



LAND AT BACKGATE, COWBIT

Transport Statement

29/08/2014

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Transport Statement

29/08/2014

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Executive Summary

This Transport Statement has been prepared to support a planning application for the development of up to 37 dwellings on land off Backgate, Cowbit, Lincolnshire.

The application is detailed.

WSP UK Ltd has been appointed by Ashley King Developments Ltd., to complete a transport statement and provide a preliminary access arrangement that satisfies national and local highway design guidance. The access so developed provides a safe and effective solution for the expected range of vehicles likely to use the site.

The typical traffic generation of the development has been based on proprietary databases of nationally accepted data, providing robust estimates of trip generation derived from established developments with similar characteristics. It has been calculated that the development so proposed will create some 50 additional car trips on the local network in the AM peak period and 35 trips in the PM peak period.

This level of additional trip making is considered to be insignificant in the local context, where observations reveal that Backgate currently has only some 78 trips in the AM peak and 85 trips in the PM peak.

The proposals are expected to include enhancements and additions to the local walking and cycling infrastructure. This will include especially a new access at the rear of the site into the recreation fields that will, in turn, facilitate safe and convenient access to the primary school and church from the development and other areas of Cowbit to the east.

Access to public transport, whilst somewhat limited, provides for direct and frequent services to Spalding and Peterborough, with onward opportunity for travel by other major bus and rail based services.

In conclusion, the proposed development is expected to have a minimal impact upon the local transport infrastructure and have opportunity for the encouragement of sustainable travel objectives through enhancement of local infrastructure. In that context, there is no reason why the proposals should be rejected on highway grounds.

1 Introduction

1.1 Site Location

WSP UK Ltd. has been commissioned by Ashley King Developments Ltd to review and finalise an assessment of the transport impacts of a proposed residential development comprising up to 37 dwellings. The assessment will support an outline planning application for the development.

The site is located at Backgate, Cowbit in the South Holland District of Lincolnshire. The site is located on the northern half of the village of Cowbit and is shown in Figure 1 below.



Figure 1 : Site Location

1.2 Transport Assessment of Development Proposals

Developments of this nature require an assessment of the transport impacts to enable the local authority to determine whether or not the development can be implemented sustainably and without compromising highway safety. The form of the assessment is dependent upon the nature and proposed scale of the development.

To standardise the approach taken the Department of Transport has produced guidelines on the content and form of transport assessment studies and these are published within their document entitled 'Guidance on Transport Assessment' (2007). This document provides two tiers for residential development impact assessment, comprising either:

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- for development comprising greater than 80 units, the provision of a full Multi-Modal Transport Assessment and Travel Plan, and;
 - for developments comprising between 50 and 80 units, the provision of a 'Transport Statement'.

Lincolnshire County Council has adopted the DfT guidelines for use in the county and advice has been sought from the County Council as to the appropriate form of assessment in this case. Highway Development Control officers of Lincolnshire County Council have confirmed that a Transport Statement is required to support the forthcoming planning application.

Therefore this report has been prepared to provide a review of the likely development impact in relation to current traffic conditions, future impact of the development on the local critical junction, to confirm details of access arrangements and to review the accessibility of the site in the context of access to local services and public transport availability. The report takes the form of a Transport Statement in accordance with DfT advice and Appendix B; Indicative Thresholds for Transport Assessments.

2 Policy Review

2.1 Preamble

The site lies within the borders of Lincolnshire County Council and in the Local Authority District of South Holland. Accordingly, the primary planning and transport policies reviewed herein relate to South Holland District Council (SHDC), Lincolnshire County Council (LCC) and the overarching national policy context. When making decisions on planning applications, SHDC applies the adopted 2006 Local Plan policies where they are consistent with the National Planning Policy Framework.

On March the 27th 2012 the Government published the National Planning Policy Framework (NPPF), replacing the PPG and PPS based planning system. The policies contained in the Framework are material considerations which local planning authorities should take into account from the day of its publication. In cases where the policies in the 2003 Local Plan are not consistent with the NPPF, the policies in the NPPF take precedence.

