



PROPOSED RESIDENTIAL DEVELOPMENT, LAND NORTH OF NIGHTINGALE WAY AND WITHINGTON STREET, SUTTON BRIDGE, LINCS

TRANSPORT ASSESSMENT

SEPTEMBER 2020

REPORT REF: 24237-08-TA-01



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1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC) has been commissioned by Lincoln Jack Ltd to undertake a Transport Assessment (TA) in support of a planning application for a proposed residential development of up to 130 dwellings on land north of Nightingale Way and Withington Street, Sutton Bridge, Lincs. The site location plan is shown in Figure 1 below, and in Appendix A.

Figure 1: Site Location Plan



Source: Google maps

- 1.2 This report takes account of the scoping discussions with Lincolnshire County Council (LCC) as the local highway authority. The relevant correspondence can be found within Appendix B.
- 1.3 This TA evaluates a range of highway factors appertaining to the development and its effect on the surrounding highway network. Particular focus will illustrate the impact the development will have on surrounding junctions. The site has also been assessed with regards to the distance to local facilities and amenities and ease of access from the site.
- 1.4 This report provides an appraisal of the proposed development site's accessibility to local amenities and to sustainable transport modes. A summary of these facilities is provided and any potential improvements are discussed.
- 1.5 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for

the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.

1.6 M-EC accepts no responsibility or liability for:

- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
- b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 METHODOLOGY

2.1 This TA details the process and procedures followed and the conclusions reached regarding the impact in terms of transportation issues for a proposed residential development on land north of Nightingale Way and Withington Street, Sutton Bridge.

2.2 This TA includes:

- A detailed assessment of the existing highway network in order to highlight the current accessibility to the site;
- An investigation into the location and condition of pedestrian and cycle routes close to the site, in order to demonstrate accessibility to the site via sustainable modes;
- An investigation into the existing public transport routes and their proximity to the site, along with suggestions towards possible improvements to this network if deemed appropriate;
- A review of the availability and accessibility of local facilities and amenities;
- Consideration of the likely impact of the development upon the surrounding highway network. This impact will be assessed through an analysis of impacted junctions as agreed with LCC;
- Consideration of vehicular and pedestrian access to the site; and
- A study of personal injury accidents to assess the safety of the local highway network.

3.0 POLICY REVIEW

- 3.1 The policy and guidance documents relevant to the proposed development are summarised below.

National Policy

National Planning Policy Framework (NPPF) 2019

- 3.2 The revised NPPF states that “plans and decisions should apply a presumption in favour of sustainable development” and transport “issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.3 NPPF states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on local cycling and walking infrastructure plans);

- Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the government's general aviation strategy.
- 3.4 When assessing specific applications for development NPPF states it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 3.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.6 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.7 In addition to the NPPF, other key guidance to take into consideration includes:

National Planning Practice Guidance (NPPG) (March 2014)

3.8 The NPPG states that Transport Assessments, Transport Statements and Travel Plans can positively contribute to:

- Encouraging sustainable travel
- Lessening traffic generation and its detrimental impacts
- Reducing carbon emissions and climate impacts
- Creating accessible, connected, inclusive communities
- Improving health outcomes and quality of life
- Improving road safety
- Reducing the need for new development to increase existing road capacity or provide new roads.

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

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

3.11 This Transport Assessment has been produced with due regard to the key elements of NPPG.

Department for Transport (DfT) – Creating Growth, Cutting Carbon (January 2011)

3.12 The DfT's Local Transport White Paper "Creating Growth, Cutting Carbon – Making Sustainable Transport Happen" sets out the framework within which detailed policies could be taken forward with the aim of creating:

"...a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."

3.13 The document supports the continued development of integrated transport policies and seeks to deliver growth whilst reducing the environmental impacts of transport. It also particularly targets shorter

journeys, many of which could be undertaken by non-car modes where realistic alternatives are provided, and where interchange between modes can be readily achieved.

Local Policy

Lincolnshire County Council's '4th Lincolnshire Local Transport Plan' (2013/14 – 2022/23)

- 3.14 LCC's Local Transport Plan sets out a range of transport related policies and strategies to help meet a number of transport objectives for Lincolnshire communities during the 10-year period outlined. The overall vision for transport in Lincolnshire by 2030 is:

- *'There is a well managed and safe road network to maximise the reliability of journeys and reduce the impact of traffic on communities.*
- *Our sensitive rural areas are managed in way that retain, and where possible, enhance the value of the natural environment.*
- *Our streets in built-up areas are seen primarily as places where people can carry on their activities in a pleasant environment.*
- *There is good access by a choice of modes to services, jobs and for leisure within Lincolnshire.*
- *There is a good inter- and intra- regional access to support a growing economy.'*

- 3.15 In order to deliver the longer-term vision detailed above, a number of transport related objectives have been adopted, which seek:

- *to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network.*
- *to improve access to employment and key services by widening travel choices, especially for those without access to a car.*
- *to make travel for all modes safer and, in particular, reduce the number and severity of road casualties to maintain the transport system to standards which allow safe and efficient movement of people and goods.*
- *to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs*
- *to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems.*

- *to minimise carbon emissions from transport across the county.'*

South East Lincolnshire Local Plan 2011-2036

3.16 The South East Lincolnshire Local Plan (2011-2036) was adopted in March 2019, and was created by a committee formed by a partnership of Boston Borough, South Holland District and Lincolnshire County Councils, who worked together to create a plan for the future of South Holland District and Boston Borough.

3.17 Two strategic transport related priorities were identified within the Local Plan, as follows:

'11. To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.

12. To improve South East Lincolnshire's highway infrastructure, to tackle congestion, improve road safety and make journeys as easy as possible particularly for those living in rural areas and to enhance efficiencies for business.'

3.18 To meet the above, 'Policy 33: Delivering a More Sustainable Transport Network' seeks to deliver this:

'C. For cycling, walking and other sustainable transport this will be by:

1. protecting existing footpaths, cycle routes and public rights of way from development;

3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;

To demonstrate compliance with this policy, an appropriate Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and agreed through early discussion with the Local Highway Authority.'

3.19 'Policy 36: Vehicle and Cycle Parking.

All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

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

1. parking spaces are fit for their intended use in terms of size and design;

2. for major residential development:

a. a balanced provision of allocated and communal parking is provided, overlooked and accessible to the development it serves;

b. off-curtilage parking is designed to maximise levels of security and safety for vehicles, drivers and pedestrians; and

c. a secure, covered, convenient space to store at least two bicycles is provided within each residential plot; in the case of flatted developments this may be provided as a communal facility within the curtilage of the building containing the flats;

To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority.

Negotiation on parking requirements should be in accordance with the Parking Standards SPD.'

Policy Compliance

- 3.20 The national and local policies detailed above will be given due regard when assessing the proposed development's sustainability, accessibility and vehicular impact on the local transport network, to ensure that the proposed development accords with the policies outlined, with suitable mitigation proposed where necessary.

4.0 SITE DESCRIPTION & DEVELOPMENT PROPOSALS

Existing Site

- 4.1 The site is located on the north-western edge of Sutton Bridge village, approximately 11.7km south-east of Holbeach and 15.2km west of Kings Lynn. The site, which is irregular in shape, is bound to the north and west by agricultural land, with existing residential dwellings forming the immediate southern boundary of the site. Allotments, in addition to further residential dwellings and agricultural land are located to the east of the site. Westmere Community Primary School is located adjacent to the eastern boundary of extant planning permission site no.3, identified in Figure 7.
- 4.2 Bridge Road; the main carriageway running in a north-west to south-east direction through the centre of Sutton Bridge, is located to the south of the site, beyond the existing residential dwellings. A number of residential streets extend south to Bridge Road from the site boundary, with the most relevant including Nightingale Way, Granville Terrace, Withington Street and Chestnut Terrace.
- 4.3 The A17 is located approximately 1.3km to the south of the site, with access taken by heading south-east on Bridge Street, whereby a roundabout junction with the A17 is located on the western side of the River Nene. The A17 provides access to the wider strategic road network and larger destinations throughout Lincolnshire and Norfolk.

Nightingale Way

- 4.4 Nightingale Way; from which the western vehicular access to the proposed site will be taken, is a residential street comprising of detached dwellings. The carriageway, as shown in Figure 2 and 3, has a width of approximately 5.5m, with 2m footways present on both sides of the carriageway.
- 4.5 The carriageway connects to Bridge Road via a simple priority junction, with dropped kerbs and tactile paving provided at the junction, facilitating pedestrian movements on the existing Bridge Road footway network. Street lighting is in place on Nightingale Way, providing coverage of the existing footway network.

Figure 2: Nightingale Way (View Northbound Adjacent to Grebe Close)



Source: Google Maps

Figure 3: Nightingale Way (View Southbound Towards Junction with Bridge Road)



Source: Google Maps

Withington Street

- 4.6 Withington Street; from which the central vehicular access to the proposed site will be taken, is a residential street comprising a mixture of terrace houses and detached dwellings. The carriageway has a width of circa 6.0-7.0m, and footways with widths in excess of 1.6m present on both sides of the carriageway. A pedestrian link is also provided between Granville Terrace and Withington Street at the northern end of Withington Street. The existing footways on Withington Street are largely unlit.
- 4.7 As shown in Figure 5 and 6, the carriageway connects to Bridge Road via a simple priority junction, with dropped kerbs and tactile paving provided at the junction, facilitating pedestrian movements on the existing Bridge Road footway network.
- 4.8 A previous site visit carried out on Monday 10th September 2018 (10.30-11.30am) noted that, as shown in Figure 4, on-street parking occurs along the carriageway where the terraced dwellings are situated, with on-street parking becoming less prominent towards the Bridge Street junction where properties benefit from off-street parking.

Figure 4: Withington Street Carriageway (View Northbound)



Figures 5 and 6: Withington Street/Bridge Road Junction (View South-eastbound and North-westbound)



Bridge Road

- 4.9 As previously identified, Bridge Road is the main carriageway running through the centre of Sutton Bridge, with the majority of facilities and amenities in Sutton Bridge located along the carriageway. Within the site's locale, the carriageway has an approximate width of 7.5m. A footway with a width generally in excess of 1.6m is present on the northern side of the carriageway, which extends throughout Sutton Bridge, connecting to the existing pedestrian network on the adjacent local roads.
- 4.10 A footway with a width of approximately 1.6m commences on the southern side of Bridge Road opposite the Crosby Row junction, extending south-eastbound throughout Sutton Bridge. Street lighting is in place on Bridge Road, covering the existing pedestrian network. Dropped kerbs, with tactile paving in some cases, are located at many junctions on Bridge Road, facilitating pedestrian movements towards the centre of Sutton Bridge.
- 4.11 The carriageway is subject to a 30mph speed limit, which commences on entering Sutton Bridge, approximately 45m to the west of Nightingale Way and extends throughout the town, prior to which the speed limit is 40mph.
- 4.12 On-street parking is permitted on the northern side of the Bridge Road carriageway in the form of extended sections of unrestricted marked parking laybys, which commence to the west of Chestnut Terrace, ceasing approximately 65m from Nightingale Way.
- 4.13 It is acknowledged that the on-street parking may obscure visibility for vehicles emerging from Withington Street however, this is a temporary obstruction which may not occur regularly, and is also the existing situation for residents emerging from junctions on the northern side of Bridge Road. Nonetheless, the safety of the existing junctions; from which vehicular access to the site will be taken, will be reviewed in Section 8.0.

Planning History

- 4.14 It is understood that areas within the proposed development site benefit from extant planning permission. The most relevant planning history of the site is detailed in Table 1 below, and the sites with extant planning permission are highlighted in Figure 7.

Table 1: Recent Relevant Planning History

No. (Fig 2)	Application Ref.	Development	Date
1	H18-0435-18 (OUT)	60 dwellings (Nightingale Way access)	Approved 1/3/19
	H18-1167-19 (RM)		Approved 31/3/20
2	H18-1168-16 (OUT)	10 dwellings (Withington Street access)	Approved 12/5/17
	H18-0692-19 (RM)		Approved 15/10/19
3	H18-1167-16 (OUT)	6 dwellings (Chestnut Terrace access)	Refused 7/3/17
	APP/A2525/W/17/3182341		Approved 8/12/17
	H18-0709-19 (RM)		Approved 7/10/19
-	H18-0120-19 (OUT)	70 dwellings (Withington Street vehicular access)	Refused 5/7/19

OUT = Outline application, RM = Reserved Matters application, APP = Appeal

Figure 7: Sites with Extant Planning Permission Context Plan

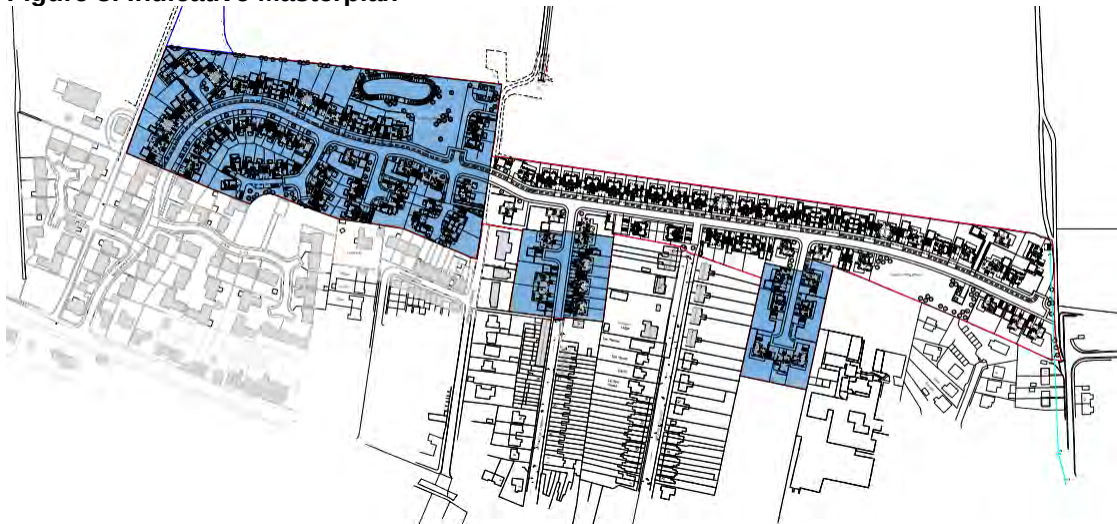


Source: Google Maps

Proposed Development

- 4.15 The development proposals are to erect up to 130 residential dwellings within the existing greenfield land outlined within Figure 7. The indicative masterplan is shown in Figure 8 and attached within Appendix A.

Figure 8: Indicative Masterplan



Source: ABDS Ltd

- 4.16 Vehicular access to the site will be taken via Nightingale Way and Withington Street, with additional pedestrian access points provided onto Chestnut Terrace, Granville Terrace and Allenby's Chase. Further details regarding vehicular and pedestrian access to the site are provided in Section 7.0.

5.0 SUSTAINABILITY

- 5.1 To evaluate the sustainability of the site a number of factors have been interrogated. An Accessibility Assessment has been undertaken to calculate the number and variety of local amenities and facilities within close proximity of the site. Following this, studies of all sustainable modes of transport (pedestrian, cycling and public transport) have been undertaken to appraise the existing facilities with relevant improvements suggested where necessary in accordance with, and informed by, relevant local and national policy alongside engineering judgement.

Accessibility Assessment

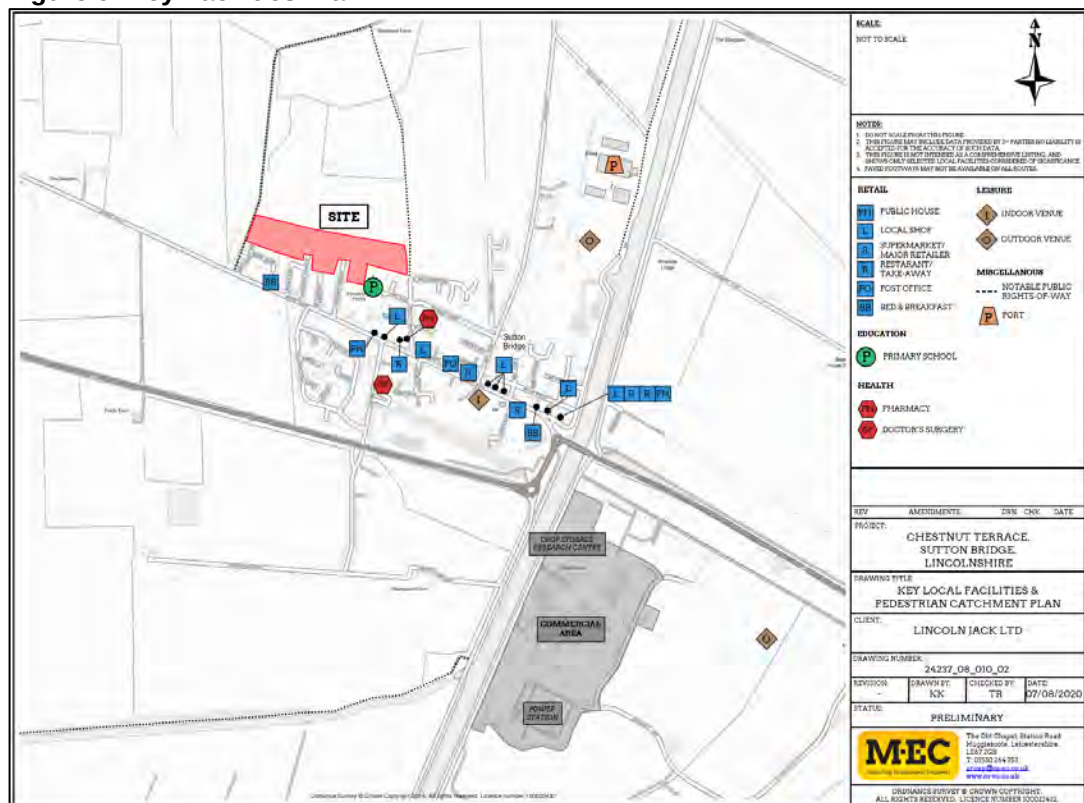
- 5.2 An Accessibility Assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking, cycling and public transport, to prove that the site is located within a suitable travel time to these services, and that the routes taken to these are conducive to walking/cycling. Table 2 below, provides a summary of accessibility to key amenities and facilities from the proposed development access on Nightingale Way by realistic sustainable transport modes.

Table 2: Accessibility Assessment

Facility	Approx. Distance (m)	Approx. Journey Time (minutes)*	
		Walking	Cycling
Education			
Westmere Community Primary School	1350	17	4
Health			
Nene Pharmacy	915	11	3
Sutton Medical Group	1007	13	4
Retail			
The Greyhound Public House	807	10	3
Railway Stores	838	10	3
Baxter's Fish & Chips	912	11	3
Nisa Local	1000	13	4
Serenity Hair and Beauty	1120	14	4
Family Kebab & Pizza House	1270	16	4
Smiths The Bakers	1400	18	5
Co-operative	1510	19	5
Leisure			
The Curlew Centre	1400	17	5
Transport			
Nightingale Way Bus Stops	180	2	1
Withington Street Bus Stops*	180/350	2/4	1/1
Post Office Bus Stops**	450	5	2
Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.			
*Distance measured from proposed access on Withington Street/Chestnut Terrace			
**Distance measured from proposed pedestrian access north of Allenby's Chase			

- 5.3 Table 2 demonstrates that many key facilities and amenities residents may require are located within the 1.6km distance desired by the DfT. The DfT National Travel Survey (England) 2018 found that walking constitutes 27% of all journeys made in a year, and that approximately 80% of all trips under 1 mile (1.6km) were walking journeys. On average, people are willing to travel 16 minutes per walking trip.
- 5.4 It should be noted that there are yet further facilities and amenities located beyond the identified 1.6km walking distance.
- 5.5 Figure 9 provides a visual representation of the local highway network and other facilities and amenities within the local area. A copy of the plan is provided within Appendix C.

Figure 9: Key Facilities Plan



Pedestrian Facilities

- 5.6 The NPPF does not specify walking distance criteria, however the Institute of Highways (IHT) publication 'Providing for Journeys on Foot' (2000) identifies walking distances, as per Table 3.

Table 3: CIHT Suggested Walking Distances

IHT Standard	Walking Distance (m)		
	Town Centre's	Commuting/ School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.7 As previously detailed, pedestrian access to the site will be taken via the two main points of access on Nightingale Way and Withington Street; whereby footways with minimum widths of 1.6m are already present. These footways will be extended into and throughout the proposed development, providing continuous pedestrian links to the existing footway network provided along Bridge Road and throughout Sutton Bridge.

5.8 Additional points of access for pedestrian use only will be provided on Chestnut Terrace, Granville Terrace and Allenby's Chase.

Chestnut Terrace

5.9 Footways of circa 2.0m width, under the cover of street lighting, are present on both sides of Chestnut Terrace carriageway. The footway on the western side of the carriageway ceases approximately two thirds of the way up Chestnut Terrace, with the footway on the eastern side continuing to the northernmost point of Chestnut Terrace, as shown in Figure 10 and 11. The footway on the eastern side of the carriageway will be extended into the site.

5.10 Dropped kerbs are provided at the junction with Bridge Road, assisting pedestrian movements on the existing footway network.

5.11 It is understood that beyond property no.30, Chestnut Terrace is adopted by South Holland District Council (SHDC), with the highway before property no.30 being adopted by LCC.

Figure 10: Chestnut Terrace (View Northbound Towards Site)


Figure 11: Chestnut Terrace (View Southbound)



Source: Google Maps

Granville Terrace

- 5.12 A street-lit footway of circa 2.0m width is present on the western side of Granville Terrace carriageway, as shown in Figure 12 and 13. Dropped kerbs are provided at the junction with Bridge Road, facilitating pedestrian movements along the existing footway network.
- 5.13 A section of tarmac footway will extend south from the proposed development, providing pedestrians with a route to the existing pedestrian network on Granville Terrace.

Figure 12: Granville Terrace (View Northbound Towards Site)



Source: Google Maps

Figure 13: Granville Terrace (View Southbound Towards Bridge Road Junction)



Source: Google Maps

- 5.14 As previously identified in Section 4.0, a pedestrian connection exists between Withington Street and Granville Street, as shown in Figure 14.

Figure 14: Granville Terrace Footway to Withington Street



Source: Google Maps

Allenby's Chase

- 5.15 Footways with widths in excess of approximately 1.5m are present on both sides of Allenby's Chase carriageway, as shown in Figure 15. Intermittent street lighting is present on Allenby's Chase footway network. Dropped kerbs are provided at junctions on Allenby's Chase and at the junction with Bridge Road, facilitating pedestrian movements along the existing footway network.

- 5.16 Public Right of Way (PRoW) SuBr 1/1 commences at St Matthew's Drive, extending northbound along the existing track shown in Figure 15. A footway link will be provided from the proposed development onto PRoW SuBr 1/1, where pedestrians will be able to proceed southbound on Allenby's Chase.

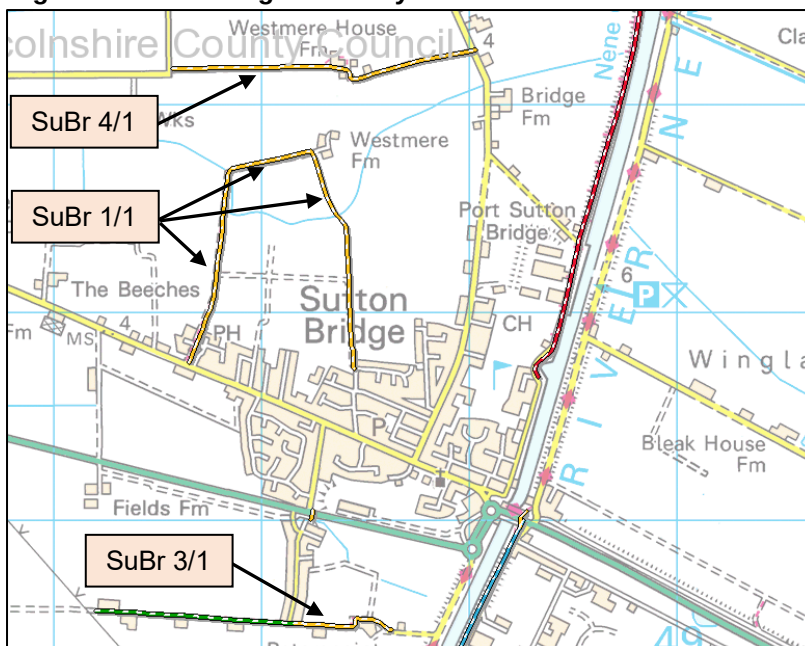
Figure 15: Allenby's Chase (View Northbound)



Source: Google Maps

- 5.17 A number of PRoWs are present within the site's locale, as shown on Figure 16. The most relevant PRoW to the site, SuBr 1/1, heads northbound along the track to the west of Nightingale Way, before heading eastbound towards Westmere Farm, and southbound to Allenby's Chase.

Figure 16: Public Rights of Way



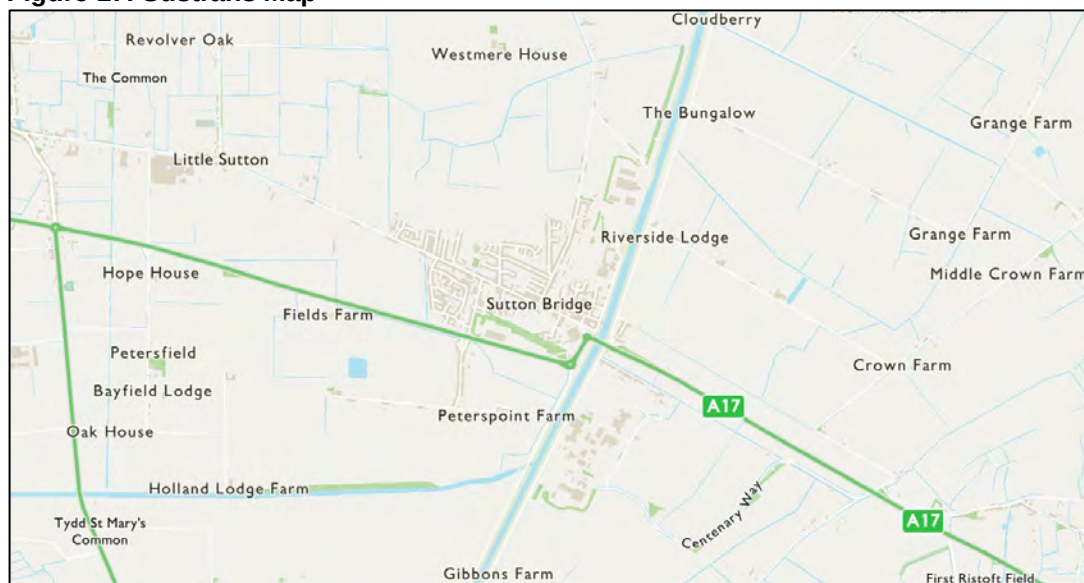
Source: Lincolnshire County Council

- 5.18 The existing pedestrian network will therefore suitably accommodate journeys on foot between the proposed site and Sutton Bridge village centre, with a number of the facilities and amenities identified in Table 2 accessible within the IHT's suggested walking distances outlined in Table 3.

Cycling Facilities

- 5.19 A review of Sustrans.org.uk indicates that there are no National Cycle Routes (NCR) located in close proximity to the site, as shown in Figure 17.

Figure 17: Sustrans Map



Source: sustrans.org.uk

- 5.20 The website Strava has subsequently been reviewed, as users record journeys they make, including walking and cycling journeys, which then produces a heatmap for the local area to identify which routes are frequently used for walking, cycling and other uses. Whilst not representative of journeys made by the entire population, the Strava heatmap provides an insight in to local journeys.
- 5.21 The heatmap shown in Figure 18 illustrates that on-carriageway cycling is undertaken on many of the main roads in the site's locale and the surrounding areas, demonstrating that cycling to facilities and amenities in Sutton Bridge is a realistic alternative mode of travel.

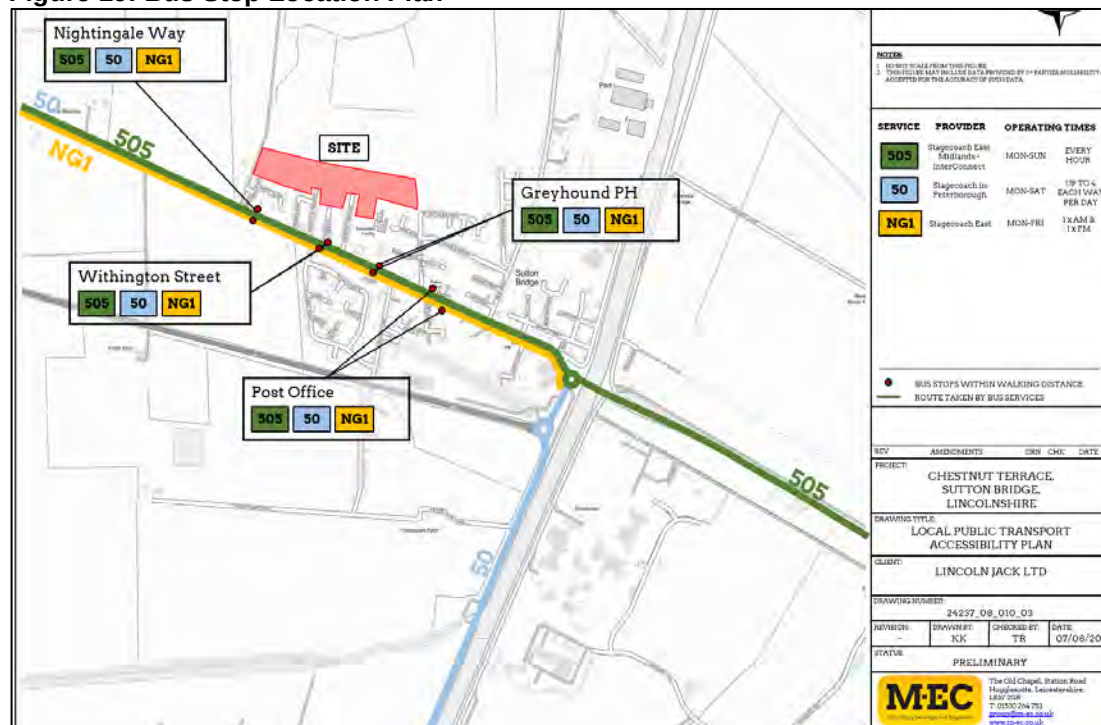
Figure 18: Strava Cycling Heatmap



Source: strava.com/heatmap. Red = cycling journeys recorded by Strava users, blue = little or no cycling activity.

Public Transport Facilities – Bus

- 5.22 A number of bus stops are located in close proximity to the site. The Chartered Institution of Highways and Transportation' (CIHT's) 'Buses in Urban Developments' document recommends a 300m walking distance for 'less frequent routes' (every 12 minutes or better is deemed high frequency).
- 5.23 Given the layout of the site and that multiple pedestrian access options will be provided, a number of bus stops have been highlighted, with the walking distance to each, as shown in Table 2, identified from the accesses most likely to be used by pedestrians in different parts of the site.
- 5.24 Whilst the walking distances to the bus stops from within the proposed development may slightly exceed the CIHT's recommended 300m distance, the aforementioned pedestrian routes are fairly flat, good quality routes. The actual additional distance above the 300m recommendation will be negligible, likely resulting in a maximum additional walk of 3-4 minutes. It is therefore concluded that the bus stops identified are considered to be suitably located for pedestrians to access.
- 5.25 The most relevant bus stops to the site are all located along Bridge Road, as shown in Figure 19, and are all served by the 505, 50 and NG1 bus services. Table 4 provides a summary of the features at each bus stop.

Figure 19: Bus Stop Location Plan

Table 4: Summary of Bus Stop Features

Bus Stop (North/South)		Display Unit with Timetable	Raised Kerbs	Standing Shelter	Cage Markings	Other
Nightingale Way	N	√	√	X	X	
	S	√	√	X	X	
Withington Street	N	√	√	X	X	
	S	√	√	√	√	public bench
Greyhound PH	N	√	√	X	X	
	S	√	√	√	√	
Post Office	N	√	X	X	√	
	S	√	X	X	X	

5.26 A summary of the bus timetable information for the 50, 505 and NG1 services is outlined in Table 5, with the full timetable information provided in Appendix C.

Table 5: Summary of Bus Services

Service	Operating Days	Frequency	Route	Provider
50	Mon-Sat	Up to 4 each way per day	Wisbech – Long Sutton	Stagecoach in Peterborough
505 InterConnect	Mon-Sun	Every hour	Kings Lynn - Spalding	Stagecoach East Midlands - InterConnect
NG1*	Mon-Fri	1 x AM & 1 x PM service	Sutton Bridge – Spalding Grammar School	Stagecoach East Midlands

Source: traveline.info

*School service

Public Transport Facilities – Rail

- 5.27 King's Lynn Railway Station is the nearest station to the site, located approximately 16.7km east of the proposed development when measured along potential travel routes. The station hosts 104 cycle storage spaces, alongside 212 car parking spaces. The station can be accessed via the aforementioned 505 InterConnect bus service to Kings Lynn bus interchange, followed by a 350m walk (4 minutes).
- 5.28 The station, managed by Great Northern, is the northern terminus of the Fen Line, providing services to Cambridge and London Kings Cross. Table 6 below provides a summary of the rail services to major destinations from Kings Lynn Railway Station.

Table 6: Summary of Rail Services from Kings Lynn Railway Station

Destination	Frequency (Outward journeys during peak periods)	Approximate Journey Duration
London Kings Cross	Up to 2 per hour	1hr 55mins
Cambridge	Up to 3 per hour	55mins

- 5.29 Cambridge, is located within an hour's commute from King's Lynn and can act as interchange location, offering a range of further services for commuters to destinations such as Brighton, and Stansted Airport.

Working from Home – Available Broadband Speeds

- 5.30 A review of uswitch.com highlights that broadband speeds for Nightingale Way and Withington Street are up to 67mb. The immediate local area has an array of high-speed broadband providers meaning residents are able to work from home, easily shop online and search for Liftshare opportunities.

Sustainability Conclusion

- 5.31 Despite the site's edge of village location, a number of local facilities and amenities are accessible on foot or by cycle, with the site providing a number of pedestrian links to the existing footway network in Sutton Bridge. The site is also served by a regular bus service, which provides a link to nearby villages and towns, whereby educational and employment opportunities can be accessed.
- 5.32 There is also the potential to encourage car sharing for journeys which cannot be made by public transport or by foot or cycle, particularly to employment sites.
- 5.33 Paragraph 103 of the NPPF outlines that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

- 5.34 Given the location of the site, it is concluded that the proposed development accords with the national and local guidance set out when promoting sustainable transport options.

6.0 VEHICULAR IMPACT

Methodology

6.1 An assessment has been undertaken to consider the impact of the proposed development on the local highway network. A copy of LCC's scoping discussions can be found within Appendix B, which details that the impact of the proposed development is to be assessed at the following junctions:

- Junction 1: Withington Street/Bridge Road priority junction
- Junction 2: Nightingale Way/Bridge Road priority junction

6.2 The operational capacity of the study area junctions has been assessed in the following traffic flow scenarios:

- 2020 Base Year
- 2025 Do Nothing (2020 base growthed to 2025 future year)
- 2025 Do Something (2025 Do Nothing + proposed development traffic)

6.3 The methodology for determining the assessment traffic flows to be used in the TA is described in the following paragraphs.

Base Traffic Count Data

6.4 Due to the current impact of Covid-19 meaning traffic counts are not representative of normal traffic flows on the highway network, AM (07:30-09:30) and PM (16:30-18:30) peak period traffic count data carried out for previous work on the site in 2019 has been used for both junctions included in the TA study area. The 2019 traffic count data has been growthed using TEMPro, to provide a 2020 base year.

6.5 The fully classified traffic turning counts were undertaken by Road Data Services Ltd on Tuesday 15th January 2019 (during school term time). It was confirmed that during the time of the survey, there were no reported incidents around the surveyed junction that would have influenced the vehicle flows or caused abnormal queueing.

6.6 A full copy of the traffic survey data, coupled with the queueing lengths recorded is provided in Appendix D.

6.7 To ensure a robust assessment of baseline traffic conditions, the morning and evening peak periods have been surveyed in order to enable the *actual* peak hour to be identified i.e. the highest flow recorded in a single hour within the wider peak period. It is noted that the hourly peak period for the junction operation is 07:30-08:30 during the AM peak and 16:30-17:30 during the PM peak. It should be noted that for the purposes of the capacity assessments all peak hour survey flows have been converted from vehicles per hour (VPH) into passenger car

units (PCUs) using factors identified in Chapter 37 (page 479) of the Institute of Highways and Transportation's book "Transport in the Urban Environment - Part 5" (1997):

- Car or light goods vehicles (LGVs) = 1.0 PCU;
- Medium goods vehicles = 1.5 PCU;
- Heavy goods vehicle (HGVs) = 2.3 PCU;
- Bus / Coach = 2.0 PCU;
- Motor Cycle = 0.4 PCU;
- Bicycle = 0.2 PCU.

- 6.8 Given that traffic counts were not previously undertaken at Junction 2 (Nightingale Way/Bridge Road priority junction), the Bridge Road passing flow data from Junction 1 has been maintained for Junction 2. Minor arm flows for Nightingale Way have been calculated by multiplying the existing number of dwellings on Nightingale Way and minor roads accessed from Nightingale Way (approx. 49 dwellings) by the trip rates provided in Table 8 from TRICS. Although this methodology would not usually be applied under normal road conditions, due to the current reduction in traffic flows due to Covid 19 and restrictions on traffic surveys being undertaken since March 16th 2020, this methodology is considered to be the most robust to provide representative flows for this junction in the absence of traffic count data, which LCC have agreed is acceptable.

Future Year Growth

- 6.9 The assessments will consider junction operation at a base survey year at 2020 and a future year of 2025 (with and without development).
- 6.10 The traffic data has been growthed using NTM adjusted TEMPro generated factors for the local area. The 2019 traffic count data has been growthed to provide a 2020 base year. To achieve 2025 future year flows, the 2020 base year flows have then been growthed using rates obtained from TEMPro 7.2/NTM dataset AF15 for South Holland 008, (Zone E02005472). The growth rates can be found within Table 7 below.

Table 7: Growth Rates to Achieve Future Year Flows

Period	AM Peak	PM Peak
2019 – 2020	1.013	1.013
2020 - 2025	1.100	1.099

Note: rates for "all" road types have been obtained from the AF15 dataset

Proposed Development Trip Generation

- 6.11 In order to ascertain the number of vehicle movements likely to be generated from the proposed development, an analysis of the Trip Rate Information Computer System (TRICS®),

a computer program which assists in estimating trip rates to and from sites, has been undertaken. Trip rates were obtained for the peak periods 08:00-09:00 during the AM peak period and 17:00-18:00 during the PM peak period. Vehicle trip rates were extracted for land use category '03 Residential, A – Houses Privately Owned'. A summary of the likely projected vehicle flows based on a development quantum of 130 dwellings for the proposed development can be found within Table 8, with the full TRICS data available in Appendix E.

Table 8: Trip Rate Analysis for the Proposed Development

TRICS Land Use Category		AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
		Arrivals	Departures	Arrivals	Departures
Proposed Development: Residential/Houses Privately Owned	Trip Rates per unit	0.135	0.438	0.342	0.156
	130 Dwellings	18 trips	57 trips	44 trips	20 trips
Total trips		75 trips		64 trips	

- 6.12 Table 8 outlines that the proposed development would generate approximately 75 two-way vehicle movements during the AM peak period and 64 two-way vehicle movements during the PM peak period.

Trip Distribution

- 6.13 The distribution of the traffic flows provided in Table 8 has been based around the percentage distribution of existing vehicle flows from Withington Street, as identified from the 2019 traffic count survey.
- 6.14 It should be noted that both Withington Street and Nightingale Way junctions have been assessed using the total number of trips calculated for the proposed 130 dwelling development, as shown in Table 8. Given the layout of the proposed development and that two vehicular accesses will be provided, there is no accurate way of calculating how many dwellings will utilise each access, therefore it is deemed that using the total trips for the whole development to assess each junction provides the most robust assessment possible.
- 6.15 The junction distribution summary diagrams for all scenarios considered are provided in Appendix F.

Junction Capacity Assessments

- 6.16 The capacity of the junctions within the TA study area has been ascertained using the Department of Transport TRL program JUNCTIONS 9. This program is recognised as

“industry standard” traffic modelling software used for assessing the capacity of priority junctions.

