2118	2107		2147
Finsbury Park	FPK	d	1908			1948				2019	2008		2048				2119	2108		2148
Alexandra Palace	AAP	d	1913								2013							2113		
Potters Bar	PBR	d	1921								2021							2121		
Hatfield	HAT	d	1927								2027							2127		
Welwyn Garden City 4	WGC	d	1933								2033							2133		
Welwyn North	WLW	d	1935								2035							2135		
Knebworth	KBW	d	1939								2039							2139		
Stevenage 4	SVG	d	1944		1958	2009				2040	2044	2056	2109				2140	2144	2156	2209
Hitchin 4	HIT	d	1950			2014				2045	2050		2114				2145	2150		2214
Arlesey	ARL	d								2051							2151			
Biggleswade	BIW	d								2056							2156			
Sandy	SDY	d								2100							2200			
St Neots	SNO	d								2107							2207			
Huntingdon	HUN	d								2115							2215			
Peterborough 8	PBO	a		2017	2026		2047	2052		2131		2125		2147	2152		2231		2225	2247
Letchworth Garden City	LET	d	1955			2020					2055		2120					2155		2220
Baldock	BDK	d	1958			2023					2058		2123					2158		2223
Ashwell & Morden	AWM	d	2003			2028					2103		2128					2203		2228
Royston	RYS	d	2008			2033					2108		2133					2208		2233
Meldreth	MEL	d	2012								2112							2212		
Shepreth	STH	d	2015								2115							2215		
Foxton	FXN	d	2018								2118							2218		
Cambridge	CBG	a	2029			2048		2059		2129		2148			2158		2231		2248	
Cambridge	CBG	d						2103							2203					
Cambridge North	CMB	d						2109							2207					
Waterbeach	WBC	d						2114							2212					
Ely 4	ELY	a						2123							2221					
Ely 4	ELY	d						2124							2222					
Littleport	LTP	d						2131							2229					
Downham Market	DOW	d						2140							2238					
Watlington	WTG	d						2146							2244					
Kings Lynn	KLN	a						2155							2253					

**Sunday 7 of 7**

Operator	GR	GN	TL	GN	GR	TL	GN	GN	TL	GN	TL	GN	TL	
Facilities	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes														
Service Length	8	12	8		12	8	8	12	8	4	4	4		
Brighton <b>10</b>	BTN	d				2122								
Horsham <b>4</b>	HRH	d												
Gatwick Airport <b>10</b> ←	GTW	d				2153								
Redhill	RDH	d												
East Croydon	ECR	d				2209								
London Bridge <b>4</b> ⇄	LBG	d				2226								
London Blackfriars <b>3</b> ⇄	BFR	d				2232								
City Thameslink <b>3</b>	CTK	d												
Farringdon <b>3</b> ⇄	ZFD	d				2236								
St Pancras International <b>15</b> ⇄	STP	d				2241								
London Kings Cross <b>15</b> ⇄	KGX	a	2205	2210	2213	2202	2235	2310	2302	2322	0002	0032	0103	0132
Finsbury Park	FPK	a			2218	2207		2247	2307	2327	0007	0037	0108	0137
Finsbury Park	FPK	d			2219	2208		2248	2308	2328	0008	0039	0109	0139
Alexandra Palace	AAP	d				2213			2313		0013		0114	0143
Potters Bar	PBR	d				2221			2321		0021	0051		0157
Hatfield	HAT	d				2227			2327		0027	0057		0202
Welwyn Garden City <b>4</b>	WGC	d				2233			2333		0032	0101		0207
Welwyn North	WLW	d				2235			2335		0035	0104s		0209s
Knebworth	KBW	d				2239			2339		0039	0108s		0213s
Stevenage <b>4</b>	SVG	d			2240	2244		2309	2344	2348	0043	0113	0148	0219
Hitchin <b>4</b>	HIT	d			2245	2250		2314	2350	2353	0052	0122	0156	0228
Arlesey	ARL	d			2251					2359		0128s		
Biggleswade	BIW	d			2256					0004		0133s		0236s
Sandy	SDY	d			2300					0008		0137s		
St Neots	SNO	d			2307					0016		0144s		0246s
Huntingdon	HUN	d			2315					0023		0151s		0253s
Peterborough <b>8</b>	PBO	a	2252		2333		2328			0042		0210		0312
Letchworth Garden City	LET	d				2255		2320	2337	2355		0057		0201s
Baldock	BDK	d				2258		2323	2340	2358		0100		0205s
Ashwell & Morden	AWM	d				2303		2328		0003		0105		0210s
Royston	RYS	d				2308		2333	2349	0008		0110		0215a
Meldreth	MEL	d				2312				0012		0114		
Shepreth	STH	d				2315				0015		0117		
Foxton	FXN	d				2318				0018		0120		
Cambridge	CBG	a			2259	2329		2348	0003	0029		0131		
Cambridge	CBG	d			2303				0005					
Cambridge North	CMB	d			2307				0009					
Waterbeach	WBC	d			2312				0014					
Ely <b>4</b>	ELY	a			2321				0023					
Ely <b>4</b>	ELY	d			2322				0025					
Littleport	LTP	d			2329				0032					
Downham Market	DOW	d			2338				0041					
Watlington	WTG	d			2344				0047					
Kings Lynn	KLN	a			2353				0056					

