

County Court Care

Land at Spalding Common,
Spalding

Transport Statement

April 2015 (revised December
2015)



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Country Court Care

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Spalding**

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Bancroft Consulting Ltd, Jarodale House, 7 Gregory Boulevard

Nottingham, NG7 6LB

Tel: 0115 9602919

Email: office@bancroftconsulting.co.uk

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1.0 INTRODUCTION

1.1 Bancroft Consulting were appointed by Country Court Care to provide highways and transportation advice in respect of proposals to demolish an existing school and single residential property to erect a 61 bed care home, at land west of the B1172 (Spalding Common) in Spalding. This Transport Statement has been produced to support an upcoming planning application for the proposed scheme. The site location is demonstrated within **Figure 1**.

1.2 The 'Goodfellow's C.E. Primary School' operated at the site for many years and was closed in August 2004. The school building has remained vacant since this time. The existing residential property within the site is however currently occupied and utilising the existing shared surface access.

1.3 Initial discussions between the Project Team and South Holland District Council were held. The original correspondence is included at **Appendix A**, which highlighted the following highway related concerns being raised by the local authority:

- *"I note that the 64 UC C2 bedrooms appear to be single occupancy, rather than the larger "flatlets" usually offered in "extra care" accommodation. On this basis there would presumably be little need for residents' car parking accommodation. However, the overall layout should make a well reasoned provision for 100% of employees cars – including visiting support staff, and a similarly well reasoned provision for peak visitor accommodation. Finally, very adequate manoeuvring space should be provided to accommodate larger vehicles entailed in deliveries and the collection of refuse and recyclables."*
- *"Having inspected the site and its close surroundings, I am not entirely persuaded that the illustrated main entrance and approach to the building at its southern end is necessarily the best solution. Although that is probably instrumental in enabling the bulk of accommodation as shown, I would like to see an examination of alternative means of approaching the proposed building".*

1.4 'Guidance on Transport Assessment' (DfT, March 2007) was archived in October 2014, and superseded by the Department for Communities and Local

Government (DCLG) Planning Practice Guidance (PPG) document 'Transport evidence bases in plan making' (updated March 2015). The PPG document 'Travel plans, transport assessments and statements in decision-taking' (updated March 2014) also provides advice on when transport assessments should be produced and what they should contain. Whilst the key principles of 'Guidance on Transport Assessment' have been retained in these documents they do not provide the same level of detailed guidance. Therefore, as appropriate, this report also considers the former best practice guidance contained in 'Guidance on Transport Assessment'.

- 1.5 Whilst 'Guidance on Transport Assessment' has been archived, Appendix B of document suggests that for nursing home developments containing 30 to 50 beds, a Transport Statement should be required to support the proposals, whilst a Transport Assessment should be required for a nursing home with over 50 beds. 'Guidance on Transport Assessment' also discusses the principle of assessment and advises that consideration should be given to mitigating 'residual impact'. Taking this into account, in this instance it is considered appropriate for a Transport Statement to be provided. The site already has an established use that could be reopened without the requirement of a planning application and it is considered unlikely that the proposals would result in a significant net increase in traffic generation.
- 1.6 In keeping with current Government policy contained within National Planning Policy Framework [NPPF] (March 2012), this report seeks to demonstrate that the proposals are sustainable and safe in transport terms. The aim of this report is to therefore demonstrate how a suitable site access arrangement could be incorporated in line with current design guidance.
- 1.7 The following assessment takes in to account current best practice advice contained in the document 'Manual for Streets' (DfT, 2007), its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010).

- 1.8 A detailed site visit was undertaken on Thursday 26 March 2015 between 1015 hours and 1308 hours. During the site visit weather conditions were cold, clear and dry. Measurements and photographs of the existing surrounding layout were taken during the site visit.

2.0 BACKGROUND INFORMATION

Site Details

- 2.1 The site is located at the western edge of Spalding Common within a predominantly residential area on the southwest edge of Spalding Town Centre. The development site comprises a triangular shaped parcel of land with a total area of approximately 3650sqm. On-site observations confirmed the site was previously occupied by Spalding Goodfellow's Church of England Primary School. The primary school had capacity to accommodate up to 70 pupils from the age of 4 to 11 years old. It however, closed in August 2004 due to declining pupil numbers and the buildings have since remained vacant.
- 2.2 The site consists of two buildings with a combined floor area of approximately 600sqm. The site is served by a 3.5 metres wide gated vehicular access, located approximately 25 metres north of the southern boundary. The site also includes a separate pedestrian entrance at the southern edge which provides access to existing footways on Spalding Common. The existing access slopes down from Spalding Common into the site at a gradient of approximately 1:10 for the first 5 metres. The site is bound by a railway line to the west, a section of unmaintained land (between the railway line and the carriageway) to the north of the site, industrial buildings and residential dwellings to the south and the B1172 (Spalding Common) to the east.

Highway Layout

- 2.3 In the vicinity of the site Spalding Common is a two-way single carriageway road measuring between approximately 7.7 and 9 metres wide, with single-dashed centre line markings. It also includes footways along both edges that range between approximately 1.6 and 2 metres wide. Spalding Common provides direct access to a number of residential properties and small industrial premises. Spalding Common links to London Road to the north, which extends to Spalding and the A1175 to the south via a segregated right-turn lane junction. Signage on the A1175 highlights that Spalding Common is suitable for light vehicles only.

However, during the site visit a number of heavy goods vehicle were observed travelling along this link.

Pedestrian travel

- 2.4 The Institution of Highways and Transportation [IHT] publication 'Guidelines for providing for journeys on foot' [2000] provides guidance on how to encourage pedestrian travel. Within Paragraph 3.31 it identifies the following factors as being the main influence on acceptable walk distances:
- an individual's fitness and physical ability
 - encumbrances, e.g. shopping, pushchair
 - availability, cost and convenience of alternative transport modes
 - time savings
 - journey purpose
 - personal motivation
 - general deterrents to walking
- 2.5 The IHT guidelines describe 'acceptable' walking distances for pedestrians without impaired mobility. They suggest that for a commuting or school trip, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance, and 2000 metres is the preferred maximum.
- 2.6 **Figure 2** identifies opportunities for pedestrian travel to and from the site, based on developments that are contained within a 2 kilometres isochrone. It shows that an area of Spalding which is mainly residential, would be within a reasonable walking distance. The catchment area includes a post office, shops, hairdressers, public house, DIY store, industrial areas and schools.
- 2.7 Details of pedestrian routes in the vicinity of the site are included within **Figure 3**. Inspection of Lincolnshire County Council's 'Countryside Access Mapping' (<http://row.lincolnshire.gov.uk/map.aspx?act=Walking>) website confirms that there are no public footpaths that pass through the site or along Spalding Common itself. However, there are numerous public footpaths within the surrounding area that provide traffic free routes for pedestrians heading towards

Spalding town centre and other local amenities. For example, public footpaths extend along both sides of the River Welland and link to a Bridleway that runs along New River Drove, adjacent to the A1073 east of the site.

Cycle travel

2.8 Local Transport Note 2/08 – Cycle Infrastructure Design (DfT October 2008) states that *‘many utility cycle journeys are under three miles (5 kilometres), although for commuter journeys, a trip distance of five miles (8 kilometres) or more is not uncommon’*.

2.9 **Figure 4** shows a 5 kilometres catchment area centred on the site, which demonstrates that surrounding areas including Spalding, Pinchbeck, Moulton and Crossgate are within a comfortable cycling distance.

2.10 Lincolnshire County Council’s ‘Countryside Access Mapping’ does not highlight advisory on-street cycle routes. However, during the initial site visit, the existing conditions along Spalding Common were considered to be suitable for cycle based trips. Spalding Common links to the National Cycle Route 12 which provides a traffic-free route with opportunities to cycle to areas such as Spalding town centre, Crowland and Peterborough. Taking into consideration the above information, it is considered the surrounding highway network includes links that could reasonably accommodate cycle journeys.

Bus travel

2.11 It is generally recognised that developments within urban areas should, as a minimum, be served by public buses running at hourly frequencies within 400 metres (5 minutes) walking distance from the site. In rural areas it is considered that the walking distance should not be more than 800m. The site is located approximately 2.8 kilometres southwest of Spalding Town Centre, in what is considered to be a fairly rural location.

2.12 **Figure 5** shows the nearest bus stops within the local highway network, which confirms that there are two existing stops within the required 800 metres walking

distance of the site. The stop on the eastern side of Spalding Common is located approximately 180 metres south of the site and includes a flag and pole arrangement, bus timetable and a raised kerb. The stop on the western side of Spalding Common is located approximately 130 metres south of the site and includes a shelter, bus timetable and a raised kerb. The above distances to each bus stop were measured from the centre of the site frontage.

- 2.13 There are currently four bus routes that operate within 800 metres of the site and **Table 1** summarises their service frequencies. It confirms that the Route Number 37 provides a frequency of approximately one bus per hour in each direction, Monday to Saturday and a total of four services on a Sunday. Route Number 100 provides a frequency of approximately 1 bus every two hours during a weekday, a total of three services on a Saturday with no services running on a Sunday. Route Number 16S provides a frequency of approximately 1 bus per hour Monday to Saturday, with a total of seven services on a Sunday. Route Number 37S provides a frequency of approximately 1 bus per hour during a weekday, with no services on a Saturday and Sunday. Route Numbers B53 and 16S are services that must be pre-booked. Route Numbers S36 and B53 are school services and provide one AM peak and one PM peak service.
- 2.14 These public routes provide a combined frequency of approximately 3 buses per hour during the weekday, 2 buses per hour on a Saturday and a total of 11 services on a Sunday. They provide opportunities to travel to destinations including Peterborough, Spalding and Market Deeping. Lincolnshire County Council's bus map and timetables are contained within **Appendix B**.

Rail travel

- 2.15 Spalding Railway Station is located approximately 2.5 kilometres northeast of the site, which equates to a walking journey time of approximately 38 minutes or a cycling journey time of approximately 12 minutes (these journey times are based on Google Map). This station provides an opportunity to access train services that cover a number of destinations during the peak hours and throughout the day. The station provides good opportunities for faster journeys to nationwide

locations such as Peterborough, Doncaster and Lincoln. The station includes 45 car parking spaces and 8 cycle storage spaces.

Highway Safety

- 2.16 In accordance with the guidance contained within the document 'Travel plans, transport assessments and statements in decision-taking', an assessment of existing Personal Injury Accident records for the local area was carried out to ensure that there are no existing highway safety issues that could be exacerbated by any increase in movements associated with the proposed development.
- 2.17 To establish the extent of accidents that have occurred in the vicinity of the site the 'Crash map' website was examined (www.crashmap.co.uk). This confirmed that there have been no accidents recorded in the immediate vicinity of the site in the last five years (2010 to 2014). The nearest accident was approximately 800 metres north of the site on Spalding Common. This occurred in January 2010, included three vehicles and resulted in a 'serious' injury.
- 2.18 As there are no accidents recorded in the immediate vicinity of the site, and the nearest incident is isolated and occurred approximately 800 metres north of the site, it is considered that any increase in trips associated with the proposed development should not result in highway safety concerns within the surrounding highway network.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals consist of demolishing the existing school and single residential property to erect a 61 bed care home. This would require closure of the existing access and provision of a standard junction to tie into the existing facilities on Spalding Common. The proposals also include 20 car parking spaces (including one disabled bay) and a turning area for service vehicles. The current site masterplan is shown in **Appendix C**.
- 3.2 The proposed development would operate 24 hours per day and it is envisaged that approximately 30 to 35 staff would be employed over various rotas 7 days a week. This would consist of the care home manager, nursing staff, care assistants, administration staff, kitchen staff and housekeeping staff.
- 3.3 In addition to the care home residents' family and friends, visitors to the site would generally include professionals such as a doctor, chiropodist, hairdresser, optician, physiotherapist and the district nurse. These visits would typically be no more frequent than one visit per week per profession and could occur at any time during the day, although generally as a pre-arranged appointment.
- 3.4 Other than refuse collection vehicles, the largest vehicle that would typically require access to the site should typically be an ambulance and a 7.5 tonnes box van to deliver general equipment and supplies.

4.0 TRANSPORT CONSIDERATIONS

4.1 Change in traffic conditions

Existing use

4.1.1 The site currently includes the 'Goodfellow's C.E. Primary School', which was closed in August 2004, and the building remains vacant. The building could in theory be reopened for use as a school and utilise the existing access on Spalding Common. The site also includes a single residential property which is currently occupied. It has been noted that the primary school at full capacity could accommodate up to 70 pupils, aged between 4 and 11. It has been assumed that a school of this size could have employed up to 12 staff (1 headteacher, 2 class teachers, 3 teaching assistants, 2 administration staff, 1 cleaning staff and 2 kitchen staff). It is assumed that all teaching staff (7) would travel to the site in single occupancy vehicles and arriving/departing the site in line with the typical peak hours (0800 to 0900 hours and 1700 to 1800 hours). For the pupils it has been assumed that up to 30% would arrive by car (the majority of which would be multi-occupancy), this would result in up to 12 vehicles arriving /departing during the morning peak hour (0800 to 0900 hours).

4.1.1 Therefore based on the above information it has been estimated that the following weekday peak hour and daily trips could be generated by the existing use:

- morning peak 19 arrive 12 depart 31 total
- evening peak 0 arrive 7 depart 7 total

Proposed care home

4.1.2 The TRICS database was examined to determine appropriate trip rates for the proposed development. The TRICS category 'Health – Care Home Elderly Residential' was interrogated to determine appropriate trip rates for the proposed Care home development. This search included all sites with between 30 and 90 residents, but with sites in Greater London and Ireland excluded. This identified

a total of 11 surveys from 11 sites. On inspection of the details for each site, a site in Ripon (TRICS reference NY-05-F-01) appeared to be a suitable comparison. The site comprised 38 residents, in a predominately residential suburban area on the edge of town. The A61 by-pass is located to the east of the surveyed site. Full details of the TRICS search are contained at **Appendix E** with the results summarised in **Table 2**.

4.1.3 The following average trip rates (per dwelling) for the proposed dwellings were therefore adopted:

• morning peak (0800 to 0900 hours)	0.105 arrive	0.079 depart
• evening peak (1700 to 1800 hours)	0.026 arrive	0.132 depart
• daily	1.025 arrive	1.028 depart

4.1.4 Based on the above trip rates, the proposed development comprising 61 residents which would generate the following peak hour and daily traffic movements:

• morning peak	6 arrive	5 depart	11 total
• evening peak	2 arrive	8 depart	10 total
• daily	63 arrive	63 depart	126 total

4.1.4 'Guidance on Transport Assessment' (DfT, March 2007), suggested that a material traffic increase could occur at around 30 hourly two-way movements at any particular junction. The above traffic generation details indicate that the proposed development would result in an overall reduction in 20 vehicle trips during the morning peak hour and a minor increase of 3 vehicle trips during the evening peak hour, when compared to the existing use.

4.1.5 It is important to note that Guidance on Transport Assessment merely recommended the 30 movement threshold as a starting point for assessment. This is backed up by recent guidance contained in Paragraph 32 of the National Planning Policy Framework document, which states that development '*....should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*' (DCLG, March 2012).

4.1.6 The above information clearly demonstrates that, even without taking into account the traffic movements associated with the previous development, the proposed care home would generate only 11 two-way movements during the morning peak and 10 two-way movements during the evening peak hour. Furthermore, the development peak (1400 hours to 1500 hours) would result in an increase of only 18 two-way movements. This is clearly below the 30 two-way movement threshold and should not cause a severe impact on the local highway network. Hence, no further detailed capacity assessments should be necessary. Furthermore, as demonstrated above if the existing use is taken into consideration the proposals would result in an overall reduction of vehicles in both the morning and evening peak hours.

4.2 Parking

4.2.1 **Table 2** confirms the weekday daily parking accumulation profile for the proposed residential care home based on the TRICS calculations. The TRICS site chosen for comparison identified that there were 3 vehicles parked on site at the start of the survey at 0700 hours. The TRICS site selected has a total of 12 on-site parking spaces however the weekday survey indicates that the maximum parking capacity at the site was 83%, or 10 vehicles. When scaled up pro-rate for the proposed use, this results in an initial parking occupancy of 5 vehicles. Table 2 confirms that, based on the hourly profile of arrivals and departures, the maximum car parking accumulation at the proposed care home would be 15 vehicles, between 1600 and 1700 hours.

4.2.2 South Holland District Council's adopted car parking standards within Appendix 2 of the South Holland Local Plan were examined to determine parking levels for the proposed development. For residential care homes the document suggests the following maximum levels of parking demand:

- one space per 3 residents
- one motorcycle space and anchor point per 20 car parking spaces
- General guidance of 1 space per 4 staff with further provision for visitors.

4.2.3 Based on the above the proposed development is required to have a maximum of 21 car parking spaces of which 1 should be dedicated as disabled. In addition one motor cycle space with anchor point should be required. Given that the above TRICS assessment indicated a maximum accumulation of 15 vehicles during a typical weekday, it is considered that the proposals for 20 spaces as shown on the current site masterplan (see **Appendix C**) should satisfactorily serve the development, in line with the local highway authority's maximum parking standards and predicted demand. The layout also includes a single motorcycle parking space, and one of the parking bays is marked for disabled use, as required by the standards.

4.2.4 It is generally recognised that perpendicular parking bays have minimum dimensions of 2.4 x 4.8 metres, with a minimum carriageway width of 6 metres between bays and the building to enable convenient access to the parking spaces. All of the car parking bays shown within the site masterplan measure at least 2.4 x 4.8 metres and include a minimum manoeuvring clearance of 6 metres.

4.3 Site Access

4.3.1 **Drawing Number F14218/01 Revision B** demonstrates how the site could be served by a simple T-junction at Spalding Common at the southern edge of the site. This would result in the existing access being stopped up and should only have a minimal impact on existing trees along the site frontage. The proposed access would comprise a 5 metres wide shared surface carriageway, with a 6 metres kerb radius at the northern edge and 4.5 metres kerb radius at the southern edge to assist large vehicle manoeuvres in and out of the site access. The slightly smaller kerb radius to the south would ensure that the access does not interfere in any way with the adjacent dropped kerb access to the south, whilst still being sufficient to accommodate refuse vehicle manoeuvres (see paragraph 4.4.1). The shared surface carriageway would be suitable to accommodate both vehicles and pedestrians given the lightly trafficked nature of the access.

- 4.3.2 It is generally recognised that the gradient for an access serving a care home should not be greater than 1:20, although a relaxation to 1:12 could be permissible, noting that this is the maximum gradient that can be negotiated by wheelchair users (as per paragraph 5.2.5 of MfS2). To ensure these gradient requirements are not exceeded, any future detailed design of the proposed site access should identify any minimal regrading that might be necessary within the access and car park. As an initial guide, the topographical survey indicates that a minimal amount of 'fill' could be required for up to approximately 14 metres (measured from the back of footway) to achieve a 1:20 gradient. The maximum extent of fill would be approximately 0.2 metres and should be achievable within the site. Slight regrading may also be required within the rest of the car park and at the proposed turning head, noting that the proposed building level would sit above the existing site level. The precise extent of any regarding works can be identified at the detailed design stage.
- 4.3.3 Junction visibility splays have been calculated using the measured 85th percentile speeds and current best practice guidance contained within MfS2, which recommends within Paragraph 1.3.2 that *'as a starting point for any scheme affecting non-trunk roads, designers should start with MfS'*.
- 4.3.4 Paragraph 10.1.13 of MfS2 provides a detailed formula for calculating visibility splays, taking into account the percentage of HGV movements and vehicle speeds. It was noted that more than 5% of vehicles were HGV's and the results shown in **Appendix D** show that the vehicle speeds were clearly above 60kph. Table 10.1 in MfS2 provides specific criteria for calculating the Stopping Sight Distance. Hence, the splay requirement has been calculated by adopting a 0.25g deceleration rate and a 2s reaction time for speeds above 60kph.
- 4.3.5 These calculations confirm that splays measuring 121 metres to the north and 117 metres to the south should be provided, taken from a 2.4 metres setback distance to the edge of carriageway. **Drawing Number F14218/01 Revision B** demonstrates that both splays could be achieved without crossing any third party land boundaries. The drawing also highlights 2 x 2 metres pedestrian intervisibility splays at the access, which should be kept clear of obstructions over

0.6 metres high to ensure adequate visibility between emerging vehicles and pedestrians using the existing footway on Spalding Common.

4.3.6 The local authority advised that *“Having inspected the site and its close surroundings, I am not entirely persuaded that the illustrated main entrance and approach to the building at its southern end is necessarily the best solution”*. They went on to advise that they *“would like to see an examination of alternative means of approaching the proposed building”*. **Drawing Number F14218/02 Revision B** therefore shows how an alternative site access could potentially be provided at the northern edge of the site. This would also include a 5 metres wide shared surface carriageway and 6 metres kerb radii to assist large vehicle manoeuvres in and out of the site access. The layout also includes 2 x 2 metres pedestrian intervisibility splays which should remain clear of obstruction. The drawing shows how the required visibility splays could be achieved to the edge of carriageway.

4.3.7 However, this option would require an internal access road to extend along the western edge of the site (between the western site boundary and proposed care home) linking with the carpark shown located at the southern edge of the site. This option could result in an extended distance where pedestrians, and potential wheelchair users, would be required to share the carriageway with vehicles in comparison with the access shown in **Drawing Number F14218/01 Revision B**. It should also be noted that this option would require a number of existing trees within the site to be removed.

4.3.8 It has been demonstrated that the proposed access junction, as shown within **Drawing Number F14218/01 Revision B**, would provide a more direct link to the main reception entrance of the proposed building, the parking and also servicing areas. This option would also result in vehicular traffic being restricted to the southern section of the site, resulting in reduced risk of vehicle/pedestrian conflict. The area to the north of the building could therefore be landscaped and utilised as amenity space. It is therefore considered that this site access option is the most suitable arrangement in this instance.

4.4 Servicing

4.4.1 Due to the nature of the development, the layout should accommodate four-wheeled waste containers. Paragraph 6.8.11 of Manual for Streets states that *“the distance over which containers are transported by collectors should not normally exceed 15m for two-wheeled containers, and 10m for four-wheeled containers”*. Therefore, it is considered that a suitable location for the bin store would be at the western edge of the proposed turning head, to the rear of the parking bays, as shown on the site layout plan (see **Appendix C**). This would be within the recommended 10 metres distance for waste collection and therefore be satisfactory to serve the site. **Drawing Number F14218/03 Revision B** shows the swept path of a large refuse vehicle, demonstrating that it can enter the site, manoeuvre within the proposed turning head parking within 10 metres of the potential waste storage point, and exit the site in a forward gear.

