

Padel Courts, Spalding

Transport Statement

September 2026



Woods Hardwick

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Report Reference

19906/TS

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Rev	Amendments	Prepared By	Checked By	Date
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Introduction



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Introduction

The following paragraphs state the purpose of this document and provides a summary of existing and future site details.

- 1.1 This Transport Statement (TS) has been prepared by Woods Hardwick Ltd on behalf of Broadgate Builders (Spalding) Ltd in support of a Full Planning Application for the proposed conversion of parking spaces to a padel court development, in Spalding.
- 1.2 The proposal comprises a purpose built indoor sports facility accommodating multiple padel and pickleball courts, together with a reception and social space, changing facilities, spectator viewing areas and associated ancillary accommodation required to support the day-to-day operation of the venue. Vehicular access is proposed to be kept as existing, off Westlode Street which also gives access to the remainder of the car park. A copy of the Proposed Site Plan is included in **Appendix A**.
- 1.3 In terms of highways and transport, the development site lies under the responsibility of Lincolnshire County Council (LCC) who are the Local Highway Authority (LHA) for the area.
- 1.4 The purpose of this document is to consider the potential transport impacts of the proposed development on the surrounding highway network. This TS has been written in accordance with the Department for Communities and Local Government's Planning Practice Guidance (PPG) and other relevant planning policy at both a national and a local level.
- 1.5 The site's connectivity has been assessed using the Department of Transport's (DfT) Connectivity Tool, based upon Square ID 524850_322850 in which the site's access is located. South Holland District Council is the Local Planning Authority for the site.
- 1.6 This report addresses the potential transportation and highway issues raised by the development and concludes that the site lies in a sustainable location and that the potential impact of the development on the local highway network is not considered to be significant or adverse.
- 1.7 **This report concludes that there is no reason in terms of highways and transport why the proposed development should not be fully supported through the planning process.**

Existing Site and Proposed Development

Existing Site and Proposed Development

The following paragraphs provide detail on the existing site and proposed development; in relation to location, land uses and accessibility by sustainable modes of travel.

Existing Site

- 2.1 The application site is located in the town centre of Spalding, Lincolnshire. The site is located approximately 22km to the south west of Boston, 14km to the west of Bourne and 24km to the north east of Peterborough.
- 2.2 The existing site is part of a South Holland District Council car park located north of Westlode Street. The car park contains public spaces, permit holder spaces and tenanted spaces serving Spalding Bowl and a number of other businesses within Broadgate House. The public spaces are operated on a pay-and-display basis.
- 2.3 The site is abutted by the police station to the east, existing properties and businesses off Westlode Street to the south, and the Castlefield Sports Complex development to the north and east.
- 2.4 By road, Spalding has good connections to the surrounding highway network, the A16 provides a north-south connection, the A151 provides an eastward connection and the A1175 provides a south west connection.
- 2.5 Westlode Street operates under a speed limit of 30mph, and in the vicinity of the site includes parallel parking spaces on the northern side and some perpendicular parking spaces on the southern side.
- 2.6 Westlode Street has footways on both sides of the road, and in addition, a shared footway/cycleway commences eastwards of the entrance to B&M and Pure Gym's carpark off the southern side of Westlode Street. Streetlighting is present on both sides of the road.

Proposed Development

- 2.7 Development proposals comprises a purpose built indoor sports facility accommodating multiple padel and pickleball courts, together with a reception and social space, changing facilities, spectator viewing areas and associated ancillary accommodation required to support the day-to-day operation of the venue.
- 2.8 A dedicated car park with 24 spaces will be provided, alongside sheltered cycle parking with 12 spaces. A copy of the Proposed Site Plan is included in **Appendix A**.
- 2.9 The development will be located within the eastern extent of the existing South Holland District Council carpark and will result in the removal of 92 car parking spaces, comprising 46 permit holder spaces and 46 standard spaces. The padel court car park will be provided at the southern extent of the site and formed through modifications to the existing car park layout.
- 2.10 Vehicular access to the site will remain as per existing arrangements, with all vehicular traffic entering the site from Westlode Street. The padel court car park can be accessed and egressed following the existing circulation plan of the main car park.
- 2.11 Pedestrian/cyclist access to the site will be as per existing access to the car park from Westlode Street. In addition, pedestrian/cyclist access will also be possible off Pinchbeck Road and Forge Close, through the Castle Swimming Pool carpark. A gate will be provided allowing entrance to the padel courts from the northern end.

Transportation Policy



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Transportation Policy

The following paragraphs provide detail on the transport related planning policies that help define the scope of requirements that should be adhered to when considering development at the proposed site.

- 3.1 This TA considers the guidance set out in the DfT document ‘Guidance on Transport Assessment’ published in March 2007, as well as the relevant sections of the Department for Communities and Local Government’s more recent guidance contained within the Planning Practice Guidance. In accordance with this guidance a review of relevant transportation policy at a national, regional and local level is included in this section.

National Guidance

- 3.2 Within the ‘Travel Plans, Transport Assessments and Statements’ section of the DCLG, PPG; the definition of a Transport Assessment is as follows:

‘Transport Assessments ... are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).’

- 3.3 The **National Planning Policy Framework (NPPF: August 2026)** sets out the government's policies for making decisions on development proposals in England. It places significant emphasis on achieving sustainable development and ensuring that transport considerations are embedded within the planning process through a vision-led approach that supports the creation of well-designed, sustainable, inclusive and attractive places. This revised document supersedes the previous NPPF, published in 2012, 2018, 2019, 2021, 2023 and 2024.
- 3.4 Section 15 of the NPPF focuses on promoting sustainable transport. **Policy TR6: Assessing transport impacts** states that development proposals that are likely to generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment (depending on the extent and significance of the transport issues involved).
- 3.5 **Policy TR3: Locating development in sustainable locations** seeks to ensure that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make efficient use of existing and proposed transport infrastructure.
- Development generating significant amounts of movement should be located in sustainable locations that limit the need to travel, particularly by private car, and provide a genuine choice of transport modes wherever practicable.

- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use'
- Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.
- The connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

3.6 **Policy TR4: Street design, access and parking** states that transport considerations should be integral to the design of the development, proposals should:

- Give priority first to walking, wheeling and cycling movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating easy access to high-quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services
- Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;
- Ensure the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users
- Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles
- Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

3.7 **Policy TR6: Assessing transport impacts** states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement.

-
- 3.8 **Manual for Streets (MfS) (March 2007)** also recognises the significance of the design of a development in encouraging sustainable modes of transport as paragraph 2.2.5 of MfS states that:

“Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations, improving health while reducing motor traffic, energy use and pollution”.

- 3.9 According to Manual for Streets (MfS) and the Chartered Institution of Highways and Transportation (CIHT) publication ‘Providing Journeys on Foot’; walking is widely considered to be the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly for journeys of less than 2km. It is also important to provide sustainable routes for journeys of greater distances through the provision of a high quality, safe, secure and reliable network of routes, with good interchanges, which match the pattern of travel demand in order to maximise public transport patronage.
- 3.10 The ‘Road User Hierarchy’ as described in Department for Transport publications MfS and ‘Building Sustainable Transport into New Developments’ (2008), also puts forward walking and cycling as the two preferred modes of travel, followed by public transport. It is recommended that where possible a scheme should follow this proposed hierarchy.
- 3.11 As advised in MfS and summarised in Manual for Streets 2 (MfS2) (September 2010) Paragraph 5.1.3; encouraging walking has many benefits, including reductions in vehicle emissions and traffic collisions, and improvements in personal health. In summary the documents advise that:
- The propensity to walk is influenced not only by distance, but also by the quality of the walking experience.
 - Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security.
 - Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site-specific reasons preclude it.
 - Pedestrian networks need to be connected. Where routes are separated by heavily trafficked routes, appropriate surface-level crossings should be provided where practicable.
 - Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free routes they should be short, well-overlooked and relatively wide.
 - Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people.
 - There is no maximum width for footways; widths should take account of pedestrian volumes and composition.

3.12 As with walking, MfS and MfS2 advise that cycling can bring about benefits in terms of vehicular emissions, traffic collisions and public health. To summarise, MfS2 Paragraph 6.1.3 states that:

- Cyclists should be accommodated on the carriageway.
- Cyclists prefer direct, barrier-free routes that avoid the need to dismount. Routes that take cyclists away from their desire lines and require them to concede priority to side road traffic are less likely to be used.
- Off-carriageway cycle tracks that bring cyclists into conflict with side road traffic can be more hazardous than routes that stay on the main carriageway.
- Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on-street cycling, they should be addressed to make on-street cycling satisfactory.
- Junctions should be designed to accommodate cyclist's needs. Over-generous corner radii that lead to high traffic speed should be avoided.

Regional Guidance

3.13 At a regional level, transport related policy is set out in LCC's Local Transport Plan 5 (LTP 5) (2022). The following themes have been identified within Lincolnshire's LTP 5, these are as follows:

- Theme 1 - Supporting economic growth
- Theme 2 - Future ready, green transport
- Theme 3 - Promote thriving environments
- Theme 4 - Supporting safety, security and a healthy lifestyle
- Theme 5 - Promoting high aspirations
- Theme 6 - Improve quality of life

3.14 Within Lincolnshire's LTP 5, the policies of particular relevance to the proposed residential development are:

- Policy EC3: Create town centres, villages and rural areas that are accessible but not vehicle dominated.
- Policy GREEN1: We will work with partners and take the necessary steps at a local level to reduce emissions from road-based transport and contribute towards the net-zero carbon target by 2050 as required by the 2008 Climate Change Act.

-
- Policy GREEN4: We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use.

Local Guidance

- 3.15 The Spalding Transport Strategy (2014 - 2036) was jointly developed by Lincolnshire County Council and South Holland District Council. The transport strategy aims to deliver a transport system that supports economic growth and improves the quality of life in Spalding.
- 3.16 The overall objectives of the Strategy are:
- SP1: To support the sustainable economic growth of Spalding and its environs through transport improvements.
 - SP2: To ensure transport infrastructure meets the needs of existing and proposed developments.
 - SP3: To address town centre congestion by creating an efficient transport network.
 - SP4: To encourage the use of alternative travel modes by improving the quality of journey experience.
 - SP5: To improve connectivity and maximise accessibility by improving travel options especially for those without access to a private car.
 - SP6: To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic.
 - SP7: To reduce the number and severity of road accidents by reducing the potential for conflict.
 - SP8: To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles.

Parking Standards

- 3.17 Parking standards for Spalding are contained within the South East Lincolnshire Local Plan (2011-2036).

3.18 Policy 36: Vehicle and Cycle Parking, states:

‘All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

- *Parking spaces are fit for their intended use in terms of size and design;*
- *For major non-residential development:*
 - a) *Secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible.*
 - b) *Secure, covered bicycle storage for visitors are located close to the main entrance to the building;*
 - c) *Where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces);*
- *Parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping’*

3.19 Within Appendix 6, there are no specified standards for sports facilities, leisure or a racket club. It states:

‘All other types of development will be assessed on a site-by-site basis.’

Parking Proposals

3.20 The proposed development will provide 24 car parking spaces, eight of which will be equipped with electric vehicle charging points. This provision is considered sufficient to accommodate the worst-case peak parking demand arising from the 12 players expected to use the courts at any one time, while also allowing for some overlap between sessions, including players arriving early.

3.21 Furthermore, the town centre location of the proposed development is expected to enable a proportion of visitors to walk, cycle or travel by public transport, thereby reducing demand for car parking. On this basis, the proposed provision of 24 spaces is considered sufficient.

3.22 A total of 12 cycle parking spaces are proposed, and this provision would be sufficient to accommodate all 12 players expected to be using the four courts at any one time, should they choose to travel to the site by bicycle.

Existing and Proposed Transport Infrastructure and Use



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Existing and Proposed Transport Infrastructure and Use

The following paragraphs consider existing travel conditions in the vicinity of the site, including an assessment of the relevant DfT connectivity scores and focusing on the opportunities that exist for sustainable travel such as walking, cycling and public transport.