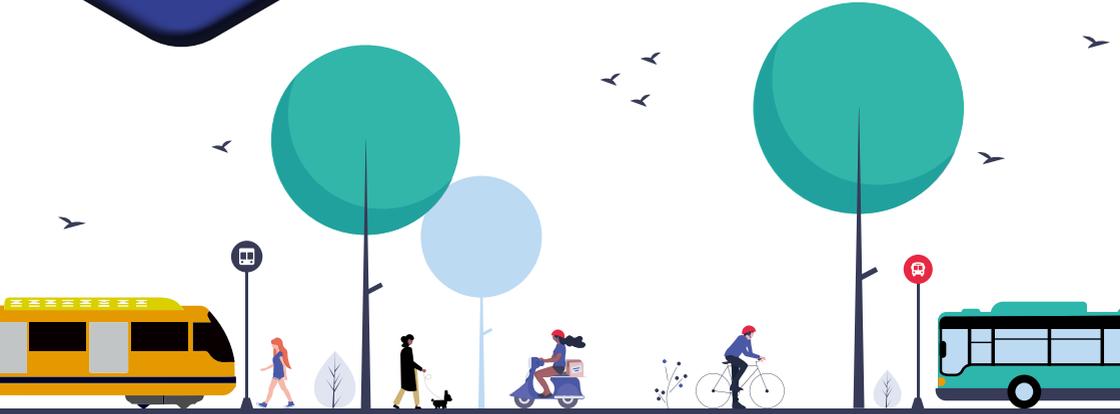
**Key**

- GN** Service operated by Thameslink Great Northern
- GR** Service operated by London North Eastern Railway
- TL** Service operated by Thameslink
- a** Arrival time
- d** Departure time
- s** Stops to set down passengers only
- 10** Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
- ⇄** Interchange with London Underground
- ⊕** Interchange with Eurostar services
- 🚊** Interchange with Tramlink
- ←** Station within Airport terminal
- 1** First Class accommodation available
- 8** The number of coaches on this train
- 8** The length of this train changes during the journey. The number of coaches shown is the maximum and may be shorter at your station



***Appendix F***

Claim your free  
travel voucher  
inside!



# PEACOCK GROVE

## TRAVEL INFORMATION PACK



DAVID WILSON HOMES  
WHERE QUALITY LIVES

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<u>Voucher</u>	<u>4</u>	<u>Greener Car Travel</u>	<u>14</u>
<u>Personal Travel Plans</u>	<u>5</u>	<u>Train Travel</u>	<u>16</u>
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## KEEP UP TO DATE!

 @RJSMARTERTRAVEL

 @SMARTERTRAVELCAMBRIDGE

 SMARTERTRAVEL.UK.COM/PEACOCKGROVE



**TO CLAIM YOUR FREE TRAVEL  
VOUCHER HEAD TO PAGE 4!**

# WELCOME

## WELCOME TO THE PEACOCK GROVE TRAVEL INFORMATION PACK

This pack has been produced exclusively for the residents of Peacock Grove to provide information on local travel options. The pack is also filled with travel information and money saving tips along with free vouchers and exclusive offers to get you travelling sustainably.

1

### WHAT IS A TRAVEL PLAN?

A Travel Plan is a package of measures and actions specific to each development with an aim to help residents transition to greener travel choices. Travel options are monitored annually and reported back to the County Council.