4.4.2 **Drawing Number F14218/03 Revision B** also shows how a 7.5 tonnes box van could enter the site, manoeuvre within the proposed turning head and exit the site in a forward gear. The only other service vehicle likely to visit the site would be occasional ambulance visits. In most circumstances an ambulance, measuring circa 2 x 5.5 metres, could utilise the proposed disabled bay, which is close to the main entrance. However, should this bay be in use, **Drawing Number F14218/03 Revision B** shows how the ambulance could alternatively reverse into the turning area, where the building can be accessed by a secondary entrance, which would also allow ambulance staff to avoid passing through the main reception area if required. As described above, the specific gradient of the turning head will be established at the detailed design stage, and should not exceed 1:12 to ensure wheelchair users could be accommodated (e.g. those emerging from an ambulance).

4.5 Access by non-car modes

4.5.1 For those people who would not be travelling by car, the site is served by a number of opportunities for access by walking, cycling and public transport. Footways with street lightings exist on both sides of Spalding Common. These

footways provide direct access to Spalding Town Centre (approximately 2 kilometres) bus stops (138 metres) and the railway station (approximately 2.5 kilometres).

- 4.5.2 Whilst there are no formal cycle facilities in the immediate vicinity of the site, the surrounding roads are considered suitable to accommodate any increase in cyclist movements within the carriageway. As shown within **Drawing Number F14218/01 Revision B**, the site would include four covered Sheffield cycle stands to accommodate up to 8 bicycles at any one time.
- 4.5.3 In addition to the above the proposed development would be well served for public transport trips associated with staff, visitors and residents. For staff, there are reasonable opportunities to travel from the surrounding areas. Detailed inspection of the timetables for the local bus routes that operate in the vicinity of the site indicate that the timings of services should be suitable to accommodate trips to and from the main residential areas surrounding the site. This includes Spalding where services operate from 0630 to 2100 hours which would accommodate journeys in line with typical morning and afternoon shifts. Residents would have direct access to the local amenities, such as food stores, cafes, chemists and general retail units. All of these amenities are either within a minimal walking distance of the site or one bus journey, via the bus stops located within a reasonable walking distance of the site boundary and good pedestrian links.
- 4.5.4 In conclusion it is considered that for staff, there are reasonable opportunities to commute from the surrounding areas, whilst residents would have direct access to the local amenities, which are within a minimal walking distance of the site or a single bus journey.

5.0 SUMMARY AND CONCLUSIONS

5.1 Bancroft Consulting were appointed by Country Court Care to provide highways and transportation advice in respect of proposals to demolish an existing school and single residential property to erect a 61 bed care home, at land west of the B1172 (Spalding Common) in Spalding.

5.2 The main findings of this Transport Statement can be summarised as follows:

- There is a reasonable extent of residential areas and local amenities that could be suitable accessed by pedestrians associated with the development, along with further amenities within 2 kilometres walking distance of the site.
- Lincolnshire County Council's 'Countryside Access Mapping' does not highlight advisory on-street cycle routes. However, during the initial site visit, the existing conditions along Spalding Common were considered to be suitable for cycle based trips. This links to the National Cycle Route 12 which provides a traffic-free route with opportunities to cycle to areas such as Spalding town centre, Crowland and Peterborough.
- The site is within 138 metres of bus stops served by Routes 37, 100, 16s, 37s, B53 and S36. These routes provide a combined frequency of approximately 4 buses an hour Monday to Saturday. They provide opportunities to travel to destinations including Peterborough, Spalding and Market Deeping.
- The proposed development would only generate minor increases in trips by non-car modes. The opportunities for walking within the existing surrounding facilities should be sufficient to safely accommodate these extra trips. The existing opportunities for cycling and bus travel should also be sufficient to serve the proposed development.
- **Drawing Number F14218/01 Revision B** shows the proposed site access arrangement in accordance with current best practice design guidance. It includes a 5 metres wide shared surface carriageway, with kerb radii measuring 6 metres to the north and 4.5 metres to the south (to avoid impact on an adjacent dropped kerb access). It also confirms that the recommended visibility splays of 2.4 x 121 metres to the north and 2.4 x 117 metres to the south, in accordance with measured 85th percentile speeds, could be

delivered without impact on third party land, as well as 2 x 2 metres pedestrian intervisibility splays.

- The scheme of a 61 bed care home could result in a maximum increase of 11 two-way movements during the morning peak hour and 10 two-way movements in the evening peak hour, without taking into account the potential movements associated with the previous school and existing single dwelling.
- Based on current standards and an assumed average of one space per three residents, the site would require between 15 and 21 off-street parking spaces (plus one motorcycle parking space). The latest site masterplan shows a total of 20 parking spaces which clearly meets the above requirements, including one disabled parking bay.
- The proposed site layout includes a turning head and bin storage area that would be satisfactory for refuse collections, as well as deliveries and ambulance visits.

5.3 In summary, the above details clearly demonstrate that the proposed development would not result in any significant increase in traffic movements, and no significant off-site impact would occur as a result of the development. Existing opportunities within the surrounding highway network should be sufficient to accommodate any minor increases in journeys for non-car travel.

5.4 It is therefore considered that the proposed development would be in accordance with the highways-related requirements of the NPPF and, hence, the local highway authority should be able to support the development as part of any upcoming outline planning application.

Route No.	Operator	Details	Frequency (services)				
			Weekdays			Saturday	Sunday
			AM peak (0730-0930)	PM peak (1600-1800)	off peak		
37	Stagecoach in Peterborough - InterConnect	Peterborough - Spalding	One service	One service	60 mins	60 mins	Four services
		Spalding - Peterborough	One service	One service	60 mins	60 mins	Four services
100	Shaws Coaches	Market Deeping - Spalding	One service	One service	120 mins	three services	No service
		Spalding - Market Deeping	One service	One service	120 mins	three services	No service
S36*	Langtoft Private Hire	Holbeach - Deeping St James	One service	No service	No service	No service	No service
		Deeping St James - Holbeach	No service	One service	No service	No service	No service
B53*	Brylaine Travel	Wyberton - Spalding - Stamford	One service	No service	No service	No service	No service
		Stamford - Spalding - Wyberton	No service	One service	No service	No service	No service
16S**	Kier - Spalding CallConnect	Spalding CallConnect	Two services	Two services	60 mins	60 mins	Seven services
		Spalding CallConnect	Two services	Two services	60 mins	60 mins	Seven services
37S**	Kier	Spalding Callconnect	Two services	Two services	60 mins	No service	No service
		Spalding Callconnect	Two services	Two services	60 mins	No service	No service

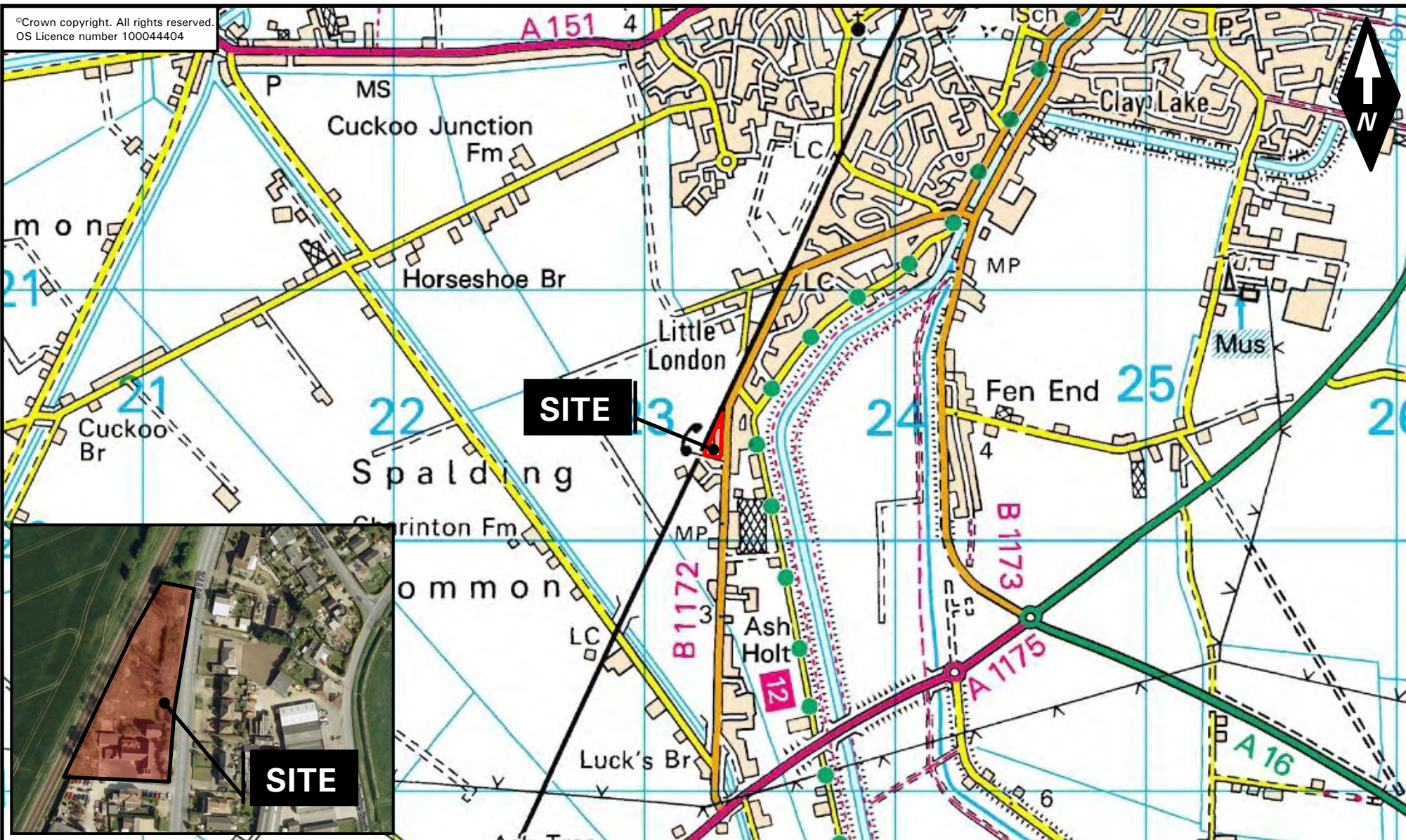
*Note: School service only

** Note: Service must be booked by calling 2hrs in advance.

TABLE 1: DETAILS OF LOCAL BUS SERVICES

Time Period	Trip Rates (per bed)		Traffic Generation (61 beds)			Parking Accumulation (Initial occupancy of 5 vehicles)
	Arrive	Depart	Arrive	Depart	Total	
07:00-08:00	0.026	0.053	2	3	5	4
08:00-09:00	0.105	0.079	6	5	11	5
09:00-10:00	0.053	0.000	3	0	3	8
10:00-11:00	0.132	0.105	8	6	14	10
11:00-12:00	0.105	0.079	6	5	11	11
12:00-13:00	0.105	0.079	6	5	11	12
13:00-14:00	0.079	0.053	5	3	8	14
14:00-15:00	0.158	0.158	10	10	20	14
15:00-16:00	0.053	0.079	3	5	8	12
16:00-17:00	0.105	0.053	6	3	9	15
17:00-18:00	0.026	0.132	2	8	10	9
18:00-19:00	0.026	0.053	2	3	5	8
19:00-20:00	0.026	0.026	2	2	4	8
20:00-21:00	0.000	0.053	0	3	3	5
21:00-22:00	0.026	0.026	2	2	4	5
Daily	1.025	1.028	63	63	126	

TABLE 2: PROPOSED CARE HOME DEVELOPMENT DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)



SCALE: **Do Not Scale**

DATE: **22.12.14**

DRAWN: **BC**

CLIENT:

COUNTRY COURT CARE

TITLE:

SITE LOCATION PLAN

JOB TITLE:

LAND AT SPALDING

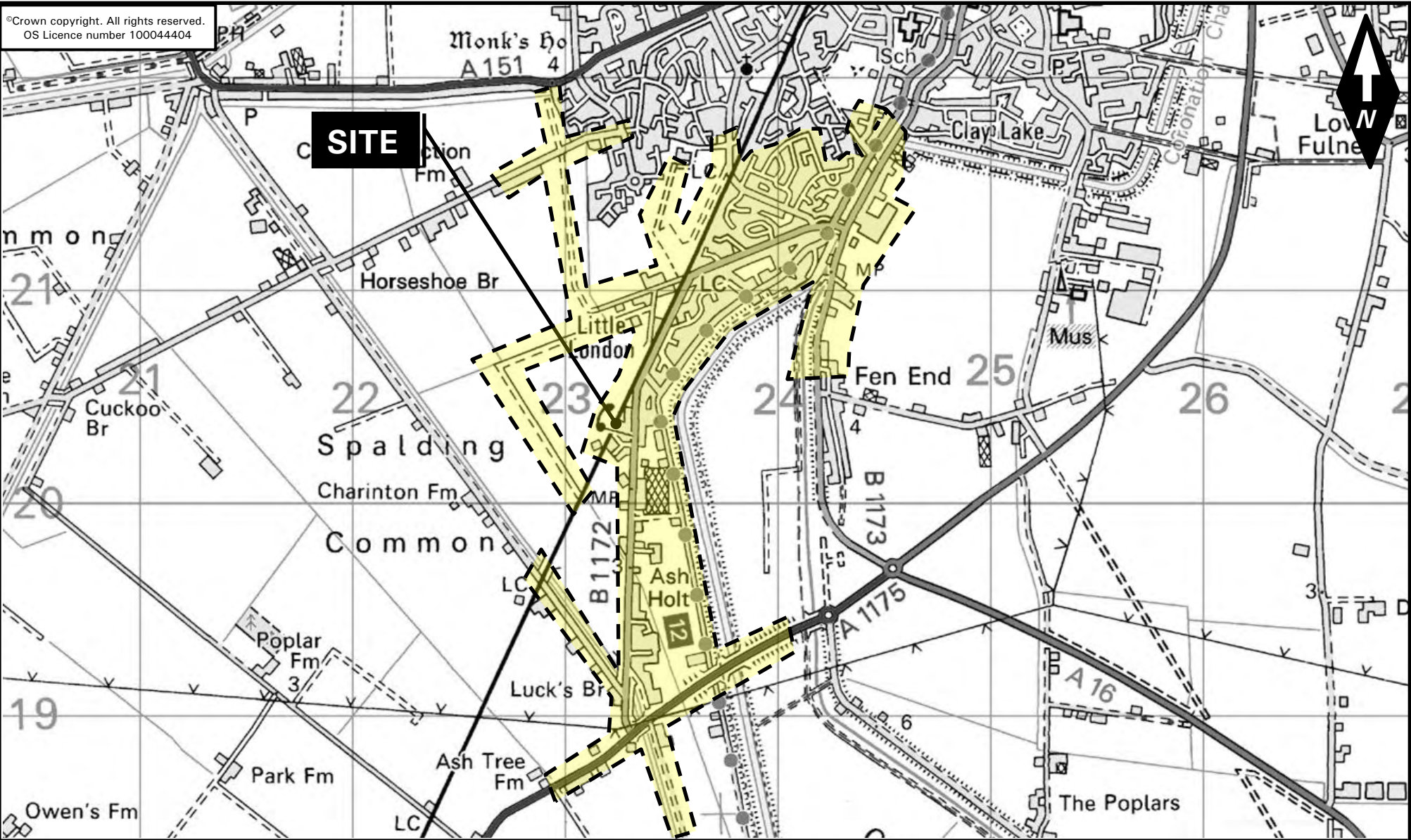
bancroftconsulting
transport consultancy services

JOB NUMBER:

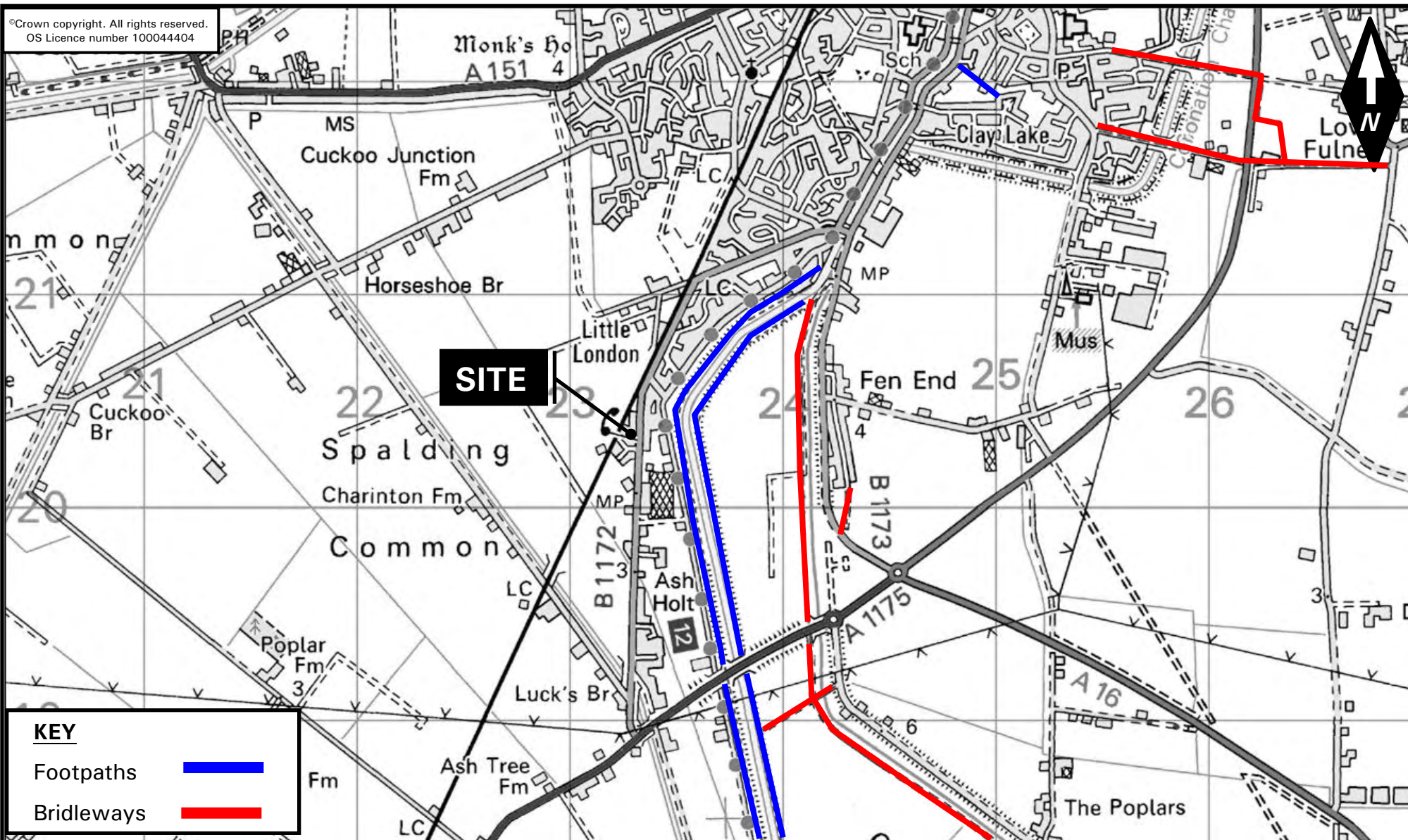
F14218

FIGURE:

1



SCALE: Do Not Scale	CLIENT: COUNTRY COURT CARE	JOB TITLE: LAND AT SPALDING	bancroft consulting transport consultancy services	
DATE: 22.12.14	TITLE: PEDESTRIAN ISOCHRONE (2 KILOMETRES)	JOB NUMBER: F14218	FIGURE: 2	
DRAWN: BC				



KEY

Footpaths



Bridleways



SCALE: **Do Not Scale**

DATE: **22.12.14**

DRAWN: **BC**

CLIENT:

COUNTRY COURT CARE

TITLE:

PUBLIC RIGHTS OF WAY

JOB TITLE:

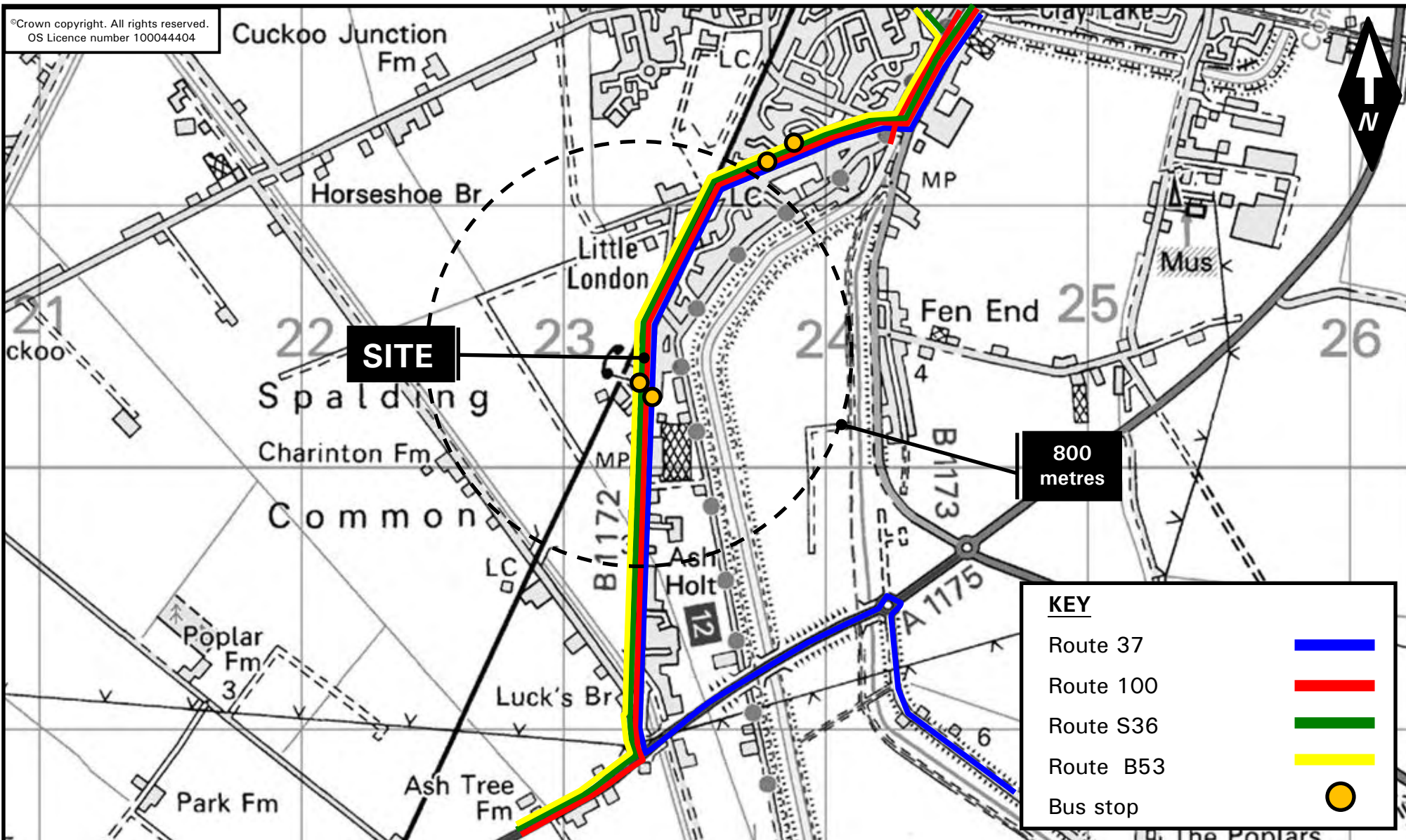
LAND AT SPALDING

bancroftconsulting
transport consultancy services

JOB NUMBER:
F14218

FIGURE:
3

SCALE: Do Not Scale	CLIENT: COUNTRY COURT CARE	JOB TITLE: LAND AT SPALDING	bancroftconsulting transport consultancy services	
DATE: 22.12.14				
DRAWN: BC	TITLE: CYCLIST CATCHMENT AREA (5 KILOMETRES)		JOB NUMBER: F14218	FIGURE: 4