- 4.1 This chapter gives careful consideration to the existing travel conditions in the vicinity of the site, focusing on the opportunities that exist for sustainable travel by walking, cycling and public transport. A summary of the sustainable transportation options for employees and visitors of the site is presented below.
- 4.2 A review of the existing travel habits of local residents is also supplied within this chapter. Data has been taken from the 2011 Census Super Output Area 'E02005470 : South Holland 006', in which the site is located.
- 4.3 For the DfT's Connectivity tool, the site is located within Output Area E00133377 which is classified as an urban city and town. The assessment is based on the square containing the site's proposed access, identified as Square ID 524850_322850. The Connectivity Score report for this square is included within **Appendix B**.
- 4.4 The DfT Connectivity Tool also provides a local authority comparison, with scores grouped into ten equal bands from A to J, where Band A represents scores within the highest 10% in the local authority. This allows the site's connectivity to be considered in the context of other locations across South Holland.
- 4.5 The site's overall connectivity score (for overall destinations and for overall modes excluding driving) is 77. Within the urban city and town classification, the connectivity matrix identifies the 80th percentile as 73.3 and the 90th percentile as 77.2. The site's score therefore falls between the 80th and 90th percentiles. Within South Holland, this score is placed within Band A which indicates it is within the top 10% of scores.
- 4.6 Given the site's proposed use as a padel / pickleball facility it is considered that the most important destinations to/from the site are residential areas followed by workplaces.
- 4.7 This reflects the anticipated travel patterns associated with the development, with the majority of trips expected to comprise customers and staff travelling between their homes and the site. In addition, a proportion of customers may visit the padel/pickleball courts before, during or after their working day.
- 4.8 On this basis, the connectivity scores for sustainable modes to residential and workplace destinations from the site will be assessed within this chapter.

Pedestrians

Existing Pedestrian Infrastructure

- 4.9 Based on the Chartered Institution of Highways and Transportation (CIHT) publication 'Providing Journeys on Foot'; the preferred maximum walking distance for the purposes of commuting / school journeys / sight-seeing is considered to be 2km. It can be appreciated that nearly the whole of Spalding is accessible within 2km of the site.
- 4.10 Within the vicinity of the site, cars, cyclists and pedestrians follow the same routes, which are easily navigable within Spalding. This is of great benefit to pedestrians who benefit from the legible design of roads within an area.
- 4.11 The pedestrian infrastructure on Westlode Street extends westwards into the centre of Spalding, as well as eastwards to Albion Street and Double Street which provides a north-south connection along the River Welland. Many residential areas are therefore available to visitors and employees of the site within a short walking distance.
- 4.12 The pedestrian infrastructure along Welford Road facilitates quick and convenient access to public transport services; namely the 'Kings Road' bus stops, which are located approximately 450m to the north west of the site on Pinchbeck Road. The bus stops are accessible within a 5-minute walk.

Walking Connectivity Score

- 4.13 The Department for Transport's Connectivity Tool shows that the site has a connectivity score of 70 for walking to residential destinations. Within the urban city and town classification, the connectivity matrix identifies the median as 69.2 and the 60th percentile as 71.2. The site's score therefore falls between the median and 60th percentile which is considered slightly above average for the urban city and town classification.
- 4.14 Within South Holland, this score is placed within Band A which indicates that it is within the top 10% of scores in the local authority. Taken together, the urban classification comparison and local authority banding demonstrate that the site is well located in relation to walking connectivity to residential areas, particularly when considered within the South Holland context.
- 4.15 The Department for Transport's Connectivity Tool shows that the site has a connectivity score of 53 for walking to workplace destinations. Within the urban city and town classification, the connectivity matrix identifies the 60th percentile as 51.8 and the 70th percentile as 54.1. The site's score therefore falls between the 60th and 70th percentiles which is considered above average.
- 4.16 Within South Holland, this score is placed within Band A, meaning it is within the top 10% of scores recorded across the local authority area. This demonstrates that the site benefits from strong walking connectivity to workplace destinations, supporting the accessibility of the proposed development for visitors who may wish to attend before work, after work, or during the working day.

Existing Pedestrian Behaviour

- 4.17 2011 Census data shows that 18.4% (963) of the residents in South Holland that regularly commute to work in 'E02005470 : South Holland 006', in which the site is located; do so by foot. This is significantly higher than the national average of 10.9% which shows that the site is located in a sustainable location where it is possible for many residents to commute to by foot.
- 4.18 The CIHT document 'Providing Journeys on Foot' states that the average walking speed can be assumed to be 1.4m/s which roughly equates to 3mph. From this it can be concluded that a journey of 2km is anticipated to take around 25 minutes. As noted above, a distance of 2km is considered to be the preferred maximum walking distance for commuting purposes.
- 4.19 A walking isochrone map showing the extent of all possible journeys up to 25 minutes from the proposed site access is shown in Figure 4.2.

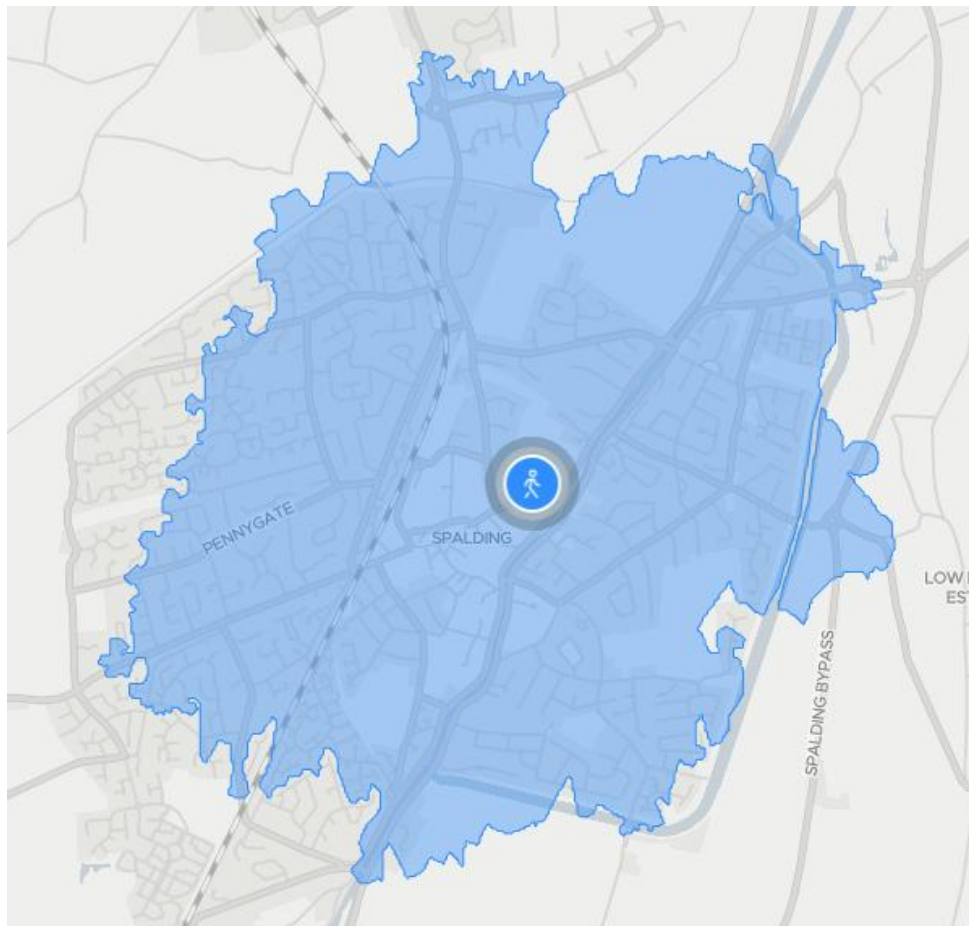


Figure 4.2: Walking Isochrone Extract for a 25-minute Journey from the Development Site

- 4.20 As shown in the walking isochrone map in Figure 4.2, the residential walking catchment covers the majority of Spalding.

Cyclists

Existing Cycling Infrastructure

- 4.21 It is widely recognised that cycling has the potential to substitute for short car trips, particularly those of less than 5 km. All of Spalding in addition to a number of neighbouring villages such as Pinchbeck, Weston, Surfleet and Pode Hole lie within a 5km cycling distance from the site.
- 4.22 In terms of opportunities for cycling, a shared footway/cycleway is located to the south of the site on Westlode Street. This shared footway/cycleway extends to the east towards the River Welland and connects to a shared footway/cycleway which runs along the River Welland approximately 300m to the south and 2.6km to the north.
- 4.23 National Cycle Route 12 is located to the south west of the site, which commences at the junction of Bridge Street / Church Street and provides a southwards connection along the River Welland and connects to Crowland, Peterborough, St Neots and more.
- 4.24 As noted above, a distance of 5 km is considered to be a reasonable travel distance by bicycle. According to the DfT document 'Cycle Infrastructure Design' Local Transport Note (LTN 1/20), the cycling speed for the average adult travelling on road is considered to be circa 15.5kph (9.6mph). Given the speeds riders are considered to be capable of, the average rider would travel 5km in approximately 20 minutes. However, to remain consistent with the assessment carried out for walking in the surrounding area, this section of the report will consider cycling destinations accessible within a 25-minute cycling journey.

Cycling Connectivity Score

- 4.25 The DfT Connectivity Tool shows that the site has a connectivity score of 63 for cycling to residential destinations. Within the urban city and town classification, the connectivity matrix identifies the 10th percentile as 60.3 and the 20th percentile as 64.1. The site's score therefore falls between the 10th and 20th percentiles.
- 4.26 Within South Holland, this score is placed within Band A, meaning it is within the top 10% of scores recorded across the local authority area. This indicates that, within the South Holland context, the site benefits from strong cycling connectivity to residential areas, with a considerable number of residential properties located within cycling distance.
- 4.27 The DfT Connectivity Tool shows that the site has a connectivity score of 56 for cycling to workplace destinations. Within the urban city and town classification, the connectivity matrix identifies the 20th percentile as 54.1 and the 30th percentile as 56.5. The site's score therefore falls between the 20th and 30th percentiles.
- 4.28 Within South Holland, this score is again placed within Band A. This demonstrates that within the context of South Holland, the site is well placed in relation to cycling connectivity to workplace destinations.

Existing Cycling Behaviour

- 4.29 2011 Census data shows that 6.7% (420) of residents commuting to their place of work in 'E02005470 : South Holland 006'; from other areas in South Holland do so by bicycle. This is above the national average of 3.2% and indicates that the site is located in a sustainable location, accessible by bicycle.
- 4.30 A cycling isochrone map showing the extent of all possible journeys up to 25 minutes from the proposed site access is shown in Figure 4.3.

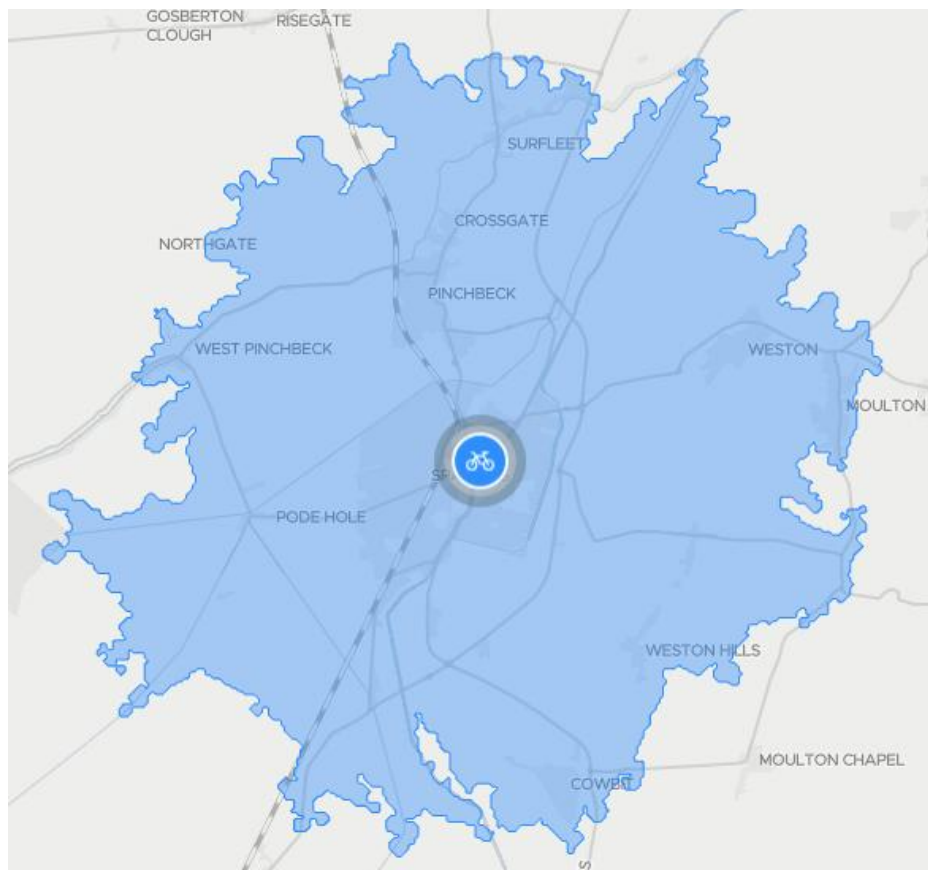


Figure 4.3: Cycling Isochrone Extract for a 25-minute Journey from the Development Site

Public Transport

Bus Services

- 4.31 The closest bus stops to the site, named 'Kings Road' are located on New Road; approximately 450m to the north west of the site.
- 4.32 The 'Kings Road' bus stops are not currently sheltered, however, both northbound and southbound bus stops include a sign post highlighting the location of the stop and the relevant routes timetables. These bus stops are served by a number of bus routes including 505, IT2, 505 and more. An outline of the available bus services are shown in Table 4.3. Copies of the aforementioned bus routes timetables are included in **Appendix C**.