2

### WHAT IS THE BENEFIT OF THIS PACK?

We've created this pack for you to refer back to with any journey or travel queries. Inside you will find journey times for a range of modes of transport to local amenities, along with your local map, cycle routes, footpaths and bus stops. There are also travel vouchers for you to claim (head to the next page to find out more). It may not be possible for everyone to make changes to their journeys, but we are here to help support you in choosing a more sustainable mode of travel where possible!

3

### HOW TO GET IN CONTACT

Email: [PeacockGrove@smartertravel.uk.com](mailto:PeacockGrove@smartertravel.uk.com)

Web: [smartertravel.uk.com/PeacockGrove](http://smartertravel.uk.com/PeacockGrove)

# VOUCHER

## to help you travel smarter

EACH HOUSEHOLD WITHIN PEACOCK GROVE CAN CLAIM!

To claim your welcome voucher you will just need to complete a short Travel Survey and select which **one** of the following vouchers you want to claim. One claim per household, first occupier only. Terms and Conditions apply.

### YOU CAN CLAIM ONE OF THE FOLLOWING:

- Cambridgeshire Plus 28-Day MegaRider ticket for local bus services in and around Littleport, or;
- A £150 Active Travel Voucher - purchase of a wide range of all sporting / fitness equipment, from bikes to fitness trackers, redeem in-store or online via Decathlon.

### HOW TO CLAIM:

To claim your voucher, simply complete the survey by visiting: [smartertravel.uk.com/PeacockGrove](http://smartertravel.uk.com/PeacockGrove) or

SCAN THE  
QR CODE  
HERE



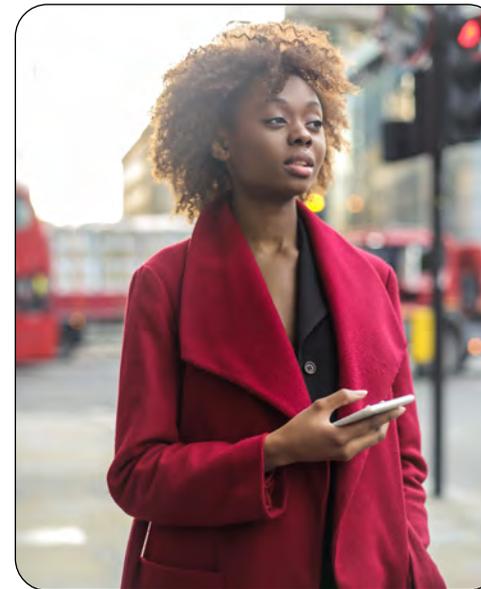
Alongside your voucher, every member of your household can also claim a free Personal Travel Plan (head over to Page 5 for more info).

If you do not have access to a smartphone you can either give us a call on: 01603 230240, drop us an email at: [PeacockGrove@smartertravel.uk.com](mailto:PeacockGrove@smartertravel.uk.com) or write to us (our address can be found at the back of the pack) Please note, only one voucher request per dwelling, full T&C's can be found at: [SmarterTravel.uk.com](http://SmarterTravel.uk.com)

# PERSONAL

## travel planning

Personal Travel Plans (PTP's) identify all sustainable travel options from A to B, for example, from your home to your workplace or school. To get your PTP - simply complete the Travel Survey to provide us with your regular destination, the time you need to be there and the time you normally leave. We'll take care of the rest!



You will be supplied with full details of sustainable travel options available to you, including: car sharing, public transport, walking and cycling (where relevant). We'll also include useful resources for you to do your own research and find out more details about each mode of travel.

You will also receive a full breakdown of the journey duration for each travel mode, route details, departure time from your home and the amount of CO<sub>2</sub> emitted. This is sent to you via email to help assist you in making a more practical and smarter travel choice!

Please contact us at [PeacockGrove@smartertravel.uk.com](mailto:PeacockGrove@smartertravel.uk.com) with the addresses of your starting location and end destination, along with your typical departure and arrival times.

Complete the survey by scanning the QR code or visit: [smartertravel.uk.com/PeacockGrove](http://smartertravel.uk.com/PeacockGrove) to get your free PTP.



If you would like further advice or have any specific questions regarding your Personal Travel Plan, please feel free to contact us at: [PeacockGrove@smartertravel.uk.com](mailto:PeacockGrove@smartertravel.uk.com).