2.2 National Planning Policy Framework

In relation to the scale of the development proposed, the key transport elements in the NPPF related to the scale of the proposals are as follows:

- Para 32: All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people;
 - and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- Para 33: Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
- Para 35: Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

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- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - consider the needs of people with disabilities by all modes of transport.

2.3 South Holland Local Plan

The Local Plan has been prepared by South Holland District Council. It sets out the future development, use of land and employment in the area up to 2021. The document was adopted on the 18th of July 2006.

2.3.1 Policy SG3 – Settlement Hierarchy.

Within this policy the village of Cowbit is seen as a Group Centre in the settlement hierarchy. The villages of Deeping St Nicholas, Fleet Hargate, Gedney Hill, Gosberton, Moulton, Moulton Chapel, Pinchbeck, Sutton St James, Weston and Whaplode will also act as local service centres for the surrounding rural area. It highlights that new development should support or improve their role as a focus for local social and economic activity, having regard to their role within clusters or groups of settlements.

2.3.2 Policy HS6 – New Housing in Group Centres (Non Allocated Sites)

Residential development will be permitted on suitable sites in Group Centres where:

It is within the defined settlement limits; and

It is on brownfield land; and

It is infilling or represents the replacement of an existing dwelling within the same site.

2.3.3 Other Relevant Policies

The following Local Plan Policies will also be relevant to the consideration of the proposed scheme:

- SG6 – Community Infrastructure
- SG9 – Development and Flood Risk
- SG14– Design of New Development
- SG15 –New Development facilities for Road Users, Pedestrians and Cyclists
- SG16 –Parking Standards in New Development
- SG17 – Protection of Residential Amenity
- SG18– Landscaping of new development
- HS11 – Open Space in new Housing Developments

2.4 Local Transport Plan 3: 2011/12 to 2012/13

Lincolnshire County Council produced its 3rd Local Transport Plan (LTP) which, sets out the strategy and policy framework for transport for only two years 2011/12 and 2012/13. The LTP will be used as a guide for transport investment in Lincolnshire as well as considered by other agencies when determining planning or delivery decisions. The 4th Local Transport Plan is currently out to public consultation and will be in place by April 2013.

2.4.1 LTP3 Transport Objectives

To assist the sustainable economic growth of Lincolnshire, and the East Midlands region, through improvements to the transport network

- To increase public transport usage by improving;
 - the quality of vehicles and infrastructure
 - the reliability, frequency and journey time of services; and
 - bus/ rail integration
- to improve access to key services by widening travel choices , especially for those without access to a car
- to make travel for all modes safer and, in particular, reduce the number and severity of road casualties
- to remove unnecessary HGVs from affected communities through;
 - appropriate traffic management measures
 - highway improvements; and
 - encouraging the use of alternative modes of transport
- to maintain the transport system to standards which allow safe and efficient movement of people and goods
- to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic
- to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment
- to enhance air quality, particularly within declared Air Quality Management Areas

2.5 Lincolnshire's Transport Vision in 2030:

The longer term Transport Vision adopted for Local Transport Plan 3 is as follows:

- A well-managed and safe road network to maximise the reliability of journeys and reduce the impact of traffic on communities

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- Good access by a choice of modes to services, jobs and for leisure within Lincolnshire
 - Good inter and intra-regional access to support a growing economy
 - Sensitive rural areas are managed in ways that retain, and where possible enhance the value of the natural environment
 - Streets in built-up areas are seen primarily as places where people can carry on their activities in a pleasant environment

3 Existing Highway Conditions

3.1 Site Description and Existing Uses

The site is located in South Holland District in Lincolnshire within the northern half of the village of Cowbit. Cowbit has a population of approximately 3,800 persons (ONS 2010). The site is located approximately 5 miles south of Spalding. The current access is from Backgate which runs in a north-south direction to the east of the site.

Existing residential development lies to the north of the site, with existing public space (recreation ground) directly to the west and an agricultural field to the south. Beyond this to the south there is further residential development.