- 6.17 For priority T-junctions, a Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrate that a junction arm or turning movement is operating “within capacity” and is therefore unlikely to experience regular queuing. RFC values greater than 0.85 represent increased levels of queues and congestion i.e. the junction operates “over capacity” as essentially, 85% of the theoretical capacity is the maximum flow rate. The consequences of a high RFC depend on the flow. An RFC value of 1.2 might not matter with a very low flow whereas a value of 0.85 might be disastrous with a high flow. Therefore, it is important to review delay alongside RFC, in order to determine a junction’s overall operation capacity.
- 6.18 Capacity assessments have been undertaken at the Withington Street and Nightingale Way junctions with Bridge Road. Red text within a cell outlines that there are a significant number of vehicles queuing at the junction, that there is a delay for traffic at the junction and/or the junction operates “over theoretical capacity”.

Junction 1 – Withington Street/Bridge Road

- 6.19 Table 9 provides a summary of predicted RFC values and queue lengths for the Withington Street/Bridge Road priority junction during all scenarios considered. The full capacity assessment results can be found in Appendix G.

Table 9: Junction 1 Assessment Results

Arm / Movement	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
	2020 Base					
Stream B-C	0.0	6.89	0.02	0.0	7.09	0.02
Stream B-A	0.0	14.40	0.00	0.0	12.10	0.02
Stream C-AB	0.0	5.14	0.00	0.0	5.46	0.03
2025 Do Nothing						
Stream B-C	0.0	7.01	0.02	0.0	7.27	0.03
Stream B-A	0.0	15.02	0.00	0.0	12.46	0.03
Stream C-AB	0.0	5.07	0.00	0.0	5.40	0.03
2025 Do Something						
Stream B-C	0.1	7.68	0.09	0.1	7.39	0.05
Stream B-A	0.1	14.09	0.08	0.1	13.51	0.05
Stream C-AB	0.0	5.16	0.03	0.2	5.68	0.10

Arm A = Bridge Road (North), Arm B = Withington Street, Arm C = Bridge Road (South)

- 6.20 Table 9 shows that the junction operates well within capacity during all scenarios considered. As a result of this, no further assessment work has been undertaken.

Junction 2- Nightingale Way/Bridge Road

- 6.21 Table 10 provides a summary of predicted RFC values and queue lengths for the Nightingale Way/Bridge Road priority junction during all scenarios considered. The full capacity assessment results can be found in Appendix G.

Table 10: Junction 2 Assessment Results

Arm / Movement	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
	2020 Base					
Stream B-AC	0.1	8.98	0.05	0.0	8.63	0.02
Stream C-AB	0.0	6.90	0.01	0.0	6.94	0.02
	2025 Do Nothing					
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
	2025 Do Something					
Stream B-AC	0.1	9.31	0.06	0.0	8.70	0.02
Stream C-AB	0.0	6.99	0.01	0.0	7.03	0.02
Stream B-AC	0.3	10.98	0.20	0.1	9.35	0.07
Stream C-AB	0.0	7.03	0.03	0.1	7.24	0.08

Arm A = Bridge Road (North), Arm B = Nightingale Way, Arm C = Bridge Road (South)

- 6.22 Table 10 shows that the junction operates well within capacity during all scenarios considered. As a result of this, no further assessment work has been undertaken.

Assessment Conclusion

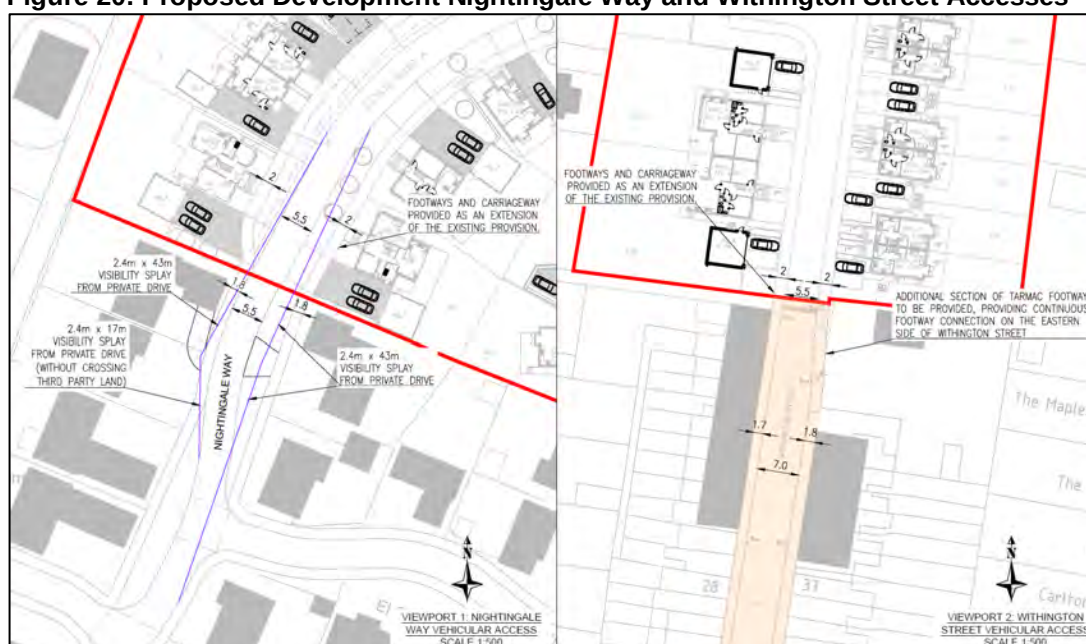
- 6.23 Taking into consideration the evidence within this chapter, both assessed junctions are expected to operate well within capacity in the 2025 future year with the proposed development, demonstrating that in accordance with paragraph 109 of the NPPF, the development does not have a severe impact.

7.0 SITE ACCESS

Access

- 7.1 The proposed development will be accessed via two main points of access; vehicular and pedestrian access on Withington Street and a vehicular and pedestrian access on Nightingale Way, which can be seen on Drawing no. 24237_08_020_01 in Appendix H.
- 7.2 Both points of access, designed in accordance with LCC's 'Lincolnshire Design Guide for Residential Areas (1996)' will be formed by extending the existing carriageways and footways into the site, with carriageway widths of 5.5m and footway widths of 2.0m being provided, as demonstrated by Figure 20.

Figure 20: Proposed Development Nightingale Way and Withington Street Accesses



- 7.3 Visibility splays, largely of 2.4m x 43m, have been demonstrated from the private drives at the northernmost existing residential dwellings on Nightingale Way. Given that these properties abut the site boundary, where the carriageway will be extended into the site, the visibility splays demonstrate that the existing residents will have suitable visibility of any oncoming traffic associated with the proposed development.
- 7.4 Visibility splays have not been demonstrated on Withington Street due to the fact that the northernmost existing dwellings comprise of terraced housing with on-street parking, therefore egressing private drives are not applicable here.
- 7.5 To promote walking from the site, additional pedestrian points of access will be provided via a series of tarmac pedestrian links from the site onto Granville Terrace, Chestnut Terrace and Allenby's Chase, as shown in Figure 21. Any shortfall in hardstanding between the site and the existing footways within Sutton Bridge will be improved where possible.

Figure 21: Proposed Development Pedestrian Links on Granville Terrace, Chestnut Terrace and Allenby's Chase



Car Parking

- 7.6 Car parking provision will be provided in line with LCC's parking standards as detailed below.

Table 11: Car Parking Standards

Unit Size	Car Parking
C3 1-3 bedrooms	2 spaces per dwelling
C3 4+ bedrooms	3 spaces per dwelling

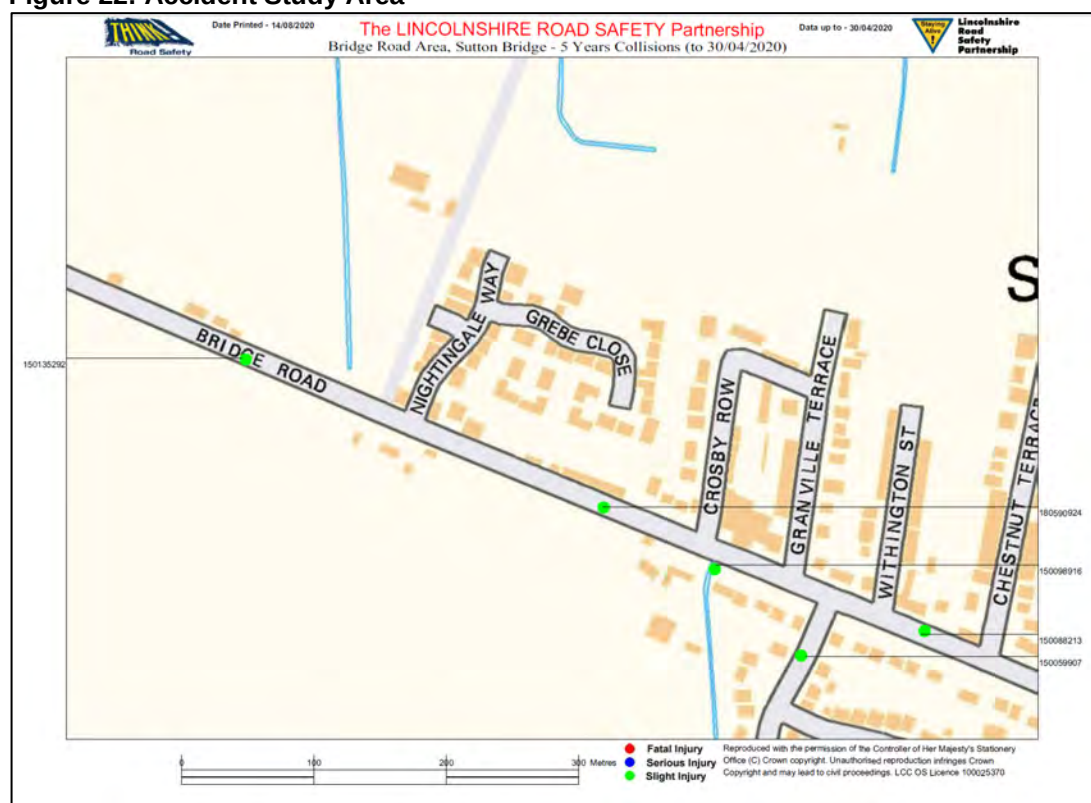
*A garage plus the space immediately in front of it will count as one space

**Maximum standards

8.0 ROAD SAFETY ASSESSMENT - ACCIDENT STATISTICS

- 8.1 Personal Injury Accident (PIA) has been obtained from Lincolnshire Road Safety Partnership for the most recently available 5-year period on record (up to 30/04/2020). Figure 22 identifies the location of the PIAs within the study area, whilst Table 12 provides a breakdown of the accident details. Full accident data can be found within Appendix I.

Figure 22: Accident Study Area



Data source: The Lincolnshire Road Safety Partnership

- 8.2 Reviewing Figure 22, a total of 5 PIAs took place within the study area over the course of a 5-year period; an average of 1 PIA per year. A description of the 5 PIAs is provided below in Table 12.

Table 12: Breakdown of Accidents within the Study Area

Ref.	Date	Time	Conditions			Severity	No° Involved		Description
			Light	Weather	Surface		Vehs	Cas	
150059907	10/07/15	08:30	Day	Fine	Dry	Slight	2	1	Vehicle is reversing, driver hit wrong pedal
150088213	07/09/15	07:14	Day	Fine	Dry	Slight	2	2	Both vehicles appear to have been driving on the wrong side of carriageway

150098 916	26/09/15	17:55	Day	Fine	Dry	Slight	1	1	Vehicle is reversing and hit casualty
150135 292	11/12/15	19:50	Dark	Fine	Dry	Slight	2	2	Vehicle 1 trying to do U-turn is hit by vehicle 2
180590 924	02/12/18	14:00	Day	Fine	Dry	Slight	1	1	Vehicle collided with pedestrian

- 8.3 All PIAs recorded were 'slight' in severity, with 4 (80%) occurring in 2015 and 1 occurring in 2018, suggesting that the PIA rate has decreased as no PIAs have occurred in the study area within the most recent two-year period.
- 8.4 1 of the 5 PIAs (20%) occurred in the dark, which would be described as an unfavourable condition for motorists.
- 8.5 The PIAs are evenly distributed, largely along Bridge Road, with no PIAs noted to have occurred at or in close proximity to Nightingale Way or Withington Street and their junctions with Bridge Road.
- 8.6 In conclusion, due to the fact there are no discernible PIAs cluster sites or trends, and that no PIAs have taken place in relation to the carriageways from which the site will be accessed, it is deemed that there are no PIA issues relating to the proposed development and the local highway network.

9.0 CONCLUSIONS

9.1 This Transport Assessment has considered the impact of a proposed residential development of up to 130 dwellings at land north of Nightingale Way and Withington Street, Sutton Bridge.

9.2 Based on the information provided, the following points are considered of key relevance to the proposed development in relation to highways matters:

- The development would be served by existing alternative modes of transport, to reduce car borne journeys. The site is served by existing walking and cycling routes that provide sustainable travel options for commuting to a variety of local employment opportunities and local facilities and amenities.
- A number of bus stops are located on Bridge Road, approximately 180-450m from the varying site accesses. All stops are served by the 50, 505 InterConnect and NG1 bus services. The 50 service provides up to 4 services each way between Wisbech and Long Sutton, Monday to Saturday. The 505 InterConnect service provides an hourly service between Kings Lynn and Spalding, Monday to Sunday. The NG1 is a once per day (each way) school service providing access to Spalding Grammar School.
- The proposed development would generate an additional 75 two-way vehicle movements during the AM peak period, and an additional 64 two-way vehicle movements during the PM peak period which is not considered as severe nor detrimental to the existing highway network.
- Following discussions with LCC, capacity assessments have been undertaken at the Withington Street/Bridge Road junction and Nightingale Way/Bridge Road junction. 2019 traffic count data from M-EC's previous work on the site has been growthed to a 2020 base year, with assessments then undertaken for a 2020 base year, 2025 Do Nothing and 2025 Do Something scenarios.
- The results of the capacity assessments illustrate that the development will have no severe impact on either of the junctions, with both operating well within capacity during all scenarios considered.
- The proposed development will be accessed via two vehicular accesses on Nightingale Way and Withington Street, comprising an extension of the existing carriageways and footways into the site. Additional pedestrian links will be provided on Granville Terrace, Chestnut Terrace and Allenby's Chase.
- The PIA records do not identify any issues within the study area that would be exacerbated by the construction of the proposed development

- A Travel Plan has been produced for the site (Report: 24237-08-TP-01) in order to reduce single occupancy car journeys and encourage use of sustainable transport modes including walking, cycling and public transport.

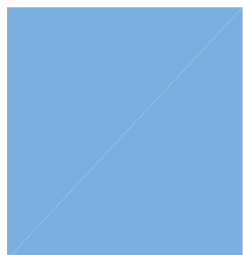
9.3 It is recommended that, in accordance with key paragraphs 103 and 109 of the National Planning Policy Framework (NPPF), the proposed development should not be prevented or refused planning on transport grounds, as the residual cumulative impacts of the development do not represent a severe impact.

APPENDIX A

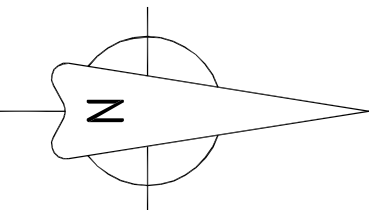


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DEVELOPMENT WITH EXISTANT RESERVED MATTERS
APPROVAL



Revision		Drawn	Checked	Authorised
1	10/10/2023	10/10/2023	10/10/2023	10/10/2023
2	10/10/2023	10/10/2023	10/10/2023	10/10/2023
3	10/10/2023	10/10/2023	10/10/2023	10/10/2023
4	10/10/2023	10/10/2023	10/10/2023	10/10/2023
5	10/10/2023	10/10/2023	10/10/2023	10/10/2023
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80	10/10/2023	10/10/2023	10/10/2023	10/10/2023
81	10/10/2023	10/10/2023	10/10/2023	10/10/2023
82	10/10/2023	10/10/2023	10/10/2023	10/10/2023
83	10/10/2023	10/10/2023	10/10/2023	10/10/2023
84	10/10/2023	10/10/2023	10/10/2023	10/10/2023
85	10/10/2023	10/10/2023	10/10/2023	10/10/2023
86	10/10/2023	10/10/2023	10/10/2023	10/10/2023
87	10/10/2023	10/10/2023	10/10/2023	10/10/2023
88	10/10/2023	10/10/2023	10/10/2023	10/10/2023
89	10/10/2023	10/10/2023	10/10/2023	10/10/2023
90	10/10/2023	10/10/2023	10/10/2023	10/10/2023
91	10/10/2023	10/10/2023	10/10/2023	10/10/2023
92	10/10/2023	10/10/2023	10/10/2023	10/10/2023
93	10/10/2023	10/10/2023	10/10/2023	10/10/2023
94	10/10/2023	10/10/2023	10/10/2023	10/10/2023
95	10/10/2023	10/10/2023	10/10/2023	10/10/2023
96	10/10/2023	10/10/2023	10/10/2023	10/10/2023
97	10/10/2023	10/10/2023	10/10/2023	10/10/2023
98	10/10/2023	10/10/2023	10/10/2023	10/10/2023
99	10/10/2023	10/10/2023	10/10/2023	10/10/2023
100	10/10/2023	10/10/2023	10/10/2023	10/10/2023



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RESIDENTIAL DEVELOPMENT
LAND NORTH OF
SUTTON BRIDGE

DEVELOPMENT LAYOUT
IDENTIFYING EXISTANT PERMISSIONS

APPENDIX B

Sarah Williams

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 10 September 2020 11:42
To: Sarah Williams
Cc: Tim Rose
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Morning Sarah.

Your proposed methodology for junction assessment without new traffic data is the only sensible option and we would be happy to accept this in the current circumstances.

This is not my area of expertise and I am afraid I cannot therefore offer you any opinion as to when it is expected that traffic count data will again be regarded as being representative.

Regards,

Jon.



Jon Sharpe

Principal Development Management Officer
Place Directorate

01522 5(55749)

Lancaster House | 36 Orchard Street | Lincoln | LN1 1XX

www.lincolnshire.gov.uk

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From: Sarah Williams [mailto:sarah.williams@m-ec.co.uk]
Sent: 10 September 2020 08:39
To: Jon Sharpe
Cc: Tim Rose
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Good morning Jon,

Following the scoping discussions below, we are currently preparing the Transport Assessment for the site at land to the rear of Chestnut Terrace and Withington Street, Sutton Bridge.

We are aware that the majority of Local Authorities have not been accepting traffic count survey data that has been undertaken since March 2020 due to the ongoing impact of Covid-19 on the highway network.

Due to this, we have assessed the Withington Street and Nightingale Way junctions with Bridge Road as follows:

- Junction 1 (Withington Street/Bridge Road) – Grewthed 2019 traffic data (from our previous work on the site) using TEMPro to provide a 2020 base year, with 2025 future year assessments subsequently carried out as normal.

- Junction 2 (Nightingale Way/Bridge Road) – passing flows on Bridge Road maintained from Junction 1 2019 survey. Nightingale Way minor arm flows calculated by multiplying the number of dwellings served by Nightingale Way by our TRICS trip rates. All figures have then been growthed to provide a 2020 base year, with 2025 future year assessments subsequently carried out as normal.

I hope this is acceptable to you, and I look forwards to receiving any comments you may have regarding our methodology in the absence of up to date traffic surveys. We would also be interested to know if you have an idea of when traffic count surveys will be accepted again.

Thank you in advance for your time.

Kind regards

Sarah Williams
Transport Planner

My working days are **Wednesday-Friday**

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E sarah.williams@m-ec.co.uk

For our other office locations visit www.m-ec.co.uk

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>

Sent: 15 July 2020 11:37

To: Tim Rose <Tim.Rose@m-ec.co.uk>

Cc: alan@abdevservices.co.uk

Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

In anticipation of the responses that are likely to accrue from the Local Planning Authority's consultation on any Planning Application for this development Tim, I would advise that you look at the junction capacity at both Nightingale Way and Withington Street with Bridge Road.

Bridge Road itself is the former A17 and it is not expected that there would likely to be any capacity issues with Bridge Road or with the junctions of Bridge Road with the wider highway network.

Regards,

Jon.

From: Tim Rose [<mailto:Tim.Rose@m-ec.co.uk>]

Sent: 13 July 2020 22:47

To: Jon Sharpe

Cc: alan@abdevservices.co.uk

Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Hi Jon

Thanks for your response, noted re the LPA we will pick this up separately with them

In terms of the junction assessments/study area, do you have any specific comments on what LCC would expect in relation to this?

Thanks

Best regards

Tim Rose, BA(Hons) MCIHT MTPS
Director

M-EC Consulting Development Engineers
The Old Chapel | Station Road | Hugglescote | Leicestershire | LE67 2GB

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E: tim.rose@m-ec.co.uk

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From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 13 July 2020 11:41
To: Tim Rose <Tim.Rose@m-ec.co.uk>
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Thank you for your e-mail Tim.

I can confirm your proposed scoping covers all the salient matters for a Transport Assessment and Travel Plan for your client's prospective development.

However, a significant part of the land identified on your attached plan was refused consent under Application number H18-0120-19.

I suggest it would therefore make sense to seek some assurance from the local planning authority on the likelihood of that decision being reversed before progressing too far with supporting evidence for a revised Application.

Regards,
Jon.



Jon Sharpe
Principal Development Management Officer
Place Directorate

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From: Tim Rose [<mailto:Tim.Rose@m-ec.co.uk>]
Sent: 09 July 2020 11:36
To: Jon Sharpe
Subject: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Morning Jon

Hope you're keeping well

You dealt with my colleagues previously a few years back on a residential scheme in Sutton Bridge. I've now picked this up as my client is looking at a fresh outline application of 130 ish dwellings, as per the attached layout

You will be aware parts of the site benefit from various planning permissions and RM approvals, totalling 76 units (60 from Nightingale Way, 10 from Withington Street and 6 from Chestnut Terrace). These areas are highlighted in blue on the attached.

Due to the size of the proposal, I am aware a TA and Travel Plan are likely to be required for any outline application for 130 ish dwellings.

Would you be able to confirm what your key requirements would be as part of this work, particularly with reference to junction assessments and methodology for traffic surveys during the current time. We would cover the following in the TA;

- Description of the development proposals, and site characteristics;
- A review and consideration of existing transport conditions in the immediate vicinity of the site;
- A review and summary of existing provision and opportunities for sustainable travel modes, including details of the requirement for new and enhanced provision, where applicable;
- Calculation and analysis of the proposed trip generation, in both the AM and PM peaks, using industry recognised software;
- Junction assessments if required
- A description of proposed access, circulation, parking and servicing provisions, with justification to local standards and levels;
- A review of historic accident data (5-year period) in the immediate vicinity of the site,
- Confirmation of the access strategy being promoted, in respect of viability, safety, and compliance to local design standards. This includes for an access design detailing visibility sight lines for drivers accessing/ egressing the proposed access;
- A review of current walking and cycling facilities, with a particular focus on how individuals with impaired mobility are integrated, and where applicable, suggest possible improvements to enhance provision, and;
- Details of any proposed mitigation to make the development acceptable to planning, with regards to transport.

I hope this is acceptable and look forward to hearing from you in due course

Many thanks in advance

Best regards

Tim Rose, BA(Hons) MCIHT MTPS
Director

M-EC Consulting Development Engineers
The Old Chapel | Station Road | Hugglescote | Leicestershire | LE67 2GB

T: 01530 264753

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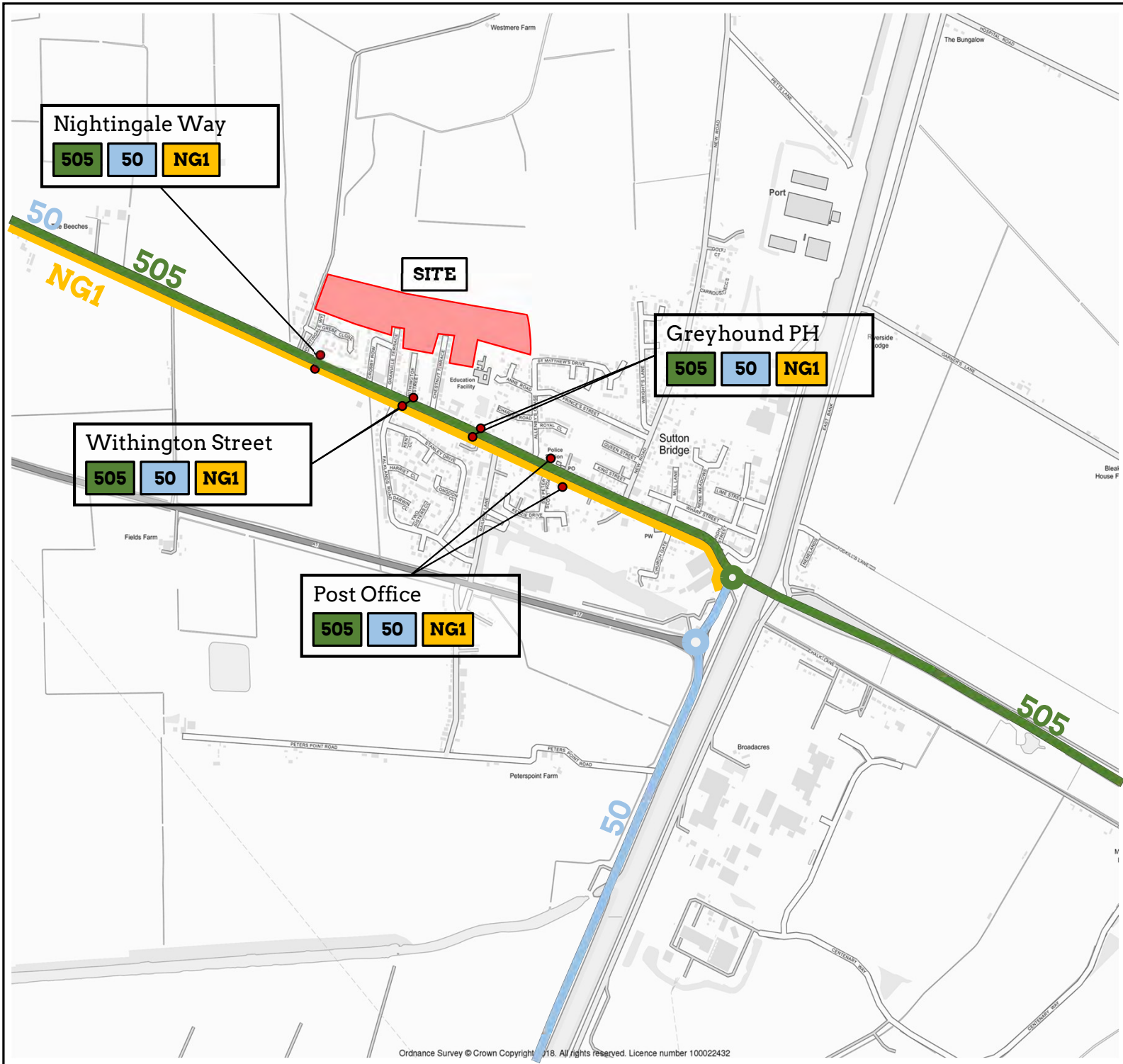
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APPENDIX C



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RETAIL		LEISURE		
	PUBLIC HOUSE		INDOOR VENUE	
	LOCAL SHOP		OUTDOOR VENUE	
	SUPERMARKET/ MAJOR RETAILER	MISCELLANEOUS NOTABLE PUBLIC RIGHTS-OF-WAY		
	RESTAURANT/ TAKE-AWAY			
	POST OFFICE			
	BED & BREAKFAST			
EDUCATION			PORT	
	PRIMARY SCHOOL			
HEALTH				
	PHARMACY			
	DOCTOR'S SURGERY			
REV	AMENDMENTS	DRN	CHK	DATE
PROJECT: CHESTNUT TERRACE, SUTTON BRIDGE, LINCOLNSHIRE				
DRAWING TITLE: KEY LOCAL FACILITIES & PEDESTRIAN CATCHMENT PLAN				
CLIENT: LINCOLN JACK LTD				
DRAWING NUMBER: 24237_08_010_02				
REVISION: -	DRAWN BY: KK	CHECKED BY: TR	DATE: 07/08/2020	
STATUS: PRELIMINARY				
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SERVICE	PROVIDER	OPERATING TIMES	
505	Stagecoach East Midlands - InterConnect	MON-SUN	EVERY HOUR
50	Stagecoach in Peterborough	MON-SAT	UP TO 4 EACH WAY PER DAY
NG1	Stagecoach East	MON-FRI	1 x AM & 1 x PM

● BUS STOPS WITHIN WALKING DISTANCE
— ROUTE TAKEN BY BUS SERVICES

REV	AMENDMENTS	DRN	CHK	DATE
PROJECT: CHESTNUT TERRACE, SUTTON BRIDGE, LINCOLNSHIRE				
DRAWING TITLE: LOCAL PUBLIC TRANSPORT ACCESSIBILITY PLAN				
CLIENT: LINCOLN JACK LTD				
DRAWING NUMBER: 24237_08_010_03				
REVISION: -	DRAWN BY: KK	CHECKED BY: TR	DATE: 07/08/20	
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505

Kings Lynn - Spalding

Stagecoach East Midlands - InterConnect

The information on this timetable is expected to be valid until at least 23rd September 2020. 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															
King's Lynn, Transport Interchange (Stand B)	—	—	—	0905	1005	1105	1205	1305	1405	—	1505	1605	1705	1805	1905	2000
§ King's Lynn, adj Railway Station	—	—	—	0906	1006	1106	1206	1306	1406	—	1506	1606	1706	1806	1906	2001
§ King's Lynn, adj Hillington Square	—	—	—	0908	1008	1108	1208	1308	1408	—	1508	1608	1709	1808	1908	2003
§ South Lynn, opp Jolly Farmers	—	—	—	0912	1012	1112	1212	1312	1412	—	1512	1612	1713	1812	1912	2007
South Lynn, adj Hillen Road	—	—	—	0914	1014	1114	1214	1314	1414	—	1514	1614	1715	1814	1914	2009
§ West Lynn, opp Industrial Estate	—	—	—	0915	1014	1114	1214	1314	1414	—	1514	1614	1716	1814	1914	2009
§ West Lynn, adj Clenchwarton Road	—	—	—	0916	1015	1115	1215	1315	1415	—	1515	1615	1717	1815	1915	2010
§ Clenchwarton, opp Millennium Way	—	—	—	0918	1016	1116	1216	1316	1416	—	1516	1616	1719	1816	1916	2011
§ Clenchwarton, opp Ferry Road	—	—	—	0919	1017	1117	1217	1317	1417	—	1517	1617	1720	1817	1917	2012
Clenchwarton, opp school	—	—	—	0920	1018	1118	1218	1318	1418	—	1518	1618	1721	1818	1918	2013
§ Clenchwarton, adj Black Horse Road	—	—	—	0920	1018	1118	1218	1318	1418	—	1518	1618	1721	1818	1918	2013
§ Clenchwarton, opp Victory Inn	—	—	—	0921	1019	1119	1219	1319	1419	—	1519	1619	1723	1819	1919	2014
§ Terrington St Clement, nr Lynn Road	—	—	—	0924	1022	1122	1222	1322	1422	—	1522	1622	1725	1821	1921	2016
§ Terrington St Clement, adj Oxford Place	—	—	—	0925	1023	1123	1223	1323	1423	—	1523	1623	1726	1822	1922	2017
§ Terrington St Clement, opp Rhooon Road	—	—	—	0925	1023	1123	1223	1323	1423	—	1523	1623	1727	1823	1923	2018
§ Terrington St Clement, adj Alma Chase	—	—	—	0927	1025	1125	1225	1325	1425	—	1525	1625	1728	1824	1924	2019
§ Terrington St Clement, opp Tower Farm	—	—	—	0927	1025	1125	1225	1325	1425	—	1525	1625	1729	1824	1924	2019
§ Terrington St Clement, adj High School	—	—	—	0928	1026	1126	1226	1326	1426	—	1526	1626	1730	1825	1925	2020
Terrington St Clement, opp King William Close	—	—	—	0929	1027	1127	1227	1327	1427	—	1527	1627	1731	1826	1926	2021
§ Terrington St Clement, opp Wesley Road	—	—	—	0929	1027	1127	1227	1327	1427	—	1527	1627	1731	1826	1926	2021
§ South Green, opp Bus Shelter	—	—	—	0930	1028	1128	1228	1328	1428	—	1528	1628	1732	1827	1927	2022
§ South Green, adj Sutton Road	—	—	—	0931	1029	1129	1229	1329	1429	—	1529	1629	1733	1828	1928	2023
Walpole Cross Keys, opp The Woolpack	—	—	—	0934	1032	1132	1232	1332	1432	—	1532	1632	1736	1831	1931	2026
§ Walpole Cross Keys, adj Sutton Road Garage	—	—	—	0935	1033	1133	1233	1333	1433	—	1533	1633	1737	1831	1931	2026
§ Sutton Bridge, Crosskeys Bridge (W-bound)	—	—	—	0940	1038	1138	1238	1338	1438	—	1538	1638	1742	1835	1935	2030
Sutton Bridge, opp Bridge Hotel	0648	0735	—	0941	1039	1139	1239	1339	1439	—	1539	1639	1743	1836	1936	2031
§ Sutton Bridge, adj Village Hall	0648	0735	—	0941	1039	1139	1239	1339	1439	—	1539	1639	1743	1836	1936	2031
§ Sutton Bridge, opp Post Office	0648	0736	—	0942	1040	1140	1240	1340	1440	—	1540	1640	1744	1836	1936	2031
§ Sutton Bridge, opp Greyhound	0649	0736	—	0942	1040	1140	1240	1340	1440	—	1540	1640	1744	1837	1937	2032
§ Sutton Bridge, opp Withington Street	0649	0737	—	0943	1041	1141	1241	1341	1441	—	1541	1641	1745	1837	1937	2032
§ Sutton Bridge, opp Nightingale Way	0650	0737	—	0943	1041	1141	1241	1341	1441	—	1541	1641	1745	1838	1938	2033
§ Sutton Bridge, adj Fields Farm North	0651	0739	—	0945	1043	1143	1243	1343	1443	—	1543	1643	1747	1838	1938	2033
§ Little Sutton, opp Hospital Drive	0652	0741	—	0947	1045	1145	1245	1345	1445	—	1545	1645	1749	1840	1940	2035
§ Long Sutton, opp 75 Bridge Road	0654	0742	—	0948	1046	1146	1246	1346	1446	—	1546	1646	1750	1841	1941	2036
§ Long Sutton, opp The Olde Ship Inn	0655	0743	—	0949	1047	1147	1247	1347	1447	—	1547	1647	1751	1842	1942	2037
§ Long Sutton, adj Seagate Road	0655	0744	—	0950	1048	1148	1248	1348	1448	—	1548	1648	1752	1843	1943	2038
§ Long Sutton, adj St Mary's Church	0656	0745	—	0951	1049	1149	1249	1349	1449	—	1549	1649	1753	1843	1943	2038
Long Sutton, adj Market Court	0657	0746	—	0952	1050	1150	1250	1350	1450	—	1550	1650	1754	1844	1944	2039
Long Sutton, opp Limewalk	0658	0749	—	0955	1053	1153	1253	1353	1453	—	1553	1653	1756	—	—	—
§ Long Sutton, opp Docking's Holt	0658	0749	—	0955	1053	1153	1253	1353	1453	—	1553	1653	1756	—	—	—
§ Gedney, opp Hoddins Way	0659	0750	—	0956	1054	1154	1254	1354	1454	—	1554	1654	1757	—	—	—
Gedney, opp Albert Avenue	0700	0751	—	0957	1055	1155	1255	1355	1455	—	1555	1655	1758	—	—	—
§ Gedney, opp Kingdom Hall	0700	0751	—	0958	1055	1155	1255	1355	1455	—	1555	1655	1758	—	—	—
§ Gedney, opp Linden House	0701	0752	—	0959	1056	1156	1256	1356	1456	—	1556	1656	1759	—	—	—
§ Gedney, opp Batemans Close	0702	0753	—	1000	1057	1157	1257	1357	1457	—	1557	1657	1800	—	—	—
Gedney, opp St Mary Magdalene Church	0703	0754	—	1001	1058	1158	1258	1358	1458	—	1558	1658	1801	—	—	—
§ Gedney, adj Topsgate House	0703	0755	—	1002	1059	1159	1259	1359	1459	—	1559	1659	1802	—	—	—
§ Fleet Hargate, o/s Seaforth	0704	0756	—	1003	1100	1200	1300	1400	1500	—	1600	1700	1803	—	—	—
Fleet Hargate, adj The Old Schoolhouse	0706	0758	0908	1005	1102	1202	1302	1402	1502	—	1602	1702	1805	—	—	—
§ Fleet Hargate, adj Proctors Close	0706	0758	0908	1005	1102	1202	1302	1402	1502	—	1602	1702	1805	—	—	—
§ Fleet Hargate, opp Winslow Gate	0707	0759	0909	1006	1103	1203	1303	1403	1503	—	1603	1703	1806	—	—	—
§ Fleet Hargate, adj Fleet Road	0708	0800	0910	1007	1104	1204	1304	1404	1504	—	1604	1704	1807	—	—	—
§ Holbeach, opp Rowan Close	0711	0803	0913	1010	1107	1207	1307	1407	1507	—	1607	1707	1810	—	—	—
§ Holbeach, adj Damgate	0713	0804	0915	1012	1108	1208	1308	1408	1508	—	1608	1708	1811	—	—	—
Holbeach, adj Interchange Shelter	0714	0805	0916	1013	1109	1209	1309	1409	1509	—	1609	1709	1812	—	—	—
Holbeach, adj University Academy										1540						
§ Holbeach, opp Cecil Pywell Avenue										1543						
§ Holbeach, adj Tesco										1544						
§ Holbeach, adj Stukeley Hall Drive	0715	0806	0917	1014	1110	1210	1310	1410	1510	1546	1610	1710	1813	—	—	—
§ Holbeach, opp Fairfields	0715	0807	0918	1015	1110	1210	1310	1410	1510	1547	1610	1710	1814	—	—	—
§ Holbeach, adj Netherfield	0716	0808	0919	1016	1111	1211	1311	1411	1511	1548	1611	1711	1815	—	—	—
§ Holbeach, adj Wignals Gate	0717	0809	0920	1018	1113	1213	1313	1413	1513	1551	1613	1713	1816	—	—	—
§ Whaplode, opp Stockwell Gate	0719	0812	0923	1020	1115	1215	1315	1415	1515	1554	1615	1715	1819	—	—	—
§ Whaplode, adj Middle Road	0720	0813	0924	1022	1116	1216	1316	1416	1516	1555	1616	1716	1820	—	—	—
Whaplode, opp Darjeeling Restaurant	0721	0814	0925	1023	1117	1217	1317	1417	1517	1557	1617	1717	1821	—	—	—
§ Whaplode, adj St Mary's Gardens	0721	0814	0925	1023	1117	1217	1317	1417	1517	1557	1617	1717	1821	—	—	—
§ Moulton, opp River Lane	0722	0816	0927	1025	1119	1219	1319	1419	1519	1559	1619	1719	1823	—	—	—
§ Moulton, High Road (S-bound)						1220										
§ Moulton, opp Hatt Close						1220										
§ Moulton, opp Reynolds Gardens						1220										
§ Moulton, adj All Saint's Church						1221										
§ Moulton, adj Medical Centre						1221										
Moulton, adj Harrox Square		</														

§ Spalding, adj Ash Court	0733	0833	0941	1041	1133	1238	1333	1433	1533	1613	1633	1733	1836	—	—	—
§ Spalding, adj Oakley Drive	0734	0834	0942	1042	1134	1239	1334	1434	1534	1614	1634	1734	1837	—	—	—
§ Spalding, adj Health Centre	0734	0835	0942	1042	1134	1239	1334	1434	1534	1614	1634	1734	1837	—	—	—
§ Spalding, adj Greenrigg Gardens	0735	0836	0943	1043	1135	1240	1335	1435	1535	1615	1635	1735	1838	—	—	—
§ Spalding, adj Chappell Centre	0735	0837	0944	1044	1136	1241	1336	1436	1536	1616	1636	1736	1839	—	—	—
§ Spalding, opp Kings Road	0736	0838	0945	1045	1137	1242	1337	1437	1537	1617	1637	1737	1840	—	—	—
Spalding, Bus Station (Bay 1)	0737	0840	0946	1046	1138	1243	1338	1438	1538	1618	1638	1738	1841	—	—	—