# WALKING in the area

PEACOCK GROVE



Littleport Community Pre-School	Littleport Youth & Community Centre	Littleport Leisure Centre	The Crown Pub	Co-Op Supermarket	Littleport Town Centre	Littleport Train Station
1 min	11 mins	12 mins	15 mins	16 mins	17 mins	31 mins

## WALKING in the area



Walking is a great way to get out, whether that's a leisurely stroll or by incorporating it into your daily commute, there are tonnes of benefits!

Not only is walking good for your body but it's also good for your mind. A brisk 30-minute walk each day will have significant improvements on your health. You could make your walking commute a social occasion too and walk with friends. With various amenities within a suitable walking distance of Peacock Grove, why not swap your short car journeys for walking instead?

You could use your active travel voucher towards some new trainers, walking boots or even a smartwatch to keep you on the move. Scan the QR code on page 4 to claim yours!

**LOCAL WALKS TO EXPLORE:**

There are plenty of local walks, parks and nature reserves around Peacock Grove for you to explore. Here are a couple of local routes you could try:

- Littleport loop (4.1 miles)
- Ely Cathedral via Great Ouse River (16.3 miles)

These are perfect for a nice stroll or spend some free time in nature. For more leisurely walks with furry companions, walk 21-mins to Littleport Dog Park, it's fenced off so they can play off-lead in a secure environment.

### HEALTH BENEFITS

Guidance suggests that adults should try to get at least 150 minutes of exercise each week, the good news is, a brisk walk contributes to this! Some of the health benefits of walking include:

- Reduced risk of cardiovascular problems;
- Helps improve the strength of your bones;
- Increases your muscle strength;
- Increased productivity; and
- Makes you happier (studies can prove this!)

### USEFUL WEBSITES & APPS



**MAP MY WALK**  
Record your walk details, including duration, distance, pace, elevation and calories burned!  
Mapmywalk.com



**KOMOOT**  
Full of mapped out routes for you to try!  
Komoot.com

Have you considered joining a walking group?

Ramblers have an organised walk in your local area, with moderate and varying lengths for all abilities.



Find out more at:  
Ramblers.org.uk or scan the QR code!



# CYCLING in the area

Many of us are now commuting far less and are working from home more, but not only is cycling great for commuting, it's even better for maintaining a healthy lifestyle.

There are several scenic cycling routes in and around Littleport that are suitable for cyclists of all experience levels. You'll find a variety of routes north towards Downham Market and King's Lynn and you can follow the Great Ouse River south - southeast via Ely.

## CYCLE TO WORK SCHEMES

Cycle to work schemes are a UK government tax exemption initiative which allows you to hire a bicycle and other equipment. At the end, you have the option to purchase for a small fraction of the price.

Many different schemes are available, but they all allow for a tax deduction and can be paid through your salary. Please speak to your employer to find out more.

### CLAIM YOUR £150 ACTIVE TRAVEL VOUCHER

You could spend yours on a new helmet, cycle lights or even a fitness tracker. To claim your voucher, scan the QR code or visit: [SmarterTravel.uk.com/PeacockGrove](https://SmarterTravel.uk.com/PeacockGrove)

## E-BIKES

E-Bikes offer you that extra assistance, allowing you to travel further, as effortlessly as you like. With an average full charge cost of 17p, they are a great cost saving method and can be purchased through cycle to work schemes. To trial an e-bike for free, head to the Halfords website: [Halfords.co.uk](https://Halfords.co.uk)

### Need a part or repair?

City Cycle Centre in Ely has all you need!

**Location:** 7 Market St, Ely, CB7 4PB.

**Open:** 9am-5:30pm Monday - Friday & 8:45am-5:30pm on Saturday's.

**Email:** [cycles@citycyclecentre.com](mailto:cycles@citycyclecentre.com)

**Call:** 01353 663131

## CYCLE ROUTES

Cambridgeshire County Council have provided cycle maps for the different areas in the region, take a look at the Ely Cycle Map which includes Littleport and surrounding areas by going to:

[cambridgeshire.gov.uk/residents/travel-roads-and-parking/active-travel-in-cambridgeshire/getting-started/cycle-routes-and-maps](https://cambridgeshire.gov.uk/residents/travel-roads-and-parking/active-travel-in-cambridgeshire/getting-started/cycle-routes-and-maps)



## USEFUL WEBSITES & APPS



### STRAVA

Keep track of your cycle journeys and share your routes with friends and family. Visit [Strava.com](https://Strava.com)