- 4.33 To access a wider range of bus services, Spalding Bus Station is accessible within a 9-minute walk from the site access. Services operating from Spalding Bus Station provide access to Crowland, Peterborough, Weston, Moulton, Holbeach, Long Sutton, Clenchwarton and surrounding villages.
- 4.34 Similar to the assessment carried out for walking and cycling; it can be concluded that a journey time of approximately 25 to 30 minutes for commuting purposes by a single mode of travel is generally the preferred acceptable limit. A public transport isochrone map showing the extent of possible journeys by bus up to 30-minutes from the site are shown in Figure 4.4 and Figure 4.5 on the following page.

Table 4.3: Bus Service Information from Kings Road Bus Stops

No.	Route	Operator	Frequency
505	Spalding Bus Station - Springfields Outlet - Moulton - Holbeach - Long Sutton - West Lynn - King's Lynn	Stagecoach East Midlands	Monday - Saturday: Approx. 2 services / hour Sunday: Approx. 1 service / hour
B3 / B3X	Spalding Bus Station - Pinchbeck - Surfleet - Wigtoft - Sutterton - Kirton- Boston Bus Station	Brylaine	Monday - Friday: 1-2 services / hour
IT2	Spalding Town (loop service connecting Spalding Town and residential areas)	Stagecoach East Midlands	Monday - Saturday: 1-2 services / hour
B9	Spalding - Pinchbeck - Surfleet - Gosberton - Quadring - Swineshead - Boston	Brylaine	Monday - Friday: Approx 1-2 services / hour
301	Spalding - Deeping St Nicholas - Deeping St James - Uffington - Stamford	Delaine	Monday - Saturday: Approx 6 services / day
B13	Spalding - Pinchbeck - Gosberton - Sutterton - Kirton - Wyberton - Boston	Black Cat Travel	Saturday: 5 services / day

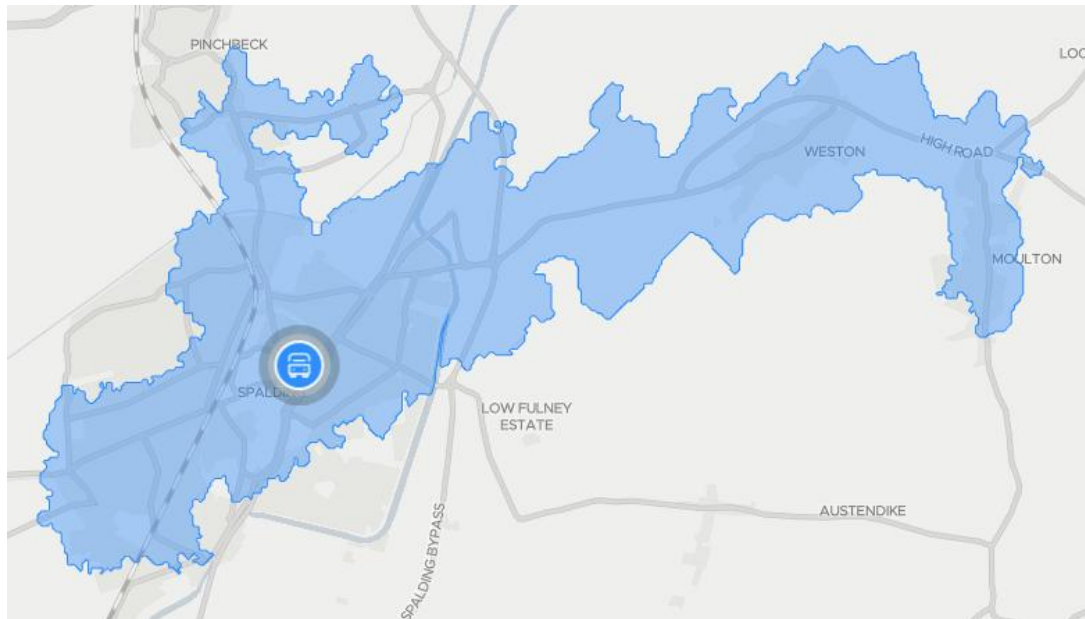


Figure 4.4: Public Transport - Bus Isochrone Extract for a 30-minute Journey from the Development Site (time of travel set to 8:15am)

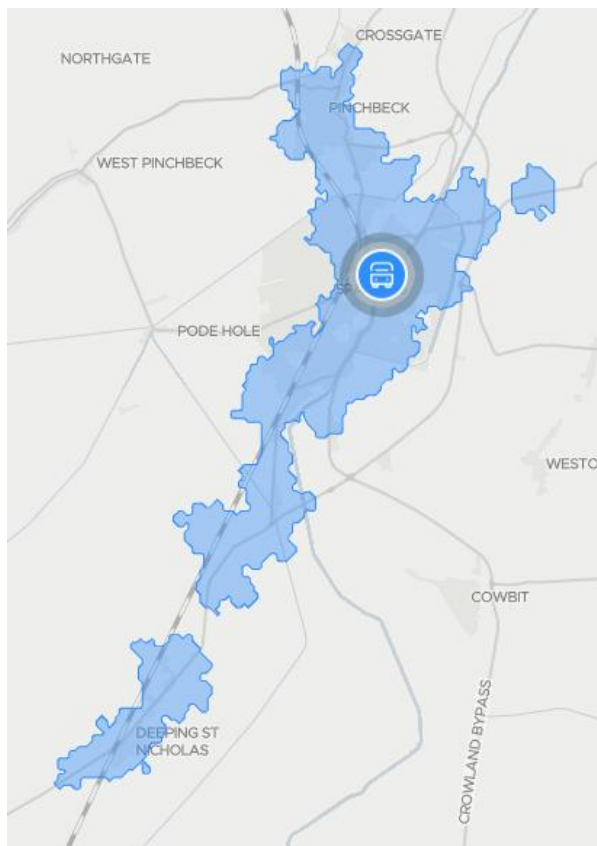


Figure 4.5: Public Transport - Bus Isochrone Extract for a 30-minute Journey from the Development Site (time of travel set to 8:22am)

Existing Bus Patronage

- 4.35 2011 Census data shows that 2.4% of residents that regularly commute to work from within the area of 'E02005470 : South Holland 006'; do so by bus, minibus or coach. This is less than the national average of 8.2%.
- 4.36 Given the number of bus routes that provide a connection to the area, it is considered that there is potential for use of this mode of travel to increase.

Train Services

- 4.37 The nearest station to the site is Spalding Station, which is located approximately 500m to the west of the site and is accessible within a 9-minute walk or 3-minute cycle journey. Spalding Station benefits from 52 car parking spaces and sheltered cycle storage with 16 spaces. Key destinations accessible by train from Spalding Train Station include Lincoln, Peterborough and Sleaford.
- 4.38 The weekday average frequency and journey times for direct trains between Spalding and key destinations are presented in Table 4.4.

Table 4.4: Service Information for Direct Trains from Spalding Station

Destination	Frequency of Peak Hour Service	Journey Time
Lincoln	1	51-minutes
Peterborough	1	20-minutes
Sleaford	1	22-minutes

Existing Train Patronage

- 4.39 2011 Census data shows that 0.04% of the residents that regularly commute to work in 'E02005470 : South Holland 006'; do so by train. This is lower than the national average of 5.7%.
- 4.40 The low train modal share may be attributable to the limited service frequency at Spalding Station, which primarily connects to Peterborough and Sleaford, with only 1 service per hour.
- 4.41 Despite the low modal share, the close proximity of Spalding Station to the site provides a valuable transport link for visitors travelling from further afield. This is beneficial for any tournament events, school groups or organized sports clubs visiting the facility.

Public Transport Connectivity Score

- 4.42 The DfT Connectivity Tool shows that the site has a connectivity score of 54 for public transport to residential destinations. Within the urban city and town classification, the connectivity matrix identifies the 20th percentile as 53.3 and the 30th percentile as 55.8. The site's score therefore falls between the 20th and 30th percentiles. Within South Holland, this score is placed within Band A.
- 4.43 The DfT Connectivity Tool shows that the site has a connectivity score of 51 for public transport to workplace destinations. Within the urban city and town classification, the connectivity matrix identifies the 20th percentile as 49.6 and 30th percentile as 52.4. The site's score therefore falls between the 20th and 30th percentiles. Within South Holland, this score is placed within Band A.
- 4.44 Both scores for public transport to residential destinations and to workplace destinations fell between the 20th and 30th percentiles for the rural-urban classification and within Band A for the local authority banding.
- 4.45 Given that Spalding is considered a small town in relation to the other towns and cities within the same rural-urban classification of urban city and town, the score is explainable. The important thing to note here is that within the context of South Holland, the site is well placed in regards to public transport connectivity to residential and workplace destinations.

Summary of Connectivity Scores

- 4.46 The connectivity scores for residential and workplace destinations from the site are summarised in Table 4.5. The connectivity scores as shown in Table 4.5 confirm that the site is very well-located relative to other areas within South Holland.

Table 4.5: Summary of the Site's Connectivity Scores (based on DfT Connectivity Tool)

Destination	Mode	Score	Connectivity Matrix : Urban city and town		Local Authority Band
			Lower Percentile Bound	Upper Percentile Bound	
Residential	Overall (except driving)	62	30 th percentile - 61.4	40 th percentile - 63.5	Band A
	Walking	70	50 th percentile - 69.2	60 th percentile - 71.2	Band A
	Cycling	63	10 th percentile - 60.3	20 th percentile - 64.1	Band A
	Public Transport	54	20 th percentile - 49.8	30 th percentile - 55.8	Band A
Workplaces	Overall (except driving)	52	30 th percentile - 51.9	40 th percentile - 54	Band A
	Walking	53	60 th percentile - 51.8	70 th percentile - 54.1	Band A
	Cycling	56	20 th percentile - 54.1	30 th percentile - 56.5	Band A
	Public Transport	51	20 th percentile - 49.6	30 th percentile - 52.4	Band A

- 4.47 Within the local authority context, this location ranks exceptionally well for connectivity via all modes to residential and workplace destinations. It is therefore considered that the site is in a sustainable location that aligns with and supports the current development proposals. Crucially, if development of this nature is to be delivered within South Holland, this specific site represents a favourable and strategically situated option.
- 4.48 Although the cycling scores to residential and workplace destinations were below average when considered within the urban city and town classification, the 2011 Census data showed that 6.7% of residents commuting to their place of work in 'E02005470 : South Holland 006' travel by bicycle. This is notably higher than the national average of 3.2% and indicates that cycling is an established mode of travel within the local area. On this basis, cycling is considered to represent a viable mode of transport to and from the site.
- 4.49 In addition, the walking scores to residential and workplace destinations were both above average when considered in the urban city and town classification, and this is supported by the 2011 Census data which showed that 18.4% of residents in South Holland that regularly commute to work in 'E02005470 : South Holland 006', in which the site is located; do so by foot.
- 4.50 In conclusion, the site is located in an area with high connectivity when considered within the local authority of South Holland and is therefore a sustainable location for the nature of development proposed.