Saturdays

King's Lynn, Transport Interchange (Stand B)	—	—	—	0905	1005											▶▶▶
§ King's Lynn, adj Railway Station	—	—	—	0906	1006											
§ King's Lynn, adj Hillington Square	—	—	—	0908	1008											
§ South Lynn, opp Jolly Farmers	—	—	—	0912	1012											
South Lynn, adj Hillen Road	—	—	—	0914	1014											
§ West Lynn, opp Industrial Estate	—	—	—	0915	1014											
§ West Lynn, adj Clenchwarton Road	—	—	—	0916	1015											
§ Clenchwarton, opp Millennium Way	—	—	—	0918	1016											
§ Clenchwarton, opp Ferry Road	—	—	—	0919	1017											
Clenchwarton, opp school	—	—	—	0920	1018											
§ Clenchwarton, adj Black Horse Road	—	—	—	0920	1018											
§ Clenchwarton, opp Victory Inn	—	—	—	0921	1019											
§ Terrington St Clement, nr Lynn Road	—	—	—	0924	1022											
§ Terrington St Clement, adj Oxford Place	—	—	—	0925	1023											
§ Terrington St Clement, opp Rhoon Road	—	—	—	0925	1023											
§ Terrington St Clement, adj Alma Chase	—	—	—	0927	1025											
§ Terrington St Clement, opp Tower Farm	—	—	—	0927	1025											
§ Terrington St Clement, adj High School	—	—	—	0928	1026											
Terrington St Clement, opp King William Close	—	—	—	0929	1027											
§ Terrington St Clement, opp Wesley Road	—	—	—	0929	1027											
§ South Green, opp Bus Shelter	—	—	—	0930	1028											
§ South Green, adj Sutton Road	—	—	—	0931	1029											
Walpole Cross Keys, opp The Woolpack	—	—	—	0934	1032											
§ Walpole Cross Keys, adj Sutton Road Garage	—	—	—	0935	1033											
§ Sutton Bridge, Crosskeys Bridge (W-bound)	—	—	—	0940	1038											
Sutton Bridge, opp Bridge Hotel	0648	0735	—	0941	1039											
§ Sutton Bridge, adj Village Hall	0648	0735	—	0941	1039											
§ Sutton Bridge, opp Post Office	0648	0736	—	0942	1040											
§ Sutton Bridge, opp Greyhound	0649	0736	—	0942	1040											
§ Sutton Bridge, opp Withington Street	0649	0737	—	0943	1041											
§ Sutton Bridge, opp Nightingale Way	0650	0737	—	0943	1041											
§ Sutton Bridge, adj Fields Farm North	0651	0739	—	0945	1043											
§ Little Sutton, opp Hospital Drove	0652	0741	—	0947	1045											
§ Long Sutton, opp 75 Bridge Road	0654	0742	—	0948	1046											
§ Long Sutton, opp The Olde Ship Inn	0655	0743	—	0949	1047											
§ Long Sutton, adj Seagate Road	0655	0744	—	0950	1048											
§ Long Sutton, adj St Mary's Church	0656	0745	—	0951	1049											
Long Sutton, adj Market Court	0657	0746	—	0952	1050											
Long Sutton, opp Limewalk	0658	0749	—	0955	1053											
§ Long Sutton, opp Docking's Holt	0658	0749	—	0955	1053											
§ Gedney, opp Hoddins Way	0659	0750	—	0956	1054											
Gedney, opp Albert Avenue	0700	0751	—	0957	1055											
§ Gedney, opp Kingdom Hall	0700	0751	—	0958	1055											
§ Gedney, opp Linden House	0701	0752	—	0959	1056											
§ Gedney, opp Batemans Close	0702	0753	—	1000	1057											
Gedney, opp St Mary Magdalene Church	0703	0754	—	1001	1058											
§ Gedney, adj Topsgate House	0703	0755	—	1002	1059											
§ Fleet Hargate, o/s Seaforth	0704	0756	—	1003	1100											more trips
Fleet Hargate, adj The Old Schoolhouse	0706	0758	0908	1005	1102											below
§ Fleet Hargate, adj Proctors Close	0706	0758	0908	1005	1102											
§ Fleet Hargate, opp Winslow Gate	0707	0759	0909	1006	1103											
§ Fleet Hargate, adj Fleet Road	0708	0800	0910	1007	1104											
§ Holbeach, opp Rowan Close	0711	0803	0913	1010	1107											
§ Holbeach, adj Damgate	0713	0804	0915	1012	1108											
Holbeach, adj Interchange Shelter	0714	0805	0916	1013	1109											
§ Holbeach, adj Stukeley Hall Drive	0715	0806	0917	1014	1110											
§ Holbeach, opp Fairfield	0715	0807	0918	1015	1110											
§ Holbeach, adj Netherfield	0716	0808	0919	1016	1111											
§ Holbeach, adj Wignals Gate	0717	0809	0920	1018	1113											
§ Whaplode, opp Stockwell Gate	0719	0812	0923	1020	1115											
§ Whaplode, adj Middle Road	0720	0813	0924	1022	1116											
Whaplode, opp Darjeeling Restaurant	0721	0814	0925	1023	1117											
§ Whaplode, adj St Mary's Gardens	0721	0814	0925	1023	1117											
§ Moulton, opp River Lane	0722	0816	0927	1025	1119											
Moulton, adj Bell Lane	0723	0817	0928	1026	1120											
§ Weston, adj Delgate Bank	0724	0818	0929	1027	1121											
Weston, opp The Chequers	0726	0821	0930	1030	1122											
§ Weston, adj Wimberley Close	0726	0821	0930	1030	1122											
§ Weston, opp Baytree Nurseries	0727	0823	0932	1032	1124											
§ Weston, adj Swindler's Drove	0729	0825	0934	1034	1126											
Spalding, Springfields Outlet (E-bound)		0829	0938	1038	1130											
§ Spalding, opp St Pauls Church	0732	0831	0939	1039	1131											
§ Spalding, adj Queens Road	0733	0832	0940	1040	1132											
§ Spalding, adj Ash Court	0733	0833	0941	1041	1133											
§ Spalding, adj Oakley Drive	0734	0834	0942	1042	1134											
§ Spalding, adj Health Centre	0734	0835	0942	1042	1134											
§ Spalding, adj Greenrigg Gardens	0735	0836	0943	1043	1135											
§ Spalding, adj Chappell Centre	0735	0837	0944	1044	1136											
§ Spalding, opp Kings Road	0736	0838	0945	1045	1137											
Spalding, Bus Station (Bay 1)	0737	0840	0946	1046	1138											▶▶▶

Service Restrictions: 1 - from 3.9.20, not 23.10.20 to 30.10.

Notes: Sch - Schooldays only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Kings Lynn - Spalding

Stagecoach East Midlands - InterConnect

The information on this timetable is expected to be valid until at least 23rd September 2020. 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

Saturdays

King's Lynn, Transport Interchange (Stand B)	1105	1205	1305	1405	1505	1605	1705	1805	1905	2000
§ King's Lynn, adj Railway Station	1106	1206	1306	1406	1506	1606	1706	1806	1906	2001
§ King's Lynn, adj Hillington Square	1108	1208	1308	1408	1508	1608	1709	1808	1908	2003
§ South Lynn, opp Jolly Farmers	1112	1212	1312	1412	1512	1612	1713	1812	1912	2007
South Lynn, adj Hillen Road	1114	1214	1314	1414	1514	1614	1715	1814	1914	2009
§ West Lynn, opp Industrial Estate	1114	1214	1314	1414	1514	1614	1716	1814	1914	2009
§ West Lynn, adj Clenchwarton Road	1115	1215	1315	1415	1515	1615	1717	1815	1915	2010
§ Clenchwarton, opp Millennium Square	1116	1216	1316	1416	1516	1616	1719	1816	1916	2011
§ Clenchwarton, opp Ferry Road	1117	1217	1317	1417	1517	1617	1720	1817	1917	2012
Clenchwarton, opp school	1118	1218	1318	1418	1518	1618	1721	1818	1918	2013
§ Clenchwarton, adj Black Horse Road	1118	1218	1318	1418	1518	1618	1721	1818	1918	2013
§ Clenchwarton, opp Victory Inn	1119	1219	1319	1419	1519	1619	1723	1819	1919	2014
§ Terrington St Clement, nr Lynn Road	1122	1222	1322	1422	1522	1622	1725	1821	1921	2016
§ Terrington St Clement, adj Oxford Place	1123	1223	1323	1423	1523	1623	1726	1822	1922	2017
§ Terrington St Clement, opp Rhooon Road	1123	1223	1323	1423	1523	1623	1727	1823	1923	2018
§ Terrington St Clement, adj Alma Chase	1125	1225	1325	1425	1525	1625	1728	1824	1924	2019
§ Terrington St Clement, opp Tower Farm	1125	1225	1325	1425	1525	1625	1729	1824	1924	2019
§ Terrington St Clement, adj High School	1126	1226	1326	1426	1526	1626	1730	1825	1925	2020
Terrington St Clement, opp King William Close	1127	1227	1327	1427	1527	1627	1731	1826	1926	2021
§ Terrington St Clement, opp Wesley Road	1127	1227	1327	1427	1527	1627	1731	1826	1926	2021
§ South Green, opp Bus Shelter	1128	1228	1328	1428	1528	1628	1732	1827	1927	2022
§ South Green, adj Sutton Road	1129	1229	1329	1429	1529	1629	1733	1828	1928	2023
Walpole Cross Keys, opp The Woolpack	1132	1232	1332	1432	1532	1632	1736	1831	1931	2026
§ Walpole Cross Keys, adj Sutton Road Garage	1133	1233	1333	1433	1533	1633	1737	1831	1931	2026
§ Sutton Bridge, Crosskeys Bridge (W-bound)	1138	1238	1338	1438	1538	1638	1742	1835	1935	2030
Sutton Bridge, opp Bridge Hotel	1139	1239	1339	1439	1539	1639	1743	1836	1936	2031
§ Sutton Bridge, adj Village Hall	1139	1239	1339	1439	1539	1639	1743	1836	1936	2031
§ Sutton Bridge, opp Post Office	1140	1240	1340	1440	1540	1640	1744	1836	1936	2031
§ Sutton Bridge, opp Greyhound	1140	1240	1340	1440	1540	1640	1744	1837	1937	2032
§ Sutton Bridge, opp Withington Street	1141	1241	1341	1441	1541	1641	1745	1837	1937	2032
§ Sutton Bridge, opp Nightingale Way	1141	1241	1341	1441	1541	1641	1745	1838	1938	2033
§ Sutton Bridge, adj Fields Farm North	1143	1243	1343	1443	1543	1643	1747	1838	1938	2033
§ Little Sutton, opp Hospital Drive	1145	1245	1345	1445	1545	1645	1749	1840	1940	2035
§ Long Sutton, opp 75 Bridge Road	1146	1246	1346	1446	1546	1646	1750	1841	1941	2036
§ Long Sutton, opp The Olde Ship Inn	1147	1247	1347	1447	1547	1647	1751	1842	1942	2037
§ Long Sutton, adj Seagate Road	1148	1248	1348	1448	1548	1648	1752	1843	1943	2038
§ Long Sutton, adj St Mary's Church	1149	1249	1349	1449	1549	1649	1753	1843	1943	2038
Long Sutton, adj Market Court	1150	1250	1350	1450	1550	1650	1754	1844	1944	2039
Long Sutton, opp Limewalk	1153	1253	1353	1453	1553	1653	1756	—	—	—
§ Long Sutton, opp Docking's Holt	1153	1253	1353	1453	1553	1653	1756	—	—	—
§ Gedney, opp Hoddins Way	1154	1254	1354	1454	1554	1654	1757	—	—	—
Gedney, opp Albert Avenue	1155	1255	1355	1455	1555	1655	1758	—	—	—
§ Gedney, opp Kingdom Hall	1155	1255	1355	1455	1555	1655	1758	—	—	—
§ Gedney, opp Linden House	1156	1256	1356	1456	1556	1656	1759	—	—	—
§ Gedney, opp Batemans Close	1157	1257	1357	1457	1557	1657	1800	—	—	—
Gedney, opp St Mary Magdalene Church	1158	1258	1358	1458	1558	1658	1801	—	—	—
§ Gedney, adj Topsgate House	1159	1259	1359	1459	1559	1659	1802	—	—	—
§ Fleet Hargate, o/s Seaforth	1200	1300	1400	1500	1600	1700	1803	—	—	—
Fleet Hargate, adj The Old Schoolhouse	1202	1302	1402	1502	1602	1702	1805	—	—	—
§ Fleet Hargate, adj Proctors Close	1202	1302	1402	1502	1602	1702	1805	—	—	—
§ Fleet Hargate, opp Winslow Gate	1203	1303	1403	1503	1603	1703	1806	—	—	—
§ Fleet Hargate, adj Fleet Road	1204	1304	1404	1504	1604	1704	1807	—	—	—
§ Holbeach, opp Rowan Close	1207	1307	1407	1507	1607	1707	1810	—	—	—
§ Holbeach, adj Damgate	1208	1308	1408	1508	1608	1708	1811	—	—	—
Holbeach, adj Interchange Shelter	1209	1309	1409	1509	1609	1709	1812	—	—	—
§ Holbeach, adj Stukeley Hall Drive	1210	1310	1410	1510	1610	1710	1813	—	—	—
§ Holbeach, opp Fairfield	1210	1310	1410	1510	1610	1710	1814	—	—	—
§ Holbeach, adj Netherfield	1211	1311	1411	1511	1611	1711	1815	—	—	—
§ Holbeach, adj Wignalls Gate	1213	1313	1413	1513	1613	1713	1816	—	—	—
§ Whaplode, opp Stockwell Gate	1215	1315	1415	1515	1615	1715	1819	—	—	—
§ Whaplode, adj Middle Road	1216	1316	1416	1516	1616	1716	1820	—	—	—
Whaplode, opp Darjeeling Restaurant	1217	1317	1417	1517	1617	1717	1821	—	—	—
§ Whaplode, adj St Mary's Gardens	1217	1317	1417	1517	1617	1717	1821	—	—	—
§ Moulton, opp River Lane	1219	1319	1419	1519	1619	1719	1823	—	—	—
§ Moulton, High Road (S-bound)	1220	—	—	—	—	—	—	—	—	—
§ Moulton, opp Hatt Close	1220	—	—	—	—	—	—	—	—	—
§ Moulton, opp Reynolds Gardens	1220	—	—	—	—	—	—	—	—	—
§ Moulton, adj All Saint's Church	1221	—	—	—	—	—	—	—	—	—
§ Moulton, adj Medical Centre	1221	—	—	—	—	—	—	—	—	—
Moulton, adj Harrox Square	1222	—	—	—	—	—	—	—	—	—
§ Moulton, opp Moons Green	1222	—	—	—	—	—	—	—	—	—
§ Moulton, Medical Centre (E-bound)	1222	—	—	—	—	—	—	—	—	—
§ Moulton, opp All Saint's Church	1223	—	—	—	—	—	—	—	—	—
§ Moulton, adj Reynolds Gardens	1223	—	—	—	—	—	—	—	—	—
§ Moulton, adj Hatt Close	1224	—	—	—	—	—	—	—	—	—
Moulton, adj Bell Lane	1225	1320	1420	1520	1620	1720	1824	—	—	—
§ Weston, adj Delgate Bank	1226	1321	1421	1521	1621	1721	1825	—	—	—
Weston, opp The Chequers	1227	1322	1422	1522	1622	1722	1826	—	—	—
§ Weston, adj Wimberley Close	1227	1322	1422	1522	1622	1722	1826	—	—	—
§ Weston, opp Baytree Nurseries	1229	1324	1424	1524	1624	1724	1827	—	—	—
§ Weston, adj Swindler's Drove	1231	1326	1426	1526	1626	1726	1829	—	—	—
Spalding, Springfields Outlet (E-bound)	1235	1330	1430	1530	1630	1730	1833	—	—	—
§ Spalding, opp St Pauls Church	1236	1331	1431	1531	1631	1731	1834	—	—	—
§ Spalding, adj Queens Road	1237	1332	1432	1532	1632	1732	1835	—	—	—

Continues on next page - the explanations for notes and codes appear at the end of the timetable

§ Spalding, adj Ash Court	1238	1333	1433	1533	1633	1733	1836	—	—	—
§ Spalding, adj Oakley Drive	1239	1334	1434	1534	1634	1734	1837	—	—	—
§ Spalding, adj Health Centre	1239	1334	1434	1534	1634	1734	1837	—	—	—
§ Spalding, adj Greenrigg Gardens	1240	1335	1435	1535	1635	1735	1838	—	—	—
§ Spalding, adj Chappell Centre	1241	1336	1436	1536	1636	1736	1839	—	—	—
§ Spalding, opp Kings Road	1242	1337	1437	1537	1637	1737	1840	—	—	—
Spalding, Bus Station (Bay 1)	1243	1338	1438	1538	1638	1738	1841	—	—	—

Sundays

King's Lynn, Transport Interchange (Stand B)	—	—	1015				15		1615	1715	1815
§ King's Lynn, adj Railway Station	—	—	1016				16		1616	1716	1816
§ King's Lynn, adj Hillington Square	—	—	1018				18		1618	1718	1818
§ South Lynn, opp Jolly Farmers	—	—	1022				22		1622	1721	1821
South Lynn, adj Hillen Road	—	—	1024				24		1624	1723	1823
§ West Lynn, opp Industrial Estate	—	—	1025				25		1625	1724	1824
§ West Lynn, adj Clenchwarton Road	—	—	1026				26		1626	1725	1825
§ Clenchwarton, opp Millennium Way	—	—	1028				28		1628	1726	1826
§ Clenchwarton, opp Ferry Road	—	—	1029				29		1629	1727	1827
Clenchwarton, opp school	—	—	1030				30		1630	1728	1828
§ Clenchwarton, adj Black Horse Road	—	—	1030				30		1630	1728	1828
§ Clenchwarton, opp Victory Inn	—	—	1031				31		1631	1729	1829
§ Terrington St Clement, nr Lynn Road	—	—	1034				34		1634	1731	1831
§ Terrington St Clement, adj Oxford Place	—	—	1035				35		1635	1732	1832
§ Terrington St Clement, opp Rhoon Road	—	—	1035				35		1635	1733	1833
§ Terrington St Clement, adj Alma Chase	—	—	1037				37		1637	1734	1834
§ Terrington St Clement, opp Tower Farm	—	—	1037				37		1637	1734	1834
§ Terrington St Clement, adj High School	—	—	1038				38		1638	1735	1835
Terrington St Clement, opp King William Close	—	—	1039				39		1639	1736	1836
§ Terrington St Clement, opp Wesley Road	—	—	1039				39		1639	1736	1836
§ South Green, opp Bus Shelter	—	—	1040				40		1640	1737	1837
§ South Green, adj Sutton Road	—	—	1041				41		1641	1738	1838
Walpole Cross Keys, opp The Woolpack	—	—	1044				44		1644	1741	1841
§ Walpole Cross Keys, adj Sutton Road Garage	—	—	1044				44		1644	1741	1841
§ Sutton Bridge, Crosskeys Bridge (W-bound)	—	—	1049				49		1649	1745	1845
Sutton Bridge, opp Bridge Hotel	0850	0950	1050				50		1650	1746	1846
§ Sutton Bridge, adj Village Hall	0850	0950	1050				50		1650	1746	1846
§ Sutton Bridge, opp Post Office	0850	0950	1050				50		1650	1746	1846
§ Sutton Bridge, opp Greyhound	0851	0951	1051				51		1651	1747	1847
§ Sutton Bridge, opp Withington Street	0851	0951	1051				51		1651	1747	1847
§ Sutton Bridge, opp Nightingale Way	0852	0952	1052				52		1652	1748	1848
§ Sutton Bridge, adj Fields Farm North	0852	0952	1052				52		1652	1748	1848
§ Little Sutton, opp Hospital Drove	0854	0954	1054				54		1654	1750	1850
§ Long Sutton, opp 75 Bridge Road	0855	0955	1055				55		1655	1751	1851
§ Long Sutton, opp The Olde Ship Inn	0856	0956	1056				56		1656	1752	1852
§ Long Sutton, adj Seagate Road	0857	0957	1057				57		1657	1753	1853
§ Long Sutton, adj St Mary's Church	0857	0957	1057				57		1657	1753	1853
Long Sutton, adj Market Court	0858	0958	1058				58		1658	1754	1854
Long Sutton, opp Limewalk	0859	0959	1059				59		1659	1755	1855
§ Long Sutton, opp Docking's Holt	0859	0959	1059				59		1659	1755	1855
§ Gedney, opp Hoddins Way	0859	0959	1059				59	until	1659	1755	1855
Gedney, opp Albert Avenue	0900	1000	1100				00		1700	1756	1856
§ Gedney, opp Kingdom Hall	0900	1000	1100				00		1700	1756	1856
§ Gedney, opp Linden House	0901	1001	1101				01		1701	1757	1857
§ Gedney, opp Batemans Close	0901	1001	1101				01		1701	1757	1857
Gedney, opp St Mary Magdalene Church	0902	1002	1102				02		1702	1758	1858
§ Gedney, adj Topsgate House	0902	1002	1102				02		1702	1758	1858
§ Fleet Hargate, o/s Seaforth	0903	1003	1103				03		1703	1759	1859
Fleet Hargate, adj The Old Schoolhouse	0905	1005	1105				05		1705	1800	1900
§ Fleet Hargate, adj Proctors Close	0905	1005	1105				05		1705	1800	1900
§ Fleet Hargate, opp Winslow Gate	0906	1006	1106				06		1706	1800	1900
§ Fleet Hargate, adj Fleet Road	0906	1006	1106				06		1706	1801	1901
§ Holbeach, opp Rowan Close	0909	1009	1109				09		1709	1803	1903
§ Holbeach, adj Damgate	0910	1010	1110				10		1710	1804	1904
Holbeach, adj Interchange Shelter	0911	1011	1111				11		1711	1805	1905
§ Holbeach, adj Stukeley Hall Drive	0912	1012	1112				12		1712	—	—
§ Holbeach, opp Fairfield	0912	1012	1112				12		1712	—	—
§ Holbeach, adj Netherfield	0913	1013	1113				13		1713	—	—
§ Holbeach, adj Wignals Gate	0915	1015	1115				15		1715	—	—
§ Whaplode, opp Stockwell Gate	0917	1017	1117				17		1717	—	—
§ Whaplode, adj Middle Road	0918	1018	1118				18		1718	—	—
Whaplode, opp Darjeeling Restaurant	0919	1019	1119				19		1719	—	—
§ Whaplode, adj St Mary's Gardens	0919	1019	1119				19		1719	—	—
§ Moulton, opp River Lane	0921	1021	1121				21		1721	—	—
Moulton, adj Bell Lane	0922	1022	1122				22		1722	—	—
§ Weston, adj Delgate Bank	0923	1023	1123				23		1723	—	—
Weston, opp The Chequers	0925	1025	1125				25		1725	—	—
§ Weston, adj Wimberley Close	0925	1025	1125				25		1725	—	—
§ Weston, opp Baytree Nurseries	0926	1026	1126				26		1726	—	—
§ Weston, adj Swindler's Drove	0928	1028	1128				28		1728	—	—
Spalding, Springfields Outlet (E-bound)	0931	1031	1131				31		1731	—	—
§ Spalding, opp St Pauls Church	0932	1032	1132				32		1732	—	—
§ Spalding, adj Queens Road	0933	1033	1133				33		1733	—	—
§ Spalding, adj Ash Court	0933	1033	1133				33		1733	—	—
§ Spalding, adj Oakley Drive	0934	1034	1134				34		1734	—	—
§ Spalding, adj Health Centre	0935	1035	1135				35		1735	—	—
§ Spalding, adj Greenrigg Gardens	0935	1035	1135				35		1735	—	—
§ Spalding, adj Chappell Centre	0936	1036	1136				36		1736	—	—
§ Spalding, opp Kings Road	0937	1037	1137				37		1737	—	—
Spalding, Bus Station (Bay 1)	0938	1038	1138				38		1738	—	—

Late Summer BH (Monday 31st Aug)

same as Sundays

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



505

Spalding - Kings Lynn

Stagecoach East Midlands - InterConnect

The information on this timetable is expected to be valid until at least 23rd September 2020. 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	Sch															
Spalding, Bus Station (Bay 1)	—	—	0745	0807	0905	1005	1105	1205	1305	1405	1505	1605	1705	1835	1920			
§ Spalding, adj Kings Road	—	—	0745	0807	0905	1005	1105	1205	1305	1405	1505	1605	1705	1835	1920			
§ Spalding, opp Chappell Centre	—	—	0746	0808	0906	1006	1106	1206	1306	1406	1506	1606	1706	1836	1921			
§ Spalding, opp Greenrigg Gardens	—	—	0746	0809	0907	1007	1107	1207	1307	1407	1507	1607	1707	1837	1922			
§ Spalding, opp Health Centre	—	—	0747	0810	0908	1008	1108	1208	1308	1408	1508	1608	1708	1838	1923			
§ Spalding, opp Oakley Drive	—	—	0747	0810	0908	1008	1108	1208	1308	1408	1508	1608	1708	1838	1923			
§ Spalding, opp Ash Court	—	—	0748	0811	0909	1009	1109	1209	1309	1409	1509	1609	1709	1839	1924			
§ Spalding, opp Queens Road	—	—	0748	0812	0910	1010	1110	1210	1310	1410	1510	1610	1710	1840	1925			
§ Spalding, adj St Pauls Church	—	—	0749	0813	0911	1011	1111	1211	1311	1411	1511	1611	1711	1841	1926			
Spalding, Springfields Outlet (E-bound)	—	—	0815	0913	1013	1113	1213	1313	1413	1513	1613	1713	1843	1928				
§ Weston, opp Swindler's Drive	—	—	0752	0817	0915	1015	1115	1215	1315	1415	1515	1615	1715	1845	1930			
§ Weston, o/s Baytree Nurseries	—	—	0754	0819	0917	1017	1117	1217	1317	1417	1517	1617	1717	1846	1932			
§ Weston, opp Wimberley Close	—	—	0755	0820	0918	1018	1118	1218	1318	1418	1518	1618	1718	1847	1933			
Weston, adj The Chequers	—	0754	0756	0821	0919	1019	1119	1219	1319	1419	1519	1619	1719	1848	1934			
§ Weston, opp Delgate Bank	—	0756	0758	0822	0920	1020	1120	1220	1320	1420	1520	1620	1720	1849	1935			
Moulton, opp Bell Lane	—	0758	0800	0824	0922	1022	1122	1222	1322	1422	1522	1622	1722	1850	1937			
§ Moulton, High Road (S-bound)	—	0758				1022			1322									
§ Moulton, opp Hatt Close	—	0758				1022			1322									
§ Moulton, opp Reynolds Gardens	—	0759				1023			1323									
§ Moulton, adj All Saint's Church	—	0759				1023			1323									
§ Moulton, adj Medical Centre	—	0800				1024			1324									
Moulton, adj Harrox Square	—	0801				1025			1325									
§ Moulton, opp Moons Green	—	0801				1025			1325									
§ Moulton, Medical Centre (E-bound)	—	0801				1025			1325									
§ Moulton, opp All Saint's Church	—	0802				1025			1325									
§ Moulton, adj Reynolds Gardens	—	0802				1026			1326									
§ Moulton, adj Hatt Close	—	0803				1026			1326									
§ Moulton, adj River Lane	—	0804	0801	0824	0922	1027	1122	1222	1327	1422	1522	1622	1722	1850	1937			
§ Whaplode, opp St Mary's Gardens	—	0807	0804	0826	0924	1029	1124	1224	1329	1424	1524	1624	1724	1852	1939			
Whaplode, adj Darjeeling Restaurant	0714	0808	0805	0827	0925	1030	1125	1225	1330	1425	1525	1625	1725	1853	1940			
§ Whaplode, opp Middle Road	0714	0808	0805	0827	0925	1030	1125	1225	1330	1425	1525	1625	1725	1853	1940			
§ Whaplode, adj Stockwell Gate	0715	0809	0806	0828	0926	1031	1126	1226	1331	1426	1526	1626	1726	1854	1941			
§ Holbeach, opp Wignalls Gate	0717	0812	0809	0831	0929	1034	1129	1229	1334	1429	1529	1629	1729	1857	1944			
§ Holbeach, opp Netherfield	0719	0814	0811	0833	0931	1036	1131	1231	1336	1431	1531	1631	1731	1858	1946			
§ Holbeach, adj Fairfield	0720	0815	0812	0834	0932	1037	1132	1232	1337	1432	1532	1632	1732	1859	1947			
§ Holbeach, opp Stukeley Hall Drive	0720	0816	0813	0835	0933	1038	1133	1233	1338	1433	1533	1633	1733	1900	1948			
§ Holbeach, adj Carter's Park		0817	0814															
§ Holbeach, opp Market Rasen Way		0819	0816															
Holbeach, adj University Academy		0820	0817															
§ Holbeach, opp Cecil Pywell Avenue		—	0824															
§ Holbeach, adj Tesco		—	0826															
Holbeach, opp Interchange Shelter	0722	—	0830	0837	0935	1040	1135	1235	1340	1435	1535	1635	1735	1902	1950			
§ Holbeach, opp Damgate	0722	—	0830	0837	0935	1040	1135	1235	1340	1435	1535	1635	1735	1902	1950			
§ Holbeach, adj Rowan Close	0723	—	0831	0838	0936	1041	1136	1236	1341	1436	1536	1636	1736	1903	1951			
§ Fleet Hargate, opp Fleet Road	0726	—	0834	0841	0939	1044	1139	1239	1344	1439	1539	1639	1739	1906	1954			
§ Fleet Hargate, adj Winslow Gate	0727	—	0835	0842	0940	1045	1140	1240	1345	1440	1540	1640	1740	1906	1955			
§ Fleet Hargate, opp Proctors Close	0728	—	0836	0843	0941	1046	1141	1241	1346	1441	1541	1641	1741	1907	1956			
Fleet Hargate, opp The Old Schoolhouse	0729	—	0837	0844	0942	1047	1142	1242	1347	1442	1542	1642	1742	1908	1957			
§ Fleet Hargate, opp Seaforth	0730	—	0838	0845	0943	1048	1143	1243	1348	1443	1543	1643	1743	1908	1958			
§ Gedney, opp Topsgate House	0731	—	0839	0846	0944	1049	1144	1244	1349	1444	1544	1644	1744	1909	1959			
Gedney, adj St Mary Magdalene Church	0732	—	0840	0847	0945	1050	1145	1245	1350	1445	1545	1645	1745	1910	2000			
§ Gedney, adj Batemans Close	0732	—	0840	0847	0945	1050	1145	1245	1350	1445	1545	1645	1745	1910	2000			
§ Gedney, adj Linden House	0733	—	0841	0848	0946	1051	1146	1246	1351	1446	1546	1646	1746	1911	2001			
§ Gedney, opp Churchgate	0734	—	0842	0849	0947	1052	1147	1247	1352	1447	1547	1647	1747	1912	2002			
§ Gedney, adj Kingdom Hall	0734	—	0842	0850	0947	1052	1147	1247	1352	1447	1547	1647	1747	1912	2002			
Gedney, adj Albert Avenue	0736	—	0844	0852	0949	1054	1149	1249	1354	1449	1549	1649	1749	1914	2004			
§ Gedney, adj Hoddins Way	0736	—	0844	0852	0949	1054	1149	1249	1354	1449	1549	1649	1749	1914	2004			
§ Long Sutton, adj Docking's Holt	0737	—	0845	0853	0950	1055	1150	1250	1355	1450	1550	1650	1750	1915	2005			
Long Sutton, adj Limewalk	0738	—	0846	0854	0951	1056	1151	1251	1356	1451	1551	1651	1751	1916	2006			
Long Sutton, opp Market Court	0741	—	0849	0857	0954	1059	1154	1254	1359	1454	1554	1654	1754	1919	2009			
§ Long Sutton, adj Othellos Bakery	0741	—	0849	0857	0954	1059	1154	1254	1359	1454	1554	1654	1754	1919	2009			
§ Long Sutton, opp Seagate Road	0742	—	0850	0858	0955	1100	1155	1255	1400	1455	1555	1655	1755	1920	2010			
§ Long Sutton, adj The Olde Ship Inn	0743	—	0850	0859	0955	1100	1155	1255	1400	1455	1555	1655	1755	1920	2010			
§ Long Sutton, adj 75 Bridge Road	0744	—	0852	0900	0957	1102	1157	1257	1402	1457	1557	1657	1757	1921	2011			
§ Little Sutton, adj Hospital Drive	0745	—	0853	0901	0958	1103	1158	1258	1403	1458	1558	1658	1758	1922	2013			
§ Sutton Bridge, opp Fields Farm North	0747	—	0855	0903	1000	1105	1200	1300	1405	1500	1600	1700	1759	1924	2014			
§ Sutton Bridge, adj Nightingale Way	0749	—	0856	0905	1001	1106	1201	1301	1406	1501	1601	1701	1800	1924	2015			
§ Sutton Bridge, adj Withington Street	0749	—	0856	0905	1001	1106	1201	1301	1406	1501	1601	1701	1801	1925	2016			
§ Sutton Bridge, adj Greyhound	0750	—	0857	0906	1002	1107	1202	1302	1407	1502	1602	1702	1801	1925	2016			
§ Sutton Bridge, adj Post Office	0750	—	0857	0906	1002	1107	1202	1302	1407	1502	1602	1702	1801	1926	2016			
§ Sutton Bridge, opp Village Hall	0751	—	0858	0907	1003	1108	1203	1303	1408	1503	1603	1703	1802	1926	2017			
Sutton Bridge, adj Bridge Hotel	0752	—	0859	0908	1004	1109	1204	1304	1409	1504	1604	1704	1803	1927	2018			
§ Sutton Bridge, Crosskeys Bridge (E-bound)	0752	—	0859	0908	1004	1109	1204	1304	1409	1504	1604	1704	1803	1927	—			
§ Walpole Cross Keys, opp Garage	0756	—	0903	0912	1008	1113	1208	1308	1413	1508	1608	1708	1806	1930	—			
Walpole Cross Keys, adj The Woolpack	0758	—	0905	0914	1010	1115	1210	1310	1415	1510	1610	1710	1808	1932	—			
§ South Green, adj Mill Close	0801	—	0908	0917	1013	1118	1213	1313	1418	1513	1613	1713	1811	1934	—			
§ South Green, adj Bus Shelter	0802	—	0909	0918	1014	1119	1214	1314	1419	1514	1614	1714	1812	1935	—			

Clenchwarton, adj school	0814	—	0921	0930	1026	1131	1226	1326	1431	1526	1626	1726	1823	1946	—
§ Clenchwarton, adj Ferry Road	0814	—	0921	0930	1026	1131	1226	1326	1431	1526	1626	1726	1823	1946	—
§ Clenchwarton, adj Millennium Way		—	0922	0931	1027	1132	1227	1327	1432	1527	1627	1727	1824	1947	—
§ West Lynn, opp Clenchwarton Road		—	0923	0932	1028	1133	1228	1328	1433	1528	1628	1728	1825	1948	—
§ Clenchwarton, adj Margretta Close	0815	—													—
§ Clenchwarton, opp Jubilee Bank Road	0816	—													—
West Lynn, adj Ferry Square	0818														—
§ West Lynn, opp Kempe Road	0818	—													—
§ West Lynn, opp St Peters Church	0819	—													—
§ West Lynn, adj Post Box	0820	—	0923	0932	1028	1133	1228	1328	1433	1528	1628	1728	1825	1948	—
§ West Lynn, adj Industrial Estate	0821	—	0924	0933	1029	1134	1229	1329	1434	1529	1629	1729	1826	1949	—
South Lynn, opp Hillen Road	0823	—	0926	0935	1031	1136	1231	1331	1436	1531	1631	1731	1827	1950	—
§ South Lynn, adj Jolly Farmers	0824	—	0927	0936	1032	1137	1232	1332	1437	1532	1632	1732	1828	1951	—
§ King's Lynn, adj Stonegate Street	0828	—	0931	0940	1036	1141	1236	1336	1441	1536	1636	1736	1832	1955	—
King's Lynn, Transport Interchange (Stand B)	0831	—	0934	0943	1039	1144	1239	1339	1444	1539	1639	1739	1835	1957	—

Saturdays

Whaplode, adj Darjeeling Restaurant	0714	▶▶▶
§ Whaplode, opp Middle Road	0714	
§ Whaplode, adj Stockwell Gate	0715	
§ Holbeach, opp Wignals Gate	0717	
§ Holbeach, opp Netherfield	0719	
§ Holbeach, adj Fairfields	0720	
§ Holbeach, opp Stukeley Hall Drive	0720	
Holbeach, opp Interchange Shelter	0722	
§ Holbeach, opp Damgate	0722	
§ Holbeach, adj Rowan Close	0723	
§ Fleet Hargate, opp Fleet Road	0726	
§ Fleet Hargate, adj Winslow Gate	0727	
§ Fleet Hargate, opp Proctors Close	0728	
Fleet Hargate, opp The Old Schoolhouse	0729	
§ Fleet Hargate, opp Seaforth	0730	
§ Gedney, opp Topsgate House	0731	
Gedney, adj St Mary Magdalene Church	0732	
§ Gedney, adj Batemans Close	0732	
§ Gedney, adj Linden House	0733	
§ Gedney, opp Churchgate	0734	
§ Gedney, adj Kingdom Hall	0734	
Gedney, adj Albert Avenue	0736	
§ Gedney, adj Hoddins Way	0736	
§ Long Sutton, adj Docking's Holt	0737	
Long Sutton, adj Limewalk	0738	
Long Sutton, opp Market Court	0741	
§ Long Sutton, adj Othellos Bakery	0741	
§ Long Sutton, opp Seagate Road	0742	
§ Long Sutton, adj The Olde Ship Inn	0743	
§ Long Sutton, adj 75 Bridge Road	0744	
§ Little Sutton, adj Hospital Drove	0745	
§ Sutton Bridge, opp Fields Farm North	0747	more
§ Sutton Bridge, adj Nightingale Way	0749	trips
§ Sutton Bridge, adj Withington Street	0749	below
§ Sutton Bridge, adj Greyhound	0750	
§ Sutton Bridge, adj Post Office	0750	
§ Sutton Bridge, opp Village Hall	0751	
Sutton Bridge, adj Bridge Hotel	0752	
§ Sutton Bridge, Crosskeys Bridge (E-bound)	0752	
§ Walpole Cross Keys, opp Garage	0756	
Walpole Cross Keys, adj The Woolpack	0758	
§ South Green, adj Mill Close	0801	
§ South Green, adj Bus Shelter	0802	
§ Terrington St Clement, adj Wesley Road	0803	
Terrington St Clement, adj King William Close	0804	
§ Terrington St Clement, opp High School	0804	
§ Terrington St Clement, adj Tower Farm	0805	
§ Terrington St Clement, opp Alma Chase	0806	
§ Terrington St Clement, adj Rhoon Road	0807	
§ Terrington St Clement, adj Bus Shelter	0808	
§ Terrington St Clement, adj Lynn Road	0809	
§ Clenchwarton, adj Victory Inn	0812	
§ Clenchwarton, opp Black Horse Road	0813	
Clenchwarton, adj school	0814	
§ Clenchwarton, adj Ferry Road	0814	
§ Clenchwarton, adj Margretta Close	0815	
§ Clenchwarton, opp Jubilee Bank Road	0816	
West Lynn, adj Ferry Square	0818	
§ West Lynn, opp Kempe Road	0818	
§ West Lynn, opp St Peters Church	0819	
§ West Lynn, adj Post Box	0820	
§ West Lynn, adj Industrial Estate	0821	
South Lynn, opp Hillen Road	0823	
§ South Lynn, adj Jolly Farmers	0824	
§ King's Lynn, adj Stonegate Street	0828	
King's Lynn, Transport Interchange (Stand B)	0831	▶▶▶

Service Restrictions: 1 - from 3.9.20, not 23.10.20 to 30.10.