SCALE: **Do Not Scale**

DATE: **22.12.14**

DRAWN: **BC**

CLIENT:

COUNTRY COURT CARE

TITLE:

LOCAL BUS ROUTES

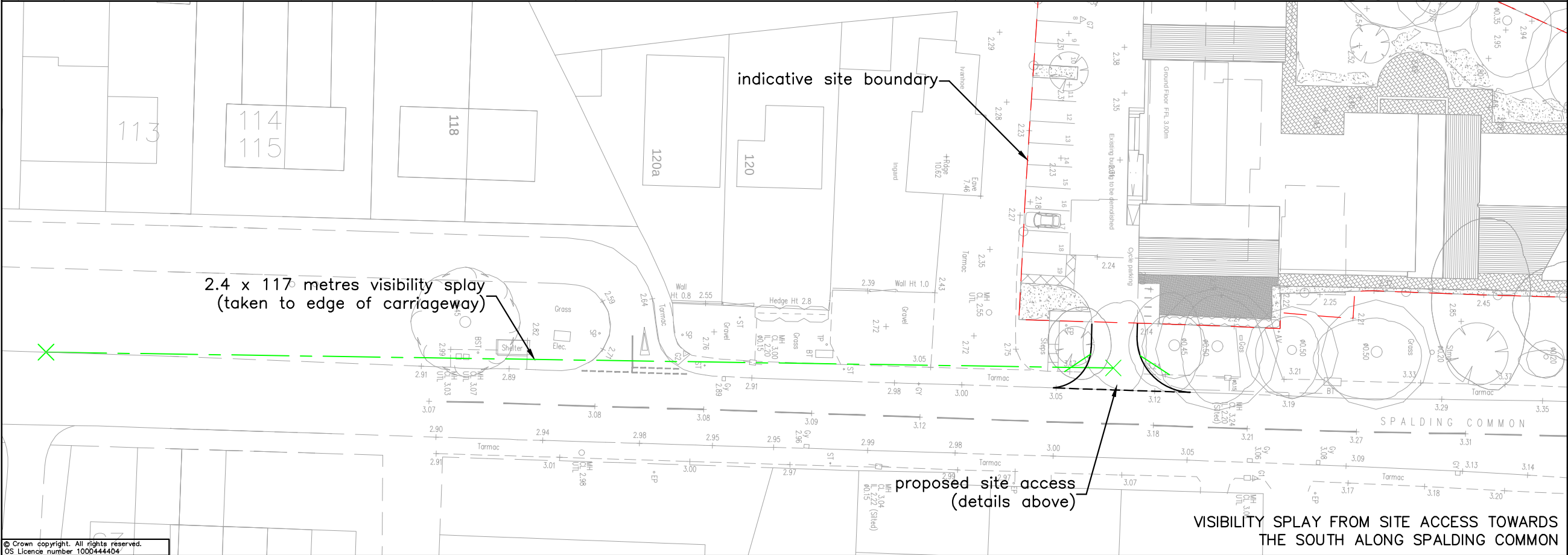
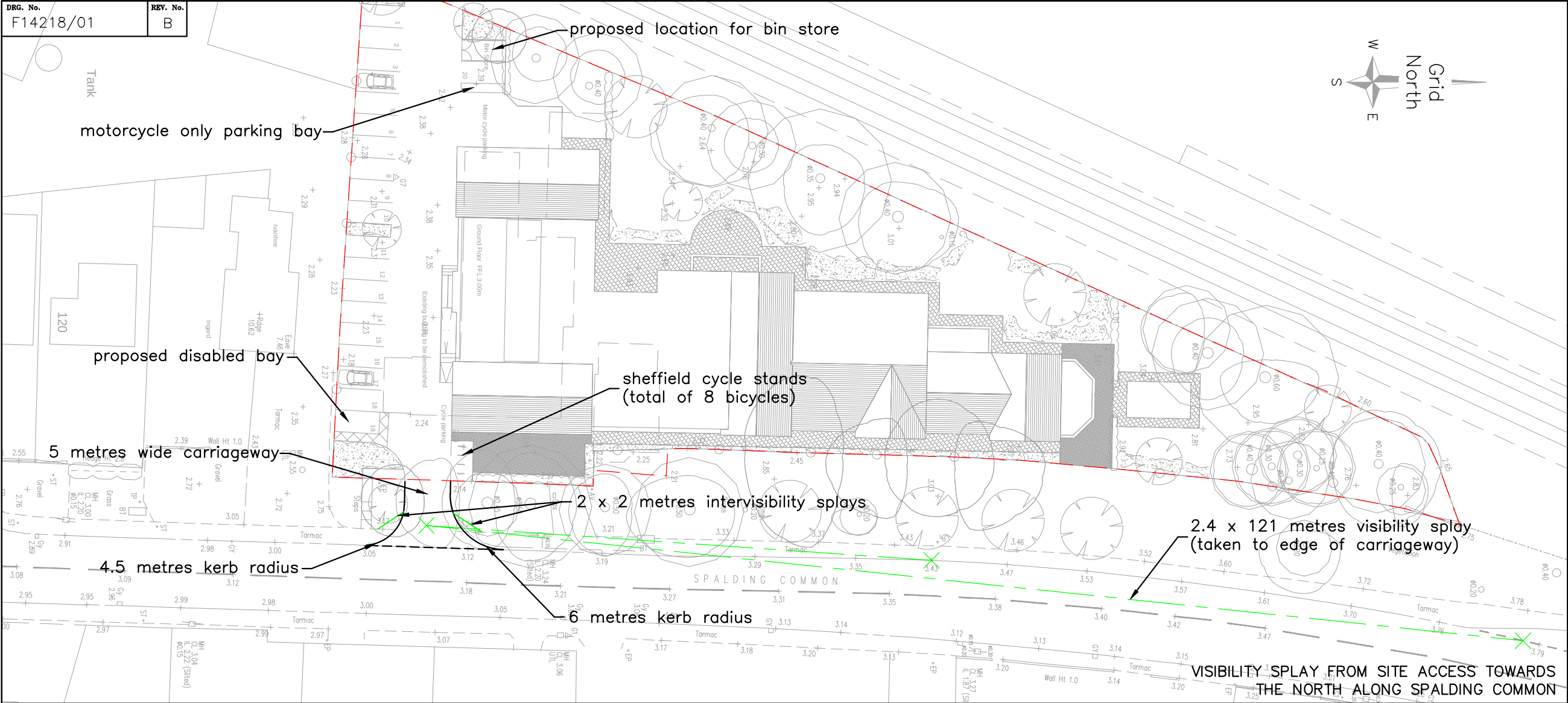
JOB TITLE:

LAND AT SPALDING

bancroftconsulting
transport consultancy services

JOB NUMBER:
F14218

FIGURE:
5



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NOTES:

REV.	DATE	DESCRIPTION	DRN	CHK'D
B	22.12.15	UPDATED TO REFLECT AMENDED SITE MASTERPLAN	BC	ATB
A	29.04.15	TOPOGRAPHICAL SURVEY MAPPING INCLUDED	AG	ST

CLIENT
COUNTRY COURT CARE

CONTRACT
LAND AT SPALDING COMMON, SPALDING

TITLE
PROPOSED SOUTHERNMOST SITE ACCESS LAYOUT

bancroftconsulting
transport consultancy services

Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

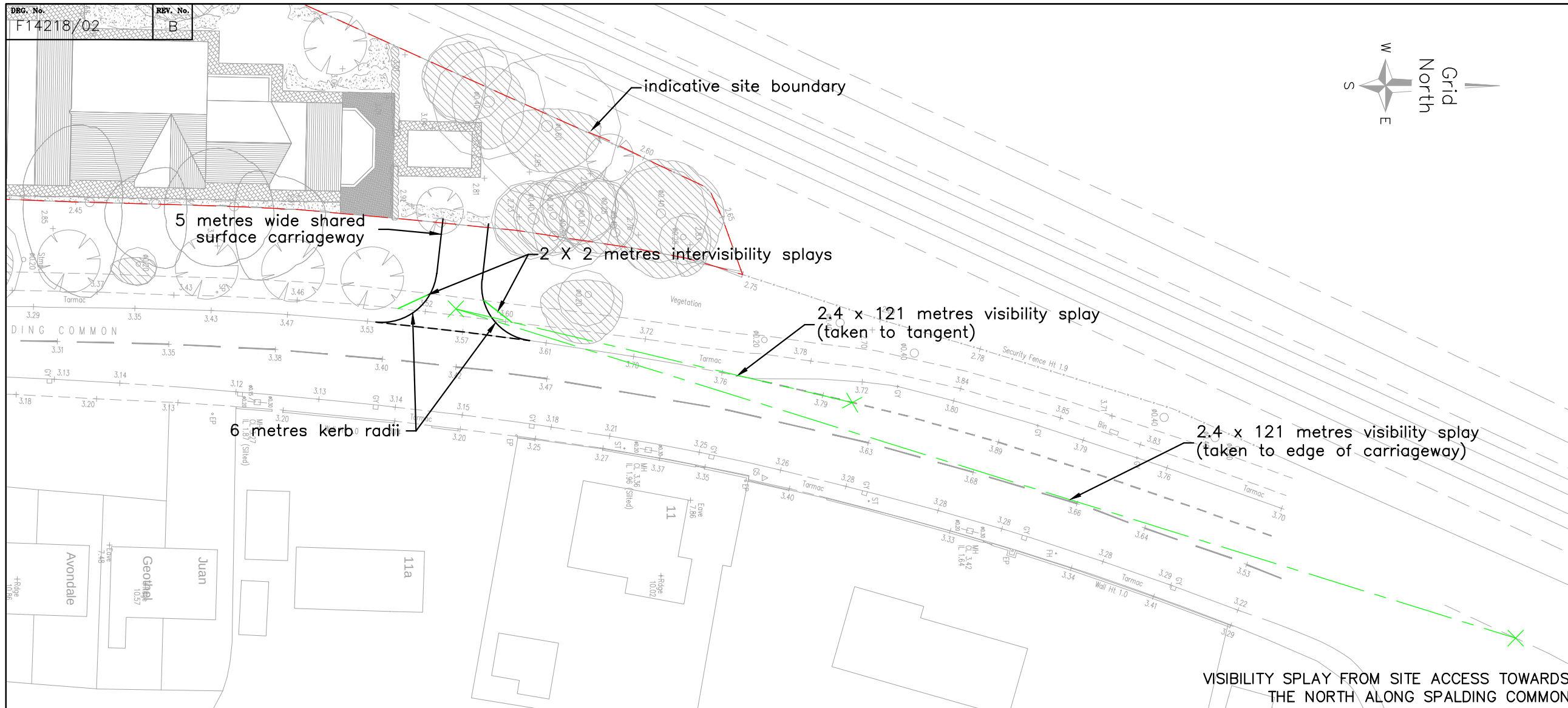
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
AG	08.04.15

CHECKED BY	
NAME (PRINT)	DATE
ST	08.04.15

SCALE	STATUS
1:500@A3	PRELIMINARY

DRG. NO.	REV
F14218/01	B



B	22.12.15	UPDATED TO REFLECT AMENDED SITE MASTERPLAN	BC	ATB
A	29.04.15	TOPOGRAPHICAL SURVEY MAPPING INCLUDED	AG	ST
REV.	DATE	DESCRIPTION	OWN	CHK'D

CLIENT

COUNTRY COURT CARE

CONTRACT

LAND AT SPALDING

TITLE
POTENTIAL NORTHERN SITE ACCESS LAYOUT

bancroftconsulting
transport consultancy services

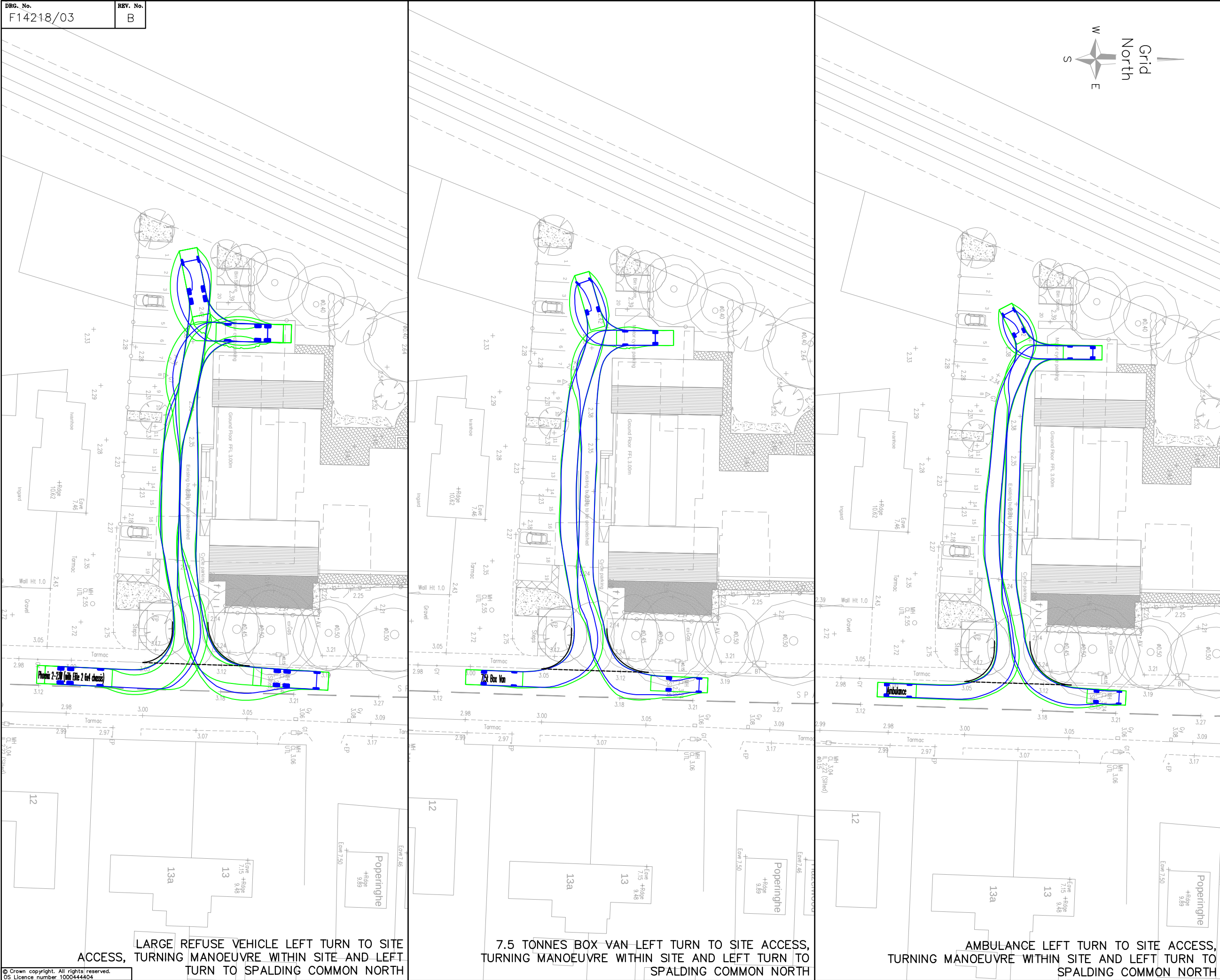
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
AG	08.04.15
CHECKED BY	
NAME (PRINT)	DATE
ST	08.04.15

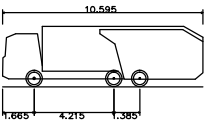
SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F14218/02	REV B



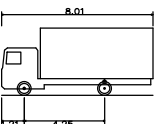


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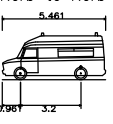
NOTES:



Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 2.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 9.250m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.020m
Min Body Ground Clearance 0.355m
Track Width 2.064m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 7.400m



Ambulance
Overall Length 5.461m
Overall Width 2.495m
Overall Body Height 2.025m
Min Body Ground Clearance 1.860m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 6.500m

REV.	DATE	DESCRIPTION	DRN	CHK'D
B	23.12.15	UPDATED TO REFLECT REVISED MASTERPLAN	KH	ATB
A	29.04.15	TOPOGRAPHICAL SURVEY MAPPING INCLUDED	AG	ST

CLIENT

COUNTRY COURT CARE

CONTRACT

LAND AT SPALDING COMMON, SPALDING

TITLE

PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS

bancroftconsulting
transport consultancy services

Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
AG	08.04.15

CHECKED BY	
NAME (PRINT)	DATE
ST	08.04.15

SCALE	STATUS
1:500@A3	PRELIMINARY

DRG. NO.

F14218/03

REV

B

**APPENDIX A – SOUTH HOLLAND DISTRICT COUNCIL'S
EMAIL COMMENTS (19/03/15)**

Andrew Gilnicz

From: Greg Sadler <greg@linestyle.co.uk>
Sent: 23 March 2015 11:32
To: Sara Terrey
Subject: FW: Goodfellows

Sara,

FYI:

Thanks

Greg Sadler
LineStyle Architecture
Phone :+44 (0)115 870 9913 / 0796 692 3312
<http://www.linestyle.co.uk>

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From: Matt Hubbard [mailto:mhubbard@rg-p.co.uk]
Sent: 20 March 2015 15:54
To: Greg Sadler
Cc: David Hicks; Aly Kachra
Subject: Fwd: Goodfellows

Sent from my iPhone

Begin forwarded message:

From: "Boswell, Anthony" <aboswell@sholland.gov.uk>
Date: 19 March 2015 16:43:07 GMT
To: "Matt Hubbard" <mhubbard@rg-p.co.uk>
Subject: RE: Goodfellows

Dear Mr Hubbard,

I had actually scheduled this task for today/tomorrow. Can I apologise for the delay in this response which is largely the result of a change in the staff concerned.

Broadly speaking your client's proposals are supportable.

Although the existing buildings are a heritage asset of some significance, they are not Listed or within a Conservation Area. On balance my own view is that the housing advantages of the scheme outweigh the considerable weight that should properly apply to the safeguarding of the existing building. The prolonged inability to implement any funded or beneficial re-use

of the buildings are also a telling factor. Finally, the disparity of scale between the existing and proposed buildings are such that I and the Council's Conservation Officer are unpersuaded that there would be any merit in attempting a "pastiche" of the existing building and its modest Gothic detailing. The built character of the close surroundings is of only moderate quality, and there would be greater merit in delivery of a truly outstanding modern building.

Having made those points, I am concerned about the vertical scale of the proposed building and a number of other points which I shall come to below. The majority of the near surroundings are of one and two storeys, while your proposal is clearly of partly three storeys. It would take considerable skill to elevate such a three storey building in an acceptable and supportable form. (Note the use of brick and render in nearby homes. Skilful use of similar materials might well aid this objective). A number of earlier public buildings in and around Spalding are characteristically "lofty" However, at present I must express some reservations about the overall scale of the buildings and so the overall accommodation as illustrated.

I note that the 64 UC C2 bedrooms appear to be single occupancy, rather than the larger "flatlets" usually offered in "extra care" accommodation. On this basis there would presumably be little need for residents' car parking accommodation. However, the overall layout should make a well reasoned provision for 100% of employees cars – including visiting support staff, and a similarly well reasoned provision for peak visitor accommodation. Finally, very adequate manoeuvring space should be provided to accommodate larger vehicles entailed in deliveries and the collection of refuse and recyclables.

Having dealt with the above requirements, there may well be scope to provide some external terrace accommodation on the west side of the building? (In the course of administering an earlier planning application, Railtrack asked for a secure boundary to their property that would be at least 1.8 metres high. Such a fence or wall might be of use in mitigating external noise levels)?

Any planning application should be supported by an expert acoustic study to analyse the effects of railway noise, and suitable construction and specification measures should be included to mitigate internal noise levels to levels at or below 40 Db (A) (L_{Amax}) within sleeping accommodation, to accord with WHO guidelines regarding environmental noise from events such as an adjacent railway. (See paragraph 123 of the NPPF and relevant NPPG advice).

Any planning application should also include a site specific Flood Risk Assessment (FRA) – possibly including safe means of escape in the event of a flood event.

The majority of visually significant existing trees appear to be within the highway verge. Those should be included within a dedicated Tree Survey of the site, which makes recommendations for their safeguarding during and after completion of the development.

Having inspected the site and its close surroundings, I am not entirely persuaded that the illustrated main entrance and approach to the building at its southern end is necessarily the best solution. Although that is probably instrumental in enabling the bulk of accommodation as shown, I would like to see an examination of alternative means of approaching the proposed building.

In conclusion, we look forward to commenting further when your clients proposals are at a more advanced stage.