The overall site area being proposed for development is approximately 1.54 hectares (3.82 acres). It is currently in agricultural use. There is an intention to bring the site forward for residential development.

3.2 Local Road Network and Standards

Backgate is a minor unclassified residential street which runs approximately north to south. It has a carriageway width of 5.25m with a single footway on the western side of the road of width 1.5m. A verge lies to the rear of the footway and fluctuates in width up to 1.5m. There are no waiting and loading restrictions, or carriageway markings. A weight restriction of 7.5 tonnes is imposed at the junction with Barrier Bank and also at the junction of Backgate with Stone Gate.

Backgate is restricted to a 30mph speed limit with street lighting with lamp heads on telephone poles. The vehicle speeds data shown by the Automatic Traffic Counter installed show vehicle speeds of 29.5mph north-bound and 28.8mph south-bound (both 85th %-ile wet weather speeds)

The development site has a frontage on to Backgate approximately 32m in length. There is an informal field access with dropped kerbs which is some 6m wide.

3.3 Accident Data Review

Accident data in the vicinity of the site has been derived from WSP's internal road traffic accident database for the 5-year period between 2008 and 2012. The locations of these accidents are shown on Figure 2.

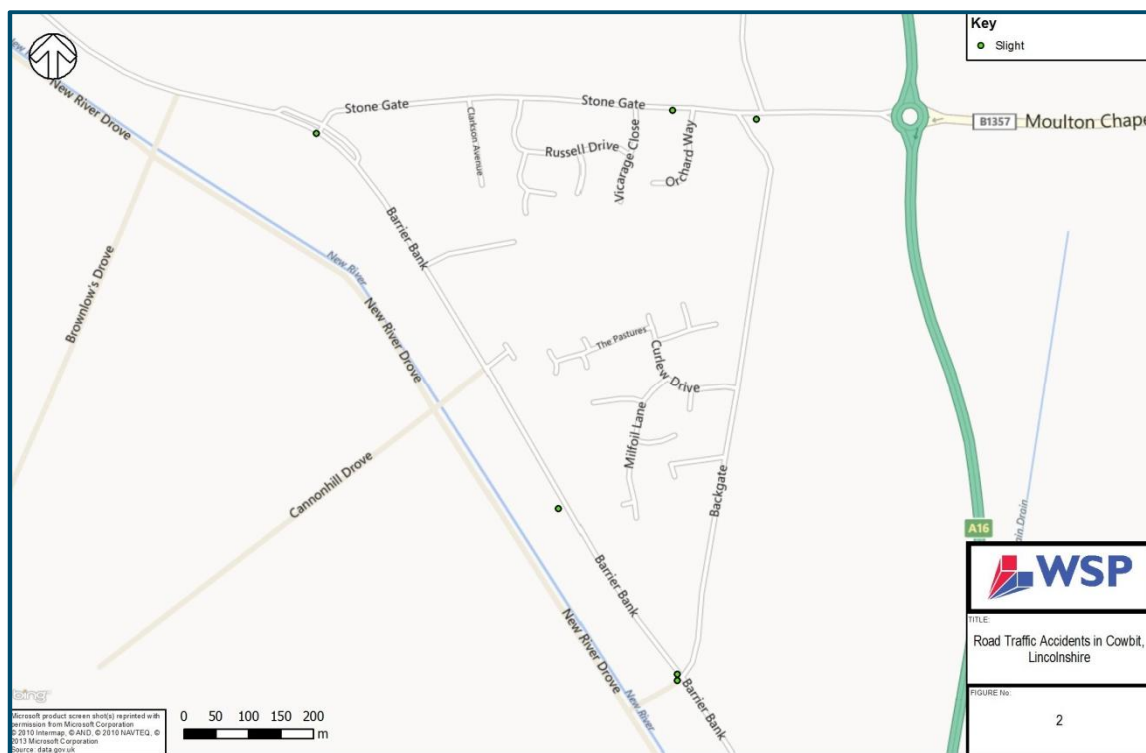


Figure 2 : Road Traffic Accidents in Cowbit

Interrogation of this database reveals that there were a total of seven slight accidents in the period between 2008 and 2012. Of these there were 2 in 2008, 4 in 2010 and one in 2011.