Recorded Accident Data



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Recorded Accident Data

The following paragraphs consider the number, frequency and severity of recorded road collisions observed on the surrounding highway network within the most recent 5 year period.

- 5.1 This chapter of the report addresses the readily available recorded accident data from the CrashMap website (<http://crashmap.co.uk/>) to identify any accident patterns on the adjacent highway. It also considers whether the proposed development may result in a significant impact on the health and safety of road users on the immediate road network.
- 5.2 The scope of analysis was the full length of Westlode Street, which is approximately 300m in length, between its junctions with Pinchbeck Road and Double Street.
- 5.3 A copy of the extract taken from the CrashMap website shown below, showing the area of concern. The data shown on the extract is correct as of 24th August 2026.

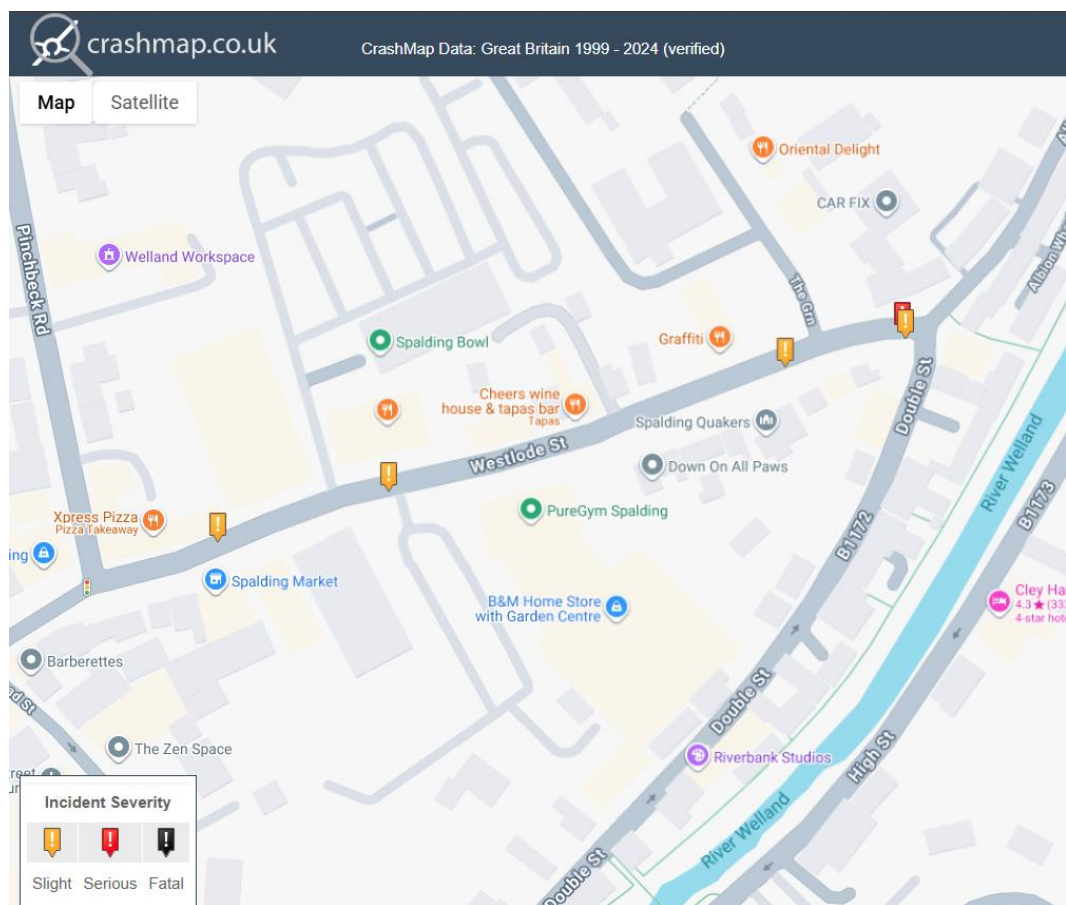


Figure 5.1 Crash map extract (retrieved 24/08/2026)

- 5.4 At the time of writing this report the most recent 5-year period of recorded accidents noted on the website occurred between the years 2020 to 2024.
- 5.5 Within the last 5 years, 5 accidents have occurred on Westlode Street. A summary of the accidents is provided in Table 5.1 below.

Table 5.1: Summary of collisions at Manton Lane / Brickhill Drive junction 2020 - 2024

#	Date	Location	Severity	Vehicles/Casualties
1	21/05/2021	Westlode Street near its junction with Albion Street	Serious	1 vehicle and 1 casualty
2	03/12/2021	Westlode Street between the site access and the Westlode Street/Pinchbeck Road junction	Slight	1 vehicle and 1 casualty
3	24/02/2023	Westlode Street near the entrance to B&M carpark	Slight	2 vehicles and 1 casualty
4	24/02/2024	Westlode Street near its junction with Double Street	Slight	2 vehicles and 1 casualty
5	09/11/2024	Westlode Street near its junction with The Green	Slight	2 vehicles and 1 casualty

Summary

- 5.6 As can be appreciated from Table 5.1 above, the accidents recorded on Westlode Street within the most recent five-year period were relatively infrequent and generally slight in nature.
- 5.7 On this basis, and having regard to the low level of predicted development traffic (as detailed in Chapter 6), it is not anticipated that the safety of the surrounding highway network will be put at significant or adverse risk as a result of the development proposals.

Impact Assessment



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Impact Assessment

The following paragraphs provide a detailed review of the proposed development's resultant impact on the surrounding highway network.

- 6.1 This chapter of the report outlines the proposed trip generation associated with the development and explains how suitable trip rates for the site have been derived to assess the impact on the surrounding highway network.

Proposed Trip Generation

- 6.2 The standard methodology for calculating the anticipated trip generation for a proposed development is to use trip rate figures contained within the TRICS database. Trip rates are based on average traffic surveys conducted at similar sites throughout the UK.
- 6.3 The TRICS database does not include a specific land-use category for padel courts, the category of '07/G Leisure/Tennis Clubs' was used as this was considered to be the most comparable.
- 6.4 The trip rates outlined in Table 6.1 below have been derived from the '07/G Leisure/Tennis Clubs' category of the TRICS database. They have been based on the traditional AM and PM peak hours of 08:00-09:00 and 17:00-18:00 respectively. For further details of the TRICS data, please see Appendix D.

Table 6.1: TRICS trip rate for 07/G Leisure/ Tennis Club

Peak Hour	Trip Rate (per court)		
	Arrivals	Departures	Totals
AM (08:00-09:00)	0.618	0.200	0.818
PM (17:00-18:00)	1.672	1.172	2.844

- 6.5 Given that both singles and doubles games are routinely played on a tennis court, it is assumed that an average of 3 players utilise a tennis court per session. The proposed development comprises two doubles courts and two singles courts, which would accommodate a total of 12 players at any one time. This equates to an average of three players per court, which is consistent with the assumed average occupancy of a tennis court.
- 6.6 On this basis, the TRICS tennis club trip rates are considered to be representative for the proposed padel court development and no additional factoring is considered necessary.
- 6.7 Table 6.2 outlines the trip rates and trip generation for 4 padel courts.

Table 6.2: Trip generation for development

Peak Hour	Trip Rate (per court)		Total Trip Generation (4 courts)		
	Arrivals	Departures	Arrivals	Departures	Total
AM (08:00-09:00)	0.618	0.200	3	1	4
PM (17:00-18:00)	1.672	1.172	7	5	12

- 6.8 From the figures above, it has been calculated that the proposed development will generate a total of 4 two-way trips in the AM peak hour and 12 two-way trips in the PM peak hour.
- 6.9 The predicted number of trips generated by the proposed padel court development during both the AM and PM peak hour is less than the 30 two-way trip threshold used to determine potential significant development traffic as noted in paragraph 2.11 of the former GTA (March 2007).
- 6.10 In addition, it is noted that the existing car park which the padel court development will replace, comprises circa 70 car parking spaces which would likely generate significantly more than the predicted trips for the padel court.
- 6.11 Therefore, no further junction assessment or modelling is considered necessary for the site access junction or any off-site junctions.
- 6.12 It can therefore be concluded that the proposed development is not anticipated to result in a material impact on the operational capacity of the local highway network.

Loss of Parking Spaces

- 6.13 The Existing Site Plan identifies a total of 141 public car parking spaces within the car park. 46 spaces are located within the proposed development site area, leaving 95 spaces elsewhere in the car park. Up to 46 of these spaces may be required to replace the existing permit holder spaces within the proposed development area. However, it should be noted that these permits are issued on a quarterly basis and can be cancelled by giving notice prior to renewal as there are no contractual agreements in place for these.
- 6.14 In the event that all 46 permit holder spaces are replaced within the main car park, 49 public car parking spaces would remain available for general use. Given the nature of the permit holder spaces as detailed above, the final number to be retained for public use will be determined in consultation with South Holland District Council who manage the car park, having regard to current occupancy data and operational requirements.
- 6.15 The car park is considered underutilised currently, South Holland District Council are supportive of the proposed development and have not raised any concerns regarding the proposed reduction in public parking provision. **NPPF Policy L1: Planning for an effective use of land** is relevant to this development, which encourages the redevelopment of underutilised transport infrastructure such as car parks to secure a more effective use.

- 6.16 The development would provide its own dedicated carpark comprising 24 spaces, which is considered an overprovision relative to the facility's maximum capacity as no more than 12 players can occupy the four courts simultaneously. Consequently, the likelihood of overspill into the main car park is negligible particularly given the town centre location which lends itself to access via more sustainable transport modes.
- 6.17 In addition, there are a number of other South Holland District Council car parks in the area, including Herring Lane car park, Holland Road car park and Winfrey Avenue car park which provide alternative parking opportunities in close vicinity.
- 6.18 On this basis, it is considered that the loss of the public car parking spaces would not give rise to an unacceptable parking impact within the surrounding area.

Summary and Conclusion



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Summary and Conclusion

The following paragraphs summarise the findings of this report and provide a recommendation for whether the development should be supported through planning.

- 7.1 This Transport Statement (TS) has been prepared by Woods Hardwick Ltd on behalf of Broadgate Builders (Spalding) Ltd support of a Full Planning Application for a proposed padel court development on a site off Westlode Street in Spalding.
- 7.2 The proposal comprises a purpose built indoor sports facility accommodating multiple padel and pickleball courts, together with a reception and social space, changing facilities, spectator viewing areas and associated ancillary accommodation required to support the day-to-day operation of the venue. A copy of the Proposed Site Plan is included in **Appendix** .
- 7.3 The proposed development will result in a reduction of public car parking spaces, which is supported by South Holland District Council as an effective redevelopment of underutilised transport infrastructure. Ample alternative parking remains available in nearby South Holland District Council car parks. The development's dedicated car park will provide 24 spaces.
- 7.4 Vehicular and non-vehicular access to the site will remain as per existing arrangements, with all vehicular traffic entering the site from Westlode Street. The padel court car park can be accessed and egressed following the existing circulation plan of the main car park.
- 7.5 A desk study audit has been carried out on the opportunities available for sustainable modes of travel that provide an alternative to travel by car in single occupancy vehicle journeys. In addition, an assessment of the site's DfT Connectivity scores has also been undertaken.
- 7.6 The site's connectivity scores for residential and workplace destinations are especially strong when considered within the local authority of South Holland, with all scores for walking, cycling, and public transport falling within Band A.
- 7.7 The findings of the desk study audit and connectivity scores for the site indicate that the site lies within a sustainable location, where it would be possible to access using sustainable modes of travel, in particular walking and cycling.
- 7.8 There were no recorded personal injury collisions within the most recent 5-year period on the surrounding highway network, based on a review of CrashMap data. On this basis, there is no evidence to indicate any existing highway safety issues and the proposed development is not expected to result in an unacceptable impact on the safety of existing and future road users.