### CYCLESTREETS

One of the most comprehensive route planners and it's free to use! Visit: [Cyclestreets.net](https://Cyclestreets.net)



# CYCLING in the area

PEACOCK GROVE



Littleport Community Pre-School

1 min

Littleport Youth & Community Centre

2 mins

Littleport Leisure Centre

2 mins

The Crown Pub

4 mins

Co-Op Supermarket

4 mins

Littleport Town Centre

4 mins

Littleport Train Station

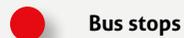
9 mins

# LOCAL area map

## Points of Interest:



Peacock Grove



Bus stops



Footpaths



Bridleways

1 Littleport Community Pre-School

2 Vista Academy Littleport (Secondary School)

3 Littleport Leisure Centre & Stepping Stones Pre-School

4 Littleport Town Football Club

5 Co-Op Supermarket

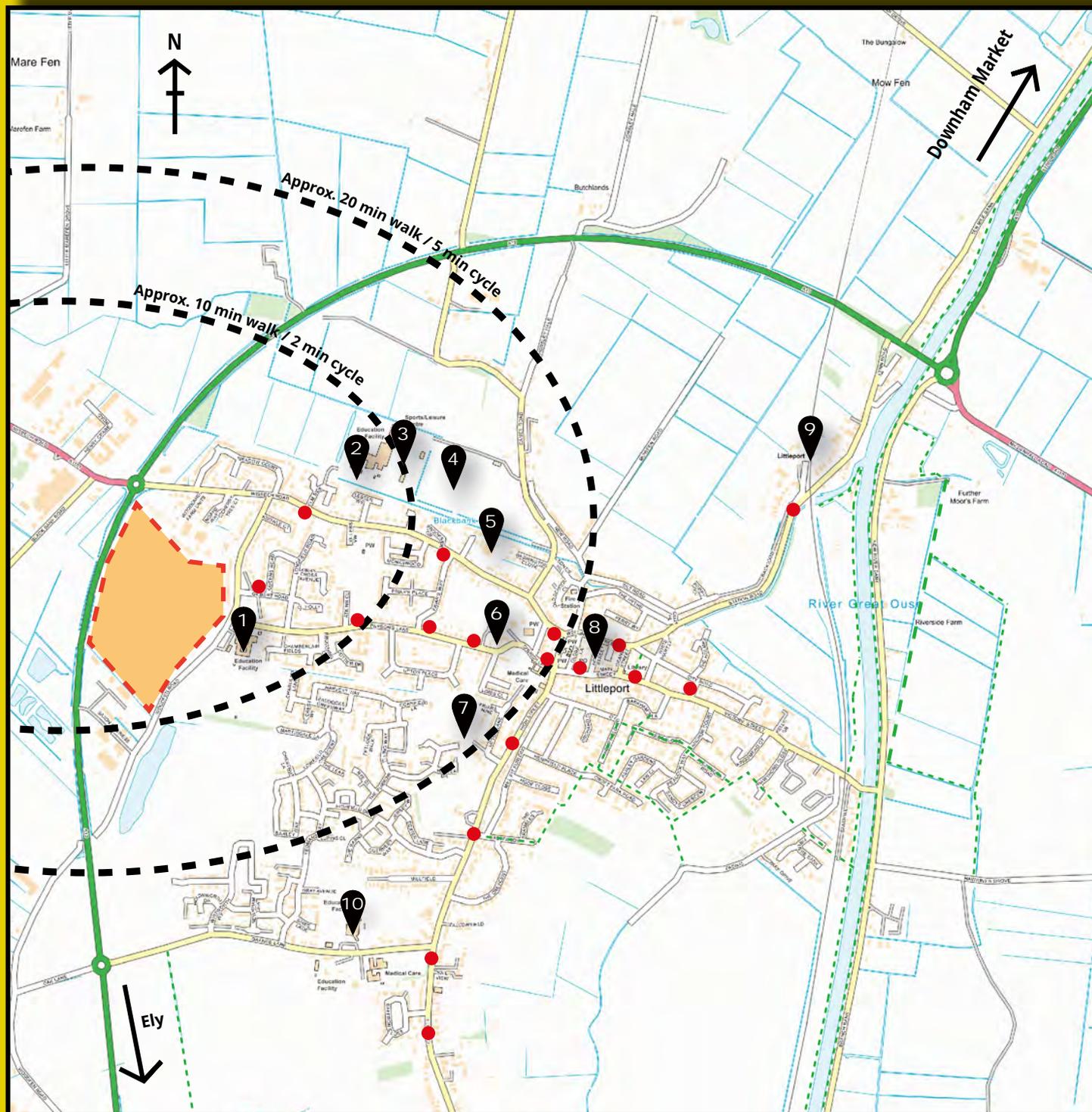
6 Wellness Pharmacy

7 Littleport Dog Park

8 Littleport Town Centre (retail shops, salons, dentist, etc.)

9 Littleport Train Station

10 Busy-Bees Pre-School





# LOCAL BUS travel



## BUS travel

Your nearest bus stop is called Queens Road, located on Gilbert Road, easily accessible via the eastern access into Peacock Grove. This bus stop serves bus service 9 currently operated by A2B Travel Group, with services travelling between Littleport and Cambridge, stopping here at 6:44am, 9:38am, 11:08am, 12:38pm, 2:55pm and 4:28pm, Monday to Saturday (except public holidays).

For onward travel, the 9A service by A2B can be used from Market Street in Ely for travel around Ely, departing approximately every 60 minutes between 9:25am to 4:25pm, Monday to Saturday (except public holidays).