From: Matt Hubbard [<mailto:mhubbard@rg-p.co.uk>]
Sent: 19 March 2015 14:40
To: Fidler, Richard; 'tboswell@sholland.gov.uk'; Boswell, Anthony
Cc: Greg Sadler; David Hicks (d.hicks@countrycourtcare.com)
Subject: Goodfellows

Hello Richard/Tony

Could you please provide me with an update as to where you are with your considerations of the above submission?

Your email of the 5th March did indicate that this would now be dealt with as a priority and a second set of details has been with you for 10 days.

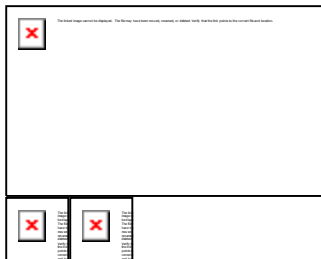
If you can get back to me on this with your comments as a matter of urgency it would be appreciated.

Kind regards



Matt Hubbard
Pg Dip TP, MRTPI
Senior Planning Consultant

130 New Walk
Leicester
LE1 7JA
Tel: 0116 204 5800
Fax: 0116 204 5801
Email: mhubbard@rg-p.co.uk



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Please consider the environment before printing this email

From: Fidler, Richard [<mailto:rfidler@sholland.gov.uk>]
Sent: 11 March 2015 08:19
To: Matt Hubbard
Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Matt

Acknowledge receipt. Has been allocated to Tony Boswell.

Regards

Richard Fidler | Development Manager | **South Holland District Council**
DDI: 01775 764428
www.sholland.gov.uk

From: Matt Hubbard [<mailto:mhubbard@rg-p.co.uk>]
Sent: 10 March 2015 17:09
To: Fidler, Richard
Cc: 'Greg Sadler'; 'Alykhan Kachra (aly.kachra@countrycourtcare.com)'; 'David Hicks (d.hicks@countrycourtcare.com)'
Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Richard

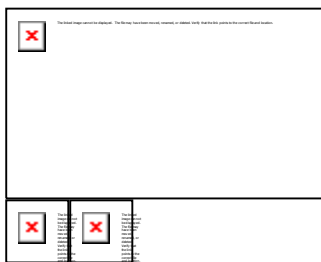
Apologies, I meant to ask, can you please confirm the receipt of this info in order that we are sure you have got it this time, and that you have all of the attachments?

Cheers.



Matt Hubbard
Pg Dip TP, MRTPI
Senior Planning Consultant

130 New Walk
Leicester
LE1 7JA
Tel: 0116 204 5800
Fax: 0116 204 5801
Email: mhubbard@rg-p.co.uk



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Please consider the environment before printing this email

From: Matt Hubbard
Sent: 09 March 2015 15:02

To: 'Fidler, Richard'

Cc: Greg Sadler; Alykhan Kachra (aly.kachra@countrycourtcare.com); David Hicks (d.hicks@countrycourtcare.com); 'steve day'; Ashley Cooper

Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Dear Richard

Further to your email of the 5th March 2015 I attach an electronic copy of the submission made to you back on the 17th December 2015.

I note that it is your intention to deal with this ASAP and we certainly hope that this will be the case, bearing in mind that nearly 3 months have now past since this submission was first made. I do struggle to comprehend why, since we spoke on the 17th February 2015, it has taken 3 email chases over the course of 2½ weeks, for you to come back to me and confirm that the initial submission has been lost? Still, these things happen and I trust that this can now be dealt with at your earliest convenience.

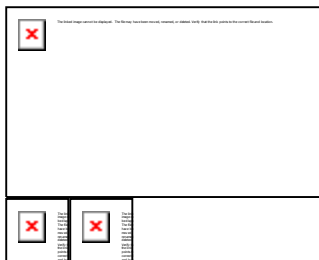
Kind regards

Matt



Matt Hubbard
Pg Dip TP, MRTPI
Senior Planning Consultant

130 New Walk
Leicester
LE1 7JA
Tel: 0116 204 5800
Fax: 0116 204 5801
Email: mhubbard@rg-p.co.uk



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Please consider the environment before printing this email

From: Fidler, Richard [<mailto:rfidler@sholland.gov.uk>]

Sent: 05 March 2015 12:51

To: Matt Hubbard

Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Dear Matt

Please accept my apologies been tied up most of the week with meetings and sorting out Committee agenda.

Have you an electronic version of the pre-application submission, searched the office and only explanation is that the agency planner must have taken the hard copy with him. If you could send it electronically I will get a response out as a priority.

Regards

Richard Fidler | Development Manager | **South Holland District Council**
DDI: 01775 764428
www.sholland.gov.uk

From: Matt Hubbard [<mailto:mhubbard@rg-p.co.uk>]
Sent: 05 March 2015 11:08
To: Fidler, Richard; _planningadvice
Cc: 'Greg Sadler'; 'Alykhan Kachra (aly.kachra@countrycourtcare.com)'; 'David Hicks (d.hicks@countrycourtcare.com)'; 'steve day'
Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS
Importance: High

Good morning Richard

I am having to chase this up with you again as despite my emails below, and despite leaving 2 telephone messages over the last week, I still haven't heard anything back from you.

This submission was with you in good faith at the end of last year, and we are currently stuck on progressing things until we have had your structured pre-application response back. We are now being penalised by this delay in response, which was down to Council staffing issues back in December.

Can you please look into this as a matter of urgency and get back to me ASAP?

In the first instance can you please acknowledge the receipt of this email, in order that I am aware that a) my emails are being received and b) you are actioning my emails accordingly.

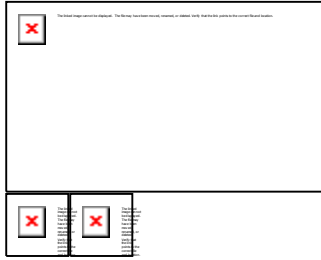
Kind regards

Matt



Matt Hubbard
Pg Dip TP, MRTPI
Senior Planning Consultant

130 New Walk
Leicester
LE1 7JA
Tel: 0116 204 5800
Fax: 0116 204 5801
Email: mhubbard@rg-p.co.uk



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Please consider the environment before printing this email

From: Matt Hubbard

Sent: 25 February 2015 13:55

To: 'rfidler@sholland.gov.uk'

Cc: 'Greg Sadler'; 'Alykhan Kachra (aly.kachra@countrycourtcare.com)'; 'David Hicks (d.hicks@countrycourtcare.com)'; 'steve day'

Subject: RE: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Hello Richard

Is there any news on this yet please?

This is getting rather urgent for us now as we cannot move forward with the compilation of a planning application, and the associated documents, until we have your 'pre-application' comments.

I look forward to hearing from you at your very earliest opportunity.

Kind regards



Matt Hubbard

Pg Dip TP, MRTPI

Senior Planning Consultant

130 New Walk

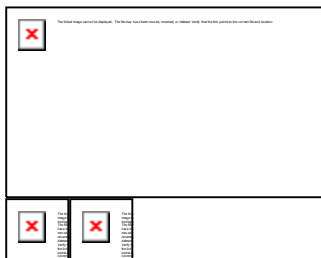
Leicester

LE1 7JA

Tel: 0116 204 5800

Fax: 0116 204 5801

Email: mhubbard@rg-p.co.uk



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Please consider the environment before printing this email

From: Matt Hubbard

Sent: 20 February 2015 09:27

To: 'rfidler@sholland.gov.uk'

Cc: Greg Sadler; Alykhan Kachra (aly.kachra@countrycourtcare.com); David Hicks (d.hicks@countrycourtcare.com); 'steve day'

Subject: Pre-Application Submission - Proposed C2 Care Home Facility, Former Goodfellows School, Spalding Common, PA11 3AS

Dear Richard

Further to our telephone conversation on Tuesday of this week, I write to give you my full contact details (below) in order for you to provide your reply to the above submission.

As I explained on the telephone, this submission was made at the time when I was working for Antony Aspbury Associates Ltd, in Nottingham, but I have now changed jobs and my clients, Country Court Care, have followed me to my new practice. On this basis, if your reply could also follow me here it would be greatly appreciated.

As I understand it you have picked up on this pre-app submission now as it was initially looked at for you by a consultant, who has since left the authority. I appreciate that this means you looking at the submission afresh, but if you can do this as quickly as possible it would be greatly appreciated. Hopefully some initial notes were made on the file to help you in this process.

If you need any further information from any of us, then please let me know.

I look forward to hearing from you in due course.

Kind regards and have a good weekend.

Matt



Matt Hubbard
Senior Planning Consultant

130 New Walk

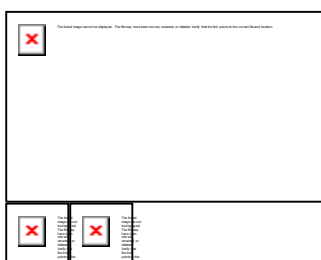
Leicester

LE1 7JA

Tel: 0116 204 5800

Fax: 0116 204 5801

Email: mhubbard@rg-p.co.uk



Visit our website at: www.rg-p.co.uk or join us at:

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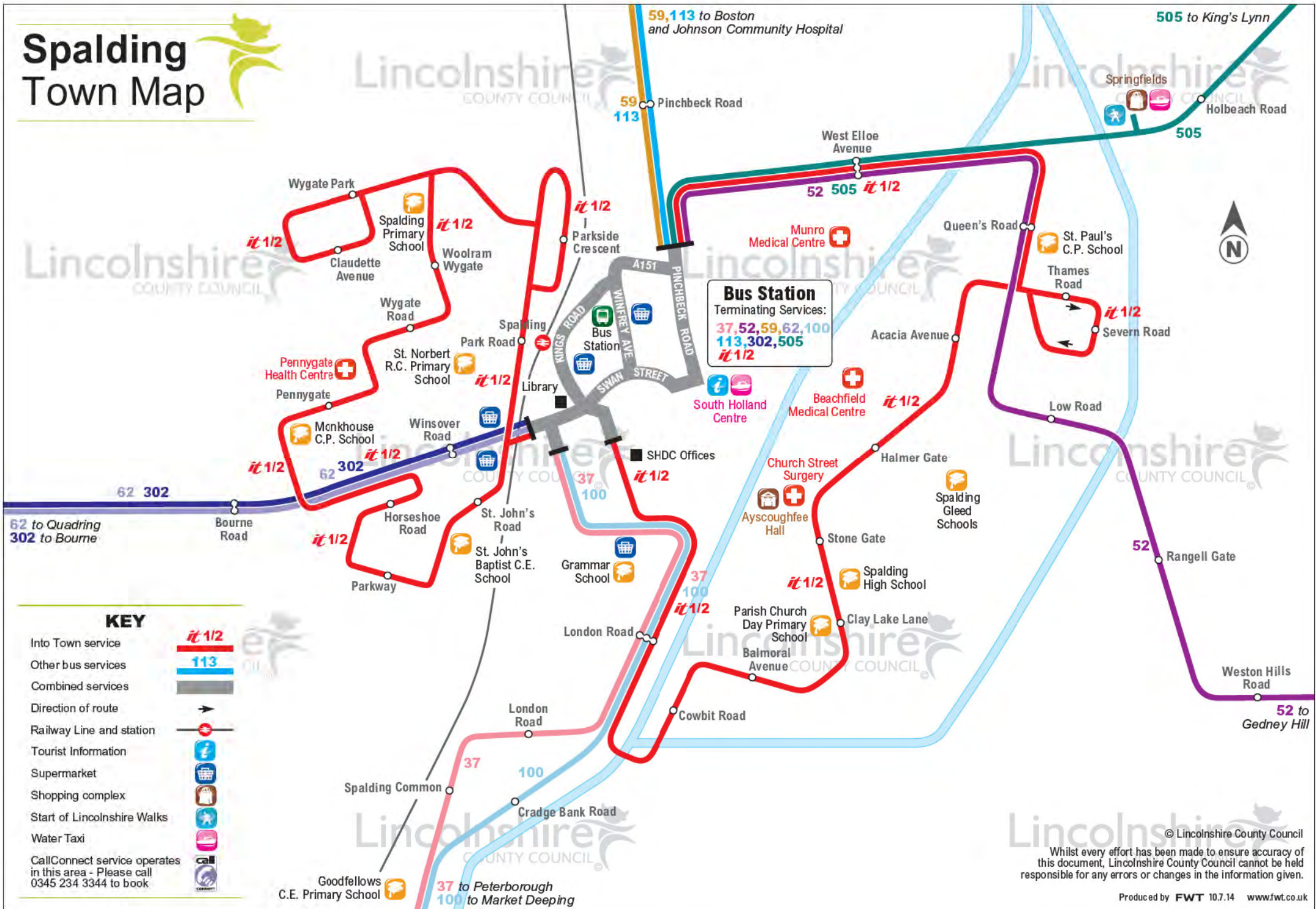


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**APPENDIX B – LINCOLNSHIRE COUNTY COUNCIL'S BUS
MAP AND TIMETABLES**

Spalding Town Map



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Whilst every effort has been made to ensure accuracy of this document, Lincolnshire County Council cannot be held responsible for any errors or changes in the information given.

Produced by FWT 10.7.14 www.fwt.co.uk

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Monday to Fridays

	Notes	A	A	A
Spalding, Bus Station (S-bound)		0700	00	1800
Low Fulney, Demand Responsive Area (DRT)		0710s	10s	1810s
Spalding Common, Demand Responsive Area (DRT)		0711s	11s	1811s
Pode Hole, Demand Responsive Area (DRT)		0711s	11s	1811s
West Pinchbeck, Demand Responsive Area (DRT)		0712s	12s	1812s
Cowbit, Demand Responsive Area (DRT)		0715s	15s	1815s
Surfleet, Demand Responsive Area (DRT)		0716s	16s	1816s
Northgate, Demand Responsive Area (DRT)		0717s	17s	1817s
Guthram Gowt, Demand Responsive Area (DRT)		0718s	18s	1818s
Moulton Chapel, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Loosegate, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Seas End, Demand Responsive Area (DRT)	then	0720s	20s	1820s
Moulton Halesgate, Demand Responsive Area (DRT)	at	0720s	20s	1820s
Surfleet Seas End, Demand Responsive Area (DRT)	these	0720s	20s	1820s
Gosberton Cheal, Demand Responsive Area (DRT)	mins	0721s	21s	1821s
Deeping St Nicholas, Demand Responsive Area (DRT)	past	0721s	21s	1821s
Brotherhouse Bar, Demand Responsive Area (DRT)	each	0722s	22s	1822s
Gosberton Risegate, Demand Responsive Area (DRT)	hour	0722s	22s	1822s
Gosberton Clough, Demand Responsive Area (DRT)		0723s	23s	1823s
Tongue End, Demand Responsive Area (DRT)		0723s	23s	1823s
Gosberton Westhorpe, Demand Responsive Area (DRT)		0724s	24s	1824s
Moulton Marsh, Demand Responsive Area (DRT)		0725s	25s	1825s
Hop Pole, Demand Responsive Area (DRT)		0727s	27s	1827s
Gosberton, Demand Responsive Area (DRT)		0729s	29s	1829s
Quadring, Demand Responsive Area (DRT)		0729s	29s	1829s
Donington, Demand Responsive Area (DRT)		0730s	30s	1830s
Northorpe, Demand Responsive Area (DRT)		0730s	30s	1830s
Crowland, Demand Responsive Area (DRT)		0730s	30s	1830s
Bourne, Bus Station		0730	30	1830

Saturdays

	Notes	A	A	A
Spalding, Bus Station (S-bound)		0700	00	1800
Low Fulney, Demand Responsive Area (DRT)		0710s	10s	1810s
Spalding Common, Demand Responsive Area (DRT)		0711s	11s	1811s
Pode Hole, Demand Responsive Area (DRT)		0711s	11s	1811s
West Pinchbeck, Demand Responsive Area (DRT)		0712s	12s	1812s
Cowbit, Demand Responsive Area (DRT)		0715s	15s	1815s
Surfleet, Demand Responsive Area (DRT)		0716s	16s	1816s
Northgate, Demand Responsive Area (DRT)		0717s	17s	1817s
Guthram Gowt, Demand Responsive Area (DRT)		0718s	18s	1818s
Moulton Chapel, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Loosegate, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Seas End, Demand Responsive Area (DRT)	then	0720s	20s	1820s
Moulton Halesgate, Demand Responsive Area (DRT)	at	0720s	20s	1820s
Surfleet Seas End, Demand Responsive Area (DRT)	these	0720s	20s	1820s
Gosberton Cheal, Demand Responsive Area (DRT)	mins	0721s	21s	1821s
Deeping St Nicholas, Demand Responsive Area (DRT)	past	0721s	21s	1821s
Brotherhouse Bar, Demand Responsive Area (DRT)	each	0722s	22s	1822s
Gosberton Risegate, Demand Responsive Area (DRT)	hour	0722s	22s	1822s
Gosberton Clough, Demand Responsive Area (DRT)		0723s	23s	1823s
Tongue End, Demand Responsive Area (DRT)		0723s	23s	1823s
Gosberton Westhorpe, Demand Responsive Area (DRT)		0724s	24s	1824s
Moulton Marsh, Demand Responsive Area (DRT)		0725s	25s	1825s
Hop Pole, Demand Responsive Area (DRT)		0727s	27s	1827s
Gosberton, Demand Responsive Area (DRT)		0729s	29s	1829s
Quadring, Demand Responsive Area (DRT)		0729s	29s	1829s
Donington, Demand Responsive Area (DRT)		0730s	30s	1830s
Northorpe, Demand Responsive Area (DRT)		0730s	30s	1830s
Crowland, Demand Responsive Area (DRT)		0730s	30s	1830s
Bourne, Bus Station		0730	30	1830

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
s - sets down only

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Sundays

Service Restrictions	1	1	1	1	1	1	1
Notes	A	A	A	A	A	A	A
Spalding, Bus Station (S-bound)	1000	1100	1200	1400	1500	1600	1700
Low Fulney, Demand Responsive Area (DRT)	1010s	1110s	1210s	1410s	1510s	1610s	1710s
Spalding Common, Demand Responsive Area (DRT)	1011s	1111s	1211s	1411s	1511s	1611s	1711s
Pode Hole, Demand Responsive Area (DRT)	1011s	1111s	1211s	1411s	1511s	1611s	1711s
West Pinchbeck, Demand Responsive Area (DRT)	1012s	1112s	1212s	1412s	1512s	1612s	1712s
Cowbit, Demand Responsive Area (DRT)	1015s	1115s	1215s	1415s	1515s	1615s	1715s
Surfleet, Demand Responsive Area (DRT)	1016s	1116s	1216s	1416s	1516s	1616s	1716s
Northgate, Demand Responsive Area (DRT)	1017s	1117s	1217s	1417s	1517s	1617s	1717s
Guthram Gowt, Demand Responsive Area (DRT)	1018s	1118s	1218s	1418s	1518s	1618s	1718s
Moulton Chapel, Demand Responsive Area (DRT)	1020s	1120s	1220s	1420s	1520s	1620s	1720s
Moulton Loosegate, Demand Responsive Area (DRT)	1020s	1120s	1220s	1420s	1520s	1620s	1720s
Moulton Seas End, Demand Responsive Area (DRT)	1020s	1120s	1220s	1420s	1520s	1620s	1720s
Moulton Halesgate, Demand Responsive Area (DRT)	1020s	1120s	1220s	1420s	1520s	1620s	1720s
Surfleet Seas End, Demand Responsive Area (DRT)	1020s	1120s	1220s	1420s	1520s	1620s	1720s
Gosberton Cheal, Demand Responsive Area (DRT)	1021s	1121s	1221s	1421s	1521s	1621s	1721s
Deeping St Nicholas, Demand Responsive Area (DRT)	1021s	1121s	1221s	1421s	1521s	1621s	1721s
Brotherhouse Bar, Demand Responsive Area (DRT)	1022s	1122s	1222s	1422s	1522s	1622s	1722s
Gosberton Risegate, Demand Responsive Area (DRT)	1022s	1122s	1222s	1422s	1522s	1622s	1722s
Gosberton Clough, Demand Responsive Area (DRT)	1023s	1123s	1223s	1423s	1523s	1623s	1723s
Tongue End, Demand Responsive Area (DRT)	1023s	1123s	1223s	1423s	1523s	1623s	1723s
Gosberton Westhorpe, Demand Responsive Area (DRT)	1024s	1124s	1224s	1424s	1524s	1624s	1724s
Moulton Marsh, Demand Responsive Area (DRT)	1025s	1125s	1225s	1425s	1525s	1625s	1725s
Hop Pole, Demand Responsive Area (DRT)	1027s	1127s	1227s	1427s	1527s	1627s	1727s
Gosberton, Demand Responsive Area (DRT)	1029s	1129s	1229s	1429s	1529s	1629s	1729s
Quadring, Demand Responsive Area (DRT)	1029s	1129s	1229s	1429s	1529s	1629s	1729s
Donington, Demand Responsive Area (DRT)	1030s	1130s	1230s	1430s	1530s	1630s	1730s
Northorpe, Demand Responsive Area (DRT)	1030s	1130s	1230s	1430s	1530s	1630s	1730s
Crowland, Demand Responsive Area (DRT)	1030	1130	1230	1430	1530	1630	1730