-
- 7.9 An impact assessment has been undertaken to calculate the likely vehicular trip generation of the site. Based upon the figures extracted from the TRICS database, the proposed total trip generation for the site have been calculated to generate a total of 4 two-way trips during the AM peak hour and 12 two-way trips during the PM peak hour.
- 7.10 This number of trips is below the 30 two-way trip threshold used to determine potential significant development traffic as outlined in the former GTA. Therefore, no further junction assessment or modelling was undertaken.
- 7.11 The reduction in public car parking spaces available for general use as a result of the proposed development is not considered to result in unacceptable parking impact in the surrounding area, given the current underutilisation of the car park.
- 7.9 This report addresses the potential transportation and highway issues raised by the development and concludes that the site lies in a sustainable location and that the impact of the development on the local highway network is not considered to be significant or adverse.
- 7.10 **From the evidence provided within this Transport Statement, there is no reason in Highways and Transportation terms, why the proposed padel court development off Westlode Street, Spalding should not be fully supported through the planning process.**

Appendix A

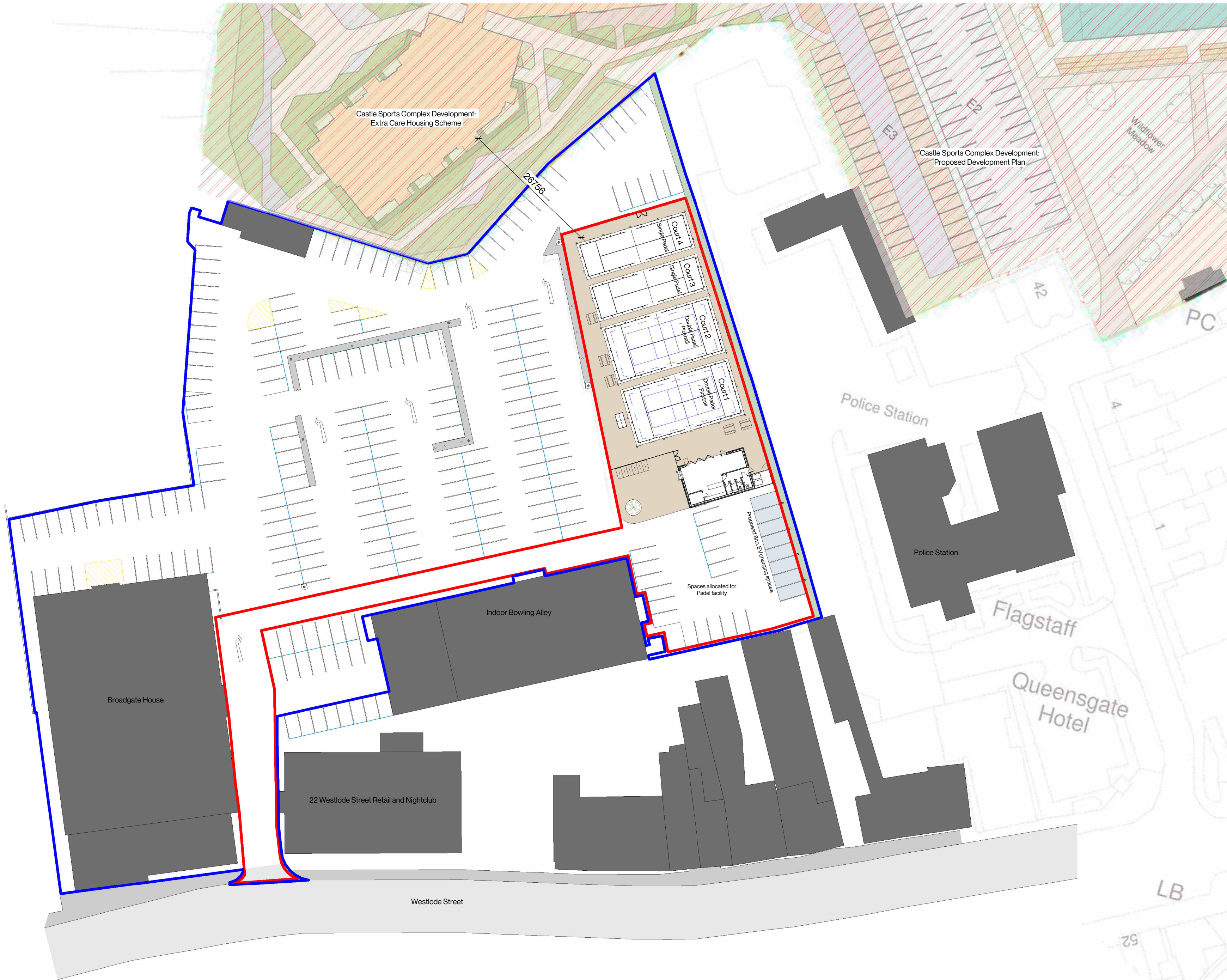
Proposed Site Plan



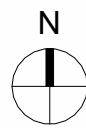
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Proposed Site Plan
1 : 500



Rev	Date	By	Description
P01	28/07/2026	LH/JDS	Initial issue for information
P02	29/07/2026	LH/JDS	Parking provisions updated
P03	30/07/2026	LH/JDS	Single padel courts added. Updated Pickleball court location.
P04	01/10/2026	CH/JDS	Planning Application Issue



Key

- Red line boundary
- Castle Sports Complex proposed development site

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24 THREE

The Barn, Huddlesstones Wharf, Millgate, Newark, Nottinghamshire, NG24 4UL
Unit T64, Vulcan Works, 34-38 Gullhall Road, Northampton, NN1 1EW
01604272363 hello@24three.co.uk www.24three.co.uk

Client:
Broadgate Builders (Spalding) Ltd

Project Title:
Westlode Street
Spalding

Drawing Name:
Proposed GF Site Plan

Drawing Stage: Planning

Status: A1 - Issued for Planning Approval

24/Three File Ref: 26041-243-XX-XX-M3-A-0001

26041	JDS	RM	1:500 @ A2	P04
243 Project No	Drawn	Checked	Scale	Rev

Drawing Number:
26041-243-XX-XX-DR -A -1200

Project Code	Originator	Function	Special	Form	Discipline	Drawing Number
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Appendix B

Department of Transport Connectivity Score Report



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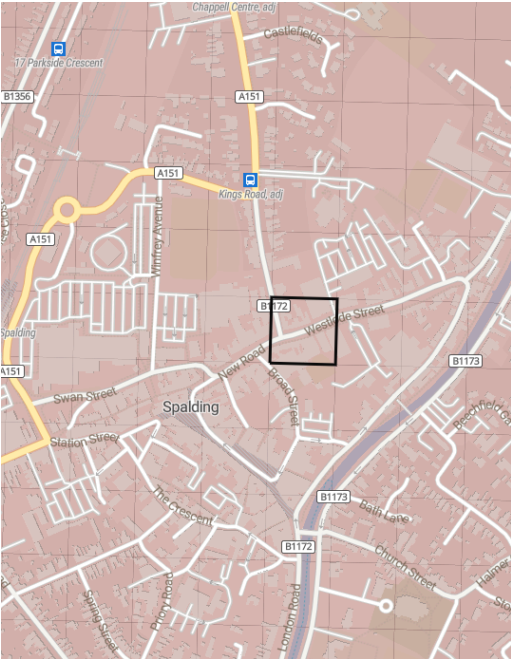
Guidance

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	524850_322850
Local authorities	South Holland Lincolnshire
Latitude	52.788789
Longitude	-0.150063



Overall

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	77	High (70-80%)	A	A
Public transport	72	Above average (60-70%)	A	A
Walking	82	Highest (90-100%)	A	A
Cycling	73	Above average (60-70%)	A	A
Driving	86	Slightly below average (40-50%)	A	A

Education

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	73	High (70-80%)	A	A
Public transport	76	Above average (60-70%)	A	A
Walking	68	High (70-80%)	A	A
Cycling	80	Above average (60-70%)	A	A
Driving	79	Slightly below average (40-50%)	A	A

Leisure

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	85	Highest (90-100%)	A	A
Public transport	78	High (70-80%)	A	A
Walking	91	Highest (90-100%)	A	A
Cycling	91	Highest (90-100%)	A	A
Driving	92	Very high (80-90%)	A	A

Health

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	76	Very high (80-90%)	A	A
Public transport	76	High (70-80%)	A	A
Walking	74	Very high (80-90%)	A	A
Cycling	80	Very high (80-90%)	A	A
Driving	84	Above average (60-70%)	A	A

Shopping

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	97	Highest (90-100%)	A	A
Public transport	95	Highest (90-100%)	A	A
Walking	98	Highest (90-100%)	A	A
Cycling	98	Highest (90-100%)	A	A
Driving	99	Highest (90-100%)	A	A

Residential

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	62	Below average (30-40%)	A	A
Public transport	54	Low (20-30%)	A	A
Walking	70	Slightly below average (40-50%)	A	A
Cycling	63	Low (20-30%)	A	A
Driving	73	Lowest (0-10%)	B	B

Workplaces

Type	National score	National Distribution	South Holland	Lincolnshire
Overall (except driving)	52	Below average (30-40%)	A	A
Public transport	51	Low (20-30%)	A	A
Walking	53	Above average (60-70%)	A	A
Cycling	56	Low (20-30%)	A	A
Driving	66	Lowest (0-10%)	A	A

Appendix C

Bus Timetable



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B3 - 3X BOSTON - SPALDING - SPRINGFIELDS

Monday - Friday
PF20002466/15
START DATE 05/05/2026
"SCH" DAY SERVICES ARE OPEN TO THE GENERAL PUBLIC

Code M-F Monday to Friday
SCH - School Days AVAILABLE TO
SHOL - School Holidays
COL - College Days
CHOL - College Holidays
Times marked s – "set down only" – The bus will only stop to drop passengers off