Notes: Sch - Schooldays only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



The information on this timetable is expected to be valid until at least 23rd September 2020. 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

Saturdays

Spalding, Bus Station (Bay 1)	0807	0905	1005	1105	1205	1305	1405	1505	1605	1705	1835	1920
§ Spalding, adj Kings Road	0807	0905	1005	1105	1205	1305	1405	1505	1605	1705	1835	1920
§ Spalding, opp Chappell Centre	0808	0906	1006	1106	1206	1306	1406	1506	1606	1706	1836	1921
§ Spalding, opp Greenrigg Gardens	0809	0907	1007	1107	1207	1307	1407	1507	1607	1707	1837	1922
§ Spalding, opp Health Centre	0810	0908	1008	1108	1208	1308	1408	1508	1608	1708	1838	1923
§ Spalding, opp Oakley Drive	0810	0908	1008	1108	1208	1308	1408	1508	1608	1708	1838	1923
§ Spalding, opp Ash Court	0811	0909	1009	1109	1209	1309	1409	1509	1609	1709	1839	1924
§ Spalding, opp Queens Road	0812	0910	1010	1110	1210	1310	1410	1510	1610	1710	1840	1925
§ Spalding, adj St Pauls Church	0813	0911	1011	1111	1211	1311	1411	1511	1611	1711	1841	1926
Spalding, Springfields Outlet (E-bound)	0815	0913	1013	1113	1213	1313	1413	1513	1613	1713	1843	1928
§ Weston, opp Swindler's Drove	0817	0915	1015	1115	1215	1315	1415	1515	1615	1715	1845	1930
§ Weston, o/s Baytree Nurseries	0819	0917	1017	1117	1217	1317	1417	1517	1617	1717	1846	1932
§ Weston, opp Wimberley Close	0820	0918	1018	1118	1218	1318	1418	1518	1618	1718	1847	1933
Weston, adj The Chequers	0821	0919	1019	1119	1219	1319	1419	1519	1619	1719	1848	1934
§ Weston, opp Delgate Bank	0822	0920	1020	1120	1220	1320	1420	1520	1620	1720	1849	1935
Moulton, opp Bell Lane	0824	0922	1022	1122	1222	1322	1422	1522	1622	1722	1850	1937
§ Moulton, High Road (S-bound)			1022			1322						
§ Moulton, opp Hatt Close			1022			1322						
§ Moulton, opp Reynolds Gardens			1023			1323						
§ Moulton, adj All Saint's Church			1023			1323						
§ Moulton, adj Medical Centre			1024			1324						
Moulton, adj Harrox Square			1025			1325						
§ Moulton, opp Moons Green			1025			1325						
§ Moulton, Medical Centre (E-bound)			1025			1325						
§ Moulton, opp All Saint's Church			1025			1325						
§ Moulton, adj Reynolds Gardens			1026			1326						
§ Moulton, adj Hatt Close			1026			1326						
§ Moulton, adj River Lane	0824	0922	1027	1122	1222	1327	1422	1522	1622	1722	1850	1937
§ Whaplode, opp St Mary's Gardens	0826	0924	1029	1124	1224	1329	1424	1524	1624	1724	1852	1939
Whaplode, adj Darjeeling Restaurant	0827	0925	1030	1125	1225	1330	1425	1525	1625	1725	1853	1940
§ Whaplode, opp Middle Road	0827	0925	1030	1125	1225	1330	1425	1525	1625	1725	1853	1940
§ Whaplode, adj Stockwell Gate	0828	0926	1031	1126	1226	1331	1426	1526	1626	1726	1854	1941
§ Holbeach, opp Wignals Gate	0831	0929	1034	1129	1229	1334	1429	1529	1629	1729	1857	1944
§ Holbeach, opp Netherfield	0833	0931	1036	1131	1231	1336	1431	1531	1631	1731	1858	1946
§ Holbeach, adj Fairfields	0834	0932	1037	1132	1232	1337	1432	1532	1632	1732	1859	1947
§ Holbeach, opp Stukeley Hall Drive	0835	0933	1038	1133	1233	1338	1433	1533	1633	1733	1900	1948
Holbeach, opp Interchange Shelter	0837	0935	1040	1135	1235	1340	1435	1535	1635	1735	1902	1950
§ Holbeach, opp Damgate	0837	0935	1040	1135	1235	1340	1435	1535	1635	1735	1902	1950
§ Holbeach, adj Rowan Close	0838	0936	1041	1136	1236	1341	1436	1536	1636	1736	1903	1951
§ Fleet Hargate, opp Fleet Road	0841	0939	1044	1139	1239	1344	1439	1539	1639	1739	1906	1954
§ Fleet Hargate, adj Winslow Gate	0842	0940	1045	1140	1240	1345	1440	1540	1640	1740	1906	1955
§ Fleet Hargate, opp Proctors Close	0843	0941	1046	1141	1241	1346	1441	1541	1641	1741	1907	1956
Fleet Hargate, opp The Old Schoolhouse	0844	0942	1047	1142	1242	1347	1442	1542	1642	1742	1908	1957
§ Fleet Hargate, opp Seaforth	0845	0943	1048	1143	1243	1348	1443	1543	1643	1743	1908	1958
§ Gedney, opp Topsgate House	0846	0944	1049	1144	1244	1349	1444	1544	1644	1744	1909	1959
Gedney, adj St Mary Magdalene Church	0847	0945	1050	1145	1245	1350	1445	1545	1645	1745	1910	2000
§ Gedney, adj Batemans Close	0847	0945	1050	1145	1245	1350	1445	1545	1645	1745	1910	2000
§ Gedney, adj Linden House	0848	0946	1051	1146	1246	1351	1446	1546	1646	1746	1911	2001
§ Gedney, opp Churchgate	0849	0947	1052	1147	1247	1352	1447	1547	1647	1747	1912	2002
§ Gedney, adj Kingdom Hall	0850	0947	1052	1147	1247	1352	1447	1547	1647	1747	1912	2002
Gedney, adj Albert Avenue	0852	0949	1054	1149	1249	1354	1449	1549	1649	1749	1914	2004
§ Gedney, adj Hodkins Way	0852	0949	1054	1149	1249	1354	1449	1549	1649	1749	1914	2004
§ Long Sutton, adj Docking's Holt	0853	0950	1055	1150	1250	1355	1450	1550	1650	1750	1915	2005
Long Sutton, adj Limewalk	0854	0951	1056	1151	1251	1356	1451	1551	1651	1751	1916	2006
Long Sutton, opp Market Court	0857	0954	1059	1154	1254	1359	1454	1554	1654	1754	1919	2009
§ Long Sutton, opp Othellos Bakery	0857	0954	1059	1154	1254	1359	1454	1554	1654	1754	1919	2009
§ Long Sutton, opp Seagate Road	0858	0955	1100	1155	1255	1400	1455	1555	1655	1755	1920	2010
§ Long Sutton, adj The Olde Ship Inn	0859	0955	1100	1155	1255	1400	1455	1555	1655	1755	1920	2010
§ Long Sutton, adj 75 Bridge Road	0900	0957	1102	1157	1257	1402	1457	1557	1657	1756	1921	2011
§ Little Sutton, adj Hospital Drove	0901	0958	1103	1158	1258	1403	1458	1558	1658	1758	1922	2013
§ Sutton Bridge, opp Fields Farm North	0903	1000	1105	1200	1300	1405	1500	1600	1700	1759	1924	2014
§ Sutton Bridge, adj Nightingale Way	0905	1001	1106	1201	1301	1406	1501	1601	1701	1800	1924	2015
§ Sutton Bridge, adj Withington Street	0905	1001	1106	1201	1301	1406	1501	1601	1701	1801	1925	2016
§ Sutton Bridge, adj Greyhound	0906	1002	1107	1202	1302	1407	1502	1602	1702	1801	1925	2016
§ Sutton Bridge, adj Post Office	0906	1002	1107	1202	1302	1407	1502	1602	1702	1801	1926	2016
§ Sutton Bridge, opp Village Hall	0907	1003	1108	1203	1303	1408	1503	1603	1703	1802	1926	2017
Sutton Bridge, adj Bridge Hotel	0908	1004	1109	1204	1304	1409	1504	1604	1704	1803	1927	2018
§ Sutton Bridge, Crosskeys Bridge (E-bound)	0908	1004	1109	1204	1304	1409	1504	1604	1704	1803	1927	—
§ Walpole Cross Keys, opp Garage	0912	1008	1113	1208	1308	1413	1508	1608	1708	1806	1930	—
Walpole Cross Keys, adj The Woolpack	0914	1010	1115	1210	1310	1415	1510	1610	1710	1808	1932	—
§ South Green, adj Mill Close	0917	1013	1118	1213	1313	1418	1513	1613	1713	1811	1934	—
§ South Green, adj Bus Shelter	0918	1014	1119	1214	1314	1419	1514	1614	1714	1812	1935	—
§ Terrington St Clement, adj Wesley Road	0919	1015	1120	1215	1315	1420	1515	1615	1715	1813	1936	—
Terrington St Clement, adj King William Close	0920	1016	1121	1216	1316	1421	1516	1616	1716	1814	1937	—
§ Terrington St Clement, opp High School	0920	1016	1121	1216	1316	1421	1516	1616	1716	1814	1937	—
§ Terrington St Clement, adj Tower Farm	0921	1017	1122	1217	1317	1422	1517	1617	1717	1815	1938	—
§ Terrington St Clement, opp Alma Chase	0922	1018	1123	1218	1318	1423	1518	1618	1718	1815	1938	—
§ Terrington St Clement, adj Rhoon Road	0923	1019	1124	1219	1319	1424	1519	1619	1719	1817	1940	—
§ Terrington St Clement, adj Bus Shelter	0924	1020	1125	1220	1320	1425	1520	1620	1720	1818	1941	—
§ Terrington St Clement, adj Lynn Road	0925	1021	1126	1221	1321	1426	1521	1621	1721	1818	1941	—
§ Clenchwarton, adj Victory Inn	0928	1024	1129	1224	1324	1429	1524	1624	1724	1821	1944	—
§ Clenchwarton, opp Black Horse Road	0929	1025	1130	1225	1325	1430	1525	1625	1725	1822	1945	—
Clenchwarton, adj school	0930	1026	1131	1226	1326	1431	1526	1626	1726	1823	1946	—
§ Clenchwarton, adj Ferry Road	0930	1026	1131	1226	1326	1431	1526	1626	1726	1823	1946	—
§ Clenchwarton, adj Millennium Way	0931	1027	1132	1227	1327	1432	1527	1627	1727	1824	1947	—

Continues on next page - the explanations for notes and codes appear at the end of the timetable

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§ West Lynn, opp Clenchwarton Road	0932	1028	1133	1228	1328	1433	1528	1628	1728	1825	1948	—
§ West Lynn, adj Post Box	0932	1028	1133	1228	1328	1433	1528	1628	1728	1825	1948	—
§ West Lynn, adj Industrial Estate	0933	1029	1134	1229	1329	1434	1529	1629	1729	1826	1949	—
South Lynn, opp Hillen Road	0935	1031	1136	1231	1331	1436	1531	1631	1731	1827	1950	—
§ South Lynn, adj Jolly Farmers	0936	1032	1137	1232	1332	1437	1532	1632	1732	1828	1951	—
§ King's Lynn, adj Stonegate Street	0940	1036	1141	1236	1336	1441	1536	1636	1736	1832	1955	—
King's Lynn, Transport Interchange (Stand B)	0943	1039	1144	1239	1339	1444	1539	1639	1739	1835	1957	—

Sundays

Spalding, Bus Station (Bay 1)	—	0945		45		1545	1645	1745				
§ Spalding, adj Kings Road	—	0946		46		1546	1645	1745				
§ Spalding, opp Chappell Centre	—	0946		46		1546	1646	1746				
§ Spalding, opp Greenrigg Gardens	—	0947		47		1547	1647	1747				
§ Spalding, opp Health Centre	—	0948		48		1548	1647	1747				
§ Spalding, opp Oakley Drive	—	0949		49		1549	1648	1748				
§ Spalding, opp Ash Court	—	0950		50		1550	1649	1749				
§ Spalding, opp Queens Road	—	0951		51		1551	1649	1749				
§ Spalding, adj St Pauls Church	—	0952		52		1552	1650	1750				
Spalding, Springfields Outlet (E-bound)	—	0954		54		1554	1652	1752				
§ Weston, opp Swindler's Drive	—	0956		56		1556	1654	1754				
§ Weston, o/s Baytree Nurseries	—	0958		58		1558	1656	1756				
§ Weston, opp Wimberley Close	—	0959		59		1559	1657	1757				
Weston, adj The Chequers	—	1000		00		1600	1658	1758				
§ Weston, opp Delgate Bank	—	1001		01		1601	1659	1759				
Moulton, opp Bell Lane	—	1003		03		1603	1700	1800				
§ Moulton, adj River Lane	—	1003		03		1603	1700	1800				
§ Whaplode, opp St Mary's Gardens	—	1005		05		1605	1701	1801				
Whaplode, adj Darjeeling Restaurant	0900	1006		06		1606	1702	1802				
§ Whaplode, opp Middle Road	0900	1006		06		1606	1702	1802				
§ Whaplode, adj Stockwell Gate	0901	1007		07		1607	1703	1803				
§ Holbeach, opp Wignals Gate	0903	1009		09		1609	1705	1805				
§ Holbeach, opp Netherfield	0905	1011		11		1611	1707	1807				
§ Holbeach, adj Fairfields	0906	1012		12		1612	1708	1808				
§ Holbeach, opp Stukeley Hall Drive	0906	1012		12		1612	1708	1808				
Holbeach, opp Interchange Shelter	0908	1014		14		1614	1710	1810				
§ Holbeach, opp Damgate	0908	1014		14		1614	1710	1810				
§ Holbeach, adj Rowan Close	0909	1015		15		1615	1711	1811				
§ Fleet Hargate, opp Fleet Road	0911	1017		17		1617	1713	1813				
§ Fleet Hargate, adj Winslow Gate	0911	1017		17		1617	1713	1813				
§ Fleet Hargate, opp Proctors Close	0912	1018		18		1618	1714	1814				
Fleet Hargate, opp The Old Schoolhouse	0913	1019		19		1619	1715	1815				
§ Fleet Hargate, opp Seaforth	0914	1020		20		1620	1716	1816				
§ Gedney, opp Topsgate House	0915	1021		21		1621	1717	1817				
Gedney, adj St Mary Magdalene Church	0916	1022		22		1622	1718	1818				
§ Gedney, adj Batemans Close	0916	1022		22		1622	1718	1818				
§ Gedney, adj Linden House	0917	1023		23		1623	1719	1819				
§ Gedney, opp Churchgate	0918	1024	then	24		1624	1720	1819				
§ Gedney, adj Kingdom Hall	0918	1024	at	24		1624	1720	1820				
Gedney, adj Albert Avenue	0920	1026	these	26		1626	1722	1821				
§ Gedney, adj Hoddins Way	0920	1026	mins	26	until	1626	1722	1821				
§ Long Sutton, adj Docking's Holt	0920	1026	past	26		1626	1722	1821				
Long Sutton, adj Limewalk	0921	1027		27		1627	1723	1822				
Long Sutton, opp Market Court	0923	1029	hour	29		1629	1725	1824				
§ Long Sutton, adj Othellos Bakery	0923	1029		29		1629	1725	1824				
§ Long Sutton, opp Seagate Road	0924	1030		30		1630	1726	1825				
§ Long Sutton, adj The Olde Ship Inn	0924	1030		30		1630	1726	1825				
§ Long Sutton, adj 75 Bridge Road	0926	1032		32		1632	1728	1826				
§ Little Sutton, adj Hospital Drive	0927	1033		33		1633	1729	1827				
§ Sutton Bridge, opp Fields Farm North	0929	1035		35		1635	1731	1829				
§ Sutton Bridge, adj Nightingale Way	0930	1036		36		1636	1732	1829				
§ Sutton Bridge, adj Withington Street	0930	1036		36		1636	1732	1830				
§ Sutton Bridge, adj Greyhound	0931	1037		37		1637	1733	1830				
§ Sutton Bridge, adj Post Office	0931	1037		37		1637	1733	1831				
§ Sutton Bridge, opp Village Hall	0932	1038		38		1638	1734	1831				
Sutton Bridge, adj Bridge Hotel	0933	1039		39		1639	1735	1832				
§ Sutton Bridge, Crosskeys Bridge (E-bound)	0933	1039		39		1639	1735	—				
§ Walpole Cross Keys, opp Garage	0937	1043		43		1643	1738	—				
Walpole Cross Keys, adj The Woolpack	0939	1045		45		1645	1740	—				
§ South Green, adj Mill Close	0942	1048		48		1648	1741	—				
§ South Green, adj Bus Shelter	0943	1049		49		1649	1742	—				
§ Terrington St Clement, adj Wesley Road	0944	1050		50		1650	1742	—				
Terrington St Clement, adj King William Close	0945	1051		51		1651	1743	—				
§ Terrington St Clement, opp High School	0945	1051		51		1651	1743	—				
§ Terrington St Clement, o/s High School	0945	1051		51		1651	1743	—				
§ Terrington St Clement, adj Tower Farm	0946	1052		52		1652	1744	—				
§ Terrington St Clement, opp Alma Chase	0946	1052		52		1652	1744	—				
§ Terrington St Clement, adj Rhoon Road	0947	1053		53		1653	1745	—				
§ Terrington St Clement, adj Bus Shelter	0948	1054		54		1654	1746	—				
§ Terrington St Clement, adj Lynn Road	0949	1055		55		1655	1747	—				
§ Clenchwarton, adj Victory Inn	0951	1057		57		1657	1749	—				
§ Clenchwarton, opp Black Horse Road	0952	1058		58		1658	1750	—				
Clenchwarton, adj school	0953	1059		59		1659	1751	—				
§ Clenchwarton, adj Ferry Road	0953	1059		59		1659	1751	—				
§ Clenchwarton, adj Millennium Way	0954	1100		00		1700	1752	—				
§ West Lynn, opp Clenchwarton Road	0955	1101		01		1701	1753	—				
§ West Lynn, adj Industrial Estate	0956	1102		02		1702	1754	—				
South Lynn, opp Hillen Road	0957	1103		03		1703	1755	—				
§ South Lynn, adj Jolly Farmers	0958	1104		04		1704	1756	—				
§ King's Lynn, adj Stonegate Street	1002	1108		08		1708	1800	—				
King's Lynn, Transport Interchange (Stand B)	1004	1110		10		1710	1802	—				

Late Summer BH (Monday 31st Aug)

same as Sundays

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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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
NFODAMGW	King's Lynn, Transport Interchange (Stand B)	Forecourt	2900K13138
NFODAPDA	King's Lynn, adj Railway Station	Blackfriars Road	2900K1322
NFOGTJMW	King's Lynn, adj Hillington Square	Stonegate	2900K1010
NFODAJWD	South Lynn, opp Jolly Farmers	Wisbech Road	2900K13112
NFODAPMG	South Lynn, adj Hillen Road	Wisbech Road	2900K1356
NFODAJWG	West Lynn, opp Industrial Estate	Clenchwarton Road	2900K13113
NFOGPAWA	West Lynn, adj Clenchwarton Road	Clenchwarton Road	2900C189
NFOAJMDT	Clenchwarton, opp Millennium Way	Jubilee Bank Road	2900C187
NFOAJGWP	Clenchwarton, opp Ferry Road	Main Road	2900C1811
NFOAJGWJ	Clenchwarton, opp school	Main Road	2900C181
NFOAJGWT	Clenchwarton, adj Black Horse Road	Main Road	2900C1812
NFOAJMAD	Clenchwarton, opp Victory Inn	Main Road	2900C1813
NFODWPWM	Terrington St Clement, nr Lynn Road	Marsh Road	2900T0532
NFODWPWA	Terrington St Clement, adj Oxford Place	Marsh Road	2900T0529
NFODWPTA	Terrington St Clement, opp Rhoon Road	Northgate Way	2900T0522
NFODWPTP	Terrington St Clement, adj Alma Chase	Northgate Way	2900T0527
NFODWPTM	Terrington St Clement, opp Tower Farm	Northgate Way	2900T0526
NFODWPTG	Terrington St Clement, adj High School	Churchgate Way	2900T0524
NFODWPMJ	Terrington St Clement, opp King William Close	Churchgate Way	2900T0519
NFODWPMW	Terrington St Clement, opp Wesley Road	Marshland Street	2900T0521
NFOGPDJM	South Green, opp Bus Shelter	Sutton Road	2900T056
NFODWPJW	South Green, adj Sutton Road	Sutton Road	2900T0514
NFOGAWTM	Walpole Cross Keys, opp The Woolpack	Sutton Road	2900W026
NFOGAWTA	Walpole Cross Keys, adj Sutton Road Garage	Sutton Road	2900W021
linimgag	Sutton Bridge, Crosskeys Bridge (W-bound)	A17	270000010255
linamwpt	Sutton Bridge, opp Bridge Hotel	Bridge Road	2700LSBB1940
linjmdwp	Sutton Bridge, adj Village Hall	Bridge Road	270000010252
linatpga	Sutton Bridge, opp Post Office	Bridge Road	270002700613
linjmdwj	Sutton Bridge, opp Greyhound	Bridge Road	270000010250
linjmdwd	Sutton Bridge, opp Withington Street	Bridge Road	270000010248
linjmdtw	Sutton Bridge, opp Nightingale Way	Bridge Road	270000010246
linjmdtm	Sutton Bridge, adj Fields Farm North	Bridge Road	270000010244
linjmdtj	Little Sutton, opp Hospital Drive	Bridge Road	270000010243
linjdmgm	Long Sutton, opp 75 Bridge Road	Bridge Road	270000009633
linjdmga	Long Sutton, opp The Olde Ship Inn	London Road	270000009630
linajpdt	Long Sutton, adj Seagate Road	London Road	270002700610
linjmdmw	Long Sutton, adj St Mary's Church	High Street	270000009629
linawjda	Long Sutton, adj Market Court	Market Street	2700LLSO3082
linjmdmp	Long Sutton, opp Limewalk	Gedney Road	270000009627
linjmdmj	Long Sutton, opp Docking's Holt	Gedney Road	270000009625
linjdmaw	Gedney, opp Hoddins Way	Main Road	270000009622
linjdmaw	Gedney, opp Albert Avenue	Main Road	270000009621
linjdmaw	Gedney, opp Kingdom Hall	Main Road	270002702143
linjdmaj	Gedney, opp Linden House	Churchgate	270000009618
linatjta	Gedney, opp Batemans Close	Churchgate	270002700872
linjdmag	Gedney, opp St Mary Magdalene Church	Church End	270000009617
linatmdw	Gedney, adj Topsgate House	Topsgate	270002701072
linaptjg	Fleet Hargate, o/s Seaforth	Old Main Road	270002700603
linawgwa	Fleet Hargate, adj The Old Schoolhouse	Old Main Road	2700LFHT3062
linjdjw	Fleet Hargate, adj Proctors Close	B1515 Fleet Road	270000009615
linaptmj	Fleet Hargate, opp Winslow Gate	Fleet Road	270002701069
linjdjwm	Fleet Hargate, adj Fleet Road	Fleet Road	270000009613
linajamd	Holbeach, opp Rowan Close	Fleet Road	270002700596
linajajg	Holbeach, adj Damgate	Fleet Street	270002700600
linatagt	Holbeach, adj Interchange Shelter	High Street	2700LHCC2441
linjpwad	Holbeach, adj University Academy	Penny Hill Road	270000014518
linjdpdgd	Holbeach, opp Cecil Pywell Avenue	Boston Road	270000009680
linaptdg	Holbeach, adj Tesco	Boston Road	2700LHT02303
linjawmj	Holbeach, adj Stukeley Hall Drive	West End	270000009451
linjawmt	Holbeach, opp Fairfields	Spalding Road	270000009453
linjawpd	Holbeach, adj Netherfield	Spalding Road	270000009456
linajamj	Holbeach, adj Wignals Gate	High Road	270002701105
linjawpg	Whaplode, opp Stockwell Gate	Main Road	270000009457
linawjtj	Whaplode, adj Middle Road	Main Road	270002701102
linjawpm	Whaplode, opp Darjeeling Restaurant	Main Road	270000009459
linjawpt	Whaplode, adj St Mary's Gardens	High Road	270000009460
linampdg	Moulton, opp River Lane	High Road	270002701099
linjawta	Moulton, High Road (S-bound)	Bell Lane	270000009462
linjawtm	Moulton, opp Hatt Close	Bell Lane	270000009466
linampja	Moulton, opp Reynolds Gardens	Bell Lane	270002701095
linajdjp	Moulton, adj All Saint's Church	High Street	2700LMC01144
linadgam	Moulton, adj Medical Centre	High Street	2700LM000128
linjpagw	Moulton, adj Harrox Square	Moons Green	270000010596
linjpagt	Moulton, opp Moons Green	West Cob Gate	270000010595
linjpagp	Moulton, Medical Centre (E-bound)	West Cob Gate	270000010594
linjawtg	Moulton, opp All Saint's Church	High Street	270000009464
linampdp	Moulton, adj Reynolds Gardens	Bell Lane	270002701096
linjawtj	Moulton, adj Hatt Close	Bell Lane	270000009465

Continued on next page.

**505****Kings Lynn - Spalding**

Stagecoach East Midlands - InterConnect

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SMS Code	Stop Name	Street	ATCO Code
linjawtp	Moulton, adj Bell Lane	High Road	270000009467
linamtda	Weston, adj Delgate Bank	High Road	270002701093
linjawtw	Weston, opp The Chequers	High Road	270000009468
linamtdm	Weston, adj Wimberley Close	High Road	270002701089
linamtat	Weston, opp Baytree Nurseries	High Road	270002700757
linawtpa	Weston, adj Swindler's Drove	Holbeach Road	270002702134
linagwga	Spalding, Springfields Outlet (E-bound)	Camel Gate	270002700248
linagwgt	Spalding, opp St Pauls Church	Holbeach Road	270002700754
linadtpm	Spalding, adj Queens Road	Holbeach Road	2700LLFP0524
linjdadg	Spalding, adj Ash Court	Holbeach Road	270000009470
linjgdm	Spalding, adj Oakley Drive	West Elloe Avenue	270000009884
linajagm	Spalding, adj Health Centre	West Elloe Avenue	2700LSWE1065
linagtmg	Spalding, adj Greenrigg Gardens	West Elloe Avenue	270002700751
linjgdmj	Spalding, adj Chappell Centre	Pinchbeck Road	270000009886
linagtmg	Spalding, opp Kings Road	Pinchbeck Road	270002700748
linawpgj	Spalding, Bus Station (Bay 1)	Winfrey Avenue	270002701880



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SMS Code	Stop Name	Street	ATCO Code
linawpgj	Spalding, Bus Station (Bay 1)	Winfrey Avenue	270002701880
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
linagwgp	Spalding, adj St Pauls Church	Holbeach Road	270002700753
linagwga	Spalding, Springfields Outlet (E-bound)	Camel Gate	270002700248
linawtpd	Weston, opp Swindler's Drive	Holbeach Road	270002702135
linamtam	Weston, o/s Baytree Nurseries	High Road	270002700756
linamtdw	Weston, opp Wimberley Close	High Road	270002701091
linapjwa	Weston, adj The Chequers	High Road	2700LWC02216
linamtdg	Weston, opp Delgate Bank	High Road	270002701092
linampjm	Moulton, opp Bell Lane	High Road	2700LMAL5185
linjawta	Moulton, High Road (S-bound)	Bell Lane	270000009462
linjawtm	Moulton, opp Hatt Close	Bell Lane	270000009466
linampja	Moulton, opp Reynolds Gardens	Bell Lane	270002701095
linajdjp	Moulton, adj All Saint's Church	High Street	2700LMC01144
linadgam	Moulton, adj Medical Centre	High Street	2700LM000128
linjpawg	Moulton, adj Harrox Square	Moons Green	270000010596
linjpagt	Moulton, opp Moons Green	West Cob Gate	270000010595
linjpagg	Moulton, Medical Centre (E-bound)	West Cob Gate	270000010594
linjawtg	Moulton, opp All Saint's Church	High Street	270000009464
linampdp	Moulton, adj Reynolds Gardens	Bell Lane	270002701096
linjawtj	Moulton, adj Hatt Close	Bell Lane	270000009465
linampda	Moulton, adj River Lane	High Road	270002701098
linjawpw	Whaplode, opp St Mary's Gardens	High Road	270000009461
linadmag	Whaplode, adj Darjeeling Restaurant	Main Road	2700LWSI0324
linawjtm	Whaplode, opp Middle Road	Main Road	270002701101
linjawpj	Whaplode, adj Stockwell Gate	Main Road	270000009458
linajamp	Holbeach, opp Wignals Gate	High Road	270002701104
linjawpa	Holbeach, opp Netherfield	Spalding Road	270000009455
linajawmw	Holbeach, adj Fairfields	Spalding Road	270000009454
linajawmp	Holbeach, opp Stukeley Hall Drive	West End	270000009452
lingawam	Holbeach, adj Carter's Park	Park Road	2700LHPR6276
linatgpj	Holbeach, opp Market Rasen Way	Penny Hill Road	2700LHGF2598
linjpwad	Holbeach, adj University Academy	Penny Hill Road	270000014518
linjdpqd	Holbeach, opp Cecil Pywell Avenue	Boston Road	270000009680
linaptdg	Holbeach, adj Tesco	Boston Road	2700LHT02303
linatwma	Holbeach, opp Interchange Shelter	High Street	2700LHHG2858
linajajm	Holbeach, opp Damgate	Fleet Street	270002700599
linajama	Holbeach, adj Rowan Close	Fleet Road	270002700597
linjdjwj	Fleet Hargate, opp Fleet Road	Fleet Road	270000009612
linaptmd	Fleet Hargate, adj Winslow Gate	Fleet Road	270002701070
linjdjwp	Fleet Hargate, opp Proctors Close	B1515 Fleet Road	270000009614
linjdmad	Fleet Hargate, opp The Old Schoolhouse	Old Main Road	270000009616
linaptjm	Fleet Hargate, opp Seaforth	Old Main Road	270002700602
linatmjt	Gedney, opp Topsgate House	Topsgate	270002701073
linadpta	Gedney, adj St Mary Magdalene Church	Church End	2700LGC00446
linatjmg	Gedney, adj Batemans Close	Churchgate	270002700871
linatmtw	Gedney, adj Linden House	Churchgate	2700LGA6450
linjdmap	Gedney, opp Churchgate	A17	270000009620
linawtwd	Gedney, adj Kingdom Hall	Main Road	270002702142
linadmgp	Gedney, adj Albert Avenue	Main Road	2700LGAA0346
linjdmda	Gedney, adj Hoddins Way	Main Road	270000009623
linjdmdg	Long Sutton, adj Docking's Holt	Gedney Road	270000009624
linjdmdm	Long Sutton, adj Limewalk	Gedney Road	270000009626
linjdmdt	Long Sutton, opp Market Court	Market Street	270000009628
linapwjm	Long Sutton, adj Othellos Bakery	High Street	2700LLSP2391
linajpga	Long Sutton, opp Seagate Road	London Road	270002700611
linjdmgd	Long Sutton, adj The Olde Ship Inn	London Road	270000009631
linjdmgj	Long Sutton, adj 75 Bridge Road	Bridge Road	270000009632
lingajdt	Little Sutton, adj Hospital Drive	Bridge Road	2700LLSH6059
linjmdtp	Sutton Bridge, opp Fields Farm North	Bridge Road	270000010245
lindwtram	Sutton Bridge, adj Nightingale Way	Bridge Road	2700LSBA5881
linjmdwa	Sutton Bridge, adj Withington Street	Bridge Road	270000010247
linjmdwg	Sutton Bridge, adj Greyhound	Bridge Road	270000010249
lindwtaj	Sutton Bridge, adj Post Office	Bridge Road	2700LSBP5880
linjmdwm	Sutton Bridge, opp Village Hall	Bridge Road	270000010251
linjdjgw	Sutton Bridge, adj Bridge Hotel	Bridge Road	2700LSBB4192
linjmgaj	Sutton Bridge, Crosskeys Bridge (E-bound)	A17	270000010256
NFOGAWTP	Walpole Cross Keys, opp Garage	Sutton Road	2900W027
NFOGAWTG	Walpole Cross Keys, adj The Woolpack	Sutton Road	2900W024
NFODWPM	South Green, adj Mill Close	Sutton Road	2900T0517
NFOGPDJG	South Green, adj Bus Shelter	Sutton Road	2900T055
NFODWPJT	Terrington St Clement, adj Wesley Road	Marshland Street	2900T0512

Continued on next page.



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Spalding - Kings Lynn

Stagecoach East Midlands - InterConnect

Continued from previous page.

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. Departure times will be real-time predictions where available, or scheduled departure times if not.

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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
NFODWPMT	Terrington St Clement, adj King William Close	Churchgate Way	2900T0520
NFODWPWP	Terrington St Clement, opp High School	Churchgate Way	2900T0533
NFOGTMWM	Terrington St Clement, o/s High School	Grounds	2900T0541
NFODWPTJ	Terrington St Clement, adj Tower Farm	Northgate Way	2900T0525
NFODWPTW	Terrington St Clement, opp Alma Chase	Northgate Way	2900T0528
NFODWPMA	Terrington St Clement, adj Rhoon Road	Northgate Way	2900T0516
NFOGWTWP	Terrington St Clement, adj Bus Shelter	Marsh Road	2900T0535
NFODWPWJ	Terrington St Clement, adj Lynn Road	Lynn Road	2900T0531
NFOAJMDM	Clenchwarton, adj Victory Inn	Main Road	2900C185
NFOAJMDP	Clenchwarton, opp Black Horse Road	Main Road	2900C186
NFOAJMDW	Clenchwarton, adj school	Main Road	2900C188
NFOAJGWM	Clenchwarton, adj Ferry Road	Main Road	2900C1810
NFOGPJTD	Clenchwarton, adj Millennium Way	Main Road	2900C1820
NFOGPAWG	West Lynn, opp Clenchwarton Road	Clenchwarton Road	2900C190
NFOAJMAT	Clenchwarton, adj Margretta Close	Ferry Road	2900C1818
NFOAJMAP	Clenchwarton, opp Jubilee Bank Road	Ferry Road	2900C1817
NFODAPDP	West Lynn, adj Ferry Square	Ferry Road	2900K1334
NFODAJWT	West Lynn, opp Kempe Road	St Peters Road	2900K13117
NFODAPGJ	West Lynn, opp St Peters Church	St Peters Road	2900K1342
NFODAJWM	West Lynn, adj Post Box	St Peters Road	2900K13115
NFODAJWJ	West Lynn, adj Industrial Estate	Clenchwarton Road	2900K13114
NFODAPMD	South Lynn, opp Hillen Road	Wisbech Road	2900K1355
NFODAJWA	South Lynn, adj Jolly Farmers	Wisbech Road	2900K13111
NFOGTDDJ	King's Lynn, adj Stonegate Street	Millfleet	2900K0010
NFODAMGW	King's Lynn, Transport Interchange (Stand B)	Forecourt	2900K13138



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Wisbech - Long Sutton

Stagecoach in Peterborough

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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

Wisbech, Horse Fair Bus Station (Bay 1)	1100	1210	1415	1615	1745
§ Wisbech, North End Hail & Ride (N-bound)	1101	1211	1416	1616	1746
Wisbech, adj Asda Superstore	1103	1213	1418	1618	1748
§ Wisbech, o/s Peckover School Hail & Ride	1103	1213	1418	1618	1748
§ Wisbech, Leverington Road Hail & Ride (W-bound)	1104	1214	1419	1619	1749
§ Leverington, nr Leverington Common	1105	1217	1420	1622	1750
Leverington, nr Foot Bridge		1218	1623		
§ Leverington, opp Ringers Lane		1220	1625		
Leverington, opp Troughton Way	1107	1221	1422	1626	1752
§ Leverington, nr Ringers Lane		1221	1626		
Leverington, opp Woodgate Road		1223	1628		
§ Fitton End, nr May's Lane		1223	1628		
§ Gorefield, Gorefield Road Hail & Ride (W-bound)		1224	1629		
§ Gorefield, nr Primary School		1227	1632		
Gorefield, nr Allens Drove		1228	1633		
Fitton End, Roman Bank Hail & Ride (N-bound)	1110	1238	1425	1643	1755
Newton, opp Colville Road	1115	1243	1430	1648	1800
§ Newton, nr Brewers Lane Hail & Ride	1115	1243	1430	1648	1800
§ Newton, nr Mill Lane	1116	1244	1431	1649	1801
§ Newton, opp High Dike Bank Hail & Ride	1118	1246	1433	1651	1803
§ Tydd St Giles, High Broadgate Hail & Ride (N-bound)	1121	1249	1436	1654	1806
Tydd St Giles, Hockland Road Hail & Ride (E-bound)	1122	1250	1437	1655	1807
§ Tydd St Mary, opp Letter Box	—	1253	1440	1658	1810
Tydd St Mary, adj Village Store	—	1254	1441	1659	1811
§ Tydd St Mary, opp Common Way	—	1255	1442	1700	1812
Tydd Gote, opp 3 Long Road	—	1258	1445	1703	1815
Foul Anchor, opp Front Street	—	1300	1447	1705	1817
Sutton Bridge, opp Bridge Hotel	—	1304	1451	1709	1821
§ Sutton Bridge, adj Village Hall	—	1304	1451	1709	1821
§ Sutton Bridge, opp Post Office	—	1304	1451	1709	1821
§ Sutton Bridge, opp Greyhound	—	1304	1452	1709	1822
§ Sutton Bridge, opp Withington Street	—	1304	1452	1709	1822
§ Sutton Bridge, opp Nightingale Way	—	1305	1453	1710	1823
§ Sutton Bridge, adj Fields Farm North	—	1306	1454	1711	1824
§ Little Sutton, opp Hospital Drove	—	1308	1455	1713	1825
§ Long Sutton, opp 75 Bridge Road	—	1310	1457	1715	1827
§ Long Sutton, opp The Olde Ship Inn	—	1311	1458	1716	1828
§ Long Sutton, adj Seagate Road	—	1311	1458	1716	1828
§ Long Sutton, adj St Mary's Church	—	1312	1459	1717	1829
Long Sutton, adj Market Court	—	1313	1500	1718	1830

Saturdays

Wisbech, Horse Fair Bus Station (Bay 1)	1100	1210	1450	1615	1745
§ Wisbech, North End Hail & Ride (N-bound)	1101	1211	1451	1616	1746
Wisbech, adj Asda Superstore	1103	1213	1453	1618	1748
§ Wisbech, o/s Peckover School Hail & Ride	1103	1213	1453	1618	1748
§ Wisbech, Leverington Road Hail & Ride (W-bound)	1104	1214	1454	1619	1749
§ Leverington, nr Leverington Common	1105	1217	1455	1622	1750
Leverington, nr Foot Bridge		1218	1623		
§ Leverington, opp Ringers Lane		1220	1625		
Leverington, opp Troughton Way	1107	1221	1457	1626	1752
§ Leverington, nr Ringers Lane		1221	1626		
Leverington, opp Woodgate Road		1223	1628		
§ Fitton End, nr May's Lane		1223	1628		
§ Gorefield, Gorefield Road Hail & Ride (W-bound)		1224	1629		
§ Gorefield, nr Primary School		1227	1632		
Gorefield, nr Allens Drove		1228	1633		
Fitton End, Roman Bank Hail & Ride (N-bound)	1110	1238	1500	1643	1755
Newton, opp Colville Road	1115	1243	1505	1648	1800
§ Newton, nr Brewers Lane Hail & Ride	1115	1243	1505	1648	1800
§ Newton, nr Mill Lane	1116	1244	1506	1649	1801
§ Newton, opp High Dike Bank Hail & Ride	1118	1246	1508	1651	1803
§ Tydd St Giles, High Broadgate Hail & Ride (N-bound)	1121	1249	1511	1654	1806
Tydd St Giles, Hockland Road Hail & Ride (E-bound)	1122	1250	1512	1655	1807
§ Tydd St Mary, opp Letter Box	—	1253	1515	1658	1810
Tydd St Mary, adj Village Store	—	1254	1516	1659	1811
§ Tydd St Mary, opp Common Way	—	1255	1517	1700	1812
Tydd Gote, opp 3 Long Road	—	1258	1520	1703	1815
Foul Anchor, opp Front Street	—	1300	1522	1705	1817
Sutton Bridge, Railway Lane Hail & Ride (N-bound)	—		1527		
Sutton Bridge, opp Bridge Hotel	—	1304	—	1709	1821
§ Sutton Bridge, adj Village Hall	—	1304	—	1709	1821
§ Sutton Bridge, opp Post Office	—	1304	—	1709	1821
§ Sutton Bridge, opp Greyhound	—	1304	—	1709	1822
§ Sutton Bridge, opp Withington Street	—	1304	—	1709	1822
§ Sutton Bridge, opp Nightingale Way	—	1305	—	1710	1823
§ Sutton Bridge, adj Fields Farm North	—	1306	—	1711	1824
§ Little Sutton, opp Hospital Drove	—	1308	—	1713	1825
§ Long Sutton, opp 75 Bridge Road	—	1310	—	1715	1827
§ Long Sutton, opp The Olde Ship Inn	—	1311	—	1716	1828
§ Long Sutton, adj Seagate Road	—	1311	—	1716	1828
§ Long Sutton, adj St Mary's Church	—	1312	—	1717	1829
Long Sutton, adj Market Court	—	1313	—	1718	1830