Christmas Eve (Wed 24th December)

same as Mondays to Fridays

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Mondays to Fridays

Sunday 28th December

no service

Monday 29th December

same as Mondays to Fridays

Tuesday 30th December

same as Mondays to Fridays

New Years Eve (Wed 31st December)

same as Mondays to Fridays

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays

Service Restrictions: 1 - to 21.12.14

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
s - sets down only

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Monday to Fridays

Notes	A	A	A
Bourne, Bus Station	0730	30	1830
Crowland, Demand Responsive Area (DRT)	0731p	31p	1831p
Northorpe, Demand Responsive Area (DRT)	0734p	34p	1834p
Donington, Demand Responsive Area (DRT)	0734p	34p	1834p
Quadrang, Demand Responsive Area (DRT)	0735p	35p	1835p
Gosberton, Demand Responsive Area (DRT)	0735p	35p	1835p
Hop Pole, Demand Responsive Area (DRT)	0737p	37p	1837p
Moulton Marsh, Demand Responsive Area (DRT)	0739p	39p	1839p
Moulton Seas End, Demand Responsive Area (DRT)	0740p	40p	1840p
Moulton Halesgate, Demand Responsive Area (DRT)	0740p	40p	1840p
Moulton Loosegate, Demand Responsive Area (DRT)	0740p	40p	1840p
Gosberton Westhorpe, Demand Responsive Area (DRT)	0740p then	40p	1840p
Tongue End, Demand Responsive Area (DRT)	0741p at	41p	1841p
Gosberton Clough, Demand Responsive Area (DRT)	0741p these	41p	1841p
Gosberton Risegate, Demand Responsive Area (DRT)	0742p mins	42p until	1842p
Brotherhouse Bar, Demand Responsive Area (DRT)	0742p past	42p	1842p
Deeping St Nicholas, Demand Responsive Area (DRT)	0743p each	43p	1843p
Gosberton Cheal, Demand Responsive Area (DRT)	0743p hour	43p	1843p
Surfleet Seas End, Demand Responsive Area (DRT)	0743p	43p	1843p
Moulton Chapel, Demand Responsive Area (DRT)	0744p	44p	1844p
Guthram Gowt, Demand Responsive Area (DRT)	0745p	45p	1845p
Northgate, Demand Responsive Area (DRT)	0745p	45p	1845p
Surfleet, Demand Responsive Area (DRT)	0746p	46p	1846p
Cowbit, Demand Responsive Area (DRT)	0748p	48p	1848p
West Pinchbeck, Demand Responsive Area (DRT)	0749p	49p	1849p
Pode Hole, Demand Responsive Area (DRT)	0750p	50p	1850p
Spalding Common, Demand Responsive Area (DRT)	0752p	52p	1852p
Low Fulney, Demand Responsive Area (DRT)	0756p	56p	1856p
Spalding, Bus Station (S-bound)	0800	00	1900

Saturdays

Notes	A	A	A
Bourne, Bus Station	0730	30	1830
Crowland, Demand Responsive Area (DRT)	0731p	31p	1831p
Northorpe, Demand Responsive Area (DRT)	0734p	34p	1834p
Donington, Demand Responsive Area (DRT)	0734p	34p	1834p
Quadrang, Demand Responsive Area (DRT)	0735p	35p	1835p
Gosberton, Demand Responsive Area (DRT)	0735p	35p	1835p
Hop Pole, Demand Responsive Area (DRT)	0737p	37p	1837p
Moulton Marsh, Demand Responsive Area (DRT)	0739p	39p	1839p
Moulton Seas End, Demand Responsive Area (DRT)	0740p	40p	1840p
Moulton Halesgate, Demand Responsive Area (DRT)	0740p	40p	1840p
Moulton Loosegate, Demand Responsive Area (DRT)	0740p	40p	1840p
Gosberton Westhorpe, Demand Responsive Area (DRT)	0740p then	40p	1840p
Tongue End, Demand Responsive Area (DRT)	0741p at	41p	1841p
Gosberton Clough, Demand Responsive Area (DRT)	0741p these	41p	1841p
Gosberton Risegate, Demand Responsive Area (DRT)	0742p mins	42p until	1842p
Brotherhouse Bar, Demand Responsive Area (DRT)	0742p past	42p	1842p
Deeping St Nicholas, Demand Responsive Area (DRT)	0743p each	43p	1843p
Gosberton Cheal, Demand Responsive Area (DRT)	0743p hour	43p	1843p
Surfleet Seas End, Demand Responsive Area (DRT)	0743p	43p	1843p
Moulton Chapel, Demand Responsive Area (DRT)	0744p	44p	1844p
Guthram Gowt, Demand Responsive Area (DRT)	0745p	45p	1845p
Northgate, Demand Responsive Area (DRT)	0745p	45p	1845p
Surfleet, Demand Responsive Area (DRT)	0746p	46p	1846p
Cowbit, Demand Responsive Area (DRT)	0748p	48p	1848p
West Pinchbeck, Demand Responsive Area (DRT)	0749p	49p	1849p
Pode Hole, Demand Responsive Area (DRT)	0750p	50p	1850p
Spalding Common, Demand Responsive Area (DRT)	0752p	52p	1852p
Low Fulney, Demand Responsive Area (DRT)	0756p	56p	1856p
Spalding, Bus Station (S-bound)	0800	00	1900

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
p - picks up only

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

Sundays

Service Restrictions	1	1	1	1	1	1	1
Notes	A	A	A	A	A	A	A
Crowland, Demand Responsive Area (DRT)	0930	1030	1130	1230	1430	1530	1630
Northorpe, Demand Responsive Area (DRT)	0934p	1034p	1134p	1234p	1434p	1534p	1634p
Donington, Demand Responsive Area (DRT)	0934p	1034p	1134p	1234p	1434p	1534p	1634p
Quadring, Demand Responsive Area (DRT)	0935p	1035p	1135p	1235p	1435p	1535p	1635p
Gosberton, Demand Responsive Area (DRT)	0935p	1035p	1135p	1235p	1435p	1535p	1635p
Hop Pole, Demand Responsive Area (DRT)	0937p	1037p	1137p	1237p	1437p	1537p	1637p
Moulton Marsh, Demand Responsive Area (DRT)	0939p	1039p	1139p	1239p	1439p	1539p	1639p
Moulton Seas End, Demand Responsive Area (DRT)	0940p	1040p	1140p	1240p	1440p	1540p	1640p
Moulton Halesgate, Demand Responsive Area (DRT)	0940p	1040p	1140p	1240p	1440p	1540p	1640p
Moulton Loosegate, Demand Responsive Area (DRT)	0940p	1040p	1140p	1240p	1440p	1540p	1640p
Gosberton Westhorpe, Demand Responsive Area (DRT)	0940p	1040p	1140p	1240p	1440p	1540p	1640p
Tongue End, Demand Responsive Area (DRT)	0941p	1041p	1141p	1241p	1441p	1541p	1641p
Gosberton Clough, Demand Responsive Area (DRT)	0941p	1041p	1141p	1241p	1441p	1541p	1641p
Gosberton Risegate, Demand Responsive Area (DRT)	0942p	1042p	1142p	1242p	1442p	1542p	1642p
Brotherhouse Bar, Demand Responsive Area (DRT)	0942p	1042p	1142p	1242p	1442p	1542p	1642p
Deeping St Nicholas, Demand Responsive Area (DRT)	0943p	1043p	1143p	1243p	1443p	1543p	1643p
Gosberton Cheal, Demand Responsive Area (DRT)	0943p	1043p	1143p	1243p	1443p	1543p	1643p
Surfleet Seas End, Demand Responsive Area (DRT)	0943p	1043p	1143p	1243p	1443p	1543p	1643p
Moulton Chapel, Demand Responsive Area (DRT)	0944p	1044p	1144p	1244p	1444p	1544p	1644p
Guthram Gowt, Demand Responsive Area (DRT)	0945p	1045p	1145p	1245p	1445p	1545p	1645p
Northgate, Demand Responsive Area (DRT)	0945p	1045p	1145p	1245p	1445p	1545p	1645p
Surfleet, Demand Responsive Area (DRT)	0946p	1046p	1146p	1246p	1446p	1546p	1646p
Cowbit, Demand Responsive Area (DRT)	0948p	1048p	1148p	1248p	1448p	1548p	1648p
West Pinchbeck, Demand Responsive Area (DRT)	0949p	1049p	1149p	1249p	1449p	1549p	1649p
Pode Hole, Demand Responsive Area (DRT)	0950p	1050p	1150p	1250p	1450p	1550p	1650p
Spalding Common, Demand Responsive Area (DRT)	0952p	1052p	1152p	1252p	1452p	1552p	1652p
Low Fulney, Demand Responsive Area (DRT)	0956p	1056p	1156p	1256p	1456p	1556p	1656p
Spalding, Bus Station (S-bound)	1000	1100	1200	1300	1500	1600	1700

Christmas Eve (Wed 24th December)

same as Mondays to Fridays

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Mondays to Fridays

Sunday 28th December

no service

Monday 29th December

same as Mondays to Fridays

Tuesday 30th December

same as Mondays to Fridays

New Years Eve (Wed 31st December)

same as Mondays to Fridays

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays

Service Restrictions: 1 - to 21.12.14

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
p - picks up only

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

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

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

SMS Code	Stop Name	Street	ATCO Code
linadjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141
-	Low Fulney, Demand Responsive Area (DRT)	CallConnect	270002701663
-	Spalding Common, Demand Responsive Area (DRT)	CallConnect	270002701662
-	Pode Hole, Demand Responsive Area (DRT)	CallConnect	270002701661
-	West Pinchbeck, Demand Responsive Area (DRT)	CallConnect	270002701657
linampwm	Cowbit, Demand Responsive Area (DRT)		2700LDGC1811
linamtpg	Surfleet, Demand Responsive Area (DRT)	CallConnect	2700LDCC1863
-	Northgate, Demand Responsive Area (DRT)	CallConnect	270002701656
-	Guthram Gowt, Demand Responsive Area (DRT)		270002701392
-	Moulton Chapel, Demand Responsive Area (DRT)	CallConnect	270002701622
linatajd	Moulton Loosegate, Demand Responsive Area (DRT)	CallConnect	2700MLC2445
linatdmg	Moulton Seas End, Demand Responsive Area (DRT)	CallConnect	2700LMSE2517
linatdma	Moulton Halesgate, Demand Responsive Area (DRT)	CallConnect	2700LMHC2513
linjdmtm	Surfleet Seas End, Demand Responsive Area (DRT)	CallConnect	270000009655
-	Gosberton Cheal, Demand Responsive Area (DRT)		270002701655
linatatm	Deeping St Nicholas, Demand Responsive Area (DRT)		2700LGCC2475
linamtdp	Brotherhouse Bar, Demand Responsive Area (DRT)		2700LOCC1830
-	Gosberton Risegate, Demand Responsive Area (DRT)		270002701653
-	Gosberton Clough, Demand Responsive Area (DRT)		270002701654
-	Tongue End, Demand Responsive Area (DRT)	CallConnect	270002701394
-	Gosberton Westhorpe, Demand Responsive Area (DRT)		270002701652
linatajg	Moulton Marsh, Demand Responsive Area (DRT)	CallConnect	2700LTBC2446
linatatw	Hop Pole, Demand Responsive Area (DRT)	CallConnect	2700LCHC2481
-	Gosberton, Demand Responsive Area (DRT)		270002701651
-	Quadrang, Demand Responsive Area (DRT)	CallConnect	270002701650
-	Donington, Demand Responsive Area (DRT)		270002701649
-	Northorpe, Demand Responsive Area (DRT)	CallConnect	270002701648
-	Crowland, Demand Responsive Area (DRT)		270002700985
linawdga	Bourne, Bus Station		2700LBBS2960

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

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

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

SMS Code	Stop Name	Street	ATCO Code
linawdga	Bourne, Bus Station		2700LBBS2960
-	Crowland, Demand Responsive Area (DRT)		270002700985
-	Northorpe, Demand Responsive Area (DRT)	CallConnect	270002701648
-	Donington, Demand Responsive Area (DRT)		270002701649
-	Quadring, Demand Responsive Area (DRT)	CallConnect	270002701650
-	Gosberton, Demand Responsive Area (DRT)		270002701651
linatatw	Hop Pole, Demand Responsive Area (DRT)	CallConnect	2700LCHC2481
linatajg	Moulton Marsh, Demand Responsive Area (DRT)	CallConnect	2700LTBC2446
linatdmg	Moulton Seas End, Demand Responsive Area (DRT)	CallConnect	2700LMSE2517
linatdma	Moulton Halesgate, Demand Responsive Area (DRT)	CallConnect	2700LMHC2513
linatajd	Moulton Loosegate, Demand Responsive Area (DRT)	CallConnect	2700MLMC2445
-	Gosberton Westhorpe, Demand Responsive Area (DRT)		270002701652
-	Tongue End, Demand Responsive Area (DRT)	CallConnect	270002701394
-	Gosberton Clough, Demand Responsive Area (DRT)		270002701654
-	Gosberton Risegate, Demand Responsive Area (DRT)		270002701653
linamtdp	Brotherhouse Bar, Demand Responsive Area (DRT)		2700LOCC1830
linatatm	Deeping St Nicholas, Demand Responsive Area (DRT)		2700LGCC2475
-	Gosberton Cheal, Demand Responsive Area (DRT)		270002701655
linjdmtm	Surfleet Seas End, Demand Responsive Area (DRT)	CallConnect	270000009655
-	Moulton Chapel, Demand Responsive Area (DRT)	CallConnect	270002701622
-	Guthram Gowt, Demand Responsive Area (DRT)		270002701392
-	Northgate, Demand Responsive Area (DRT)	CallConnect	270002701656
linamtpg	Surfleet, Demand Responsive Area (DRT)	CallConnect	2700LDCC1863
linampwm	Cowbit, Demand Responsive Area (DRT)		2700LDGC1811
-	West Pinchbeck, Demand Responsive Area (DRT)	CallConnect	270002701657
-	Pode Hole, Demand Responsive Area (DRT)	CallConnect	270002701661
-	Spalding Common, Demand Responsive Area (DRT)	CallConnect	270002701662
-	Low Fulney, Demand Responsive Area (DRT)	CallConnect	270002701663
linjadjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141



37

Peterborough - Spalding

Stagecoach in Peterborough - InterConnect

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Peterborough, Queensgate Bus Station (Bay 16)	—	0725	0855	then at	55		1455	1625	1725	1825	2025
Eye, opp St Matthews Church	—	0746	0916	these	16		1516	1646	1746	1846	2046
Crowland, adj Jareys Close	0631	0801	0931	mins	31		1531	1701	1801	1901	2101
Crowland, adj The Gardens	0633	0803	0933	past	33	until	1533	1703	1803	1903	2103
Cowbit, opp Church	0644	0814	0944	each	44		1544	1714	—	1914	—
Spalding, Bus Station (Bay 4)	0704	0834	1004	hour	04		1604	1734	—	1934	—

Saturdays

Peterborough, Queensgate Bus Station (Bay 16)	—	0855	then at	55		1455	1625	1725	1825	2025
Eye, opp St Matthews Church	—	0916	these	16		1516	1646	1746	1846	2046
Crowland, adj Jareys Close	0801	0931	mins	31		1531	1701	1801	1901	2101
Crowland, adj The Gardens	0803	0933	past	33	until	1533	1703	1803	1903	2103
Cowbit, opp Church	0814	0944	each	44		1544	1714	—	1914	—
Spalding, Bus Station (Bay 4)	0834	1004	hour	04		1604	1734	—	1934	—

Sundays

Peterborough, Queensgate Bus Station (Bay 16)	1050	1250	1450	1720							
Eye, opp St Matthews Church	1111	1311	1511	1741							
Crowland, opp Jareys Close	1126	1326	1526	1756							
Crowland, adj The Gardens	1128	1328	1528	1758							
Cowbit, opp Church	1139	1339	1539	1809							
Spalding, Bus Station (Bay 4)	1159	1359	1559	1829							

Christmas Eve (Wed 24th December)

Peterborough, Queensgate Bus Station (Bay 16)	—	0725	0855	then at	55		1455	1625	1725	1825
Eye, opp St Matthews Church	—	0746	0916	these	16		1516	1646	1746	1846
Crowland, adj Jareys Close	0631	0801	0931	mins	31		1531	1701	1801	1901
Crowland, adj The Gardens	0633	0803	0933	past	33	until	1533	1703	1803	1903
Cowbit, opp Church	0644	0814	0944	each	44		1544	1714	—	1914
Spalding, Bus Station (Bay 4)	0704	0834	1004	hour	04		1604	1734	—	1934

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Saturdays

Sunday 28th December

same as Sundays

Monday 29th December

same as Saturdays

Tuesday 30th December

same as Saturdays

New Years Eve (Wed 31st December)

Peterborough, Queensgate Bus Station (Bay 16)	—	0855	then at	55		1455	1625	1725	1825
Eye, opp St Matthews Church	—	0916	these	16		1516	1646	1746	1846
Crowland, adj Jareys Close	0801	0931	mins	31		1531	1701	1801	1901
Crowland, adj The Gardens	0803	0933	past	33	until	1533	1703	1803	1903
Cowbit, opp Church	0814	0944	each	44		1544	1714	—	1914
Spalding, Bus Station (Bay 4)	0834	1004	hour	04		1604	1734	—	1934

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays

**37****Spalding - Peterborough**

Stagecoach in Peterborough - InterConnect

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Spalding, Bus Station (Bay 4)	—	0710	0910	then at	10		1510	1615	1745	1945
Cowbit, adj Church	—	0727	0927	these	27		1527	1632	1802	2002
Crowland, opp The Gardens	0639	0739	0939	mins	39		1539	1644	1814	2014
Crowland, adj Jareys Close	0641	0741	0941	past	41	until	1541	1646	1816	2016
Eye, adj St Matthews Church	0656	0756	0956	each	56		1556	1701	—	2031
Peterborough, Queensgate Bus Station (Bay 16)	0719	0819	1019	hour	19		1619	1724	—	2054

Saturdays

Spalding, Bus Station (Bay 4)	—	0910	then at	10		1510	1615	1745	1945
Cowbit, adj Church	—	0927	these	27		1527	1632	1802	2002
Crowland, opp The Gardens	0739	0939	mins	39		1539	1644	1814	2014
Crowland, adj Jareys Close	0741	0941	past	41	until	1541	1646	1816	2016
Eye, adj St Matthews Church	0756	0956	each	56		1556	1701	—	2031
Peterborough, Queensgate Bus Station (Bay 16)	0819	1019	hour	19		1619	1724	—	2054

Sundays

Spalding, Bus Station (Bay 4)	0935	1205	1405	1605					
Cowbit, adj Church	0952	1222	1422	1622					
Crowland, opp The Gardens	1004	1234	1434	1634					
Crowland, adj Jareys Close	1006	1236	1436	1636					
Eye, adj St Matthews Church	1021	1251	1451	1651					
Peterborough, Queensgate Bus Station (Bay 16)	1044	1314	1514	1714					

Christmas Eve (Wed 24th December)

Spalding, Bus Station (Bay 4)	—	0710	0910	then at	10		1510	1615	1745
Cowbit, adj Church	—	0727	0927	these	27		1527	1632	1802
Crowland, opp The Gardens	0639	0739	0939	mins	39		1539	1644	1814
Crowland, adj Jareys Close	0641	0741	0941	past	41	until	1541	1646	1816
Eye, adj St Matthews Church	0656	0756	0956	each	56		1556	1701	—
Peterborough, Queensgate Bus Station (Bay 16)	0719	0819	1019	hour	19		1619	1724	—

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Saturdays

Sunday 28th December

same as Sundays

Monday 29th December

same as Saturdays

Tuesday 30th December

same as Saturdays

New Years Eve (Wed 31st December)

Spalding, Bus Station (Bay 4)	—	0910	then at	10		1510	1615	1745
Cowbit, adj Church	—	0927	these	27		1527	1632	1802
Crowland, opp The Gardens	0739	0939	mins	39		1539	1644	1814
Crowland, adj Jareys Close	0741	0941	past	41	until	1541	1646	1816
Eye, adj St Matthews Church	0756	0956	each	56		1556	1701	—
Peterborough, Queensgate Bus Station (Bay 16)	0819	1019	hour	19		1619	1724	—

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays



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

SMS Code	Stop Name	Street	ATCO Code
petgjpw	Peterborough, Queensgate Bus Station (Bay 16)	Queensgate Bus Station	0590PQG16
petgtdm	Peterborough, Tesco (Stop T)	Broadway	0590PC327
petgtda	Peterborough, adj Broadway Cinema	Broadway	0590PC328
petgadp	Peterborough, adj Broadway Mansion	Broadway	0590PC453
petgpmj	Park Ward, adj Park Crescent	Broadway	0590PC455
petgpmj	Eastfield, adj Wheatsheaf	Eastfield Road	0590PEE471
petjdat	Eastfield, adj Newark Cemetery	Eastfield Road	0590PEN406
petdwtp	Newark, nr Hill Close	Eastfield Road	0590PEN578
petmjdg	Newark, adj Sainsbury's	Oxney Road	0590PEN307
petmjdj	Parnwell, adj Augusta Close	Oxney Road	0590PEP306
petgamd	Eye, adj Peterborough Road	Peterborough Road	0590PEY634
petgamg	Eye, adj Riva	Peterborough Road	0590PEY632
petjard	Eye, opp Back Lane	High Street	0590PEY630
petjmgw	Eye, opp St Matthews Church	High Street	0590PEY628
petjdgw	Eye Green, adj The Greyhound	Crowland Road	0590PNG638
petdwjp	Eye Green, opp Northam Close	Crowland Road	0590PNG636
linjdtgj	Crowland, o/s 63 Peterborough Road	Peterborough Road	270000009730
linjdtgd	Crowland, opp Barbers Drove North	Peterborough Road	270000009729
linjdtgdw	Crowland, opp South View Primary School	Broadway	270000009727
linjdtgd	Crowland, opp Jareys Close	West Street	270000009725
linapwtp	Crowland, adj Jareys Close	West Street	2700LCWS2420
linjdtgd	Crowland, adj Eastlands	Postland Road	270000009722
linjdtgd	Crowland, adj The Gardens	Postland Road	270000009721
linadtwg	Brotherhouse Bar, opp Queens Bank	Barrier Bank	2700LBB00534
linapmjt	Cowbit, opp Bradbourne House	Barrier Bank	270002701646
linjdtpt	Cowbit, opp Backgate	Barrier Bank	270000009754
lindatga	Cowbit, opp Ye Old Dun Cow	Barrier Bank	270002703444
linjdtpt	Cowbit, opp Church	Barrier Bank	270000009752
lindajgj	Cowbit, opp Drain Bank	Barrier Bank	270002702305
linjdtwd	Spalding Common, opp Stennett Avenue	Littleworth Drove	270000009757
linjadta	Spalding Common, opp Community Centre	Spalding Common	270000009161
lindajgw	Spalding, adj Mayfair Drive	London Road	270002702309
linjadpt	Spalding, adj Hawthorn Bank	London Road	270000009159
linjgdgt	Spalding, adj 121 London Road	London Road	270000009874
linjadpa	Spalding, o/s Briton Court	London Road	270000009154
linjgdjp	Spalding, adj Welland Road	London Road	270000009880
linjadpg	Spalding, adj Chancery Court	Haverfield Road	270000009156
linjgdgj	Spalding, adj Green Lane	St Thomas's Road	270000009871
linjgdam	Spalding, adj Glenn Avenue	Winsover Road	270000009865
linjadjg	Spalding, adj Railway Station	Kings Road	270000009142
linawpgw	Spalding, Bus Station (Bay 4)	Winfrey Avenue	270002701883