		SHO				SHO														SHO				CHO			
BOSTON - SPALDING		M-F	SCH	SCH	L	M-F	SCH	L	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	L	SCH	COL	L	M-F	M-F	M-F
B3 STOPS	B3X STOPS	B3	B3	B3	B3	...	B3X	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3	B3	B3X	B3X	B3	B3X	B3	
Boston Bus Station (Bay 5)	Boston Bus Station (Bay 5)	6:35	7:20	...	7:30	...	8:20	8:20	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:45	16:00	16:00	16:40	16:40	17:10	17:30	18:10
Boston Mkt Place, o/s Boots	Boston, o/s Boots	6:37	7:22	...	7:32	...	8:22	8:22	9:02	9:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:47	16:02	16:03	16:42	16:42	17:12	17:32	18:12
	Boston College Car Park (in)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16:50	...	...	...	...
	Boston High Street - The Range	...	...	...	...	...	8:26	8:26	...	9:36	...	10:36	...	11:36	...	12:36	...	13:36	...	...	...	...	16:54	16:46	...	17:36	...
Boston, London Rd - opp St Thomas	Boston, London Rd - opp St Thomas Church	6:41	7:27	...	7:37	...	8:27	8:27	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:52	16:07	16:12	16:55	16:47	17:19	17:37	18:17
Boston London Rd - Tytton Lane	Boston London Rd - Tytton Lane	6:42	7:28	...	7:38	...	8:28	8:28	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:53	16:08	16:13	16:57	16:48	17:20	17:38	18:19
	The Quadrant - Wallis Way - Avocet House	...	...	...	...	...	...	8:29	...	9:39	...	10:39	...	11:39	...	12:39	...	13:39	...	...	...	...	16:58	16:49	...	17:39	...
Boston - London Rd Delfield Road	Boston - London Rd Delfield Road	6:43	7:29	...	7:39	...	8:29	8:30	9:09	9:40	10:09	10:40	11:09	11:40	12:09	12:40	13:09	12:40	14:09	15:54	16:09	16:14	16:59	16:50	17:21	17:40	18:20
Wyberton, opp Pincushion Inn		6:46	7:31	...	7:41	...	...	...	9:11	...	10:11	...	11:11	...	12:11	...	13:11	...	14:11	14:56	16:12	16:16	...	...	17:21	...	18:21
	Parthian Avenue / Saundergate Lane / Winter Way	...	...	...	...	...	8:30	8:31	...	9:41	...	10:41	...	11:41	...	12:41	...	13:41	...	...	...	...	17:00	16:51	...	17:41	...
Kirton, opp Post Office	Kirton, opp Post Office	6:49	7:38	...	7:45	...	8:38	8:38	9:15	9:48	10:15	10:48	11:15	11:48	12:15	12:48	13:15	13:48	14:15	15:00	16:16	16:20	17:08	16:58	17:25	17:48	18:25
Kirton Middlecott School	Kirton Middlecott - Sch Days Only	...	...	...	...	...	8:40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sutterton, opp The Pools	Sutterton, opp The Pools	6:53	7:44	...	7:50	...	8:49	8:43	9:19	9:53	10:19	10:53	11:19	11:53	12:19	12:53	13:19	13:53	14:19	15:04	16:20	16:25	17:13	17:03	17:29	17:53	18:29
Sutterton, opp Meadowgate	Sutterton, opp Meadowgate	...	...	...	...	...	8:50	8:44	...	9:54	...	10:54	...	11:54	...	12:54	...	13:54	...	...	...	...	17:14	17:04	...	17:54	...
Wigtoft, opp Asperton Road		...	7:47	...	7:53	...	...	...	9:21	...	10:21	...	11:21	...	12:21	...	13:21	...	14:21	15:06	16:22	16:28	...	...	17:31	...	18:31
Surfleet Glen Gardens		...	8:00	...	8:06	...	...	...	9:32	...	10:32	...	11:32	...	12:32	...	13:32	...	14:32	15:17	16:33	16:38	...	...	17:42	...	18:42
Surfleet, Woods Lane adj		7:08	8:02	8:05	8:08	...	...	...	9:34	...	10:34	...	11:34	...	12:34	...	13:34	...	14:34	15:19	16:35	16:40	...	...	17:44	...	18:44
Pinchbeck, opp The Bull Inn		7:11	8:06	8:09	8:11	...	...	...	9:38	...	10:38	...	11:38	...	12:38	...	13:38	...	14:38	15:23	16:39	16:45	...	...	17:48	...	18:48
Pinchbeck, adj Wardentree Lane		7:14	8:10	8:13	8:13	...	...	...	9:40	...	10:40	...	11:40	...	12:40	...	13:40	...	14:40	15:25	16:41	16:47	...	...	17:50	...	18:50
	Pinchbeck, Warden Tree Lane, Enterprise Way	...	...	...	...	...	9:04	8:58	...	10:08	...	11:08	...	12:08	...	13:08	...	14:08	...	...	...	...	17:28	17:18	...	18:08	...
Spalding, Johnson Hospital	Spalding, Johnson Hospital	...	...	...	8:15	...	9:08	9:02	9:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:27	16:43	16:49	17:32	17:22	17:52	18:12	18:52
	Pinchbeck, Warden Tree Lane - Op: Morrison	...	8:11	8:16	...	...	9:09	9:04	...	10:14	...	11:14	...	12:14	...	13:14	...	14:14	...	...	...	...	17:34	17:24	...	18:14	...
Spalding, adj Halmer Gardens		...	8:25	8:28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spalding, adj High School		...	8:28	8:31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spalding, opp Mail Cart PH		7:16	...	...	8:17	...	...	...	9:46	...	10:46	...	11:46	...	12:46	...	13:46	...	14:46	15:29	16:46	16:52	...	...	17:55	...	18:55
Spalding, opp Love Lane		...	8:30	8:35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spalding, opp Kings Road		7:19	...	...	8:23	...	...	...	9:47	...	10:47	...	11:47	...	12:47	...	13:47	...	14:47	15:30	16:48	16:55	...	...	17:57	...	18:57
Spalding Bus Station (Bay 2)		7:20	8:40	8:45	8:24	...	...	...	9:48	...	10:48	...	11:48	...	12:48	...	13:48	...	14:48	15:32	16:49	16:56	...	...	17:58	...	18:58
	Spalding Springfields Outlet (E-bound)	7:27	...	...	...	...	9:19	9:12	...	10:22	...	11:22	...	12:22	...	13:22	...	14:22	...	...	...	...	17:32	17:32	...	18:22	...

																				SHO					
SPALDING - BOSTON		M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	SCH	L	M-F	M-F	M-F	M-F	
B3 STOPS	B3X STOPS	B3	B3	B3	B3X	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3X	B3	B3	B3	B3X	B3	B3X	
	Spalding Springfields Outlet (E-bound)	...	...	...	7:30	...	...	9:25	...	10:25	...	11:25	...	12:25	...	13:25	...	14:40	...	...	...	17:50	...	18:25	
Spalding, adj High School		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16:00	...	...	...	...	...	
	Spalding, adj Ash Court	...	...	...	7:32	...	...	9:28	...	10:28	...	11:28	...	12:28	...	13:28	...	14:43	...	...	...	17:53	...	18:28	
Spalding Bus Station (Bay 2)	Spalding Bus Station (Bay 2)	...	...	7:15	7:45	...	9:00	9:33	10:00	10:33	11:00	11:33	12:00	12:33	13:00	13:33	14:00	14:48	14:50	16:10	16:10	17:10	17:58	18:20	18:35
Spalding, adj Kings Road	Spalding, adj Kings Road	...	...	7:16	7:46	...	9:01	9:34	10:01	10:34	11:01	11:34	12:01	12:34	13:01	13:34	14:01	...	14:53	16:11	16:11	17:11	17:59	18:21	...
Spalding, adj Mail Cart PH	Spalding, adj Mail Cart PH	...	...	7:17	7:48	...	9:03	9:36	10:03	10:36	11:03	11:36	12:03	12:36	13:03	13:36	14:03	...	14:55	16:13	16:13	17:13	18:01	18:23	...
Spalding, adj Johnson Hospital	Spalding, adj Johnson Hospital	...	...	...	7:52	...	9:07	9:40	10:07	10:40	11:07	11:40	12:07	12:40	13:07	13:40	14:07	...	14:58	16:16	16:16	17:17	18:05	18:27	...
Pinchbeck, opp Wardentree Lane		...	...	7:21	...	...	9:09	...	10:09	...	11:09	...	12:09	...	13:09	...	14:09	...	15:01	16:19	16:19	17:19	...	18:29	...
	Pinchbeck, Enterprise Way, Benner Road,	...	...	...	7:56	...	...	9:43	...	10:43	...	11:43	...	12:43	...	13:43	...	...	...	...	...	18:08	...	...	
Pinchbeck, adj The Bull Inn		...	...	7:23	...	...	9:11	...	10:11	...	11:11	...	12:11	...	13:11	...	14:11	...	15:04	16:21	16:21	17:21	...	18:31	...
Surfleet, Woods Lane opp		...	...	7:28	...	...	9:16	...	10:16	...	11:16	...	12:16	...	13:16	...	14:16	...	15:09	16:26	16:26	17:26	...	18:36	...
Surfleet, Glen Gardens		...	...	7:30	...	...	9:18	...	10:18	...	11:18	...	12:18	...	13:18	...	14:18	...	15:11	16:28	16:28	17:28	...	18:38	...
Wigtoft, adj Asperton Road		...	...	7:43	...	...	9:30	...	10:30	...	11:30	...	12:30	...	13:30	...	14:30	...	15:23	16:40	16:40	17:40	...	18:50	...
	Sutterton, adj Meadowgate	...	...	...	8:09	...	...	9:55	...	10:55	...	11:55	...	12:55	...	13:55	...	...	...	...	...	18:20	...	...	
Sutterton, adj The Pools	Sutterton, adj The Pools	...	...	7:46	8:10	...	9:33	9:56	10:33	9:56	11:33	10:56	12:33	12:56	13:33	13:56	14:33	...	15:26	16:43	16:43	17:43	18:21	18:53	...
Kirton Middlecott School		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15:30	...	...	...	...	...	...	
Kirton, adj Post Office	Kirton, adj Post Office	...	...	7:52	8:16	8:45	9:39	10:02	10:39	11:02	11:39	12:02	12:39	13:02	13:39	14:02	14:39	...	15:39	16:49	16:49	17:49	18:27	18:59	...
	Parthian avne /Winter Way / Saundergate Lane	...	...	...	8:49	...	10:06	...	11:06	...	12:06	...	13:06	...	14:06	...	...	...	...	...	...	18:31	...	...	
Wyberton, adj Pincushion Inn		6:25	7:30	7:57	8:21	...	9:42	...	10:42	...	11:42	...	12:42	...	13:42	...	14:42	...	15:42	16:52	16:52	17:52	...	19:02	...
Boston - London Rd Delfield Road	Boston - London Rd Delfield Road	6:26	7:31	7:58	8:22	8:53	9:43	10:10	10:43	11:10	11:43	12:10	12:43	13:10	13:43	14:10	14:43	...	15:43	16:53	16:53	17:53	18:35	19:03	...
	The Quadrant - Avocet House	...	...	...	8:54	...	10:11	...	11:11	...	12:11	...	13:11	...	14:11	...	...	...	...	...	...	18:36	...	...	
Boston, o/s St Thomas Church	Boston, o/s St Thomas Church	6:27	7:32	8:00	8:24	8:56	9:45	10:12	10:45	11:12	11:45	12:12	12:45	13:12	13:45	14:12	14:45	...	15:45	16:55	16:55	17:55	18:37	19:05	...
	Boston High Street - Range	...	...	...	8:57	...	10:13	...	11:13	...	12:13	...	13:13	...	14:13	...	...	...	...	...	...	18:38	...	...	
Boston Bus Station (Bay 5)	Boston Bus Station (Bay 5)	6:31	7:36	8:05	8:30	9:02	9:49	10:17	10:49	11:17	11:49	12:17	12:49	13:17	13:49	14:17	14:49	...	15:49	17:00	17:00	18:00	18:42	19:10	...

● Spalding Town Service

IT2

MONDAY TO SATURDAY (excluding Bank Holidays)

	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2	IT2
		SD	SSH														
Spalding Bus Station	0735	0816	0820	0905	0950	1035	1120	1205	1250	1335	1420	1500	1510	1550	1635	1720	1805
Magistrates Court (opp)	0737	-	0822	0907	0952	1037	1122	1207	1252	1337	1422	1502	1512	1552	1637	1722	1807
Council Offices (adj)	0738	-	0823	0908	0953	1038	1123	1208	1253	1338	1423	1503	1513	1553	1638	1723	1808
Kings Road	0748	0817	0833	0918	1003	1048	1133	1218	1303	1348	1433	1513	1523	1603	1648	1733	1818
Morrisons	0754	-	0839	0924	1009	1054	1139	1224	1309	1354	1439	1519	1529	1609	1654	1739	1824
Johnson Hospital (adj)	0759	-	0844	0929	1014	1059	1144	1229	1314	1359	1444	1524	1534	1614	1659	1744	1829
Springfields Outlet	0805	-	0850	0935	1020	1105	1150	1235	1320	1405	1450	1535	1540	1620	1705	1750	1835
St Paul's Primary School (adj)	0808	0821	0853	0938	1023	1108	1153	1238	1323	1408	1453	1538	1543	1623	1708	1753	1838
Halmer Gardens	0810	0824	0855	0940	1025	1110	1155	1240	1325	1410	1455	1540	1545	1625	1710	1755	1840
Marlborough Avenue (adj)	0814	0835	0859	0944	1029	1114	1159	1244	1329	1414	1459	1549	1549	1629	1714	1759	1844
Council Offices (opp)	0819	0840	0904	0949	1034	1119	1204	1249	1334	1419	1504	1554	1554	1634	1719	1804	1849
Magistrates Court (o/s)	0820	0841	0905	0950	1035	1120	1205	1250	1335	1420	1505	1555	1555	1635	1720	1805	1850
Spalding Bus Station	0822	0843	0907	0952	1037	1122	1207	1252	1337	1422	1507	1557	1557	1637	1722	1807	1852