### COMMUNITY TRANSPORT

FACT provides accessible transport for people unable to walk, cycle or use public transport to access health, social and wellbeing services in the local area. Bookings can be made by calling **01354 661234** between 9:00am - 1:00pm, Monday to Friday (except bank holidays) for bookings from 9:30am. Returns will be between 12:00pm and 2:00pm, depending on the day of use. Visit the website below for more information.

[fact-cambs.co.uk/Dial-a-Ride-East-Cambs](http://fact-cambs.co.uk/Dial-a-Ride-East-Cambs)

East Cambridgeshire Social Car Scheme (ECSCS) provides door-to-door transport for those with limited mobility. Visit the website below for pricing and booking details, or consider volunteering as a driver to help others in your community.

[vcaec.org.uk/car-scheme](http://vcaec.org.uk/car-scheme)

### LOCAL SERVICES

#### No.9: Littleport - Cambridge

This service is currently operated by A2B Travel Group (subject to change from 2026).

#### No.9A: Ely Town Circular

This service also currently operated by A2B Travel Group (subject to change from 2026).

For more information on the timetables weekly and monthly tickets and more, scan the QR code below or visit the A2B website: [a2bbusandcoach.com](http://a2bbusandcoach.com)



SCAN FOR THE A2B BUS TIMETABLES

### CLAIM YOUR FREE BUS TICKETS

Scan the QR code to claim your free bus voucher for local services. Terms and Conditions apply.



### USEFUL WEBSITES & APPS



#### MYTRIP

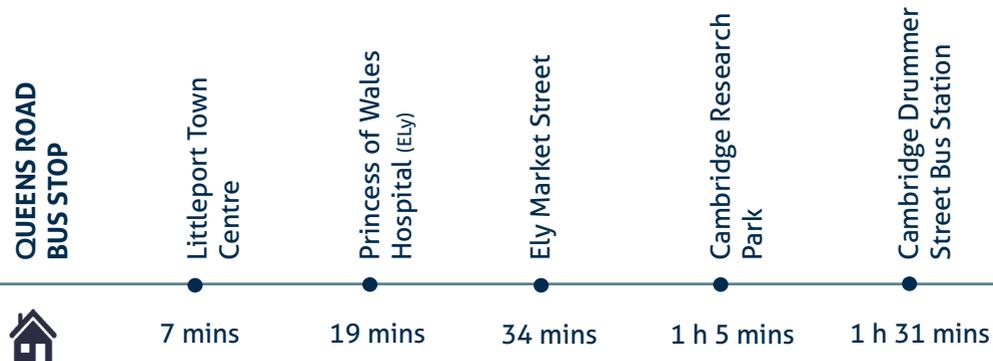
Book bus tickets with A2B via the myTrip app. [mytrip.today](http://mytrip.today)



#### BUS CHECKER

Instant up to date info on all buses throughout the UK to help you plan your journey [Buschecker.com](http://Buschecker.com)

Approx. bus times from the Queens Road bus stop on Gilbert Road during off-peak travel. Please check latest timetable before travelling.