4 Proposed Development and Site Access Arrangements

4.1 Proposed Development

The proposed development will have up to 37 units comprising a mix of 2, 3 and 4 bed detached and semi-detached dwellings, with associated access roads, footways, street lighting, cycle and car parking provision (confirm with the finalised plans). The dwellings will be of 2 to 2.5 stories in height, maintaining the character of the environment. The overall site area being proposed for development is approximately 1.54 hectares (3.82 acres).

The application is submitted in detail, and the site layout plan showing the proposed development layout is enclosed at Appendix A and shown in Figure 3, below.



Figure 3 : Proposed Site Layout

It is proposed that the new estate roads within the site will be designed to Lincolnshire County Council adoptable standards ensuring appropriate provision for refuse and service vehicles

The proposed scheme is seeking to deliver a mix of open market houses in addition to a number of affordable units. The proposal is also seeking to deliver public open space to the benefit of the village in addition to enhanced access to the recreation ground to the west.

4.2 Site Access Arrangements

The primary access to the site for vehicular purposes is from Backgate. Initial contact with the LHA has confirmed that 'Manual for Streets' standards may be applied at this location, where Backgate comprises a 30mph highway, serving multiple uses with active frontages.

From site inspection it is apparent that visibility to the south may be achieved clear of obstruction within the available frontage and the adjoining public highway, whilst from the north there is a partial obstruction in the form of a boundary hedge at an adjoining property.

To determine prevailing traffic speeds on Backgate, an automatic traffic counter was installed to collect both speed and volume data for a period of one week in July 2011. This counter revealed that the 85th %-ile dry weather speeds were 32.0mph northbound across the site entrance and 31.3mph southbound. Reference to TA22/81 (Vehicle Speed Measurement on All-Purpose Roads) indicates that these speeds may be reduced by 4kph (2.5mph) to represent the wet-weather speed used in the visibility calculation.

Where the speed survey revealed an 85th%-ile wet weather approach speed of 28.8mph southbound and 29.5mph northbound, applying these speeds to the visibility splay equation contained within 'Manual for Streets 2' (MfS2) Para 10.1.5, provides the following recommended visibility splays for the site access.

The appropriate junction visibility splay to the north in relation to the observed speeds is 2.4m x 40.5m, and to the south is 2.4m x 41.9m.

In terms of estate road carriageway width, on the basis of the proposed development composition where the most frequent vehicular demand will be for 'cars to pass cars', a minimum carriageway width of 4.8 metres is provided. Similarly, the recommended minimum radius of 6.0m for junction bellmouth formation has been adopted.

Applying the visibility splay standards and access road geometry set out above, the accompanying drawing demonstrates that an entirely adequate form of junction can be achieved within the available site frontage, without encroaching onto 3rd party land. It is therefore considered that an appropriate and safe form of junction to current standards can be achieved at the Backgate frontage to serve the proposed development.

4.3 Car and Cycle Parking

The proposed development of 37 dwellings will be provided with car parking in accordance with the adopted standards of South Holland District Council. It is anticipated that car parking requirements will be met in a variety of forms comprising on-plot, parking court and on-street, in accordance with details to be agreed.

Secure cycle parking will be provided on plot by plot basis in accordance with details to be agreed with the Local Planning Authority and secured by planning conditions.

5 Development Trip Generation and Distribution

5.1 Trip Generation

The following section outlines the all-mode and vehicular daily trip generation to the proposed development.

The overall trip rates and person movements have been reviewed in relation to the TRICS v6.12.2; 2013b (December 2013) database and the 2011 Census Travel for Work data (Moulton, Weston and Cowbit Ward), and are considered to form a representative level of trips and modal share that may be generated by the proposed development. The baseline TRICS data and a summary of the Moulton, Weston and Cowbit ward data are enclosed in Appendix B.