Key

SD

Schooldays only

SSH

Saturday and School Holidays only

B9 Boston - Spalding - Boston

PF0002466/84

Monday - Friday

START DATE 05/05/2026

Normal Stopping - Hail & Ride

SCH & SHOL ARE AVAILABLE FOR ALL PASSENGERS WISHING TO TRAVEL

BOSTON - SPALDING

	M-F	SCH	SHOL	M-F	M-F	M-F	M-F	M-F	SCH	SHOL	SCH	SCH	SHOL	M-F
Boston, o/s High School For Girls	...	...	...	...	...	...	...	...	...	...	...	15:40	...	...
Boston, adj Spayne Road Grammar School	...	...	...	...	...	...	...	...	...	15:45	...	...	...	...
Boston Bus Station (Bay 7)	...	7:20	7:20	...	9:15	10:15	12:15	13:30	14:30	14:30	...	16:00	16:00	17:20
Boston, o/s Boots	...	7:22	7:22	...	9:17	10:17	12:17	13:32	14:32	14:32	...	16:02	16:02	17:22
Boston, adj The Minstrels	...	7:26	7:26	...	9:23	10:23	12:23	13:38	14:38	14:38	15:50	16:10	16:08	17:28
Boston Wyberton High Bridge (SW-bound)	...	7:29	7:29	...	9:25	10:25	12:25	13:40	14:40	14:40	15:54	16:17	16:10	17:30
Boston, opp Oldrids	...	7:30	7:30	...	9:26	10:26	12:26	13:41	14:42	14:41	15:54	16:18	16:11	17:31
Hubbert's Bridge, opp The Orchards	...	...	...	...	9:30	10:30	12:30	13:45	14:46	14:45	15:58	16:23	16:15	...
Kirton Holme Road (adj)	...	7:38	7:37	...	9:34	10:34	12:34	13:49	14:51	14:49	16:02	16:26	16:19	17:39
Swineshead, opp St Mary's Church	...	7:45	7:45	8:45	9:41	10:41	12:41	13:56	14:58	14:54	16:08	16:33	16:26	17:46
Bicker, Bar Hotel	...	...	7:50	8:50	9:45	10:45	12:45	14:00	...	15:58	...	...	16:30	17:50
Bicker, adj Ye Olde Red Lion PH	...	7:52	7:53	...	...	...	...	...	...	...	...	...	...	...
Bicker, opp Gauntlet Road	...	...	...	8:52	9:50	10:50	12:50	14:05	15:04	15:02	16:12	16:41	16:37	17:54
Donington, adj Market Place	...	7:57	7:57	8:58	9:58	10:58	12:58	14:13	15:12	15:10	16:20	16:48	16:43	18:00
Donington, o/s Cowley Secondary School	...	...	...	...	...	...	...	...	15:20	...	...	...	...	...
Quadrang, adj Water Gate	...	8:07	8:01	9:01	10:01	11:01	13:01	14:16	15:24	15:14	...	16:54	16:46	18:03
Gosberton, adj Church Fleet Road	6:45	8:11	8:03	9:03	10:03	11:03	13:03	14:18	15:27	15:16	...	16:56	16:48	18:05
Gosberton, War Memorial	6:46	8:12	8:04	9:04	10:04	11:04	13:04	14:19	15:29	15:17	...	16:58	16:49	18:06
Gosberton, Primary School	6:46	8:12	8:05	9:05	10:05	11:05	13:05	14:20	15:31	15:20	...	17:01	16:50	18:07
Surfleet, adj St Laurence's Church	6:50	8:15	8:10	9:10	10:10	11:10	13:10	14:25	15:36	15:25	...	17:06	16:54	...
Pinchbeck, opp Milestone Lane	6:52	8:17	8:12	9:12	10:12	11:12	13:12	14:27	15:38	15:27	...	17:08	16:56	...
Pinchbeck, opp Bear Lane	6:54	8:19	8:14	9:14	10:14	11:14	13:14	14:29	...	15:29	...	17:10	16:58	...
Pinchbeck, opp St Mary's Avenue	...	8:22	8:19	...	...	...	...	...	...	...	...	...	...	...
Pinchbeck, Rose Lane	6:56	8:24	8:20	9:16	10:16	11:16	13:16	14:31	...	15:31	...	17:12	17:00	...
Pinchbeck, Warden Tree Lane	6:58	8:26	8:23	9:20	10:18	11:18	13:18	14:33	15:40	15:33	...	17:14	17:02	...
Spalding, adj Johnson Hospital	...	...	...	9:22	10:20	11:20	13:20	14:35	15:42	15:35	...	17:16	17:04	...
Spalding, The Mail Cart	7:01	...	8:24	9:25	10:23	11:23	13:23	14:38	15:48	15:38	...	17:19	17:07	...
Spalding, Kings Road	7:02	...	8:25	9:27	10:25	11:25	13:25	14:40	15:50	15:40	...	17:21	17:09	...
Spalding, adj Halmer Gardens Academy	...	8:34	...	...	...	...	...	...	...	...	...	...	...	...
Spalding, adj High School	...	8:36	...	...	...	...	...	...	...	...	...	...	...	...
Spalding, Love Lane Grammar School	...	8:38	...	...	...	...	...	...	...	...	...	...	...	...
Spalding Bus Station (Bay 2)	7:03	8:45	8:26	9:28	10:26	11:26	13:26	14:41	15:51	15:40	...	17:22	17:10	...

SPALDING - BOSTON

	SCH	SCH	SHOL	M-F	M-F	M-F	M-F	M-F	M-F	M-F	SCH	SCH	SHOL	M-F
Spalding Academy Bus Park (in)	...	...	...	...	...	...	...	...	...	...	15:40	...	...	...
Spalding, adj High School	...	...	...	...	...	...	...	...	...	...	15:50	...	...	...
Spalding Bus Station (Bay 2)	7:10	...	7:10	7:50	8:50	9:30	10:30	11:30	13:30	14:10	...	16:10	16:00	17:30
Spalding, adj Johnson Hospital	7:15	...	7:15	7:55	8:55	9:35	10:35	11:35	13:35	14:15	...	16:15	16:05	17:35
Spalding Warden Tree Lane	7:17	...	7:17	...	8:57	9:37	10:37	11:37	13:37	14:17	...	16:17	16:07	17:37
Pinchbeck, opp Rose Lane	7:18	...	7:18	...	8:58	9:38	10:38	11:38	13:38	14:18	...	...	...	17:38
Pinchbeck, adj Bear Lane	7:21	...	7:21	...	9:01	9:41	10:41	11:41	13:41	14:21	16:10	16:21	16:11	17:41
Pinchbeck, adj Milestone Lane	7:24	...	7:24	8:02	9:04	9:44	10:44	11:44	13:44	14:24	16:14	16:24	16:14	17:44
Surfleet, opp St Laurence's Church	7:27	...	7:27	8:05	9:07	9:47	10:47	11:47	13:47	14:27	16:17	16:27	16:17	17:47
Gosberton, opp the Primary School	7:31	...	7:30	8:10	9:09	9:51	10:51	11:51	13:51	14:31	16:21	16:31	16:21	17:51
Gosberton opp The War Memorial	7:32	...	7:31	8:11	9:12	9:52	10:52	11:52	13:52	14:32	16:22	16:32	16:22	17:52
Gosberton , Church Fleet Lane	7:32	...	7:31	8:13	9:13	9:53	10:53	11:53	13:53	14:33	16:23	16:33	16:23	17:53
Quadrang, opp Water Gate	7:34	...	7:34	8:17	9:15	9:55	10:55	11:55	13:55	14:35	16:25	16:35	16:25	17:55
Donington, opp Market Place	7:37	7:40	7:37	8:24	9:18	9:58	10:58	11:58	13:58	14:38	16:28	16:38	16:28	17:58
Bicker, opp Ye Olde Red Lion PH	...	...	...	8:27	...	...	...	...	...	...	...	...	...	...
Bicker, opp Donington Road	7:42	7:44	7:42	...	9:22	10:02	11:02	12:02	14:02	14:42	...	16:42	16:32	18:02s
Bicker, adj Gauntlet Road	7:46	7:47	7:46	...	9:26	10:06	11:06	12:06	14:06	14:46	...	16:46	16:36	18:06s
Swineshead, adj St Mary's Church	7:54	7:55	7:52	8:34	9:32	10:12	11:12	12:12	14:12	14:52	...	16:52	16:42	18:11s
Kirton Holme Road (opp)	8:00	8:05	7:59	...	9:39	10:19	11:19	12:19	14:19	14:59	...	16:59	16:49	18:14s
Hubbert's Bridge, adj The Orchards	8:04	...	8:04	...	9:43	10:23	11:23	12:23	14:23	15:03	...	17:04	16:53	...
Boston, adj Hammer & Pincers PH	8:08	8:08	8:07	...	9:46	10:26	11:26	12:26	14:26	15:06	...	17:09	16:56	18:17
Boston, adj Oldrids	8:10	8:09	8:08	...	9:47	10:27	11:27	12:27	14:27	15:07	...	17:11	16:57	...
Boston Wyberton High Bridge (NE-bound)	8:13	8:09	8:10	...	9:49	10:29	11:29	12:29	14:29	15:09	...	17:14	16:59	...
Boston, adj Footpath to Arundel Crescent	8:15	8:12	8:11	...	9:50	10:30	11:30	12:30	14:30	15:10	...	17:15	17:00	...
Boston, The Ministrals	8:16	8:13	8:12	...	9:51	10:31	11:31	12:31	14:31	15:11	...	17:17	17:01	...
Boston, opp Municipal Buildings	...	8:20	...	...	...	...	...	...	...	...	...	...	...	...
Boston Bus Station (Bay 7)	8:20	...	8:15	...	9:55	10:35	11:35	12:35	14:35	15:15	...	17:25	17:05	...
Boston, o/s Boots Grammar School DO	8:23	8:22	...	...	...	...	...	...	...	...	...	...	...	...
Boston, o/s High School For Girls	8:30	8:30	...	...	...	...	...	...	...	...	...	...	...	...

Times marked s – “set down only” – The bus will only stop to drop passengers off
Code

SCH - School Days Only AVAILABLE TO ALL PASSENGERS

SHOL - School Holidays Only

COL - College Days

CHOL - College Holidays

Delaine Buses 301 Spalding Town - Stamford Town

Mondays to Fridays from 25 May 2026

	301 Hol	301 Hol	301 Hol	301	301 Hol	301	301 Hol	301 Hol	301 Hol	301	301	301
Spalding, Bourne Rd/Broadway	0723	-	-	-	-	-	-	-	-	-	-	-
Spalding, Spalding Bus Station Bay 3	0727	-	-	-	-	-	-	-	-	-	-	-
Spalding, West Elloe Ave/Health Centre	0730	-	-	-	-	-	-	-	-	-	-	-
Spalding, Springfields Outlet	0735	-	0840	0910	0940	1010	1040	1140	1240	1310	1445	1550
Spalding, Queens Rd/St Paul's Primary Sch	0737	-	0842	0912	0942	1012	1042	1142	1242	1312	1447	1552
Spalding, Halmergate/Halmer Gardens	0738	-	0843	0913	0943	1013	1043	1143	1243	1313	1448	1553
Spalding, London Rd/Vine St	0741	-	0846	0916	0946	1016	1046	1146	1246	1316	1451	1556
Spalding, Little London Hawthorn Bank	0745	-	0849	0919	0949	1019	1049	1149	1249	1319	1454	1559
Spalding Common, Spalding Common Stennett ...	0749	-	0852	0922	0952	1022	1052	1152	1252	1322	1457	1602
Deeping St Nicholas, Campains Lane	0753	-	0855	0925	0955	1025	1055	1155	1255	1325	1500	1605
Deeping St Nicholas, Deep St Nicholas New Road	0756	-	0857	0927	0957	1027	1057	1157	1257	1327	1502	1607
Hop Pole, Hop Pole Blue Bell Inn	0758	-	0859	0929	0959	1029	1059	1159	1259	1329	1504	1609
Deeping St James, Spalding Rd/Leisure Centre	0808	-	0905	0935	1005	1035	1105	1205	1305	1335	1510	1615
Deeping St James, Horsegate/Benedict Court	0810	0810	0906	0936	1006	1036	1106	1206	1306	1336	1511	1616
Market Deeping, Mkt Deeping Market Place	0813	0813	0909	0939	1009	1039	1109	1209	1309	1339	1514	1619
West Deeping, West Deeping Bus Stop	0817	0817	0913	0943	1013	1043	1113	1213	1313	1343	1518	1623
Tallington, Tallington Old School	0820	0820	0916	0946	1016	1046	1116	1216	1316	1346	1521	1626
Uffington, Uffington Church	0824	0824	0920	0950	1020	1050	1120	1220	1320	1350	1525	1630
Stamford, Uffington Rd / Top Lock Meadows	0826	0826	0922	0952	1022	1052	1122	1222	1322	1352	1527	1632
Stamford, St Pauls Street	0830	0830	0924	0954	1024	1054	1124	1224	1324	1354	1529	1634
Stamford, North Street	0833	0833	0926	0956	1026	1056	1126	1226	1326	1356	1531	1636
Stamford, Red Lion Square	-	-	0929	0959	1029	1059	1129	1229	1329	1359	1534	1639