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**50****Wisbech - Long Sutton**

Stagecoach in Peterborough

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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

no service

Late Summer BH (Monday 31st Aug)

no service



50

Long Sutton - Wisbech

Stagecoach in Peterborough

The information on this timetable is expected to be valid until at least 23rd September 2020. 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

Long Sutton, adj Othellos Bakery	0740	0910	—	1321
§ Long Sutton, opp Seagate Road	0740	0910	—	1321
§ Long Sutton, adj The Olde Ship Inn	0741	0911	—	1322
§ Long Sutton, adj 75 Bridge Road	0742	0912	—	1323
§ Little Sutton, adj Hospital Drive	0744	0914	—	1324
§ Sutton Bridge, opp Fields Farm North	0746	0916	—	1326
§ Sutton Bridge, adj Nightingale Way	0747	0917	—	1327
§ Sutton Bridge, adj Withington Street	0747	0917	—	1328
§ Sutton Bridge, adj Greyhound	0748	0918	—	1328
§ Sutton Bridge, adj Post Office	0748	0918	—	1328
§ Sutton Bridge, opp Village Hall	0749	0919	—	1329
Sutton Bridge, adj Bridge Hotel	0750	0920	—	1330
Foul Anchor, adj Front Street	0754	0924	—	1334
Tydd Gote, adj 3 Long Road	0756	0926	—	1336
§ Tydd St Mary, adj Common Way	0758	0928	—	1338
Tydd St Mary, opp Village Store	0800	0930	—	1340
§ Tydd St Mary, adj Letter Box	0800	0930	—	1340
Tydd St Giles, Hockland Road (W-bound)	0804	0934	1123	1344
§ Tydd St Giles, High Broadgate (S-bound)	0805	0935	1124	1345
§ Newton, nr High Dike Bank Hail & Ride	0807	0937	1126	1347
§ Newton, opp Mill Lane	0809	0939	1128	1349
§ Newton, opp Brewers Lane Hail & Ride	0810	0940	1129	1350
Newton, nr Colville Road	0811	0941	1130	1351
Fitton End, Roman Bank Hail & Ride (S-bound)	0816	0946	1135	1356
Gorefield, nr Hassock Hill Drive		0955		
§ Gorefield, opp Primary School		0956		
§ Gorefield, Gorefield Road Hail & Ride (E-bound)		0958		
§ Fitton End, opp May's Lane		0958		
Leverington, nr Woodgate Road		1000		
Leverington, nr Troughton Way	0819	1002	1138	1359
§ Leverington, nr Ringers Lane		1002		
§ Leverington, opp Leverington Common	0820	1003	1139	1400
§ Wisbech, Leverington Road Hail & Ride (E-bound)	0822	1005	1141	1402
§ Wisbech, opp Peckover School Hail & Ride	0823	1006	1142	1403
Wisbech, opp Asda Superstore	0824	1007	1143	1404
§ Wisbech, North End Hail & Ride (S-bound)	0825	1007	1143	1404
Wisbech, Horse Fair Bus Station (Bay 1)	0829	1010	1146	1407

Saturdays

Long Sutton, adj Othellos Bakery	0740	0910	—	1321	—	1720
§ Long Sutton, opp Seagate Road	0740	0910	—	1321	—	1720
§ Long Sutton, adj The Olde Ship Inn	0741	0911	—	1322	—	1721
§ Long Sutton, adj 75 Bridge Road	0742	0912	—	1323	—	1722
§ Little Sutton, adj Hospital Drive	0744	0914	—	1324	—	1723
§ Sutton Bridge, opp Fields Farm North	0746	0916	—	1326	—	1724
§ Sutton Bridge, adj Nightingale Way	0747	0917	—	1327	—	1725
§ Sutton Bridge, adj Withington Street	0747	0917	—	1328	—	1726
§ Sutton Bridge, adj Greyhound	0748	0918	—	1328	—	1726
§ Sutton Bridge, adj Post Office	0748	0918	—	1328	—	1727
§ Sutton Bridge, opp Village Hall	0749	0919	—	1329	—	1727
Sutton Bridge, adj Bridge Hotel	0750	0920	—	1330	1530	1728
Foul Anchor, adj Front Street	0754	0924	—	1334	1534	1732
Tydd Gote, adj 3 Long Road	0756	0926	—	1336	1536	1734
§ Tydd St Mary, adj Common Way	0758	0928	—	1338	1538	1736
Tydd St Mary, opp Village Store	0800	0930	—	1340	1540	1738
§ Tydd St Mary, adj Letter Box	0800	0930	—	1340	1540	1738
Tydd St Giles, Hockland Road (W-bound)	0804	0934	1123	1344	1544	1742
§ Tydd St Giles, High Broadgate (S-bound)	0805	0935	1124	1345	1545	1743
§ Newton, nr High Dike Bank Hail & Ride	0806	0937	1126	1347	1547	1745
§ Newton, opp Mill Lane	0808	0939	1128	1349	1549	1747
§ Newton, opp Brewers Lane Hail & Ride	0809	0940	1129	1350	1550	1748
Newton, nr Colville Road	0810	0941	1130	1351	1551	1749
Fitton End, Roman Bank Hail & Ride (S-bound)	0814	0946	1135	1356	1556	
Gorefield, nr Hassock Hill Drive		0955				
§ Gorefield, opp Primary School		0956				
§ Gorefield, Gorefield Road Hail & Ride (E-bound)		0958				
§ Fitton End, opp May's Lane		0958				
Leverington, nr Woodgate Road		1000				
Leverington, nr Troughton Way	0817	1002	1138	1359	1559	
§ Leverington, nr Ringers Lane		1002				
§ Leverington, opp Leverington Common	0818	1003	1139	1400	1600	
§ Leverington, opp Parson Drive Lane						1754
§ Leverington, nr Peatlings Lane						1755
§ Wisbech, Leverington Road Hail & Ride (E-bound)	0819	1005	1141	1402	1602	1755
§ Wisbech, opp Peckover School Hail & Ride	0820	1006	1142	1403	1603	1756
Wisbech, opp Asda Superstore	0821	1007	1143	1404	1604	1757
§ Wisbech, North End Hail & Ride (S-bound)	0821	1007	1143	1404	1604	1757
Wisbech, Horse Fair Bus Station (Bay 1)	0824	1010	1146	1407	1607	1800

Sundays

no service

Late Summer BH (Monday 31st Aug)

no service

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SMS Code	Stop Name	Street	ATCO Code
CMBDMJDM	Wisbech, Horse Fair Bus Station (Bay 1)	Horse Fair	0500FWISH032
-	Wisbech, North End Hail & Ride (N-bound)	North End	0500FWISH038
CMBDMJDJ	Wisbech, adj Asda Superstore	North End	0500FWISH031
-	Wisbech, o/s Peckover School Hail & Ride	Leverington Road	0500FWISH050
-	Wisbech, Leverington Road Hail & Ride (W-bound)	Leverington Road	0500FLEVE028
CMBDJTPJ	Leverington, nr Leverington Common	Dowgate Road	0500FLEVE016
CMBDJTWP	Leverington, nr Foot Bridge	Leverington Common	0500FLEVE025
CMBDJTWM	Leverington, opp Ringers Lane	Gorefield Road	0500FLEVE024
CMBDJTWJ	Leverington, opp Troughton Way	Church End	0500FLEVE023
CMBDJTWA	Leverington, nr Ringers Lane	Gorefield Road	0500FLEVE020
CMBDJTWG	Leverington, opp Woodgate Road	Gorefield Road	0500FLEVE022
CMBDJTMT	Fitton End, nr May's Lane	Gorefield Road	0500FLEVE010
CMBDJTMW	Gorefield, Gorefield Road Hail & Ride (W-bound)	Gorefield Road	0500FLEVE011
CMBDJTJM	Gorefield, nr Primary School	High Road	0500FGORE003
CMBGMJDW	Gorefield, nr Allens Drove	High Road	0500FGORE011
-	Fitton End, Roman Bank Hail & Ride (N-bound)	Roman Bank	0500FNEWF013
CMBDMATW	Newton, opp Colville Road	Goodens Lane	0500FNEWF011
-	Newton, nr Brewers Lane Hail & Ride	High Road	0500FNEWF012
CMBDMATJ	Newton, nr Mill Lane	High Road	0500FNEWF004
-	Newton, opp High Dike Bank Hail & Ride	High Road	0500FTYDD003
-	Tydd St Giles, High Broadgate Hail & Ride (N-bound)	High Broadgate	0500FTYDD018
-	Tydd St Giles, Hockland Road Hail & Ride (E-bound)	Hockland Road	0500FTYDD017
lingdtpw	Tydd St Mary, opp Letter Box	Hix's Lane	2700LTSM6885
lingdjam	Tydd St Mary, adj Village Store	Common Way	2700LTSM6459
linawmad	Tydd St Mary, opp Common Way	Wisbech Road	270002700345
linjmgda	Tydd Gote, opp 3 Long Road	Long Road	270000010261
linjmgat	Foul Anchor, opp Front Street	Station Road	270000010259
linawpdt	Sutton Bridge, Railway Lane Hail & Ride (N-bound)	Railway Lane	270002702014
linamwpt	Sutton Bridge, opp Bridge Hotel	Bridge Road	2700LSBB1940
linjmdwp	Sutton Bridge, adj Village Hall	Bridge Road	270000010252
linatpga	Sutton Bridge, opp Post Office	Bridge Road	270002700613
linjmdwj	Sutton Bridge, opp Greyhound	Bridge Road	270000010250
linjmdwd	Sutton Bridge, opp Withington Street	Bridge Road	270000010248
linjmdtw	Sutton Bridge, opp Nightingale Way	Bridge Road	270000010246
linjmdtm	Sutton Bridge, adj Fields Farm North	Bridge Road	270000010244
linjmdtj	Little Sutton, opp Hospital Drove	Bridge Road	270000010243
linjdmgm	Long Sutton, opp 75 Bridge Road	Bridge Road	270000009633
linjdmga	Long Sutton, opp The Olde Ship Inn	London Road	270000009630
linajpdt	Long Sutton, adj Seagate Road	London Road	270002700610
linjmdmw	Long Sutton, adj St Mary's Church	High Street	270000009629
linawjda	Long Sutton, adj Market Court	Market Street	2700LLSO3082



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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
linapwjm	Long Sutton, adj Othellos Bakery	High Street	2700LLSP2391
linajpga	Long Sutton, opp Seagate Road	London Road	270002700611
linjdmgd	Long Sutton, adj The Olde Ship Inn	London Road	270000009631
linjdmgj	Long Sutton, adj 75 Bridge Road	Bridge Road	270000009632
lingajdt	Little Sutton, adj Hospital Drove	Bridge Road	2700LLSH6059
linjmdtp	Sutton Bridge, opp Fields Farm North	Bridge Road	270000010245
lindwtam	Sutton Bridge, adj Nightingale Way	Bridge Road	2700LSBA5881
linjmdwa	Sutton Bridge, adj Withington Street	Bridge Road	270000010247
linjmdwg	Sutton Bridge, adj Greyhound	Bridge Road	270000010249
lindwtaj	Sutton Bridge, adj Post Office	Bridge Road	2700LSBP5880
linjmdwm	Sutton Bridge, opp Village Hall	Bridge Road	270000010251
lindjgfw	Sutton Bridge, adj Bridge Hotel	Bridge Road	2700LSBA4192
linjmgap	Foul Anchor, adj Front Street	Station Road	270000010258
linawmag	Tydd Gote, adj 3 Long Road	Long Road	270002700347
linadawa	Tydd St Mary, adj Common Way	Wisbech Road	2700LTCP0111
linampaj	Tydd St Mary, opp Village Store	Common Way	2700LTSM1759
linjdmtd	Tydd St Mary, adj Letter Box	Hix's Lane	270000009652
CMBDMDGM	Tydd St Giles, Hockland Road (W-bound)	Hockland Road	0500FTYDD015
CMBDMDAD	Tydd St Giles, High Broadgate (S-bound)	High Broadgate	0500FTYDD001
-	Newton, nr High Dike Bank Hail & Ride	High Road	0500FTYDD004
CMBDMATM	Newton, opp Mill Lane	High Road	0500FNEWF008
-	Newton, opp Brewers Lane Hail & Ride	High Road	0500FNEWF005
CMBDMATD	Newton, nr Colville Road	Goodens Lane	0500FNEWF001
-	Fitton End, Roman Bank Hail & Ride (S-bound)	Roman Bank	0500FNEWF014
CMBGMJGA	Gorefield, nr Hassock Hill Drove	High Road	0500FGORE012
CMBDJTJW	Gorefield, opp Primary School	High Road	0500FGORE006
CMBDJTMG	Gorefield, Gorefield Road Hail & Ride (E-bound)	Gorefield Road	0500FLEVE006
CMBDJTMJ	Fitton End, opp May's Lane	Gorefield Road	0500FLEVE007
CMBDJTMD	Leverington, nr Woodgate Road	Gorefield Road	0500FLEVE004
CMBDJTWD	Leverington, nr Troughton Way	Church End	0500FLEVE021
CMBDJTWA	Leverington, nr Ringers Lane	Gorefield Road	0500FLEVE020
CMBDJTPM	Leverington, opp Leverington Common	Dowgate Road	0500FLEVE017
CMBDJTPD	Leverington, opp Parson Drove Lane	Sutton Road	0500FLEVE014
CMBDJTMA	Leverington, nr Peatlings Lane	Sutton Road	0500FLEVE003
-	Wisbech, Leverington Road Hail & Ride (E-bound)	Leverington Road	0500FLEVE002
-	Wisbech, opp Peckover School Hail & Ride	Leverington Road	0500FWISH051
CMBDMJAT	Wisbech, opp Asda Superstore	North End	0500FWISH027
-	Wisbech, North End Hail & Ride (S-bound)	North End	0500FWISH039
CMBDMJDM	Wisbech, Horse Fair Bus Station (Bay 1)	Horse Fair	0500FWISH032

**NG1****Sutton Bridge - Spalding**

Stagecoach East Midlands

The information on this timetable is expected to be valid until at least 23rd September 2020. 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
Sutton Bridge, opp Bridge Hotel	0747
§ Sutton Bridge, adj Village Hall	0747
§ Sutton Bridge, opp Post Office	0747
Sutton Bridge, opp Greyhound	0748
§ Sutton Bridge, opp Withington Street	0748
§ Sutton Bridge, opp Nightingale Way	0748
§ Sutton Bridge, adj Fields Farm North	0749
Little Sutton, opp Hospital Drove	0751
§ Long Sutton, opp 75 Bridge Road	0751
§ Long Sutton, opp The Olde Ship Inn	0752
Long Sutton, adj Seagate Road	0753
§ Long Sutton, adj St Mary's Church	0754
Long Sutton, adj Market Court	0756
§ Long Sutton, opp Limewalk	0756
Long Sutton, opp Docking's Holt	0758
§ Gedney, opp Hoddins Way	0758
Gedney, opp Albert Avenue	0759
§ Gedney, opp Kingdom Hall	0800
§ Gedney, opp Linden House	0801
Gedney, opp Batemans Close	0802
Gedney, opp St Mary Magdalene Church	0803
§ Gedney, adj Topsgate House	0803
§ Fleet Hargate, o/s Seaforth	0804
Fleet Hargate, adj The Old Schoolhouse	0805
§ Fleet Hargate, adj Proctors Close	0805
§ Fleet Hargate, opp Winslow Gate	0805
§ Fleet Hargate, adj Fleet Road	0806
Holbeach, opp Rowan Close	0808
§ Holbeach, adj Damgate	0809
Holbeach, adj Interchange Shelter	0810
Holbeach, adj Stukeley Hall Drive	0813
§ Holbeach, opp Fairfield	0813
§ Holbeach, adj Netherfield	0814
§ Holbeach, adj Wignals Gate	0815
Whaplode, opp Stockwell Gate	0817
§ Whaplode, adj Middle Road	0818
Whaplode, opp Darjeeling Restaurant	0819
§ Whaplode, adj St Mary's Gardens	0819
§ Moulton, opp River Lane	0820
Moulton, adj Bell Lane	0821
§ Weston, adj Delgate Bank	0822
§ Weston, adj Swindler's Drove	0826
§ Spalding, adj 121 London Road	0838
Spalding, adj Grammar School Playing Field	0840

Saturdays

no service

Sundays

no service

Late Summer BH (Monday 31st Aug)

no service

Service Restrictions: 1 - from 3.9.20, not 23.10.20 to 30.10.

Notes: Sch - Schooldays only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**NG1****Spalding - Sutton Bridge**

Stagecoach East Midlands

The information on this timetable is expected to be valid until at least 23rd September 2020. 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
Spalding, adj Grammar School Playing Field	1540
§ Spalding, opp Grange Drive	1543
Spalding, in Spalding Academy Bus Park	1545
§ Weston, opp Swindler's Drove	1549
§ Weston, opp Delgate Bank	1554
Moulton, opp Bell Lane	1555
§ Moulton, adj River Lane	1555
§ Whaplode, opp St Mary's Gardens	1556
Whaplode, adj Darjeeling Restaurant	1557
§ Whaplode, opp Middle Road	1557
§ Whaplode, adj Stockwell Gate	1558
§ Holbeach, opp Wignals Gate	1601
§ Holbeach, opp Netherfield	1602
§ Holbeach, adj Fairfields	1603
§ Holbeach, opp Stukeley Hall Drive	1604
Holbeach, opp Interchange Shelter	1606
§ Holbeach, opp Damgate	1606
§ Holbeach, adj Rowan Close	1607
§ Fleet Hargate, opp Fleet Road	1609
§ Fleet Hargate, adj Winslow Gate	1609
§ Fleet Hargate, opp Proctors Close	1610
Fleet Hargate, opp The Old Schoolhouse	1611
§ Fleet Hargate, opp Seaforth	1611
§ Gedney, opp Topsgate House	1612
Gedney, adj St Mary Magdalene Church	1613
§ Gedney, adj Batemans Close	1613
§ Gedney, adj Linden House	1614
§ Gedney, opp Churchgate	1615
§ Gedney, adj Kingdom Hall	1615
Gedney, adj Albert Avenue	1617
§ Gedney, adj Hoddins Way	1617
§ Long Sutton, adj Docking's Holt	1618
Long Sutton, adj Limewalk	1620
Long Sutton, opp Market Court	1621
§ Long Sutton, adj Othellos Bakery	1621
§ Long Sutton, opp Seagate Road	1622
§ Long Sutton, adj The Olde Ship Inn	1622
§ Long Sutton, adj 75 Bridge Road	1623
Little Sutton, adj Hospital Drove	1625
§ Sutton Bridge, opp Fields Farm North	1626
§ Sutton Bridge, adj Nightingale Way	1627
§ Sutton Bridge, adj Withington Street	1628
§ Sutton Bridge, adj Greyhound	1628
§ Sutton Bridge, adj Post Office	1628
§ Sutton Bridge, opp Village Hall	1629
Sutton Bridge, adj Bridge Hotel	1630

Saturdays

no service

Sundays

no service

Late Summer BH (Monday 31st Aug)

no service

Service Restrictions: 1 - from 3.9.20, not 23.10.20 to 30.10.

Notes: Sch - Schooldays only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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. 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
linamwpt	Sutton Bridge, opp Bridge Hotel	Bridge Road	2700LSBB1940
linjmdwp	Sutton Bridge, adj Village Hall	Bridge Road	270000010252
linatpga	Sutton Bridge, opp Post Office	Bridge Road	270002700613
linjmdwj	Sutton Bridge, opp Greyhound	Bridge Road	270000010250
linjmdwd	Sutton Bridge, opp Withington Street	Bridge Road	270000010248
linjmdtw	Sutton Bridge, opp Nightingale Way	Bridge Road	270000010246
linjmdtm	Sutton Bridge, adj Fields Farm North	Bridge Road	270000010244
linjmdtj	Little Sutton, opp Hospital Drive	Bridge Road	270000010243
linjdmgm	Long Sutton, opp 75 Bridge Road	Bridge Road	270000009633
linjdmga	Long Sutton, opp The Olde Ship Inn	London Road	270000009630
linajpdt	Long Sutton, adj Seagate Road	London Road	270002700610
linjmdmw	Long Sutton, adj St Mary's Church	High Street	270000009629
linawjda	Long Sutton, adj Market Court	Market Street	2700LLSO3082
linjmdp	Long Sutton, opp Limewalk	Gedney Road	270000009627
linjmdmj	Long Sutton, opp Docking's Holt	Gedney Road	270000009625
linjdmaw	Gedney, opp Hoddins Way	Main Road	270000009622
linjdmaw	Gedney, opp Hoddins Way	Main Road	270000009621
linjdmaw	Gedney, opp Albert Avenue	Main Road	270002702143
linawtwg	Gedney, opp Kingdom Hall	Main Road	270000009618
linjdmaj	Gedney, opp Linden House	Churchgate	270002700872
linatjta	Gedney, opp Batemans Close	Churchgate	270000009617
linjdmag	Gedney, opp St Mary Magdalene Church	Church End	270002701072
linatmdw	Gedney, adj Topsgate House	Topsgate	270002700603
linaptjg	Fleet Hargate, o/s Seaforth	Old Main Road	2700LFHT3062
linawgwa	Fleet Hargate, adj The Old Schoolhouse	B1515 Fleet Road	270000009615
linjdjw	Fleet Hargate, adj Proctors Close	Fleet Road	270002701069
linaptmj	Fleet Hargate, opp Winslow Gate	Fleet Road	270000009613
linjdjwm	Fleet Hargate, adj Fleet Road	Fleet Road	270002700596
linajamd	Holbeach, opp Rowan Close	Fleet Street	270002700600
linajajg	Holbeach, adj Damgate	High Street	2700LHCC2441
linatagt	Holbeach, adj Interchange Shelter	West End	270000009451
linjawmj	Holbeach, adj Stukeley Hall Drive	Spalding Road	270000009453
linjawmt	Holbeach, opp Fairfield	Spalding Road	270000009456
linjawpd	Holbeach, adj Netherfield	High Road	270002701105
linajamj	Holbeach, adj Wignals Gate	Main Road	270000009457
linjawpg	Whaplode, opp Stockwell Gate	Main Road	270002701102
linawjtj	Whaplode, adj Middle Road	Main Road	270000009459
linjawpm	Whaplode, opp Darjeeling Restaurant	High Road	270000009460
linjawpt	Whaplode, adj St Mary's Gardens	High Road	270002701099
linampdg	Moulton, opp River Lane	High Road	270000009467
linjawtp	Moulton, adj Bell Lane	High Road	270002701093
linamtta	Weston, adj Delgate Bank	Holbeach Road	270002702134
linawtpa	Weston, adj Swindler's Drove	London Road	270000009874
linjgdgt	Spalding, adj 121 London Road	Welland Road	270000009659
linjdmwd	Spalding, adj Grammar School Playing Field		



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. 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
linjdmwd	Spalding, adj Grammar School Playing Field	Welland Road	270000009659
linadjw	Spalding, opp Grange Drive	Halmer Gate	270000009146
linadjgw	Spalding, in Spalding Academy Bus Park	Halmer Gardens	2700LSGS0270
linawtpd	Weston, opp Swindler's Drove	Holbeach Road	270002702135
linamtdg	Weston, opp Delgate Bank	High Road	270002701092
linampjm	Moulton, opp Bell Lane	High Road	2700LMAL5185
linampda	Moulton, adj River Lane	High Road	270002701098
linjawpw	Whaplode, opp St Mary's Gardens	High Road	270000009461
linadmag	Whaplode, adj Darjeeling Restaurant	Main Road	2700LWSI0324
linawjtm	Whaplode, opp Middle Road	Main Road	270002701101
linawpj	Whaplode, adj Stockwell Gate	Main Road	270000009458
linajamp	Holbeach, opp Wignals Gate	High Road	270002701104
linjawpa	Holbeach, opp Netherfield	Spalding Road	270000009455
linjawmw	Holbeach, adj Fairfields	Spalding Road	270000009454
linawmp	Holbeach, opp Stukeley Hall Drive	West End	270000009452
linatwma	Holbeach, opp Interchange Shelter	High Street	2700LHHG2858
linajajm	Holbeach, opp Damgate	Fleet Street	270002700599
linajama	Holbeach, adj Rowan Close	Fleet Road	270002700597
linjdjwj	Fleet Hargate, opp Fleet Road	Fleet Road	270000009612
linaptmd	Fleet Hargate, adj Winslow Gate	Fleet Road	270002701070
linjdjwp	Fleet Hargate, opp Proctors Close	B1515 Fleet Road	270000009614
linjdmad	Fleet Hargate, opp The Old Schoolhouse	Old Main Road	270000009616
linaptjm	Fleet Hargate, opp Seaforth	Old Main Road	270002700602
linatmjt	Gedney, opp Topsgate House	Topsgate	270002701073
linadpta	Gedney, adj St Mary Magdalene Church	Church End	2700LGC00446
linatjmg	Gedney, adj Batemans Close	Churchgate	270002700871
linatmtw	Gedney, adj Linden House	Churchgate	2700LGAL6450
linjdmap	Gedney, opp Churchgate	A17	270000009620
linawtwd	Gedney, adj Kingdom Hall	Main Road	270002702142
linadmgp	Gedney, adj Albert Avenue	Main Road	2700LGAA0346
linjdmda	Gedney, adj Hoddins Way	Main Road	270000009623
linjdmdg	Long Sutton, adj Docking's Holt	Gedney Road	270000009624
linjdmdm	Long Sutton, adj Limewalk	Gedney Road	270000009626
linjdmdt	Long Sutton, opp Market Court	Market Street	270000009628
linapwjm	Long Sutton, adj Othellos Bakery	High Street	2700LLSP2391
linajpga	Long Sutton, opp Seagate Road	London Road	270002700611
linjdmgd	Long Sutton, adj The Olde Ship Inn	London Road	270000009631
linjdmgj	Long Sutton, adj 75 Bridge Road	Bridge Road	270000009632
lingajdt	Little Sutton, adj Hospital Drove	Bridge Road	2700LLSH6059
linjmdtp	Sutton Bridge, opp Fields Farm North	Bridge Road	270000010245
lindwtam	Sutton Bridge, adj Nightingale Way	Bridge Road	2700LSBA5881
linjmdwa	Sutton Bridge, adj Withington Street	Bridge Road	270000010247
linjmdwg	Sutton Bridge, adj Greyhound	Bridge Road	270000010249
lindwtaj	Sutton Bridge, adj Post Office	Bridge Road	2700LSBP5880
linjmdwm	Sutton Bridge, opp Village Hall	Bridge Road	270000010251
lindjgju	Sutton Bridge, adj Bridge Hotel	Bridge Road	2700LSBB4192

APPENDIX D

Sutton Bridge - Manual Traffic Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Junction: Withington Street / Bridge Road

Approach: Withington Street

TIME	Left to Bridge Road (East)								Right to Bridge Road (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
0745 - 0800	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
0800 - 0815	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
0815 - 0830	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0830 - 0845	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0845 - 0900	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	0	0	9	1	0	0	0	10	0	0	2	0	0	0	0	2
0900 - 0915	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
0915 - 0930	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
Session Total	0	0	22	2	0	0	0	24	0	0	4	0	0	0	0	4
1630 - 1645	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1645 - 1700	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
1700 - 1715	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1715 - 1730	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
1730 - 1745	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
1745 - 1800	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	0	0	9	1	0	0	0	10	0	0	6	0	0	0	0	6
1800 - 1815	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1815 - 1830	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
Session Total	0	0	19	1	0	0	0	20	0	0	11	0	0	0	0	11

Peak Times	
HGV AM	0.0%
HGV PM	0.0%

Peak Times	
HGV AM	0.0%
HGV PM	0.0%

TIME	PCU's	
	Left	Right
0730 - 0745	3	1
0745 - 0800	1	0
Hourly Total	4	1
0800 - 0815	3	0
0815 - 0830	2	0
0830 - 0845	2	1
0845 - 0900	3	1
Hourly Total	10	2
0900 - 0915	5	1
0915 - 0930	5	0
Hourly Total	10	1
Session Total	24	4
1630 - 1645	2	2
1645 - 1700	4	2
Hourly Total	6	4
1700 - 1715	2	2
1715 - 1730	4	1
1730 - 1745	3	1
1745 - 1800	1	2
Hourly Total	10	6
1800 - 1815	1	1
1815 - 1830	3	0
Hourly Total	4	1
Session Total	20	11

4
1

3
2
3
4

6
5

4
6

4
5
4
3

2
3

Sutton Bridge - Manual Traffic Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Junction: Withington Street / Bridge Road

Approach: Bridge Road (East)

TIME	Ahead to Bridge Road (West)								Right to Withington Street							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	71	9	0	0	1	81	0	0	0	0	0	0	0	0
0745 - 0800	0	0	80	9	1	1	0	91	0	0	0	0	0	0	0	0
Hourly Total	0	0	151	18	1	1	1	172	0	0	0	0	0	0	0	0
0800 - 0815	0	0	68	9	0	2	1	80	0	0	0	0	0	0	0	0
0815 - 0830	0	1	65	8	0	1	0	75	0	0	1	0	0	0	0	1
0830 - 0845	0	0	62	7	0	1	0	70	0	0	0	0	0	0	0	0
0845 - 0900	0	0	55	3	1	0	0	59	0	0	0	0	0	0	0	0
Hourly Total	0	1	250	27	1	4	1	284	0	0	1	0	0	0	0	1
0900 - 0915	0	1	50	7	0	0	0	58	0	0	1	0	0	0	0	1
0915 - 0930	0	0	47	3	1	0	0	51	0	0	0	0	0	0	0	0
Hourly Total	0	1	97	10	1	0	0	109	0	0	1	0	0	0	0	1
Session Total	0	2	498	55	3	5	2	565	0	0	2	0	0	0	0	2
1630 - 1645	0	2	58	7	0	1	0	68	0	0	2	0	0	0	0	2
1645 - 1700	0	0	61	7	0	0	0	68	0	0	3	0	0	0	0	3
Hourly Total	0	2	119	14	0	1	0	136	0	0	5	0	0	0	0	5
1700 - 1715	0	0	57	6	0	0	0	63	0	0	3	0	0	0	0	3
1715 - 1730	0	0	65	5	1	0	0	71	0	0	4	0	0	0	0	4
1730 - 1745	0	1	59	4	0	0	1	65	0	0	3	1	0	0	0	4
1745 - 1800	0	0	59	4	0	0	0	63	0	0	3	0	0	0	0	3
Hourly Total	0	1	240	19	1	0	1	262	0	0	13	1	0	0	0	14
1800 - 1815	0	0	41	5	0	0	0	46	0	0	2	0	0	0	0	2
1815 - 1830	0	0	38	7	0	0	0	45	0	0	1	0	0	0	0	1
Hourly Total	0	0	79	12	0	0	0	91	0	0	3	0	0	0	0	3
Session Total	0	3	438	45	1	1	1	489	0	0	21	1	0	0	0	22

TIME	PCU's	
	Ahead	Right
0730 - 0745	82	0
0745 - 0800	93	0
Hourly Total	175	0
0800 - 0815	84	0
0815 - 0830	76	1
0830 - 0845	71	0
0845 - 0900	60	0
Hourly Total	290	1
0900 - 0915	57	1
0915 - 0930	52	0
Hourly Total	109	1
Session Total	574	2
1630 - 1645	68	2
1645 - 1700	68	3
Hourly Total	136	5
1700 - 1715	63	3
1715 - 1730	72	4
1730 - 1745	65	4
1745 - 1800	63	3
Hourly Total	263	14
1800 - 1815	46	2
1815 - 1830	45	1
Hourly Total	91	3
Session Total	490	22

82
93

84
77
71
60

58
52

70
71

66
76
69
66

48
46

Peak Times	
HGV AM	2.1%
HGV PM	0.7%

Peak Times	
HGV AM	0.0%
HGV PM	0.0%

Sutton Bridge - Manual Traffic Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Junction: Withington Street / Bridge Road

Approach: Bridge Road (West)

TIME	Left to Withington Street								Ahead to Bridge Road (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	1	0	0	0	0	1	0	1	69	12	0	0	2	84
0745 - 0800	0	0	1	0	0	0	0	1	0	0	60	11	1	0	2	74
Hourly Total	0	0	2	0	0	0	0	2	0	1	129	23	1	0	4	158
0800 - 0815	0	0	2	0	0	0	0	2	0	0	58	12	0	1	1	72
0815 - 0830	0	0	1	0	0	0	0	1	0	0	57	13	1	0	3	74
0830 - 0845	0	0	0	0	0	0	0	0	0	0	80	9	0	2	1	92
0845 - 0900	0	0	0	0	0	0	0	0	0	0	78	10	1	2	2	93
Hourly Total	0	0	3	0	0	0	0	3	0	0	273	44	2	5	7	331
0900 - 0915	0	0	0	0	0	0	0	0	1	0	43	11	0	2	1	58
0915 - 0930	0	0	1	0	0	0	0	1	0	1	46	8	1	1	0	57
Hourly Total	0	0	1	0	0	0	0	1	1	1	89	19	1	3	1	115
Session Total	0	0	6	0	0	0	0	6	1	2	491	86	4	8	12	604
1630 - 1645	0	0	1	0	0	0	0	1	0	0	70	10	0	0	0	80
1645 - 1700	0	0	2	0	0	0	0	2	0	0	69	8	2	0	1	80
Hourly Total	0	0	3	0	0	0	0	3	0	0	139	18	2	0	1	160
1700 - 1715	0	0	1	0	0	0	0	1	0	0	67	6	0	1	0	74
1715 - 1730	0	0	1	0	0	0	0	1	0	0	62	8	1	0	2	73
1730 - 1745	0	0	4	0	0	0	0	4	0	0	52	8	0	1	1	62
1745 - 1800	0	0	2	0	0	0	0	2	0	0	44	8	0	1	1	54
Hourly Total	0	0	8	0	0	0	0	8	0	0	225	30	1	3	4	263
1800 - 1815	0	0	3	0	0	0	0	3	0	0	43	6	0	1	1	51
1815 - 1830	0	0	1	0	0	0	0	1	0	0	45	4	0	0	0	49
Hourly Total	0	0	4	0	0	0	0	4	0	0	88	10	0	1	1	100
Session Total	0	0	15	0	0	0	0	15	0	0	452	58	3	4	6	523

Peak Times	
HGV AM	0.0%

HGV PM	0.0%
--------	------

Peak Times	
HGV AM	3.6%

HGV PM	2.3%
--------	------

TIME	PCU's	
	Left	Ahead
TOTAL	TOTAL	TOTAL
0730 - 0745	1	85
0745 - 0800	1	77
Hourly Total	2	162
0800 - 0815	2	74
0815 - 0830	1	78
0830 - 0845	0	96
0845 - 0900	0	98
Hourly Total	3	346
0900 - 0915	0	61
0915 - 0930	1	58
Hourly Total	1	119
Session Total	6	627
1630 - 1645	1	80
1645 - 1700	2	82
Hourly Total	3	162
1700 - 1715	1	75
1715 - 1730	1	76
1730 - 1745	4	64
1745 - 1800	2	56
Hourly Total	8	271
1800 - 1815	3	53
1815 - 1830	1	49
Hourly Total	4	102
Session Total	15	535

2-Way Flow	2-Way Flow All Arms	Hour Flow All Arms
86	172	665
78	172	663
76	163	653
79	158	615
96	170	573
98	162	403
61	125	241
59	116	116
81	155	620
84	161	606
76	146	572
77	158	532
68	141	473
58	127	332
56	106	205
50	99	99

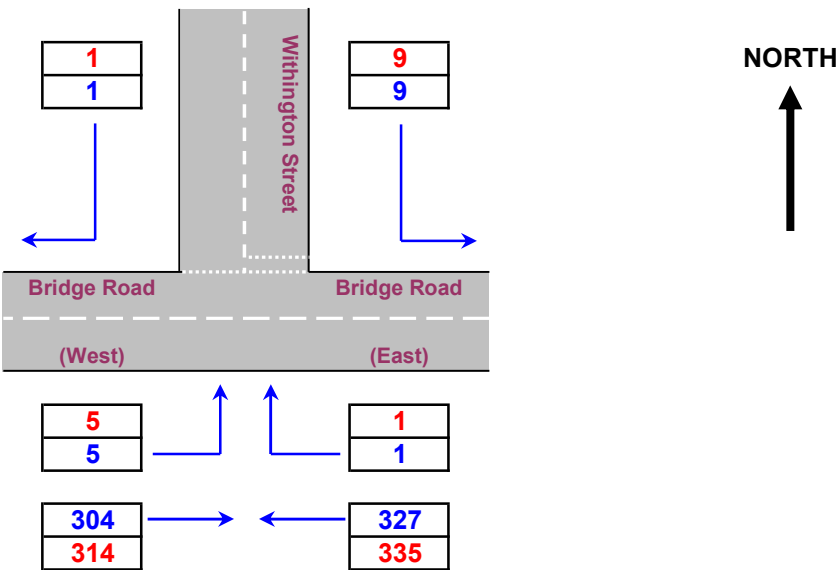
Sutton Bridge - Manual Traffic Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Junction: Withington Street / Bridge Road

PCUs
Flows

Peak Hour: 0730 - 0830



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

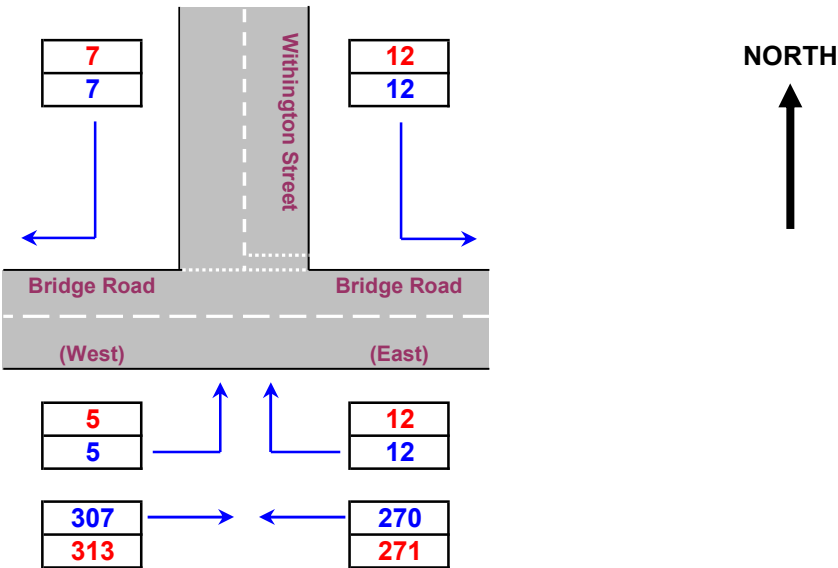
Sutton Bridge - Manual Traffic Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Junction: Withington Street / Bridge Road

PCUs
Flows

Peak Hour: 1630 - 1730



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Sutton Bridge Queue Survey, Tuesday 15th January 2019

Produced by Road Data Services Ltd.

Time		Withington Street	Right into Withington Street
		Vehicles	
7:30 - 7:35		0	0
7:35 - 7:40		1	0
7:40 - 7:45		1	0
7:45 - 7:50		0	0
7:50 - 7:55		0	0
7:55 - 8:00		0	0
8:00 - 8:05		0	0
8:05 - 8:10		0	0
8:10 - 8:15		1	0
8:15 - 8:20		1	0
8:20 - 8:25		0	1
8:25 - 8:30		0	0
8:30 - 8:35		1	0
8:35 - 8:40		1	0
8:40 - 8:45		1	0
8:45 - 8:50		0	0
8:50 - 8:55		2	0
8:55 - 9:00		1	0
9:00 - 9:05		1	0
9:05 - 9:10		1	0
9:10 - 9:15		1	1
9:15 - 9:20		0	0
9:20 - 9:25		2	0
9:25 - 9:30		0	0

16:30 - 16:35	1	0
16:35 - 16:40	2	0
16:40 - 16:45	1	2
16:45 - 16:50	2	0
16:50 - 16:55	0	1
16:55 - 17:00	2	1
17:00 - 17:05	1	2
17:05 - 17:10	0	1
17:10 - 17:15	1	0
17:15 - 17:20	1	2
17:20 - 17:25	1	2
17:25 - 17:30	2	0
17:30 - 17:35	1	1
17:35 - 17:40	1	2
17:40 - 17:45	1	0
17:45 - 17:50	1	2
17:50 - 17:55	1	0
17:55 - 18:00	0	1
18:00 - 18:05	1	0
18:05 - 18:10	1	1
18:10 - 18:15	0	0
18:15 - 18:20	2	0
18:20 - 18:25	0	0
18:25 - 18:30	0	0

Queues are maximum vehicle length every 5 minutes

APPENDIX E

Calculation Reference: AUDIT-350901-181008-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 7 to 98 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	14 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)	14
------------------------------------	----

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	14
------------------	----

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.