# GREENER car travel

## GREENER car travel



Public transport, cycling or walking your commute is not possible for everyone. However, there are still plenty of things you can do to reduce car emissions such as switching to an electric or hybrid vehicle, car sharing or joining a car club instead of being a 2+ car household.

### JOURNEY SWAPS

Many of us are already commuting far less, which is great! However, there is always more you can do to help. Why not reduce your car journeys by having groceries delivered to your doorstep?

Combining your car trips/errands into one journey is another great way to reduce small journeys. Did you know the average commute is only 5-miles long? This would only be a 35-minute cycle ride!

### CAR SHARING

Car or lift sharing is a great way to reduce the cost of travel along with CO<sub>2</sub> emissions, whether that's with someone you already know or through the Liftshare website.

Sign up with Liftshare to find someone to share with, it's free and flexible, only share when it suits you.

Join today: [Liftshare.com/UK](https://Liftshare.com/UK)



Electric vehicles are becoming increasingly popular. As of August 2025, there were over 85,000 EV charging points in the UK and growing rapidly.

### BENEFITS OF MAKING THE SWITCH:

#### ✓ Cheaper to Run

Compared with the fluctuating fuel costs, running an EV typically costs 1/3 of petrol/diesel (around £13 for a full charge at home in 2024, according to Pod Point).

#### ✓ Maintenance

Electric vehicles have fewer moving parts and are mechanically less complex which means less to go wrong.

#### ✓ Tax Saving

The tax on an electric/hybrids is far less, as the government are encouraging people to make the switch.

#### ✓ Environmental Issues

With the climate crisis at its worst ever we all need to reduce our emissions where possible. Electric vehicles produce far less CO<sub>2</sub> emissions.

### USEFUL APPS & WEBSITES



To view current chargers near you, use the Zap Map website: [Zap-map.com](https://Zap-map.com) also available as an app.

The future is looking electric!

Get ahead and visit: [Zap-map.com](https://Zap-map.com) for more info!



# TRAIN travel

Littleport Train Station is located approximately a 31 minute walk from home with step-free access to all platforms via a ramped subway, or you can cycle 9 minutes and park in one of the 330 cycle storage spaces, making it the ideal multi-modal commute.

From here, you have direct access to Kings Lynn via Downham Market and London via Ely and Cambridge. Connecting services from Ely and Cambridge are available to Peterborough, Norwich, London Stansted Airport, Birmingham, Liverpool, Norwich and Brighton. These services are offered by a variety of providers: Greater Anglia, Great Northern, CrossCountry and East Midlands Railways.



# TRAIN travel

## RAILCARDS AVAILABLE

- Age 16-25 Railcard
- Age 16-17 Saver
- Senior Railcard age 60+
- Veterans Railcard
- Two together Railcard
- Disabled Persons Railcard
- 26-30 Railcard
- Family & Friends Railcard

Find yours at [Railcard.co.uk](http://Railcard.co.uk) or scan the QR code below:



## PERSONAL TRAVEL PLANNING

To find out how you could improve your journeys with a comparison of cost, time and CO<sub>2</sub> emissions. Scan the QR code below or visit our website at: [SmarterTravel.uk.com/PeacockGrove](http://SmarterTravel.uk.com/PeacockGrove)



## USEFUL APPS & WEBSITE



**NATIONAL RAIL**  
A great journey planning app which notifies you in the event of any disruption or delay to your travel. Tickets can also be purchased via their app & website.  
[Nationalrail.co.uk](http://Nationalrail.co.uk)