Notes
Hol Operates on holidays only

Delaine Buses 301 Spalding Town - Stamford Town

Saturdays from 25 May 2026

	301	301	301	301	301	301
Spalding, Springfields Outlet	0910	1010	1140	1310	1445	1550
Spalding, Queens Rd/St Paul's Primary Sch	0912	1012	1142	1312	1447	1552
Spalding, Halmergate/Halmer Gardens	0913	1013	1143	1313	1448	1553
Spalding, London Rd/Vine St	0916	1016	1146	1316	1451	1556
Spalding, Little London Hawthorn Bank	0919	1019	1149	1319	1454	1559
Spalding Common, Spalding Common Stennett ...	0922	1022	1152	1322	1457	1602
Deeping St Nicholas, Campains Lane	0925	1025	1155	1325	1500	1605
Deeping St Nicholas, Deep St Nicholas New Road	0927	1027	1157	1327	1502	1607
Hop Pole, Hop Pole Blue Bell Inn	0929	1029	1159	1329	1504	1609
Deeping St James, Spalding Rd/Leisure Centre	0935	1035	1205	1335	1510	1615
Deeping St James, Horsegate/Benedict Court	0936	1036	1206	1336	1511	1616
Market Deeping, Mkt Deeping Market Place	0939	1039	1209	1339	1514	1619
West Deeping, West Deeping Bus Stop	0943	1043	1213	1343	1518	1623
Tallington, Tallington Old School	0946	1046	1216	1346	1521	1626
Uffington, Uffington Church	0950	1050	1220	1350	1525	1630
Stamford, Uffington Rd / Top Lock Meadows	0952	1052	1222	1352	1527	1632
Stamford, St Pauls Street	0954	1054	1224	1354	1529	1634
Stamford, North Street	0956	1056	1226	1356	1531	1636
Stamford, Red Lion Square	0959	1059	1229	1359	1534	1639

Delaine Buses 301 Stamford Town - SpaldingTown

Mondays to Fridays from 25 May 2026

	301	301	301	301	301	301	301	301
Stamford, Red Lion Square	-	1010	1110	1210	1310	1445	1600	-
Stamford, North Street	-	1013	1113	1213	1313	1448	1603	1645
Stamford, St Pauls Street	-	1015	1115	1215	1315	1450	1605	1649
Stamford, Uffington Rd / Top Lock Meadows	-	1017	1117	1217	1317	1452	1607	1651
Uffington, Uffington Church	-	1019	1119	1219	1319	1454	1609	1653
Tallington, Tallington Old School	-	1022	1122	1222	1322	1457	1612	1656
West Deeping, West Deeping Bus Stop	-	1026	1126	1226	1326	1501	1616	1700
Market Deeping, Mkt Deeping Market Place	0755	1030	1130	1230	1330	1505	1620	1705
Deeping St James, Horsegate/Benedict Court	0758	1033	1133	1233	1333	1508	1623	1708
Deeping St James, Spalding Rd/Leisure Centre	0759	1034	1134	1234	1334	1510	1624	1710
Hop Pole, Hop Pole Blue Bell Inn	0805	1040	1140	1240	1340	1516	1630	1716
Deeping St Nicholas, Deep St Nicholas New Road	0807	1042	1142	1242	1342	1518	1632	1718
Deeping St Nicholas, Campains Lane	0809	1044	1144	1244	1344	1520	1634	1720
Spalding Common, Spalding Common Stennett ...	0812	1047	1147	1247	1347	1523	1637	1723
Spalding, Little London Hawthorn Bank	0815	1050	1150	1250	1350	1526	1640	1726
Spalding, London Rd/Vine St	0818	1053	1153	1253	1353	1529	1643	1729
Spalding, Halmergate/Halmer Gardens	0821	1056	1156	1256	1356	1532	1646	1732
Spalding, Queens Rd/St Paul's Primary Sch	0823	1057	1157	1257	1357	1533	1647	1733
Spalding, Springfields Outlet	0825	1059	1159	1259	1359	1535	1649	1735
Spalding, West Elloe Ave/Health Centre	-	-	-	-	-	-	-	1739
Spalding, West Elloe Ave/Greenrigg Gdns	-	-	-	-	-	-	-	1739
Spalding, Spalding Bus Station Bay 3	-	-	-	-	-	-	-	1743
Spalding, Bourne Rd/Broadway	-	-	-	-	-	-	-	1747

Delaine Buses 301 Stamford Town - SpaldingTown

Saturdays from 25 May 2026

	301	301	301	301	301
Stamford, Red Lion Square	1010	1140	1310	1445	1600
Stamford, North Street	1013	1143	1313	1448	1603
Stamford, St Pauls Street	1015	1145	1315	1450	1605
Stamford, Uffington Rd / Top Lock Meadows	1017	1147	1317	1452	1607
Uffington, Uffington Church	1019	1149	1319	1454	1609
Tallington, Tallington Old School	1022	1152	1322	1457	1612
West Deeping, West Deeping Bus Stop	1026	1156	1326	1501	1616
Market Deeping, Mkt Deeping Market Place	1030	1200	1330	1505	1620
Deeping St James, Horsegate/Benedict Court	1033	1203	1333	1508	1623
Deeping St James, Spalding Rd/Leisure Centre	1034	1204	1334	1510	1624
Hop Pole, Hop Pole Blue Bell Inn	1040	1210	1340	1516	1630
Deeping St Nicholas, Deep St Nicholas New Road	1042	1212	1342	1518	1632
Deeping St Nicholas, Campains Lane	1044	1214	1344	1520	1634
Spalding Common, Spalding Common Stennett ...	1047	1217	1347	1523	1637
Spalding, Little London Hawthorn Bank	1050	1220	1350	1526	1640
Spalding, London Rd/Vine St	1053	1223	1353	1529	1643
Spalding, Halmergate/Halmer Gardens	1056	1226	1356	1532	1646
Spalding, Queens Rd/St Paul's Primary Sch	1057	1227	1357	1533	1647
Spalding, Springfields Outlet	1059	1229	1359	1535	1649

Black Cat Travel B13 Boston - Spalding

Saturdays from 21 March 2026

	B13	B13	B13	B13	B13
Boston, Bus Station	0715	0900	1100	1400	1600
Boston, Boots	0718	0903	1103	1403	1603
Wyberton, Pincushion Inn	0725	0911	1111	1411	1611
Kirton, Post Office	0729	0915	1115	1415	1615
Sutterton, Water Tower	0734	0919	1119	1419	1619
Gosberton, The Bell PH	0742	0927	1127	1427	1627
Surfleet, St Laurence's Church	0746	0931	1131	1431	1631
Pinchbeck, The Bull Inn	0750	0935	1135	1435	1635
Spalding, Johnson Hospital	0753	0938	1138	1438	1638
Spalding, Bus Station	0757	0943	1143	1443	1643

Black Cat Travel B13 Spalding - Boston

Saturdays from 21 March 2026

	B13	B13	B13	B13	B13
Spalding, Bus Station	0800	1000	1230	1500	1645
Spalding, Johnson Hospital	0804	1004	1234	1504	1649
Pinchbeck, The Bull Inn	0807	1007	1237	1507	1652
Surfleet, St Laurence's Church	0810	1010	1240	1510	1655
Gosberton, The Bell PH	0815	1015	1245	1515	1700
Sutterton, The Pools	0823	1023	1253	1523	1708
Kirton, Post Office	0829	1029	1259	1529	1714
Wyberton, Pincushion Inn	0833	1033	1303	1533	1718
Boston, Bus Station	0843	1043	1313	1543	1728

Appendix D

TRICS Output



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Filtering Summary:

Land Use: 07/G LEISURE/TENNIS CLUBS

Selected Trip Rate Calculation Parameter Range: 4 - 16 COURTS

Actual Trip Rate Calculation Parameter Range: 4 - 13 COURTS

Date Range: Minimum: 01/01/2000 Maximum: 12/10/2022

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 452 3973

Days of the week selected:

Tuesday	2
Wednesday	2
Thursday	3
Friday	1

Main Location Types selected:

Edge of Town Centre	2
Suburban Area	6

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	1
5,001 to 10,000	1
15,001 to 20,000	3
25,001 to 50,000	3

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Population <5 Mile ranges selected:

5,001 to 25,000	2
75,001 to 100,000	1
125,001 to 250,000	3
250,001 to 500,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	6

PTAL Rating:

1b - Very poor	1
No PTAL Present	7

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: G - TENNIS CLUBS
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON		
	SU	SUTTON	1 day
02	SOUTH EAST		
	SC	SURREY	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	TV	TEES VALLEY	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day
	ER	EAST RENFREWSHIRE	1 day
13	MUNSTER		
	CL	CLARE	1 day
	TI	TIPPERARY	1 day

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



Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Primary Filtering Selection:

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

Parameter:	COURTS
Actual Range:	4 to 13 (units:COURTS)
Range Selected by User:	4 to 16 (units:COURTS)
Parking Spaces Range:	0 - 103

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/00 to 12/10/22

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

Selected survey days:	
Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:	
Manual count	8
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	2 days
Suburban Area	6 days

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

Selected Location Sub Categories:	
No Sub Category	2 days
Residential Zone	6 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Secondary Filtering Selection:

Use Class:

F2(c)	5 surveys
N/A	2 surveys
Not Known	1 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

452 - 3973

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
15,001 to 20,000	3 surveys
25,001 to 50,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	6 surveys

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

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
----	-----------

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

PTAL Rating:

2 - Poor	1 surveys
No PTAL Present	7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

LIST OF SITES relevant to selection parameters:

Site 1:	AD-07-G-01	Number of courts:	12.00 COURTS
Development Name:	TENNIS CENTRE	Survey Date:	10/05/2005
Location:	ABERDEEN	Survey Day:	Tuesday
Postcode:	AB25 3DE		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	CL-07-G-01	Number of courts:	4.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	12/10/2022
Location:	KILLALOE	Survey Day:	Wednesday
Postcode:	V94 C627		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	ER-07-G-02	Number of courts:	9.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	13/06/2002
Location:	GLASGOW	Survey Day:	Thursday
Postcode:	G46 6PA		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	LC-07-G-02	Number of courts:	5.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	22/04/2022
Location:	ORMSKIRK	Survey Day:	Friday
Postcode:	L39 3LU		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	SC-07-G-01	Number of courts:	6.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	08/07/2008
Location:	GUILDFORD	Survey Day:	Tuesday
Postcode:	GU1 2JQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	SU-07-G-01	Number of courts:	7.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	16/09/2009
Location:	CARSHALTON	Survey Day:	Wednesday
Postcode:	SM5 3LW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	2		
Site 7:	TI-07-G-01	Number of courts:	8.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	17/06/2021
Location:	NENAGH	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 8:	TV-07-G-01	Number of courts:	13.00 COURTS
Development Name:	TENNIS CLUB	Survey Date:	27/09/2001
Location:	MIDDLESBROUGH	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		



Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WK-07-G-01	25-10-2012	tennis & squash
WS-07-G-01	17-07-2001	tennis & squash

Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total Vehicles

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	8	0.125	0.000	0.125
07:00-08:00	5	9	0.136	0.023	0.159
08:00-09:00	7	8	0.618	0.200	0.818
09:00-10:00	8	8	0.656	0.156	0.812
10:00-11:00	8	8	0.469	0.359	0.828
11:00-12:00	8	8	0.766	0.750	1.516
12:00-13:00	8	8	0.422	0.781	1.203
13:00-14:00	8	8	0.562	0.469	1.031
14:00-15:00	8	8	0.344	0.328	0.672
15:00-16:00	8	8	0.531	0.547	1.078
16:00-17:00	8	8	1.250	0.703	1.953
17:00-18:00	8	8	1.672	1.172	2.844
18:00-19:00	8	8	1.344	1.844	3.188
19:00-20:00	7	7	0.627	0.765	1.392
20:00-21:00	7	7	0.686	0.882	1.568
21:00-22:00	7	7	0.392	0.980	1.372
22:00-23:00	3	7	0.238	1.000	1.238
23:00-00:00					
Total Rates:			10.838	10.959	21.797

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

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

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Audit Code: 8fb9789c-759e-44ae-af04-e1adc218185f

Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date date range:	27/09/2001 - 12/10/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