M-EC Wellington House Ibstock

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Secondary Filtering selection:

Use Class:

C3

13 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	8 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

14 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.

PTAL Rating:

No PTAL Present

14 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
6	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16		Survey Type: MANUAL
7	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
8	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
10	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
11	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
12	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
13	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
14	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	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
DV-03-A-01	house type
HC-03-A-19	house type
NF-03-A-01	BUNGALOWS
NY-03-A-08	house type
NY-03-A-09	house type
WK-03-A-01	house type

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	14	33	0.062	14	33	0.301	14	33	0.363
08:00 - 09:00	14	33	0.135	14	33	0.438	14	33	0.573
09:00 - 10:00	14	33	0.135	14	33	0.156	14	33	0.291
10:00 - 11:00	14	33	0.113	14	33	0.132	14	33	0.245
11:00 - 12:00	14	33	0.150	14	33	0.143	14	33	0.293
12:00 - 13:00	14	33	0.182	14	33	0.147	14	33	0.329
13:00 - 14:00	14	33	0.152	14	33	0.192	14	33	0.344
14:00 - 15:00	14	33	0.132	14	33	0.179	14	33	0.311
15:00 - 16:00	14	33	0.250	14	33	0.194	14	33	0.444
16:00 - 17:00	14	33	0.278	14	33	0.192	14	33	0.470
17:00 - 18:00	14	33	0.342	14	33	0.156	14	33	0.498
18:00 - 19:00	14	33	0.256	14	33	0.175	14	33	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.187			2.405			4.592

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

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

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Parameter summary

Trip rate parameter range selected:	7 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	6

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.

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	14	33	0.000	14	33	0.000	14	33	0.000
08:00 - 09:00	14	33	0.009	14	33	0.009	14	33	0.018
09:00 - 10:00	14	33	0.006	14	33	0.002	14	33	0.008
10:00 - 11:00	14	33	0.002	14	33	0.004	14	33	0.006
11:00 - 12:00	14	33	0.002	14	33	0.002	14	33	0.004
12:00 - 13:00	14	33	0.002	14	33	0.000	14	33	0.002
13:00 - 14:00	14	33	0.004	14	33	0.006	14	33	0.010
14:00 - 15:00	14	33	0.004	14	33	0.002	14	33	0.006
15:00 - 16:00	14	33	0.006	14	33	0.006	14	33	0.012
16:00 - 17:00	14	33	0.000	14	33	0.004	14	33	0.004
17:00 - 18:00	14	33	0.002	14	33	0.002	14	33	0.004
18:00 - 19:00	14	33	0.004	14	33	0.004	14	33	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	14	33	0.000	14	33	0.000	14	33	0.000
08:00 - 09:00	14	33	0.004	14	33	0.004	14	33	0.008
09:00 - 10:00	14	33	0.004	14	33	0.004	14	33	0.008
10:00 - 11:00	14	33	0.002	14	33	0.002	14	33	0.004
11:00 - 12:00	14	33	0.004	14	33	0.002	14	33	0.006
12:00 - 13:00	14	33	0.000	14	33	0.000	14	33	0.000
13:00 - 14:00	14	33	0.004	14	33	0.004	14	33	0.008
14:00 - 15:00	14	33	0.002	14	33	0.002	14	33	0.004
15:00 - 16:00	14	33	0.000	14	33	0.002	14	33	0.002
16:00 - 17:00	14	33	0.000	14	33	0.000	14	33	0.000
17:00 - 18:00	14	33	0.002	14	33	0.002	14	33	0.004
18:00 - 19:00	14	33	0.000	14	33	0.000	14	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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.

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	14	33	0.000	14	33	0.000	14	33	0.000
08:00 - 09:00	14	33	0.004	14	33	0.004	14	33	0.008
09:00 - 10:00	14	33	0.000	14	33	0.000	14	33	0.000
10:00 - 11:00	14	33	0.000	14	33	0.000	14	33	0.000
11:00 - 12:00	14	33	0.000	14	33	0.000	14	33	0.000
12:00 - 13:00	14	33	0.000	14	33	0.000	14	33	0.000
13:00 - 14:00	14	33	0.000	14	33	0.000	14	33	0.000
14:00 - 15:00	14	33	0.000	14	33	0.000	14	33	0.000
15:00 - 16:00	14	33	0.004	14	33	0.004	14	33	0.008
16:00 - 17:00	14	33	0.000	14	33	0.000	14	33	0.000
17:00 - 18:00	14	33	0.000	14	33	0.000	14	33	0.000
18:00 - 19:00	14	33	0.000	14	33	0.000	14	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	14	33	0.013	14	33	0.036	14	33	0.049
08:00 - 09:00	14	33	0.002	14	33	0.032	14	33	0.034
09:00 - 10:00	14	33	0.002	14	33	0.013	14	33	0.015
10:00 - 11:00	14	33	0.004	14	33	0.004	14	33	0.008
11:00 - 12:00	14	33	0.004	14	33	0.002	14	33	0.006
12:00 - 13:00	14	33	0.006	14	33	0.004	14	33	0.010
13:00 - 14:00	14	33	0.006	14	33	0.000	14	33	0.006
14:00 - 15:00	14	33	0.000	14	33	0.009	14	33	0.009
15:00 - 16:00	14	33	0.041	14	33	0.006	14	33	0.047
16:00 - 17:00	14	33	0.015	14	33	0.006	14	33	0.021
17:00 - 18:00	14	33	0.026	14	33	0.009	14	33	0.035
18:00 - 19:00	14	33	0.017	14	33	0.006	14	33	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.127			0.263

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.

APPENDIX F

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

NTM TRAFFIC GROWTH USING (TEMPRO Version 7.2) and NTM (AF15 Dataset)

Base Year: 2020

Future Year: 2025

NTM Growth Rates (AF15 Dataset)
Weekday AM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.102
County	Lincolnshire	1.095
Authority	South Holland	1.094
E02005472	South Holland 008	1.100

NTM Growth Rates (AF15 Dataset)
Weekday PM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.101
County	Lincolnshire	1.094
Authority	South Holland	1.093
E02005472	South Holland 008	1.099

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

NTM TRAFFIC GROWTH USING (TEMPRO Version 7.2) and NTM (AF15 Dataset)

Base Year: 2019
Future Year: 2020

NTM Growth Rates (AF15 Dataset)
Weekday AM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.015
County	Lincolnshire	1.012
Authority	South Holland	1.012
E02005472	South Holland 008	1.013

NTM Growth Rates (AF15 Dataset)
Weekday PM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.014
County	Lincolnshire	1.011
Authority	South Holland	1.011
E02005472	South Holland 008	1.013

LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

TRAFFIC GENERATION

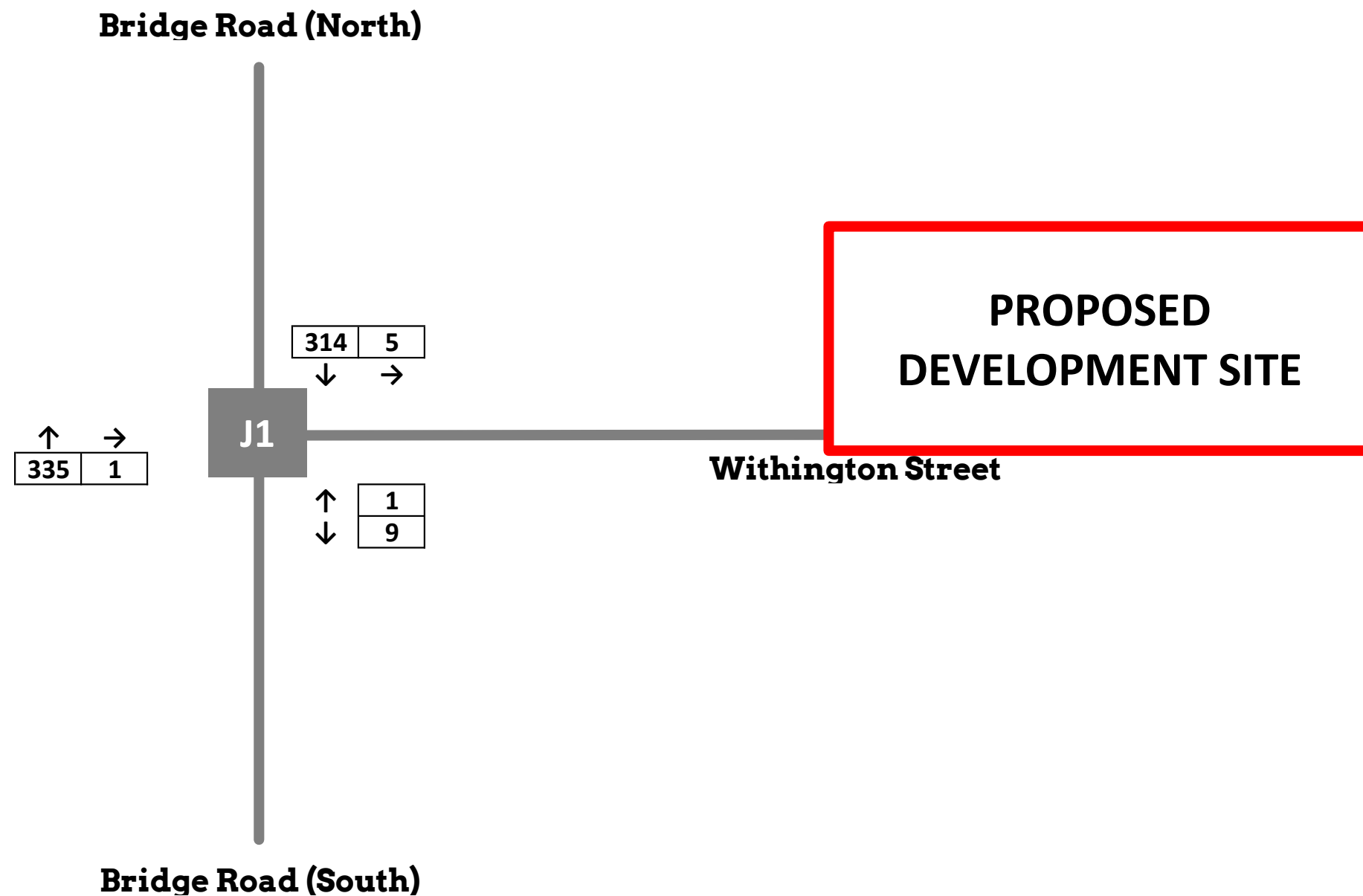
Proposed Development & Trip Rates

Dwellings **130**

	AM (08:00-09:00)			PM (17:00-18:00)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
TRICS Rates	0.135	0.438	0.573	0.342	0.156	0.498
Trip Generation	18	57	74	44	20	65

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2019 Base Survey AM Peak



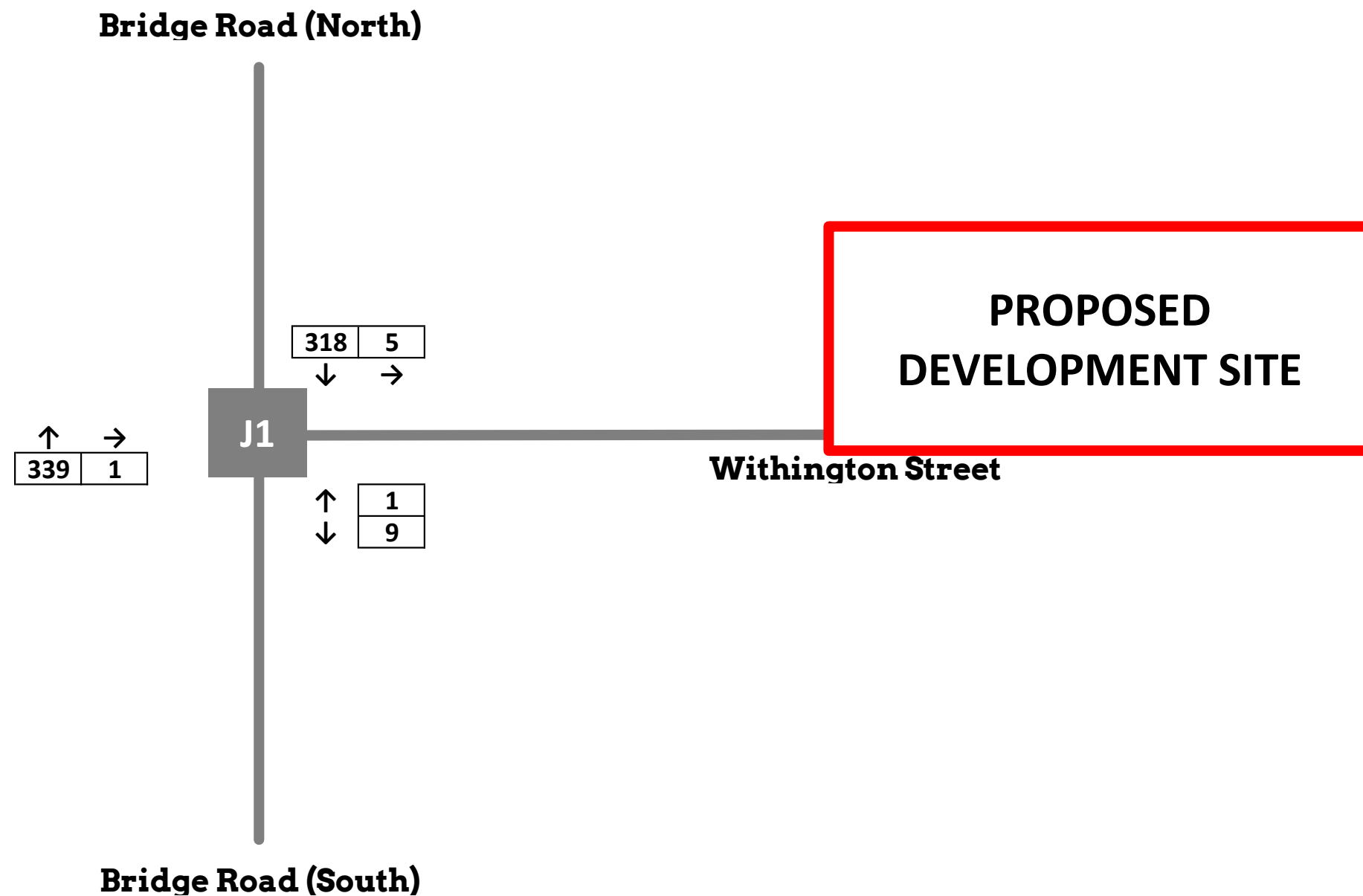
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2020 Base Survey AM Peak



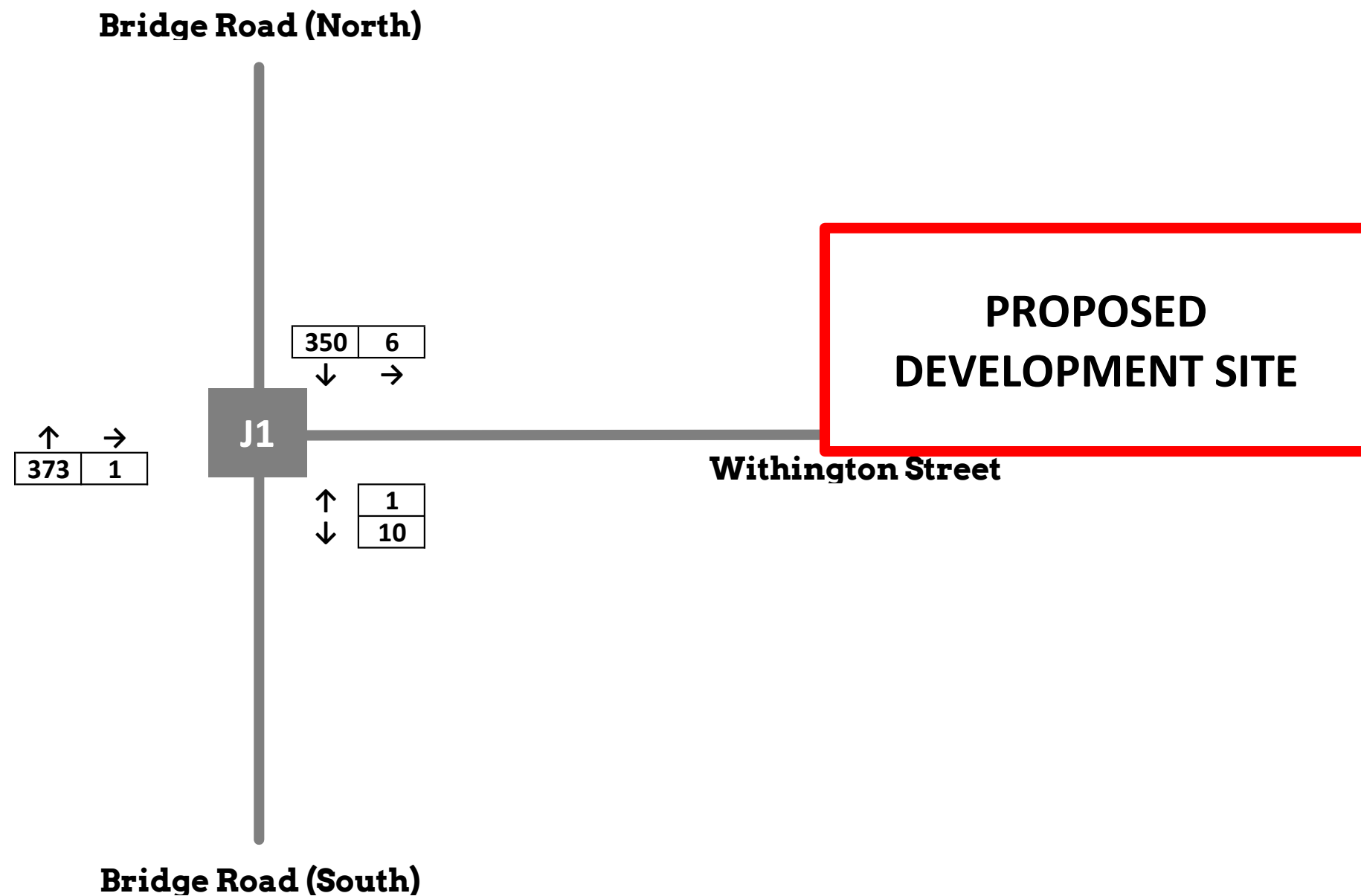
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Nothing AM Peak



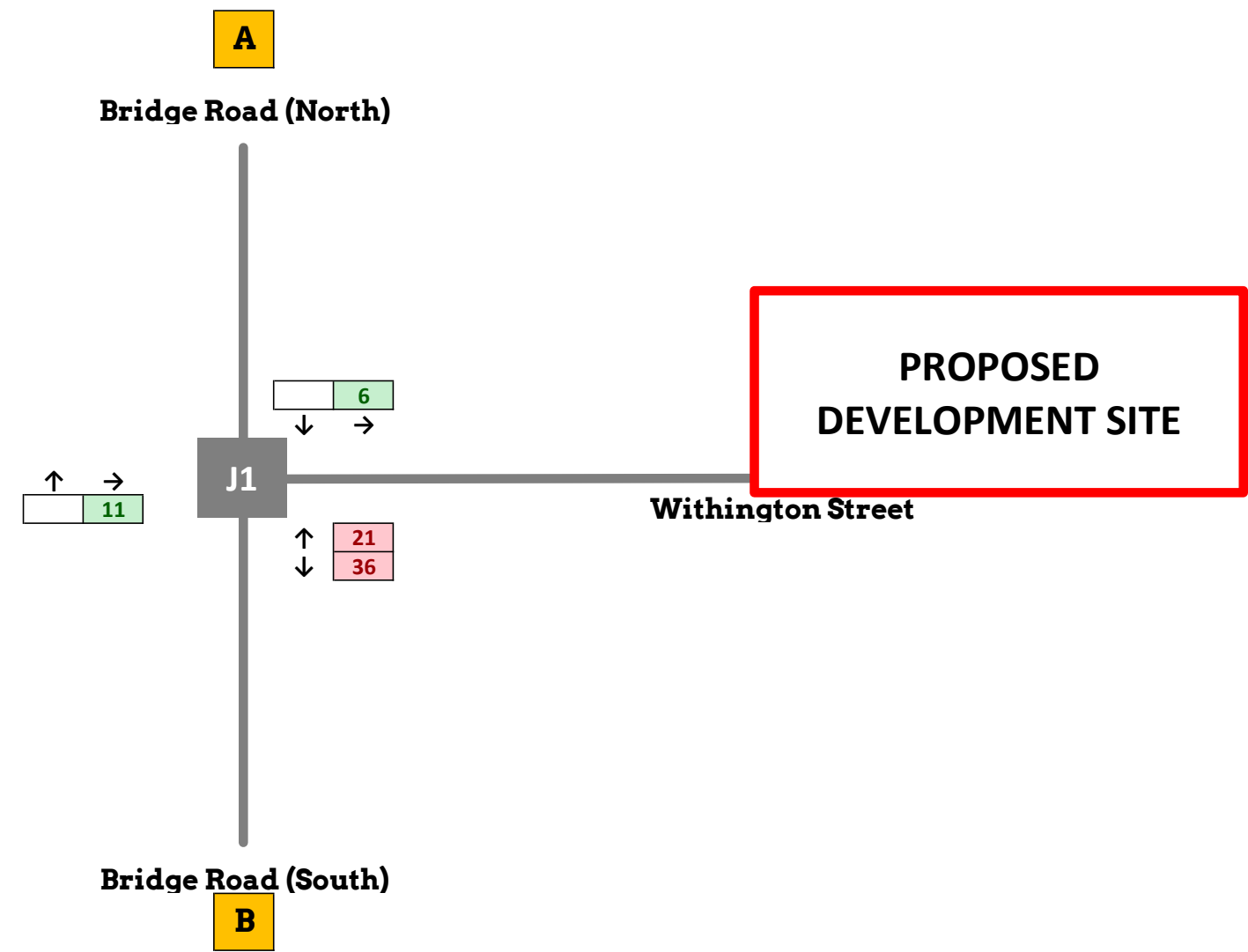
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT
LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

Proposed Development Flows AM Peak



18 Arriving traffic
57 Departing traffic

Development Distribution AM Peak

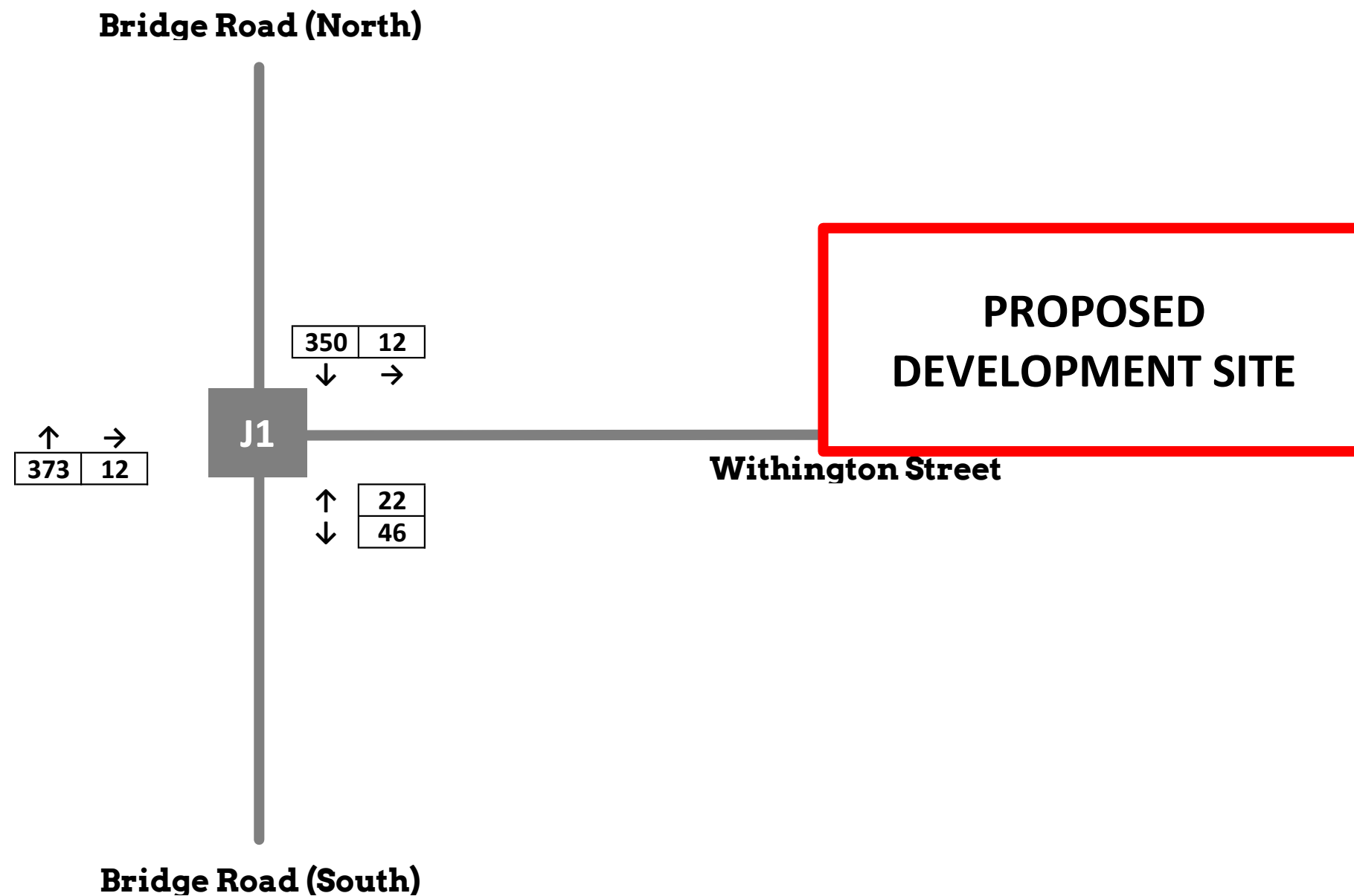
	% DIST	ARR	DEP	TOTAL
A	37.0%	6	21	28
B	63.0%	11	36	47
ALL	100.0%	18	57	74

*Rounding has occurred

Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Something AM Peak



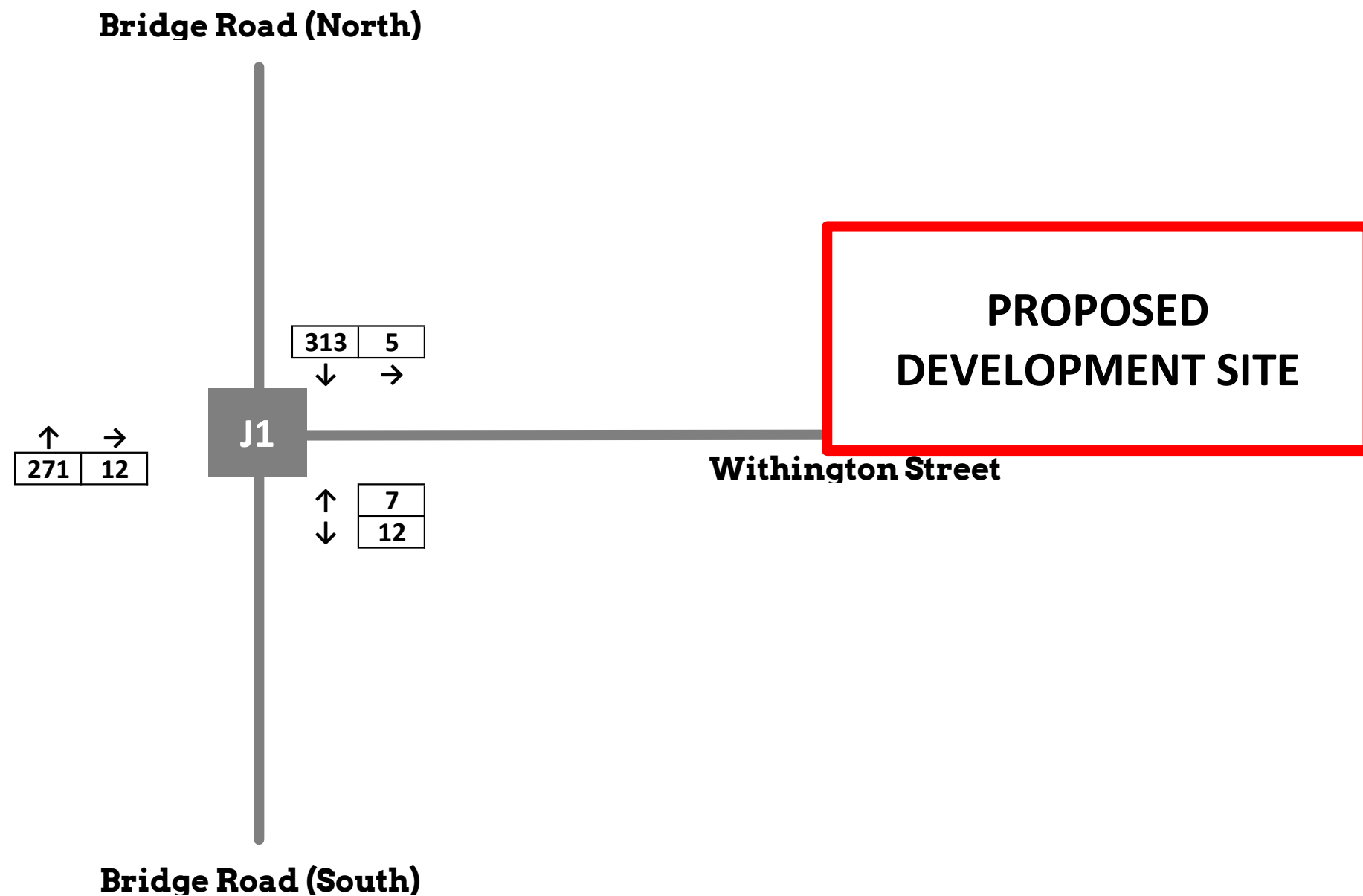
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2019 Base Survey PM Peak



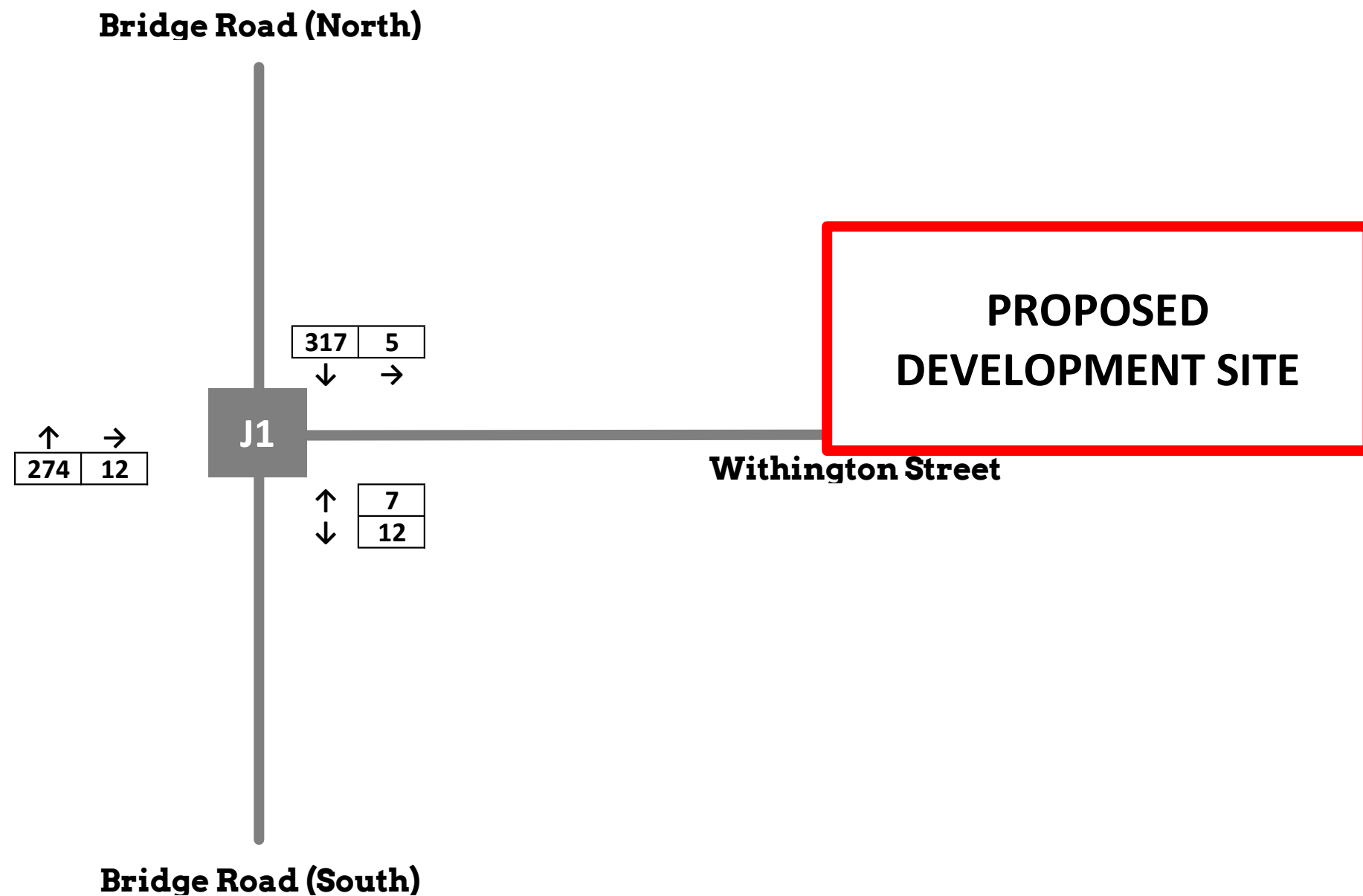
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2020 Base Survey PM Peak



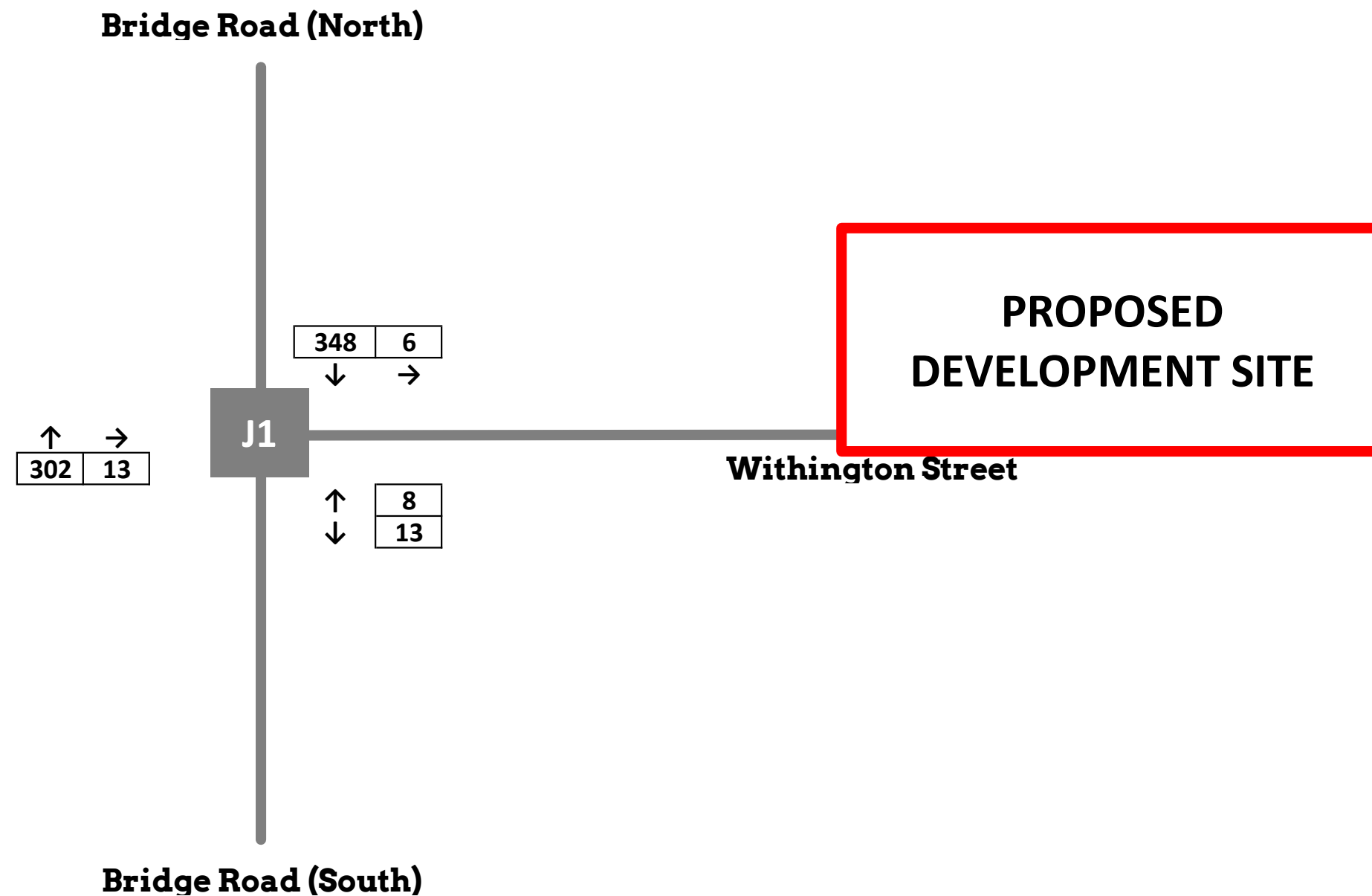
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Nothing PM Peak



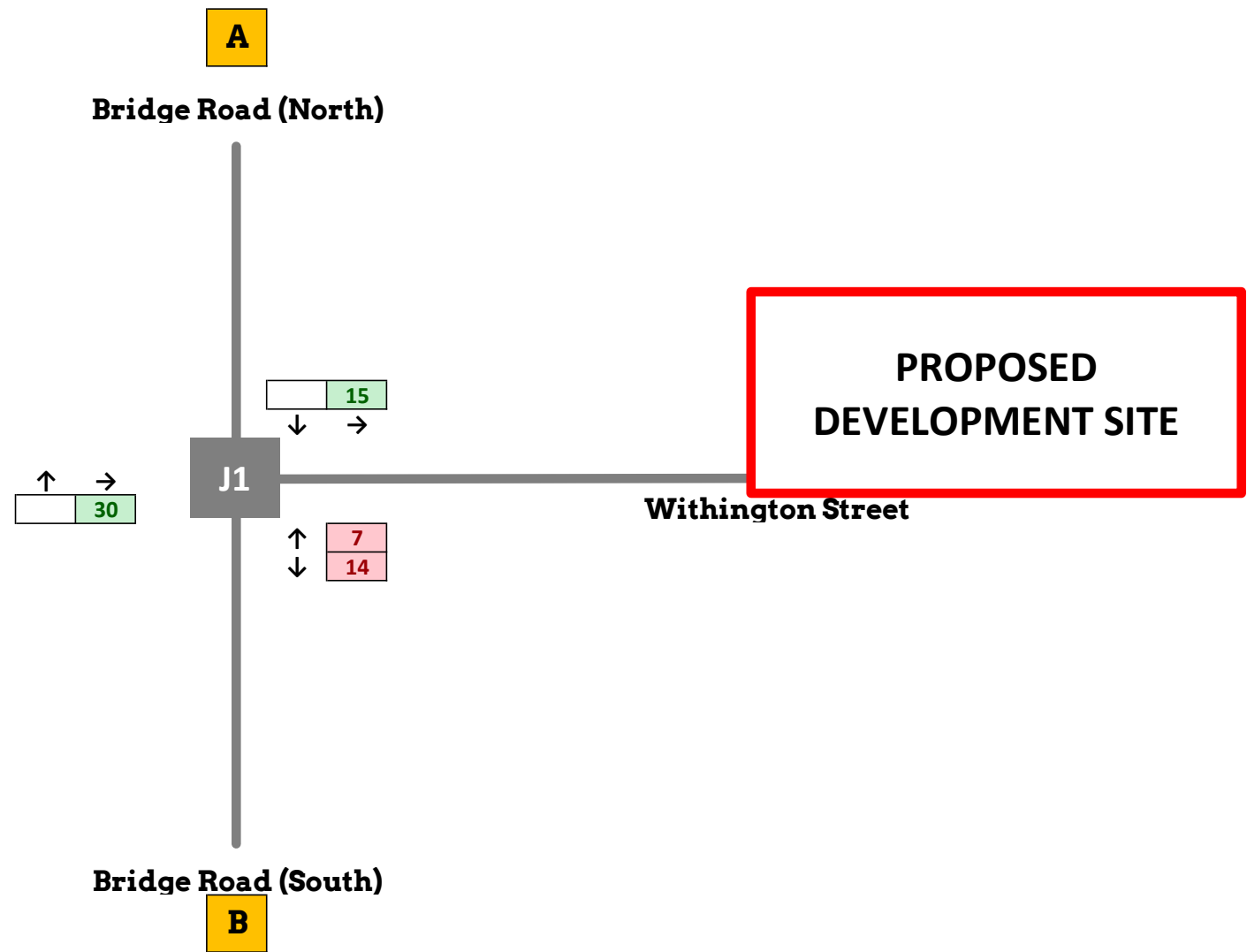
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT
LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