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

SMS Code	Stop Name	Street	ATCO Code
linawpgw	Spalding, Bus Station (Bay 4)	Winfrey Avenue	270002701883
linjgdap	Spalding, opp Glenn Avenue	Winsover Road	270000009866
linajtgw	Spalding, opp Green Lane	St Thomas's Road	2700LSST1391
linamdwp	Spalding, opp Chancery Court	Haverfield Road	2700LSGS1627
linjgdjt	Spalding, opp Welland Road	London Road	270000009881
linjadpd	Spalding, opp Briton Court	London Road	270000009155
linjgdgw	Spalding, opp 121 London Road	London Road	270000009875
linjadpw	Spalding, opp Hawthorn Bank	London Road	270000009160
lindajgt	Spalding, opp Mayfair Drive	London Road	270002702308
linajtw	Spalding Common, adj Community Centre	Spalding Common	2700LSGS1425
linjdtwg	Spalding Common, adj Stennett Avenue	Littleworth Drove	270000009758
lindajgd	Cowbit, adj Drain Bank	Barrier Bank	270002702304
linadjtw	Cowbit, adj Church	Barrier Bank	2700LCC00311
lindatdw	Cowbit, adj Ye Old Dun Cow	Barrier Bank	270002703443
linjdtpm	Cowbit, adj Backgate	Barrier Bank	270000009753
linapmjm	Cowbit, adj Bradbourne House	Barrier Bank	270002701645
linjdtgp	Brotherhouse Bar, adj Queens Bank	Barrier Bank	270000009732
linagmdp	Crowland, opp The Gardens	Postland Road	2700LCPR0830
lindjmdt	Crowland, opp Eastlands	Postland Road	2700LCSG4237
linapwtp	Crowland, adj Jareys Close	West Street	2700LCWS2420
linjdttd	Crowland, adj South View Primary School	Broadway	270000009726
linjdtga	Crowland, adj Barbers Drove North	Peterborough Road	270000009728
linjdtgm	Crowland, o/s 48 Peterborough Road	Peterborough Road	270000009731
petjmja	Eye, adj St Matthews Church	High Street	0590PEY627
petjawa	Eye, adj Back Lane	High Street	0590PEY629
petgama	Eye, opp Riva's	Peterborough Road	0590PEY631
petgamj	Eye, opp Peterborough Road	Peterborough Road	0590PEY633
petmtmp	Parnwell, opp Augusta Close	Oxney Road	0590PEP305
petmjdg	Newark, adj Sainsbury's	Oxney Road	0590PEN307
petdwpw	Newark, adj Hill Close	Eastfield Road	0590PEN431
petjdap	Eastfield, opp Newark Cemetery	Eastfield Road	0590PEN407
petgmwp	Eastfield, opp Wheatsheaf	Eastfield Road	0590PEE470
petgpm	Park Ward, opp Park Crescent	Broadway	0590PC750
petgadt	Peterborough, opp Broadway Mansion	Broadway	0590PC454
petgtad	Peterborough, Tesco (Stop H)	Broadway	0590PC329
petgjpw	Peterborough, Queensgate Bus Station (Bay 16)	Queensgate Bus Station	0590PQG16

**37S****Spalding Callconnect**

Kier

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

Mondays to Fridays

	Notes	A	A	A
Spalding, Bus Station (S-bound)		0700	00	1800
Low Fulney, Demand Responsive Area (DRT)		0710s	10s	1810s
Spalding Common, Demand Responsive Area (DRT)		0711s	11s	1811s
Pode Hole, Demand Responsive Area (DRT)		0711s	11s	1811s
West Pinchbeck, Demand Responsive Area (DRT)		0712s	12s	1812s
Cowbit, Demand Responsive Area (DRT)		0715s	15s	1815s
Surfleet, Demand Responsive Area (DRT)		0716s	16s	1816s
Northgate, Demand Responsive Area (DRT)		0717s	17s	1817s
Guthram Gowt, Demand Responsive Area (DRT)		0718s	18s	1818s
Moulton Chapel, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Loosegate, Demand Responsive Area (DRT)		0720s	20s	1820s
Moulton Seas End, Demand Responsive Area (DRT)		0720s then	20s	1820s
Moulton Halesgate, Demand Responsive Area (DRT)		0720s at	20s	1820s
Surfleet Seas End, Demand Responsive Area (DRT)		0720s these	20s	1820s
Gosberton Cheal, Demand Responsive Area (DRT)		0721s mins	21s until	1821s
Deeping St Nicholas, Demand Responsive Area (DRT)		0721s past	21s	1821s
Brotherhouse Bar, Demand Responsive Area (DRT)		0722s each	22s	1822s
Gosberton Risegate, Demand Responsive Area (DRT)		0722s hour	22s	1822s
Gosberton Clough, Demand Responsive Area (DRT)		0723s	23s	1823s
Tongue End, Demand Responsive Area (DRT)		0723s	23s	1823s
Gosberton Westhorpe, Demand Responsive Area (DRT)		0724s	24s	1824s
Moulton Marsh, Demand Responsive Area (DRT)		0725s	25s	1825s
Hop Pole, Demand Responsive Area (DRT)		0727s	27s	1827s
Gosberton, Demand Responsive Area (DRT)		0729s	29s	1829s
Quadring, Demand Responsive Area (DRT)		0729s	29s	1829s
Donington, Demand Responsive Area (DRT)		0730s	30s	1830s
Northorpe, Demand Responsive Area (DRT)		0730s	30s	1830s
Crowland, Demand Responsive Area (DRT)		0730s	30s	1830s
Bourne, Bus Station		0730	30	1830

Saturdays

no service

Sundays

no service

Christmas Eve (Wed 24th December)

no service

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

no service

Sunday 28th December

no service

Monday 29th December

no service

Tuesday 30th December

no service

New Years Eve (Wed 31st December)

no service

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
s - sets down only

**37S****Spalding Callconnect**

Kier

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

	Notes	A	A	A
Bourne, Bus Station		0730	30	1830
Crowland, Demand Responsive Area (DRT)		0731p	31p	1831p
Northorpe, Demand Responsive Area (DRT)		0734p	34p	1834p
Donington, Demand Responsive Area (DRT)		0734p	34p	1834p
Quadring, Demand Responsive Area (DRT)		0735p	35p	1835p
Gosberton, Demand Responsive Area (DRT)		0735p	35p	1835p
Hop Pole, Demand Responsive Area (DRT)		0737p	37p	1837p
Moulton Marsh, Demand Responsive Area (DRT)		0739p	39p	1839p
Moulton Seas End, Demand Responsive Area (DRT)		0740p	40p	1840p
Moulton Halesgate, Demand Responsive Area (DRT)		0740p	40p	1840p
Moulton Loosegate, Demand Responsive Area (DRT)		0740p	40p	1840p
Gosberton Westhorpe, Demand Responsive Area (DRT)		0740p then	40p	1840p
Tongue End, Demand Responsive Area (DRT)		0741p at	41p	1841p
Gosberton Clough, Demand Responsive Area (DRT)		0741p these	41p	1841p
Gosberton Risegate, Demand Responsive Area (DRT)		0742p mins	42p	1842p
Brotherhouse Bar, Demand Responsive Area (DRT)		0742p past	42p	1842p
Deeping St Nicholas, Demand Responsive Area (DRT)		0743p each	43p	1843p
Gosberton Cheal, Demand Responsive Area (DRT)		0743p hour	43p	1843p
Surfleet Seas End, Demand Responsive Area (DRT)		0743p	43p	1843p
Moulton Chapel, Demand Responsive Area (DRT)		0744p	44p	1844p
Guthram Gowt, Demand Responsive Area (DRT)		0745p	45p	1845p
Northgate, Demand Responsive Area (DRT)		0745p	45p	1845p
Surfleet, Demand Responsive Area (DRT)		0746p	46p	1846p
Cowbit, Demand Responsive Area (DRT)		0748p	48p	1848p
West Pinchbeck, Demand Responsive Area (DRT)		0749p	49p	1849p
Pode Hole, Demand Responsive Area (DRT)		0750p	50p	1850p
Spalding Common, Demand Responsive Area (DRT)		0752p	52p	1852p
Low Fulney, Demand Responsive Area (DRT)		0756p	56p	1856p
Spalding, Bus Station (S-bound)		0800	00	1900

Saturdays

no service

Sundays

no service

Christmas Eve (Wed 24th December)

no service

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

no service

Sunday 28th December

no service

Monday 29th December

no service

Tuesday 30th December

no service

New Years Eve (Wed 31st December)

no service

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays

Notes: A - *MUST BE BOOKED* more than 2 hrs in advance. Phone 0345 234 3344.
p - picks up only



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

SMS Code	Stop Name	Street	ATCO Code
linadjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141
-	Low Fulney, Demand Responsive Area (DRT)	CallConnect	270002701663
-	Spalding Common, Demand Responsive Area (DRT)	CallConnect	270002701662
-	Pode Hole, Demand Responsive Area (DRT)	CallConnect	270002701661
-	West Pinchbeck, Demand Responsive Area (DRT)	CallConnect	270002701657
linampwm	Cowbit, Demand Responsive Area (DRT)		2700LDGC1811
linamtpg	Surfleet, Demand Responsive Area (DRT)	CallConnect	2700LDCC1863
-	Northgate, Demand Responsive Area (DRT)	CallConnect	270002701656
-	Guthram Gowt, Demand Responsive Area (DRT)		270002701392
-	Moulton Chapel, Demand Responsive Area (DRT)	CallConnect	270002701622
linatajd	Moulton Loosegate, Demand Responsive Area (DRT)	CallConnect	2700MLC2445
linatdmg	Moulton Seas End, Demand Responsive Area (DRT)	CallConnect	2700LMSE2517
linatdma	Moulton Halesgate, Demand Responsive Area (DRT)	CallConnect	2700LMHC2513
linjdmtm	Surfleet Seas End, Demand Responsive Area (DRT)	CallConnect	270000009655
-	Gosberton Cheal, Demand Responsive Area (DRT)		270002701655
linatatm	Deeping St Nicholas, Demand Responsive Area (DRT)		2700LGCC2475
linamtdp	Brotherhouse Bar, Demand Responsive Area (DRT)		2700LOCC1830
-	Gosberton Risegate, Demand Responsive Area (DRT)		270002701653
-	Gosberton Clough, Demand Responsive Area (DRT)		270002701654
-	Tongue End, Demand Responsive Area (DRT)	CallConnect	270002701394
-	Gosberton Westhorpe, Demand Responsive Area (DRT)		270002701652
linatajg	Moulton Marsh, Demand Responsive Area (DRT)	CallConnect	2700LTBC2446
linatatw	Hop Pole, Demand Responsive Area (DRT)	CallConnect	2700LCHC2481
-	Gosberton, Demand Responsive Area (DRT)		270002701651
-	Quadrang, Demand Responsive Area (DRT)	CallConnect	270002701650
-	Donington, Demand Responsive Area (DRT)		270002701649
-	Northorpe, Demand Responsive Area (DRT)	CallConnect	270002701648
-	Crowland, Demand Responsive Area (DRT)		270002700985
linawdga	Bourne, Bus Station		2700LBBS2960



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

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

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

SMS Code	Stop Name	Street	ATCO Code
linawdga	Bourne, Bus Station		2700LBBS2960
-	Crowland, Demand Responsive Area (DRT)		270002700985
-	Northorpe, Demand Responsive Area (DRT)	CallConnect	270002701648
-	Donington, Demand Responsive Area (DRT)		270002701649
-	Quadring, Demand Responsive Area (DRT)	CallConnect	270002701650
-	Gosberton, Demand Responsive Area (DRT)		270002701651
linatatw	Hop Pole, Demand Responsive Area (DRT)	CallConnect	2700LCHC2481
linatajg	Moulton Marsh, Demand Responsive Area (DRT)	CallConnect	2700LTBC2446
linatdmg	Moulton Seas End, Demand Responsive Area (DRT)	CallConnect	2700LMSE2517
linatdma	Moulton Halesgate, Demand Responsive Area (DRT)	CallConnect	2700LMHC2513
linatajd	Moulton Loosegate, Demand Responsive Area (DRT)	CallConnect	2700MLMC2445
-	Gosberton Westhorpe, Demand Responsive Area (DRT)		270002701652
-	Tongue End, Demand Responsive Area (DRT)	CallConnect	270002701394
-	Gosberton Clough, Demand Responsive Area (DRT)		270002701654
-	Gosberton Risegate, Demand Responsive Area (DRT)		270002701653
linamtdp	Brotherhouse Bar, Demand Responsive Area (DRT)		2700LOCC1830
linatatm	Deeping St Nicholas, Demand Responsive Area (DRT)		2700LGCC2475
-	Gosberton Cheal, Demand Responsive Area (DRT)		270002701655
linjdmtm	Surfleet Seas End, Demand Responsive Area (DRT)	CallConnect	270000009655
-	Moulton Chapel, Demand Responsive Area (DRT)	CallConnect	270002701622
-	Guthram Gowt, Demand Responsive Area (DRT)		270002701392
-	Northgate, Demand Responsive Area (DRT)	CallConnect	270002701656
linamtpg	Surfleet, Demand Responsive Area (DRT)	CallConnect	2700LDCC1863
linampwm	Cowbit, Demand Responsive Area (DRT)		2700LDGC1811
-	West Pinchbeck, Demand Responsive Area (DRT)	CallConnect	270002701657
-	Pode Hole, Demand Responsive Area (DRT)	CallConnect	270002701661
-	Spalding Common, Demand Responsive Area (DRT)	CallConnect	270002701662
-	Low Fulney, Demand Responsive Area (DRT)	CallConnect	270002701663
linjadjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141



100

Market Deeping - Spalding

Shaws Coaches

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Market Deeping, opp Red Cross Shop	—	—	1135	1500	—
Market Deeping, opp Forge Court	—	—	1136	1501	—
Market Deeping, opp Towngate East	—	—	1137	1502	—
Market Deeping, opp Oak Grove	—	—	1142	1507	—
Market Deeping, opp The Stage	0741	0935			1705
Deeping St James, adj Church Gate	0745	0940	1146	1511	1710
Deeping St James, adj 1a Millfield Road	0746	0941	1147	1512	1711
Deeping St James, adj Exeter Close	0748	0943	1149	1514	1713
Deeping St James, adj Park Estate	0749	0946	1152	1517	1715
Hop Pole, opp Blue Bell Inn	0803	0954	1200	1525	1719
Deeping St Nicholas, opp New Road	0808	0956	1202	1527	1721
Deeping St Nicholas, opp The Plough	0808	0956	1202	1527	1721
Deeping St Nicholas, opp St Nicholas' Church	0809	0957	1203	1528	1722
Spalding Common, opp Stennett Avenue	0814	1001	1207	1533	1725
Spalding Common, opp Community Centre	0817	1003	1209	1534	1727
Spalding, adj Aintree Drive	0823	1008	1214	1539	1730
Spalding, adj 121 London Road	0824	1009	1215	1540	1731
Spalding, adj Welland Road	0824	1010	1216	1541	1731
Spalding, adj Chancery Court	0824	1011	1217	1542	1732
Spalding, adj Glenn Avenue	0825	1013	1219	1544	1734
Spalding, Bus Station (Bay 7)	0825	1015	1221	1546	1735

Saturdays

Market Deeping, opp Red Cross Shop	—	1135	1500	
Market Deeping, opp Forge Court	—	1136	1501	
Market Deeping, opp Towngate East	—	1137	1502	
Market Deeping, opp Oak Grove	—	1142	1507	
Market Deeping, opp The Stage	0935			
Deeping St James, adj Church Gate	0940	1146	1511	
Deeping St James, adj 1a Millfield Road	0941	1147	1512	
Deeping St James, adj Exeter Close	0943	1149	1514	
Deeping St James, adj Park Estate	0946	1152	1517	
Hop Pole, opp Blue Bell Inn	0954	1200	1525	
Deeping St Nicholas, opp New Road	0956	1202	1527	
Deeping St Nicholas, opp The Plough	0956	1202	1527	
Deeping St Nicholas, opp St Nicholas' Church	0957	1203	1528	
Spalding Common, opp Stennett Avenue	1001	1207	1533	
Spalding Common, opp Community Centre	1003	1209	1534	
Spalding, adj Aintree Drive	1008	1214	1539	
Spalding, adj 121 London Road	1009	1215	1540	
Spalding, adj Welland Road	1010	1216	1541	
Spalding, adj Chancery Court	1011	1217	1542	
Spalding, adj Glenn Avenue	1013	1219	1544	
Spalding, Bus Station (Bay 7)	1015	1221	1546	

Sundays

no service

Christmas Eve (Wed 24th December)

same as Mondays to Fridays

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Saturdays

Sunday 28th December

no service

Monday 29th December

same as Mondays to Fridays

Tuesday 30th December

same as Mondays to Fridays

New Years Eve (Wed 31st December)

same as Mondays to Fridays

New Years Day

no service

Fri 2 Jan

same as Mondays to Fridays



100

Spalding - Market Deeping

Shaws Coaches

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service Restrictions	Notes	1	2		1	2	
		Sch	NSch		Sch	NSch	
Spalding, Bus Station (Bay 7)		0825	0835	1020	1225	—	1605 1740
Spalding, in Glead School Bus Park		0832				1555	
Spalding, Bus Station (Bay 7)						1605	
Spalding, adj High School		0835					
Spalding, opp Briton Court			0840	1025	1230	1610	1610 1745
Spalding, adj River Bank		0844	0844	1027	1232	1612	1612 1747
Spalding Common, adj Community Centre		0846	0846	1030	1235	1615	1615 1750
Spalding Common, adj Stennett Avenue		0849	0849	1033	1238	1618	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road		0852	0852	1036	1241	1621	1621 1756
Deeping St Nicholas, adj The Plough		0854	0854	1038	1243	1623	1623 1758
Deeping St Nicholas, adj New Road		0855	0855	1039	1244	1624	1624 1758
Hop Pole, o/s Blue Bell Inn		0900	0900	1041	1246	1626	1626 1800
Deeping St James, opp Park Estate		0908	0908	1049	1254	1634	1634 1807
Deeping St James, opp Exeter Close		0911	0911	1052	1257	1637	1637 1808
Deeping St James, opp 1a Millfield Road		0913	0913	1054	1259	1639	1639 1810
Deeping St James, opp Church Gate		0914	0914	1055	1300	1640	1640 1811
Market Deeping, adj The Stage						1645	1645 1815
Market Deeping, adj Oak Grove		0918	0918	1059	1304	—	—
Market Deeping, adj 44 Towngate East		0923	0923	1104	1309	—	—
Market Deeping, adj Red Cross Shop		0925	0925	1105	1310	—	—

Saturdays

Spalding, Bus Station (Bay 7)	1020	1225	1605
Spalding, opp Briton Court	1025	1230	1610
Spalding, adj River Bank	1027	1232	1612
Spalding Common, adj Community Centre	1030	1235	1615
Spalding Common, adj Stennett Avenue	1033	1238	1618
Deeping St Nicholas, opp Jordan's Cradge Bank Road	1036	1241	1621
Deeping St Nicholas, adj The Plough	1038	1243	1623
Deeping St Nicholas, adj New Road	1039	1244	1624
Hop Pole, o/s Blue Bell Inn	1041	1246	1626
Deeping St James, opp Park Estate	1049	1254	1634
Deeping St James, opp Exeter Close	1052	1257	1637
Deeping St James, opp 1a Millfield Road	1054	1259	1639
Deeping St James, opp Church Gate	1055	1300	1640
Market Deeping, adj The Stage			1645
Market Deeping, adj Oak Grove	1059	1304	—
Market Deeping, adj 44 Towngate East	1104	1309	—
Market Deeping, adj Red Cross Shop	1105	1310	—

Sundays

no service

Christmas Eve (Wed 24th December)

Notes	NSch		NSch	
Spalding, Bus Station (Bay 7)	0835	1020	1225	1605 1740
Spalding, opp Briton Court	0840	1025	1230	1610 1745
Spalding, adj River Bank	0844	1027	1232	1612 1747
Spalding Common, adj Community Centre	0846	1030	1235	1615 1750
Spalding Common, adj Stennett Avenue	0849	1033	1238	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road	0852	1036	1241	1621 1756
Deeping St Nicholas, adj The Plough	0854	1038	1243	1623 1758
Deeping St Nicholas, adj New Road	0855	1039	1244	1624 1758
Hop Pole, o/s Blue Bell Inn	0900	1041	1246	1626 1800
Deeping St James, opp Park Estate	0908	1049	1254	1634 1807
Deeping St James, opp Exeter Close	0911	1052	1257	1637 1808
Deeping St James, opp 1a Millfield Road	0913	1054	1259	1639 1810
Deeping St James, opp Church Gate	0914	1055	1300	1640 1811
Market Deeping, adj The Stage				1645 1815
Market Deeping, adj Oak Grove	0918	1059	1304	—
Market Deeping, adj 44 Towngate East	0923	1104	1309	—
Market Deeping, adj Red Cross Shop	0925	1105	1310	—

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

same as Saturdays

Sunday 28th December

no service

Service Restrictions: 1 - not 19.12.14 to 5.1.15, 16.2. to 20.2., 30.3. to 13.4.
2 - only 19.12.14 to 5.1.15, 16.2. to 20.2., 30.3. to 13.4.