The TRICS selection was undertaken from RESIDENTIAL (03) Land Use in Category A, HOUSES PRIVATELY OWNED for surveys of between 9 and 40 dwellings, weekdays only. Sites within England (excluding Greater London) were selected. This has provided the following all – mode 12 hour person trip rates for the development, based upon 85th%ile trip rates. The rates are set out in Table 5.1 below:

Time Period	Arrival	Departure	Total
Daily (07:00-19:00)	5.815	5.556	11.371
AM (08:00-09:00)	0.600	1.100	1.700
PM (17:00-18.00)	0.600	0.600	1.200

Table 5-1: Daily All-mode Person Trip Rates

Applying these rates to the proposed development of 37 dwellings provides the following all-mode daily trip rates identified in Table 5.2:

Time Period	Arrival	Departure	Total
Daily (07:00-19:00)	215	206	421
AM (08:00-09:00)	22	41	63
PM (17:00-18.00)	22	22	44

Table 5-2: Daily All-mode Person Trip 37 dwellings

In terms of mode share, the trip rates are assumed to be equal to those reported in the Census 2011 Travel for Work, persons working mainly from home and persons not currently working. Translating these trip rates to the proposed development of 37 units set out in Table 5-2 provide the following daily mode share or arrivals and departures:

Mode	Mode %	Arrival	Departure	Total
Train + Underground etc	1.27	3	3	5.04
Bus, Minibus or Coach	1.51	3	3	6.02
Taxi	0.11	0	0	0.42
Motorcycle, Scooter or Moped	0.88	2	2	3.50
Driving a Car or Van	83.65	180	172	332.91
Passenger in a Car or Van	5.77	12	12	22.95
Bicycle	1.58	3	3	6.30
On Foot	4.78	10	10	19.03
Other Method of Travel to Work	0.46	1	1	1.82
Total	100.00	215	206	397.99

Table 5-3: Daily Modal Share

Time Period	Arrival	Departure	Total
Daily (07:00-19:00)	180	172	352
AM (08:00-09:00)	19	34	53
PM (17:00-18.00)	19	19	36

Table 5-4: Vehicle Trip Rates

Where the resulting AM and PM peak hour vehicle generation equate to 1.42 vehicle movement per dwelling in the AM peak and 1.00 vehicles movement per dwelling in the PM peak, these rates are considered typically representative of residential development in a relatively deep rural area, with high levels of car use. It can be seen that the development may have the propensity to generate around 53 and 36 two-way vehicle movements in the busiest AM and PM peak respectively.

5.2 Traffic Distribution

In terms of traffic distribution, it is assumed that the primary destinations for AM peak employment based traffic will be to either Spalding or Peterborough. Spalding lies some 5 miles to the north whilst Peterborough is some 16 miles to the south. Journeys to both destinations have been greatly facilitated by the construction of the A16, completed in 2011.

It is assumed that primary education trips will be to the north, to the St. Mary's CofE Primary or for secondary education to Spalding, where there are a number of secondary schools.

All longer distance trips (to Spalding or Peterborough) are expected to use the A16 and, where the primary local access is to the north, it is expected that the majority of AM peak trips will arrive and depart along Backgate to the north. Trips are then expected to distribute east west along Stone Gate or Moulton Chapel Road.

Key characteristics for trip distribution are expected to be:

- Initially some 84% of the development trips will be car borne
- 90% of trips (30 trips) will depart northbound along Backgate with the remainder (10% - 3 trips) travelling south to Barrier Bank.
- At Backgate/ Stone Gate some 75% of trips (23 trips) will turn right towards the A16 with the remainder (7 trips) turning left towards Barrier Bank.
- In the PM peak, distribution is expected to be similar but with reduced numbers of departures.

Given the low volumes of trips generated by the development and the low prevailing traffic flows on Backgate (derived using the ATC data) of some 55 vehicles northbound in the AM peak it is not considered that this will create unacceptable delay or safety issues on the surrounding highway network.