Proposed Development Flows PM Peak



44 Arriving traffic
20 Departing traffic

Development Distribution AM Peak

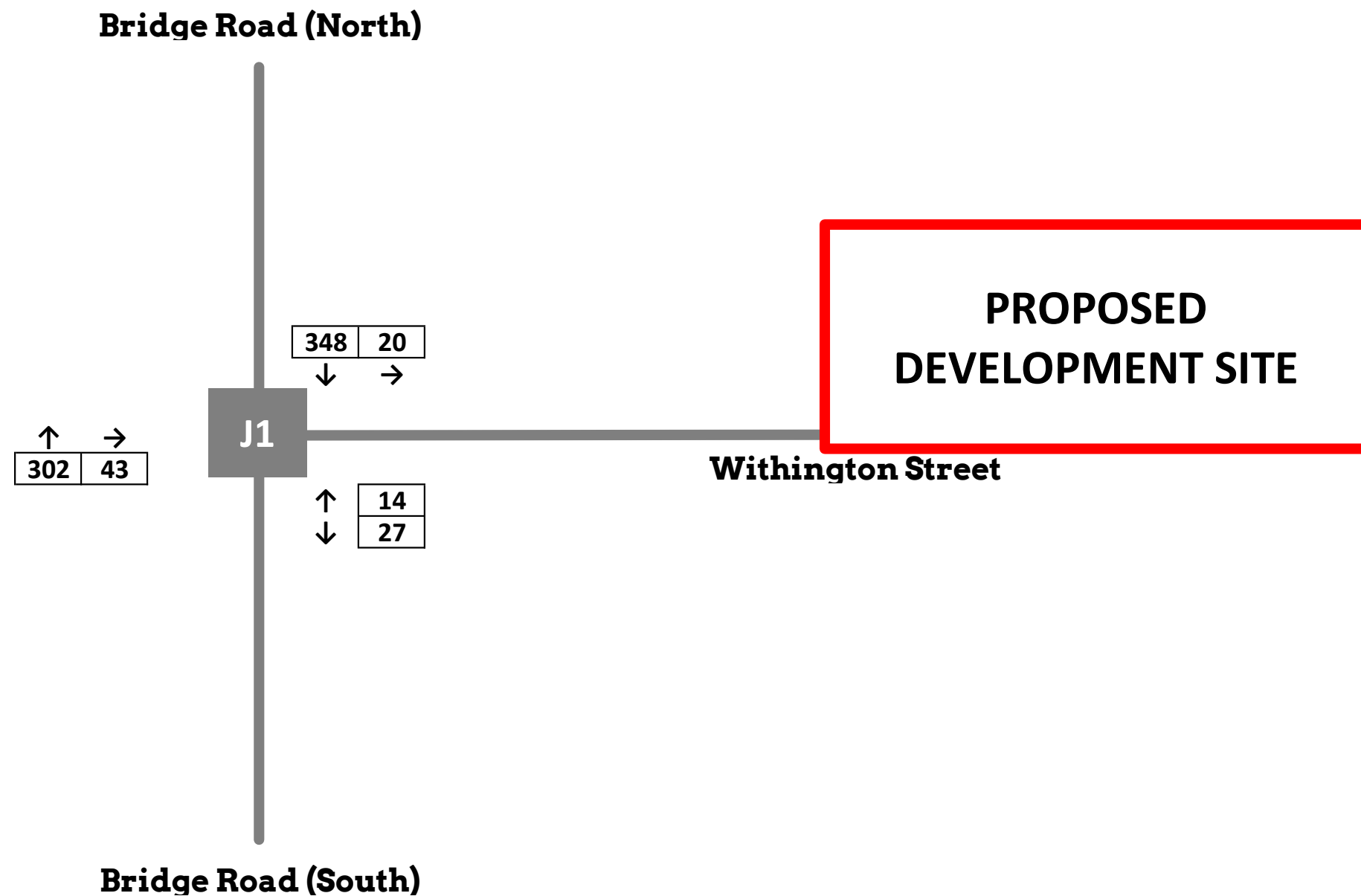
	% DIST	ARR	DEP	TOTAL
A	33.0%	15	7	21
B	67.0%	30	14	43
ALL	100.0%	44	20	65

*Rounding has occurred

Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Something PM Peak



Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

NTM TRAFFIC GROWTH USING (TEMPRO Version 7.2) and NTM (AF15 Dataset)

Base Year: 2020

Future Year: 2025

NTM Growth Rates (AF15 Dataset)
Weekday AM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.102
County	Lincolnshire	1.095
Authority	South Holland	1.094
E02005472	South Holland 008	1.100

NTM Growth Rates (AF15 Dataset)
Weekday PM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
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County	Lincolnshire	1.094
Authority	South Holland	1.093
E02005472	South Holland 008	1.099

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

NTM TRAFFIC GROWTH USING (TEMPRO Version 7.2) and NTM (AF15 Dataset)

Base Year: 2019
Future Year: 2020

NTM Growth Rates (AF15 Dataset)
Weekday AM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.015
County	Lincolnshire	1.012
Authority	South Holland	1.012
E02005472	South Holland 008	1.013

NTM Growth Rates (AF15 Dataset)
Weekday PM - Origin & Destination

Level	Area	Local Growth Figure
		All Road Types
Region	EM	1.014
County	Lincolnshire	1.011
Authority	South Holland	1.011
E02005472	South Holland 008	1.013

LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

TRAFFIC GENERATION

Proposed Development & Trip Rates

Dwellings **130**

	AM (08:00-09:00)			PM (17:00-18:00)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
TRICS Rates	0.135	0.438	0.573	0.342	0.156	0.498
Trip Generation	18	57	74	44	20	65

LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

TRAFFIC GENERATION

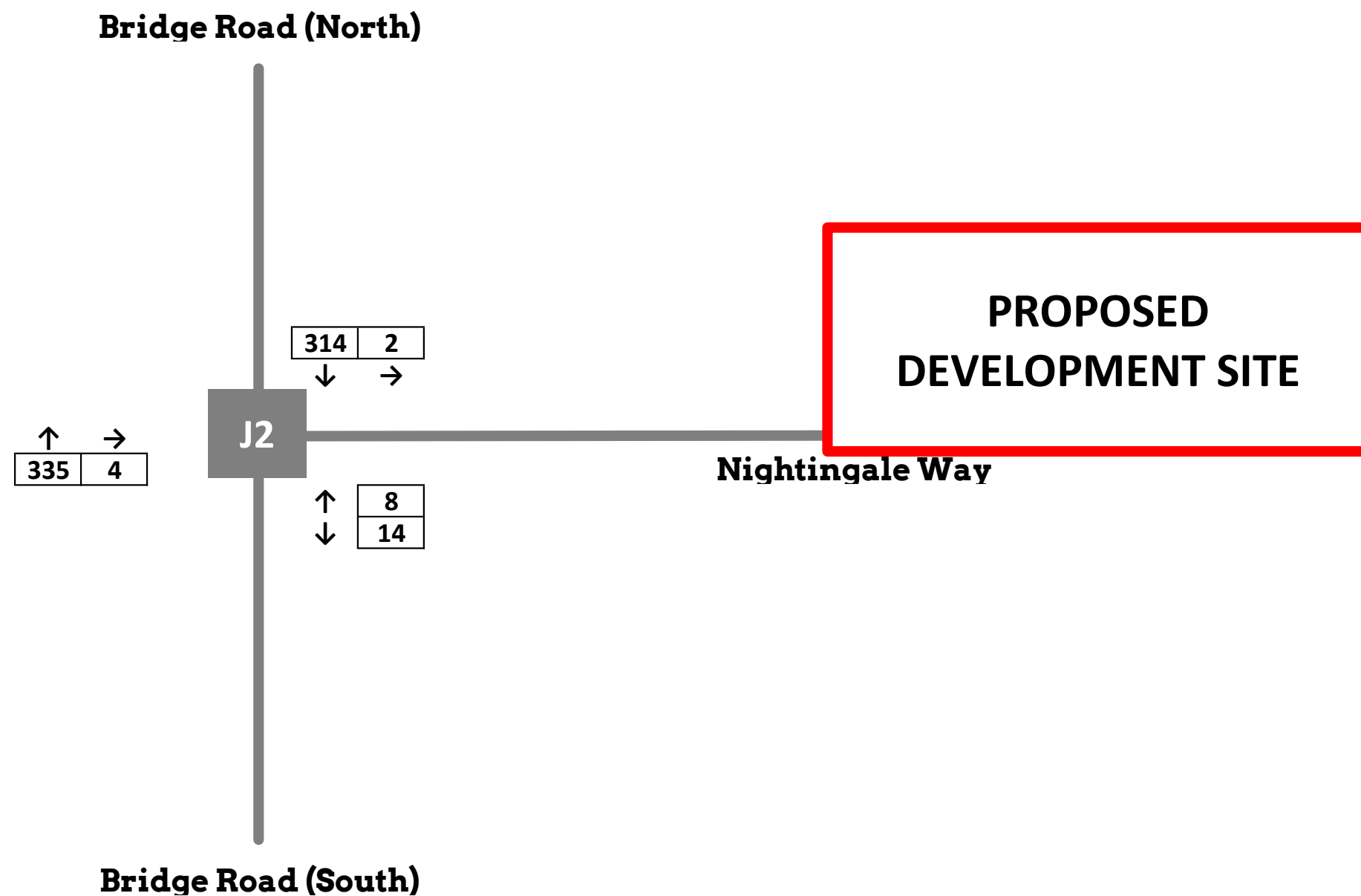
Nightingale Way Existing Site Trip Rates

Dwellings **49**

	AM (08:00-09:00)			PM (17:00-18:00)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
TRICS Rates	0.135	0.438	0.573	0.342	0.156	0.498
Trip Generation	7	21	28	17	8	24

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2019 Base Survey AM Peak



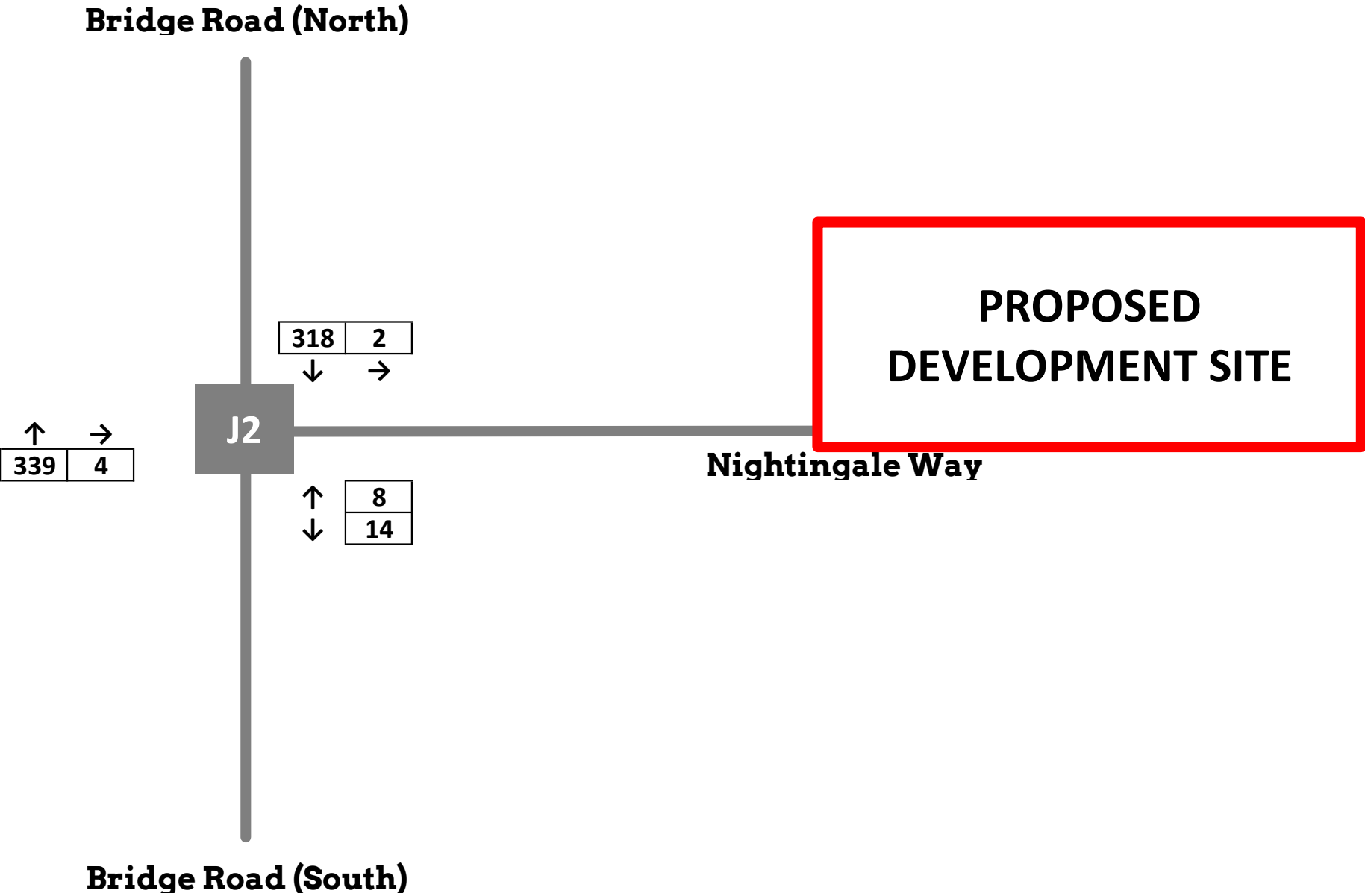
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

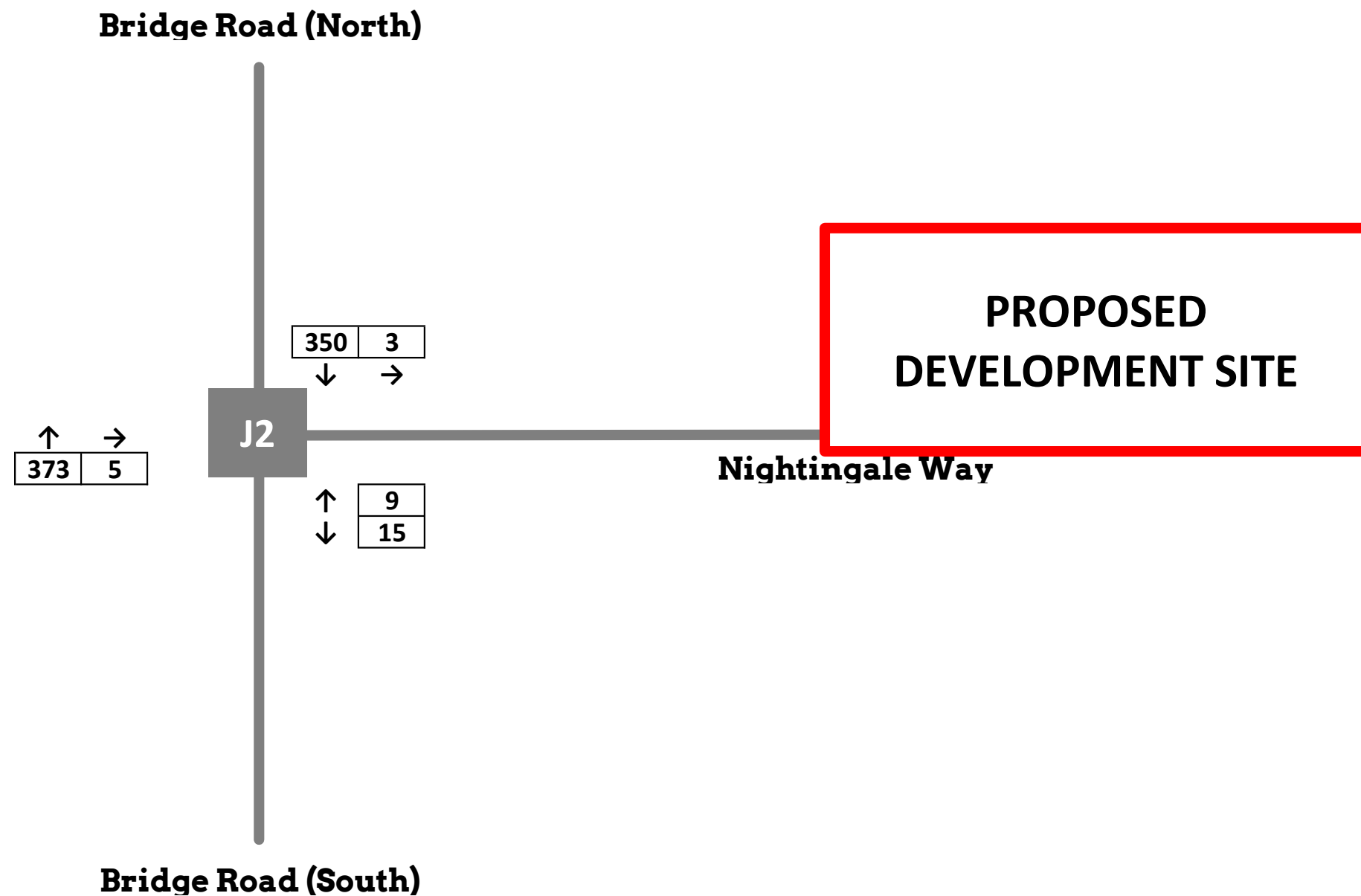
2020 Base Survey AM Peak



Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Nothing AM Peak



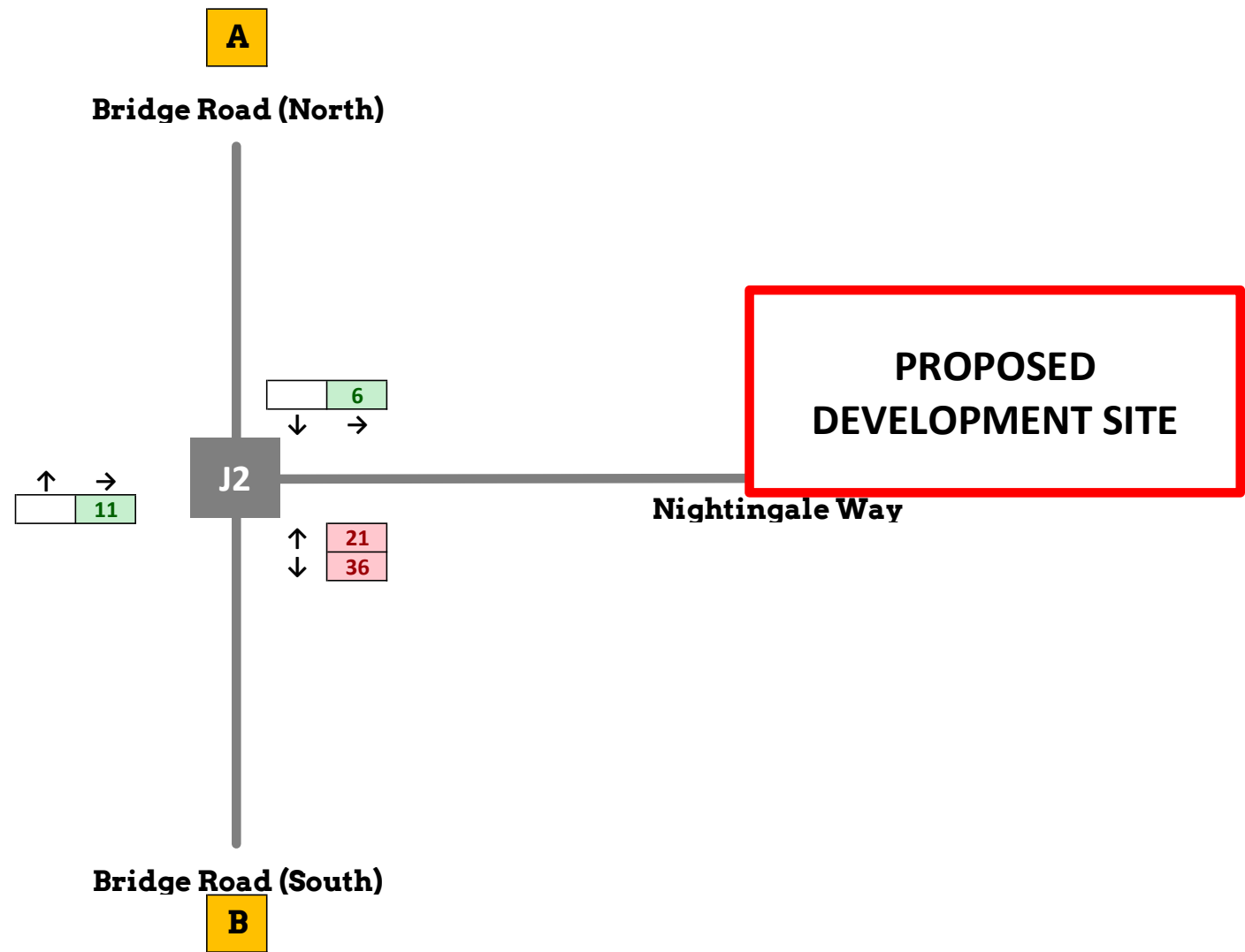
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT
LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

Proposed Development Flows AM Peak



18 Arriving traffic
57 Departing traffic

Development Distribution AM Peak

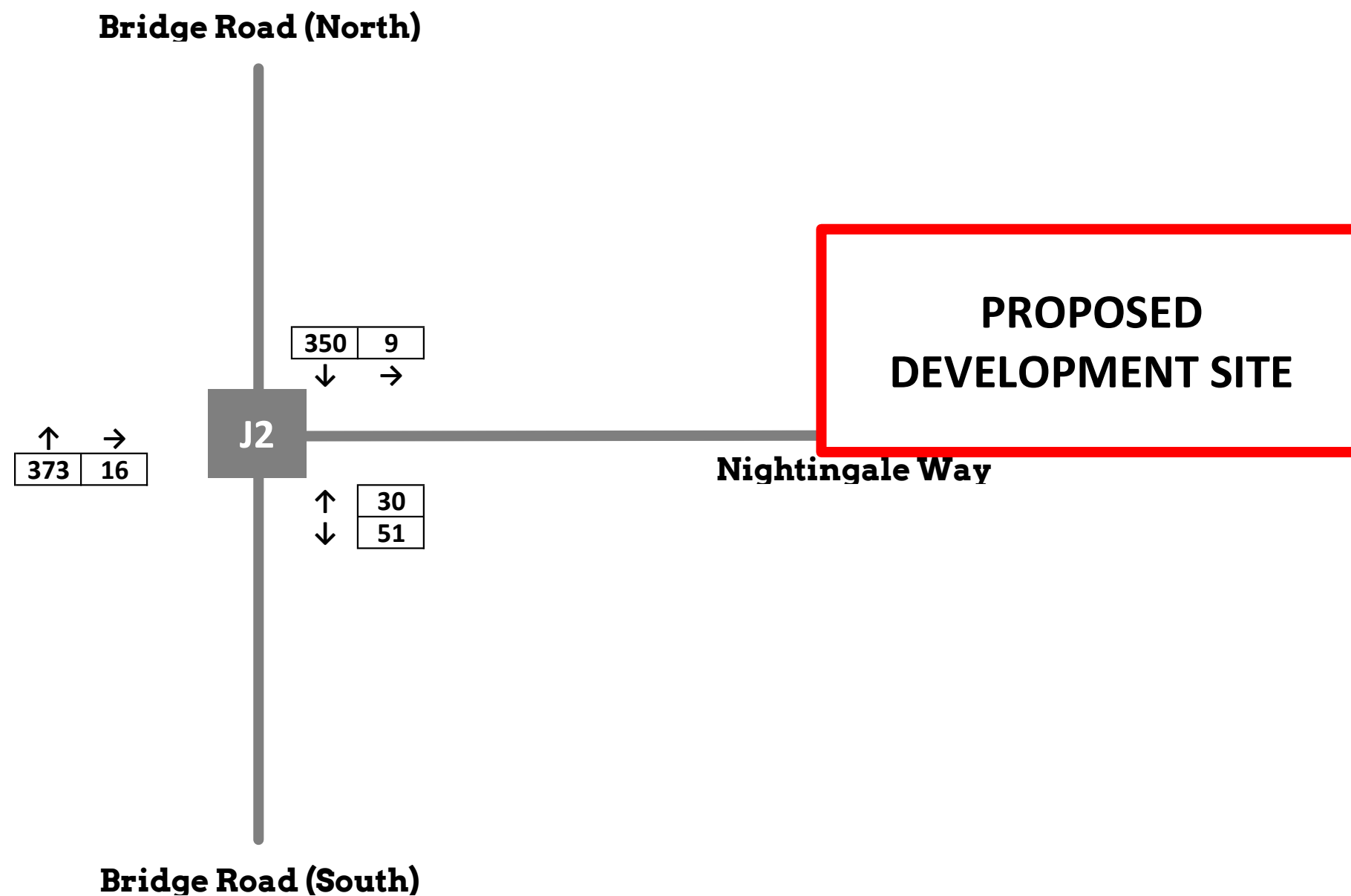
	% DIST	ARR	DEP	TOTAL
A	37.0%	6	21	28
B	63.0%	11	36	47
ALL	100.0%	18	57	74

*Rounding has occurred

Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Something AM Peak



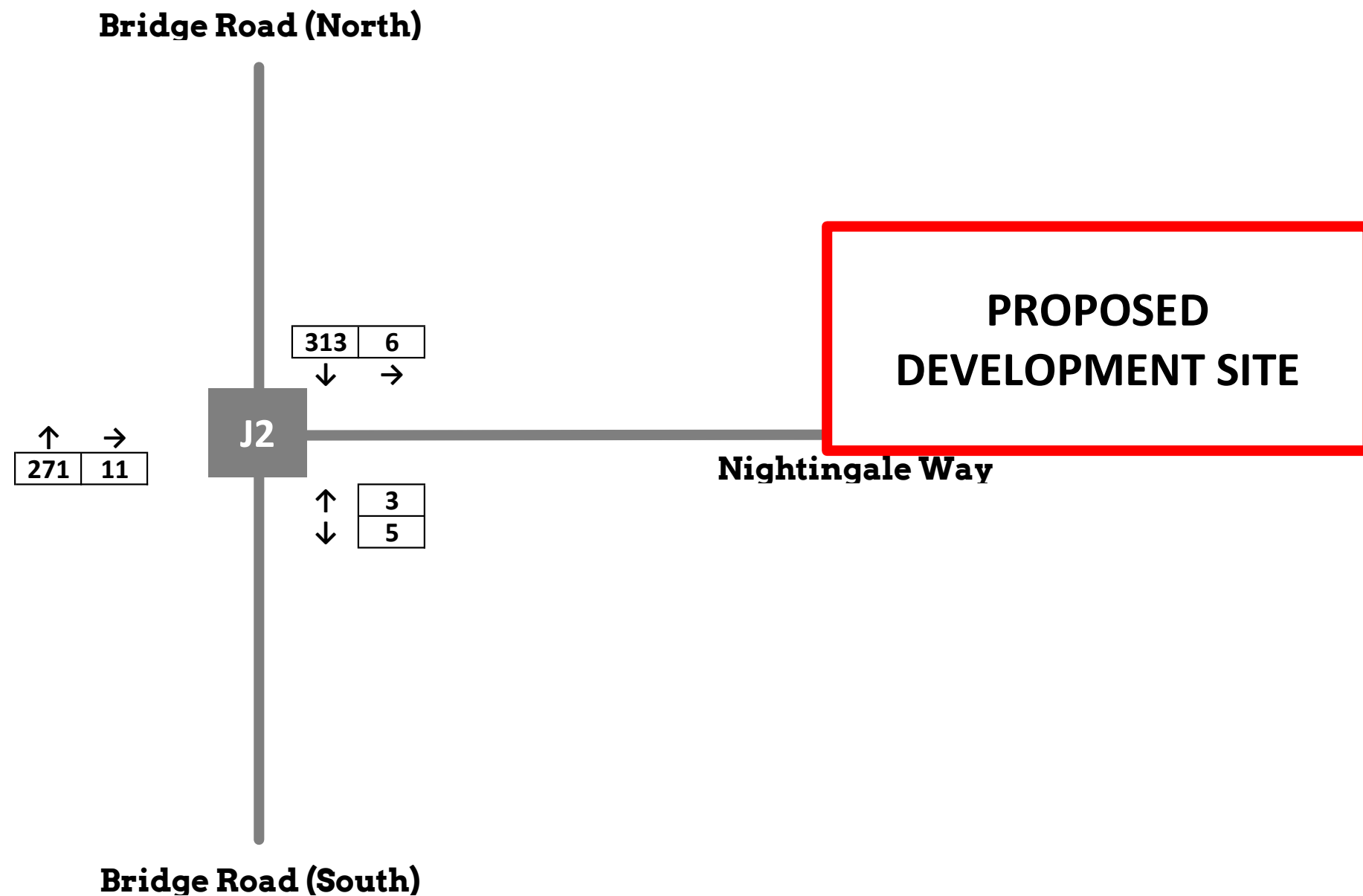
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2019 Base Survey PM Peak



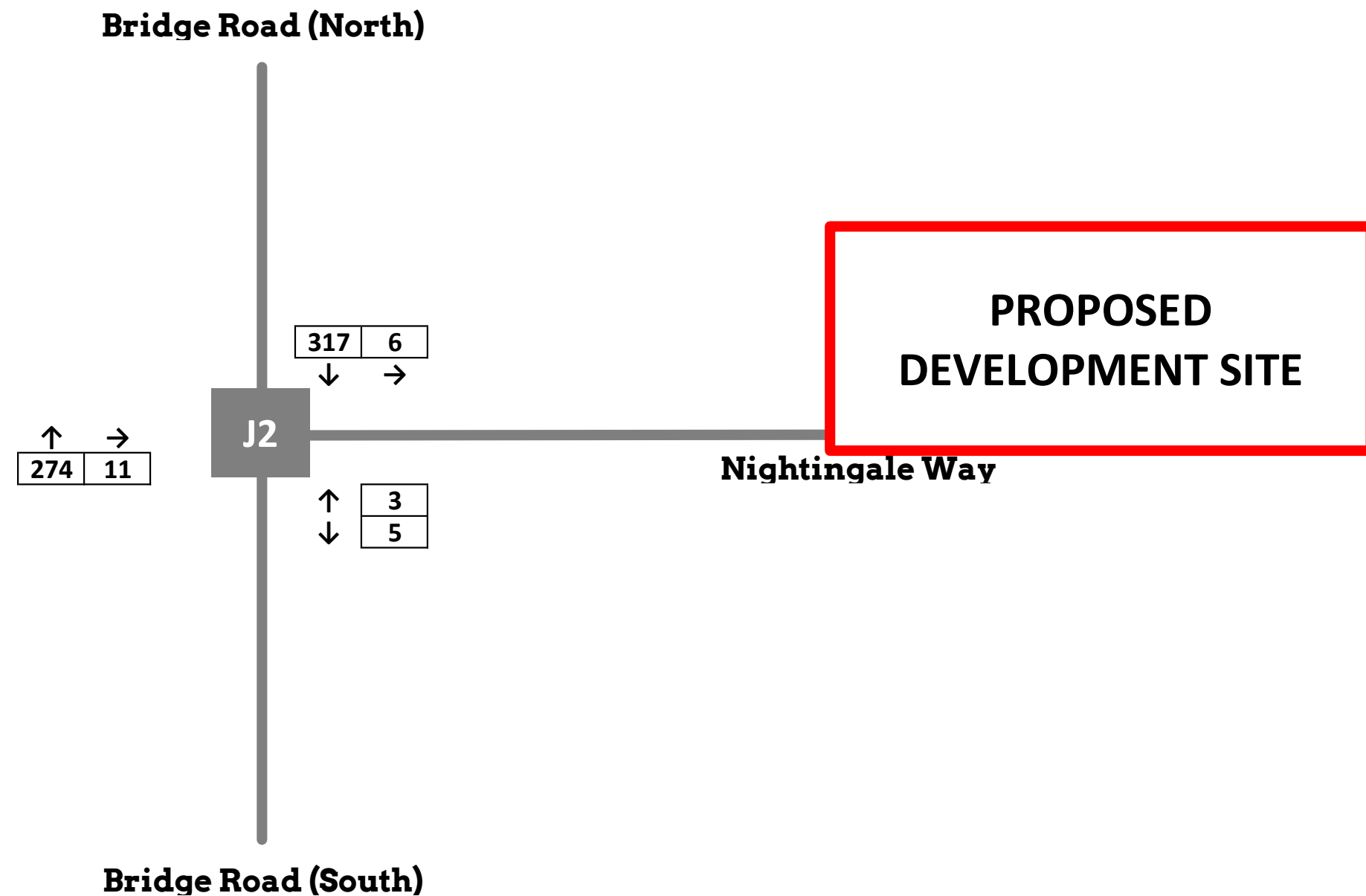
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2020 Base Survey PM Peak



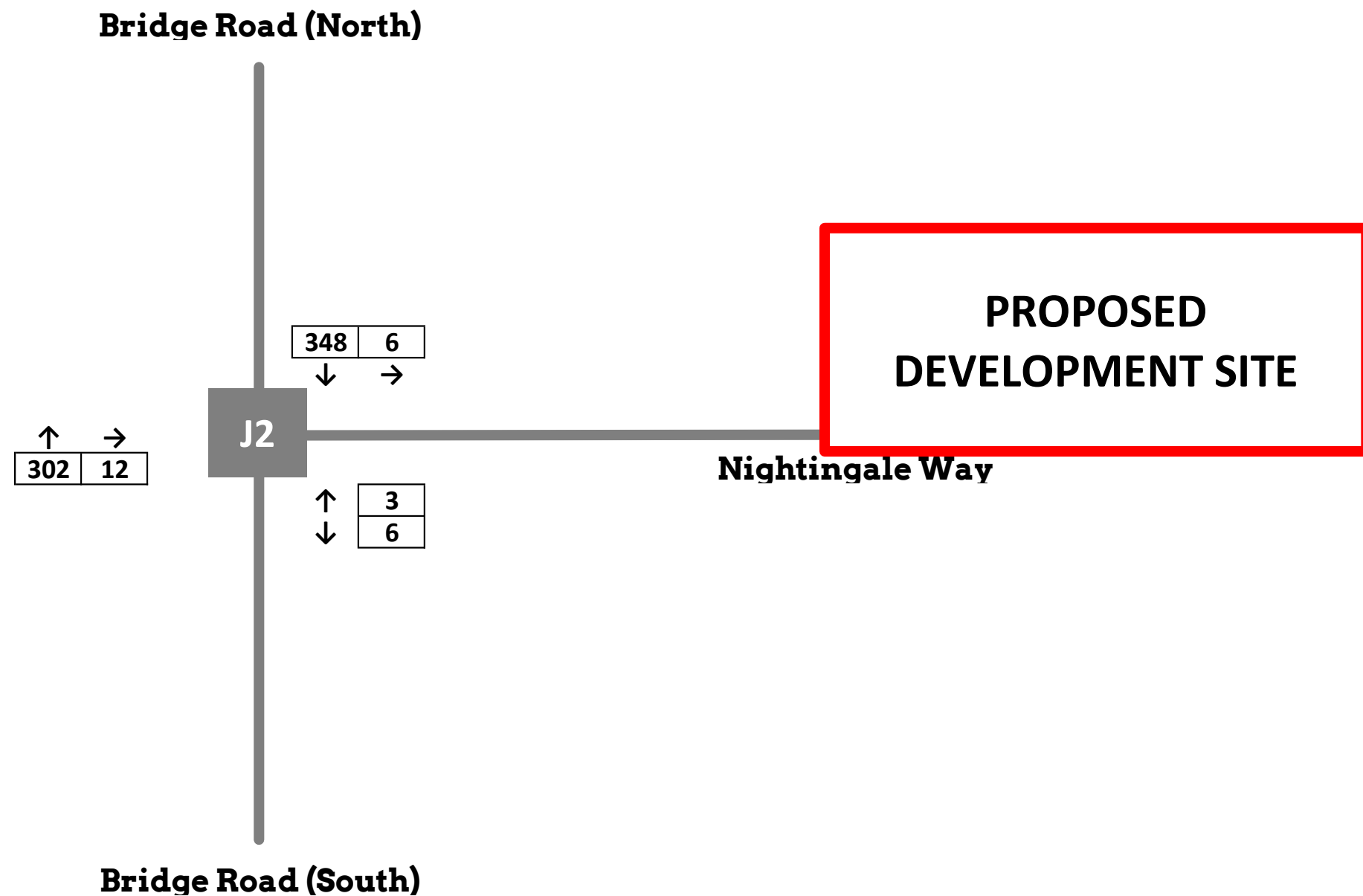
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Nothing PM Peak



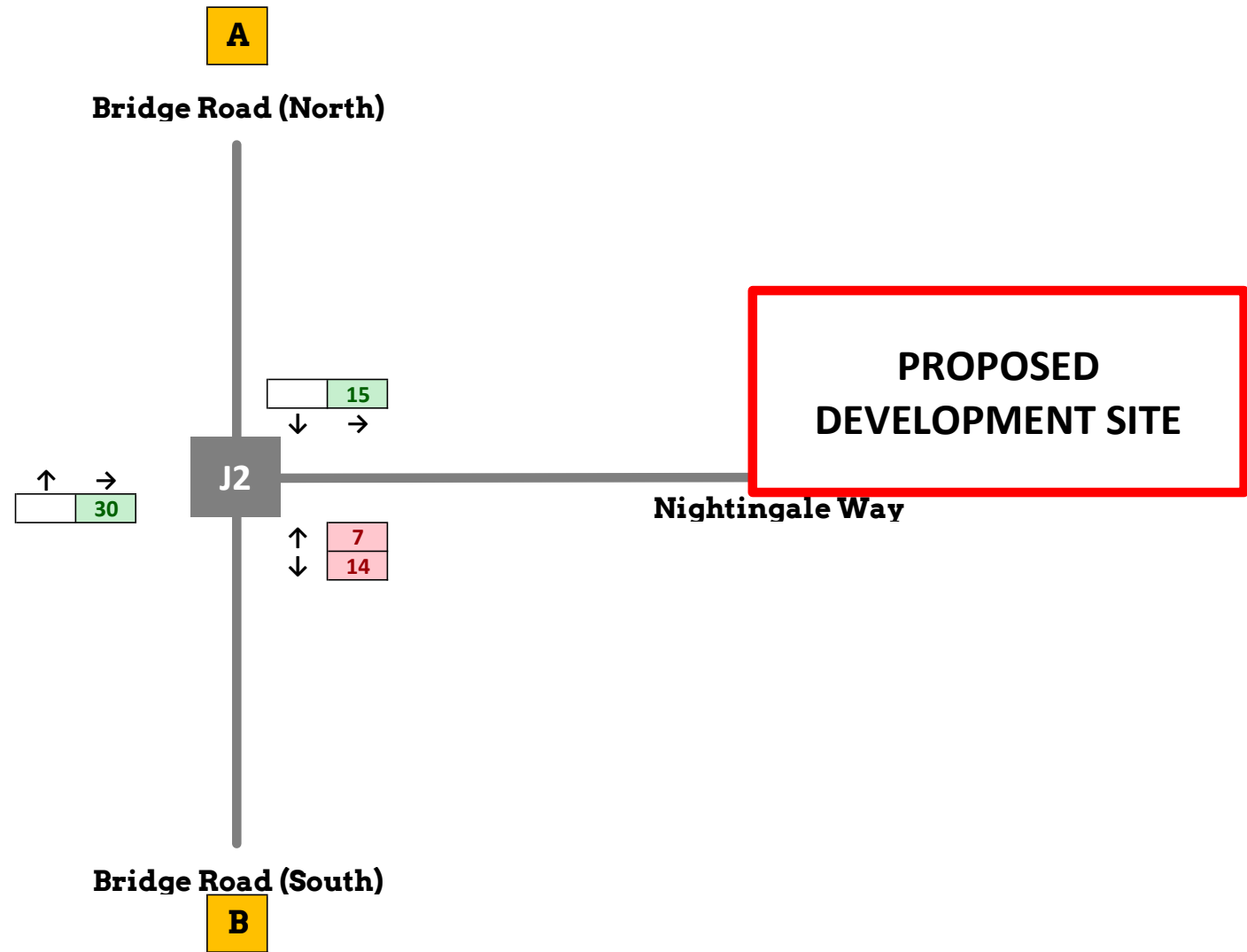
Highway network not to scale.