Notes: NSch - Does not operate on school days
Sch - Operates only on school days



100

Spalding - Market Deeping

Shaws Coaches

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Monday 29th December

	Notes	NSch	NSch	NSch	NSch
Spalding, Bus Station (Bay 7)		0835	1020	1225	1605 1740
Spalding, opp Briton Court		0840	1025	1230	1610 1745
Spalding, adj River Bank		0844	1027	1232	1612 1747
Spalding Common, adj Community Centre		0846	1030	1235	1615 1750
Spalding Common, adj Stennett Avenue		0849	1033	1238	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road		0852	1036	1241	1621 1756
Deeping St Nicholas, adj The Plough		0854	1038	1243	1623 1758
Deeping St Nicholas, adj New Road		0855	1039	1244	1624 1758
Hop Pole, o/s Blue Bell Inn		0900	1041	1246	1626 1800
Deeping St James, opp Park Estate		0908	1049	1254	1634 1807
Deeping St James, opp Exeter Close		0911	1052	1257	1637 1808
Deeping St James, opp 1a Millfield Road		0913	1054	1259	1639 1810
Deeping St James, opp Church Gate		0914	1055	1300	1640 1811
Market Deeping, adj The Stage					1645 1815
Market Deeping, adj Oak Grove		0918	1059	1304	— —
Market Deeping, adj 44 Towngate East		0923	1104	1309	— —
Market Deeping, adj Red Cross Shop		0925	1105	1310	— —

Tuesday 30th December

	Notes	NSch	NSch	NSch	NSch
Spalding, Bus Station (Bay 7)		0835	1020	1225	1605 1740
Spalding, opp Briton Court		0840	1025	1230	1610 1745
Spalding, adj River Bank		0844	1027	1232	1612 1747
Spalding Common, adj Community Centre		0846	1030	1235	1615 1750
Spalding Common, adj Stennett Avenue		0849	1033	1238	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road		0852	1036	1241	1621 1756
Deeping St Nicholas, adj The Plough		0854	1038	1243	1623 1758
Deeping St Nicholas, adj New Road		0855	1039	1244	1624 1758
Hop Pole, o/s Blue Bell Inn		0900	1041	1246	1626 1800
Deeping St James, opp Park Estate		0908	1049	1254	1634 1807
Deeping St James, opp Exeter Close		0911	1052	1257	1637 1808
Deeping St James, opp 1a Millfield Road		0913	1054	1259	1639 1810
Deeping St James, opp Church Gate		0914	1055	1300	1640 1811
Market Deeping, adj The Stage					1645 1815
Market Deeping, adj Oak Grove		0918	1059	1304	— —
Market Deeping, adj 44 Towngate East		0923	1104	1309	— —
Market Deeping, adj Red Cross Shop		0925	1105	1310	— —

New Years Eve (Wed 31st December)

	Notes	NSch	NSch	NSch	NSch
Spalding, Bus Station (Bay 7)		0835	1020	1225	1605 1740
Spalding, opp Briton Court		0840	1025	1230	1610 1745
Spalding, adj River Bank		0844	1027	1232	1612 1747
Spalding Common, adj Community Centre		0846	1030	1235	1615 1750
Spalding Common, adj Stennett Avenue		0849	1033	1238	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road		0852	1036	1241	1621 1756
Deeping St Nicholas, adj The Plough		0854	1038	1243	1623 1758
Deeping St Nicholas, adj New Road		0855	1039	1244	1624 1758
Hop Pole, o/s Blue Bell Inn		0900	1041	1246	1626 1800
Deeping St James, opp Park Estate		0908	1049	1254	1634 1807
Deeping St James, opp Exeter Close		0911	1052	1257	1637 1808
Deeping St James, opp 1a Millfield Road		0913	1054	1259	1639 1810
Deeping St James, opp Church Gate		0914	1055	1300	1640 1811
Market Deeping, adj The Stage					1645 1815
Market Deeping, adj Oak Grove		0918	1059	1304	— —
Market Deeping, adj 44 Towngate East		0923	1104	1309	— —
Market Deeping, adj Red Cross Shop		0925	1105	1310	— —

New Years Day

no service

Fri 2 Jan

	Notes	NSch	NSch	NSch	NSch
Spalding, Bus Station (Bay 7)		0835	1020	1225	1605 1740
Spalding, opp Briton Court		0840	1025	1230	1610 1745
Spalding, adj River Bank		0844	1027	1232	1612 1747
Spalding Common, adj Community Centre		0846	1030	1235	1615 1750
Spalding Common, adj Stennett Avenue		0849	1033	1238	1618 1753
Deeping St Nicholas, opp Jordan's Cradge Bank Road		0852	1036	1241	1621 1756
Deeping St Nicholas, adj The Plough		0854	1038	1243	1623 1758
Deeping St Nicholas, adj New Road		0855	1039	1244	1624 1758
Hop Pole, o/s Blue Bell Inn		0900	1041	1246	1626 1800
Deeping St James, opp Park Estate		0908	1049	1254	1634 1807
Deeping St James, opp Exeter Close		0911	1052	1257	1637 1808
Deeping St James, opp 1a Millfield Road		0913	1054	1259	1639 1810
Deeping St James, opp Church Gate		0914	1055	1300	1640 1811
Market Deeping, adj The Stage					1645 1815
Market Deeping, adj Oak Grove		0918	1059	1304	— —
Market Deeping, adj 44 Towngate East		0923	1104	1309	— —
Market Deeping, adj Red Cross Shop		0925	1105	1310	— —

Notes: NSch - Does not operate on school days



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

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

SMS Code	Stop Name	Street	ATCO Code
linjgdj	Market Deeping, opp Red Cross Shop	Church Street	270000009527
linjgdga	Market Deeping, opp St Guthlac's Church	Church Street	270000009525
linjdgat	Market Deeping, opp Forge Court	Halfleet	270000009523
linjdgap	Market Deeping, opp Towngate East	Halfleet	270000009522
linjdgam	Market Deeping, adj Towngate Tavern	Towngate East	270000009521
linjdama	Market Deeping, adj Health Centre	Godsey Lane	270000009490
linjdajm	Market Deeping, opp John Wake Close	Black Prince Avenue	270000009486
linjdajp	Market Deeping, opp Oak Grove	John Eve Way	270000009487
linjdajd	Market Deeping, opp The Orchard	Godsey Lane	270000009484
linjdaja	Market Deeping, opp Clover Road	Godsey Lane	270000009483
linatmad	Market Deeping, opp The Stage	Market Place	2700LMDM2696
lindagmt	Market Deeping, adj Godsey Lane	High Street	270002702252
linatdpw	Deeping St James, adj Horsegate Junction	Bridge Street	2700LDSJ2530
linjdawp	Deeping St James, opp Deeping St James Road	Bridge Street	270000009516
linjdawj	Deeping St James, opp River Bank Close	Church Street	270000009514
linjdawg	Deeping St James, adj Church Gate	Church Street	270000009513
linapagd	Deeping St James, adj Priory Close	Broadgate Lane	270002700777
linjdatw	Deeping St James, adj 1a Millfield Road	Millfield Road	270000009510
linatmwa	Deeping St James, adj Exeter Close	Millfield Road	2700LDSJ2751
linjdawa	Deeping St James, adj Park Estate	Park Road	270000009511
linjdatj	Deeping St James, opp Ermine Way	Horsgate	270000009507
linawgda	Hop Pole, opp Blue Bell Inn	Littleworth Drove	2700LHPB1430
linjdaga	Deeping St Nicholas, opp New Road	Littleworth Drove	270000009476
linjdadt	Deeping St Nicholas, opp The Plough	Littleworth Drove	270000009474
linjdawd	Deeping St Nicholas, opp St Nicholas' Church	Littleworth Drove	270000009475
linaptma	Deeping St Nicholas, adj Jordan's Cradge Bank Road	Littleworth Drove	2700LDSN2327
linjdtwd	Spalding Common, opp Stennett Avenue	Littleworth Drove	270000009757
linjadta	Spalding Common, opp Community Centre	Spalding Common	270000009161
linajwag	Spalding, adj Aintree Drive	Cradge Bank Road	2700LSCB1428
linjgdjm	Spalding, opp River Bank	Cradge Bank Road	270000009879
linjgdgt	Spalding, adj 121 London Road	London Road	270000009874
linjadpa	Spalding, o/s Briton Court	London Road	270000009154
linjgdjp	Spalding, adj Welland Road	London Road	270000009880
linjadpg	Spalding, adj Chancery Court	Haverfield Road	270000009156
linjgdgj	Spalding, adj Green Lane	St Thomas's Road	270000009871
linjgdam	Spalding, adj Glenn Avenue	Winsover Road	270000009865
linawpjp	Spalding, Bus Station (Bay 7)	Winfrey Avenue	270002701886



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

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

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

SMS Code	Stop Name	Street	ATCO Code
linawpjp	Spalding, Bus Station (Bay 7)	Winfrey Avenue	270002701886
linagtpd	Spalding, adj Kings Road	Pinchbeck Road	270002700390
linjgdmf	Spalding, opp Chappell Centre	Pinchbeck Road	270000009887
linagtpa	Spalding, opp Greenrigg Gardens	West Elloe Avenue	270002700750
linjgdma	Spalding, opp Health Centre	West Elloe Avenue	270000009883
linjgdmg	Spalding, opp Oakley Drive	West Elloe Avenue	270000009885
lingdpwm	Spalding, opp Ash Court	Holbeach Road	2700LLFW6612
linjdada	Spalding, opp Queens Road	Holbeach Road	270000009469
linadpdm	Spalding, adj St Paul's Primary School	Queens Road	2700LSQR0416
linadjgw	Spalding, in Gleed School Bus Park	Halmer Gardens	2700LSGS0270
linadjtj	Spalding, adj Grange Drive	Halmer Gate	270000009145
linagtwg	Spalding, opp Oak Court	Stonegate	270002700310
linajwdt	Spalding, adj High School	Stonegate	2700LSH1444
linjgdap	Spalding, opp Glenn Avenue	Winsover Road	270000009866
linajtgm	Spalding, opp Green Lane	St Thomas's Road	2700LST1391
linamdwp	Spalding, opp Chancery Court	Haverfield Road	2700LSGS1627
linjgdjt	Spalding, opp Welland Road	London Road	270000009881
linjadpd	Spalding, opp Briton Court	London Road	270000009155
linjgdgw	Spalding, opp 121 London Road	London Road	270000009875
linjgdjg	Spalding, adj River Bank	Cradge Bank Road	270000009878
linjgdjd	Spalding, opp Aintree Drive	Cradge Bank Road	270000009877
linajtw	Spalding Common, adj Community Centre	Spalding Common	2700LSGS1425
linjdtwg	Spalding Common, adj Stennett Avenue	Littleworth Drove	270000009758
linjdadm	Deeping St Nicholas, opp Jordan's Cradge Bank Road	Littleworth Drove	270000009472
linatdtm	Deeping St Nicholas, adj St Nicholas' Church	Littleworth Drove	2700LDSN2537
linjdadp	Deeping St Nicholas, adj The Plough	Littleworth Drove	270000009473
linatmjm	Deeping St Nicholas, adj New Road	Littleworth Drove	2700LDSN2729
linjdagd	Hop Pole, o/s Blue Bell Inn	Littleworth Drove	270000009477
linjdatg	Deeping St James, adj Ermine Way	Horsegate	270000009506
linjdatd	Deeping St James, adj The Deepings School	Spalding Road	270000009505
linatmtp	Deeping St James, opp Park Estate	Park Road	2700LDSJ2749
linatpwt	Deeping St James, opp Exeter Close	Millfield Road	2700LDSJ2824
linjdatp	Deeping St James, opp 1a Millfield Road	Millfield Road	270000009509
linjdawd	Deeping St James, opp Church Gate	Church Street	270000009512
linjdawm	Deeping St James, adj River Bank Close	Church Street	270000009515
linjdawt	Deeping St James, adj Deeping St James Road	Bridge Street	270000009517
linjdgad	Deeping St James, opp Horsegate Junction	Bridge Street	270000009518
linjdagm	Market Deeping, opp Godsey Lane	High Street	270000009479
linjdagj	Market Deeping, adj The Stage	Market Place	270000009478
linjdagw	Market Deeping, adj Clover Road	Godsey Lane	270000009482
linatagj	Market Deeping, adj The Orchard	Godsey Lane	2700LMDG2437
lindgptd	Market Deeping, adj Oak Grove	John Eve Way	2700LMDJ3947
linjdajg	Market Deeping, adj John Wake Close	Black Prince Avenue	270000009485
linjdajw	Market Deeping, opp Health Centre	Godsey Lane	270000009489
linjdgaj	Market Deeping, adj 44 Towngate East	Towngate East	270000009520
linjdgaw	Market Deeping, adj Forge Court	Halfleet	270000009524
linatjtp	Market Deeping, adj St Guthlac's Church	Church Street	2700LMDC2685
linjgdg	Market Deeping, adj Red Cross Shop	Church Street	270000009526

**B53****Wyberton - Spalding - Stamford**

Brylaine Travel

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service Restrictions	1
Notes	Sch
Wyberton, opp Ralphs Lane	0730
Kirton, opp Post Office	0733
Sutterton, opp The Pools	0738
Gosberton, opp The Five Bells	0746
Surfleet, adj St Laurence's Church	0750
Pinchbeck, opp The Bull Inn	0755
Spalding, Bus Station (S-bound)	0805
Deeping St Nicholas, adj St Nicholas' Church	0812
Stamford, o/s Stamford College	0850

Saturdays

no service

Sundays

no service

Christmas Eve (Wed 24th December)

no service

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

no service

Sunday 28th December

no service

Monday 29th December

no service

Tuesday 30th December

no service

New Years Eve (Wed 31st December)

no service

New Years Day

no service

Fri 2 Jan

no service

Service Restrictions: 1 - not 22.12.14, 23.12.14, 16.2.15 to 20.2., 30.3. to 10.4.

Notes: Sch - Operates only on school days

**B53****Stamford - Spalding - Wyberton**

Brylaine Travel

The information on this timetable is expected to be valid until at least 31st December 2014. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service Restrictions	1
Notes	Sch
Stamford, o/s Stamford College	1640
Deeping St Nicholas, opp St Nicholas' Church	1718
Spalding, Bus Station (S-bound)	1725
Pinchbeck, adj The Bull Inn	1735
Surfleet, opp St Laurence's Church	1740
Gosberton, adj The Five Bells	1744
Sutterton, adj The Pools	1752
Kirton, adj Post Office	1757
Wyberton, adj Ralphs Lane	1800

Saturdays

no service

Sundays

no service

Christmas Eve (Wed 24th December)

no service

Christmas Day

no service

Boxing Day

no service

Saturday 27th December

no service

Sunday 28th December

no service

Monday 29th December

no service

Tuesday 30th December

no service

New Years Eve (Wed 31st December)

no service

New Years Day

no service

Fri 2 Jan

no service

Service Restrictions: 1 - not 22.12.14, 23.12.14, 16.2.15 to 20.2., 30.3. to 10.4.

Notes: Sch - Operates only on school days

**B53****Wyberton - Spalding - Stamford**

Brylaine Travel

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

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

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

SMS Code	Stop Name	Street	ATCO Code
lingwawa	Wyberton, opp Ralphs Lane	London Road	270000008825
lingwawg	Frampton, adj Millfield Lane West	London Road	270000008827
lingwdap	Frampton, adj Middlegate Road	London Road	270000008836
lingwdat	Kirton, opp Woodlands Court	Boston Road	270000008837
lingwpgg	Kirton, opp Post Office	High Street	2700LKWM5699
lingwdmd	Kirton, opp Woodside Road	London Road	270000008854
linamtmt	Sutterton, opp Ropers Bridge Lane	Boston Road	270002701174
lindagjm	Sutterton, adj Monarchs Road	Boston Road	270002702235
lingwdmj	Sutterton, opp The Pools	Boston Road	270000008856
linatmat	Sutterton, adj Water Tower	Spalding Road	2700LSWT2702
linagdgt	Burtoft, opp Burtoft Lane	Spalding Road	2700LBGL0683
linjpatw	Gosberton Bank, adj Cooks Road	Boston Road	270000014142
linjgdtj	Gosberton, opp The Five Bells	Spalding Road	270000009900
lingwpdj	Belnie, adj Belnie Lane	Spalding Road	270000009037
lingwpdt	Surfleet, opp Bird's Dove	Gosberton Road	270000009040
linadagj	Surfleet, adj St Laurence's Church	Gosberton Road	2700LSC00037
lingwpdw	Surfleet, adj Wood's Lane	Surfleet Road	270000009041
lingwpgd	Pinchbeck, opp Milestone Lane	Surfleet Road	270000009043
lingwpgm	Pinchbeck, adj Oldham Drive	Surfleet Road	270000009045
lingwpgt	Pinchbeck, opp The Bull Inn	Church Street	270000009047
linjgawp	Pinchbeck, adj St Mary's Church	Spalding Road	270000009860
linjadgj	Pinchbeck, adj Wardentree Lane	Spalding Road	270000009135
linawpta	Spalding, opp Beck Road	Pinchbeck Road	270002702012
linjadgw	Spalding, opp Mail Cart	Pinchbeck Road	270000009139
linjgdmj	Spalding, adj Chappell Centre	Pinchbeck Road	270000009886
linagtpg	Spalding, opp Kings Road	Pinchbeck Road	270002700748
linadjjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141
linjgdap	Spalding, opp Glenn Avenue	Winsover Road	270000009866
linajtgj	Spalding, opp Green Lane	St Thomas's Road	2700LSST1391
linjgdgw	Spalding, opp 121 London Road	London Road	270000009875
linjadpw	Spalding, opp Hawthorn Bank	London Road	270000009160
lindajgt	Spalding, opp Mayfair Drive	London Road	270002702308
linajtwj	Spalding Common, adj Community Centre	Spalding Common	2700LSGS1425
linjdtwg	Spalding Common, adj Stennett Avenue	Littleworth Drive	270000009758
linjdadm	Deeping St Nicholas, opp Jordan's Cradge Bank Road	Littleworth Drive	270000009472
linatdtm	Deeping St Nicholas, adj St Nicholas' Church	Littleworth Drive	2700LDSN2537
linjdadp	Deeping St Nicholas, adj The Plough	Littleworth Drive	270000009473
linatmjm	Deeping St Nicholas, adj New Road	Littleworth Drive	2700LDSN2729
linjdagd	Hop Pole, o/s Blue Bell Inn	Littleworth Drive	270000009477
lindpadw	Tallington, adj Village Hall	Main Road	2700LT004817
linaptwa	Uffington, opp St Michael & All Angels Church	Main Road	2700LUC02346
linjgtwp	Uffington, opp The Gainsborough Lady	Main Road	270000010105
linjgtja	Stamford, o/s Meadow View	Uffington Road	270000010079
linadwtw	Stamford, opp Stamford & Rutland Hospital	Ryhall Road	2700LSRR0606
lindamwg	Stamford, o/s Stamford College	Drift Road	2700LSCD3520

**B53****Stamford - Spalding - Wyberton**

Brylaine Travel

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

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

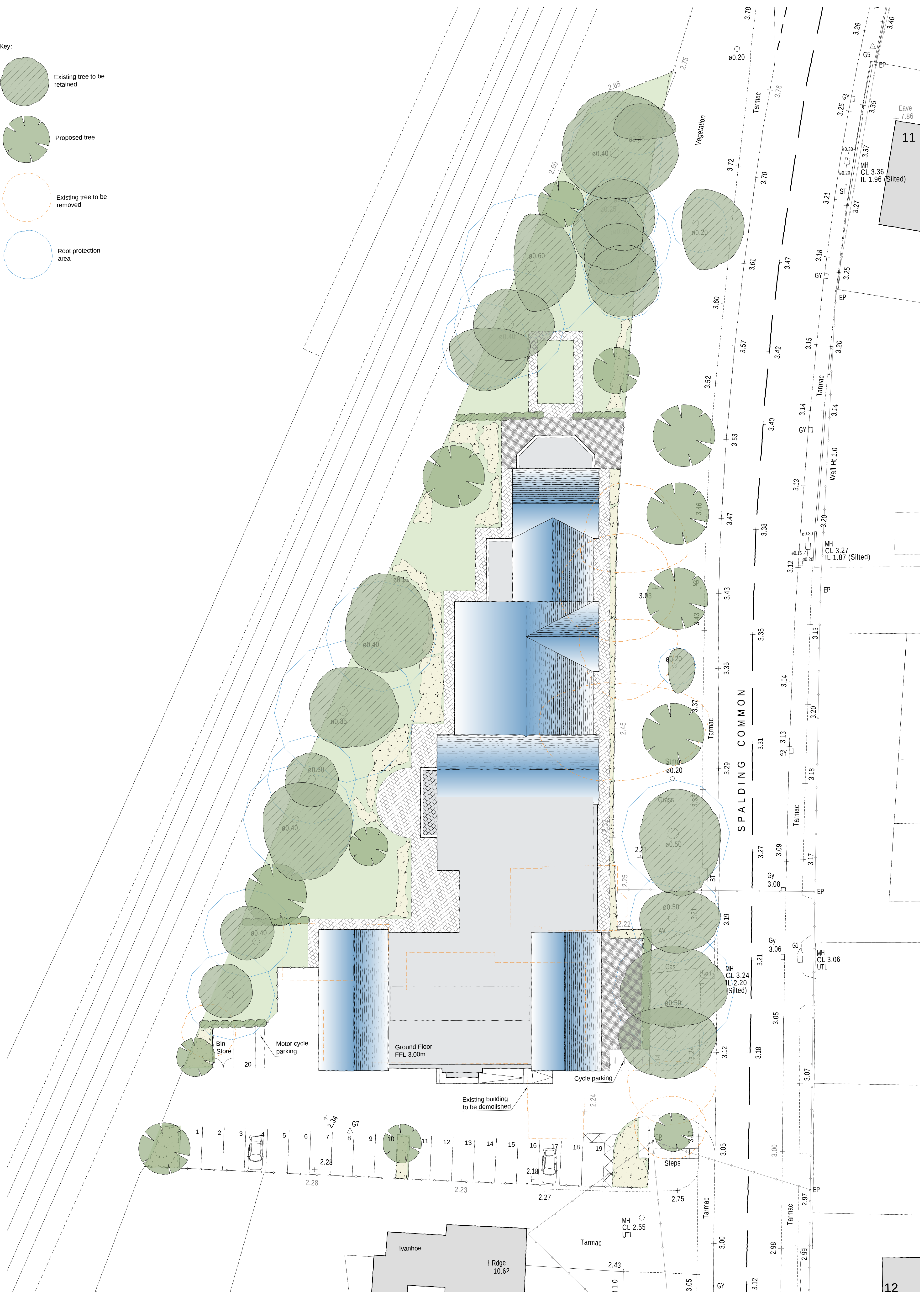
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
lindamwg	Stamford, o/s Stamford College	Drift Road	2700LSCD3520
lingwjtd	Stamford, o/s Stamford & Rutland Hospital	Ryhall Road	270000008966
lindwjmt	Stamford, opp Meadow View	Uffington Road	2700LSUR5749
linjgtwm	Uffington, adj West Hall Farm	Main Road	270000010104
linjgtwt	Uffington, adj St Michael & All Angels Church	Main Road	270000010106
linjgwad	Tallington, opp Village Hall	Main Road	270000010107
linawgda	Hop Pole, opp Blue Bell Inn	Littleworth Drive	2700LHPB1430
linjdaga	Deeping St Nicholas, opp New Road	Littleworth Drive	270000009476
linjdadt	Deeping St Nicholas, opp The Plough	Littleworth Drive	270000009474
linjdadw	Deeping St Nicholas, opp St Nicholas' Church	Littleworth Drive	270000009475
linaptma	Deeping St Nicholas, adj Jordan's Cradge Bank Road	Littleworth Drive	2700LDSN2327
linjdtwd	Spalding Common, opp Stennett Avenue	Littleworth Drive	270000009757
linjadta	Spalding Common, opp Community Centre	Spalding Common	270000009161
lindajgw	Spalding, adj Mayfair Drive	London Road	270002702309
linjadpt	Spalding, adj Hawthorn Bank	London Road	270000009159
linjgdgt	Spalding, adj 121 London Road	London Road	270000009874
linjgdgj	Spalding, adj Green Lane	St Thomas's Road	270000009871
linjgdam	Spalding, adj Glenn Avenue	Winsover Road	270000009865
linjadjd	Spalding, Bus Station (S-bound)	Winfrey Avenue	270000009141
linagtpd	Spalding, adj Kings Road	Pinchbeck Road	270002700390
linjgdmp	Spalding, opp Chappell Centre	Pinchbeck Road	270000009887
linjadja	Spalding, adj Mail Cart	Pinchbeck Road	270000009140
linawpmw	Spalding, adj Beck Road	Pinchbeck Road	270002702011
linjadgm	Pinchbeck, opp Wardentree Lane	Spalding Road	270000009136
linjgawt	Pinchbeck, opp St Mary's Church	Spalding Road	270000009861
linawmtd	Pinchbeck, adj The Bull Inn	Church Street	2700LPB12806
lingwpgp	Pinchbeck, opp Oldham Drive	Surfleet Road	270000009046
lingwpgj	Pinchbeck, adj Milestone Lane	Surfleet Road	270000009044
lingwpga	Surfleet, opp Wood's Lane	Surfleet Road	270000009042
linapajp	Surfleet, opp St Laurence's Church	Gosberton Road	2700LSP01983
lingwpdp	Surfleet, adj Bird's Drove	Gosberton Road	270000009039
lingwpdm	Belnie, opp Belnie Lane	Spalding Road	270000009038
linatmgd	Gosberton, adj The Five Bells	Spalding Road	2700LGFB2717
linagdww	Gosberton Bank, opp Cooks Road	Boston Road	2700LBHCR684
linjpawa	Burtoft, adj Burtoft Lane	Spalding Road	270000014144
linatmwd	Sutterton, opp Water Tower	Spalding Road	2700LSC02752
linatpma	Sutterton, adj The Pools	Boston Road	2700LSR02798
lindaggg	Sutterton, opp Monarchs Road	Boston Road	270002702234
linamtjm	Sutterton, adj Ropers Bridge Lane	Boston Road	270002701173
lingwdmg	Kirton, adj Woodside Road	London Road	270000008855
linadggj	Kirton, adj Post Office	High Street	2700LKP00151
lingwdaw	Kirton, adj Woodlands Court	Boston Road	270000008838
lingwdam	Frampton, opp Middlegate Road	London Road	270000008835
lingwawj	Frampton, opp Millfield Lane West	London Road	270000008828
lingwawd	Wyberton, adj Ralphs Lane	London Road	270000008826