6 Sustainability Review

6.1 Overview

Key to minimising the potential for car borne trips to the development is the availability of local services and public transport provision. The following section outlines the accessibility of the proposed development to local services available in Cowbit and broader services including employment and education available via existing walking, cycling and public transport infrastructure.

In terms of the broad accessibility to existing services the following is apparent. It is generally accepted that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km (Para 75, PPG 13 Transport). Further, Para 78 of PPG13 advocates a comfortable cycling distance of 5km.

Cowbit can be regarded a pedestrian and cycle friendly being largely flat and where the streets are paved and lit, with adjacent footways. There is a vehicular and pedestrian access to the existing playing fields from Parkin Road and a pedestrian / cycle only link from St Mary's Gardens.

The proposed development will seek to provide a new pedestrian and cycle link to the open space from the east. This will benefit the residents of the new proposal and the residents living in the eastern side of the village, facilitating walk and cycle access (largely segregated) from the proposed development site to St Mary's CofE Primary and other facilities in Barrier Bank.

There are no public rights of way in the vicinity of the site.

6.2 Access to Public Transport Bus Travel

Route No	Key Route Destinations	Runs	Start / Finish	Approx (Frequency Weekday)	Stop Distance To Site
37	Peterborough to Spalding	Mon -Sat	0648 First 1856 Last	Hourly (2 hourly on Sunday from 1046)	8 mins (walk)
37	Spalding to Peterborough	Mon -Sat	0719 First 1929 Last	Hourly (2 hourly on Sunday from 0919)	8 mins (walk)

Table 6-1: Key Cowbit Bus Services

It can be seen from Table 6-1 and the route map at Appendix B that Cowbit benefits only from one regular bus service, the number 37 bus route operated by Stagecoach with key destinations including Peterborough and Spalding. Service timings are suitable for commuting / access to distant services, shopping or recreation purposes. A Sunday service is available also.

The maximum available frequency is hourly. The bus route in Cowbit runs along Barrier Bank including stops adjacent to the Church and Bradbourne House and adjacent to Backgate. The bus stop is within desirable walking distances to / from the proposed site, approximately 600m, 8 minutes walking time.

In addition to the 37 service, there is a dedicated school service (Fowlers No. 38) running between Sutton St. Edmund and Spalding, via Cowbit calling at Stone Gate inbound to Spalding at 0810 and outbound from Spalding at 1615.

6.3 Access to Local Services

Where the site is located within around 7km of Spalding Town Centre and, 23km of Peterborough City Centre and given the potential walking, cycling and public transport services available it follows that residents of the new development will have reasonable levels of non-car accessibility to a broad range of local shops and services including healthcare, a number of different Primary schools and Secondary schools), restaurants and a vast employment offer.

Although a small village, Cowbit is able to provide a number of local services and community facilities including the St. Mary's Primary School for 5 to 11 year olds including a Pre-school. The school lies within walking and cycling distance of the site (500m). The Church of St Mary's is only 432m, so also within walking and cycling distance. Other facilities include the children's play area, playing field pavilion and football pitches which are 150m distance and are also within walking and cycling distance.

6.4 Conclusion

In summary, whereas the site will mainly be accessed by means of the private car, the site is considered well located to provide for trips by alternative modes of travel. Local facilities including access to education and local services are readily accessible by walking and cycling modes and will be facilitated by proposed improvements and additions to the existing infrastructure. Public transport, although limited, is focussed on the two primary destinations of Spalding and Peterborough, provides a realistic option for accessing broader destinations / wider service centres.

7 Summary and Conclusions

This Transport Statement has been prepared on behalf of Ashley King Developments Ltd and provides information on the likely traffic generation characteristics of the proposed development of 37 dwelling units, and quantifies the likely resultant impact of development trips on the local road network. The Statement provides information on the relationship of the proposals to existing highway conditions, access proposals, and safety, together with principles of sustainability.

The development is estimated to add around 333 two-way vehicle movements per day, with around 53 and 38 two-way movements in the AM and PM peaks respectively, which is not considered to be material or significant in any terms.

Review of the last 5 years accident data suggests that there have been few accidents in the vicinity of Backgate and has historically operated in a satisfactory manner and within normal parameters for a minor unclassified road.