All flows in passenger car units (PCUs).

Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT
LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

Proposed Development Flows PM Peak



44 Arriving traffic
20 Departing traffic

Development Distribution AM Peak

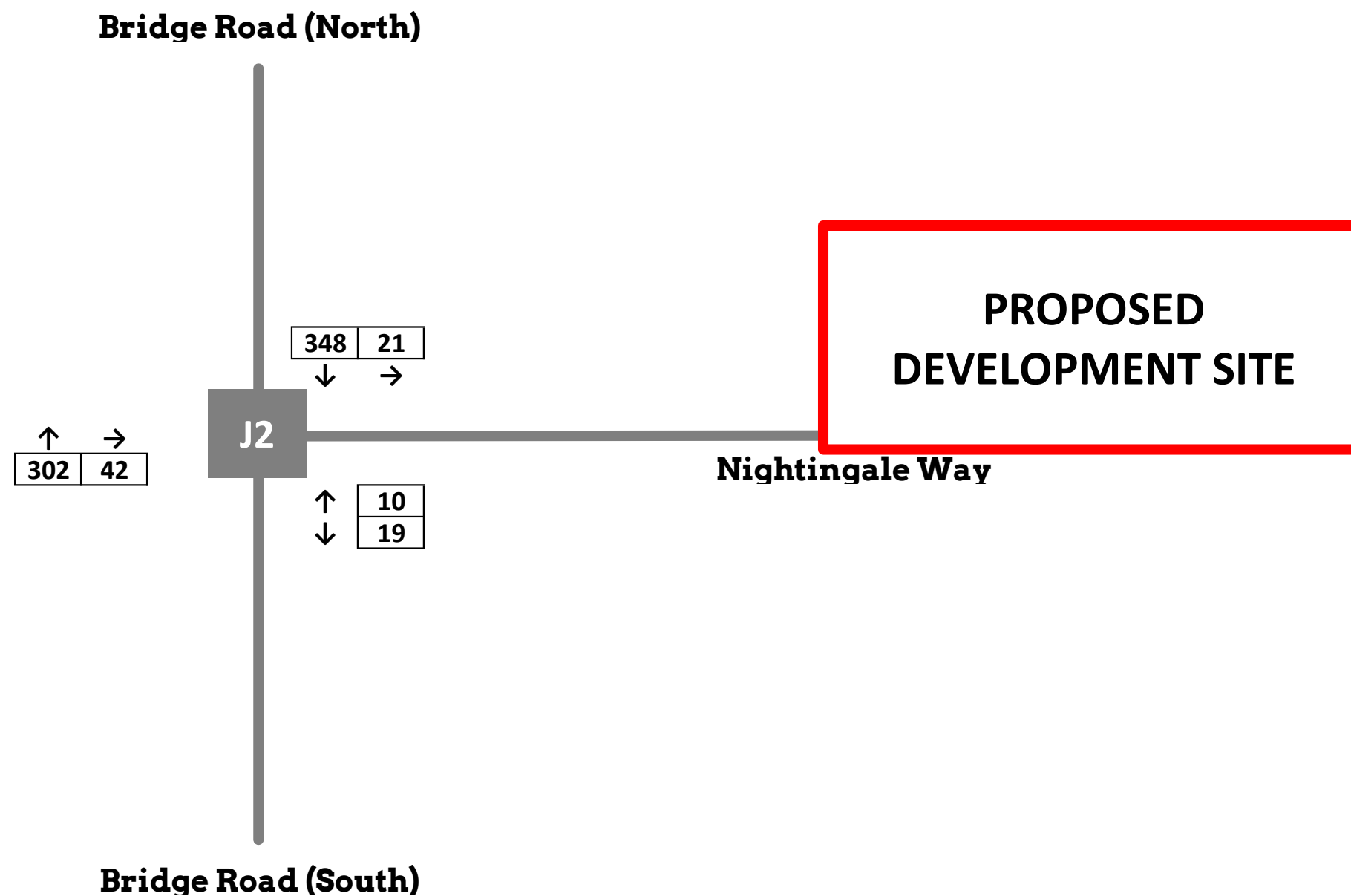
	% DIST	ARR	DEP	TOTAL
A	33.0%	15	7	21
B	67.0%	30	14	43
ALL	100.0%	44	20	65

*Rounding has occurred

Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

PROPOSED RESIDENTIAL DEVELOPMENT LAND TO THE REAR OF WITHINGTON STREET, SUTTON BRIDGE

2025 Do Something PM Peak



Highway network not to scale.
All flows in passenger car units (PCUs).
Distribution is based on existing traffic patterns

APPENDIX G

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: junction 1 - withington street.j9

Path: T:\M-EC Job Book\24237\calculations\transport\junctions 9

Report generation date: 09/09/2020 11:13:08

- »2020 Base, AM
- »2020 Base, PM
- »2025 Do Nothing, AM
- »2025 Do Nothing, PM
- »2025 Do Something, AM
- »2025 Do Something, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020 Base						
Stream B-C	0.0	6.89	0.02	0.0	7.09	0.02
Stream B-A	0.0	14.40	0.00	0.0	12.10	0.02
Stream C-AB	0.0	5.14	0.00	0.0	5.46	0.03
2025 Do Nothing						
Stream B-C	0.0	7.01	0.02	0.0	7.27	0.03
Stream B-A	0.0	15.02	0.00	0.0	12.46	0.03
Stream C-AB	0.0	5.07	0.00	0.0	5.40	0.03
2025 Do Something						
Stream B-C	0.1	7.68	0.09	0.1	7.39	0.05
Stream B-A	0.1	14.09	0.08	0.1	13.51	0.05
Stream C-AB	0.0	5.16	0.03	0.2	5.68	0.10

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

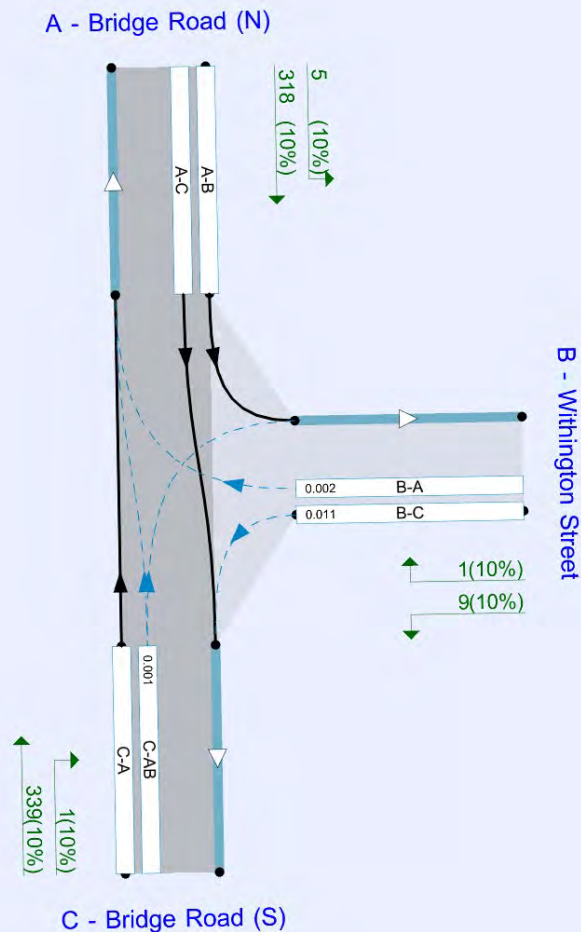
File summary

File Description

Title	
Location	
Site number	
Date	14/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\ARoberts
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15
D3	2025 Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2025 Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2025 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2025 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bridge Road (N)		Major
B	Withington Street		Minor
C	Bridge Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bridge Road (S)	7.15			148.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Withington Street	One lane plus flare	5.40	3.70	3.40	3.00	3.00	✓	1.00	22	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	372	0.064	0.163	0.102	0.232
B-C	672	0.098	0.247	-	-
C-B	660	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	323	100.000
B - Withington Street		✓	10	100.000
C - Bridge Road (S)		✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	5	318
	B - Withington Street	1	0	9
	C - Bridge Road (S)	339	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.89	0.0	A
B-A	0.00	14.40	0.0	B
C-AB	0.00	5.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	612	0.011	7	0.0	6.539	A
B-A	0.75	306	0.002	0.74	0.0	12.960	B
C-AB	1	771	0.001	1	0.0	5.145	A
C-A	255			255			
A-B	4			4			
A-C	239			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	601	0.013	8	0.0	6.682	A
B-A	0.90	294	0.003	0.90	0.0	13.524	B
C-AB	1	794	0.002	1	0.0	4.995	A
C-A	304			304			
A-B	4			4			
A-C	286			286			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	584	0.017	10	0.0	6.891	A
B-A	1	276	0.004	1	0.0	14.397	B
C-AB	2	828	0.002	2	0.0	4.795	A
C-A	372			372			
A-B	6			6			
A-C	350			350			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	584	0.017	10	0.0	6.891	A
B-A	1	276	0.004	1	0.0	14.395	B
C-AB	2	828	0.002	2	0.0	4.795	A
C-A	372			372			
A-B	6			6			
A-C	350			350			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	601	0.013	8	0.0	6.686	A
B-A	0.90	294	0.003	0.90	0.0	13.520	B
C-AB	1	794	0.002	1	0.0	4.997	A
C-A	304			304			
A-B	4			4			
A-C	286			286			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	612	0.011	7	0.0	6.542	A
B-A	0.75	306	0.002	0.76	0.0	12.955	B
C-AB	1	771	0.001	1	0.0	5.145	A
C-A	255			255			
A-B	4			4			
A-C	239			239			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	322	100.000
B - Withington Street		✓	19	100.000
C - Bridge Road (S)		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	5	317
	B - Withington Street	7	0	12
	C - Bridge Road (S)	274	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.09	0.0	A
B-A	0.02	12.10	0.0	B
C-AB	0.03	5.46	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	600	0.015	9	0.0	6.698	A
B-A	5	369	0.014	5	0.0	10.882	B
C-AB	13	738	0.017	12	0.0	5.456	A
C-A	203			203			
A-B	4			4			
A-C	239			239			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	588	0.018	11	0.0	6.858	A
B-A	6	355	0.018	6	0.0	11.360	B
C-AB	16	755	0.021	16	0.0	5.357	A
C-A	241			241			
A-B	4			4			
A-C	285			285			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	572	0.023	13	0.0	7.089	A
B-A	8	335	0.023	8	0.0	12.101	B
C-AB	22	779	0.028	22	0.0	5.226	A
C-A	293			293			
A-B	6			6			
A-C	349			349			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	572	0.023	13	0.0	7.091	A
B-A	8	335	0.023	8	0.0	12.099	B
C-AB	22	779	0.028	22	0.0	5.227	A
C-A	293			293			
A-B	6			6			
A-C	349			349			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	588	0.018	11	0.0	6.862	A
B-A	6	355	0.018	6	0.0	11.358	B
C-AB	16	755	0.021	16	0.0	5.360	A
C-A	241			241			
A-B	4			4			
A-C	285			285			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	600	0.015	9	0.0	6.703	A
B-A	5	369	0.014	5	0.0	10.878	B
C-AB	13	738	0.017	13	0.0	5.458	A
C-A	203			203			
A-B	4			4			
A-C	239			239			

2025 Do Nothing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Do Nothing	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	356	100.000
B - Withington Street		✓	11	100.000
C - Bridge Road (S)		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	6	350
	B - Withington Street	1	0	10
	C - Bridge Road (S)	373	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.01	0.0	A
B-A	0.00	15.02	0.0	C
C-AB	0.00	5.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	607	0.012	7	0.0	6.607	A
B-A	0.75	298	0.003	0.74	0.0	13.332	B
C-AB	1	783	0.002	1	0.0	5.066	A
C-A	280			280			
A-B	5			5			
A-C	263			263			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	594	0.015	9	0.0	6.769	A
B-A	0.90	284	0.003	0.90	0.0	13.989	B
C-AB	2	809	0.002	2	0.0	4.904	A
C-A	335			335			
A-B	5			5			
A-C	315			315			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	576	0.019	11	0.0	7.006	A
B-A	1	265	0.004	1	0.0	15.018	C
C-AB	2	846	0.003	2	0.0	4.690	A
C-A	410			410			
A-B	7			7			
A-C	385			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	576	0.019	11	0.0	7.006	A
B-A	1	265	0.004	1	0.0	15.016	C
C-AB	2	846	0.003	2	0.0	4.691	A
C-A	410			410			
A-B	7			7			
A-C	385			385			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	594	0.015	9	0.0	6.769	A
B-A	0.90	284	0.003	0.90	0.0	13.985	B
C-AB	2	809	0.002	2	0.0	4.906	A
C-A	335			335			
A-B	5			5			
A-C	315			315			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	607	0.012	8	0.0	6.608	A
B-A	0.75	298	0.003	0.76	0.0	13.325	B
C-AB	1	783	0.002	1	0.0	5.066	A
C-A	280			280			
A-B	5			5			
A-C	263			263			

2025 Do Nothing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Do Nothing	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	354	100.000
B - Withington Street		✓	21	100.000
C - Bridge Road (S)		✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	6	348
	B - Withington Street	8	0	13
	C - Bridge Road (S)	302	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.27	0.0	A
B-A	0.03	12.46	0.0	B
C-AB	0.03	5.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	590	0.017	10	0.0	6.821	A
B-A	6	364	0.017	6	0.0	11.042	B
C-AB	14	747	0.019	14	0.0	5.401	A
C-A	223			223			
A-B	5			5			
A-C	262			262			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	577	0.020	12	0.0	7.003	A
B-A	7	349	0.021	7	0.0	11.596	B
C-AB	18	766	0.024	18	0.0	5.294	A
C-A	265			265			
A-B	5			5			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	559	0.026	14	0.0	7.268	A
B-A	9	327	0.027	9	0.0	12.461	B
C-AB	25	793	0.031	25	0.0	5.152	A
C-A	322			322			
A-B	7			7			
A-C	383			383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	559	0.026	14	0.0	7.269	A
B-A	9	327	0.027	9	0.0	12.458	B
C-AB	25	793	0.031	25	0.0	5.154	A
C-A	322			322			
A-B	7			7			
A-C	383			383			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	577	0.020	12	0.0	7.007	A
B-A	7	349	0.021	7	0.0	11.594	B
C-AB	18	766	0.024	18	0.0	5.297	A
C-A	265			265			
A-B	5			5			
A-C	313			313			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	590	0.017	10	0.0	6.830	A
B-A	6	365	0.017	6	0.0	11.042	B
C-AB	14	747	0.019	14	0.0	5.401	A
C-A	223			223			
A-B	5			5			
A-C	262			262			

2025 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Do Something	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	362	100.000
B - Withington Street		✓	68	100.000
C - Bridge Road (S)		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	12	350
	B - Withington Street	22	0	46
	C - Bridge Road (S)	373	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	7.68	0.1	A
B-A	0.08	14.09	0.1	B
C-AB	0.03	5.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	602	0.058	34	0.1	6.970	A
B-A	17	345	0.048	16	0.1	12.038	B
C-AB	14	782	0.018	14	0.0	5.158	A
C-A	276			276			
A-B	9			9			
A-C	263			263			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	587	0.070	41	0.1	7.254	A
B-A	20	328	0.060	20	0.1	12.820	B
C-AB	18	808	0.023	18	0.0	5.016	A
C-A	328			328			
A-B	11			11			
A-C	315			315			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	567	0.089	51	0.1	7.674	A
B-A	24	305	0.079	24	0.1	14.083	B
C-AB	26	845	0.030	26	0.0	4.832	A
C-A	398			398			
A-B	13			13			
A-C	385			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	566	0.089	51	0.1	7.677	A
B-A	24	305	0.079	24	0.1	14.088	B
C-AB	26	845	0.031	26	0.0	4.832	A
C-A	398			398			
A-B	13			13			
A-C	385			385			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	587	0.070	41	0.1	7.263	A
B-A	20	329	0.060	20	0.1	12.830	B
C-AB	19	808	0.023	19	0.0	5.019	A
C-A	328			328			
A-B	11			11			
A-C	315			315			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	602	0.058	35	0.1	6.987	A
B-A	17	345	0.048	17	0.1	12.045	B
C-AB	14	782	0.018	14	0.0	5.158	A
C-A	276			276			
A-B	9			9			
A-C	263			263			

2025 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Withington Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Do Something	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	368	100.000
B - Withington Street		✓	41	100.000
C - Bridge Road (S)		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	0	20	348
	B - Withington Street	14	0	27
	C - Bridge Road (S)	302	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Withington Street	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Withington Street	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.39	0.1	A
B-A	0.05	13.51	0.1	B
C-AB	0.10	5.68	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	599	0.034	20	0.0	6.836	A
B-A	11	349	0.030	10	0.0	11.690	B
C-AB	47	745	0.063	46	0.1	5.665	A
C-A	213			213			
A-B	15			15			
A-C	262			262			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	585	0.041	24	0.0	7.060	A
B-A	13	332	0.038	13	0.0	12.393	B
C-AB	60	764	0.079	60	0.2	5.630	A
C-A	250			250			
A-B	18			18			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	566	0.053	30	0.1	7.387	A
B-A	15	309	0.050	15	0.1	13.500	B
C-AB	82	790	0.104	82	0.2	5.594	A
C-A	298			298			
A-B	22			22			
A-C	383			383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	566	0.053	30	0.1	7.389	A
B-A	15	309	0.050	15	0.1	13.506	B
C-AB	82	790	0.104	82	0.2	5.596	A
C-A	298			298			
A-B	22			22			
A-C	383			383			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	585	0.042	24	0.0	7.068	A
B-A	13	332	0.038	13	0.0	12.398	B
C-AB	60	764	0.079	61	0.2	5.639	A
C-A	250			250			
A-B	18			18			
A-C	313			313			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	599	0.034	20	0.0	6.849	A
B-A	11	349	0.030	11	0.0	11.701	B
C-AB	47	745	0.063	47	0.1	5.675	A
C-A	213			213			
A-B	15			15			
A-C	262			262			

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462						
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Filename: junction 2 - nightingale way.j9

Path: T:\M-EC Job Book\24237\calculations\transport\junctions 9

Report generation date: 09/09/2020 11:23:15

»2020 Base, AM

»2020 Base, PM

»2025 Do Nothing, AM

»2025 Do Nothing, PM

»2025 Do Something, AM

»2025 Do Something, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020 Base						
Stream B-AC	0.1	8.98	0.05	0.0	8.63	0.02
Stream C-AB	0.0	6.90	0.01	0.0	6.94	0.02
2025 Do Nothing						
Stream B-AC	0.1	9.31	0.06	0.0	8.70	0.02
Stream C-AB	0.0	6.99	0.01	0.0	7.03	0.02
2025 Do Something						
Stream B-AC	0.3	10.98	0.20	0.1	9.35	0.07
Stream C-AB	0.0	7.03	0.03	0.1	7.24	0.08

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

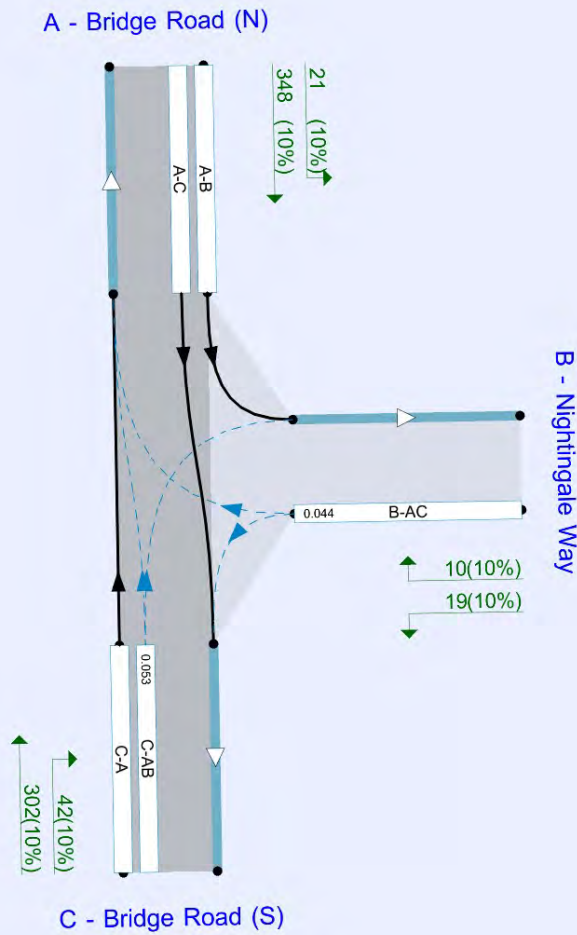
File summary

File Description

Title	
Location	
Site number	
Date	14/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\ARoberts
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15
D3	2025 Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2025 Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2025 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2025 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bridge Road (N)		Major
B	Nightingale Way		Minor
C	Bridge Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bridge Road (S)	7.00			150.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nightingale Way	One lane	2.70	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	497	0.087	0.219	0.138	0.313
B-C	631	0.093	0.234	-	-
C-B	661	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	324	100.000
B - Nightingale Way		✓	22	100.000
C - Bridge Road (S)		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	0	6	318
	B - Nightingale Way	8	0	14
	C - Bridge Road (S)	339	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.98	0.1	A
C-AB	0.01	6.90	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	501	0.033	16	0.0	8.173	A
C-AB	3	603	0.005	3	0.0	6.597	A
C-A	255			255			
A-B	5			5			
A-C	239			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	486	0.041	20	0.0	8.494	A
C-AB	4	592	0.006	4	0.0	6.724	A
C-A	305			305			
A-B	5			5			
A-C	286			286			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	465	0.052	24	0.1	8.977	A
C-AB	4	578	0.008	4	0.0	6.904	A
C-A	373			373			
A-B	7			7			
A-C	350			350			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	465	0.052	24	0.1	8.978	A
C-AB	4	578	0.008	4	0.0	6.904	A
C-A	373			373			
A-B	7			7			
A-C	350			350			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	486	0.041	20	0.0	8.496	A
C-AB	4	592	0.006	4	0.0	6.724	A
C-A	305			305			
A-B	5			5			
A-C	286			286			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	501	0.033	17	0.0	8.180	A
C-AB	3	603	0.005	3	0.0	6.597	A
C-A	255			255			
A-B	5			5			
A-C	239			239			

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	323	100.000
B - Nightingale Way		✓	8	100.000
C - Bridge Road (S)		✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
	A - Bridge Road (N)	0	6	317
	B - Nightingale Way	3	0	5
	C - Bridge Road (S)	274	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.63	0.0	A
C-AB	0.02	6.94	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	502	0.012	6	0.0	7.986	A
C-AB	8	605	0.014	8	0.0	6.630	A
C-A	206			206			
A-B	5			5			
A-C	239			239			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	488	0.015	7	0.0	8.244	A
C-AB	10	596	0.017	10	0.0	6.760	A
C-A	246			246			
A-B	5			5			
A-C	285			285			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	468	0.019	9	0.0	8.629	A
C-AB	12	583	0.021	12	0.0	6.940	A
C-A	301			301			
A-B	7			7			
A-C	349			349			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	468	0.019	9	0.0	8.629	A
C-AB	12	583	0.021	12	0.0	6.943	A
C-A	301			301			
A-B	7			7			
A-C	349			349			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	487	0.015	7	0.0	8.246	A
C-AB	10	596	0.017	10	0.0	6.763	A
C-A	246			246			
A-B	5			5			
A-C	285			285			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	502	0.012	6	0.0	7.989	A
C-AB	8	605	0.014	8	0.0	6.633	A
C-A	206			206			
A-B	5			5			
A-C	239			239			

2025 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Do Nothing	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	353	100.000
B - Nightingale Way		✓	24	100.000
C - Bridge Road (S)		✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	0	3	350
	B - Nightingale Way	9	0	15
	C - Bridge Road (S)	373	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	9.31	0.1	A
C-AB	0.01	6.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	491	0.037	18	0.0	8.364	A
C-AB	4	599	0.006	4	0.0	6.657	A
C-A	281			281			
A-B	2			2			
A-C	263			263			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	475	0.045	22	0.1	8.737	A
C-AB	5	587	0.008	5	0.0	6.796	A
C-A	335			335			
A-B	3			3			
A-C	315			315			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	452	0.059	26	0.1	9.308	A
C-AB	6	572	0.010	6	0.0	6.993	A
C-A	411			411			
A-B	3			3			
A-C	385			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	452	0.059	26	0.1	9.310	A
C-AB	6	572	0.010	6	0.0	6.993	A
C-A	411			411			
A-B	3			3			
A-C	385			385			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	475	0.045	22	0.1	8.740	A
C-AB	5	587	0.008	5	0.0	6.799	A
C-A	335			335			
A-B	3			3			
A-C	315			315			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	491	0.037	18	0.0	8.372	A
C-AB	4	599	0.006	4	0.0	6.657	A
C-A	281			281			
A-B	2			2			
A-C	263			263			

2025 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Do Nothing	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	354	100.000
B - Nightingale Way		✓	9	100.000
C - Bridge Road (S)		✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	0	6	348
	B - Nightingale Way	3	0	6
	C - Bridge Road (S)	302	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.70	0.0	A
C-AB	0.02	7.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	502	0.014	7	0.0	7.995	A
C-AB	9	601	0.015	9	0.0	6.694	A
C-A	227			227			
A-B	5			5			
A-C	262			262			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	487	0.017	8	0.0	8.276	A
C-AB	11	590	0.019	11	0.0	6.836	A
C-A	271			271			
A-B	5			5			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	465	0.021	10	0.0	8.700	A
C-AB	13	576	0.023	13	0.0	7.034	A
C-A	332			332			
A-B	7			7			
A-C	383			383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	465	0.021	10	0.0	8.701	A
C-AB	13	576	0.023	13	0.0	7.034	A
C-A	332			332			
A-B	7			7			
A-C	383			383			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	487	0.017	8	0.0	8.277	A
C-AB	11	590	0.019	11	0.0	6.836	A
C-A	271			271			
A-B	5			5			
A-C	313			313			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	502	0.014	7	0.0	7.999	A
C-AB	9	601	0.015	9	0.0	6.694	A
C-A	227			227			
A-B	5			5			
A-C	262			262			

2025 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Do Something	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	359	100.000
B - Nightingale Way		✓	81	100.000
C - Bridge Road (S)		✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	0	9	350
	B - Nightingale Way	30	0	51
	C - Bridge Road (S)	373	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	10.98	0.3	B
C-AB	0.03	7.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	490	0.124	60	0.2	9.201	A
C-AB	12	603	0.020	12	0.0	6.704	A
C-A	281			281			
A-B	7			7			
A-C	263			263			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	473	0.154	73	0.2	9.879	A
C-AB	15	593	0.025	15	0.0	6.841	A
C-A	335			335			
A-B	8			8			
A-C	315			315			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	450	0.198	89	0.3	10.965	B
C-AB	18	582	0.031	18	0.0	7.027	A
C-A	410			410			
A-B	10			10			
A-C	385			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	450	0.198	89	0.3	10.983	B
C-AB	18	582	0.031	18	0.0	7.030	A
C-A	410			410			
A-B	10			10			
A-C	385			385			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	473	0.154	73	0.2	9.900	A
C-AB	15	593	0.025	15	0.0	6.842	A
C-A	335			335			
A-B	8			8			
A-C	315			315			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	490	0.124	61	0.2	9.236	A
C-AB	12	603	0.020	12	0.0	6.708	A
C-A	281			281			
A-B	7			7			
A-C	263			263			

2025 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bridge Road/Withington Street	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Do Something	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bridge Road (N)		✓	369	100.000
B - Nightingale Way		✓	29	100.000
C - Bridge Road (S)		✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	0	21	348
	B - Nightingale Way	10	0	19
	C - Bridge Road (S)	302	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bridge Road (N)	B - Nightingale Way	C - Bridge Road (S)
From	A - Bridge Road (N)	10	10	10
	B - Nightingale Way	10	10	10
	C - Bridge Road (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	9.35	0.1	A
C-AB	0.08	7.24	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	495	0.044	22	0.1	8.360	A
C-AB	32	609	0.053	32	0.1	6.866	A
C-A	227			227			
A-B	16			16			
A-C	262			262			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	479	0.054	26	0.1	8.750	A
C-AB	39	602	0.065	39	0.1	7.032	A
C-A	270			270			
A-B	19			19			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	455	0.070	32	0.1	9.352	A
C-AB	49	596	0.082	49	0.1	7.243	A
C-A	330			330			
A-B	23			23			
A-C	383			383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	455	0.070	32	0.1	9.353	A
C-AB	49	596	0.082	49	0.1	7.244	A
C-A	330			330			
A-B	23			23			
A-C	383			383			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	478	0.054	26	0.1	8.757	A
C-AB	39	602	0.065	39	0.1	7.035	A
C-A	270			270			
A-B	19			19			
A-C	313			313			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	495	0.044	22	0.1	8.371	A
C-AB	32	609	0.053	33	0.1	6.876	A
C-A	227			227			
A-B	16			16			
A-C	262			262			

APPENDIX H



NOTES:

- DO NOT SCALE THIS DRAWING.
- ACCESS GEOMETRIES PROVIDED IN ACCORDANCE WITH LCC'S 'LINCOLNSHIRE DESIGN GUIDE FOR RESIDENTIAL AREAS (1996)' AS IDENTIFIED BY LCC'S 'STREETScape DESIGN MANUAL'.

— SITE BOUNDARY

HIGHWAY MAINTAINED BY LCC

REV	FIRST ISSUE	SW	TR	TR	10.09.20
REV	AMENDMENTS:	DRN	CHK	APP	DATE

PROJECT: LAND REAR OF CHESTNUT TERRACE AND WITHINGTON STREET, SUTTON BRIDGE

DRAWING TITLE: ACCESS DESIGN

CLIENT: LINCOLN JACK LTD

DRAWING NUMBER: 24237_08_020_01

REVISION:	SHEET SIZE: A2	SCALE: AS SHOWN
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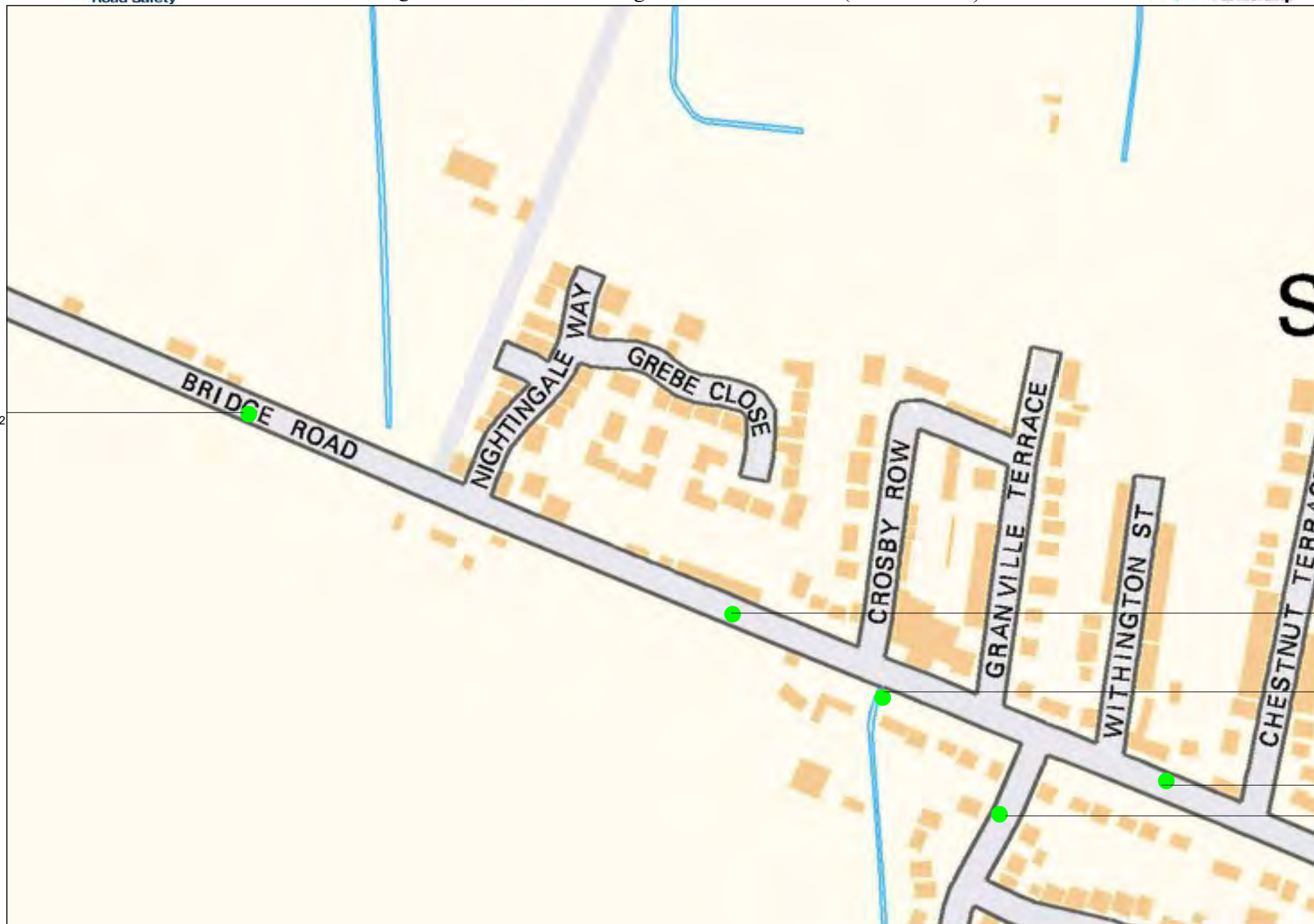
STATUS: PRELIMINARY

M-EC
Consulting Development Engineers

Telephone: 01530 284 753
Email: group@mec.co.uk
Website: www.m-ec.co.uk
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APPENDIX I

150135292

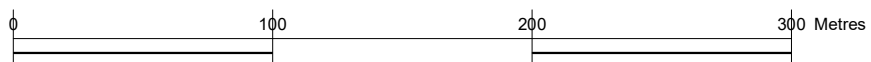


180590924

150098916

150088213

150059907



- **Fatal Injury**
- **Serious Injury**
- **Slight Injury**

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150059907

Road Number : D GRID REF: 546970,321571 SPEED LIMIT: 30
Road 2 Number :

PARISH : SUTTON BRIDGE DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SUTTON BRIDGE- OUTSIDE 62 FAULKLANDS ROAD (GRID REF: 546998,
321245).

DESCRIPTION : DRIVER V1 ELDERLY MALE REVERSING OFF HIS DRIVEWAY HAS HIT THE WRONG
PEDDLE AS A RESULT COLLIDED WITH THE PROPERTY NEXT DOOR CAUSING
DAMAGE.

DATE : 10/07/2015 - Friday TIME: 830

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Other - Please specify below
2.
3.
4.
5.
6.

VEHICLES:

1 Car Reversing North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 85

CASUALTIES:

1 Driver 85 Male Slight In Vehicle 1
2 Veh Passenger 81 Female Slight In Vehicle 1

PAGE: 1
DATE PRINTED: 14/08/2020

CURRENT DATADATE: 30/04/2020

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150088213

Road Number : C707 GRID REF: 547057,321588 SPEED LIMIT: 30
Road 2 Number :

PARISH : SUTTON BRIDGE DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SUTTON BRIDGE- BRIDGE ROAD OUTSIDE HOUSE NUMBER 155 (GRID REF:
546923, 321675).

DESCRIPTION : V1 HAS COLLIDED WITH V2, BOTH VEHICLES APPEAR TO HAVE BEEN DRIVEN
ON WRONG CARRIAGEWAY.

DATE : 07/09/2015 - Monday TIME: 714

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Other - Please specify below
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 25

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 1
2 Driver 25 Male Slight In Vehicle 2

PAGE: 2
DATE PRINTED: 14/08/2020

CURRENT DATADATE: 30/04/2020

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150098916

Road Number : C707 GRID REF: 546902,321640 SPEED LIMIT: 30
Road 2 Number :

PARISH : SUTTON BRIDGE DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SUTTON BRIDGE- BRIDGE ROAD (GRID REF 546923/321675)

DESCRIPTION : THE CASUALTY WAS IN HIS MOTOR VEHICLE ON BRIDGE ROAD, SUTTON BRIDGE. HE WAS PARKED ON HIS OFFSIDE ON THE MAIN ROAD AND WAS ATTEMPTING TO MANOUVRE HIS CAR TO THE FAR LANE. HE PULLED OUT A LITTLE AND V001 (OFFENDING) WAS TRAVELLING TOWARDS HIM. THE DRIVER OF V001 WAS SHOUTING, USING OFFENSIVE HAND GESTURES AT CASUALTY, WHO GOT OUT OF HIS CAR AND APPROACHED V001 FROM BEHIND. V001 REVERSED QUICKLY AND HIT CASUALTY KNOCKING HIM ACROSS THE ROAD AND CAUSING GRAZES TO THE LEFT ELBOW AND LEFT THUMB.

DATE : 26/09/2015 - Saturday TIME: 1755

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V001Very Likely Careless/Reckless/In a hurry
2.C001Very Likely Careless/Reckless/In a hurry (Pedestrian)
3.
4.
5.
6.

VEHICLES:

1 Car Reversing North East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20

CASUALTIES:

PAGE: 3
DATE PRINTED: 14/08/2020

CURRENT DATADATE: 30/04/2020

All Accidents

ACCIDENT REFERENCE: 150135292

Road Number : C707 GRID REF: 546545,321796 SPEED LIMIT: 30
Road 2 Number :

PARISH : SUTTON BRIDGE DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : LAYBY ON NORTH BOUND SIDE OF BRIDGE ROAD, SUTTON BRIDGE.
GRID REF E546923 N321675

DESCRIPTION : DURING HOURS OF DARKNESS V1 HAS BEEN PARKED IN A LAYBY ON BRIDGE
ROAD, SUTTON BRIDGE FCING IN DIRECTION OF LONG SUTTON. V1 HAS
ATTEMPTED TO PULL OUT OF THE LAYBY AND PERFORM A U-TURN IN ORDER TO
TRAVEL BACK TOWARDS SUTTON BRIDGE. HALFWAY THROUGH THE MANOUVER V1
HAS BEEN HIT ON IT'S OFFISDE BY V2.

DATE : 11/12/2015 - Friday TIME: 1950

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Failed to judge other person's path or speed
3.V1 Very Likely Poor turn or manoeuvre
4.V1 Very Likely Impaired by alcohol
5.V2 Possible Careless/Reckless/In a hurry
6.V2 Possible Exceeding speed limit

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under U Turn South East To South East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 29
2 Car Going ahead South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male
35

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 1
2 Driver 35 Male Slight In Vehicle 2

PAGE: 4
DATE PRINTED: 14/08/2020

CURRENT DATADATE: 30/04/2020

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180590924

Road Number : C707 GRID REF: 546817,321684 SPEED LIMIT: 30
Road 2 Number :

PARISH : SUTTON BRIDGE DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : PUBLIC STREET ACCESS TO PUBLIC HOUSE CAR PARK

DESCRIPTION : IP WAS LEAVING THE ANCHOR PUBLIC HOUSE LOCATED ON BRIDGE ROAD. IP
WAS STANDING ON PAVEMENT WHEN A VEH CAME FROM PUBLIC HOUSE CAR PARK
AND COLLIDED WITH IP. THIS RESULTED WITH BRUISE TO HIS ANKLE AND
GRAZE TO HIS HAND

DATE : 02/12/2018 - Sunday TIME: 1400

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 79

CASUALTIES:

1 Pedestrian 35 Male Slight In Vehicle 1

PAGE: 5
DATE PRINTED: 14/08/2020

CURRENT DATADATE: 30/04/2020

All Accidents

Civil Engineering

Transport

Road Safety

Flood Risk & Drainage

Structures

Geo-Environmental

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Utilities

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Street Lighting

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