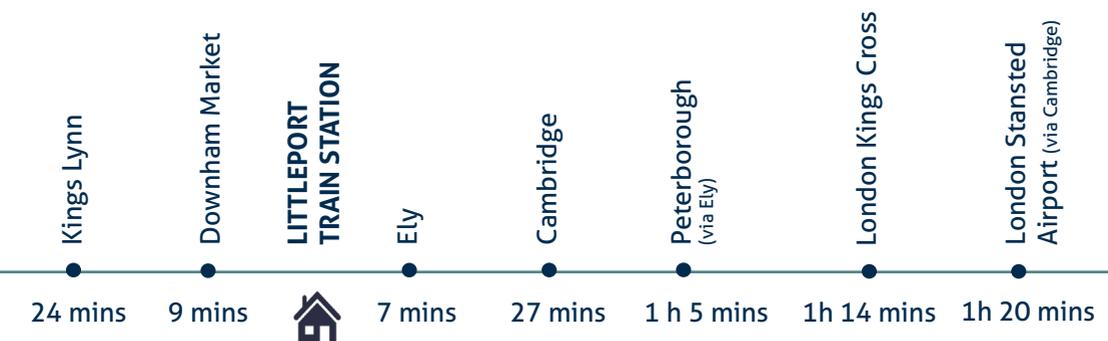


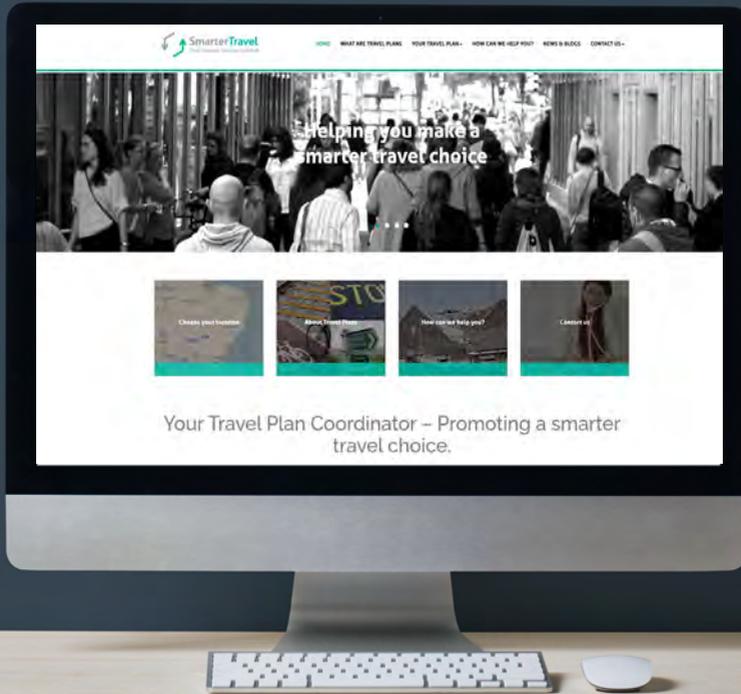
**GREAT NORTHERN RAIL**  
Visit their website or download the app for live train departures, updates and more information.  
[Greatnorthernrail.com](http://Greatnorthernrail.com)

Looking for train travel advice? Wondering if you can take your bike on the train or if a station has step-free access? National Rail has you covered!

Visit [nationalrail.co.uk/on-the-train](http://nationalrail.co.uk/on-the-train)

Approx. train times from Littleport Train Station. Some routes may require connections, please check routes and departure times before travelling.





# TRAVEL PLAN website

Keep up to date with what is happening in and around Peacock Grove, along with information on events, competitions with prizes and travel information specifically for you!

[WWW.SMARTERTRAVEL.UK.COM/PEACOCKGROVE](http://WWW.SMARTERTRAVEL.UK.COM/PEACOCKGROVE)



# DISCOUNTED travel

Commuting can become very expensive, whether that's by public transport or by car, therefore we've compiled some cost saving methods to help reduce your travelling expense!

## BUS PASSES

If you haven't already, visit the Cambridgeshire & Peterborough Combined Authority website to see if you are eligible for a free or discounted bus pass. This includes transport for school, those of pensionable age or eligible disabilities. Check your eligibility by scanning the QR code below.



## SAVE MONEY ON TRAIN TRAVEL

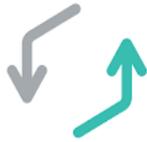
If you're travelling by train for leisure purposes, Railcards are a great way to save money on off-peak travel (1/3 off).

As noted on page 17, there are a wide selection of Railcards available, costing £35 for one year or £80 for three years. The Disabled Persons railcard is just £20 for a year or £54 for 3 years. Find out more at [Railcard.co.uk](http://Railcard.co.uk).

Another great way to save money on your rail fares is to split your tickets if your journey involves a change. There are lots of websites which can do this for you, such as [thetrainline.com](http://thetrainline.com).

Visit [transport.cambridgeshirepeterborough-ca.gov.uk](http://transport.cambridgeshirepeterborough-ca.gov.uk) or scan the QR code to find out more about discounted travel options. Alternatively, you can give us a call on: 01603 230240 or write to us using the details on the back of this pack.





**SmarterTravel**

from Richard Jackson Limited

on behalf of



**DAVID WILSON HOMES**

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