The site lies within walking and cycling distance of the majority of Cowbit, and is therefore considered to achieve a high level of non-car accessibility to a range of services including Primary school, Parish church and links to the recreation ground. Public transport in the form of bus travel, is only a short walk to Barrier Bank in the vicinity of the Backgate junction, provides access to broader strategic locations including Spalding and Peterborough. The site is therefore considered to be well located in terms of encouraging travel by non-car modes.

8 Appendices

Appendix A – Masterplan



Appendix B – Bus Information



Spalding • Crowland • Eye • Peterborough

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MONDAYS TO SATURDAYS EXCEPT PUBLIC HOLIDAYS

	M-F	M-F	Sat						
Spalding bus station		0705	0855	55	1455	1615	1735	1915	
Little London bus shelter		0714	0904	04	1504	1624	1744	1924	
Cowbit Church		0719	0909	09	1509	1629	1749	1929	
Brotherhouse		0724	0914	14	1514	1634	1754	1934	
Crowland Postland Road	0650	0730	0750	20	1520	1640	1800	1940	
Crowland West Street	0652	0732	0752	22	1522	1642	1802	1942	
Eye Church	0705	0745	0805	35	1535	1655		1955	
Newark Sainsbury's	0710	0750	0810	40	1540	1700		2000	
Eastfield Regional College	0712	0752	0812	42	1542	1702		2002	
Peterborough Queensgate	0720	0800	0820	50	1550	1710		2010	

SUNDAYS AND PUBLIC HOLIDAYS

Spalding bus station	0905	1105	1405	1605	
Little London bus shelter	0914	1114	1414	1614	
Cowbit Church	0919	1119	1419	1619	
Brotherhouse	0924	1124	1424	1624	
Crowland Postland Road	0930	1130	1430	1630	
Crowland West Street	0932	1132	1432	1632	
Eye Church	0945	1145	1445	1645	
Newark Sainsbury's	0950	1150	1450	1650	
Eastfield Regional College	0952	1152	1452	1652	
Peterborough Queensgate	1000	1200	1500	1700	

Peterborough • Eye • Crowland • Spalding

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MONDAYS TO SATURDAYS EXCEPT PUBLIC HOLIDAYS

	M-F, A	M-F	Sat						
Peterborough Queensgate bay 16		0740	0855	55	1455	1615	1715	1815	2015
Eastfield Regional College		0746	0901	01	1501	1621	1721	1821	2021
Newark Sainsbury's		0748	0903	03	1503	1623	1723	1823	2023
Eye Church		0755	0910	10	1510	1630	1730	1830	2030
Crowland West Street	0635	0808	0823	23	1523	1643	1743	1843	2043
Crowland Postland Road	0637	0810	0825	25	1525	1645	1745	1845	2045
Brotherhouse	0643	0816	0831	31	1531	1651		1851	
Cowbit Church	0648	0821	0836	36	1536	1656		1856	
Little London bus shelter	0653	0826	0841	41	1541	1701		1901	
Spalding bus station	0702	0835	0850	50	1550	1710		1910	

SUNDAYS AND PUBLIC HOLIDAYS

Peterborough Queensgate bay 16	1005	1305	1505	1705	
Eastfield Regional College	1011	1311	1511	1711	
Newark Sainsbury's	1013	1313	1513	1713	
Eye Church	1020	1320	1520	1720	
Crowland West Street	1033	1333	1533	1733	
Crowland Postland Road	1035	1335	1535	1735	
Brotherhouse	1041	1341	1541	1741	
Cowbit Church	1046	1346	1546	1746	
Little London bus shelter	1051	1351	1551	1751	
Spalding bus station	1100	1400	1600	1800	

M-F - buses run Mondays to Fridays only

Sat - buses run on Saturdays only

A - Does not serve London Road, Haverfield Road, St Thomas's Road or Winsover Road.
Runs instead via Cowbit Road, Churchgate, Broad Street and New Road to bus station

This timetable starts 5th January 2014

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