APPENDIX C – LATEST SITE MASTERPLAN

The diagram illustrates four types of trees and their retention status during construction:

- Existing tree to be retained:** Represented by a green circle with diagonal hatching.
- Proposed tree:** Represented by a green circle with a solid outline and a central trunk.
- Existing tree to be removed:** Represented by a dashed orange circle.
- Root protection area:** Represented by a blue circle with a solid outline.



DRAFT

Project Title: Proposed care home at Goodfellows School, Spalding Common, Spalding

LineStyle
ARCHITECTURE

Scale 1:200 @ A1 Date 14.12.2015 Project No. 0074 Drawing No. (10)002 Rev A00

www.linestyle.co.uk / design@linestyle.co.uk

Alan House, Clumber Street, Nottingham NG3 3ED, tel +44 (0)115 970 9913

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APPENDIX D – VISIBILITY SPLAY CALCULATIONS

observed speed mph x	no. of readings f	fx	fx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	1	20	400
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	0	0	0
26	0	0	0
27	0	0	0
28	1	28	784
29	0	0	0
30	2	60	1800
31	1	31	961
32	2	64	2048
33	10	330	10890
34	7	238	8092
35	8	280	9800
36	18	648	23328
37	18	666	24642
38	21	798	30324
39	11	429	16731
40	19	760	30400
41	14	574	23534
42	12	504	21168
43	9	387	16641
44	9	396	17424
45	11	495	22275
46	4	184	8464
47	4	188	8836
48	1	48	2304
49	2	98	4802
50	3	150	7500
51	3	153	7803
52	3	156	8112
53	1	53	2809
54	1	54	2916
55	0	0	0
56	0	0	0
57	2	114	6498
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	1	65	4225
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
Total Σ	200	7995	326087

SPEED READINGS

location: **Spalding Common, Spalding**
direction: **Northbound**
day: **Thursday**
date: **26.03.15**
time: **1015 to 1308**

SUMMARY

mean 39.98 mph 64.32 kph
85%ile 45.68 mph 73.51 kph
wet 85%ile 43.21 mph 69.52 kph

Mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 39.98 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\sum f - 1} \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 5.71 \text{ mph}$$

85 percentile dry weather spot speed

$$\bar{x} + S_x = 45.68 \text{ mph}$$

85 percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 43.21 \text{ mph}$$

checks: 85%ile/mean = 1.14
should be 1.1 to 1.25

S.D./mean = 0.14
should be approx 1/6 (0.17)

Note: Where speed readings exceed 20mph a +1mph adjustment has been applied as a result of the latest speed gun calibration test - 12.03.15.

**TABLE 1: LAND AT SPALDING
NORTHBOUND SPEED SURVEY RESULTS**

observed speed mph x	no. of readings f	fx	fx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	1	20	400
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	1	25	625
26	0	0	0
27	2	54	1458
28	1	28	784
29	7	203	5887
30	1	30	900
31	3	93	2883
32	3	96	3072
33	7	231	7623
34	8	272	9248
35	10	350	12250
36	9	324	11664
37	16	592	21904
38	18	684	25992
39	19	741	28899
40	18	720	28800
41	16	656	26896
42	6	252	10584
43	7	301	12943
44	12	528	23232
45	6	270	12150
46	4	184	8464
47	5	235	11045
48	3	144	6912
49	2	98	4802
50	2	100	5000
51	2	102	5202
52	0	0	0
53	1	53	2809
54	1	54	2916
55	4	220	12100
56	0	0	0
57	1	57	3249
58	1	58	3364
59	1	59	3481
60	0	0	0
61	0	0	0
62	0	0	0
63	1	63	3969
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	1	71	5041
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
Total Σ	200	7968	326548

SPEED READINGS

location: **Spalding Common, Spalding**
direction: **Southbound**
day: **Thursday**
date: **26.03.15**
time: **1015 to 1308**

SUMMARY

mean 39.84 mph 64.10 kph
85 %ile 46.60 mph 74.98 kph
wet 85 %ile 44.13 mph 71.00 kph

Mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 39.84 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\sum f - 1} \times \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 6.76 \text{ mph}$$

85 percentile dry weather spot speed

$$\bar{x} + S_x = 46.60 \text{ mph}$$

85 percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 44.13 \text{ mph}$$

checks: 85 %ile/mean = 1.17
should be 1.1 to 1.25

S.D./mean = 0.17
should be approx 1/6 (0.17)

Note: The above readings greater than 20mph have been adjusted by + 1mph as a result of the latest calibration test - 12.03.15.

**TABLE 2: LAND AT SPALDING
SOUTHBOUND SPEED SURVEY RESULTS**

Vehicle speeds	43.21 mph 69.52 kph 19.31 v (m/s) 372.97 v ²	Formula: $SSD = vt + v^2 / 2(d + 0.1a)$																		
Driver Perception-Reaction time	2 t (s)	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th>DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>				Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic	Perception-Reaction Time (t)	1.5s	1.5s	2s	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.25g
	Manual for Streets 2		DMRB																	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic																	
Perception-Reaction Time (t)	1.5s	1.5s	2s																	
Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.25g																	
	38.62 v x t																			
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d																			
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																		
	v t +	v ² / 2(d+0.1a)	=	SSD																
Stopping Sight Distance (SSD) =	38.62 +	76.04	=	114.66																
SSD Bonnet Adjusted (SSD+2.4)**	117.06																			

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 3: VISIBILITY SPLAY CALCULATOR - LAND AT SPALDING COMMOM, SPALDING NORTHBOUND

Vehicle speeds	44.13 mph 71.01 kph 19.72 v (m/s) 389.02 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$																		
Driver Perception-Reaction time	2 t (s) 39.45 v x t	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th>DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>				Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic	Perception-Reaction Time (t)	1.5s	1.5s	2s	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.25g
	Manual for Streets 2		DMRB																	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic																	
Perception-Reaction Time (t)	1.5s	1.5s	2s																	
Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.25g																	
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																		
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)																			
Stopping Sight Distance (SSD) =	v t + v ² / 2(d+0.1a) 39.45 + 79.31	=	SSD	= 118.76																
SSD Bonnet Adjusted (SSD+2.4)**	121.16																			

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 4: VISIBILITY SPLAY CALCULATOR - LAND AT SPALDING COMMON, SPALDING SOUTHBOUND

APPENDIX E – TRICS OUTPUT DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
10	WALES	
	CF CARDIFF	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
 Actual Range: 30 to 88 (units:)
 Range Selected by User: 30 to 90 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 11/12/13

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:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

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.

Filtering Stage 3 selection:

Use Class:

C2

11 days

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

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No

11 days

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

LIST OF SITES relevant to selection parameters

1	CF-05-F-01	NURSING HOME	CARDIFF
	ROMILLY CRESCENT		
	CANTON		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	48	
	Survey date: WEDNESDAY	11/10/06	Survey Type: MANUAL
2	CH-05-F-01	NURSING HOME	CHESHIRE
	CREWE ROAD		
	HASLINGTON		
	NEAR CREWE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of residents:	88	
	Survey date: FRIDAY	17/10/08	Survey Type: MANUAL
3	DC-05-F-02	NURSING HOME	DORSET
	WHARNCLIFFE ROAD		
	BOSCOMBE		
	BOURNEMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
4	GM-05-F-03	NURSING HOME	GREATER MANCHESTER
	HALIFAX ROAD		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	30	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
5	HI-05-F-01	NURSING HOME	HIGHLAND
	CAWDOR ROAD		
	NAIRN		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	44	
	Survey date: TUESDAY	09/05/06	Survey Type: MANUAL
6	NR-05-F-01	NURSING HOME	NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	55	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
7	NY-05-F-01	NURSING HOME	NORTH YORKSHIRE
	HARROGATE ROAD		
	RIPON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	38	
	Survey date: MONDAY	22/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SW-05-F-01	NURSING HOME		SWANSEA
	ST HELENS ROAD			
	SWANSEA			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	78		
	Survey date: WEDNESDAY	11/12/13		Survey Type: MANUAL
9	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	20/11/12		Survey Type: MANUAL
10	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
11	WY-05-F-01	NURSING HOME		WEST YORKSHIRE
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	15/06/10		Survey Type: MANUAL

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

Totals: 0.232

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: NY-05-F-01
 Created: Version: 2009(a)v6.3.1 06/10/08
 Latitude/Longitude: 54.12423, -1.52621
 Land Use Type: 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE NORTH YORKSHIRE
 Version/Creation Date: 2009(a)v6.3.1 06/10/08

Description: NURSING HOME
 Street: HARROGATE ROAD
 District:
 Town: RIPON
 Post Code: HG4 1SZ

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: C2

Population within 500m: 3651
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	70		70
Monday-Friday	0700-1000	18		18
Monday-Friday	1600-1900	18		18
Saturday	0700-1900	64		64
Sunday	0700-1900	45		45

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Number of residents 38

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located near the southern edge of Ripon.
 The A61 Ripon Bypass is to the east of the site, heading north-east (where it meets the A1) and south.
 The site is mainly surrounded by residential streets.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Leeds	3	75

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	0.2 kilometres
Nearest Secondary School	5.0 kilometres
Nearest Local Shop/Corner Shop	1.0 kilometres
Nearest Main Supermarket	0.3 kilometres
Nearest Doctors Surgery	1.7 kilometres
Nearest Hospital with Minor Injuries/A & E	1.7 kilometres
Nearest Sports/Leisure Centre	2.0 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	277
Number of households within Census Output Area	129
Number of people living within Census Output Area	376
Area of Census Output Area (hectares)	15.00
Population density within Census Output Area (per hectare)	24.83

SITE PHOTO



Bancroft Consulting Mercury House, New Basford Nottingham

Licence No: 539501

Site reference:	NY-05-F-01
Trade name:	LONG MEADOW NURSING HOME
Site area (h/a):	0.50
Open since	1983
Total Employees	19
Full Time Employees	0
Part Time Employees	19
Approximate % of total employees working standard 9-5 hours or similar	25%
Percentage Split of Employee Gender	
Male	5%
Female	95%
Number of residents	38
Name of nearest site	BURRIDGE HOUSE
Distance to nearest similar site	1 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are a number of facilities within the site including hairdressing, chiropody, aromotherapy, keep fit, an in house chef and gardens. This is a nursing home for the elderly.
 Shiftwork is undertaken at this site.

On-Site parking

Total no. of parking spaces	12
Parking Spaces Per resident	0.316

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	12
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges	No
Site parking surface or non-surface (multi-storey/underground)	Surface

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NY-05-F-01
Survey date: 22/09/08
Day of week: Monday

Survey type: Manual Count
AM weather: Mild and Clear
PM weather: Mild and Clear

Initial car park occupancy: 3
Final car park occupancy: 3

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 83% (12 On-Site Spaces)

Data proportions in %

Motor cars	74	Motor cycles	3	Public service	0
Light goods	20	OGV (1)	3	OGV (2)	0
				Taxis	0

Time	Arr 39	Dep 39	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	2	3	2
08:00-09:00	4	3	7	3
09:00-10:00	2	0	2	5
10:00-11:00	5	4	9	6
11:00-12:00	4	3	7	7
12:00-13:00	4	3	7	8
13:00-14:00	3	2	5	9
14:00-15:00	6	6	12	9
15:00-16:00	2	3	5	8
16:00-17:00	4	2	6	10
17:00-18:00	1	5	6	6
18:00-19:00	1	2	3	5
19:00-20:00	1	1	2	5
20:00-21:00	0	2	2	3
21:00-22:00	1	1	2	3
22:00-23:00				
23:00-24:00				

Comments

No PSV's or taxis entered or exited the site during this survey.

Site reference: NY-05-F-01
 Survey date: 22/09/08
 Day of week: Monday

Vehicles surveyed: OGV

Data proportions in %
 OGV (1) 100
 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 1	Dep 1	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: NY-05-F-01 Survey date: 22/09/08 Day of week: Monday

Vehicles surveyed: Cycles

Time	Arr 2	Dep 1	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	0	1	(1)
16:00-17:00	0	1	1	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	1	0	1	(1)
21:00-22:00	0	0	0	(1)
22:00-23:00				
23:00-24:00				

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 NY NORTH YORKSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
 Actual Range: 38 to 38 (units:)
 Range Selected by User: 30 to 90 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 11/12/13

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:

Monday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:

C2 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

LIST OF SITES relevant to selection parameters

1 NY-05-F-01 NURSING HOME NORTH YORKSHIRE
 HARROGATE ROAD

RIPON
 Suburban Area (PPS6 Out of Centre)
 Residential Zone

Total Number of residents: 38
 Survey date: MONDAY 22/09/08 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-05-F-01	x
CH-05-F-01	x
DC-05-F-02	x
GM-05-F-03	x
HI-05-F-01	x
NR-05-F-01	x
SW-05-F-01	x
WG-05-F-01	x
WK-05-F-01	x
WY-05-F-01	x

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.026	1	38	0.053	1	38	0.079
08:00 - 09:00	1	38	0.105	1	38	0.079	1	38	0.184
09:00 - 10:00	1	38	0.053	1	38	0.000	1	38	0.053
10:00 - 11:00	1	38	0.132	1	38	0.105	1	38	0.237
11:00 - 12:00	1	38	0.105	1	38	0.079	1	38	0.184
12:00 - 13:00	1	38	0.105	1	38	0.079	1	38	0.184
13:00 - 14:00	1	38	0.079	1	38	0.053	1	38	0.132
14:00 - 15:00	1	38	0.158	1	38	0.158	1	38	0.316
15:00 - 16:00	1	38	0.053	1	38	0.079	1	38	0.132
16:00 - 17:00	1	38	0.105	1	38	0.053	1	38	0.158
17:00 - 18:00	1	38	0.026	1	38	0.132	1	38	0.158
18:00 - 19:00	1	38	0.026	1	38	0.053	1	38	0.079
19:00 - 20:00	1	38	0.026	1	38	0.026	1	38	0.052
20:00 - 21:00	1	38	0.000	1	38	0.053	1	38	0.053
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.025			1.028			2.053	

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.

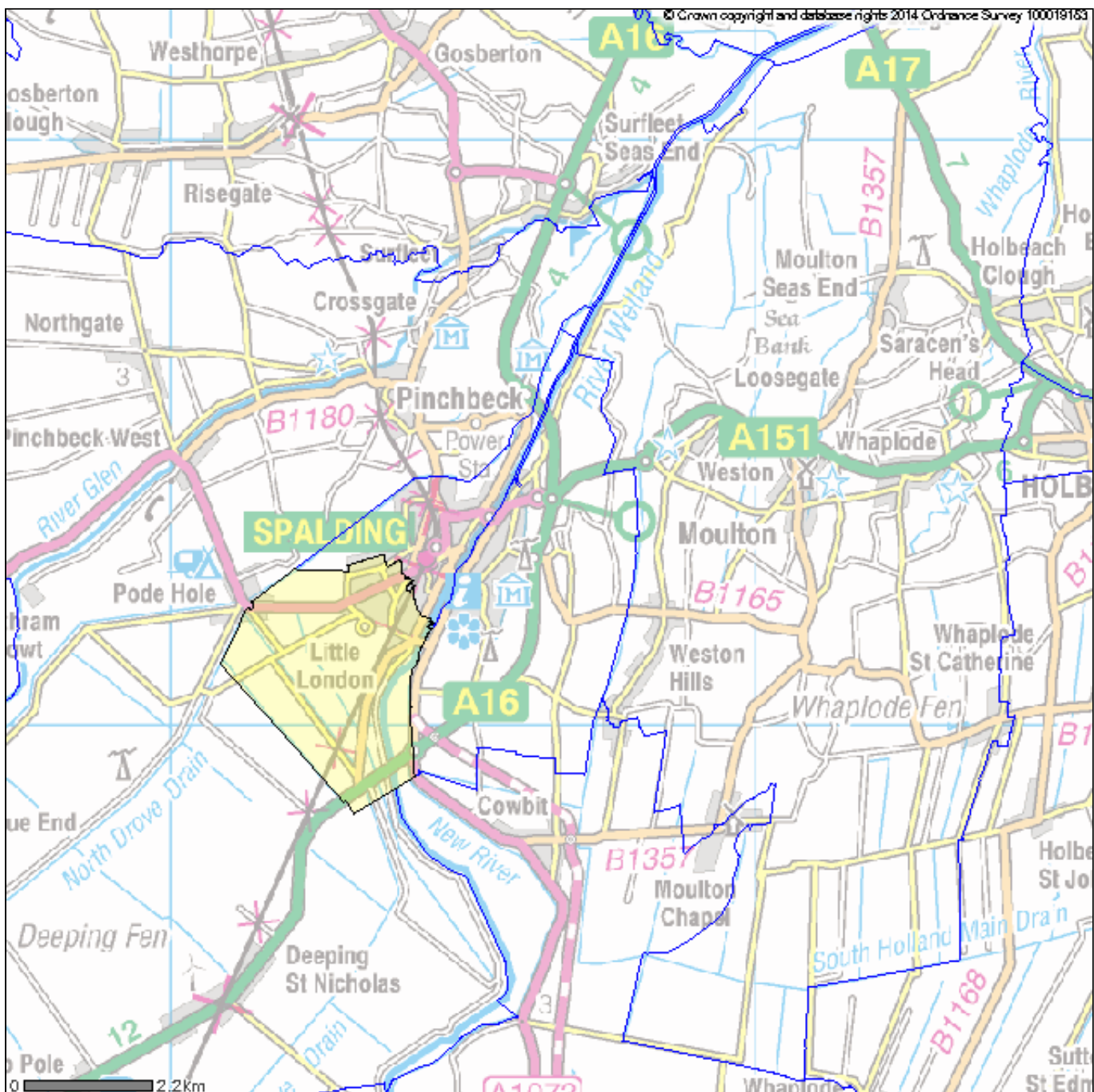
Parameter summary

Trip rate parameter range selected: 38 - 38 (units:)
 Survey date range: 01/01/06 - 11/12/13
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 10

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

APPENDIX F – NATIONAL STATISTICS DATA

Selectable Area Map



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Neighbourhood Statistics

	South Holland 009 ³ <i>Super Output Area Middle Layer</i>
Work Mainly at or From Home ^{1 2} <i>Persons Count Mar11</i>	180
Underground, Metro, Light Rail, Tram ^{1 2} <i>Persons Count Mar11</i>	2
Train ^{1 2} <i>Persons Count Mar11</i>	49
Bus, Minibus or Coach ^{1 2} <i>Persons Count Mar11</i>	55
Taxi ^{1 2} <i>Persons Count Mar11</i>	11
Motorcycle, Scooter or Moped ^{1 2} <i>Persons Count Mar11</i>	29
Driving a Car or Van ^{1 2} <i>Persons Count Mar11</i>	3,339
Passenger in a Car or Van ^{1 2} <i>Persons Count Mar11</i>	425
Bicycle ^{1 2} <i>Persons Count Mar11</i>	323
On Foot ^{1 2} <i>Persons Count Mar11</i>	363
Other Method of Travel to Work ^{1 2} <i>Persons Count Mar11</i>	34

Last Updated: 30 January 2013

Source: Office for National Statistics

Notes

- ¹ From the dataset: Method of Travel to Work, 2011 (QS701EW)
² National Statistics
³ Part of the 2011 Statistical Geography Hierarchy

Caution:

using statistics from different sets of data means that you may not be comparing like with like.

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